

87351 May 72 Repack whl bungs.  
Lube front suspension  
(disassembled first)

5 May 72

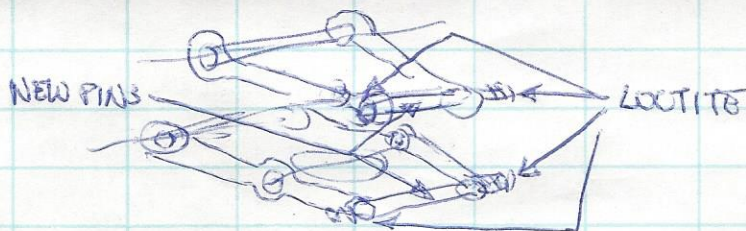
Re-bush upper & lower outer ends of A-arms (4 bush.)  
replacement parts (SW6) FIBER

Slightly room w/ 13/32 exp. reamer to snug fit

2 NEW PINS used (Lower 1908 Upper 2016)

Cannot drill for cotter key - too hard -

Used LOCTITE NUTLOCK W T PRIMER:



6 May

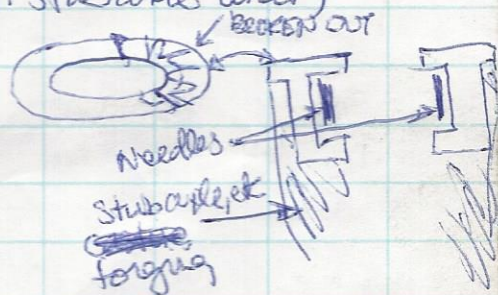
- Repack RF whl bung - finish RHS susp assembly

- Disassemble LHS - It's been apart before:

Lower A-arm pin re-bushed / fiber pin FILED!

Upper needle bung outer race (on stub axle unit)

partially broken:



16 May 72

Re-assemble LF susp. ~~assembly~~ - Replace upper & lower  
outer pins + bushings. Drill ~~the~~ kingpin so grease will  
reach upper pin (Caral Inc). [Disassembled w/ LOCTITE  
as RF.] "Repack" LF whl bung - locked o.k.

Broken upper needle bung retainer on stub axle  
assembly machined off (Denis-SWS Co.) - additional .003  
required to clean up. Washer made to same dimensions for upper  
bung retainer

BRANDS -  
WHL CYL  
BLEED SCREW

17 May 72

Sube front end -

Tried to bleed lower front wheel cyles - can't do left one, as bleed screw is broken off. (SWB brake overhaul did not include fixing this)

21 May 72 30500  
 87590 after run to SPR/Somona

690ml oil level - halfway between marks ~~1/2 qt~~ add 1 1/2 qt > full

24 July 72 83118 After CSRE tow(?) to Marshall/Nicasio

Run hard -

began: oil level @ 'x'

1qt / 528 KM (?)

oil: 

add 2qt

9 AUG 72 83118

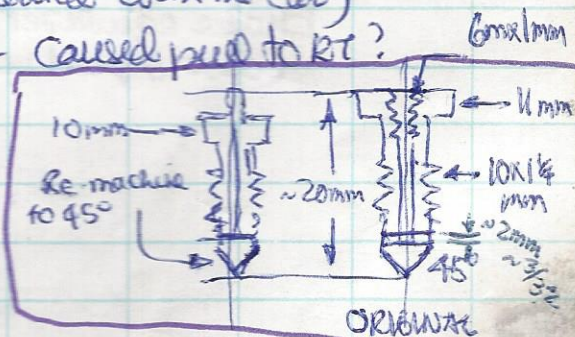
• Δ Headlites assemblies to U.S. Std - used (used) Lucas M6B?



	LUCAS	FERRARI	DISC
1-	BLU/WHI	YELLOW	HI BEAM
2-	BLU/RED	RED	LO BEAM
3.	BLK	BLK	GROUND

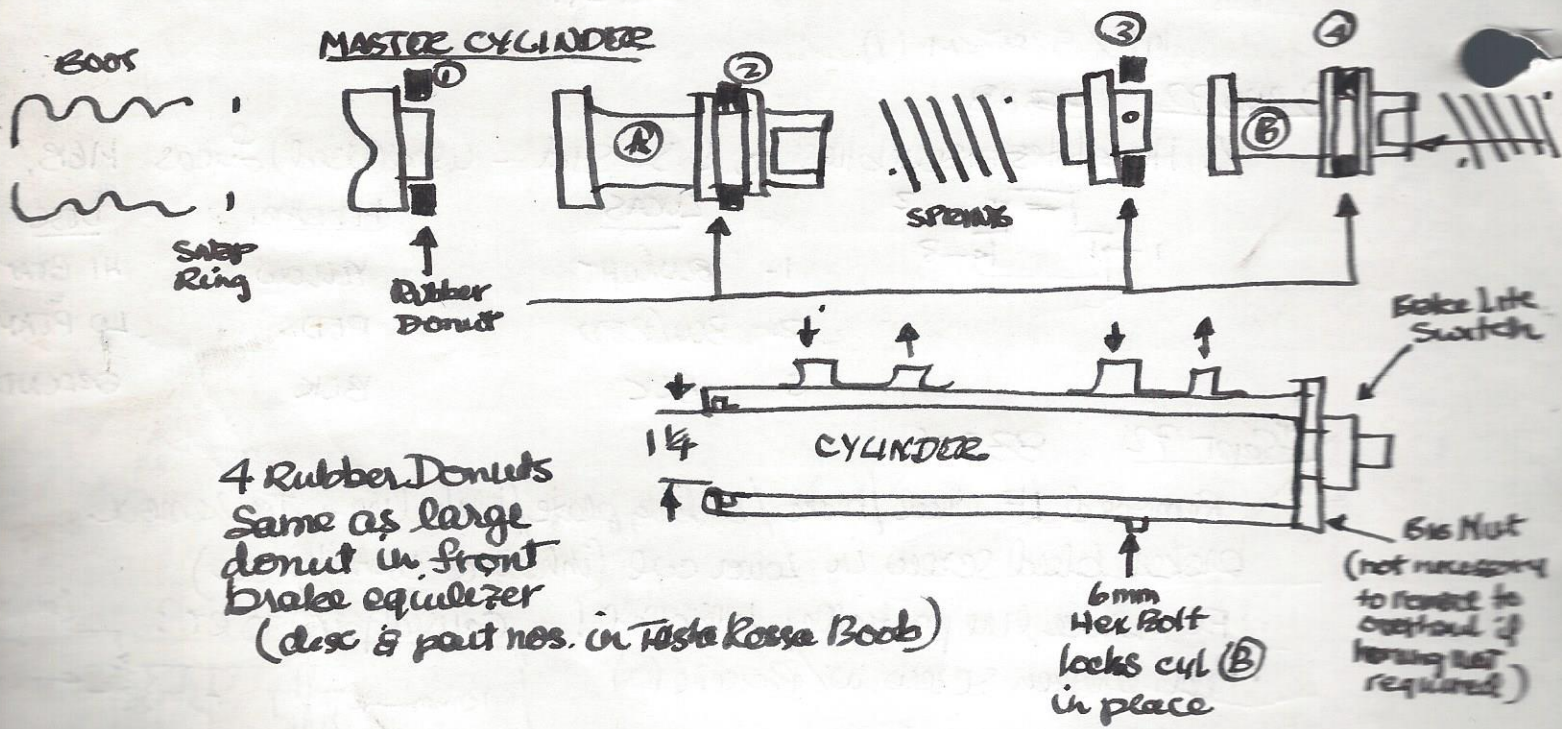
1st Sept 72 83226

- Removed LF wheel / brake / backing plate / brake line - To remove broken bleed screw in lower cyl (inherited with the car)
- Flex brake line partially blocked! - Caused pull to RT?
- Repl. broken screw w/ Porsche (?)



- Replace brake line w/spare from SWB
  - Remove/clean/replace both master cyl reservoirs - muddy inside
- Bleed brakes - test - seem o.k.

**MASTER CYLINDER**



4 Rubber Donuts  
 Same as large donut in front  
 brake equalizer  
 (disc & part nos. in Tasta Kassa Boob)

Set tappetts - 88248 9-72  
 Alignment (Bob Mellow) 88530-9-72

88248 16 Sept 72 Prep for Va City - at 6PM

- Set tappet clearances
- Replace both front brake hoses / bleed F brakes.

17 Sept 72

- Remove LR brake assy. - not releasing - Overhaul both wheel cylinders - cum cyls. seized.
- Flush rear brake system w/ Methanol
- Bleed/adj rear brakes - better pedal now.
- Remove RR drum / inspect - O.K.
- Add 1 qt oil (XLR)
- Fill differential (Smax 250)

88330 week of 10 Sept - Prep for Va City

Overhaul F brake balance cyl - it was fetty

- Brakes still spongy - overhaul master cyl - No help.
- Brakes bled & adjusted 3 or 4 times this week. no help.

Repl. all rubber 'donuts'

Alignment - Bob Mellow (Eddie Neff's)

	<sup>near</sup> LF	RF	STD
Camber	+1°	+1°	+1°
Caster	2 1/4°	2 1/4°	2 1/2°
King Pin	7°	7°	8°
Toe - in	Before: 1/16 out	Reset to: 3/64"	
Riding Height	LF	RF	
	27	27 1/4	
	near 27	near 27	
	5 1/4	5 1/2	
	near 27	near 26 7/8	
Rod Length (z):	10" / 25 1/8" / 10"		
Wheelbase	102 1/16	102 1/16	

89281 Δ oil/filter  
" Lube

88353 - Leave for Va. City (Ferrari Owners Club Hillclimb) - GPM  
Saturday - 2 runs up Hill (Gordon) OILT: 190  
HOT: 160

17 Links on chain

89281. Return.

Overhaul RR wheel cells  
at Va City

23 Oct 72 1

Δ oil & FILTER (Frantz)

1 qt XLR 20-80  
↑ maybe 1 qt too much

Grease front end -

All except L lower (outer) A-arm cross-pin - fitting  
inaccessible (conflict w/ bleed screws) RF corresp.  
Fitting didn't take much grease - grease it @ wheel being  
pack time.

9 Dec 72 89645 (After AMOC Xmas Dinner)

• Raise hdlites one turn @ adj. screw.

19 Dec 72 89701

• Install shoulder harnesses - both sides

5 FEB 73 89946

• Remove front brake drums/shoes to have lining bonded  
to shoes

• Grease lower left susp pin (outer)

• Mess linings & float of leading end of lining from shoe

	<u>RFLW</u>	Lead end thick	Trail end thick	L.E. space
FS		$\frac{7}{32}+$	$\frac{7}{32}+$	$\sim \frac{1}{16}''$
RS		"	"	$\sim \frac{1}{32}''$
	<u>LFW</u>			
FS		$\frac{7}{32}$	$\frac{7}{32}$	$\frac{1}{16}+$
RS		"	"	$\sim \frac{1}{16}$

RELIVE BRAKES  
PRESSURE BLEED

11

7 Feb 73 89946

• Relive front brakes (Friction Materials Co.): Friends 'Super Comfort'  
1/4" thick - less ~ 1/32 - just fits in drums.

Brakes still spongy - relive rears also.

10 Feb 73 89946

• Relive rear brakes - same as front

Brakes still spongy - make up pressure bleeder.  
Adjust emergency brake.

17 Feb 73 ~90000

- Pressure bleed brakes @ ~15 psi - a little air (at rills')
- Re-adjust after bedding in a bit - still spongy
- Tried to raise pedal using mech. linkage - can't seem to reach it without removing master cyl. ???
- Brakes stop well & straight - still spongy ???

21 March 73 90107

- Swap rear wheels to see if it corrects car diving to one side under accel.
- Add 1/2 qt oil → slightly (1/4") over filled

6 April 73 90348

- Install gas tank ga. sending unit - inst. in data section (SW gauges)

~11 Oct 73 90958

- Drain radiator: Δ ALL RADIATOR HOSES. INSTALL THERMOSTAT  
Wahler # 1065 (Remanet!)

Overheats - This thermostat too small dia -  
Go to 1 3/4" Rad hose & Gates # 5638 (180°F) Thermostat  
(Flat head Ford)

91073

+ 1 qt oil

Ford thermostat N.E. - hot enuff flow -  
over 3500 RPM → overheat

Erwinco Co. - old style 250 Thermostat for trial

13 OCT 73 91063

- Checking the old-style Ferrari Thermostat (no bypass) - on loan from Griswold Co.

Run to Lafayette: 180-190°F under load. excursions to  $\geq 200^\circ\text{F}$  in 1<sup>st</sup> gear? - ~~Fill~~ Fuel at Lafayette - ck at home: 2 qt add  $\rightarrow$  radiator level to mark on back of radiator (2" from top of rad.)

- Add  $\frac{1}{2}$  qt to  $\rightarrow$  level to just below MAX mark. OIL

$\rightarrow$  Another  $3\frac{1}{2}$  qt to fill to neck!

Add overflow bottle to overflow hose - see if this is where it's going.

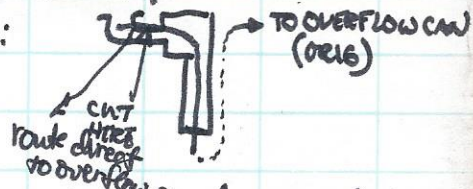
Sunday 14 Oct 73 - Overflow <sup>from</sup> ~~to~~ miles to home: 3qt.

Mon 15 Oct 73 - Re-route overflow hose:

Decide after conference with Al Wylder that thermostat too far from engine -

Separated by column of H<sub>2</sub>O that can cool &  $\rightarrow$  can low reading blocking cooling circulation - TRADE THERMOSTAT TO GRISWOLD CO. FOR LATER MODEL W/BYPASS -

Silver Solder  $\frac{1}{2}$ " RL hose barb into H<sub>2</sub>O pump inlet pipe (next to heater return connection) - This will connect to thermostat bypass.



Tues 16 Oct 73

- Test ride - 160° at light load 170-180°F under heavy (?) 4500-6500 load - G.P.B./PROP. :  $\sim \frac{1}{2}$  -  $\frac{2}{3}$  qt in overflow can - pour back in rad  $\rightarrow$  fill. NO LEAK  $\frac{3}{4}$  dist w/orig cap (out to Little Train w/TR cap then exchange) oil  $\uparrow$  190-210°F oil P O.K.

Sat 27 Oct 73 91163 KM

- Drain radiator - add 3qt H<sub>2</sub>O + 1 gal Valvoline Antyzreeze +  $\sim 6$  qt H<sub>2</sub>O
- Replace w/s wipers - ANCO #525 (11 inch)

Sat 8 Dec 73 91747

- Add oil: 2 QT (724 KM)

128D 508D  
Bmt # 60449  
Rear axle: 508C 9K34

MAINTENANCE @ GRISWOLD CO. FOR PREVIOUS OWNER

9 Oct 67 56581 KM

Clean float bowls

Ck wheel bearings & brakes - need reline

Re torque heads

Ck timing / dists.

Compression ck.

New plugs B7EC's

3 Nov

3 Nov 68

?

- Mt 2 Delta Ign Coils plugs @ .027

24 June 69 68177 KM

R&K all brake parts & components, incl. servo.

Δ plugs

Δ oil 40wt + power punch.

new 6 tappet screws/nuts

new Engine drain plug.

new radiator cap

new rear fuel filter

3 carb needle & seats

overhaul mech. fuel pump.

Tune engine

10 March 71

Δ starter brushes

install new ign. switch



FRI 14 JAN 1972 85285 FM

Pick up car - Δ regis.

\$42 use tax (in purchase price)

24 regis.

3 transfer fee.

- Wash / repair hood hold-up strap
- Left headlight dim - Δ bulb: no help. Battery runs down during hunt - in for recharge. \$2<sup>50</sup>

SAT 15 JAN 72 85362

Δ OIL - 10 qt 10W-50 CASTROL XLR

INSTL. SW OIL T. SENDING UNIT

INSTL. " H<sub>2</sub>O T " "

STRAIGHTEN STEERING WHEEL

RF WHEEL BEARING OR SUSP LOOSE

STEERING O.K.

SUN 16 JAN 72 85362

- RE RF SUSP - LOOSE - GREASE 3 FITS ON KINGPIN NOW NOT LOOSE!
  - LF SUSP. TOP NUT ON KINGPIN LOOSE. DISASSEMBLE TO LOOK @ GREASE FITTING (won't take grease) - BLIND HOLE IN KINGPIN !! - GREASE TAPERED END W/W.B. GREASE - REASSEMBLE & ADJUST O.K.
  - Need more zerke jnlies:
- |     |           |            |
|-----|-----------|------------|
|     | <u>ST</u> | <u>RTZ</u> |
| LF: |           |            |
| RF: | 2         | 3          |
|     | 2         | 1          |

• Adj brakes

• Lube emergency brake lever

• CK TIRE PRESS. 22 PSI all.

• CLEAN OIL SCREEN

HEATER HOSES  $\frac{1}{2}$ " ID x  $\frac{13}{16}$ " OD x 5' LONG  
2 EACH

BRAKE FLUID DUPONT SSO

MON 17 JAN 72

REPAIR RADIATOR BUND

w/blend up - operating temps  $\Delta$ :

	FROM °F	TO °F
OIL	160	180
H <sub>2</sub> O	120	150-160

TUES 18 JAN 72

- INSTALL ZERK GREASE FITTINGS IN FRONT END
- PATCH HOLE IN LEFT MUFFLER (BRASS OIL PLATE)
- GREASE THROTTLE PIVOT - CANT GREASE CLUTCH SHAFT
- FIT PASSENGER SEATBELT
- BLEED BRAKES/ADJ - STILL SPONGY DURING SSO

WED 19 JAN 72

- STEAM CLEAN
- LUBE
- DDJ HANDBRAKE
- BLEED RR BRAKE AGAIN - Readjust F brakes - Better

THURS 20 JAN

- Repl RR Boyle limit cable - (broken) LR O.K.
- Instl. tie plate lite
- Float levels @ 0mm! Lower to 3mm

FRI 21 JAN

Repl  $\frac{3}{8}$ " ID Hd hoses to heads

Repl. heater hoses  $\frac{1}{2}$ " ID x  $\frac{13}{16}$ " OD x 50" - 2 each

SUN 23 JAN

• SYNCH CARBURETORS

# Δ DIFF RATIO

13 Dec 73 91,877

Begin removing rear axle for diff ratio change. metal in oil  
9:38 TO 7:32

15 APRIL 73

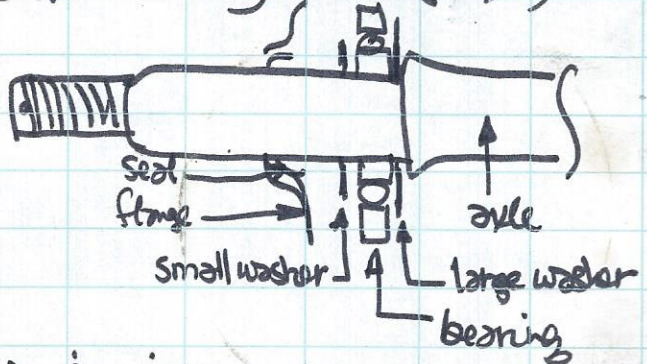
Removed outer seal/axle bring from LHS axle - was leaking when stood vertically on outer (brake drum end) - will change both

SEAL: BA 44-60-10 (these are the mm dimensions, x90) = 4260 <sup>same as</sup> Finon seal & TR seals.

BENJ: OVR: 32 x 72 x 19 mm BALL (7 balls)

COTTER KEY ~ 2 1/2 mm x 35 mm o.a. length

Replace both axle outer Benjos (RIV 9506) & Seals (42/60)



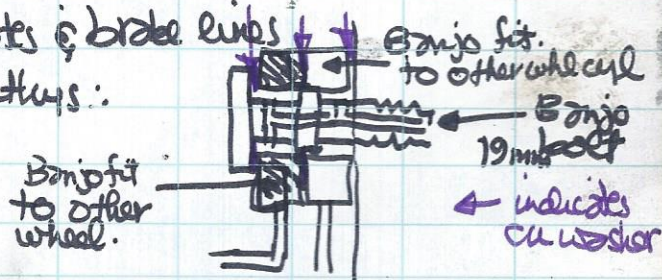
6 - MAY 73

• Clean rear underside (sort of) & paint

• Finish axle assembly - backing plates & brake ribs

Rear brake benjo fittings:

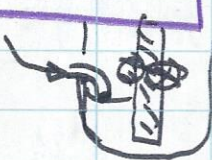
Coated new copper washers w/Loctite plastic gasket



91,877  
5-74

• Fill diff: 4 1/2 pts 140 wt

Ok w/ little fumes:



beck says 2 KB = 4.4 lb.

1 pt = 1 lb?

• INSTAL NEW BRAKE FLEX LINE TO REAR AXLE

Begin diff/axle instl.

8 MAY 74 - Finish diff instl.

Bleed brakes w/Felix

LIMIT SLIP DRAG BAR DIMENSIONS

MAY- cont

- Install exh sys. (Felix & Doug)
- Testride - 9 KM (to 91896) NICE! But brakes need work - low pedal.  
Reset odometer to record diff. brake-in → 1690 mi (2705 km) to here
- Clean FUEL FILTER on Bandur Pump. due at 92,500 KM

~91950 10 MAY 74

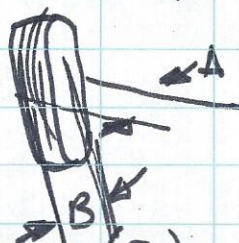
- Calib speed/oil @ Speedometer Service: Speedometer exact Odometer w 5% fast
- Inc. tire pressure from 28 psi to 32 psi

10 May 74

- Axle clatter on sharp left turns only. jack up & notice much play between driveshaft & rear wheels -
- Remove & disassemble for inspection (vs hrs - debris in back)
- No broken parts, but limit slip drag bars ("chicklets"): 8 of them: worn: lots of play between L.S. drums w/ bars installed.

13 MAY 74

- Compare dimensions of drag bars @ SWS Co.



	more critical dimension		
	A	B	B wear
New :	.2765	.437	
Used (min):	.274	.429	.008!

- Replace drag bars - (8): DGM conferred - MUCH less play in drums.

13-14 May 74 91977 KM 81 KM on new R&P (trip odometer - not reset)

- Re-assemble rear axle: ok R&P clearance - feels very good.
- Install in car.
- Fuel - only took 3 1/2 pts. HO at before: 4 1/2 pts - overfull. this → ~ 1/2 - 3/4" below full mark
- Bleed brakes
- Adjust clutch - more free play,