

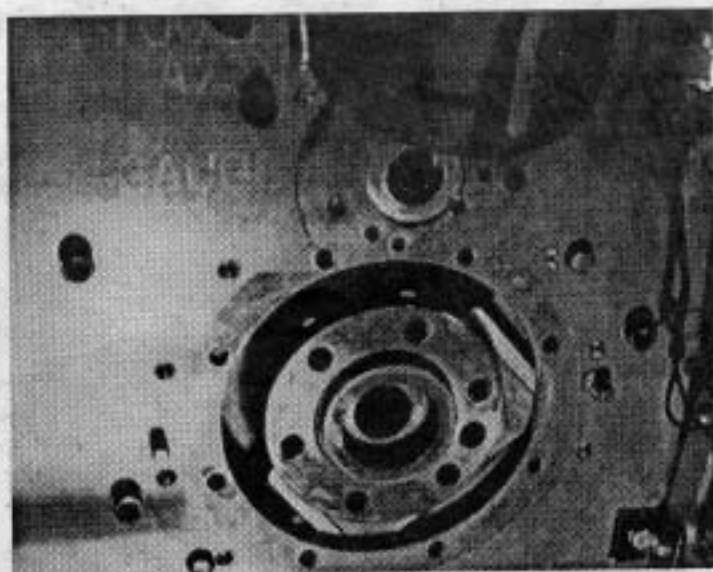
Technical and Installation Update

Extremely Important!

• In order to maintain concentricity between the Tilton housing package and crankshaft during engine change, it will be extremely important that all engines be standardized to one torque plate.

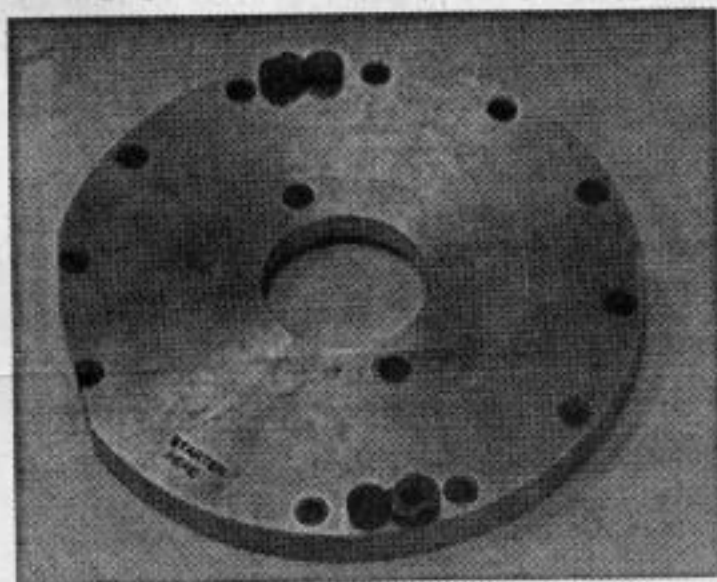
Assuming engine dowels are true relative to crankshaft centerline and that the dowel hole is not more than .001" larger than the dowel, a motor change can take place without affecting the position of the output housing. **Failure to do so will cause damage to the clutch, bearings and driveline components.**

• To assist in proper installation, Tilton has engineered several housing drill fixtures to aid in locating clutch housing concentric to crankshaft centerline. Each fixture is designed to bolt to the individual crankshaft flange with the appropriate offset. The fixture will allow the user to locate bolt and dowel holes concentric to the crankshaft centerline. Comes with fixture, drill bits, reamer, tap and dowels. Typically, it will not be necessary to purchase this fixture. **We highly recommend installation be done by a professional, using our fixtures. This should provide long and trouble free service.**

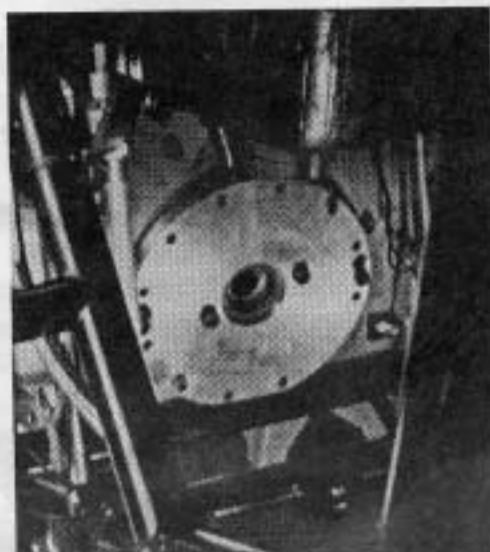


• We have found that it aids installation if engine dowels do not extend through the torque plate. If they do protrude, the housing must be clearanced for the dowels.

*All packages are designed to work with 3/8" Torque plate.



Tilton now posting more than \$5000 in 1993 USAC Midget Series



P.N.	DESCRIPTION	ENGINE	RACER NET
59-510	HOUSING DRILL FIXTURE	GAERTE 4, ANAS/FONTANA CHEVY V8, 90° V8 (PRE 87) CHEVY II 4, BUICK V8, SCAT 4	\$ 330.00
59-611	HOUSING DRILL FIXTURE	CORSWRTL DBP 4	\$ 330.00
59-512	HOUSING DRILL FIXTURE	PONTIAC 4 IS OR 12 BOLT CRANK CANADY SEBEO 4 CYL	\$ 330.00
OTHERS TO FOLLOW SOON			

If car is equipped with advance-retard system (no more than 15° initial advance), a 450 CCA battery should be adequate. If no advance-retard system is used, a battery in excess of 450 CCA should be used.

We used Andersen Powers Products quick disconnects with 0-gauge cable. A NAPA starter button (#STB-6301) was wired with 14-gauge wire. Brian Scott with Keystone Cable has contacted us and has done starter wiring kits containing cable and quick disconnects for all applications.

Keystone Cable Co.
1801 W. Courtland St.
Philadelphia, PA 19140
(800) 346-8734

• Starting procedure remains relatively easy. For cold starts you would prime the system as usual except once the fuel is on engine side of pump, you use the starter (with plugs out) to prime the cylinders. Replace plugs and continue procedure.

1. Crank motor with mag off.
2. While cranking, turn on fuel supply, then magneto.

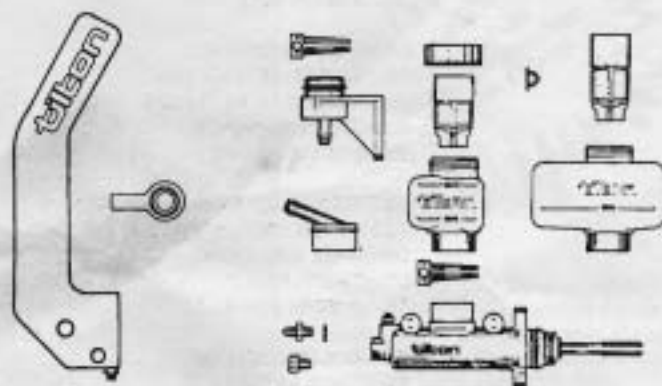
We found a pulsar 460 CCA 10P battery worked great to start the car when warm (again, this was a fresh motor with 38° advance). A battery with similar output would also work for cold start providing the car was equipped with some type of retard system with no more than 15° initial advance. However, if the car is not equipped with a retard system under cold cranking, a booster battery may be necessary to maintain cranking voltage long enough to fire the motor.

USAC mandates quick-disconnects be located on the right hand side of vehicle.

We would suggest that a roll bar toward the rear be used so no crew member is standing in front of a tire. For safety purposes, we located it as pictured.



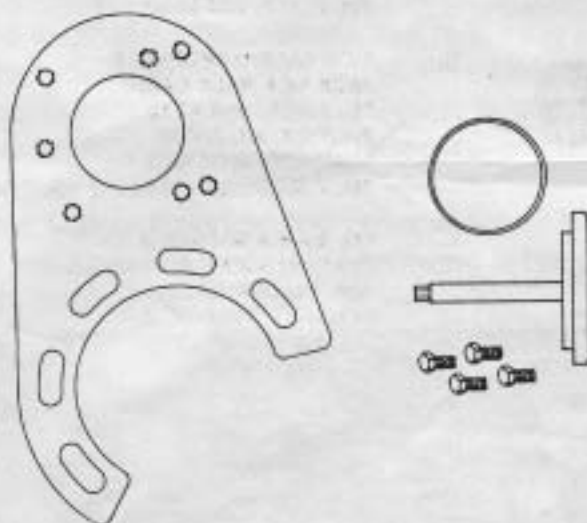
Tilton Clutch Actuation Kit. This all-new kit contains master cylinder kit with remote-mount reservoir and actuation lever. Available in red, blue and black. This kit is engineered using the optimum lever ratio, enabling the driver to modulate the clutch with ease. The actuation kit is designed for ease of installation and may be mounted on the right or left and comes with a Tilton 5/8" Master Cylinder Kit.



PART NO.	DESCRIPTION	FINISH	RACER NET
59-501	CLUTCH ACUATION KIT	RED ANODIZED	\$160.00
59-502	CLUTCH ACUATION KIT	BLUE ANODIZED	\$160.00
59-500	CLUTCH ACUATION KIT	BLACK ANODIZED	\$160.00

Tilton Mounting Bracket Kit for Lee and KSE pumps is now available.

In some installations, it will be necessary to relocate pumps for housing clearance. Tilton has engineered a remote pump mounting bracket that moves the pump away from the torque plate and locates them on the housing. the bracket is engineered for easy installation and comes with bolts and alignment tool.



PART NO.	DESCRIPTION	ENGINE	RACER NET
59-520	PUMP BRACKET KIT	KSE/LEE 4.52 CTC	\$140.00
59-521	PUMP BRACKET KIT	KSE/LEE 4.413 CTC	\$140.00

MIDGET / SPRINT / CHAMP MASTER WAREHOUSE DISTRIBUTORS

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RURAL ROUTE 1, BOX 117 A
PITTSBORO, IN. 46167
CONTACT: JOHN BICKFORD
TEL # (707) 226-7873
TEL # (317) 892-3936
- B. **EAST ENTERPRISES**
351 GASOLINE ALLEY
INDIANAPOLIS, IN. 46222
CONTACT: BOB EAST
TEL # (317) 241-8236
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CONTACT: RAY PORTER
TEL # (805) 385-7223
- D. **GAERTE ENGINES INC.**
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CONTACT: RON OR LEE
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TEL # (310) 534-1390

MOTORSPORTS
SPARES INTERNATIONAL

50 Unit I Gasoline Alley
Indianapolis, IN 46222
(317) 241-7500

MIDGET / SPRINT / CHAMP WAREHOUSE DISTRIBUTORS

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JACK RICK RACE CARS
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PHOENIX, AZ. 85043
CONTACT: JACK RICH
TEL # (602) 233-1218
- C. **LEE MANUFACTURING**
11661 PENDLETON STREET
SUN VALLEY, CA. 91352
CONTACT: TOMMY LEE
TEL # (818) 768-0371
- D. **KSE RACING PRODUCTS**
122 INDUSTRIAL DRIVE
WHITE HOUSE, TN. 37188
CONTACT: DAVE MOYES
TEL # (615) 672-5117
TEL # (800) 445-3562
- E. **MAXIM INCORPORATED**
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SPRINGFIELD, IL. 62703
CONTACT: JERRY RUSSELL
TEL # (217) 544-7015
- F. **AUTOCRAFT ENTERPRISES**
1050 SOUTH CYPRESS STREET UNIT K
LA HABRA, CA. 90631
CONTACT: BILL
TEL # (310) 691-2881
TEL # (714) 870-RACE

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tilton ENGINEERING INC

Tilton Update: For Immediate Release

Subject: Tilton Clutch-Starter Package for Midgets

TILTON MOTORSPORTS
SPARES INTERNATIONAL RACING

50 Unit I Gasoline Alley
Indianapolis, IN 46222
(317) 241-7500

Important Information Enclosed



Proudly surrounding the first Tilton installation in Lewis Racing's # 9 car is seated Ron Fife, Performance Sales and then standing are: Darrick Dong, Assistant Sales Manager; Art Armbruster, Vice President; Robb McMakin, Engineer; Scott Mattem, Mechanic-Lewis Racing Ent. and Roger Hendrix, Production Manager.

The following information is extremely important and should answer questions and clear up some of the rumors that have been circulating regarding Tilton's starting package.

1. It works great! Tilton's midget package was installed during the first week of January at the Tilton Facility in Buellton, California. On Monday, Jan. 11, a new Gaerte engine was successfully started several times under varying conditions ranging from cold starting a fresh motor to a hot restart with no complications using only a 12-volt power supply.

Clutch actuation was also tested during the day and worked without problem. We found under load that a driver could easily modulate the Tilton clutch and a smooth start is easily obtained. At this writing, future tests are scheduled using a variety of gear ratios, so we might address any questions concerning application. The car package and personnel from Tilton Engineering will be at "The Copper Classic" in Phoenix on January 20-24. The car will also be on display at the Hoosier Dome the weekend of January 29-31. Bob East will be available to answer questions while the car is on display at the Hoosier Dome.

2. Package availability. It has been brought to our attention that package availability is of some concern. Designs have been finalized and there are currently 150 plus units in some stage of production. Tilton will have 30 units ready to ship by February 1, with another 50-75 units available within two weeks. At present, Tilton sees no problem in meeting demand, thanks to design and engineering techniques that make the package virtually universal in application. Only the flywheels vary with the Midget 2-plate application. It is extremely important that orders be placed as soon as possible.

Note: Midget Package orders received by March 31 will save the 20 percent reflected in the current price sheet.

