



CONRAD STEVENSON Restorations

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date 12/11/20

1961 Alfa Romeo Sprint Speciali

License Plate: Na Vin# AR*177305, Motor # AR*00120*01518

Mileage: 69858km

Labor

Change jets and tune car.

add gas and note:

Fuel, gage is not working.

Diff oil pan is leaking and has loose/stripped threads on sump hardware

Shift boots not fitted correctly.

Brakes feel very wrong, pedal stays down and does not return consistently. **2.5 hours**

Remove brake master/pedal box to address brake pedal staying down and not returning.

Rework master cylinder/pedal box noting that it is missing a key internal dimpled washer that allows fluid to pass through internal holes, this may have been the cause of the pedal not returning. Set cotter pin and secure master.



This is the dimpled steel washer that was missing and preventing the fluid to be able to return to the reservoir.

Light hone and polish of bore to inspect, appears to be in good condition. Fit new seal kit with new correct dimpled washer. Add pedal stop screw and adjust free play with master installed to pedal box. Refit pedal box, connecting lines and note original aluminum heat shield is missing.

3.75 hours

R&R all wheel cylinder seals. Remove brake shoes, get rear shoes relined by Porterfield. Take rear drum to machine shop to have them turned lightly to remove deep grooves. Bleed and adjust brakes.

Note: very rough and over tightened front wheel bearing assembly, deep marks from roller bearings. Remove races and fit new bearings and grease seals.



New seal kits and repaired adjuster.



New rear brake shoe material was needed to replace material that was damp and crumbling away from aluminum shoes.

R&R gas tank to sort fuel sender. Float stuck and gasket blocking movement. Free up and reinstall. Test, works. Install lead sealing ring in place of fabric ring, leaking. Drain and refill tank.

R&R differential sump gasket, differential seal, heli-coil 6mm stud.

Note the outer shift boot was loose on top of shifter. These boots while not new were hard and likely to crack. Also not incorrect shift lever nut and bolt, this is a special bolt that needs to be able to tolerate a higher torque than most 7mm bolts. Fit new boots, important top seal(missing) and secure with correct nut/bolt.

R&R brake reservoir with new one to address leaks from the old canister.

Note trouble with throttle linkage that was bent very close to shorting out on the large hot power lead to starter motor. Straighten bent link, extracting frozen steel link end.

Replaced four ends with newer plastic type(non conductive), shrink-tube and bend linkage to fit. Lube bell crank blocks.

R&R wrong ground strap with new one.

Remove oil pressure line that had hose clamps securing a black hose to the original taper spiral fittings(these would tend to slip off due to the taper.) Fit correct Ferrari type brown spiral wound hose with new Ferrules.

R&R fuel hose filter to carbs.