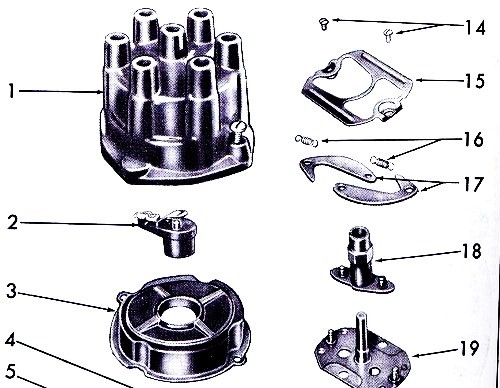
*I just ran across this old note that seemed to be a beneficial point of view.  It can happen to anybody!*

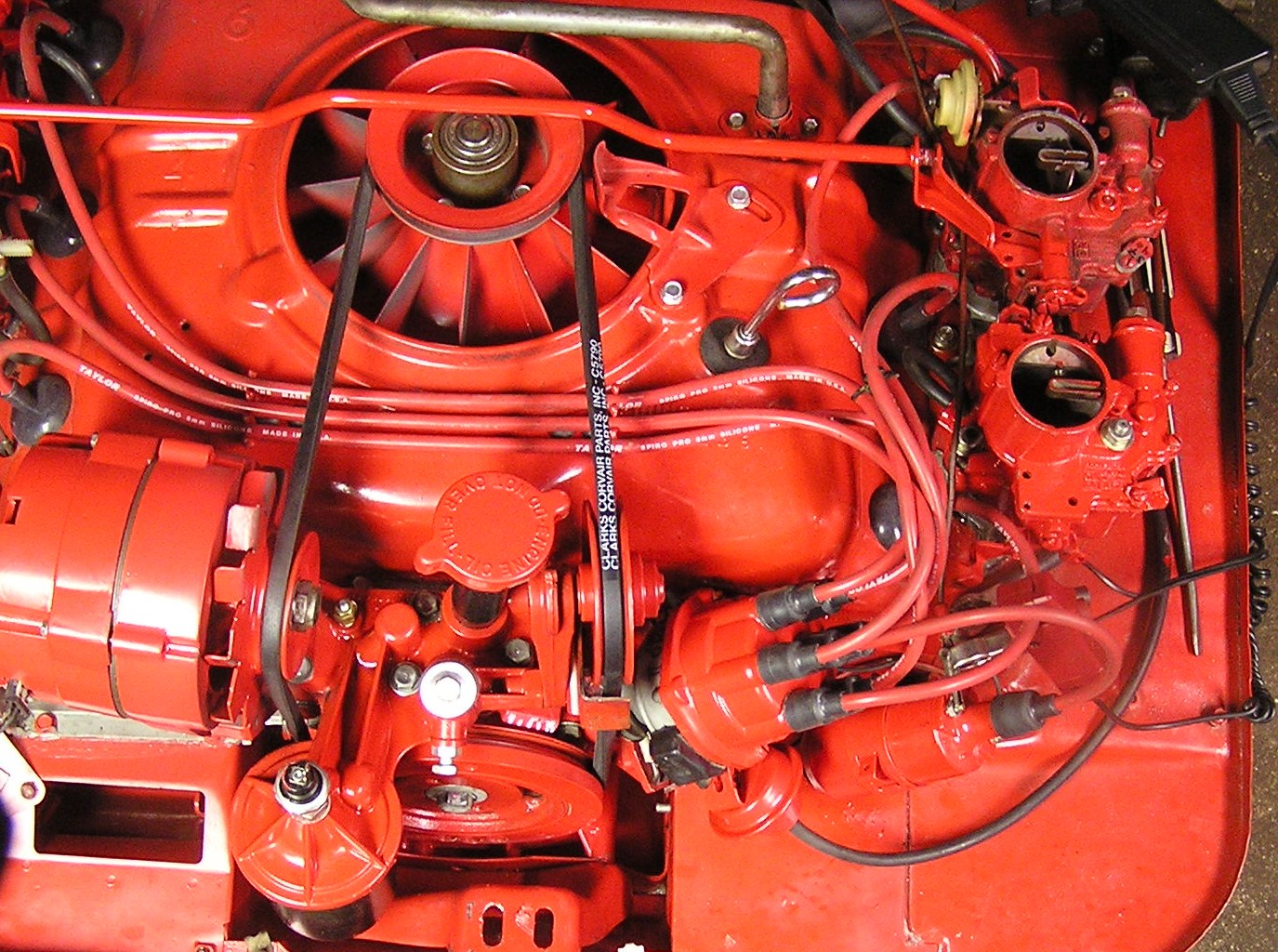
*Fran*

**My 3100cc CORVAIR engine** Monday, January 30, 2012

3100cc VW jugs and pistons with floating wrist pins….a roller cam with hydraulic lifters [the lifters are modified to increase the oil flow to the rockers] and roller rockers. Photo shows the engine in red as it was intended for my RED car. Vince Rohr did a lot of this RED powder coating.

I have been bench running my 3100 for about a week now. Checking leaks and searching for clicking sounds, etc. Today I revved it up a bit and opened the Secondary a bit and made a lot of noise…a bit. So, I hung a pair of old mufflers under it – much better! It sounded good but didn’t have that whip I wanted when I crack the throttle. By setting the timing ahead some more I got some more snap but as soon as I ran it up it would bog. If I ran one carb up to about 3000 and then cracked open its secondary the engine would backfire and bog even worse……one consolation was that it did it on both sides. I did not like the way it ran. I put the timing light on it to see how far off of 20 degrees advance I was, and it was close, so I left it alone. I was still holding the timing light in one hand when I blipped the one carb up a bit. The advance that was indicated by the light - - went away! A little more checking and no matter what I did the timing would back up - -nearly to TDC @ 4 grand! It did not want to run there ….. and neither did I!





I took off the dist cap and inspected the weights that cause the mechanical advance - - I took them off and turned them over so they would go the other way…. but they wouldn’t fit in the dist that way, so I put them back on. Ran the engine and it repeated the retarding effect - - at speed.

I opened the dist again and took out the weights and said, “you guys are going in on the other side!” They didn’t fit! I removed the cam assembly (see #18 in the shop manual photo) to see why it would not allow me to put in the weights and found that the cam assy was installed in the dist – 180o off! I unplugged the cam assy and swung it around and plugged it in where the weights could fit and replaced the springs, etc. I figured I was home………but now the engine would not start!

When I moved the cam assy around to the other side that also moved the rotor from number 1 to number 2, pointing the rotor to the other side. I pulled out the dist and rotated the shaft 180o and dropped it back in. BINGO! Now she runs.

The best part is that now the timing advances when I rev it up and I can rev the hell out of it and add the secondary to get even sweeter MUSIC!!! It really purrs up there in the high ranges…VROOOM.

I may be ready to install this baby in to my new(er) ’66 2dr 500….. In the old days this would have been called a “sleeper” but nowadays nobody knows a Monza from a 500 so the point is “moot”. I think I will put this incredible engine into my ’66 and get it out to the Dyno people for a test run. That will be fun!

**Keep on CORVAIRing!**

**Fran Schmidt**