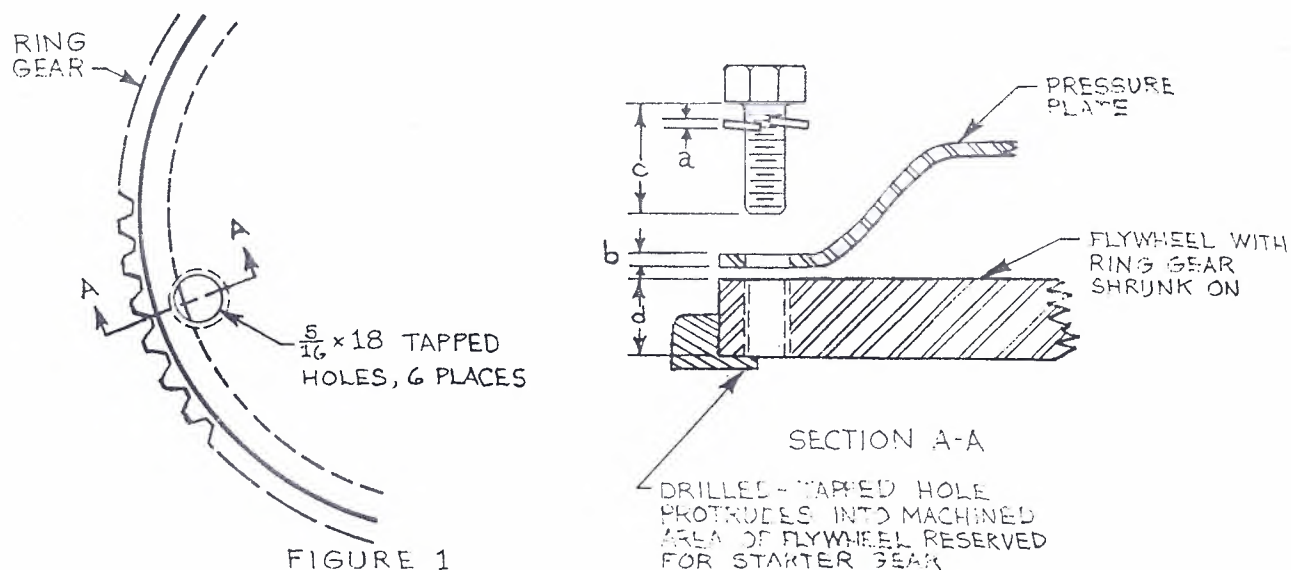


CAUTION ON PRESSURE PLATE-FLYWHEEL CAPSCREWS

A potential problem area exists when using replacement cap-screws to attach the pressure plate to the flywheel of a Twincam engine. I first noticed the problem on a six-bolt flywheel that I picked up for my 1800 TC. The ring gear is shrunk on and subject to loosening. With the gear in place it is possible to drive it partially off, without knowing it, by using pressure plate cap-screws a tad too long. As shown in Figure 1, the inside diameter of the gear protrudes into the screw holes. As the pressure plate is torqued down, the gear could easily move with it. All users should check screw depth vs. flywheel surface-to-gear surface. That is, measure screw length and subtract lockwasher and pressure plate thickness, c-a+b, vs. d, flywheel thickness, as shown in the section.



Another item to be aware of is that 110-tooth ring gears no longer come with a bevel on each side of the teeth, forcing the rebuilder to decide which style starter he will use and to install the gear accordingly.

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