

943

Δ OIL / FILTER (CONV) FROM R.M. PZ →

2/25/89	4/11/90	10/3/90	5/3/91	11/4/91	5/12/92	10/1/92	12/1/93	10/1/94	12/1/95	11/96	1/00
15178	17352	19875	22043	24421	26294	28917	31670	34681	38001	40077	42154
		Δ FRANKZ CLEAN SERVING	Δ FRANKZ & FRANKZ		Δ FRANKZ	Δ FRANKZ	Δ FRANKZ CLEAN SERVING	Δ FRANKZ	Δ FRANKZ	1097	24-50

(DOUBLE MM
BRNG STAMP)

LUBE

16635	19875	22043	24421	26294	28917	34681	40077
11-89	10-90	5-91	11-91	5-92	10-92	10-94	11-96
	NO U-JOINT THROTTLE LINK.	NO U-JOINTS CURVED BAR JOINTS	ACCEL., U-JOINTS	U-JOINTS	U-JOINTS	U-JOINTS	

PLUGS

26294	26702	28917	31670	36082	42154
5-92	9-92	10-92	12-93	9-95	1-00
CLEANING	NEW G'S	NEW CAPS PLACES, WIPED	RUBBING GLES	GLES	GLES

DIFF OIL 38001 38028
CHANGE 12/95 7/96

DISASSEMBLE
INSPECT

Δ COOLANT 31700 40077 42154
6/94 11/96 1-00

ADJ CARDS 41305 / 3/20/99
DIST TIMING " " "

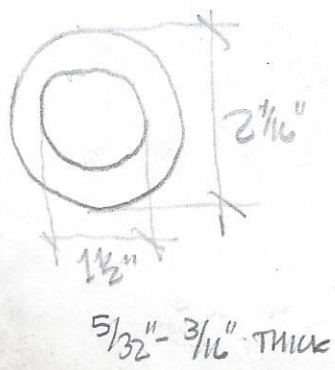
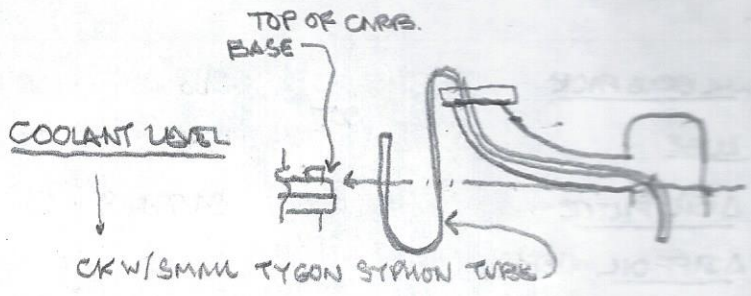
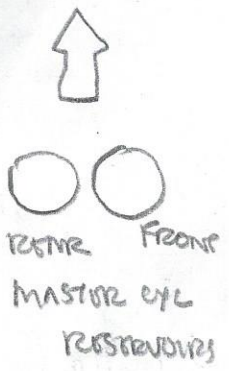
FRESH BRAKES 42154
FLUID 1-00
Δ TO FORD
FLUID

ROUTINE MAINTENANCE RECORD

KM INTERVAL

ENGINE/GEARBOX OIL CHANG. 079.433km

WHL BRNG PACK	87351 (5/72) ~ 94583 (8/74)	New order W.B's. 00164 (3/78)			9600
LUBE	89281 (11/72) ~ 94583 (8/74)	00114 (3/78)			4800
100% Δ OIL/FILTER	INST 2/72 93672 (6/74)	94594 (8/75)	98720 (8/76)	(WSP) 103,500	4800
Δ DIFF OIL. ~ 3.4 qt	94086 (7/74)				10-15 km YEARLY
Δ XMISSION OIL	85769 (1/72)				" EVERY OTHER YEAR?
Δ WATER/ANTIFREEZE	91163 (10/73)	94594 (8/75)	99521 (9/77)	1 gal + Alumetol 1 gal	YEARLY
CK DIFF OIL					
CK XMISSION OIL					
CK STEERING BOX OIL	86657 (2/72)	94583 (8/74)	94712 (8/75)	95697 (10/75)	98720 (8/76)
CK BRAKE FLUID	} after every trip.				
OK OIL					
TORQUE HEADS & GIVALS CLEARANCES	95322 (12/75)	00280 (4/78)			
COMPRESSION OK.		"			
Δ FUEL FILTER (CLOSTRUK)	433 (3-31-79)				
CLEAN " " (BENDIX)	433 (3-31-79)				
FLUSH BRAKE FLUID	433 (4.4.79)				
Brake wheel cyl overhaul. F&R (Aug 74) : 94600					
Δ Plugs (B7EC) (9-74) 94913					



BENDIX FUEL PUMP
FIBER HOUSING GASKETS

1/17 85769 Δ XMISSION OIL

RADIATOR CAPACITY 3 1/2 GAL
CARB TUNING

TUES 25 JAN 72 85750

- Replace side trim strips under door (new bolts/screws)
- Drain/refill DIFF - 90WT CAME OUT: ALSO METAL
Repl. w /250. Some Ring/Pinion play.

WED 26 JAN 72 85769

- Δ Gearbox oil - 90WT ~~old~~ looks O.K.
- Flush radiator - Fill
1 3/4 GAL ANTI FREEZE
+ 1 1/2 GAL H2O
3 1/4 GAL TOTAL

FRI 28 JAN 72

- Add 1/2 qt H2O to fill Radiator → RADIATOR CAPAC.
~ 3 1/2 GAL TOTAL

SAT 29 JAN 72

- Ok static dist timing (V-O-M) Both looked retarded
reset to MA 10 marks

Orig. Settings

FLYWHEL GEAR
TEETH

MA

LHS



↑

PM

RHS



↑

PM6

• Look @ 4 plugs

#1 rich/oily

#5 rich

#7 rich ^{slightly} oily

Zwaskers

#12 "

85958

- Fine steel wool in oil caps/breathers Soak in WD-40

SUN 30 JAN 72

- Try 200 AC in place of 160's (Book value) Mains 160
cell lalle mix screws best @ 1/2 - 1 turn (Book (165))
Set all @ 1/2 +

Mon 31 Jan 72 85985

- Replace oil filler caps w/vent pipes to get oil fumes out of cockpit
- Remove F drums / inspect drums, linings, shoes, etc. Everything looks o.k. (good contact, pivots work, etc). Why does it pull to the right? Readjust brakes so that LF is slightly "tighter" than RF.
- Dissassemble ^(partially) front upper right A arm to ck why there is play. locked o.k. reassembled a bit tighter. now it's better.
- Took off idler arm to see if I could shim the play - couldn't see how right away. Lower bearing may be bad. It's not serious (play) so I'll let it go awhile.

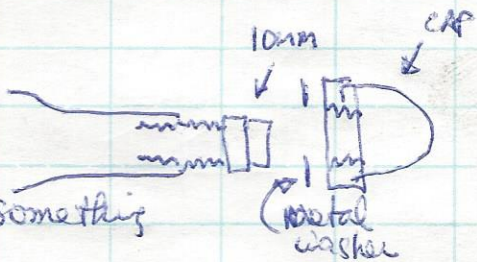
Thurs 1 Feb 72

- Tighter (?) chain tensioner:

Removed cap

Screwed in 10mm sq screw till it hit something

Replaced cap/washer



- Plugs (# 8, 9 & 12) looked a bit loose

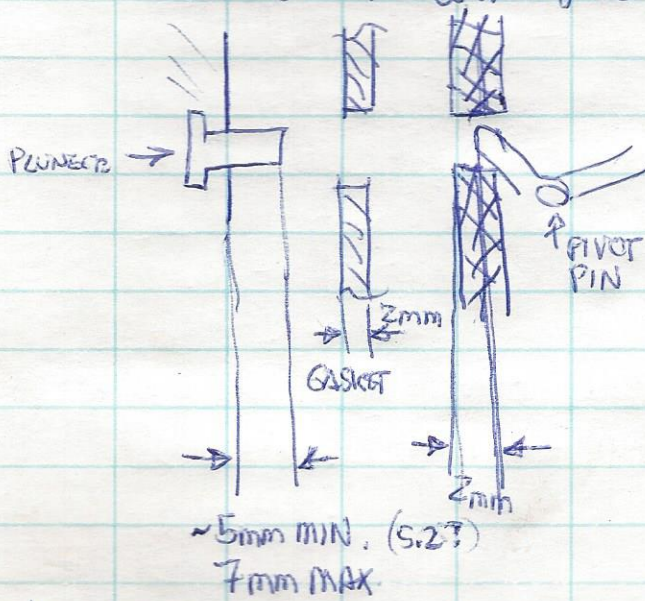
Went to 165 mains (from 160) - new @ Specs: 200 AC, 165 mains

86064 Add 1 qt oil; 700 km = 440 miles

Not quite 1 qt down SWB recommends 40wt + P2

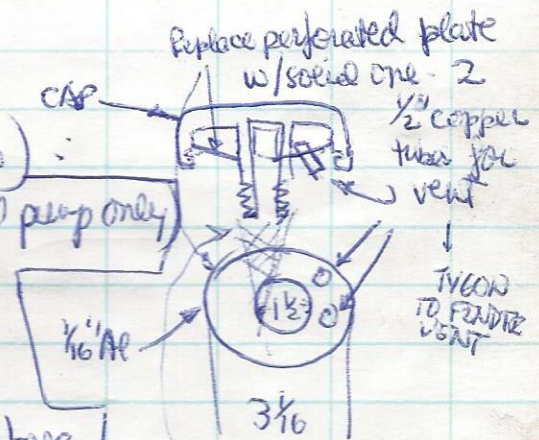
Wed 2 Feb 72 36205

- Inspect mechanical fuel pump - pivot pin pushed out! Replace & check - Ck mechanical linkage from cam drive to plunger - O.K. Pump itself sounds O.K. with pivot pin in place.

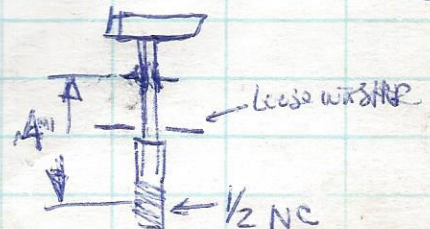


Thurs 3 Feb 71

- Fit new breather vent. (Idea: J. Demartino)
- Ck plugs #12 & 8 - very good (mechanical pump only)
- Weatherstrip trailing edge of both doors
- Ck panel loks (Fuel pump, etc.) Phillips 12913
12V 2.5W Bayonet base.
- Upper radiator hose (to the pump) seeps @ lower hose clamp - Tightened hose clamp RAD. 30PS LOW
- Fuel line joint below mechanical pump (at RF of engine) seeped - tightened
- Adjust horns - re-solder one lead.
- Make temp. Spare tire hold-down



Replace cone screens in caps (~1/8" diam @ top) Used copper screen.



Wed 9 Feb 72

Δ ~~Oil~~ bulbs (behind red & green jewels) to 28v (GE # 1819) to clean.
Install fire extinguisher

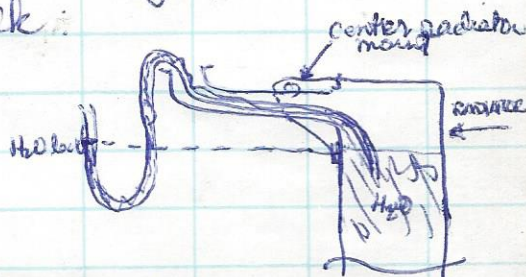
Tues 15 Feb 72 86509

+ 1/2 qt oil

86509
86604
445 KM

Wed 16 Feb 72

after sitting, overide is ~20 mi run (to & from Lafayette) - ck
radiator level w/ syphon hose in neck:



Mon 21 Feb 72 86605

- Fuel pump pin out again! - Replace & been the ends good(?)
400 KM since this last happened - look @ 87000
 - Insp. screw (6mm) in chain tens - 29.5mm long
- is at end of adjustment, i.e. there is just enough threads to hold locknut when screw is bottomed on inside of chain tensioner - MAKE A LONGER ONE?
- Gasket added under lock/cap screw to keep locknut on screw from bottoming, inside before the lock/cap screw seats. ???
 - ck H₂O level - same as before (16 Feb - 100 KM ago) NO LEAK

Wed 23 Feb 72 86605

Added piece to throttle pedal to → easier heel/toe

Fri 25 Feb 72 86657

✓ Fuel Steering box - 90 wt (supposed to be 140wt)



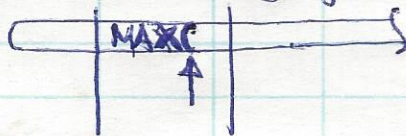
3-72 86900 Δ oil

4.5/2 REBUILD F. SUSP (87351)

17 March 72 86723

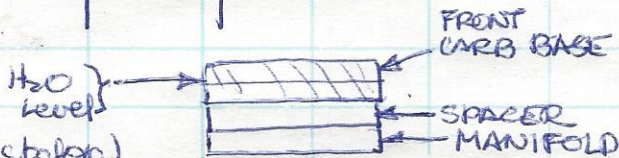
• Ck oil on level (New Garage floor is level) - COLD

Fill to :



• H₂O level

(Roughly same as before)



22 March 86845

• Δ Chain tens. stop screw (6mm) to longer one (35mm)

23-24 March 86897

Drain oil

Install Front filter

Replace O Ring (Cam sprocket cover)
@ Fuel pump drive

86897
85362

1535 km

Δ oil. 10qt 20w-50

25 March 86940

after ~ 50 km run - let stand overnight/ck oil level cold -

Up to top mark:

A horizontal line representing an oil level gauge. A vertical line intersects it, and the word 'MAX' is written above the intersection. A downward-pointing arrow is drawn below the vertical line.

28 April 72 87331

Begin to disassemble RF suspension to cure play
upper outside A arm bush & pin (see drawing) worn
out lower one also loose - can't disassemble.
No grease for a long time.

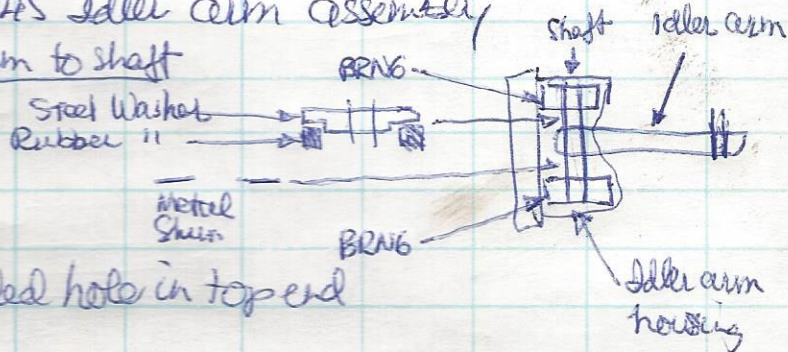
29 April 72 Cont

Finish disassembly of RF Susp. # Needle bearings (2 sets) in
kingpin/axle assy - 30 each.

30/1 May 72 (cont front end rebuild)

Remove/disassemble RHS idler arm assembly

* Set screw holds idler arm to shaft



Extract shaft w/ threaded hole in top end

IDLER ARM/SHAFT MEAS:



BOTTOM SIDE

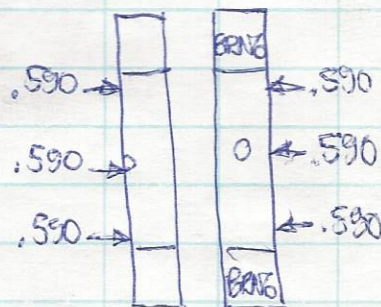
A: .594/.593/.593

B: .595/.595

TOP SIDE

A: .593/.593

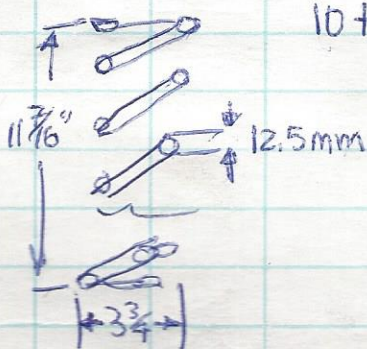
B: .594/.594



EACH BEARING (2)

15mm x 35mm x 11mm thick

SPRINGS:



10 turns counting ground off ends

4/1 May 72

Rebuild idler arm assembly using SERVED 15x35x11 mm Bearings

Repl. grease fitting w/metric style - do no longer need to grease

Used LOCTITE Retaining Compound 75 between shaft & arm - to remove, heat to ~300°F.

$$\begin{array}{r}
 94583 \\
 \underline{87351} \\
 78 \times 7232 = 4520 \\
 904
 \end{array}$$

