

Alfa Sprint

Pirelli Centinotor came with car dated 12/2008
Tire pressure per manual F 21.5 R 23

8/30/13 Brakes pulling badly to left. Blvd brakes
first with ~~air~~ siphon, then by pedal still pulls.

- Replaced both front brake lines, at still pulls and RF brake
- wheels have brass lug nuts - per Henke, use cylinders
Copper anti-seize and Torque to 65 LBS
- LF brake much hotter than RF

Guy lubricated the hood cable

- Per John Norman from Water Pierce, DC032
are 14,000/set. John wants \$1,000 for intake
manifold. Larry Anderson will sell for \$150 (manifold
including linkage)

3/8/14 - Got car back from Larry Anderson. Following
problems:

- Next
Picture
- ✓ - Loud knock in back + rattles still there
 - ✓ - Diff drain ~~lost~~ loose
 - ✓ - IT braked wheels to 58 LBS Springs?? Guy + I
 - ✓ - Rear wheels shake/rock looked + couldn't find
 - - What missing on v-die cover stud? Took off all bon panels
in back compartment
 - ✓ - No lock washers on shocks at bottom - correct?
 - ✓ - W fast is missing on 2 studs on back of diff.?
 - ✓ - Spare had no air
 - ✓ - Didn't seal / redo back compartment panel - showed 2
pieces of rubber hose in the fill gap
 - ✓ - Gap light through doors - b-ary seal normal
 - ✓ - Change fuel filter?
 - ✓ - Air filter

Left tools in trunk when car sent to Hank 3/11/14

- ✓ - Nut cracked on front driveshaft yoke
- ✓ - Straighten/steering wheel center
- ✓ - Replace oil filter & change to Brad Penn 20/50 - don't see filter on parts list and filter housing doesn't look like it was removed
- ✓ - I did general nut & bolt tightening
- ✓ - Brake pedal too low?
- ✓ - Transmission hard to shift, especially 2nd going into 3rd
- ✓ - Shocks squeak - ok? feel ok when push down on car. Could shocks and springs be cause of knocks & rattles?
- ✓ - What does furthest left toggle switch on dash do?
- ✓ - Switch most to steering column?
- ✓ - Engine vibration, especially between 3,000 & 5,500 in gear mounts ok?
- ✓ - Swap stainless fire extinguisher for red one I provided
- ✓ - Brake pedal height too low? Works for heel toe, but too close to floor?
- ✓ - Possible to clean right headlight?
- ✓ - Windshield washer hose not connected to sprayers?
- ✓ - Windshield wiper on right side not even against windshield, I bent to make work. Need new rubber. Also, don't self park
- ✓ - Thoroughly inspect car
- ✓ - Gas pedal have enough travel? Getting full throttle?
- ✓ - Confirm jack works
- - Larry, I want my old springs back

Alfa Sprint

3 1 7/14	Berkeley to Alamo	
3 1 8/14	Alamo to Huddsby	
3/9/14	Huddsby to Alamo	
3/18/14	El Cerrito to Alamo	
4/27/ - 5/2/14	CA Mile	1,000 miles
3/12/15	Gb - Danville/Alamo out -	15,901
3/31/15	Gb - Danville/Alamo out -	15,915 In: 15,929
4/10/15	Danville	
4/20/15 - 5/1/15	CA Mile -	left in Huddsby
6/16/15	Huddsby to Alamo	17,836
10/6/15	Gb - Alamo out:	17,836 - In: 17,855
10/15/15	Ab - Alamo out:	17,855 - In, 17,865
10 3/29/16	Miles in when received from Alfa Park Exchange	18,033
3/31/16	Gb - Alamo out:	18,038 In: 18,044
4/8/16	Gb - Alamo out:	18,044 - In: 18,056
9/1/16	Lafayette	IN 18,095
10/22/16	Danville -	IN 18,123
11/11/16	Danville -	IN 18,132
3/3/17	Lafayette	18,198
3/19/17	Gb Alamo	IN 18,214
3/25/17	Berkeley, Martinez	IN 18,313
3/29/17	Gb Alamo	IN 18,332
4/22 - 4/29	CA Mile used 1.75 gts oil, vibration @ 3,500 wipers came loose, truck hit dr. door when parked	IN: 19,599
8/18/19	Gb - Alamo	IN: 19,837 19,837

Alfa Sprint

1/29/22 - 6h local - IN 2011

3/29/22 - 6h - local - out: 20113 IN 20133

Sprint Veloc

4/11/14 - 6h

- Exhaust fumes in cabin when driving - suspect air gap between rear shelf & rear bulkhead. Added Foam & taped up gap on RH side of trunk bulkhead near shock tower. LH side previously done.
- Set all tire pressure including spare to 28PSI. Cleaned tires & hubcaps.
- Verified all fluids filled to appropriate levels. Added .75qt brake fluid 20150. Note, dust on tube lease. Applied Antron gasket sealer to tube & re-installed.

7/19/14 pulled from Hersh - still transmission smell in cockpit. I pulled off boat & sealed box with weatherstripping

10/16/14 - 6h 15,824

Battery acid smell in vehicle. Found battery electrolyte on RH side of battery & ~~at~~ fender area. Also, ~~all~~ all cells in battery empty. Rerouted battery & cleaned trunk area, tray & fender as best as possible. Battery completely discharged. Battery in vehicle is Interspace MTP-58R - ~~MT-58R~~ Rerouted negative battery cable, cleaned corrosion on both cables. Replaced battery with Interspace MT-58R. Checked charging system, 12.58V - not okay. Also, battery did not fit in hold down, modified battery to accommodate hold down.

2/26/15 - 6h 15,883

Charging system concern covered by Hersh Boverhuis. Battery acid odor remains in vehicle. ~~at~~ ~~at~~ Smelled panels, seat, carpet & hullier. Odor infused into all. Cleaned carpets with ~~at~~ Gator interior cleaner, ^{panels} seats with Lexol. ~~at~~ sprayed de-odorizer spray regularly over seat base & panel absorbent de-odorizer →

→ inside.

- Replaced nut & bolt on complete wheel
- Removed screws for rear quarter windows, applied blue loctite. - Note mismatched gasket
- Found both side turn signal repeater lights (on fender) in op. R&L lens assy's, replaced both bulbs with GE # 1445 bulbs. Verified operation
- Verified wheel torque correct 70 ft/lbs
- Tire DOT #s R/H side : XJ P7L155 2512

L/H side : " " " " 2712

- ~~①~~ Engine idle speed too high, approx 1200 RPM. Adjusted lower. Read tank, idle returned to too high again. Inspected & found throttle plate for carburetor not fully releasing when accelerator pedal released. Adjusted connecting rod from firewall lever to bellcrank piece. No change occurred. Located & installed additional spring to bellcrank for throttle linkage. Adjusted idle speed to 700-800 RPM. Verified engine returns to idle each time.

~~• Split pin~~

3/24/15 - GB - 15,915

- Split pin for clutch rod too long. R&R with appropriate size pin.
- Operate engine for over an hour checked operation of oil temp gage. Found wire found for sender pulled out of wire. Replaced wire terminal, grounded wire & checked gage, found it moves to full temp (working etc). Checked resistance of sender, found 810 Ω at engine operating temp. Measured temp of oil pan, found 70°C, which is same as indicated on gage. Oil temp gage operates as designed.
- During road test, found generator light on at idle at all times. Checked operation & output of generator & voltage regulator. Found wire for magneto switch on valve & horn rely on incorrect terminal of voltage regulator, ~~as~~ as is the case on manufacturer's wiring diagram.

has only operated with engine running above 1300 RPM.

~~Check~~ Mould wire to correct format. Found at idle of 800 RPM, 3.6V & -2.6A from generator, Battery voltage 12.2V. At 3,000 RPM found 13.5V & 16A ~~at~~ at battery & generator. Checked findings against ~~the~~ manufacturer specs, all within spec. Contacted Herb Barkner, also stated condition normal, generator light on at idle since generator is not producing voltage at that engine speed. Spec is: cut on voltage 11-12.5V @ 1250 RPM, cut out voltage 8-10V, Max charge capacity 18.3A. When ~~at~~ speed increased found max output 15.6V.

- Requested to check & install panel lights, removed each instrument bulb, verified operation & condition all ok.
- Extra switch on panel installed, unknown function. Traced wiring to unused connector near horn - most likely fog lights, as circuit includes a relay.
- Switch indicated for "instant" panel lights" does not operate lights, yet harness traced to RA A-pillar, true function unknown.
- Hood light not connected

3/26/15. GG - 15915

- Replaced gaskets for quarter window latches to glass, Lubricated screws with blue Loctite.
- R&I wiper blades, removed inserts, polished corrosion off blades, replaced insert rubber - retained original blade & insert metal strip. Reinstalled insert, verified operation of wipers are as best as possible

4/16/15 - 66 - 15940

- Headlamps reported too low. Verified concern, lh headlamp too low, rh beam appears distorted, slightly dim. Removed trim rings & both headlamps. Inspected bulbs, found rh side facing upside down as compared with lh. Switched bulb position, now beam on rh side appears normal. Unable to adjust lh & lamp, ran out of adjustment. Mechanical tolerance or fit of some portion of headlamp assembly resulted in lack of adjustment. Added plastic spacers to top of headlamp lens & retaining ring to compensate. Adjusted both headlamps as best as possible. Need to re-check at night.

6/18/15 - 66 17836

• ~~LT~~ LH brake light out. Replaced bulb & verified operation.

• Checked pH of engine coolant. 8.5

9/10/15 66 - 17836

• Noticed puddle of brake fluid under LF wheel. Removed LF wheel, found both wheel cylinders leaking. Removed remaining 3 wheels & brake drums. Inspected all wheel cylinders.

• RH front & rear good. LR has some corrosion, but not currently leaking. Re-assembled to move vehicle, torqued wheels to 70ft/lb. All brake linings ok at 4-5mm.

10/1/15 - 66 - 17836

• Removed LF wheel, replaced both wheel cylinders.

• Bled LF side of braking system, adjusted front brake shoes. Noticed water pump leaking, unable to road test to verify proper brake operation. Road tested vehicle anyway. Water pump leak subsided

• All 1 > 500 0.00 - 75

11/10/16 - 64 - 18,123

Generator light stays on. Checked voltage regulator. Found field contact not closing, actuating generator. Installed new Bosch solid state regulator. Still gen light is on. Found generator not charging when field circuit closed. Tested generator alone, no voltage present. Removed belt & polarized generator. Charging system now operating. Hooked generator back up to regulator & tested system. Found a vehicle charging at approx 1500 RPM, max voltage is 14V at 15 Amps. Fully charged battery.

2/7/17 64 18132

Generator light stays on. Tested generator, no voltage present. Subletted to Riteway, they found generator over-heated & damaged, most likely to previously bad Marelli voltage regulator. ~~Re-installed generator~~ Upon disassembly noticed woodruff key missing from shaft. Installed new key & re-installed new generator. Re-checked & found charging voltage 13.8V, 13A. Generator light now operating normally.

1/29/22 20114

- Fuse #3 (R to L) blows. Found brake light switch shorted to ground.
- Oil pressure gauge erratic. Verified oil pressure with mechanical gauge, 95 psi cold. Operating temp, idle 25 psi, 4k rpm 80 psi, 2500 rpm 40 psi.
- Inspected vehicle
- Brake pedal went to floor when parking vehicle.

3/27/22, 20,113

- Repld brake master cylinder.
- Repld brake light switch & fuse.
- Bleed brake system, verified brake adjustment including pushrod o.k.
- Topped fluids, checked all lights, set fire pressure & charged battery.
- Road tested & verified braking system operates as designed.

9/28/23

~~Jetty~~ Jetty. Fuel load 27mm

Man 120

Air com 140

Idle 50 RPM

- Repld spark plugs due to breaking one whilst running to input