

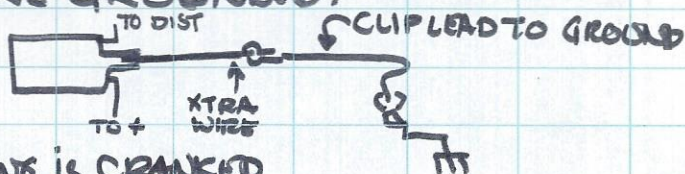
CLEAN/EXP PLUGS

21 AUG - cont.

- INSTL STARTER HOIST SHIELD ON RHS EXH MANIF (#5 & 6): CAN BE DONE WITH STARTER & MANIF IN PLACE... T.G.!

22 AUG 75

- DISTRIBUTORS SERVICED @ SWG CO. : PTS. SYNCHED/DWELLS SET/ADVANCES CKD.
- INSTL. DIST. DRIVES & DIST. STATIC TIMED
- CONN. CHOKE LINKAGE
- DIST. WIRED EXCEPT COILS ARE GROUNDED:



TO PROTECT COILS WHEN ENGINE IS CRANKED
FOR OIL PRESS

* NO SPARK PLUGS INSTALLED

- Drain gas tank - ~ 2 gal: ck gas: clean & no H₂O - return to tank.

23 AUG 75 STARTUP

- JUMP FOR BATTERY - CRANK W/O PLUGS TO → 40 PSI OIL P. SHUTOFF -
CK FOR LEAKS - OK
- INSTL PLUGS: START W/O H₂O IN COOLING SYS: RUN 45 SEC - SHUTOFF.
CK FOR OIL LEAKS - OK
- FILL RADIATOR - START & RUN CK FOR LEAKS H₂O T UP TO ~ 180°F
CAN'T SEE HEADS LEAKING YET - COOLING SYS. NOT PRESSURIZED
- SYNCH CABLES - SET 10LS (~ 1000 RPM) " " " " ~ 15 MIN
OFF - CK FOR LEAKS.

1 PLUG WIRE COULD SHORT - LOOKS TO SCREWDRIVER!

OTHERS TEST OK. : NOPE: BRAD IN WIRE (TOP) FOR IGN-TEST: DIC

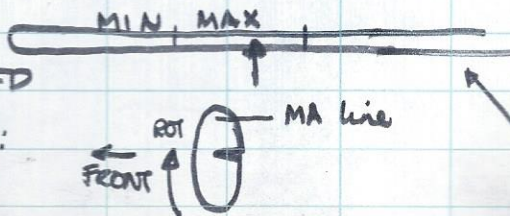
TRIP ODO.
SET TO "0"

CRIDE TO LAFAYETTE 94595 - 94651 (56.9 TRIP ODO.)

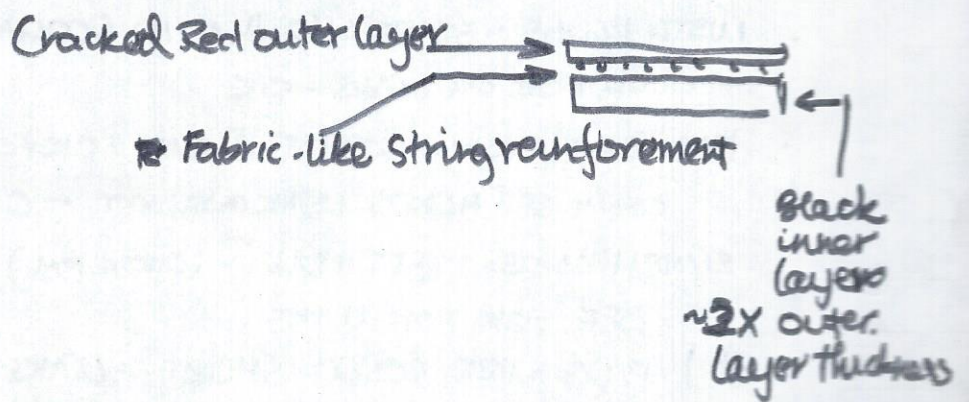
OIL LEVEL: TO "X" ON MAX

TIRES SET @ 20 PSI SPARE INFLATED

SET TIMING STATIC ck @ 1000 RPM:



Just bring level very close to MAX line



Δ SHORT HEATER HOSE

23 AUG 75 cont

Synch carbs - set idle mix optimum revs @ ~ 24 t out (except center carb LHS: $\frac{1}{2}$ t) - sounds richer @ low to moderate throttle -
Re-set all to $\frac{1}{2}$ t out.

Back flush radiator

Add 1 gal Prestone / 1 can Alumaseal.

HOT DAY: H₂O T $\sim 180^{\circ}$ F OIL T: upto 210° F OIL P: 60psi
All steady under 5-6k uphill load.

24 AUG 75

PATCH UNDERSIDE OF LHS MUFFLER - AGAIN about a pound of brass -
still some cracks: use muffler cement. (see here)

TO GEORGE NEWSBIS & BACK - OK (94712 / 117.8)

"Mayonnaise" in breather tube screens -

- 3 min CO test negative (T.G!)
- a short time @ breather tube \rightarrow positive. WEAK KINGS?
- ADJ. STEERING BOX OK OIL LEVEL: OK.

25 AUG

• Δ HEATER HOSE ($\frac{1}{2}$ " ID x 3/8") BETWEEN HEATER SHUTOFF VALVE & H₂O PIPE TO REAR OF HEADS & RADIATOR: Locked cracked on outside.

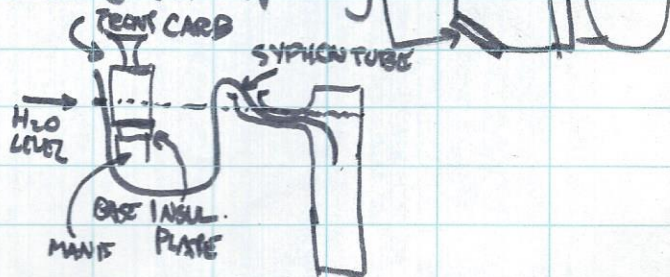
← Dissection of old hose showed it intact below outer covering

• INSP FOR OIL LEAKS: Cam cover nuts took up a little Fuel pump
may seep oil @ cover plate to reach arm spring.

7 SEPT 75 Before FOX wind Jour: 94767

• OK radiator level - "Siphon system":
 $\frac{1}{2}$ " above base of carb

• Oil almost to MAX mark



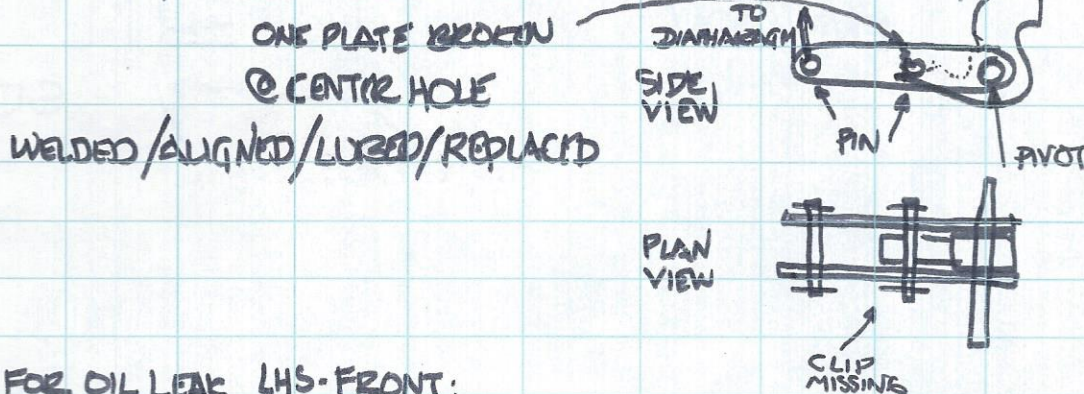
RETORQUE HEADS
CK VALVE LASH

22 OCT 75 95161 (566)

- FIX (?) OIL LEAK: LHS (FRONT) CAM COVER END PLATE
- OIL DOWN TO 'M' ON 'MAX' - ADD 1 QT → 'X' ON 'MAX'

11 OCT 75 95322 (727)

REMOVE FUEL PUMP TO FIX OIL LEAK - FOUND BROKEN PART



LOOKING FOR OIL LEAK LHS-FRONT:

MAY BE HOLE @ BOTTOM OF H₂O PUMP: PLUG W/WOODEN PEG & CLEAN UP - CK AFTER NEXT RUN. H₂O PUMP OVERHAUL TIME?!

12 OCT 75

- RE-TORQUE HEADS: 55 FT-LB (CAN LEAVE CARBON - USE ALLEN BISHOP'S TOOL)
- REMOVE PLUGS - SET VALVE LASH / CK FOR SPRING - ROCKER INTERFERENCE

CHART:

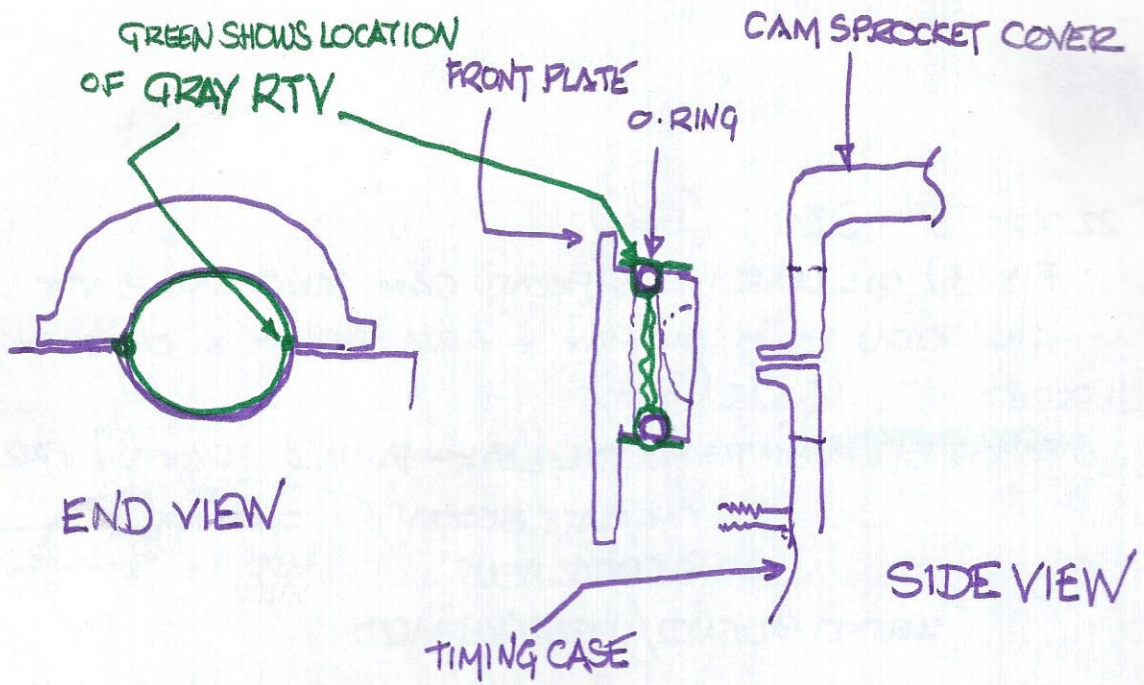
	1	2	3	4	5	6	7	8	9	10	11	12
I			⓪ -2	-½ V NOT CHECKED		-½		-2+!	⓪ ?			-2+!
E	+½	⓪ ?		-½ V	-½ V NOT CHECKED	-½ ⓪ ?	-½	⓪ +	V	-½		-½ V

CODE: V: INTERFERENCE O: WEAR MARK [⓪: MAYBE]

+ : ADJUST; TOO TIGHT - : ADJUST; TOO LOOSE (FOLLOWED BY APPROX NO. OF .001'S)

* SAME SPRINGS SHOW INTERFERENCE AS WHEN HEADS PUT ON.

"WEAR MARKS" DON'T NECESSARILY CORRESPOND TO THESE - MAY NOT BE WEAR.



12 OCT 75 9548

HUNTING OIL LEAK - LHS FRONT OF ENGINE - Cleaned engine & plugged

- H₂O pump drain hole w/ tapered wood pin (kitchen match stem) - Ran ~100km
- Oil all over LHS front of engine - Remove pin - dry on inside end, so the H₂O pump is not passing oil.
- Clean again - Remove LHS front plate on cam sprocket housing
Looks suspicious - disassemble/clean/re-install O-Ring using GRAY RTV on everything (see sketch, left page)

18 Oct 75 95447

OIL LEAK HUNT, CONTINUED - ~30km (PT. RICHMOND @ HOME) -

Locked O.K. - overnite, left two spots on floor (about 6-12 drops each). Leak much less but still there - oil drop on H₂O pump to block alum (cast) fitting. - Looks like it's the O-Ring between cyl head, LHS & timing cover. Can't fix it without removing the head, so live with it - OK.
2nd spot from bottom of timing cover. expected.

SOME COCKPIT FUMES:

EE-ROUTE
BEST THE
VENTS -FORWARD
(TO END BEHIND LEAD
BOTTOM)

22 OCT 75 95697

CARB/DIST CK.

Repair loose air horn screws - partially stripped out of carbs.

#1 (front) : LF #2 : LF/RR #3 / LF/RF CLEAN UP W/ DIE

(5x0.8) & TRICHLOR - SET IN W/LOCTITE PLASTIC GASKET-

CARB SYNCH & IDLE ADJ - minor changes only

DIST CK. FULL ADV (W/TIMING LITE) LOOKED ~OK

STATIC CK SHOWED LHS DIST RETARDED (maybe 2-3°) - REST.

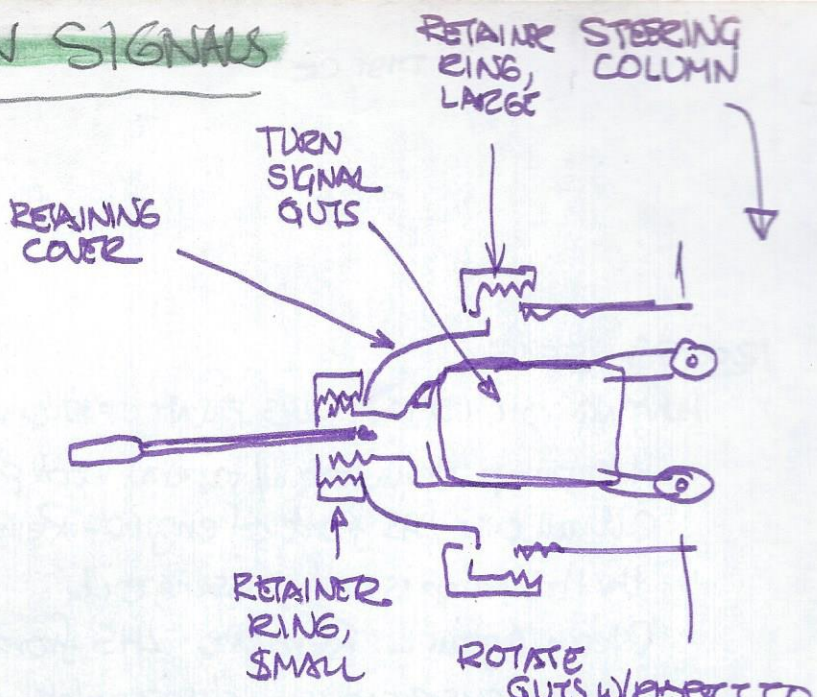
DUAL LHS: 40° RHS ~~45~~ 45° SPR: 44-46°

CK LHS PTS SEPARATELY: Both ~25° so probably set that way @ SWG
compromised to → proper pt. synch. : SEE TR book IGV see for 10/74

RE-ADJ FRONT BRAKES - To correct slight pull to left.

TOP UP STEERING BOX: (Not much). [Seal @ shaft leaks some]

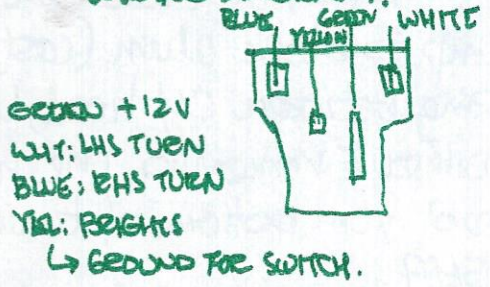
TURN SIGNALS



ROTATE GUTS W/RESPECT TO SMALL RINGS & RETAINING COVER W/RESPECT TO MT ON COLUMN FOR BOTH TO CANCEL.

BUCKET PHOTO REPAIRED W/DELCON 11.15.79

WIRING DIAGRAM:



Δ PRANTZ 1/76 96868

95697 CONTINUED

25 OCT 75

Fiddle around w/turn signal to get RHS to cancel - appears to be a radial adjustment of both mt. rings: See ~~xxx~~ diagram @ left of page ^{this}

CK FOR EXHAUST LEAKS -

LHS - muffler patched on bottom - some cracks (?) - re-patch

RHS - clamp in front of muffler loose - replace nut.

All flanges & header connections look clean.

ck oil - down to 'M' on 'MAX': add 2 qt. GTX 20-50: FULL

22 NOV 75 96096

ADD 1 QT OIL RAISE LEVEL FROM 'A' ON 'MAX' TO OVER 'M'

17 JAN 76 96251

ck oil - BETWEEN 'A' & 'X' ON MAX! - leave & check later.

17 JAN 76 96299

- "Rattle" @ 4500 RPM & UP (Bob Fischer Passenger) - Repl worn out generator
- Drive bushings (2-rubber) w/ better used pair - ck later.
- LHS head seems to leak oil @ timing cover O-ring seal - Stuffed cotton pad up underneath & leak seems to go away??
- Adjust cam chain tens. (loosen, crank engine, tighten): seemed to take up some.
- Between M & A (OIL) - add 1 1/2 qt → over X

22 JAN 76 96368

+ 1/2 qt → between X & full line

Δ PRANTZ FILTER - ADD 1 qt oil.

23 JAN 76 96697 AFTER GOOD RUN TO SEA-RANCH & BACK 330K

- OIL DOWN TO X OF "MAX" - ADD 1 QT. → UNIFORM BETWEEN X & FULL LINE
- STEERING BOX SEAL @ INPUT SHAFT LEAKS NOT ENOUGH TO AFFECT LEVEL: YES.
- RAD LEVEL UP TO MARK ON FRONT CARB: GOOD

~~96697~~

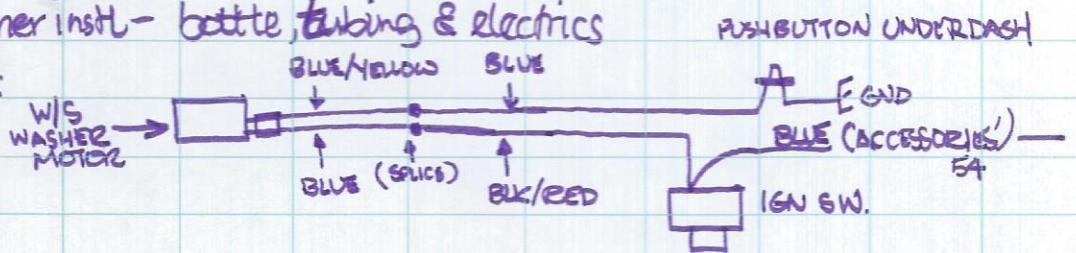
30 MARCH 76 97079

- Attempt to patch oil leak - LHS head @ front - O-ring to timing cover?
Clean out at bottom outside - RTV
- Instl. w/s washer nozzles/bottle (Joyota junk)
- New clutch & brake pedal pads (from FAF 440 EA)

2 APRIL 76 97126

Finish w/s washer instl - bottle, tubing & electrics

WIRING:



- Still leaks some @ front of LHS cam cover. RTV at outer edge, underneath -
Next try - remove cam & sprocket covers.
- Oil: Between 'in & in' - add 1 qt. -> 'use it'

9 APRIL 76 97175

- Test w/s washers @ 80KPH - GOOD
- Still small oil leak @ RHS front cam cover. remove cam & sprocket cover. Looks like leak @ gasket surface - Clean gasket surfaces (trichlor) use white RTV - light oil coat on cam & sprocket cover surfaces - If this doesn't work, try grey RTV + dry surfaces both sides - May make covers hard to remove & might damage gasket. ← TRUE: SEE TR 2/74

18 APRIL 76 97175

- Has been hard cold-starting - some backfire at low speed deceleration - OK TIMING

LHS: ~ 2° ADVANCED: ROBOT (STATIC) RHS: RETARDED 1°-2° REAR (STATIC)

DWELL SWARM! 49° +1° FROM USR MRS

ADDED 46° +1° FROM USR MRS 11/75 95657

OK TIMING @ LOWEST IDLE (COLD) -> (MA) BOTH SIDES

WOULD NOT START - Ign test device showed 1 arc @ beginning of start cycle

Remove plugs (B7 ES) - clean/gap @ 0.015, One (#12) broken -
repl w/ used B7 EC @ 0.015 INSTL @ 15 FT. LB

Ign test device showed one arc @ beginning of starter

• Δ OIL/FILTER 8/76 98720
• CK F. BRAKES HYDRAULICS ~99k

cycle, then no more - used TR battery for jumper → instant START
T&F battery too weak to fire ign. - Put on charger (shows $\approx \frac{1}{4}$ chg
on hydrometer)

18 MAR 76 - AT GORDON'S - LAFAYETTE

Ammeter pegs + : smell electrical heat - + cable on battery
grounding to frame - Insulation near top used up -
Repair by stripping off metal flex cover until insulation
shows - Rubber tubing over bare wire

22 APRIL 76 97209

REPLACE BATTERY TO STARTER CABLE : 4S" BILDEN

OIL - TO 'X' ADD 1QT. → UP TO MAX' LINE

6 AUG 76 (after rescue from Hee's Garage: 97490)

- BATTERY - Replace w/TR battery. (marginal)
- OIL @ X on MAX - warm - ck cold later Tires to 30psi incl. spare

9 AUG 76 98720 - After trip to Pasadena (1230 + 11% = 1243 km)

- ODOMETER CK: 11% SLOW 3QT OIL.
- DRAW OIL - Δ OIL/FILTER SPRINKLING OF MAGNETIC METAL
ON TOP OF FILTER REMOVED
- CK STEERING BOX: OK

21 NOV 76 98728

• REMOVE/CLEAN/GRAP/INSUL PLUGS (@C&O) - NEED NEW OUES.

2 FEB 77 98763

• CK OIL/WATER/TIRES ALL OK BUT SPARE (13 LB/IN²)

21 MAY 77 98998

• BENCHES PULL TO 1st. : FOUND BOTTOM LHS F. CYL STOCK REMOVED, PISTON
& checked/fixed/replaced - OK. RHS OK.

• Adj F brakes

• Bal/make front wheel/drums as a unit (Static)

• TEST: OK (?)

11 JUNE 77 99089

• NO CLUTCH PDAH (WHY?) - ADD TO → PLAY

99K: 6/77 Δ PLUGS

0380 4/78: CK VALVE CLEARANCES/TORQUE HEADS/COMP. CK.

99089 22 JUNE 77

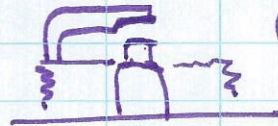
REMOVE PLUGS FOR INSP (HARD STARTING WHEN COLD)

ALL SHOW SOME OILING # 11 & 12 WORSE THAN THE REST.

ALL SHOW END ELECTRODE EROSION:

→ AFTER OVERNITE DRYING -

ALL OK EXCEPT # 11 & # 12 (OIL)



REPLACE &

GAP AT .040

(CAPAC. DISCHG. IGN. SYSTEM INSTRUCTIONS) INSTEAD OF .035

NEW PLUGS: B.7 ES @ .040

99468 27 JULY 77

AFTER TRIP TO

PMD AUTO CONCOURS, LAUREN LAFAYETTE CONCOURS & SAN JOSE AIRPORT

ADD ~ 1 3/4 QT OIL

99521

5 SEPT 77

DRAIN RADIATOR: 1 1/2 QT; RUN THRU 8 QT H₂O

(ENGINE OFF): FILL: 1 GAL (4 QT) ANTIFREEZE + 9 QT. H₂O →

JUST OVERFLOWS @ NECK. (13 QT TOTAL)

99696

25 SEPT 77

OIL W/L @ 'X' - ADD 1 QT → ~ FULL

00164

18 MARCH 78

• LUBE FRONT END (U-JOINT - PACK W/HLBENBS (MOBIL)

• ADD 2 QT XLR (OIL W/L @ 'X')

00280

• CK VALVE CLEARANCES: A NUMBER OF EXH ~ COOL LOOSE

OTHER DISCREPANCIES: I 1 (.003-) 3 (.003+) 5 (.003+) 7 (.004-) 8 (.003+) 12 (.005)

(BEFORE ADJUSTING)

E 7 (.004)

• TORQUE HEADS - 55 FT-LB, ALL: SEVERAL TOOK UP SOME; BOTH LONG & SHORT ENDS.

SPL. TOOL FOR INSIDE (SHORT) STUDS NEEDS MODIF: TWISTING.

• RADIATOR ~ 3 QT LOW

• CLEAN BREATHER CAPS

RUN - Possible Head gasket water leak again. Add SILVER SEAL → maybe worse. 360°F+ hot up to 180°F up Fish Ranch Road Hill
LOTS OF WATER IN BREATHER CAPS

00433 GEARBOX OVERHAUL 10/78
 " ENGINE OVERHAUL 11/78 - 6/79
 REAR BRAKE OVERHAUL 6/79

REMOVE PLUGS - ALL LOOK MORE OR LESS OK
 COMPRESSION OK:

1	2	3	4	5	6	7	8	9	10	11	12
154	153	164	157	155	165	178	156	154	154	170	167
	153					184					165

5 are higher than the others - better rings or?
 OK PLUG GAP (.040) - INSTAL @ 15 FT-LB.

28 APRIL 78 C.O. TEST AT GENSWOLD CO - POSITIVE (~200 PPM)
 SMALL HEAD GASKET LEAK - ?
 STORE IN HOE'S GARAGE - LOOSEN RADIATOR CAP.

(5786K
 SINCE
 VIN# JOB)

30 APRIL DRAIN RADIATOR (~1 1/2 GAL)

00433 18 OCTOBER BRING TO HOUSE FOR BEGINNING OF OVERHAUL

REMOVE (DISASSEMBLE) GEARBOX - DETAILS ON YELLOW SHEETS FOLLOWING
 IN SPECS SECTION

2 NOVEMBER GEARBOX OVERHAUL COMPLETE

- NEW BEINGS EXCEPT FRONT COUNTERSHAFT (UNOBTAINABLE - OLD ONE OK)
 & MAINSHAFT GEAR BEINGS (PLAIN - ALSO OK)
- NEW BEINGS ALL BEING #S & SERIAL SPECS IN YELLOW SHEET
- NEW SKIPPING RINGS - FROM DL STOCK - (SAME AS TR.)

4 NOV 78 REMOVE HOOD & BEGIN DISCONNECTING TANKS FOR REMOVAL ~ 2 1/2 HRS

DISCONNECT EVERYTHING BUT EXHAUST MANIFOLD/SYSTEM

REMOVE FAN/FILTER LOUVER, GENERATOR, FUEL PUMP FOR INSIDE ENGINE EXTRACTION

ENGINE OUT - 12/78 ENGINE IN: 6/79
 BODYWORK/PAIN: 2-3/79

DETAILS: NEXT PAGES

APRIL 79 PUSH BRAKE FLUID F&R

JUNE 30 79 REAR BRAKES STICKING: OVERHAUL TRIM PISTONS @ GEEBEE'S
 TRY MOLYKOTE - LOWER RING, LEFT IS THE WORST.

2 ON LHS
 1 ON RHS