

MODEL A SPARES
 59 MITCHELL STREET
 SHEPPARTON VIC. 3630
 Phone: (058) 217776
 A/h: 252912

PRICE LIST AS AT DECEMBER 1982

(See newsletter
 for payment
 instructions)

PART No.	DESCRIPTION	PRICE	PART No.	DESCRIPTION	PRICE
M-200	Green Engine Paint (can)	\$ 4.50	B-6312-A	Crankshaft pulley - 2 piece	\$28.00
A-2021-S	Woven brake lining set	49.00	B-6312-B	Crankshaft pulley - 1 piece	28.00
A-2035/36-s	Brake spring set	12.00	B-6384	Flywheel ring gear	24.50
A-2499	Service brake rod	10.00	B-6505-R	Intake & Exhaust valve	7.00
A-2864	Emergency brake rod	10.00	B-6510	Valve guide (pair)	7.00
B-3305 RK	Tie rod & drag link kit	10.00	B-6513	Valve spring	1.20
A-3440-S	Radius rod ball cap kit	13.50	B-6514	Valve spring keeper	1.75
B-5000-R	Body to frame webbing	20.50	B-6600 RK	Oil pump repair kit	18.50
AFM-5089 *	Floot-a-motor kit	65.00	B-7508	Clutch & brake shaft bushing	2.00
A-5230	Muffler assembly	60.00	B-7550	Clutch disc	42.50
A-5231	Copper seal (exhaust)	7.00	A-8591	Water pump repair kit	24.50
B-5251-S	Exhaust manifold clamp	4.50	B-8524	Water pump packing	3.70
A-5304	Front shackle kit	25.00	A-8200-AC	Radiator shell 28-29 (chrome)	170.00
A-5630	Rear shackle kit	25.00	A-9590-Z *	Carby repair kit (Zenith)	16.50
A-6008	Complete gasket set	30.00	B-12280	Distributor heat baffle	7.00
A-6031-S	Front motor support kit	10.00	A-13060-B	Headlamp lens (28-31)	20.00
A-6051	Head gasket - (copper)	15.00	A-13060-AR	Headlamp lens early (28)	20.00
BB-6108-F *	Pistons .060 Thou.	80.00	A-13450-R	All red tail light lens (28-31)	10.00
BB-6108-H	Pistons .100 Thou.	80.00	A-16450-BS	Running Boards & Valences (30)	170.00
B-6149-E *	Piston ring set .060 Thou.	30.00	A-16450-AS	Running Boards (28-29)	110.00
B-6149-G	Piston ring set .100 Thou.	30.00	A-16450-FS *	Running Boards (30)	110.00
B-6207	Piston pin bushing	2.00	A-18385-AR	Quail 'Superbird'	59.00
B-6256-A	Timing gear - std.	25.00	B-8130-S	Radiator mounting kit	4.00
B-6256-B	Timing gear - .005	25.00	A-9000	Fuel tank welt	6.00
B-6306	Crankshaft timing gear	15.00	A-16761-AS	Bonnet bumper set	4.50
			A-3111 *	King Pin Set	82.00

* Items currently in stock.
 Others items listed due to arrive early February 1983.

Proper rear main thrust clearance is important for two reasons. If the clearance is too great, the crankshaft will work back and forth under clutch pressure, pounding and eventually cracking out the thrust bosses. Also the thrust bosses locate the crankshaft in the block, and if improperly cut, will force the connecting rod little ends to be jammed against the piston pin bosses. To insure that the rear main thrusts were properly cut, Wilson provided a two-piece gauge and a thrust cutter to accurately do the job. One part of the gauge drops into the rear main bolt holes with two pins, and has a machined surface off to one side. The second piece is bolted onto the pan rail near the rear main and locked into position where its moveable finger just touches the machined surface on the first piece. The first piece is then removed and the thrust cutter tool is placed in the bearing. The rear main cap is bolted up and sufficient babbitt is removed from the front thrust surface so that the moveable arm touches the thrust face. Figure 17. The distance between the rear main crankshaft thrust surfaces is then measured with an inside micrometer, the thrust cutter is reversed in the rear main, and sufficient babbitt is removed to allow a .004 inch clearance.

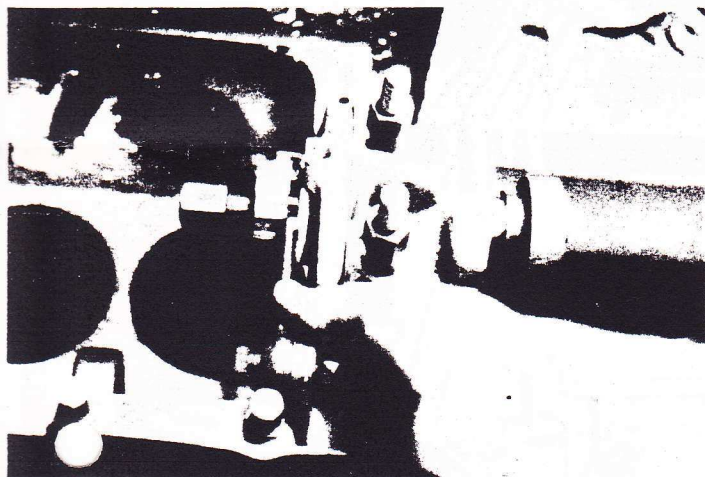


Figure 17.

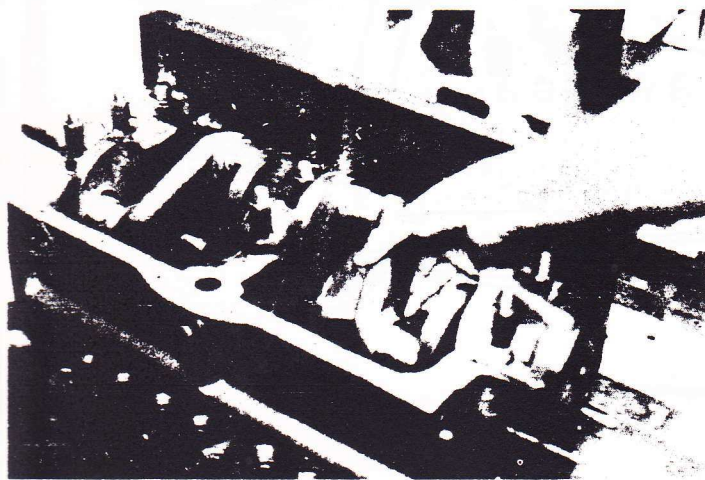


Figure 18.

The bearing job is now completed. With a little oil in the bearings and main caps drawn down tightly, the crank can be turned with one hand, Figure 18. It won't be necessary to

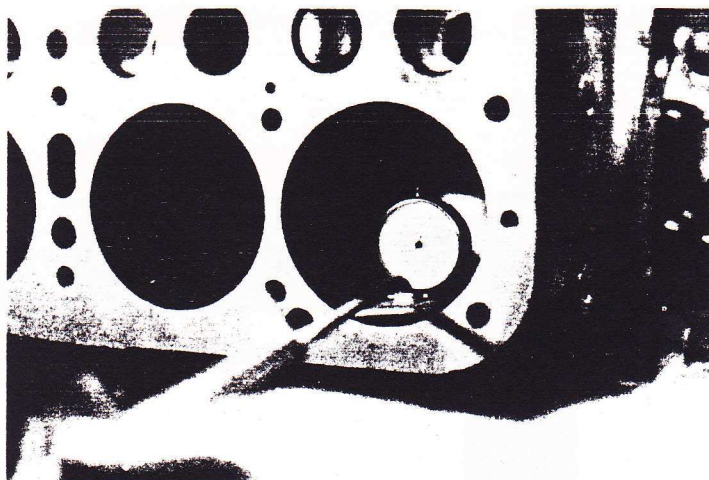


Figure 19.

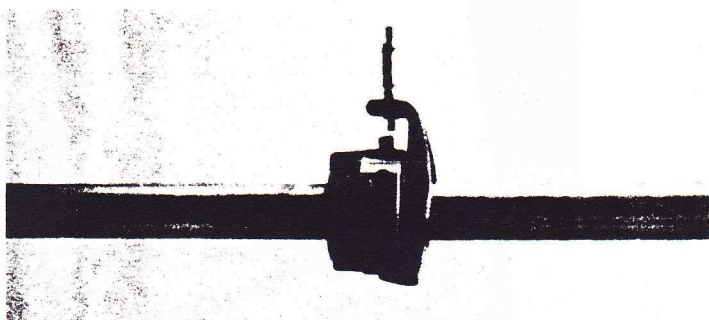


Figure 20.

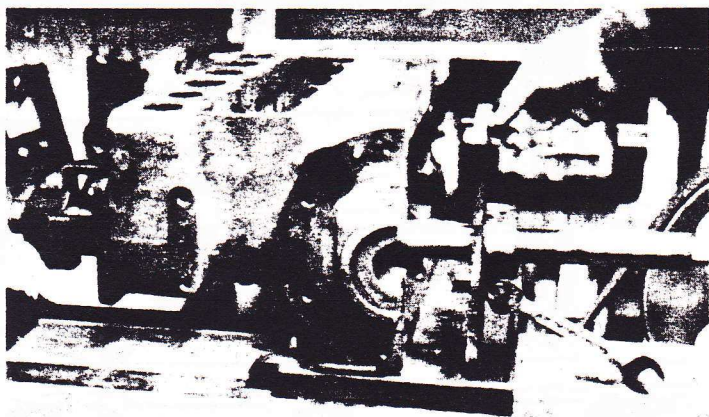


Figure 21.

tow this engine around the block to start it, and with proper maintenance, the babbitt will last 30,000 miles or more.

With the crankshaft removed, the combination machine can now live up to its name by boring the cylinders. Wilson sold a dial indicator, made by Ames, for checking wear and determining how far oversize the cylinder must be bored. Figure 19 shows this gauge being passed up and down a cylinder. When the pistons are obtained they are "miked" and numbered. With a special micrometer, Figure 20, the tool bit height on the boring bar is set to bore .003 inch larger than the corresponding piston.

As was his habit, Wilson designed a very accurate way to center the boring bar. Unlike the Quick-way and similar machines, which center at one place on the (often badly worn)

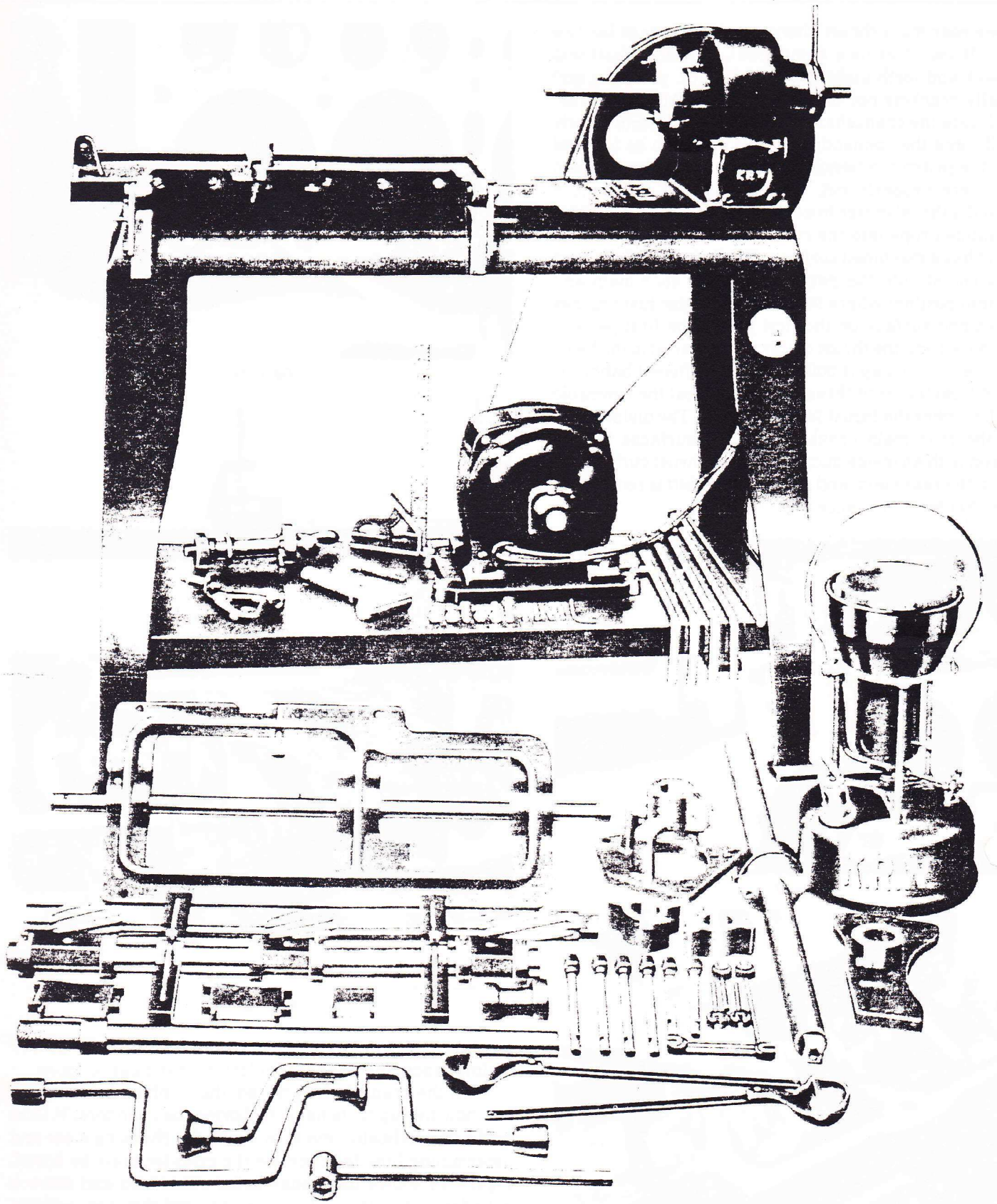


Figure 1.