



Newsletter

Vol.3, No.2, February, 2004

PRESIDENTS LETTER

I am sure that — like me — many of you are tired from watching hours and hours of the Barrett Jackson auction in Scottsdale on Speedvision! For those who didn't watch or who gave up early, I would like to report on the sale and some of the implications.

First of all let me say that it is reassuring to find such a high level of interest and passion in the collector car market. At times each of us has asked ourself if we are the only ones who are subject to this disease! With 2600 bidders, 40,000 attendees, and millions watching on TV, the answer is "Obviously Not!"

Whether they are sports car nuts, hot rod fans, muscle car guys, or antique automobile buffs, the American public can't seem to get enough! This is the superbowl for cars. Whether you are interested in the market or just a great car show, it has it "all" — including the hype! Five thousand cars applied and only eight hundred were accepted — only the best in each category.

As it relates to Jags only 30 were offered for sale; the following cars are only the highlights of that list:

- a.) 1960 XK150 FHC 3.8 black w/red int. sold at \$41,500
- b.) 1964 E-type OTS low mileage original condition sold at \$44,500
- c.) 1959 XK150S FHC 1st class restoration sold at \$42,000
- d.) 1953 XK120 DHC (top quality) no sold at \$72,000
- e.) 1955 XK140 DHC 1st class restoration sold at \$87,000

Before we get too pumped up over this, let me say that some of these Jags were a bargain

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TUNING THE XK ENGINE by Pat Harmon PART TWO

Tuning Procedure

Preparation. Clean the engine. It's much more enjoyable to work on a clean engine than on a dirty one. Additionally parts/surfaces are less apt to become contaminated with dirt.

Purchase Materials:

- Spark plugs,
- anti-seize compound (Permatex),
- Cam cover gaskets,
- Ignition Points and condenser, gasket sealer (I prefer silicone),
- automatic transmission fluid (you'll have to read on to find out what this has to do with engine tuning).

Tools Required:

- Timing light or ohmmeter,
- blade type feeler gauge (for valves),
- wire type feeler gauge (spark plugs),
- screwdrivers,
- socket wrenches,
- micrometer (convntional),
- carburetor synchronization device (Unisyn or rubber tubing),
- carburetor synchronization kit (tubes with indicator wires inserted in the pistons).

Gap Sparkplugs. Refer to your owner's manual. Most XK engines use Champion N5 sparkplugs gapped at 0.025 inches. Consensus among most XK owners is not to vary from this brand/type of sparkplug. It's best to use a wire type gauge rather than a blade type, the reason being that the blade must be perfectly perpendicular to the plug for a correct reading — not so with the wire type.

NOTE: Do not replace the sparkplugs at this time if you plan to check valve clearances in the next step. Also see Item 3 following. If you plan to statically time the engine you will want to leave the plugs out of the engine at this point as you'll be turning the engine over by hand.

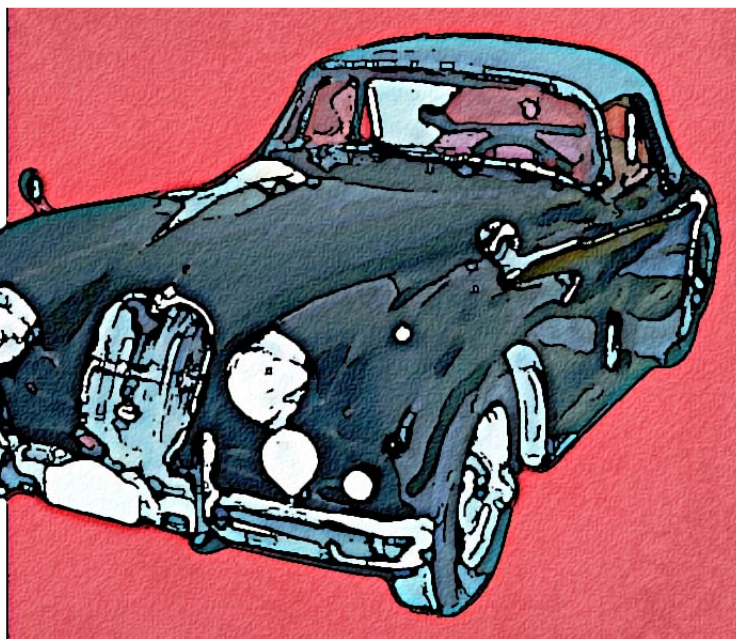
Lightly coat the plug threads with anti-seize compound and install the plugs hand tight with a socket wrench. Remember, you are screwing into aluminum!

Check Valve Clearances.

- a. Loosen the cam cover nuts a bit at a time (to avoid warpage) and remove the cam covers.
- b. Observe the intake (near carburetors) and exhaust camshafts and how the lobes ride on top of the valve guide.
- c. Check ignition switch off and, using the starter override button on the rear of the starter solenoid, rotate the engine until one of the lobes is pointing directly away from it's valve guide. Use a blade type

feeler gauge and check the clearance between the camshaft and the follower. Check owner's manual or data plate for the correct clearances.

d. Continue to rotate the engine and measure until all valves have been checked.



e. Clean the cam cover gasket surfaces as well as the gasket surfaces on the head. Verify the 'O' ring seal is in-place at the rear of the exhaust cam cover (engines equipped with mechanical tachometers).

TIP: If you have not used a feeler gauge before, make your measurement so that you just feel a resistance between the parts. Do not try to force the gauge between the parts nor accept a reading that's too loose.

TIP: With a sharpie marker, number each valve on the head starting with #1 at the rear. Record each reading that you take and log it onto a sheet of paper. While you are checking one valve, you will find another that is also in a measurement position. Why not measure both. Also, since you've gone to all this trouble, why not make the measurement a second time.

It's very important that the valves be (1) set correctly and, (2) be set equally so each cylinder is firing under the same set of conditions. It's kind of like trying to run with one leg six inches shorter than the other.... Setting the valve clearances is a difficult and time-consuming procedure and too lengthy to include here. Unlike American cars with adjusting nuts on rocker arms, the Jaguars have special round shims, which fit underneath the valve guide between it and the top of the valve stem. The thicker the shim, the less valve

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Continued from front cover

compared to the selling prices for the hot rods. The real strength of this year's auction was American Iron – both muscle cars and hot rods! Some of the prices fetched by this category were insane even by Barrett Jackson standards.

Next, I would like to address some trends that are becoming obvious to anyone who is more than a casual observer in collector cars. The market for early prewar cars is losing some strength as the population that grew up with them dies off. The notable exceptions are the really rare and really special ones like certain Dusenbergs, Cords, Hispano Suiza's and the like. If you like this era, you should be able to find some bargains! The European models are experiencing some of this to a slightly lesser degree. The special and rare cars (like the 300 gullwings) are still drawing big bucks! As I said before, the real surprises are the hot rods and muscle cars prepared by the top builders and

restorers in the field! Marvin Sikes has to love what the '55, '56, and '57 birds restored by Minter did (\$70's and \$80's).

This brings us to several other observations. One is that in almost every make or model there seem to be top restorers who continually bring in high dollars and specialize in only doing one car – as is the case with Minter and the T-Birds. The last observation I would like to make is that if you are doing a car to sell you must stay with documented originality! If on the other hand you want to drive and enjoy the cars as most of us do, it is OK to make bolt-on mods that were available during the period to improve performance or handling, as long as you save and carefully guard those pieces you take off in case you at some point want to sell the car and find it more valuable to put it back as it originally was!

I would be the last to try to tell you that Barrett Jackson had anything to do with the real world, but

I do think we can draw some valuable inferences from this larger than life spectacle.

For those of you who missed the January tech session on paint and preparation, you missed a good one with much good information and conversation exchanged. I urge you not to miss the February tech session on detailing at Skip Smith's!

Enjoy the cars!
Joe



CAR DETAILING TECH SESSION February 21, 10:30 AM

WHERE: Skip Smith's Facility

This will be a demonstration type tech session on the do's and don'ts of auto detailing. It will be conducted by A.J. Erisman. Subjects to be covered are:

Proper washing and drying techniques:-

Which soaps to use
Brushes vs. Mits
Chamois or a Towel

Interior cleaning:-

Shampooing carpets and cloth seats
Cleaning interior panels
Proper cleaning and treatment of leather

Exterior polishing and waxing:

Waxes, polishes, sealants and glazes
Proper application and removal techniques
High speed buffing and minor wet sanding

Chairs will be in short supply so please bring a portable or folding chair to be more comfortable.

DIRECTIONS TO SKIP SMITH'S FACILITY:

Take I-75 north outside of I-285 on the north side. Take the third exit (#263) (South Marietta / Roswell 120 Loop) and go east toward Roswell.

At the second traffic light, take a left on Lower Roswell Rd.

At the second drive on the right (white sign "RSA"), turn right (#1819).

Go to the end of the chain link fence (about 60 yards) and turn to the right.

On your left will be a wood building, park in front of the wood building and the metal building to the right.

If there is not enough parking in front of these two buildings, go to the left of the wood building and park in front of the loading dock.

The tech session will be in the metal building just at the end of the wood building. Enter through the small door.



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TENTATIVE CLUB CALENDAR AND SCHEDULE OF EVENTS FOR 2004

January 17– Tech session on Paint at Joe Newell's garage in Ellijay

February 21– Tech session on detailing a car at Skip Smith's garage in Atlanta

March 11-14- Amelia Island Concours – overnight club event

March 21– Indoor Tech session on the XK engine by Dick Maury of Coventry West (*Note: This is on a Sunday afternoon*)

April 17-18–Drive through Nantahala National Forest – overnight club driving event

Apr. 30-May 1- Jaguar Soc. of SC Low Country Classic concours, Charleston, SC– club event

May 8– British Motor Car Day– Club event

May 15-16–Smoky Mtn. Jaguar Club concours, Gatlinburg, Tenn. – club driving event

June 13– Carolina Jaguar Club concours, Salisbury, NC – club event

July 17– Milton Robson car collection – club event

July 24– Indoor Tech session on JCNA club rallying

August 21– Indoor tech session JCNA club rallying – session 2

August 21– Tech session / Judges training session for JCNA Concours

September 12– Driving tour in Helen, GA area – club day driving event

September 26–JCNA sanctioned Concours at Chattahoochee Country Club in Gainesville

October 19– Fall Leaf Cruise through Highlands, NC area – overnight club driving event

October 17– EURO 2004 Auto Festival at BMW manufacturing plant near Greer, SC – club event

November 5-7– Southern British Weekend in Chattanooga, Tenn.– club driving event

20– Business Meeting in the Atlanta area – location to be announced

December 12 – Christmas Party at the Vinings Club in Atlanta, GA

TECH SESSION ON THE XK ENGINE

March 21st – Coventry West Facility

Coventry West will be hosting a technical seminar at their facility in Lithonia, GA, on Sunday, March 21, from 2:30PM to 4:30 PM. The subject of the seminar, which will be conducted by Dick Maury, is the XK engine. If you are not familiar with the internals of these engines, here's your chance to view all the bits and pieces up close and personal, as bare blocks, crankshafts, cylinder heads, etc. will be shown during the seminar. Dick has been working on Jaguars for decades and will almost certainly be able to address any questions you might have. Subjects covered will include rebuilding, problem areas, performance enhancements, and interchangeability. If you have specific matters you'd like to hear him address, let us know.

Coventry West is one of the largest Jaguar parts vendors and rebuilders in North America and occupies a 74,000 square foot warehouse near downtown Lithonia. Tours of their impressive facility will be a part of the program. Coventry West also will offer NGJC members a 10% discount on any parts purchases made during the meeting. The chance to buy at a discount from Coventry West's already great prices is another reason not to miss this seminar.

Directions will be in the March newsletter.



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POSSIBLE ACTIVITIES

As you will note, the club calendar is labeled "Tentative". Events listed after March are subject to change. If you would like to volunteer to plan an event or you have suggestions or preferences for a particular event, contact one of the committee members or another officer if a committee member is not convenient. Other activities which are still being considered are:

- (1) Display of Jaguars at Gwinnett Cultural Arts Center in connection with a "Taste of Britain" event, (2) visit to Andretti speed shop in Marietta,
- (3) Driving tour to

- Berry College area near Rome, (4) visit to Barber Motorsports Park near Birmingham,
- (5) Trip to Barnsley Gardens,
- (6) Hilton Head car show / concours,
- (7) Program on use of internet by auto enthusiasts,
- (8) Driving school, and slalom.
- (9) Dick Maury has competed nationally in JCNA slalom events and is interested in our club having a slalom event.

Anyone interested in participating or helping to organize such an event, please contact Dick at Coventry West, or one of the activities committee

members or one of the officers.

Our next event at Skip Smith's would be a good time to contribute your preferences on club activities.

The Activities Planning Committee is comprised of Richard Bowers, George Haldane and Larry Kludt. If you have any ideas or suggestions for an event, trip, tech session, or tour, please contact one of them. Their contact information is as follows:

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(706-636-5879 or rbib4lb@aol.com),

George Haldane
(770-949-9779 or georgehal@comcast.net),

and

Larry Kludt
(770-641-9249 or lrkludt@kcc.com).



EVENT PLANNING COMMITTEE

A committee of three members volunteered to cover the duties which would normally be handled by the Vice-President for Activities. The committee is comprised of Richard Bowers, George Haldane and Larry Kludt. If you have any ideas or suggestions for an event, trip, tech session, or tour, please contact one of them. Their contact information is as follows:

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TECH SESSION ON PAINT

The paint tech session was a great start for our new year! Approximately 20 members and guests attended. Terry's presentation was well done and very informative. Joe Newell's garage was a great location - beautiful Jaguars below, a warm comfortable meeting space above, and all sorts of car "stuff" around to look at.

Before the meeting, we drank coffee and juice and ate doughnuts and watched a terrific DVD about Jaguar called Victory by Design. This is a slightly longer version of



one of a series of programs running on Speedvision. If you haven't seen any of them, I urge you to look for them. The series covers Jaguar, Porsche, Alfas,

Aston Martin and others.

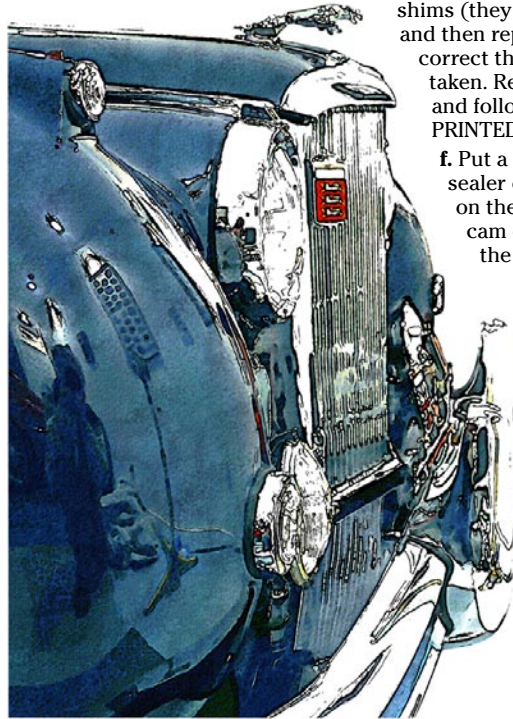
After the meeting, most of our group re-convened at a local BBQ restaurant for lunch and more discussion of Jaguars.

CLUB GRILL BADGE

As many of you know, we have been publishing possible grill

badge designs in the newsletter from time to time. All the ones that have been published were done by John Yates. A manufacturer of these badges has also done some additional designs. We will have copies of all the designs done thus far at the February and March tech sessions. If you have seen badges that you thought were particularly good or if you have an idea that you would like to contribute, please let one of the officers know by March 15. We are tentatively planning to publish the best possibilities thus far in the April issue.





clearance. The process involves removing the camshafts, collecting an assortment of shims (they are numbered A through Z.) and then replacing the shims with the correct thickness based on measurements taken. Refer to your workshop manual and follow the instructions EXACTLY AS PRINTED.

f. Put a thin coating of silicone gasket sealer on first, the cam cover and then, on the gasket after in-place on the cam cover. Form a bead of sealer in the rear of the exhaust cam cover to prevent leaks around the tachometer sender (where applicable).

g. Replace both cam covers being careful to tighten the nuts in sequence to the correct torque to prevent warpage.

Point Gap.

- a.** Check ignition switch off.
- b.** Remove the distributor cap.
- c.** Grab the rotor with your hand and turn it left and right. It should move with some resistance indicating the mechanical advance

mechanism is working.

d. Remove the rotor and place several drops of oil in the center of the distributor camshaft. This lubricates the advance mechanism. Inspect the brass contact piece and polish/clean.

If it's badly burned consider replacing it.

e. Depress the starter override button on the rear of the starter solenoid switch (mounted next to the fuse panel on most XKs) momentarily until the distributor point follower (which rides on the camshaft) is EXACTLY on top of one of the lobes. Measure the point gap and set to 0.014 - 0.016 inch. Adjust by loosening the setscrew and inserting a screwdriver in the adjusting slot. Tighten the adjusting screw.

TIP: Many owners replace the contact point set with what is called "breakerless" ignition sets. Pertroniks is one such manufacturer. You will need to know the specific distributor number, which is stamped on the aluminum body on the back side (of course) facing the engine. Once installed, the point setting variable is removed from the tuning equation.

- f.** Replace the rotor (don't ask how many times I've forgotten to do this!)
- g.** Inspect and clean the inside of the distributor cap. Look for carbon tracks indicative of cracks in the plastic.
- h.** Replace the distributor cap.

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Ignition Timing.

a. Locate the timing mark on the harmonic balance wheel (on the front of the crankshaft behind the pulley). There will either be a series of timing marks or a single mark at zero degrees TDC. Check the timing specification in the owner's manual. Typically the timing is set at 5 degrees BTDC. If your balance wheel does not have timing marks, 5 degrees is 1/2 inch before the mark in the direction of engine rotation. Mark this spot with a drop of white paint.

b. Locate the tightening bracket at the base of the distributor and set up your socket wrench (or select a box end) that will fit the adjusting bolt.

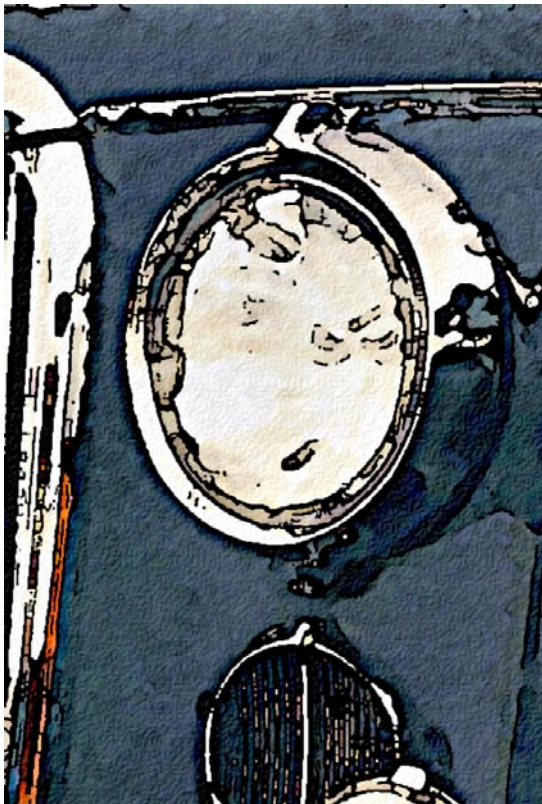
c. Timing can be done either statically or dynamically with a timing light.

d. To time statically: Connect an ohmmeter between a ground point and the coil terminal connected to the distributor. Rotate the engine until the timing marker is exactly adjacent to the 5-degree timing mark. Remove the distributor cap and observe the points follower in relation to the camshaft. If the engine is correctly timed, the points should be just opening. Loosen the distributor mounting clamp and rotate the distributor clockwise until the ohmmeter reads zero resistance. This means the points are now closed. Watching the meter, slowly rotate the distributor counterclockwise until it changes from zero to maximum resistance. Tighten the distributor bracket being careful not to disturb the setting. Replace the distributor cap.

e. To time dynamically: Start the engine and run to normal operating temperature.

VERY IMPORTANT: Remove and plug the vacuum advance line and verify the engine is running at 500 rpm. Any faster and the mechanical advance will be engaging thus changing the timing (see Item 5, below, to correct the idle speed).

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Connect the timing light to the power source and connect the high-tension lead to either #1 (at rear of engine) or #6 (at front of engine) spark plug. From under the car, flash the light on the harmonic balance wheel. Loosen the distributor clamping bolt and adjust the distributor to the correct timing point (the white paint dop). Carefully tighten the clamping bolt without disturbing the setting. Recheck the timing with the light to verify. Reconnect the vacuum advance hose.

TIP: After timing the engine, have some one accelerate the engine while observing the timing mark with the light. The timing should advance as the engine is accelerating. This tells you the mechanical advance is functioning. My car had sat in storage for 12 years before I purchased it. Good thing I checked this as the entire advance mechanism was rusted tight!

Idle Speed and Carburetor Synchronization:

(adjust when engine is at normal operating temperature)

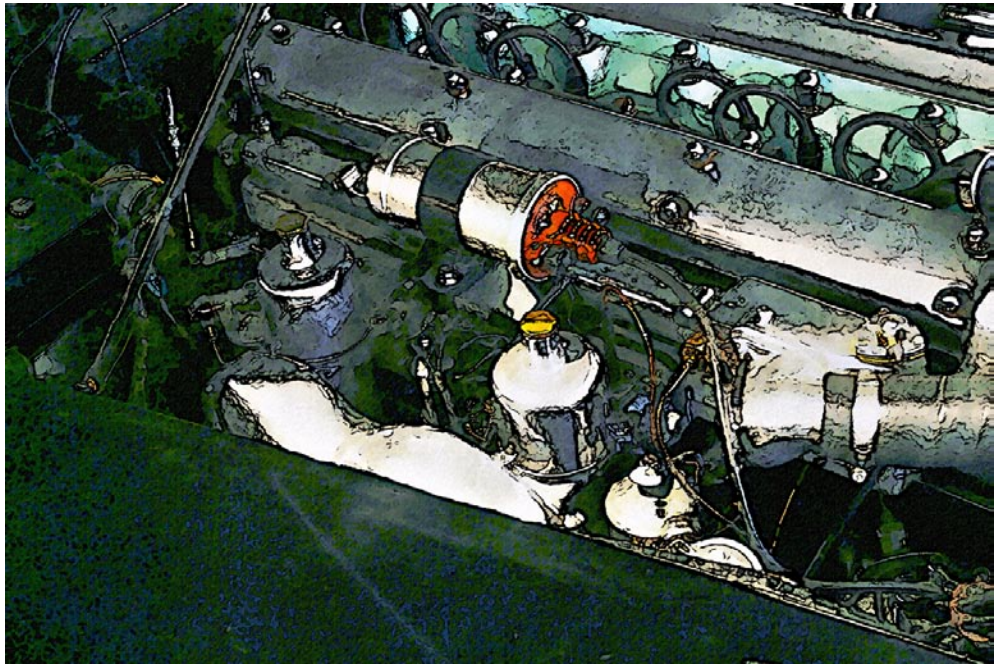
- a. Check the engine off
- b. Remove the air cleaner(s)
- c. Remove the dampers from the top of each carburetor
- d. With your finger, raise each piston and release. Verify it lowers without any interference (this checks to see if the needle is properly centered in the jet. If it is not, refer to the workshop manual.
- e. Loosen the coupling between the carburetors. Open the throttles on each carburetor, one at a time, and verify the spring returns each to a fully closed position. Tighten the coupling.
- f. Start the engine and run to operating temperature.
- g. Adjust the idle/air screws until both carburetors are drawing equal amounts of air (either with the Unisyn tool or a rubber hose between your ear and the carburetor opening listening for equal sucking sound) and idle speed of 500 rpm. As above, any faster idle will cause advance timing, which will affect the setting adjustment.
- h. Raise each piston (one at a time) approximately 1/16th of an inch using either a narrow screwdriver or the small lifting pin on the side of the carburetor body. If the engine speed increases, the mixture of either or both carburetors is too rich. If the speed decreases, the mixture is too lean. Adjust the mixture via the adjusting screws near the left front of the carburetor. Typically, I adjust the carburetor I'm measuring at the time. This is a "narrowing down" process and you will need to go back and forth between carburetors several times until the mixture is exactly right. Also, please note that any changes in the mixture will most-likely affect the idle speed. Be sure to keep it at 500 rpm.
- i. Finally, check the overall operation and linkage by accelerating the engine and observing both pistons rise equally throughout. Kits may be purchased with aluminum rods that fit into the tops of each piston and indicator wires to observe the piston movement.
- j. Top the damper chambers with oil and replace the dampers.

TIP: The oil dampers prevent the pistons from bouncing due to car motion. Do not use multi weight oil in them. The preferred lubricant is automatic transmission fluid.

- k. Replace the air cleaner



Disclaimer: Information contained herein is solely the opinion of the author and is by no means to be interpreted as factory authorized procedures. Use of these procedures is at the full discretion of the reader and the author held harmless from any damage resulting from same. Mention of particular products by name or manufacturer is only for reference and not a solicitation of them.



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