

# CERTIFICATE OF ORIGIN FOR A COMPONENT VEHICLE

CAV

Invoice Number: IN 000053 Chassis identification No. : 1A12MONC866  
Model Type : CAV0037 207 Make : CAVGT  
Year : 1966R Body type : COUPE

I, the undersigned authorized representative of the company, firm or corporation named below, hereby certify that the new chassis described above is the property of the said company, firm or corporation and is transferred under the invoice number indicated to the following distributor or dealer.

The CAVGT rolling chassis is sold by CAV without engine or transmission.

It is further certified that this was the first transfer of the chassis in ordinary trade and commerce.

By Cape Town Motor Vehicle Corporation (Pty) Ltd

  
\_\_\_\_\_  
Signature of Authorized Representative

Cape Town South Africa

# Central Coast Mustang - Engine Shop

426 North Curry Street, Tehachapi, CA 93561

Tel: (661) 823-2400  
Fax: (661) 823-2407

Date Ordered: 7/24/03  
Date Promised:     

Serial Number: 1340

Work Order Number: 1340  
Sales Rep: ANGE

(Date)

Customer Name: BPSI RACING Home Phone:             
Vehicle Year:      Make: GT40 Model:       
Manual: 4 5 6-Speed ✓ Automatic: C-4      C-6      AOD      Ring Gear Teeth:       
Carb. ✓ EFI      Nitrous Oxide(3)      Supercharged(3)     

Engine Size:	302 <u>    </u>	327 <u>    </u>	342 <u>✓</u>	ShortBlock <u>    </u>	LongBlock <u>✓</u>
Block:	302 Stock <u>✓</u>	302 Girdle <u>    </u>	302 Sportsman <u>    </u>	Cast <u>✓</u>	Forged <u>    </u>
Crankshaft:	302 <u>    </u>	327 <u>    </u>	342 <u>✓</u>	"I" Beam <u>✓</u>	"H" Beam <u>    </u>
Rods:	302 <u>    </u>	327 <u>    </u>	342 <u>✓</u>	Flat Top <u>✓</u>	Dished <u>    </u>
Pistons:	302 <u>    </u>	327 <u>    </u>	342 <u>✓</u>	Cast <u>    </u>	Forged <u>✓</u>
	SRP <u>    </u>	Probe <u>✓</u>	Speed-Pro <u>    </u>	X303 <u>✓</u>	Z303 <u>    </u>
Camshaft:	B303 <u>    </u>	E303 <u>    </u>	F303 <u>    </u>		
	Comp Cams <u>    </u>		Other <u>    </u>		
Valvetrain:	Roller Timing Chain <u>✓</u>		Multi Index <u>    </u>	Lifters <u>✓</u>	Pushrods <u>✓</u>
Rockers:	302 Stock <u>    </u>	1.6 Roller <u>✓</u>	1.7 Roller <u>    </u>	Bolt Down <u>✓</u>	Stud Mount <u>    </u>
Heads:	GT-40P Iron <u>    </u>		Smog <u>    </u>		Non-Smog <u>    </u>
	GT-40Y 64cc <u>    </u>		GT-40X 58cc <u>    </u>		GT-40X 64cc <u>    </u>
	Performer 1.90 <u>    </u>		Performer 2.02 <u>    </u>		Victor Jr. <u>    </u>
	AFR 165cc <u>    </u>		AFR 185cc <u>✓</u>		AFR 205cc <u>    </u>
	TFS Street <u>    </u>		TFS Track <u>    </u>		

Compression Ratio  
Complete Heads

1492

RBX2

Special Notes: ZERO OUT CAM

## Main Bearing Clearances:

#	Bearing	- Journal =	Clearance
1	<u>2.2507</u>	- <u>2.2425</u>	= <u>.0082</u>
2	<u>2.2507</u>	- <u>2.2495</u>	= <u>.0012</u>
3	<u>2.2505</u>	- <u>2.2407</u>	= <u>.0098</u>
4	<u>2.2505</u>	- <u>2.2407</u>	= <u>.0098</u>
5	<u>2.2507</u>	- <u>2.2405</u>	= <u>.0102</u>

Thrust: .0090

## Rod Bearing Clearances:

#	Bearing	- Journal =	Clearance
1	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
2	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
3	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
4	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
5	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
6	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
7	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>
8	<u>2.1257</u>	- <u>2.1235</u>	= <u>.0022</u>

②  
10.6 x 1

Lifter Pre-Load: 3/4

## Torque Specifications:

Main Bolts: 65 ft./lbs.  
5/16 Stock Rod: 24 ft./lbs.  
Cam Plate: 10 ft./lbs.  
5/16 Rocker Bolt: 18 ft./lbs.  
7/16 Head Bolts & Studs: 70 ft./lbs. then top row only 80 ft./lbs. Use thread sealer on bottom row.

Main Girdle w/Studs: 70 ft./lbs.  
3/8 I-Beam Rod: 42 ft./lbs.  
Cam Bolt: 35 ft./lbs.  
7/16 Rocker Stud: 50 ft./lbs.

7/16 H-Beam Rod: 65 ft./lbs.  
Damper Bolt: 90 ft./lbs.

## Recommended Spark Plugs:

GT-40P: Autolite #104      GT-40Y & X: Autolite #764      AFR, Edelbrock, TFS: Autolite #3924

## Installation Notes:

- (1) When installing your oil pump to the block, make sure to use the gaskets provided with the pump between the pump and block, and between the pump and pickup.
- (2) Prior to starting the engine, the engine's oiling system must be primed. You will need a reverse rotation drill, and a priming tool for this. Failure to prime the engine's oiling system can result in bearing and valvetrain damage.
- (3) It is HIGHLY Recommended to re-torque all head bolts on engines with aluminum heads. This is mandatory whenever Nitrous Oxide, Supercharging or Turbocharging are to be used.
- (4) Effective July 1, 2002, All Engines are sold with NO WARRANTY Expressed or Implied.

Built By:     

Date Completed: 9/19/03

Order