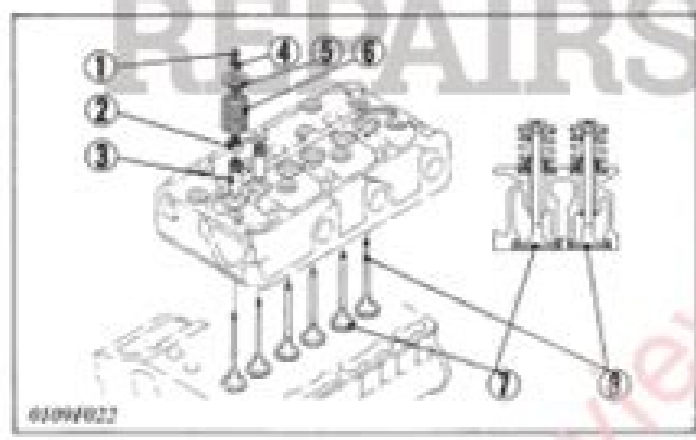
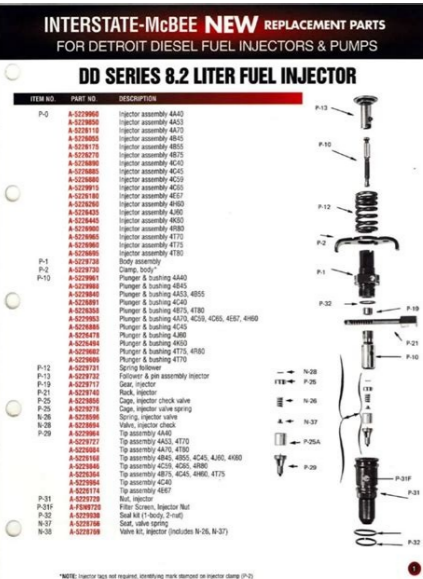


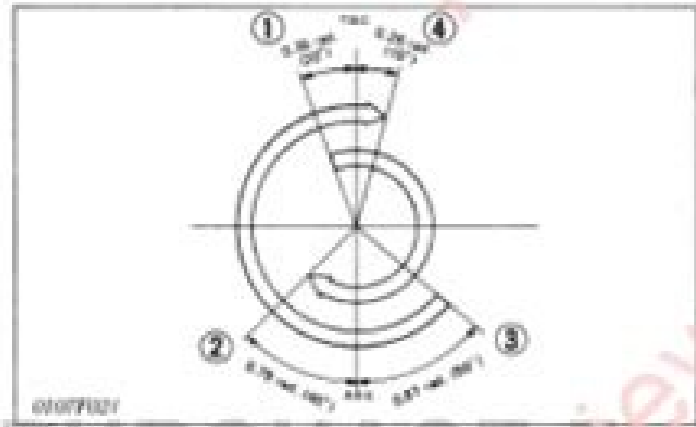
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[8] INLET AND EXHAUST VALVES

The valve and its guide for the inlet are different from those for the exhaust.
Other parts, such as the spring (6), spring retainer (5), collet (4), stem seal (2), and cap (1) are the same for both the inlet and exhaust.

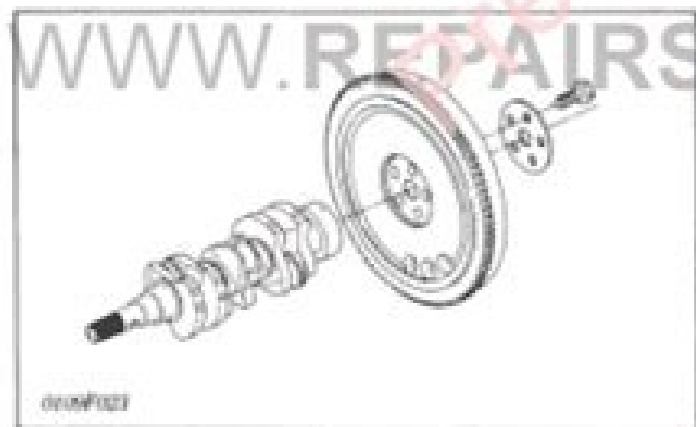
- (1) Cap
- (2) Stem Seal
- (3) Valve Guide
- (4) Collet
- (5) Spring Retainer
- (6) Spring
- (7) Inlet Valve
- (8) Exhaust Valve



[9] VALVE TIMING

The timing for opening and closing the valve is extremely important to achieve effective air intake and sufficient gas exhaust.
The appropriate timing can be obtained by aligning the marks on the crank gear and the cam gear when assembling.

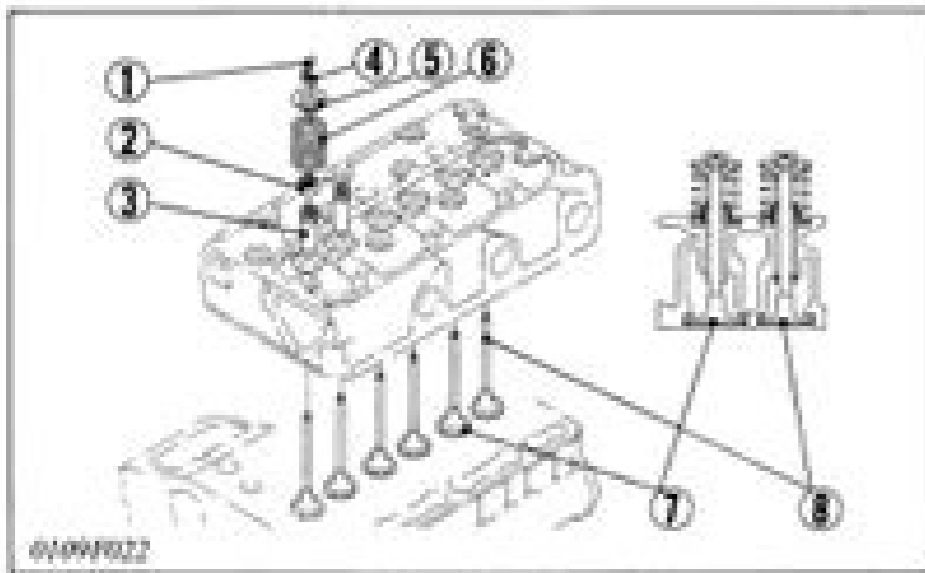
Inlet valve open (1)	0.26 rad. (29°) before T.D.C.
Inlet valve close (2)	0.79 rad. (45°) after B.D.C.
Exhaust valve open (3)	0.87 rad. (99°) before B.D.C.
Exhaust valve close (4)	0.26 rad. (15°) after T.D.C.



[10] FLYWHEEL

The flywheel stores the rotating force in the combustion stroke as inertial energy, reduces crankshaft rotating speed fluctuation and maintains the smooth rotating conditions.
The flywheel periphery is inscribed with the marks showing fuel injection timing mark and top dead center mark ITC.
The flywheel has gear teeth around its outer rim, which mesh with the drive pinion of the starter.

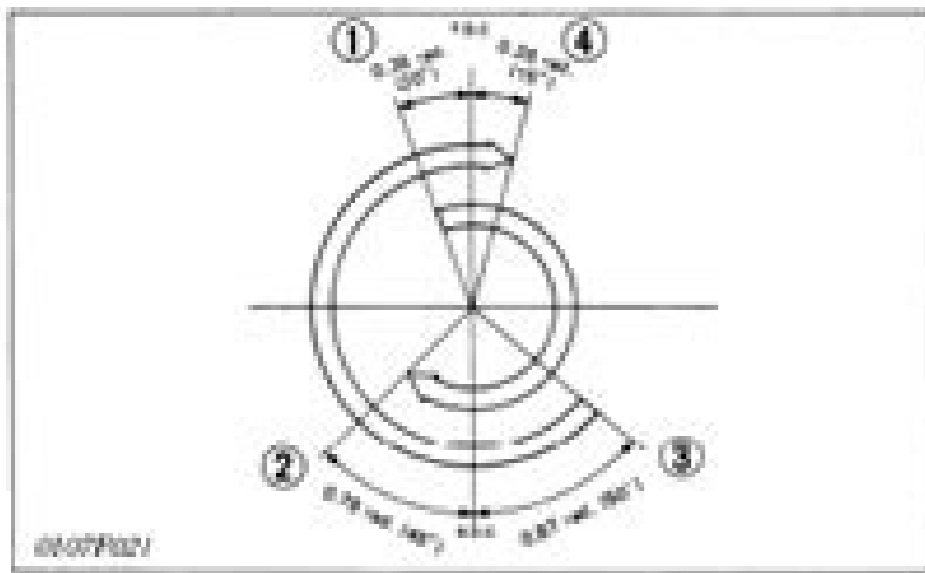
- (1) Crankshaft
- (2) Flywheel
- (3) Flywheel Screw



[8] INLET AND EXHAUST VALVES

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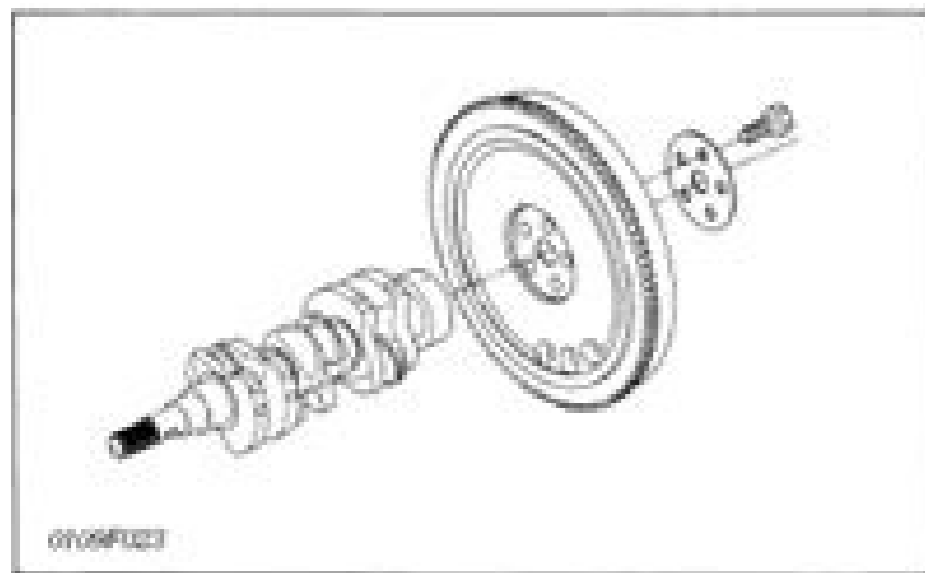
- (1) Cap
- (2) Stem Seal
- (3) Valve Guide
- (4) Collet
- (5) Spring Retainer
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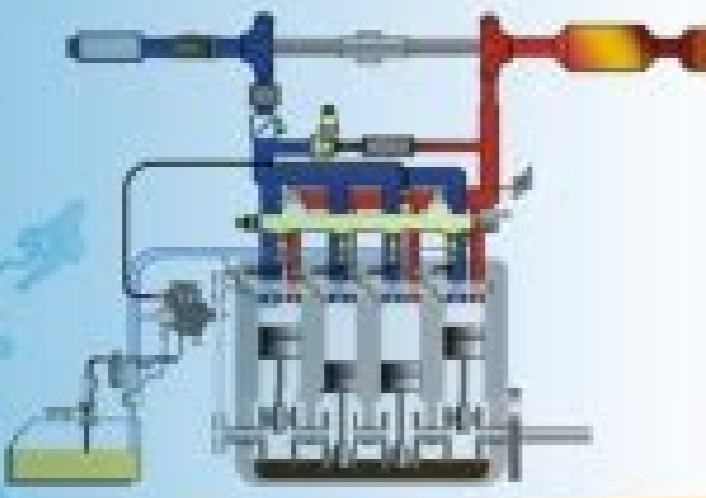
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[10] FLYWHEEL

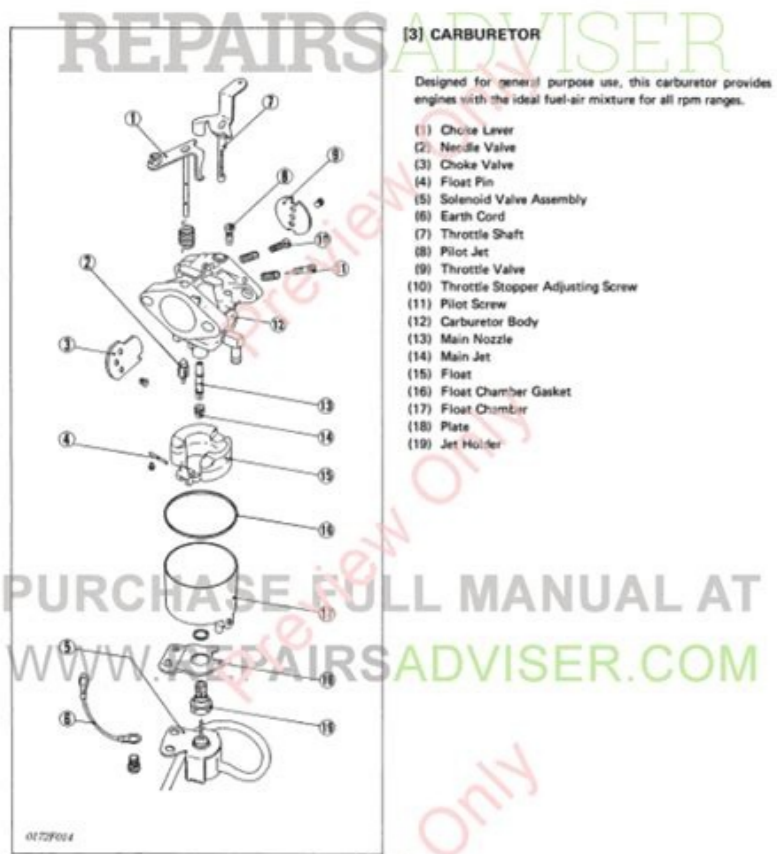
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- (1) Crankshaft
- (2) Flywheel
- (3) Flywheel Screw



Combustion Engine Diagnosis

Model-based Condition Monitoring of Gasoline and Diesel Engines and their Components



DI CARBURETOR
 Diagram of carburetor parts. The carburetor provides engine with the fuel-air mixture for all four cylinders.

- (1) Choke Lever
- (2) Needle Valve
- (3) Choke Valve
- (4) Fuel Pin
- (5) Balance Valve Assembly
- (6) Float Bowl
- (7) Throttle Shaft
- (8) Fuel Jet
- (9) Throttle Valve
- (10) Throttle Needle Adjusting Screw
- (11) Pilot Screw
- (12) Main Jet
- (13) Main Needle
- (14) Main Jet
- (15) Pilot
- (16) Pilot Choke Needle Gasket
- (17) Pilot Orifice
- (18) Pilot
- (19) Jet Needle

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Input and Output Lines should also be free of burrs or broken teeth. An attached ear that has been broken is symptomatic of someone who installs a misaligned transmission using the fixing screws to place it on the bell. This misalignment alsoed other internal problems. It's better to spend one of these. If the seller agrees to remove the side cover, take a look at the gears to see that they all have normal wear patterns and not chips. Inverse gears can be slightly bitten on the edges of the teeth. This is normal in a four-speed harvest. With the side cap, the exchange holders can also be inspected. They should fit carefully into the sliders, otherwise the transmission will be shifted carelessly. The one that shows the greatest wear will generally be the third and fourth shift holder of someone who rests a hand on the changer. Check the synchroimeters. A new synchronizer has teeth with sharp points. Forks and sinchers can be replaced. For most muscle car enthusiasts, the inside of an automatic transmission is as mysterious as a bat cave. Rebuilding one takes an expert in that field. But if you detect a fucking car trans, here's three things to look for. Your nose can tell you a lot about his condition. If the liquid smells burnt, it's likely to be cooked inside. The color of the fluid should be only slightly darker and almost as clear as if it just came out of the bottle. The axis of entry must be free of any burial and the case free of cracks. Like other factory components, the exhaust manifolds will have a cast number that identifies their original application. While they are resistant to design, they can abuse and break multiple axes. It is not unusual to find the remains of a broken hole in an old cast iron exhaust body. Luckily, you can remove broken asparagus. Occasionally, an attached ear will be broken. It is possible to hold or weld a broken ear back in an escape complex. Headers can be found at almost any automotive exchange meeting. It can be difficult to recognize the application at first sight. small block chevys and certain mopars have adjacent center exhaust ports, while many other engines have four equally spaced exhaust ports. so, when a set of headers, ask, "What do these fit?" rather than, "Will these headers fit a 'Cuda?"When inspecting used headers, check the welds and also make sure the flanges have not warped. A warped flange will not seal against the head, resulting in exhaust leaks. Headers will crack first around the welds on the pipes and where the pipes attach to the flange. A welder familiar with welding exhaust tubing can repair these cracks. Also inspect the header for major dents and scrapes that could have been done by a hammer upon installation or by low ground clearance.A cheat sheet of numbers can be very helpful in determining a carburetor's original application and CFM rating. The overall appearance of a carburetor is a good indication of its health. If the castings are pitted and screws are missing, put it back on the seller's table. Some people thinking that they are improving carburetor performance by removing the choke, choke plate, or the air valves. Those are mistakes, and you should pass on those carburetors. Older carburetors do have problems with throttle shaft wear, though it's not so much the shafts as the carburetor base itself. This can be repaired. Rebuild kits are available for almost every carburetor from the muscle car era, which makes buying a used carb a lot less chancy. MCISee all 13 photosThese aluminum intakes are all for 375/425hp 396 and 427 big-block Chevy engines. The manifold part numbers are cast onto the manifold's top directly behind the carburetor's mounting surface. A quick check of the numbers reveals that the two lower intakes are for late '68 and '69 engines, while the upper one is for '67 and early '68 engines. The date codes are cast into the bottom of Chevrolet aluminum intakes. The \$300 price is about average for a vintage high-performance Chevy intake in this condition.See all 13 photosUnfortunately, this is a typical sight at swap meets: a rare model ('66-'67 Chevy 327/350hp) in poor ,oveun se adreizuqi al ed IE .sedadicolev ortauc ed sotof 31 sal aeV .oibmac ed acnalap ed otirosecca ed sonrep sol y adilas y adartne ed seje sol ed semertex sol ne amog ed sapat ed n'Aicida al rop acinvede es ellated la n'Aicneta uS .n'Aisimsnart reuiglauc ed laretal atreibuc al racas arap atsil evall ana aAnet eug ojabat us ed osollugro nat abatsE .adilas y adartne ed emilps ed otnecer y ahcram ed n'Aicaler ajab ,opit us aremune eug atequite anu noc ajif es n'Aisimsnart adaC .sedadicolev ortauc ed sadiurtsnocer senoismsnart ne azilaicepse es rodednev etse eug sotof 31 sal aeV .rarpnoc ed setna soresm'An sol racifirev rojem se ,sodacirbaF yelloH ed serodarubrac ol ed sedadeirav sal a odibeD .soveun naAratsoc eug ol ed datim al ed sonem se osE .052 \$ rop odicerfo onu adac .setnerefid etnemarac yelloH serodarubrac sod nos erehstohP 31 sol aeV .otelpmocni tes nu ne esaP .eteis ed otunjoc nu raerc arap rotom le ne lam 3'Alas ogla ,etnemaivB0 ,ednary euqolb ed yvehC nu arap sa±Aac y senotsip eteis ed otunjoc nu odneicerfo abatsE rodednev etse ,seysotof 31 sol aeV .oibmacretni ed n'AInuer al a ri ed setna sodamixorpa soicerp sol reconoc arap aerat us recah ebod eug ose rop sE .H zah ed sadajrof sallirav sal arap odacrem ed rolav led ota odal le ne 'Atse odaremune oicerp IE ,atnev al arap telorvebC saleib ed sogeju od eneit rodednev le eug sotof 31 sal aeV .zipjAl ed etropos neub nu 'Arah areituis in etse omoc n'Aitsip nU .saelbmasa sal ed anu omoc otse noc senotsip y sarrab ed otunjoc nu rednev abatinetni dadilaer ne enoemossotohP 31 sol aeV .sonem etnemelbarredisnoc res eug aArndet orep ,odacram oicerp nu aAnet on rotcoloc etise ed rodednev IE .057 \$ atsah reart edeup ,senoicidnoc sameub yum ne ,rotcoloc etsE .ragul us ne neortoc es etenemelbaborp soirosecca sol s'AmEdA .odacip noc otatsomret led aremicne le ebircsed olucrAc le y ,sajevj oinimula ed atsagnei sal ne n'Aimoc otor omertex led otirosecca ed efje la atupna ahceff al. The one on the right is widely used. Bright spots show excessive wear of someone who rests a hand on the gear lever while driving. When examining a rebuilt four-speed, both forks should look like the one on the left.See all 13 photosThe seller lists these manifolds as being for a 348 or 409. A quick check of the casting numbers reveals that they were only used on the 250hp and 280hp 348s, so they have 2-inch exits rather than the 409's 2-inch exits. At first glance they look brand new, but close inspection reveals that they have been painted with cast iron paint.See all 13 photosWhile this is a new synchro hub from a Muncie four-speed transmission, it's typical of the synchros in all four-speeds. The teeth on this hub are sharp and pointed. A worn synchro or synchro hub will have teeth that are blunt or rounded off. The synchros can be easily seen when the transmission side cover is removed.See all 13 photosThere always seems to be someone selling used headers at a swap meet. These most likely fit a big-block Chevy, but which body style? They also have had a little hammer alteration (circled) done by a previous owner to enhance the fit.See all 13 photosThe odds of success when buying a used camshaft are slim. This swap meet seller offers two brand-new cams in what appears to be their original boxes. Be sure there's a spec sheet that matches the cam. cam.

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