

It is extremely important that you check out your distributor to find the total advance. This can be best accomplished by checking in a distributor machine. It is worth the cost of a few dollars. Knowing the amount of distributor advance can easily save you from over-advancing the engine and thus blowing up the complete works.

When speaking of total advance, we are speaking of that advance provided through the mechanical advance mechanism and also that advance as installed static at the crankshaft.

When the compression is raised to 10.2, the maximum total advance should be 30 degrees. When the compression is raised to 10.2 to 11.2, the total advance should not exceed 28 degrees. When the compression is raised above 11.2, the total advance should not exceed 26 degrees.

For those wishing to make a slight improvement in power with a full racing engine, a slight improvement can be made with an advance curve that gives a total of 26 degrees at 4000 r.p.m. and increases one degree for each additional 500 r.p.m. up to 6500 r.p.m.

### IGNITION WIRING

Replace the standard ignition wiring with a full metal thread type wire. Make certain there are no radio suppressors in the high tension lines. Check the spark plug connectors to see that they are tight, yet will rotate on the spark plug. If the connectors are too tight, they will loosen the threaded end of the spark plug, and the entire end and connector could fall off at a very embarrassing moment. Keep the wiring clean.

### THROTTLE LINKAGE

The standard linkage as fitted is a good reliable system that given just a little upkeep and care, will last indefinitely. Inspect the ball joints so that they are kept from becoming too loose, possibly allowing the link to drop off. (Again, an embarrassing moment!)

There is an adjustment on the end of each link that will allow you to tighten up the ball end, after a certain length of time has passed and wear of the ball set in. Carefully test the linkage before deciding that it's okay for racing. If the ball end is too tight, sticking occurs and usually you cannot get full throttle.

When you are quite certain that everything is as tight as possible, with complete freedom of the system, peen or punch mark the ends of each link.

Remove the linkage at least three times a year, and disassemble completely. Check the small springs in the end of each link carefully. If they fail, so does the entire system. These springs keep tension on the ball end.

### OTHER ENGINE PARTS

Drill the heads of the bolts that hold the generator mounting plate to the cylinder block. These bolts are run straight through the block wall, and the loss of one can produce a fantastic oil leak which is very difficult to repair in a hurry around the hot exhaust headers. Safety wire these bolts. Drill the front, bottom generator bolt and safety wire this bolt after installing the generator.

Drill and safety wire the camshaft bearing bolts on the left side of the block. Drill and safety wire the oil gallery bolts on the same side.

Wrap all of the water hoses with plastic ignition tape. This will prevent scuffing and damage from spillage of lubricants, gasoline, etc. Remove the thermostat and open the bellows to the full-open point. Break the bellows so that the flap cannot close. Re-install the thermostat. This will slow the warm-up of the engine and is not suggested for street use.

Racing engines must be at the correct temperature and keeping the thermostat in position, though broken at the full open point, guarantees the amount of restriction in the water system. You must have a restriction in the system or the water pump will force the coolant through the radiator too fast for proper cooling to take place, and the engine can overheat very quickly.

Do not use a new fan belt, and do not have the belt adjusted too tight. This can cost you a race as easily as running out of gasoline. Fan belts tend to stretch a good deal during the first hundred or so miles. Bargain with a friend for a good used belt, or fit a new belt for practice, then re-adjust it. If the belt is too tight this will literally eat up horsepower, and possibly ruin the belt with consequent overheating... and 'bang'.

### FUEL PUMP

Install the optional electric fuel pump—Part #V010. This is best mounted in the trunk compartment, or on the vertical panel just to the rear of the driver's seat. In either of these locations only short lengths of hose will be needed. Also the pump will be exposed to unheated air, thus retarding the possibility of vapor lock or pre-heating of the fuel.

The standard mechanical pump is quite adequate for racing, but is objected to primarily because of its location on the engine where the fuel is heated just before going to the carburetors.

Fuel temperature is very important. Locate your lines so that there will be a minimum of heat exchanged.

The mechanical pump utilizes a small neoprene seal to retain oil in the pump body. Should this seal wear excessively oil will seep by and be forced out the pump breather hole. You can lose an enormous amount of oil in a very short length of time from this failure. So, invest in the optional pump and get the safety and advantages of cooler fuel supply.

When installing the electric fuel pump remove the old mechanical type, and make up a plate of steel or aluminum to fit the opening where the mechanical pump was bolted to the engine block.