



SPECIAL TUNING DATA

Issued by: BRITISH LEYLAND SPECIAL TUNING DEPARTMENT
ABINGDON-ON-THAMES • BERKSHIRE • ENGLAND

Model 998cc POWER UNIT (11:1 Full Race)

Sheet D - 6

Issue 5

The following is a suggested specification for a full race power unit for under 1000cc class events. Power output should be 85/90 B.H.P. at 7,300 RPM.

Description	Part No.	Qty
Pistons	C-AJJ 4039	1 set
Connecting Rods	C-AJJ 4035	1 set
Large Valve Cylinder head 16.4cc	C-AHT 222	
Camshaft, Full Race	C-AEA 648	
Crankshaft, Competition	C-AEG 601	
Carburettors (twin $1\frac{1}{2}$ " SU)	C-AUD 224	1 Pr
Installation Kit	C-AJJ 4040	
Exhaust Manifold	C-AEG 432	
Cam Followers (lightened)	C-AEG 579	8 off
Flywheel, Ultra-light	C-AEG 619	
Clutch Assembly	GCC 103	
Clutch Driven Plate	C-22G 247	
Clutch Pressure Plate (lightened)	C-AHT 230	
Duplex Timing Chain Kit	C-AJJ 3325	
Crankshaft Locking Plate	C-AHT 146	
Oil Pump Pick-up Pipe	C-AHT 54	
Accelerator Cable	C-AHT 85	
Cylinder Head Gasket	C-AHT 188	
Sparking Plugs N60Y	C-37H 2148	4 off
Fan Blade	C- 2A 997	2 off
Gears (Straight cut) (4 speed synchro)	C-AJJ 4014	
Thermostat Blanking Sleeve	C-AJJ 4012	
Water Pump	12G 1771	
Bottom Water Hose	12A 1550	
Dynamo Pulley	C-AEA 535	
Distributor	C-27H 7766	
Limited Slip Differential	C-AJJ 3387	
Final Drive Gear (See Sheet A-10)	(To choice)	

The special pistons C-AJJ 4039 require a special set of rods C-AJJ 4035 with interference fit gudgeon pins. Fitting these is quite involved, but instructions are supplied with the pistons.

It will be necessary to undercut the cylinder block .150" (3.8%) deep, 1.26" (32%) diameter to allow the exhaust valve full travel. The machining should be done from the valve guide centre, to give a minimum lift and diametric clearance of 1/16" (1.59%). A modified block can be ordered specially machined from Abingdon. The centre main bearing cap should be supported with a 7/16" (11.125%) thick steel plate and longer studs.

Set static ignition timing to approximately 2° B.T.D.C. and fit B.G. carburetter needles AUD 1067 in place of the A.M. needles fitted to the carburetters. Both these settings may be varied for individual engines, but the distributor vacuum unit is not connected.