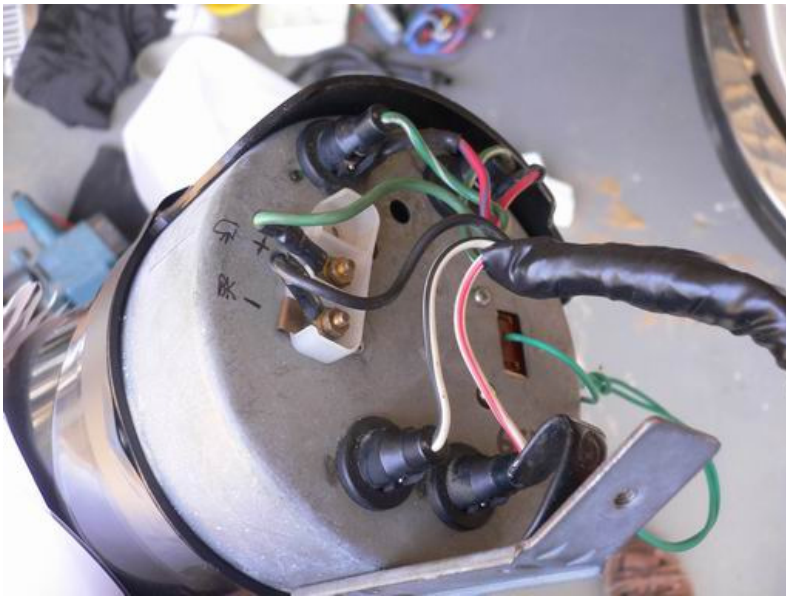


1973 240Z Building & Enjoying A Competition Z

Part 10 Additional Tweaks

There is always things to do over time on the car.

Tacho



After fitting the Crane Hi Power coil and management system the tacho then wouldn't work.

This is apparently due to the Crane system emitting a multiple spark pulse requiring the standard Z tacho to be rewired.

So off to the Auto electrician, cash paid and now the tacho works!

Fuel Pump



My webber tuner Barrie, advised me to change the fuel pump to this Carter pump, which whilst very noisy does the job. Mounting it on rubber may help – a job for me to fix later.

Distributor

During the Around The Houses Event at Northam in April 09, the dizzie decided to let all its innards explode expiring me embarrassingly on a corner of the circuit.

Following a humiliating tow to the pits I found that the bits inside the dizzie were still there but now in lots of little pieces!

After a train ride back to Perth and retrieval of our car trailer I got the Z back to Bunbury 2 days later.

I removed the dizzie and sent it over to Performance Ignition who were excellent to deal with, and completely rebuilt it with new shaft etc for \$300.

I then got Barrie at Barries Dyno in Cannington to fit the dizzie and tune/dyno tune the car.

\$276 later Barrie had transformed the car from 260.6 rear wheel hp to 275.1 rear wheel horse power, and an engine that would at last rev and pull!

Classic that I have finally got it up with the other Z's in terms of hp and I am selling it! Typical isn't it.

Check out the pre and post dynos below

