

917 ENGINE INSTRUCTIONS

KIT PARTS TO BE MODIFIED AND SUGGESTIONS

1. Remove the tabs on the lower front portion of parts C27 and C28 and sand smooth. Remove only the right side if using the large fuel tank.
2. A portion of kit part #B8 needs to be removed. See figure 3.
3. For a better fit when assembling the rear framework, first glue parts C32 and C33 to the rear frame, then part C29 in between (See kit instruction #16).

ASSEMBLY

Glue the cylinder heads to the block. The fuel injection pump sits on the plate on the upper front portion of the left cylinder head. The pump has starter holes provided for plumbing. The smaller fanbelt/pulley assembly mounts to the pin on the rear of the fuel injection pump, the lower portion centering over the dimple located on the end of the cylinder head casting.

See figure 1 for the location of the alternator and the fuel pump. The larger fanbelt/pulley assembly locates from the center of the engine front to the alternator. Make sure the alternator is positioned straight up so the smaller pulley centers on the dimple in the alternator's center. The two spidery looking bits are the cylinder covers and mount to the top of the engine around the fan base. See drawing 2 for the location of the distributors. These have starter holes for wiring and are located on the left front and the right rear of the engine. The sit angled outward towards the cylinder heads.

The fan housing/velocity stack assembly mounts to the top of the engine. The fuel injectors are marked right and left on the bottom of each (remove the letters before installation). They slide into the cylinder covers and under the stacks. Glue the tailpipe hanger to the end of the transaxle. The tailpipes, rear bulkhead and the engine can now be installed. The tabs in the center of the rear crossmember sit on top of the transaxle towards the front. The shocks attach to either side of the crossmember and into the slots in the rear hub carriers. The right and left upper portions of the tub can be installed. The oil tank is located on the left side with the filler neck facing the rear. The small surge tank fits on the tab on the left side of the bulkhead. A large fuel tank has been provided to fit the right side of the tub. If you do not wish to use this, the fuel filler pipe can be used instead for the short distance cars. The hole for the fuel cap will have to be opened up in the body panels (See kit instructions #22 and #23). Once the engine and rear crossmember are in place, the side chassis rails can be installed. They fasten to the bulkhead and the vertical portion of the crossmember on either side of the engine. The two small angled pieces on the chassis rails face the rear and they fasten to the rear crossmember. See figure 4.

The fiberglass color for the cylinder covers, fuel injection system and the fan housing/velocity stack unit can be replicated using Polly S color #505294 (Italian camouflage yellow) following with a wash of Polly S oily black (color #500015).

PARTS LIST AND COLOR CODE

COLOR CODES

Al - Aluminum
F/G - Fiberglass
SGB - Semigloss Black
FB - Flat Black
RO - Red Orange

PARTS LIST

Engine Block - Al
Fan Housing - F/G
Cylinder Covers (2) - F/G
Tailpipes (2) - SGB
Fuel Injection Pump - Al
Rear Tub Panels (R & L) - SGB
Surge Tank - Al
Fuel Filler - Al
Distributors (2) - Al & RO
Alternator Fanbelt - FB & Al
Rear Tailpipe Mounting - Al
Fuel Pump - Al

Cylinder Heads (2) - Al
Exhaust (R & L) - SGB
Fuel Injectors (R & L) - F/G
Rear Crossmember - SGB
Rear Bulkhead - SGB
Oil Tank - Al
Fuel Tank - Al
Rear Shocks (2) - SGB
Alternator - Al
Fuel Injection Pump Belt - FB & Al
Fuel & Oil Caps - Al
Side Chassis Rails (2) - SGB

Any questions or comments, please contact Harold Bradford at Historic Racing Miniatures,
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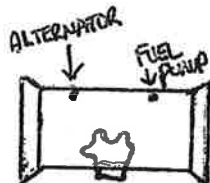


FIG. 1

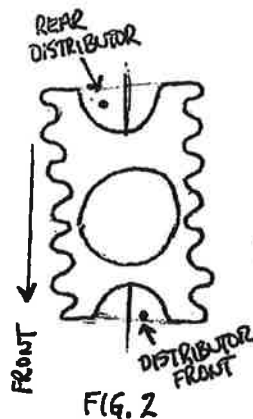


FIG. 2

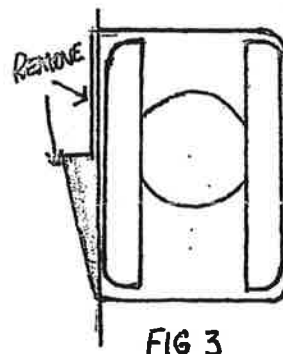


FIG 3

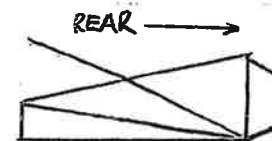


FIG. 4