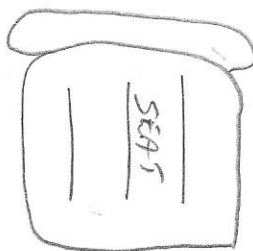


Eng Bay

Lockp, T



⇒ Front

 = RUBBER.

$\square = \text{pipe / connections.}$

IIII = SPARKS STILL BEAT'ED.

(CAR STARTS / RUNS / DRIVES > 30 MINS, TUN STARTS TO OVERTHROT)
 > TEMP GAUGE RUNS 90-100, AFTER 30 MINS GAUGE GOES TO 120 (MAX)
 > I PULL OVER / PARK, OIL PRESSURED, PIPE + HOSE SEPARATE AT
 POINT INDICATED IN PICTURE ~~AND~~ ^{LOST} LOST FLUID. I THOUGHT THE
 CLAMP WAS LOOSE, TIGHTENED, REPLACED, SAME RESULT, REPLACED
 CAP # 1 TO 13 PSI CAP, DROVE 2 DAYS 20 MINS TO WORK AND HOME.
 THOUGHT ISSUE WAS RESOLVED, TODAY I DROVE TO WORK AND THIS
 TIME I GOT A GOOD ACCELERATION, 5 MINS LATER PRESSURED IN
 GEAR AND AGAIN LINE SEPARATED. BUBBLING NOISE!