

CALIFORNIA

LEB
LUN 063

63/64

12/26/63

11 LUN 063

DATE ISSUED

SHOG

TYPE

LICENSE NUMBER

AUTOMOBILE

* CERTIFICATE OF OWNERSHIP

STATE OF CALIFORNIA
DEPARTMENT OF MOTOR VEHICLES

ENGINE OR ID NUMBER				MAKE		BODY TYPE MODEL		CYLS	MO
1237				LOTUS		CP		4	13
TR SOLD	CLASS	* TR	TR MODEL	TYPE VEN	WC	TAB NUMBER		TOTAL FEES PAID	
62	BJ			120		3962854		\$73.00	

ORDER-15-000
PAGE 1

HIRONIMUS WALTER C

3716 STARR KING CIR

PALO ALTO

CALIFORNIA

LAST NAME SHOWN FIRST

4300 3

WF

RF

LF

01

02

03

TOTAL

FEES

WT

CLA

DO NOT CARRY IN VEHICLE
DEPOSIT IN A SAFE PLACE

TA1532908

Elite 1237 operation

Start system; middle toggle rearward to bypass oil press shutdown-warn lite on-fuel pump on

Run system; all 3 toggles fwd-shutdown armed

Fuel pump; left toggle rearward to stop pump

Rad fan; right toggle rearward to override temp switch, fan always on

When stopped, it is easier to shift into non syncro first by putting lite pressure back toward 2nd then engaging 1st

Oil 10w40, 55-60 psi, about 500mpq. Uses Fram 3600 filter. After week or 2 storage, filter drainback delays pressure buildup at start. I usually crank (with middle toggle forward) until pressure builds. Accusump would be better solution or revert to climax vertical filter. Primer line to filter block used to pre fill filter. Marginal help.

Heater ok to about 20°F. Radiator needs baffle insert to prevent overcooling with heater valve open. Also plug NACA duct for better cold weather fuel vaporization. Prestone to -30°F. Thermo is turned down Fiesta.

The ARB/upper link metal bush has been replaced by a plastic bush- this eliminates 2 zerk fittings. All u-joints have grease fittings. Easier to lube rear half shaft u-joints with car weight on rear wheels- otherwise at droop joint angle partially obscures zerk.

Blacksmith KO wrench is a nonviolent way of achieving 180 ft lb wheel nut torque. Wheel chock needed.

Brake and clutch fluids are SAE DOT 5 silicone.

Bonnet has wood block prop for right hinge, spare key inside hinge recess. Boot lid has spring loaded detent.

Suggest replacing OE racing pads with green pads for lower pedal force.

Swap speedo lites. Hi beam and inst lite.

Tire pressure 20 F 23 R

Fuel 93 Octane

FRONT COVER SEAL C/R 6120 national 472439		7.5
Distributor Lucas D3AH4 ROTATION IS CCW SAME AS 25D IN MG AND CORTINA(25D has smaller cap and rotor)		
405668 Distributor parts Interchange		
Cap (DDB168) 420760 48-'53 Sunbeam 90 3.18" OD		
Rotor (DRB126) 408355 51-'54 Morgan +4 1.12" Radius TR6/250 WILL FIT		
Points (DSB122) 407050 Above, XK 120-140, TC-TD-TF, '53-'59 Anglia		
Cond 407044 Above, XK 120-140		
Cont break Base Same as Points; Same Dist Hsg?		
REDESIGN BREAKER PLATE FOR MGB POINTS AND COND -LIMIT ADVANCE TO 19° DIST (MARK AUTO PARTS -STANDARD #LU1617XP POINTS; #LU206 COND)		16.31
Sparkplug connector is "Champion" WCX600R \$6 at Holden \$9Mmoss		
IGN SECONDARY WIRE MOSS "BUMBLEE" May '98		11
Water pump to Block "O" Rings 1.375 OD x .125 Dia - Replaced Block Core Plugs		6
Crank seal ring		30
Valve shims (3) (Same as SAAB)		22.5
Air filter repl (VOLVO 544&P1800 to 1966) PAPER ELEMENT(FRAM CA139-2 ref) NAPA 2175		26
Oil Filter Tecalmet- REPLACED W/ ADAPTER AND FRAM 3600 (ESCORT)		15
Fan belt repl Gates #7410		
Brakes		
Front	Iron Calipers SP12 (3" c-c bolts) 64032508&9 #28460 stamped on ear- w/ 1.6875" Piston (Pistons Ord SSBRAKESCORP @ \$44.25 ea on 1/14 3wks)	177
	Disc 9.5" x .38 thk w/ 6 ea .38 holes on 3.5" BC 5.25" Hat .88" High	
	Pads 64325420(GDB 512 NV) same as '61 Mk 1 AH 3000 Rear (ltd option) .38 Thk new	75
	Kit SP2505/2 #64325069 Dust Seal 68-73 Jag XJ6 Rear?	40
	Hose 3700625 '64 Elan or 63 AH 3000 Mk2 or Hutton Aeroquip	70
	Replace All Steel Brake Lines	20
	Caliper bridge O ring= -012 EPDM .500" x .062"	0.2
Rear	Alum NR 1.5" Piston Steel and plated	
	Disc 9.5" x .38 Thk	
	Emerg Pad GDB 506 round	40
	Kit SP2550 maybe O-Ring =1.500 ID x .118 W x .128 H	20
	Pads GDB 505NM no other alt	
	Hose 3700625 '64 Elan or 63 AH 3000 Mk2 or Hutton Aeroquip	35
	Steel line has corrosion REPLACE	10
	Master cyl Kit Cortina Volvo P1800 or TR4A Clutch MC Cap Dia is 2.5 "	
	Check MC Cast For dia--MINE .70"(single rib)- SP 2102 for .7 Bore	15

Sheet1

Clutch	MC Kit SP1963 MGA(single cast rib) -Cap Dia=1.75" Bore x Stroke= 3/4" x .875" PE	15	
	Slave SP2017 AH 3000 Bore x Stroke= .875" x .64" PEGESUS KIT 3527-.87	10	
	new 8" disc used Elan diaph Pressure Pl		201
	Pedal pads are 1-3/4 W x 2-1/2 H 1.75" x 2.62" EnFo 113E-2454C ('62 CORTINA)		
U - Joints	Drive shaft MGA replaced front UJ on 2/5/99 was Spicer5-111x to Neapco 1-0300(w/ Zerk)		
	Half shaft Spicer 5-4X or 5 -94X with Zerk - AH 3000 TR6-7 Volvo 164		
	added longer grip Gr 5 bolts (3/8-24 x 1.06 x .65 grip)		
	Replaced outer U-joints Neapco 1-0005(w/ Zerk) (Drive Train Serv 860-7474 B-ville)		37.43
	Replace inner U-Joints Neapco 1-0005(w/ Zerk) 2/24/01		
Diff	Sprite 4.55:1 changed to 3.9:1		
	Pinon seal Is Sprite 2.50 x 1.50 x .38	5	
	Side Bearing FAF 306PP or RIV-9 BLN30 72 x 30 x 19		53.4
	Rubber Bush set LE 7018 S	20	
Rear Susp	Hub Bearings RIV 9 02/2513 cone -RIV7 01/2513 Cup-95mm x 65mm x 13 mm	80 pair	
	Aug/00 replaced RR hub bng w/ SKF 639068 (assy)+1.300" spacer& nylos seals+loctit outer cone ID	100	
	Mar/01 replaced LR hub bngs -brazed taper sleeves ID for fit- .079" spacer for L trail arm clear to rim		
	R Trail Link Bng Timk A4059 Cone A4138 Cup left side only		35
	F Trail Link Bush Rod=1.130 ball Bush=1.500 OD x .675 Hole to Ball ID	20	
	Replacements have 1/16 fore-aft play when installed- faced split cups .06"		
	Ordered spare rubber balls May '98	20	
	Springs are 11 coils at .405" dia -both w/ 3" spacers - dampers are KONI 82R-1224		
	Metacones are Metalastic 17/472		
Front Susp	Spindle Bng Outer 3062 cone and cup		
	Inner 07100S cone 0721 cup		
	Steer Rack boots -need to buy 2 sets to get both small boots	60	
	Cracked undertray at LF fender exposing subframe----epoxy repair		
	Rubber Bush set	73	
	Steer Rack Binds-- Greased=better; bent L Wish bolt and bent R Wish repaired/replaced		
	Replace Upper link L&R	140	
	Replace Right Wishbone Curtis Fab -New \$175 but NA so he repaired		25
	Tie Rod ends both-1/2"Fem Thread S2	60	
	Shocks (Arm AT7 1485/5) Exist=No Jounce Resist REPLACED WITH New SPAX 773 SA	250	
	Replacement KONI 80T-1479 (may not be available)		
	ARB Bearing Worn-machined new holders and nylon bushings		
	Replaced all suspension bolts		
	Replaced steer rack mounts (worn ID & bent mtg face)with S2 type to eliminate rack movement 3/00	103	

Trans	MGA /w Early GB engine w/ slide spline, Std ratio			English/Jap trans-
	As found (corrected 7/14/00)	ZF	MGA CR	Brit Auto Spl@ Champaign
	3.6363	2.53	2.45	Bill Dierker
	2.2143	1.71	1.62	309 637 8707
	1.3736	1.23	1.26	
	1	1	1	
	Found 12 tooth speedo gear (NO OTHER RATIOS AVAIL)			
	Drained lube looks like white lead???			
	Rear seal MG 3147 SLIDE Spline = 1.375"			12.5
	TO Bng is Minimum OK Carbon Wear.12" above Hsg--New is .17" above			
	MISMATCH USED-Elan clutch has 2.5x1.38 TO face pl BUT MGA TO =2.25 x1.25			
	Replace F Seal	GACO MI 106175 3/8		7.5
	Shifter Boot			15
	Repair Speedo Nut (Trans=.75 dia x 1mm: Head= 12mm x1mm)			
Fuel	Tank 8.8 gal US	Baurle fab per my drwg w/ new sender	Promised 8/2/96	300
	Bendix Pump cleaned and repaired-200#/hr pump to atmos - 3.5 PSI head (SU MAX 2.5)			
	Hoses & Fittings			57
	Dist Block			
	Carb Feed Hose			
	Orig Smith Sender (FT2330/06)=6 Ω emp-85 Ω full- Now Same as Elan S1(FT 3334/50)			
	Smiths gage 4 Ω=E 16=1/4 50=1/2 78=F 85= Pinned			
	Carb overflow bolts and washers from Moss 4/98; machined banjo per drwg			20
Radiator	RADIATOR Top Tank seam leaks			
	All 4 of 1/4-28 x 1/2 bolts fit up			100
	Replace Cap Is Special with 1" depth AND NEW DRAIN NOTE: hood closes after bolts fitted			5
	THERMOSTAT tests -opens @175°F -closes@ 160°F - lift approx .200" ELECTED TO NOT USE			
	Radiator thermal switch-207°F On 197° Off - ADDED PANEL OVERRIDE SW			
	USED Escort 180°F Stat in outlet hose ADDED .161 BLEED HOLE			4
	NEW HOSES			23
Exhaust	Paint headers @\$70			70
	Mufflers -Walker Dynomax 24210 1-3/4 Dia Glasspax w/ fab perforated baffle at outlets(BUT HIGH BACK PRESS)			55

ELECTRICAL Rad Aux Fan Mtr 7224036 (Ostrov recommends Valley #7739) Rework mount Brkt to fit ARB Bolts
 Heat motor 4432/01 Core tested to 20 psi air OK Paint Hsg
 COURTESY LITE "LONDON BANKSIDE PRODUCTS" 1".375 x 2.187 opening--Alt Elan to '68 / MGBGT SPARTO 5832
 Coil 45058J 12/62 CB TERMINAL TO DIST FOR NEG POLARITY @ PLUG
 Stop Sw 318826 1/60 close at 70 psi
 Horn Inop--Relay Clicks #33188A (10/59) - REPLACE HORNS AND RELAY
 Wiper--LUCAS #75309B (3/60) --no Park BLADE ANCO 20-12

49

GAGES OIL/WATER GD1502/03 Replaced w/ X42638/43 unit from prev owner
 FUEL FG2530/46
 TACH not orig RVI 2401/00B Pos Earth -Rebuild at Nisonger 3/98@54789
 SPEEDO SN 6113/00 1568 Rebuild at Nisonger 3/98
 AMMETER Lucas w/o #

81.95

81.95

Starter relay inoperative (Replace w/ Ford #)

Ign Sw 318466B Apr-59
 Lite Relay 33209B Feb-60
 Lite Sw 31935 Mar-60
 Turn Sig 319058 Feb-60
 Heater sw 31900A Apr-60
 Wiper Sw 31954A Mar-60
 Dip/Horn Relay 31910B Mar-60
 HEADLITE RIM AH BN1; '61 SPRITE; TR2 EARLY TR3

CONTROL Box RB106-2 37182L
 12/62

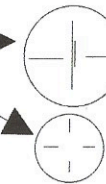
Elan S1-3 '57Magnette Arm Sid Saph Bristol
 AH 3000 L691/692

Wag 17916

US has screw attach L692

Stop/Tail Lamp 53819 L551 bulb lucas 380=
 Rear Flasher lamp 52462 L539 bulb Lucas 382=
 Front Flasher Lamp AH 3000 CLEAR L594 2.88 dia Tung 1156
 Lic Plate Lamp 52463A 52449 w/shield? Lucas #989
 Side Lamp 52449 Lucas #989

Tung 1077
 Tung 1057
 Wag 17635



3.25" OD

2.75" OD

Spit 4 Tail L691 w/ screws

per Club tech man = Lucas 52648 NOTE: ELAN L658 IS SIMILAR;

SEVEN TORPEDO IS L516 (A35 & HRG, Morgan has right lens L516/52436); LUCAS 52539 TR4 MORG SP250 \$35 @ SWAP

INTERIOR

New carpet

325

Wheels

Spare has loose spokes

BODY

Replace Trunk seal and side window lock 1/98

85

Outer door lock HILLMAN HUSKY; MGA trunk almost same

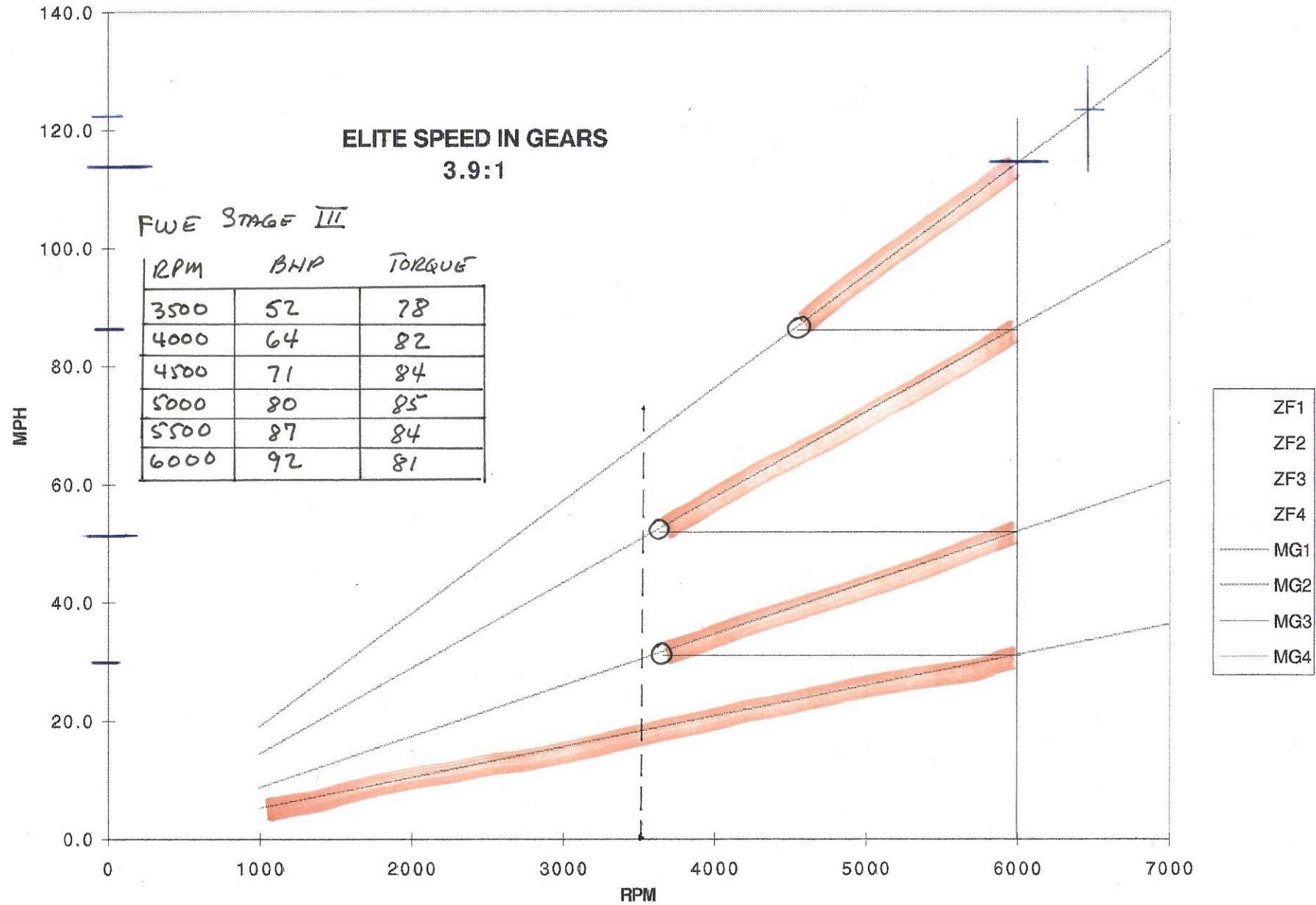
Inner remote handle is MGA coupe \$12 VICTORIA

Rear Bumper possible rework Spit Mk4

TOTALS	\$2,441	\$2,042	\$0
Grand total	\$4,483		
CASH AT BUY	\$6,750		
McNamara Value	\$10,000		
Total dollars	\$21,233		
1250hr @ \$10	\$12,500		
Investment?	\$33,733		
Insured	\$34,000		

COMPRESSION RATIO CALCULATIONS

	gask thick in	0.01	0.0254 cm	cc	gskt thick	Comp ratio
final	c c vol	24.7		1.1583	0.01	10.79
final	valve pock	1.3			0.02	10.44
final	piston/deck in	0.034	0.0864 cm	cc	0.03	10.11
	Comb Total	31.10		3.9384	0.04	9.81
calculated	comp ratio	10.79	Runs well w/ 93 Oct Some knock w/ 91 Oct			



ACTUAL TRANS RATIOS

CALC FROM ELITE SHOP MAN.

1ST 3.6364 PAGE 131
2ND 2.2143
3RD 1.3736
4TH 1.0

4.55

MPH @ 6000 RPM

CALC	UPSHIFT
1ST 30.8	
2ND 50.6	3652 RPM
3RD 81.6	3721
4TH 112.1	4368

9/01
Measured 4TH 3RD 2ND
40MPH = 2300 3150 5200
1.37 2.26

60=3450 ∴ 6000 = 104.3
6500 = 113

ELITE

5139801
40W43

55975 7/11/98

OIL 3/8 Below High Line
TRANS 3/8 Below Low Line
BRAKE 1/8 From Top
CLUTCH 5/8 From Top
COOLANT 2 7/8 From Top
GREASE CHASSIS 13 ZERK

AIR 19F 23R
REAR 1/16 Below Groove
INSTALLED 3.9:1 1/4" B.L.
57389 4/14/99 @ Flange

Change oil & filter to FULL LINE
TRANS changed 3/4 TO HIGH LINE
COOLANT 2 3/4 from gasket surf.
58100 8/11/99

ADD 1/2 QT OIL
TRANS + RAD + DASHAOTS OK

58198 8/19/99

Replaced breaker plate
& points w/ MGB
Std Motor Prod LU1617XP
Points & LU206 Condenser
Revised advance to
spec of 19° Dist max
Set timing to 2° BTDC
Stator & 40° max

Added Spitfire Muffler
& Removed restrictions
Baffles in Cherry Bomb
POINT TENSION 3103
FWA SPEC 28-32

58557 8/31/99

Brake = 7/8 from Top
Clutch = 1/2 from Top
Oil = 1 1/16 Below Hi
Trans = To Hi Line
Coolant = 2" @ 50°C

Add 1qt oil = 3/8 Below Hi
(58557 - 57389) / 1.5
= 778 MPQ

Add 20cc STP TO TRANS
at HOT LEVEL = HI LINE
Plugs 1 & 2 Choc Bru
3 & 4 Slight Soot (oil?)

INSULATED DIST PLATE
SCREW NEAR POINT SPRING

Engine flat above
5000 RPM
WOT

9/7/99 58586

OIL PRESS 51 PSI = 55 PSI ACT
SAFETY SWITCH = 6 PSI CLOSE

Cranking compression HOT WOT
178 178 186 187
178 185

Dwell 58°

Spec = 60 ± 3°

NEW Plugs RN-3C were at .025
Reset to spec .018
Coil polarity checks OK (-)
Revo. above 6000

9/20/99 58954 OIL @ 3 1/2 Q

ADD 1QT OIL TO 4Q LINE
FUEL PUMP = 59 #/HR

	done	
Replace steer rack brackets	x	S2 brkt + 1/8 shim
Engine flat at 5000	x	carb rebuild
check ign and carb jets	x	
Repair inner body glass cracks near door hinges	x	ADD PAINT
Replace headlite rim (AH100) and rubber gaskets	x	NO SCREW
Replace plexiglass windows		
Tighten vent window pivots	x	
Align steer wheel 1/24 circum to right	x	
Why LF -4.25 deg camber RF=zero		
LF steer rack has play at tie rod ball jt	x	
Install new Spark Plug Connectors	x	
Left Rear thump -check radius rod ball	x	OK
Shut down to ground out dist lead @ low oil press	x	
Add fuel pump safety shutdown at low oil press	x	
Restore steering wheel	x	
Make new clamp bolts for plexiglas windows	x	
Align generator bracket+thermal growth	x	
Get new master cyl caps 2.5" and 1.875"		
Reinstall Lucas coil get new secondary nut	x	
Repair rear bumper	x	
Install erzats side lites		
Replace seat belts		
Restitch seats		
Insulate exhaust-measure temps		
Gas smell in trunk	x	new hose
Inner f fender 4" plugs		
LR tie Plate lamp dim	x	Bulb
Trunk carpet Repaint hood		
Replace side windows R, R, HUB SERV		
Door weather strip		

Rear Bumper
 Door Lites
 Weatherstrip
 Diff clunk
 RR brake for
 scrape for
 R corners

9/26/99 59426
 after Elkhart Trip
 Add 1 qt oil
 #3 & #4 cyl plugs - some soot
 Oil leak from #3 long hole
 Ran up to 85 MPH
 Some rub LR cornering

11/5/99 59695
 Change To Purolator
 Fuel Pump PRO #42S
 Change to ACCEL COIL
 #8140 1/2 3/8 SPARK 5 amp (3 count)
 11/16 Cam timing dead on
 Values 6-5-6-8-8-5-5-7
 Tappet side clear 2-3
 Cam cover rubs on chain
 Filed earner nut for cam clear

2/15/00 60000 mi
 Change oil Castrol 10w40
 Change filter From 3600
 Repair Steer wheel &
 lower u-joint & rack
 clamps .005 Shim
 Tighten Right & Left windows
 Revise shutdown system
 3/7/00 Generator align
 At high engine speed flat above
 5000 but recovers to 6500
 Accel & Lucas coils same
 Kept Lucas coil for lower amp.
 4/14/00 60116
 Install carb jet seals + proper
 Added 1/8" shims at steer rack
 clamps to elim crank pulley
 rub. Add Champ spark clips

5/26 60439 1/2 qt
 60-80 MPH 10.75; 11.02
 Clutch level 9/16"
 Brake level 1 1/16"

60542 1/2 qt

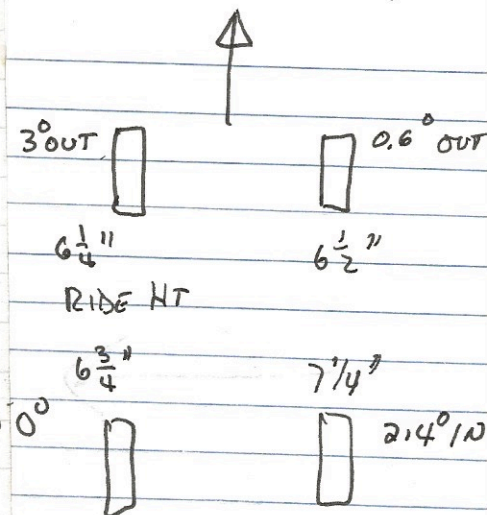
60893 1 qt Sussex 41

6/25/00 61023 1 qt Road Trip

Cyl 1 & 2 slight lean
 Carb adj 1 flt rich
 Cyl 3 & 4 slight rich
 Carb adj 1 flt lean
 Brake fluid 1 1/16"
 Clutch 9/16
 Trans 5 1/2 qt no change

238 mi / 6 gal Speedo 60 MPH accurate

Unladen 6/10/00



61126

7/13/00

SCRAPE NOISE
@ RR

- Left inboard u-joint has axial + radial play
- Pried Left R. brake disc shield away from disc - OK
to address scraping noise ^{NOT COUPLET}
- Backlash = $9/32$ at pinion slinger
- Brake disc bolts tight
- UJ Drive shaft bolts tight
Lower diff Hg. bolts check tight
- PADS + EMER PADS GOOD
- RR NYLOS SEAL CRACKED
CIRCUM @ TAPER COLLAR ON
REPLACED W/ COPPER FAB
W/ 6.5mm ID.
- LR WAS SAME CONDITION
NOT REPLACED - OUTBNG PACKED

61546 8/31/00

Road test rear hub OK
hub slightly warmer
than left hub.

Clutch level = $9/16$
Brake fluid level = $1/16$
Eng oil = $1/4$ " below high
Trans = $1/8$ " above low.

9/30 Added heater control

10/13 61779 RR Brake
scraping noise - Right turn
R. Hub tight OK
Diff chunk @ Backlash?
Hand brake?
Tapered cone has loose bore

7/13/00 CONTINUED

ROAD TEST - NO SCRAPE
BUT HAND BRAKE REAR
CLEVIS RUBS DRIVE SHAFT
- RELOCATE MOUNT BOLTS
NO CAN DO - BEKT EXPOSED + BOLTS

• DIFF LEVEL @ LOW - OK

8/12 61381

New RR Hub Seal failed

Removed

1 qt oil

61381

60023

358 MPa

350 wa/qt oil

62480 7/24/01

~~1 qt oil~~

1 1/2 qt to 4 qt mark

Rear wheel noise was
traced to poor fit of
taper collars to outer
aple. This allowed radial
movement of outer nylons
and fretting. Repaired
with loctite - noise
disappeared

Full restoration needs
metalized shaft to
regain collar and
bearing race press fits.

61543

8/22/00

Replace inner + outer
RR Hub bearings + seal
End play set to - Zero
Rotates freely with
 $1/2$ LF Fipton belt @ 30
New bug SKF 639068
Changed bug spacer
To 1.300" (adds .003)

Added safety washers
To damper nuts at RR

Some loctite (nut)
at outer bug ID
To address hub to wear

Center punch lightly on
Tapered cone for tighter fit

7/27

4th gear

* 50-70 MPH = 10.6 sec

OIL PRESS = H₂O = 85°C 145

30 PSI @ 1500 @ 200°F

10 MIN OFF AFTER HW

54 PSI @ 1500 @ 148°F

50°F 1 HR COOLDOWN

* 40 MPH - 80 MPH 3rd gear

= 16.8 SEC

ADDED TRUNK PROP.

ADDED FUSE FOR WIPER C.

RAN OIL TEMP 1/2 PRESS
TESTS - SEE GRAPH

9/7/01 62540 1qt 20/50
 - bearing noise returned -
 Removed RR Hub
 + bearings - Loctite both
 bearing ID + shaft. Modified
 nylon seal ID to bond
 with RTV to cone-sleeve
 Road test OK
 Relubed bng @ assy.
 Loctite ed cone collar
 to shaft -

Road test OK

S1 Spring Specs
 F. 150# / in.
 Set $7\frac{1}{4}$ " HT = 516#
 13 coils .348 ϕ $2\frac{1}{4}$ ϕ $10\frac{11}{16}$ " Free
 R 96#
 Set $7\frac{3}{8}$ " HT = 468#
 11 coils .406 ϕ $3\frac{1}{2}$ ϕ $12\frac{1}{4}$ " Free

10/16/01 F.
 67/8" left 77/8" right

1/27/02 - 63475
 CHANGE OIL + FILTER
 20/50
 To 4qt at Filr Sump
 3.5qt at Filter Filr
 60 PSI AT COLD
 50°C NEW OIL

AFTER LONG-TERM STORAGE
 OIL DRAINBACK RAISED
 LEVEL $\frac{1}{4}$ " IN SUMP
 TO ~~3 1/2~~ 3 1/2 QT + 3/8"
 44/62 COLD CRANK COMP

1	2	3	4
210	155	150	190
200			

7/21/02 63628
 Odometer has added
 100 mi over trip odometer
 After 3 month storage
 it took 15 sec crank
 w/ plugs out to get oil press.
 Oil level dropped 7 mm.
 Drain back = .67 quart.

Oil level after setting
 oil pressure = $3\frac{1}{2}$ qt.

8/6/02
 Odometer adds 100 miles
 when changing hundreds
 wheel
 3500 RPM = 48 PSI GAOE
 8/7 Removed thermostat
 78°F amb 3500 RPM
 75°C water 52-55 PSI
 after I290 To Army Trail
 + Return

8/27 Installed X2 Fram
 filter + increased heat
 shield size
 2 Rear plugs rich - change mix
 F 1 flat down R 1 flat up
 20 sec crank to oil press

8/27

Right head lito poor gear

Readjust mix
 P 1/2 flat up R 1/2 flat
 Oil Temp after I290 R
 81°F ambient 75°C H2O
 4000 RPM = 195°F

8/31 Improper R Side head
 Socket wiring - repaired

9/19 Road Trip To Lake George
 Filled oil + ~~coolant~~
 oil
 64268 miles (39300 to
 End 530 Trip odometer)

10/13/02

Reinstalled thermostat
Air Temp ~ 45°F
Ended
614 trip odo
Added 4 gal fuel

- Speedo belt drive inspection OK
- Trans noise & jolt has increased
- Oil Press at low revs ~~drops~~ decreases from 40-30 ± at WOT.

* RIGHT ABB Bush ^{left main frame}
OUT OF POSITION
Replaced w/ Flanged Bush

8/11/04 66061 (743)

Replaced Starter
GT6 interchange
23239F M35J
Beck Arnley 187-0011
Rebuilt

9/17 66280 (862)

Fill To Top ALUM TUBE
OIL 1 DOT DOWN
21/23 PSI TIRES

9/18 66828 (1111) ~~1.5~~ + 5.67g
@ 3/8 Full

67123 (1305)

OIL 2 DOTS DOWN 2000 MPa
FUEL FILL TO TUBE = 5.20

64817 (600) 8/13/03

Rebuilt Engine
10W40 oil
NEW CRANK COMP
162 160 170 160
500 MILE CRANK COMP
172 167 ~~162~~ 170
175

NO OIL CONSUMPTION
VALVE CLEAR
9-12-8-9-8-7-8-9
H1 BEST OF 4 QUADRANT
READINGS AROUND LOBE
IS CAM CTR EEE?

67169 (11351) TRIP ODO.
10/5/04 ~~35302~~ mi

Change oil
Castrol 10W40
Filter - MOBIL1 -
M1-209

Fill to line

* [Previous FRAM 3600
ANTI DRAIN BACK LEAKS DOWN ?

10/13/04 67176

LASH CHECK 1 005

2 007

3 007

4 009

5 007

6 007

7 006

8 008

5/13/04 65894 ODO

OIL SEEP AT HEAD
OIL RETURN TUBE - LOW
BANJO BOLT

5/15/04

60-80 MPH - 4th = 9.6

60 MPH = 3100

70 3700

80 4200

Note w/ 24" & Two + 3.90
= 4370 RPM @ 80

11/20/04

Knock at accel
#1 cyl comp loose
Right Wire ring failed
and projected into
comb chamber
Replaced head gasket
with O.E. embossed

Found & replaced
valve retainer which
had fatigue crack

Dist advance mechanism
worn - allowed over
advance. Repaired
replaced springs

3/15/05 67300-382
Total Rebuild dist advance
use new springs
5/31/05 67386-468.
Odometer has healed
itself - maybe?
Sealed head nuts - Silicone

8/29/05 67923 (1705)
Odometer still has
error
Since 8/13/03 Rebuild
Odometer reads 182%
of trip odometer
100 miles wheel jumps
2 digits most of
the time

9/13 67975 1757
checked u-joints OK
Rear pads ~ 1/2" left
Total backlash
at pinion = 1/4"
Tightened rear oil
pan bolts for
slight leak front side
of adapter plate.

11/10/05 68152 (834)
Road Trip To O'Donnell
7/16 Fuel Start + Seal
9/16 Fuel end
68460 (942) = 108 miles

1/12/06 Repaired Odometer
Reset mileage
from 68460 To Zero
Trip was 942
∴ 1942 on rebuilt

3/13/06 10 mi Checkout
Oil Change 10W40
Lube
Loctite RR TAPER LOCK W/ 1007
RING + PINION NIL BACKLASH
- FELT W/ DIR STICK + DRIVESHAFT
WATER PUMP REBUILD - OK
REPLACED F CARB SEAL
AT HOLD UP BOAT
FAB NEW ZERK ADAPTER
FOR INBOARD U-JOINTS

4/23/06 38 mi
Replaced Stop light Switch
Rethreaded US Switch to 3/8 NF
added nylon seal washer

3/21/07 440 mi
Oil + Filter
Replace M.C. Cap.

68460 miles at reset
55975 purchase miles
12485 difference
↓ odometer was 88% high
for all these miles
ACTUAL 6640 corrected
Plus 440 Recent
7080 actual

1/12/06

ODOMETER SET
TO Zero From

68460

(1942 miles on Rebuild)

→ SPEEDO Rebuilt due to
reading 8% high ←