

OIL, AEROQUIP & HYDRAULICS 85 - 11

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTION</u>
85F-11-02	1	CAST SUMP (1600)
84F-10-01	1	MASTER CYLINDER (0.7")
84F-10-02	1	MASTER CYLINDER (5/8")
84F-10-03		OIL COOLER
85F-11-01	1	OIL TANK (FF1600)
85F-10-13	1	OIL TANK CAP
84F-10-05	1	OIL FILTER ASSEMBLY
84F-10-06	1	CATCH TANK
84F-10-07		-3 BANJO
84F-10-08		-3 DOUBLE BANJO
84F-10-09		-3 BRAIDED HOSE (PER FT)
84F-10-10		3/8" UNF BANJO BOLT
84F-10-11		10mm COPPER WASSER
84F-10-12		-8 1/2 BORE RUBBER HOSE (PER FT)
84F-10-13		1/8" BSP 'T' PIECE
84F-10-14		1/8" BSP STRAIGHT HOSE END
84F-10-15		1/8" BSP 45° HOSE END
84F-10-16		1/8" BSP 90° HOSE END
84F-10-17		1/2" BSP STRAIGHT HOSE END
84F-10-18		1/2" BSP 90° HOSE END
84F-10-19		1/2" BSP x 3/8" UNF ADAPTOR
84F-10-20		1/8" BSP x 3/8" UNF CALIPER ADAPTOR
84F-10-21		1/2" DOWTY SEAL
84F-10-22		1/2" BSP PUSH-ON HOSE END
84F-10-23		1/2" BSP 45° PUSH-ON HOSE END
84F-10-24		1/2" BSP 90° PUSH-ON HOSE END
84F-10-25		1/2" x 1/2" BSP ADAPTOR

OIL, AEROQUIP & HYDRAULICS 85 - 11, CONT/D

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTION</u>
84F-10-26		3/8" BSP PUSH-ON HOSE END
84F-10-27		5/8" BSP 45° PUSH-ON HOSE END
84F-10-28		5/8" BSP 90° PUSH-ON HOSE END
84F-10-29		1/8" BSP x 3/8" UNF BULKHEAD
84F-10-30		3/8" UNF BULKHEAD NUT
85F-11-04	1	FRONT BRAKE PIPE KIT
85F-11-05	1	CHASSIS (MID) BRAKE PIPE KIT
85F-11-06	1	REAR BRAKE PIPE KIT
85F-11-03	1	OIL TANK HOLDER BRACKET
85F-11-08	1	OIL TANK (FF2000)

WHEELS, TYRES, DAMPERS & SPRINGS 85 - 12

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTION</u>
84F-11-01	4	5½" J WELLER STEEL WHEEL (UK 160)
84F-11-02	4	5½" J REVOLUTION ALLOY WHEEL (USA 1600)
85F-12-02	4	5½" J DYMAG MAG WHEEL (USA 1600)
84F-11-05	2	FRONT BILSTEINS DAMPER (180/70)
84F-11-06	2	REAR BILSTEINS DAMPER REAR (200/80)
84F-11-07	4	KONI DOUBLE ADJUSTABLE (OPTION)
84F-11-08	2	FRONT SPRINGS
84F-11-09	2	REAR SPRINGS
85F-12-03	2	6" FRONT DYMAG WHEEL (UK 2000)
85F-12-03	2	8" FRONT DYMAG WHEEL (UK 2000)
84F-11-09	2	6" FRONT ALLOY COMPOMOTIVE WHEEL COMPLETE (UK 2000)
84F-11-10	2	8" REAR ALLOY COMPOMOTIVE WHEEL COMPLETE (UK 2000)
	2	6" FRONT MAG COMPOMOTIVE WHEEL
	2	8" REAR MAG COMPOMOTIVE WHEEL
84F-11-11	4	COMPOMOTIVE ALLOY CENTRE
84F-11-12	4	COMPOMOTIVE MAGNESIUM CENTRE
84F-11-13	8	'O' RING
84F-11-14	4	BOLT-KIT (PER WHEEL)
85F-12-05	16	DAMPER TOP HAT SPACER
84F-03-12	4	WHEEL COLLAR

WINGS 85 - 13

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTION</u>
85F-13-01L/R	1/1	FRONT WING L/H-R/H
85F-13-10	1	FRONT WING CENTRE TUBE
85F-13-03	2	FRONT WING END PLATE (ALLOY)
85F-13-04	1	REAR WING MAJN PLANE
85F-13-05	1	REAR WING FLAP
85F-13-06R/L	1/1	REAR COMPOSITE WING END PLATES
85F-13-08	1	GEARBOX END MODIFICATION
85F-13-11R/L	1/1	FRONT WING SUPPORT TUBE
85F-13-12		FRONT WING ADJUSTER BALL JOINT

DRIVELINE & GEARBOX 85 - 14

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTION</u>
85F-14-01	2	DRIVESHAFT
84F-13-03	4	C.V JOINT
84F-13-04	8	C.V JOINT CIRCLIP
84F-13-05	2	C.V SPACER
85F-14-05	1	ADAPTOR PLATE
84F-13-02	2	RUBBER BOOT
85F-14-06	2	GEARBOX STUD (LONG)
85F-14-07	2	GEARBOX STUD (SHORT)
85F-14-09	1	CLUTCH CABLE ABUTMENT
85F-14-10	1	CLUTCH ACTUATING LEVER

GEARLINKAGE 85 - 15

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTION</u>
84F-15-01	1	GEAR LEVER
84F-15-02	1	GEAR KNOB
84F-15-03	1	ADJUSTABLE SHIFT YOKE
84F-15-04	1	REACTION BAR
85F-15-02	1	FORWARD SHIFT LINKAGE
85F-15-04	1	AFT SHIFT LINKAGE WITH TWO U/J

MOUNTS, BRACKETS & MISC 85 - 16

<u>PART NO</u>	<u>QTY</u>	<u>DESCRIPTON</u>
85F-16-01	1	10 DU 14 BUSH FITTING MANDREL
85F-16-02	1	NOSE BOX
85F-16-06	1	DASH PANEL
84F-16-02	1pr	NYLON MOUNTING BLOCKS (ALL DIAS .
84F-16-07	3	DASH MOUNTING RUBBERS
84F-16-08	1	SEAT BELT SET (WILLIAMS CLUB)
85F-16-03	1	EXHAUST SYSTEM (1600 UK)
85F-16-04	1	EXHAUST SYSTEM (1600 USA)
85F-16-05	1	EXHAUST SYSTEM (2000 UK)
84F-16-11	1	SILENCER (UK1600,2000)
84F-16-15	1	AIR FILTER (PIPER CROSS)
85F-16-09	1	THROTTLE BRACKET ASSEMBLY (1600)
85F-16-11	1	THROTTLE BRACKET ASSEMBLY (2000=
85F-16-13	1	NUT & BOLT KIT (LISTED SEPARATELY
85F-16-12	1	REAR BODY WORK MOUNT

SPACERS 85 - 17

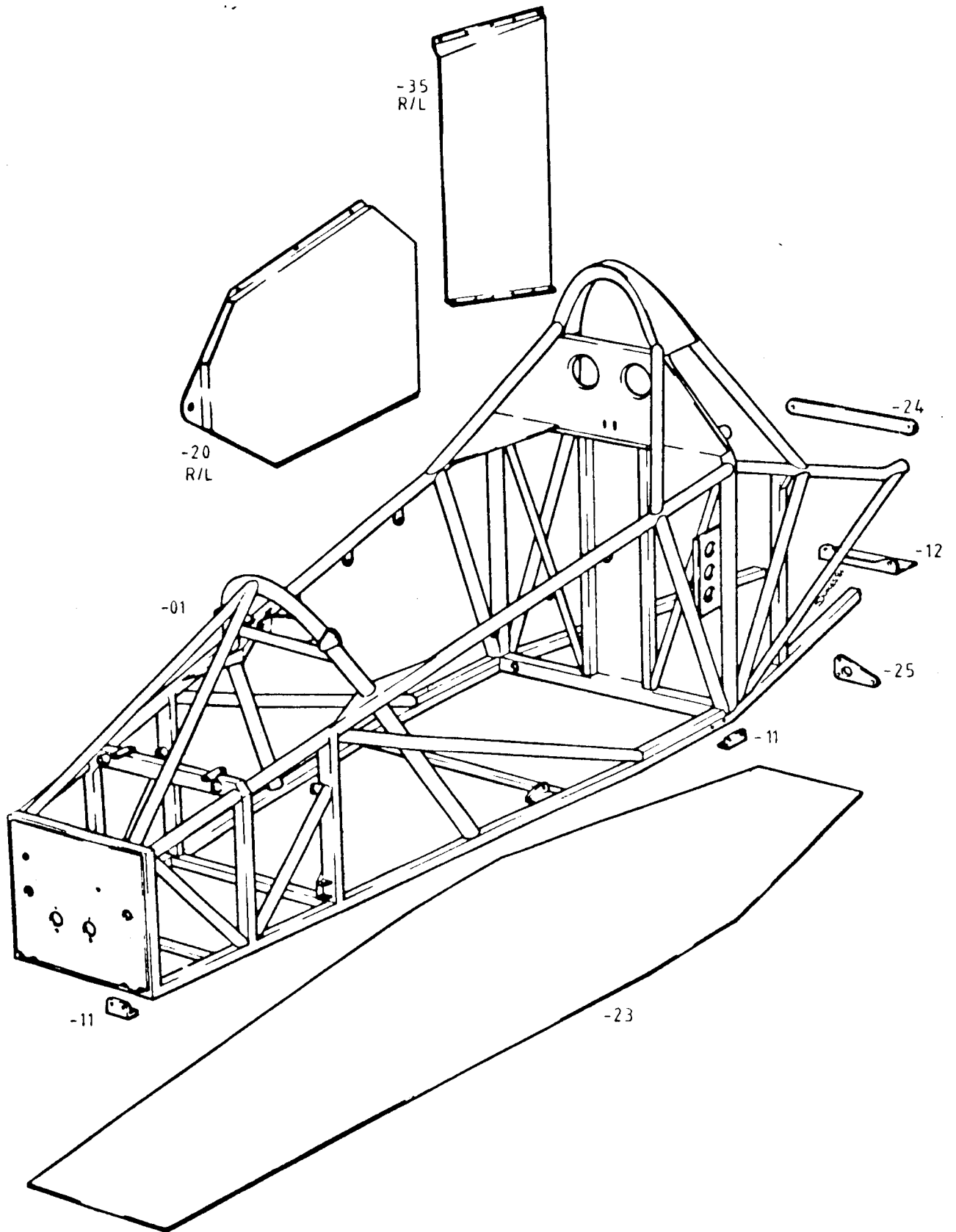
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85F-17-04A/B	2/2	LOWER REAR WISHBONE (REAR LEG) (TOP/BOTTOM)
85F-17-06	2	LOWER REAR WISHBONE (FORWARD LEG) (TOP)
85F-17-07	2	LOWER REAR WISHBONE (FORWARD LEG) (BOTTOM)

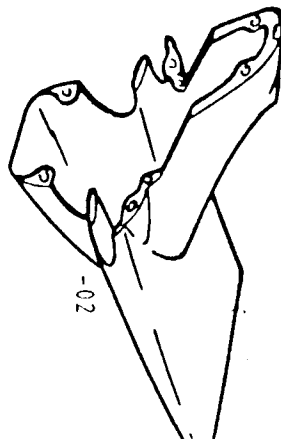
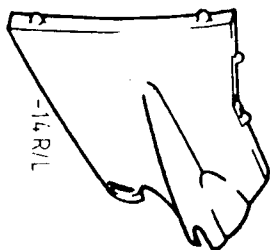
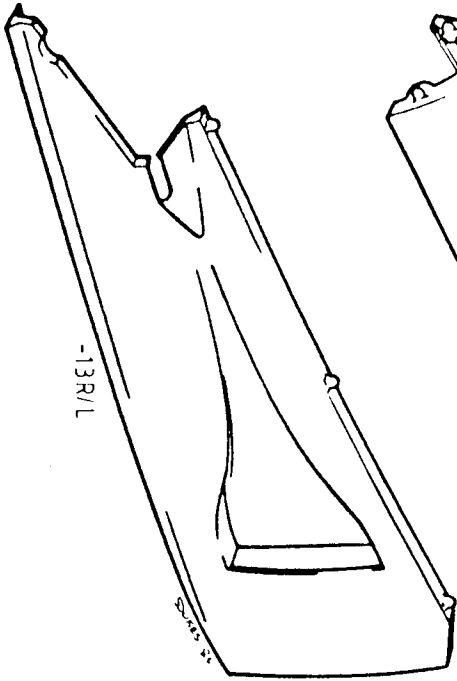
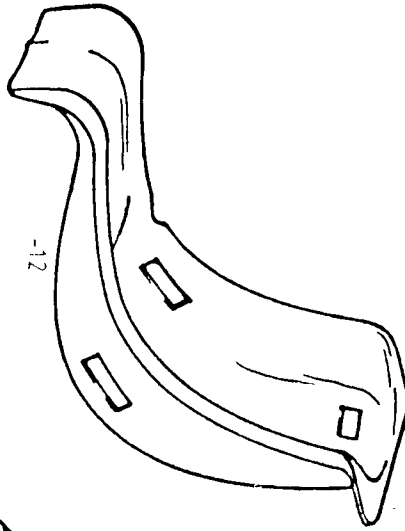
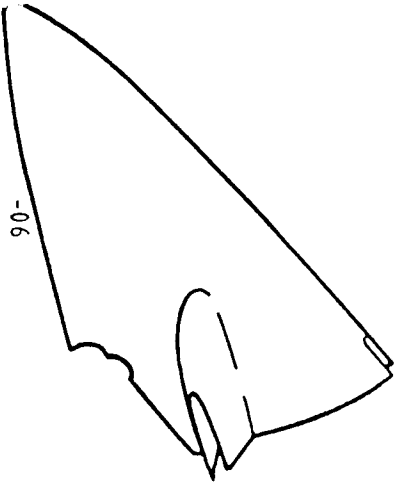
DU BUSHES & WASHERS & CIRCLIPS 85 - 18

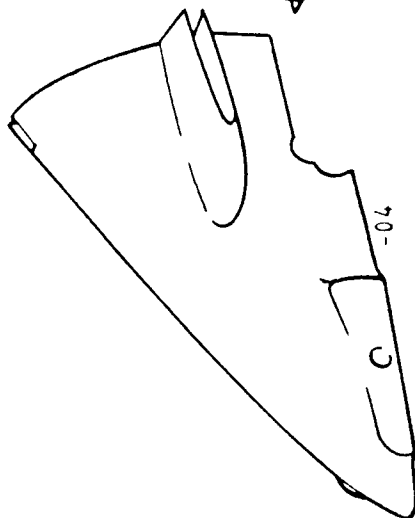
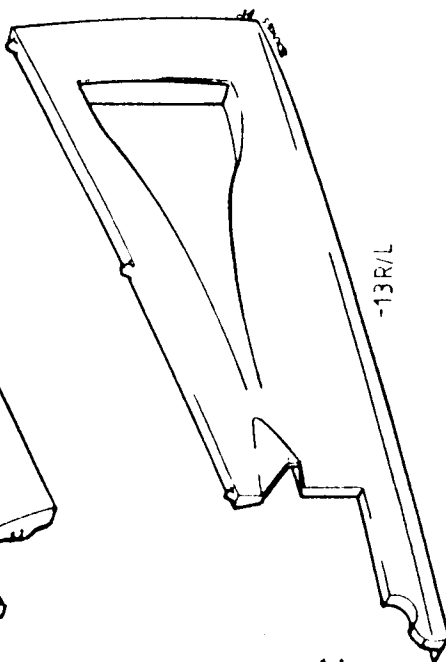
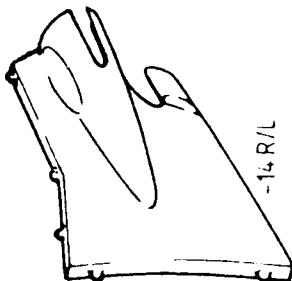
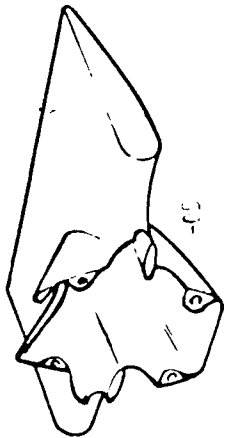
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85F-18-01	18	10 DU 14 BUSH (BELLCRANKS, REAR ANTI ROLL BARS, TOP WISHBONES/ CHASSIS)
85F-18-03	4	1300-90M (B090M) (CIRCLIPS FOR WHEEL BEARINGS)
85F-18-04	4	1300-1" (ANDERTON) 1300-26(NAM) (LOWER WISHBONES)
85F-18-05	4	1300-87(7/8") (GEARSHIFT BEARING)

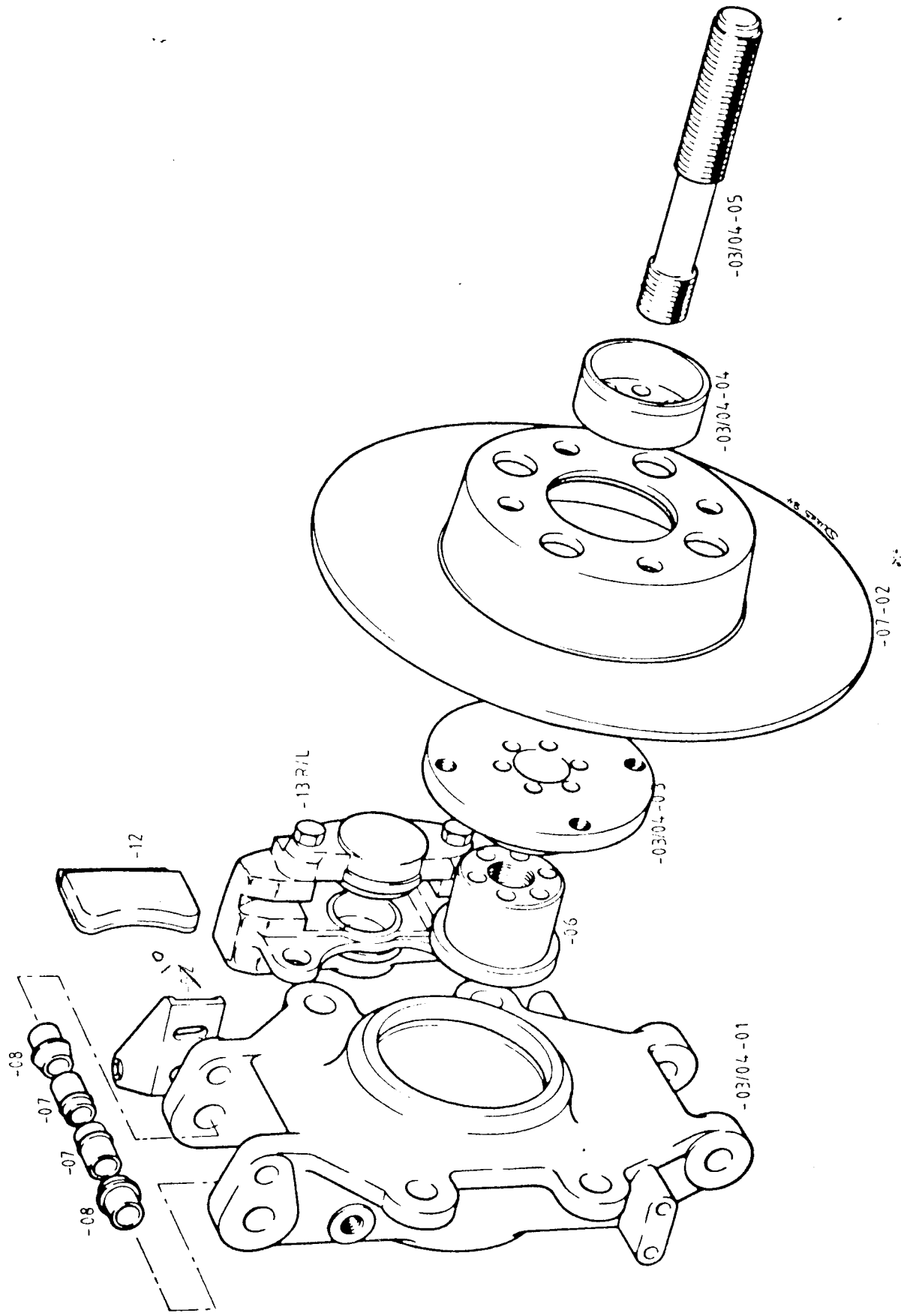
ELECTRICAL & INSTRUMENTS 85 - 19

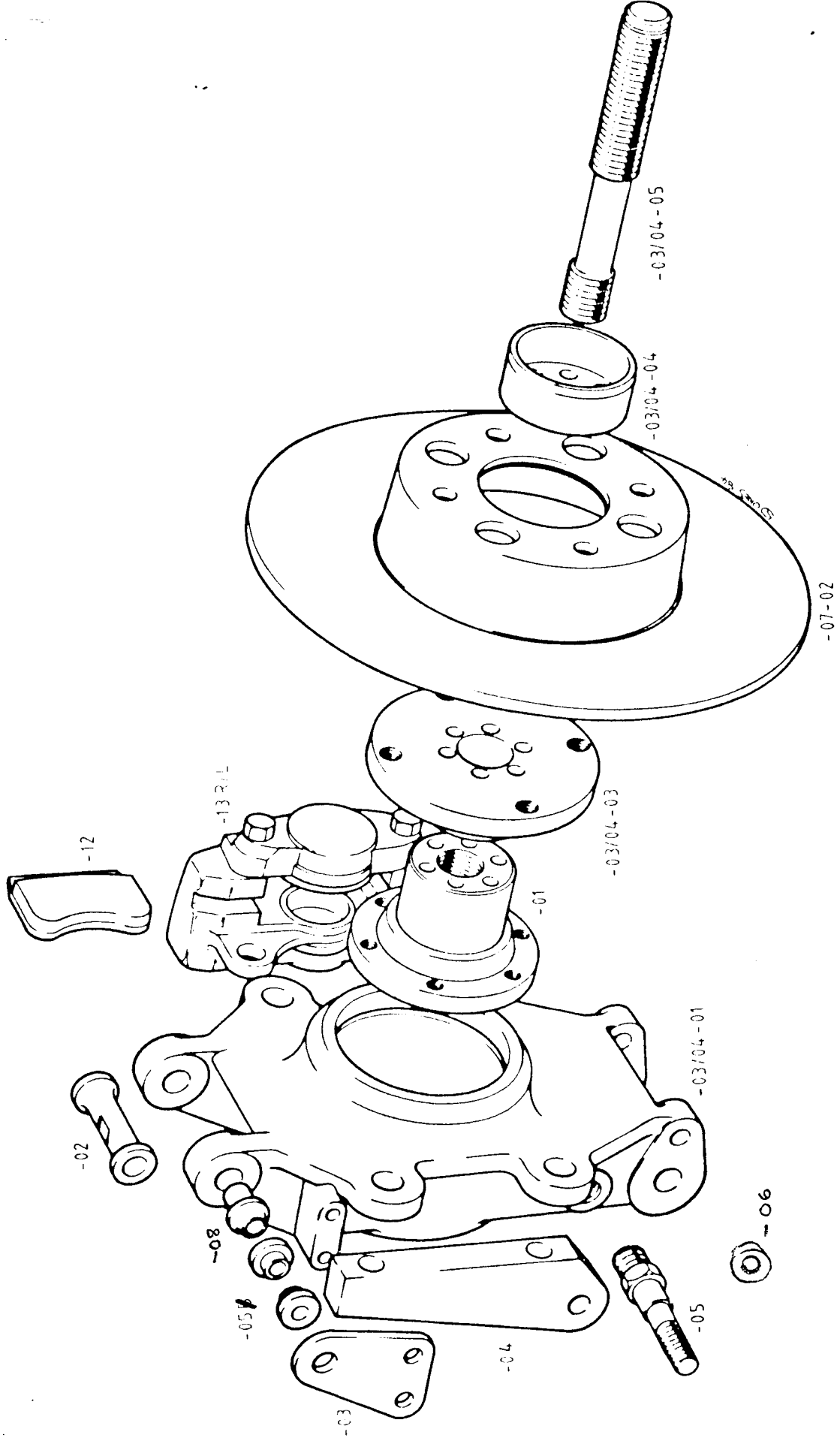
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84F-17-02	1	REV COUNTER (RACEPARTS)
84F-17-08	1	DUAL GUAGE
84F-17-04	1	TACHO CABLE
84F-17-03	1	PUSH START SWITCH
85F-19-01	1	WIRING LOOM
84F-17-01	1	STARTER SOLENOID
84F-17-10	2	ON/OFF SWITCH (REARLIGHT & IGNITION)
84F-17-12	1	MASTER SWITCH
84F-17-13	1	BATTERY (YUASA)
84F-17-14	1	BOSCH IGNITION COIL
84F-17-15	1	STARTER MOTOR (LUCAS)
85F-19-03	1	JACK PLUG
84F-17-17	1	REAR LIGHT
85F-19-04	1	OIL WARNING LIGHT
85F-19-05	1	REAR LIGHT BRACKET
84F-17-11	1	COMPLETE MANUAL FIRE EXTINGUISHER KIT (2½kg)

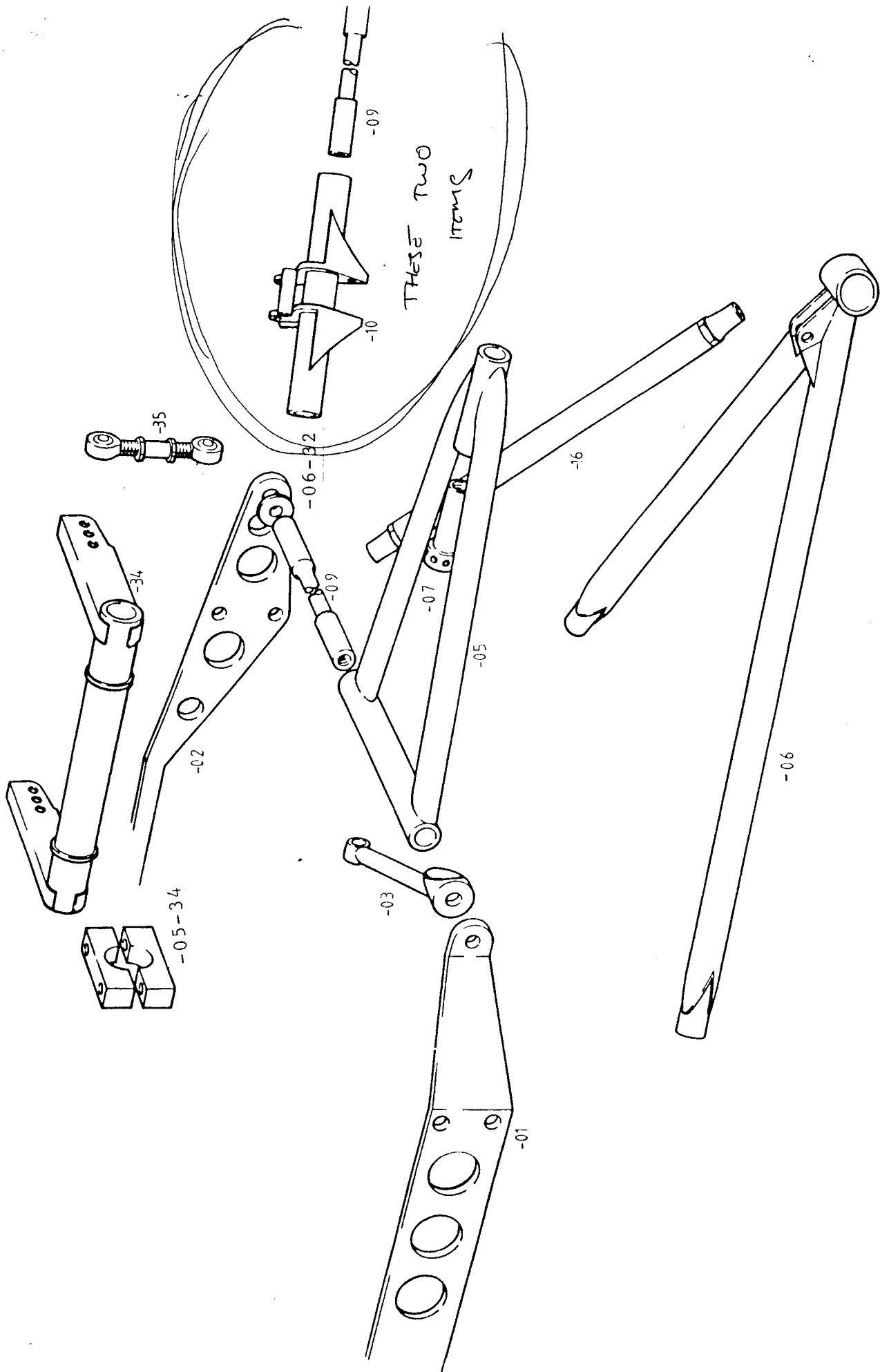


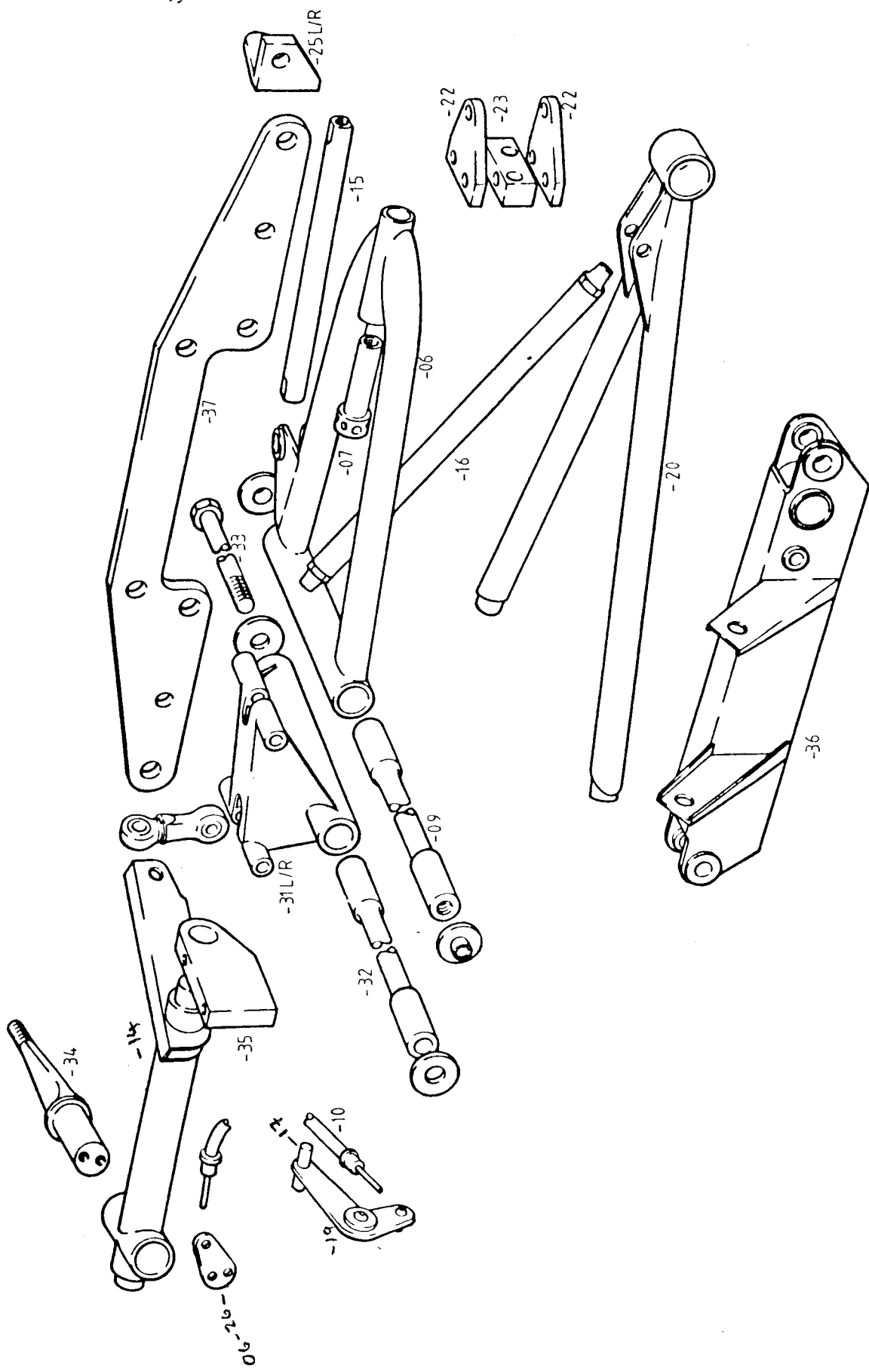


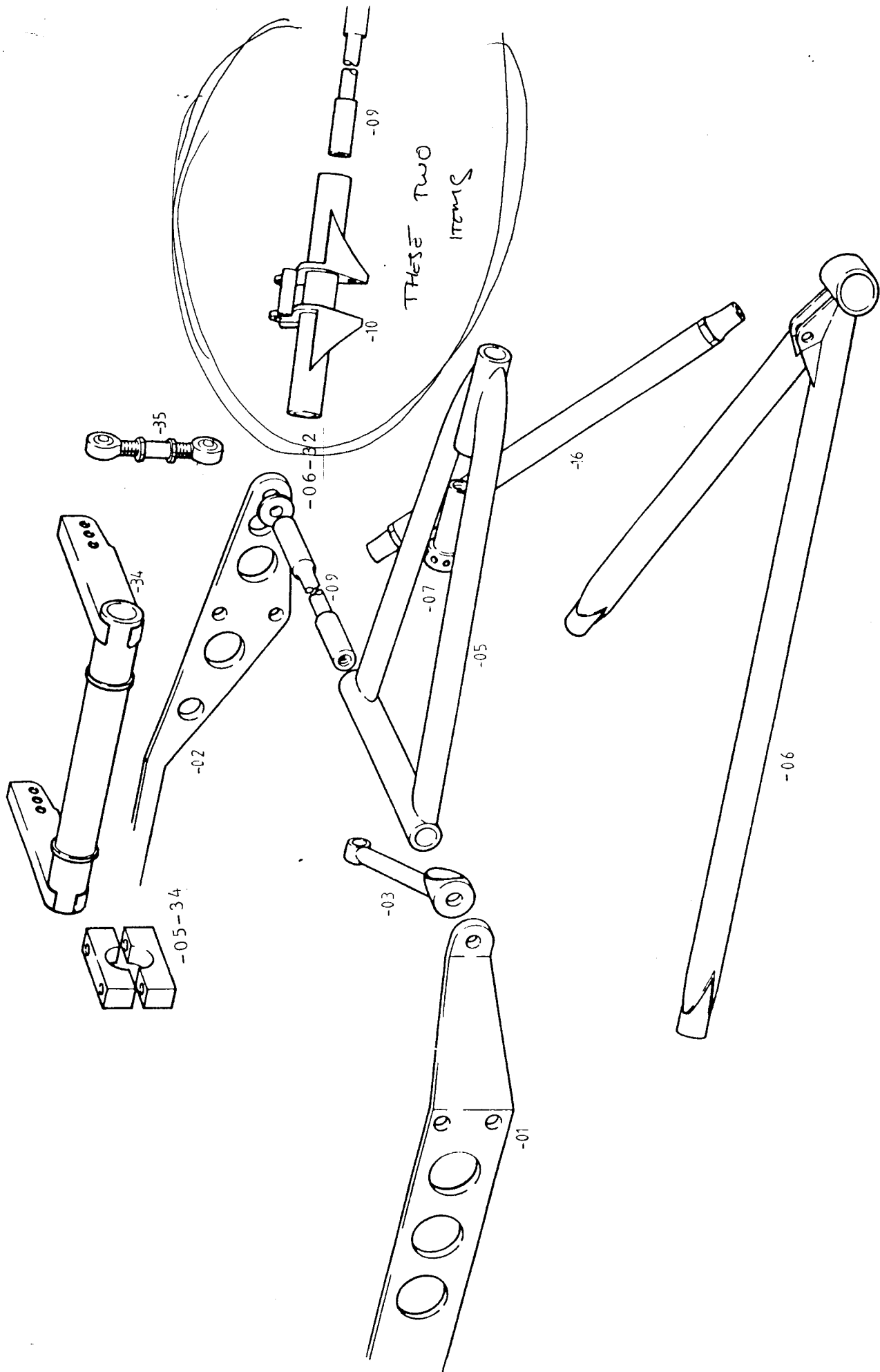




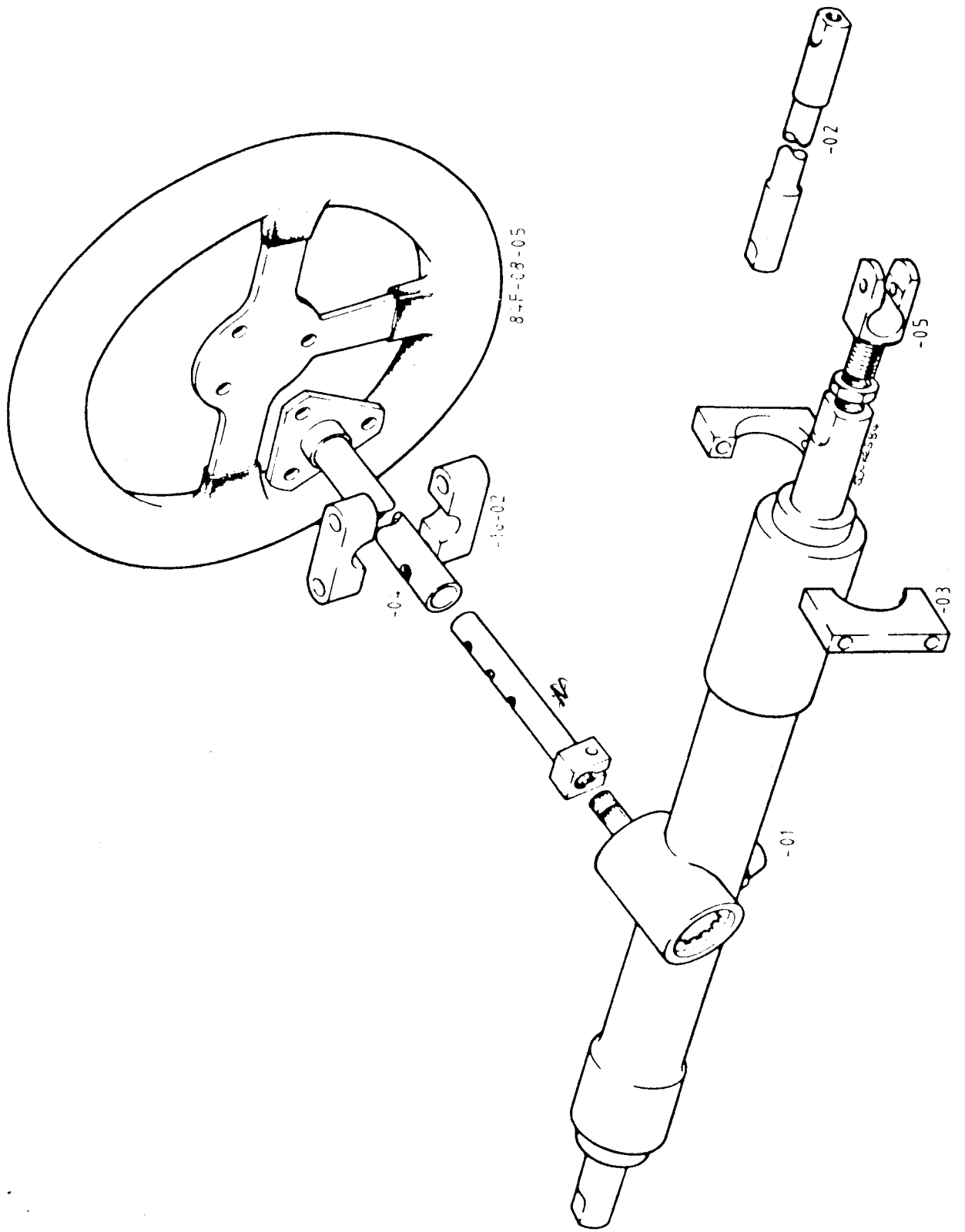


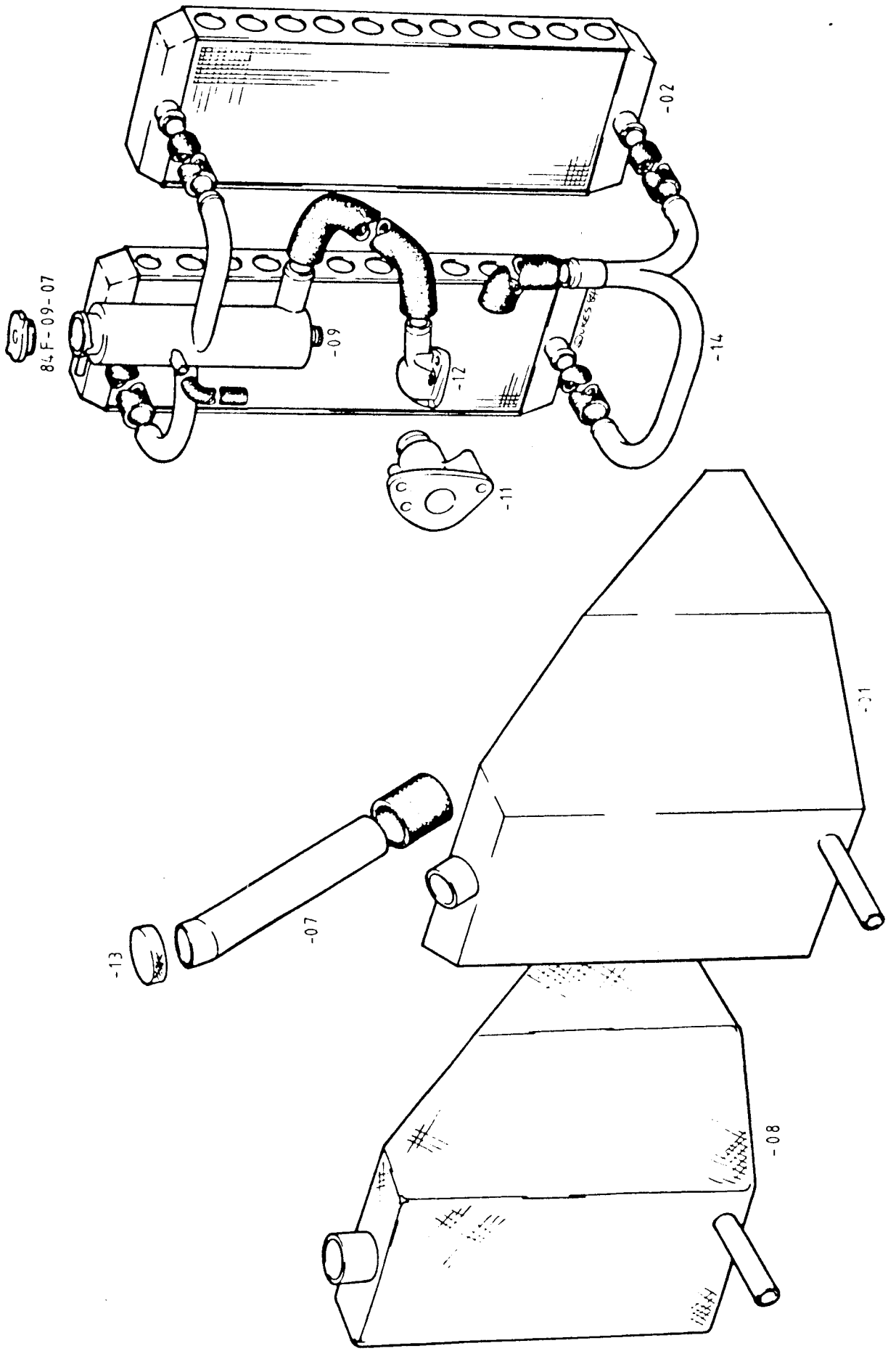


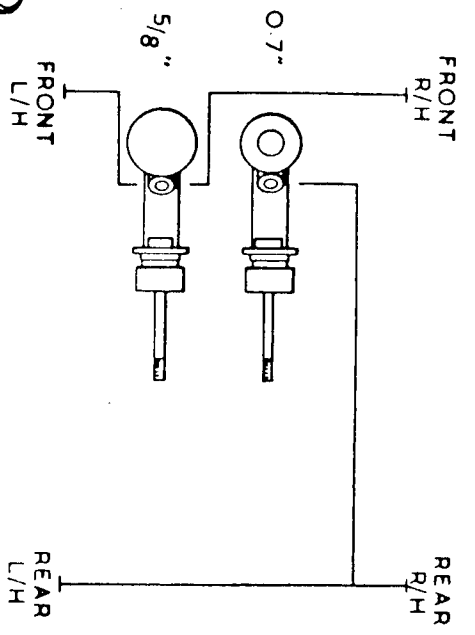
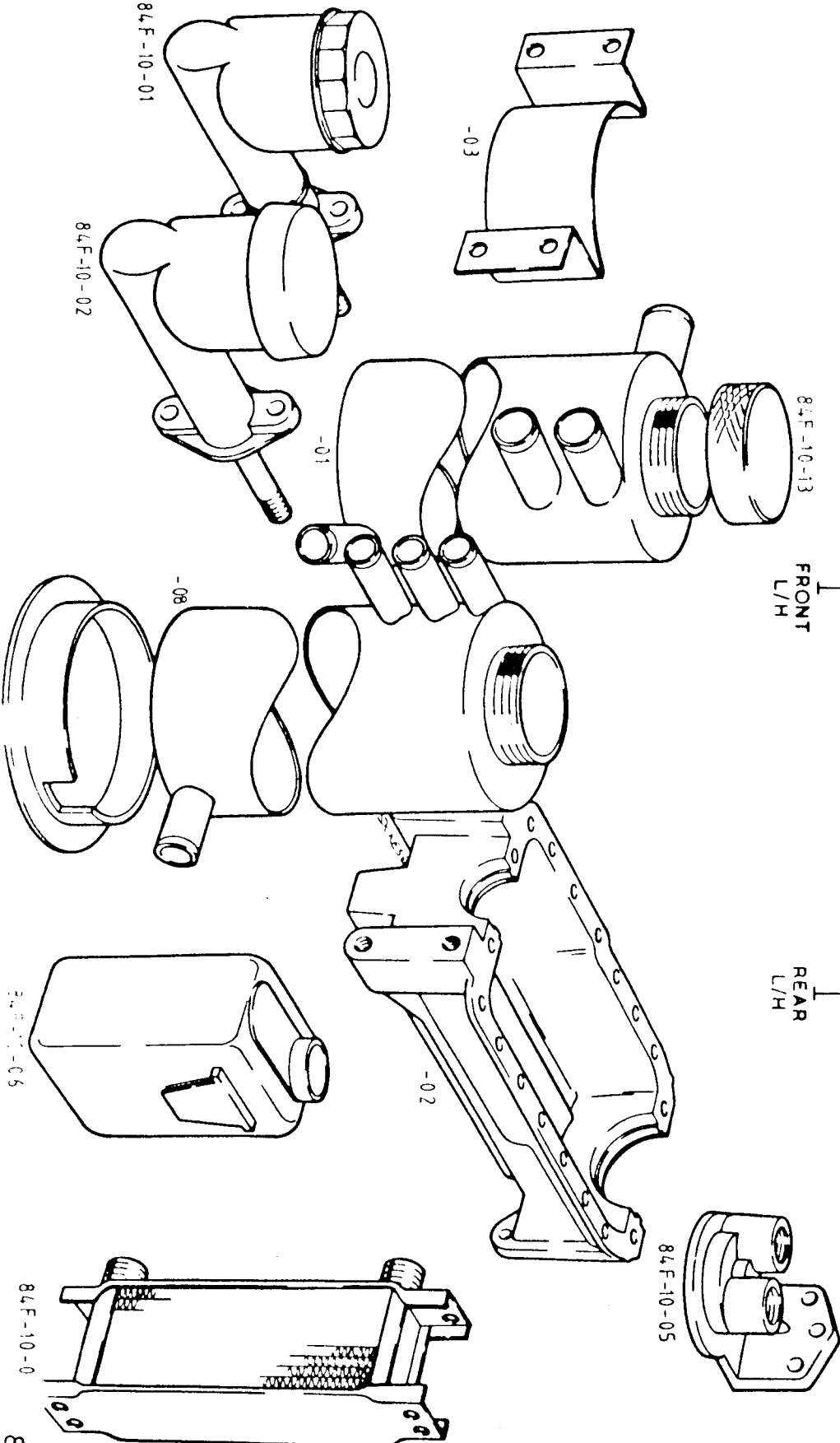


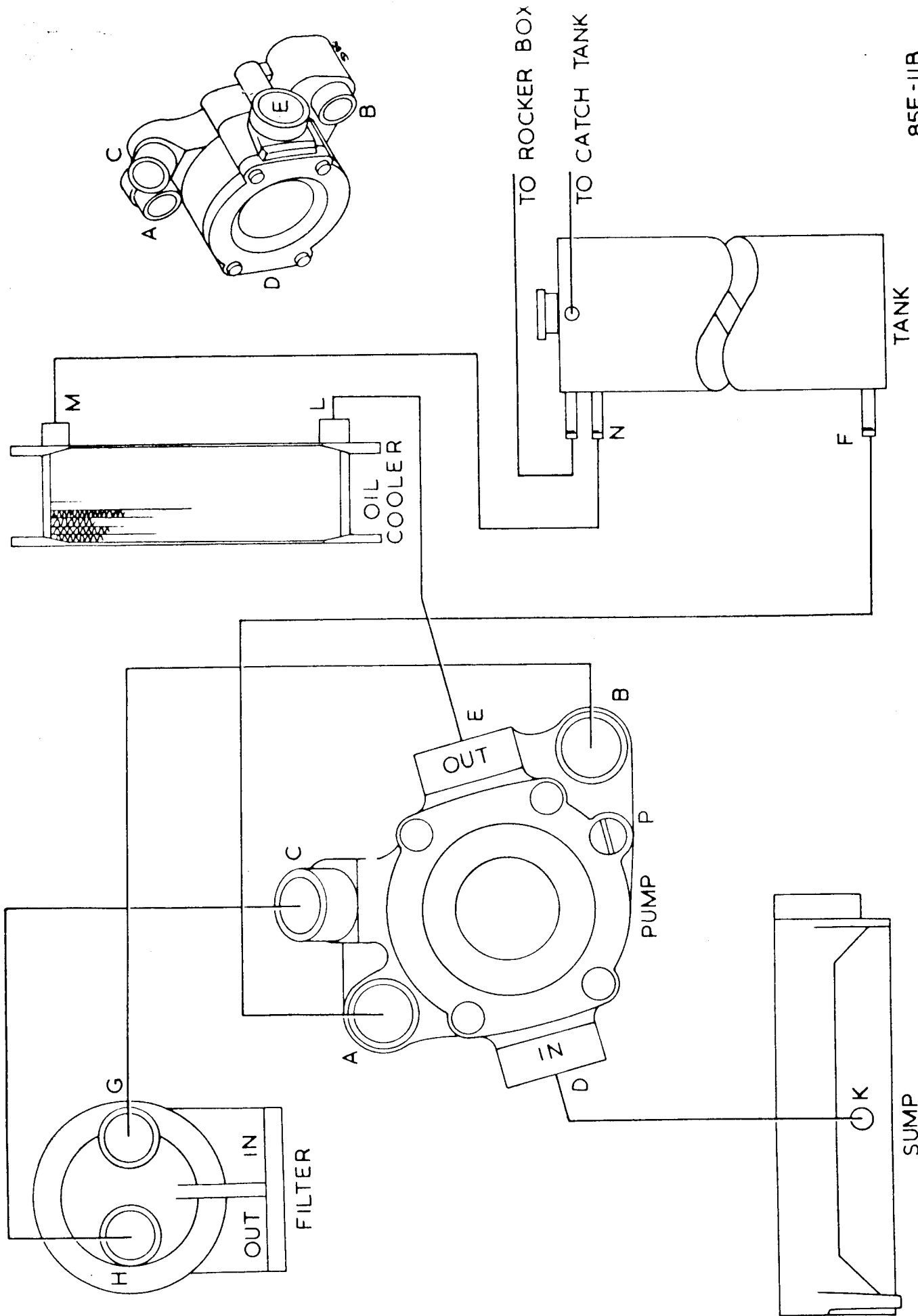


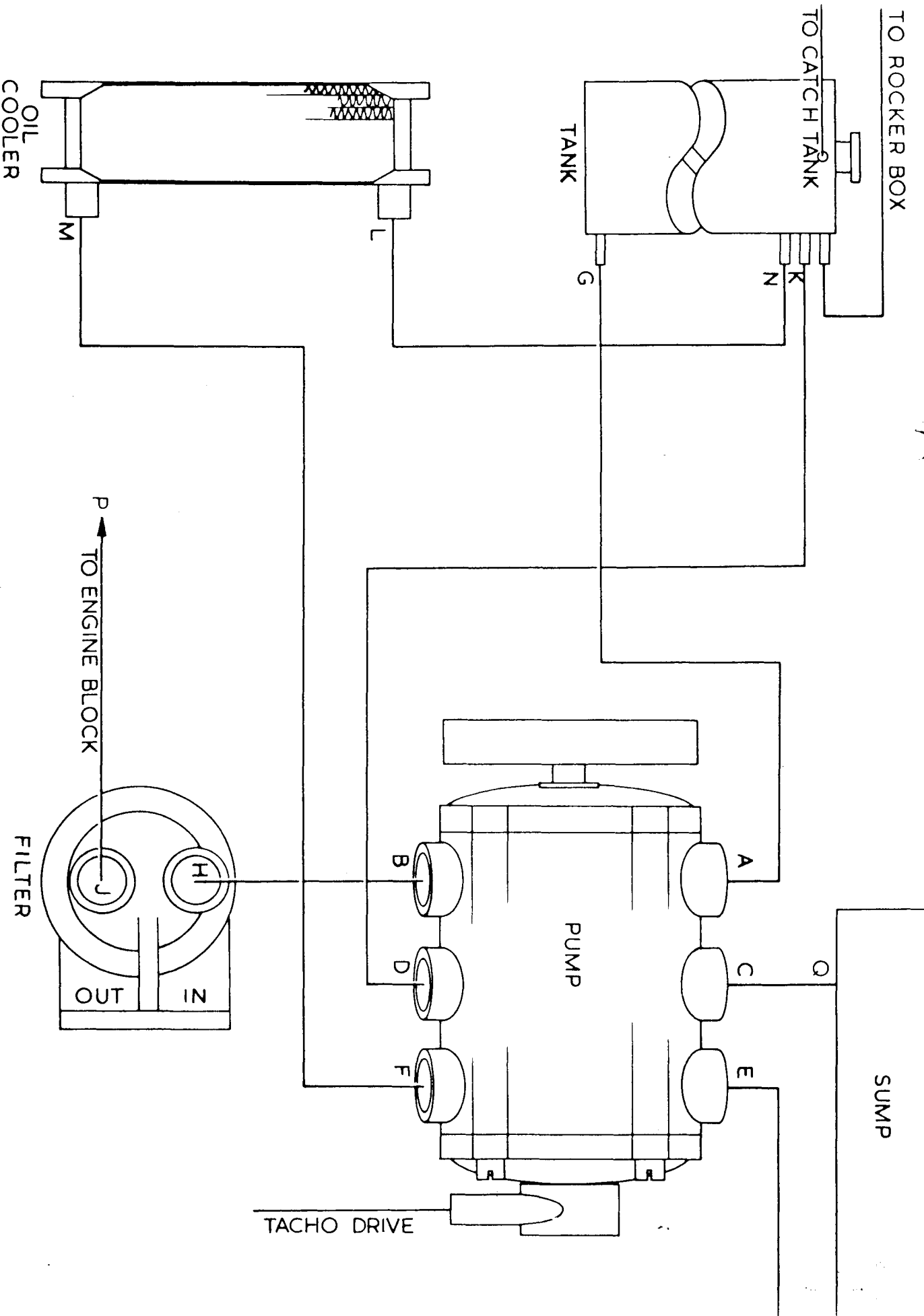


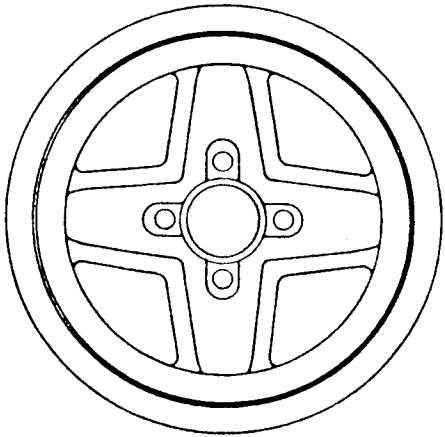




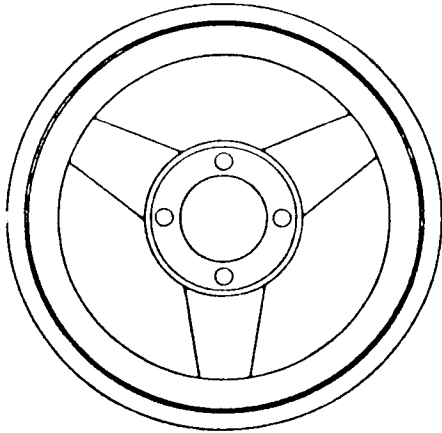




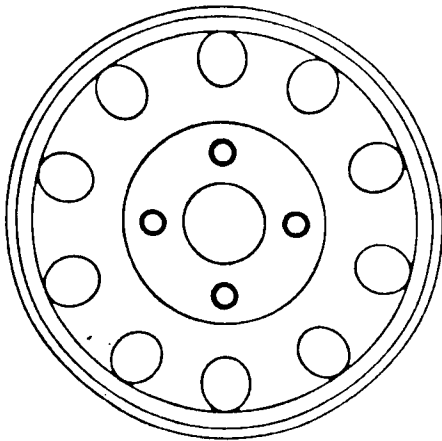




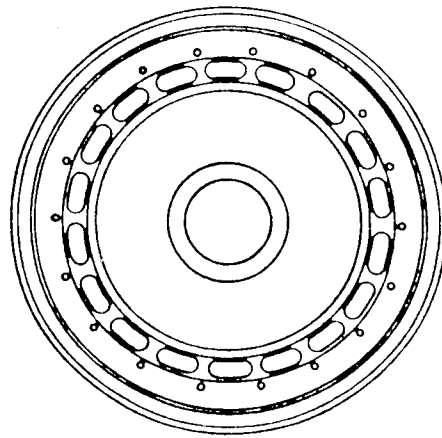
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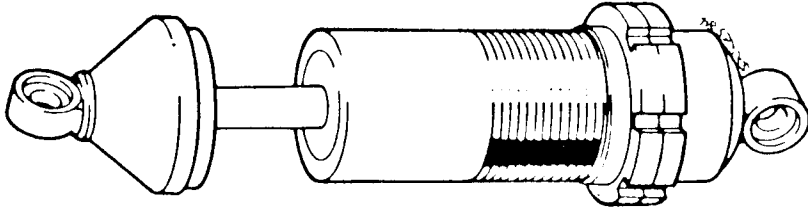
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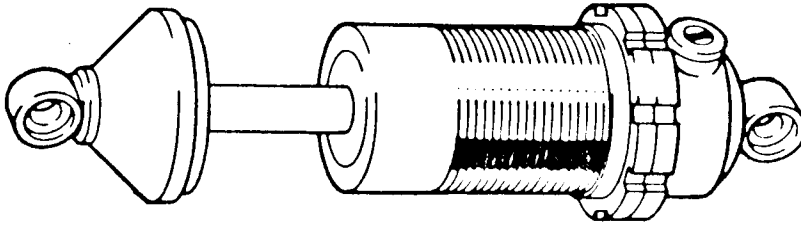
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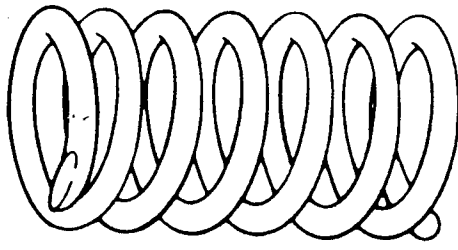
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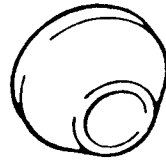
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84F-11-06



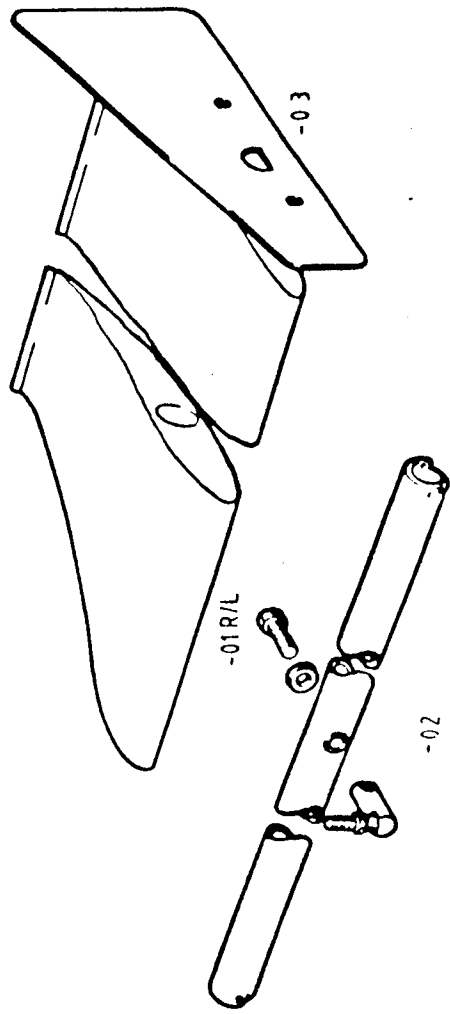
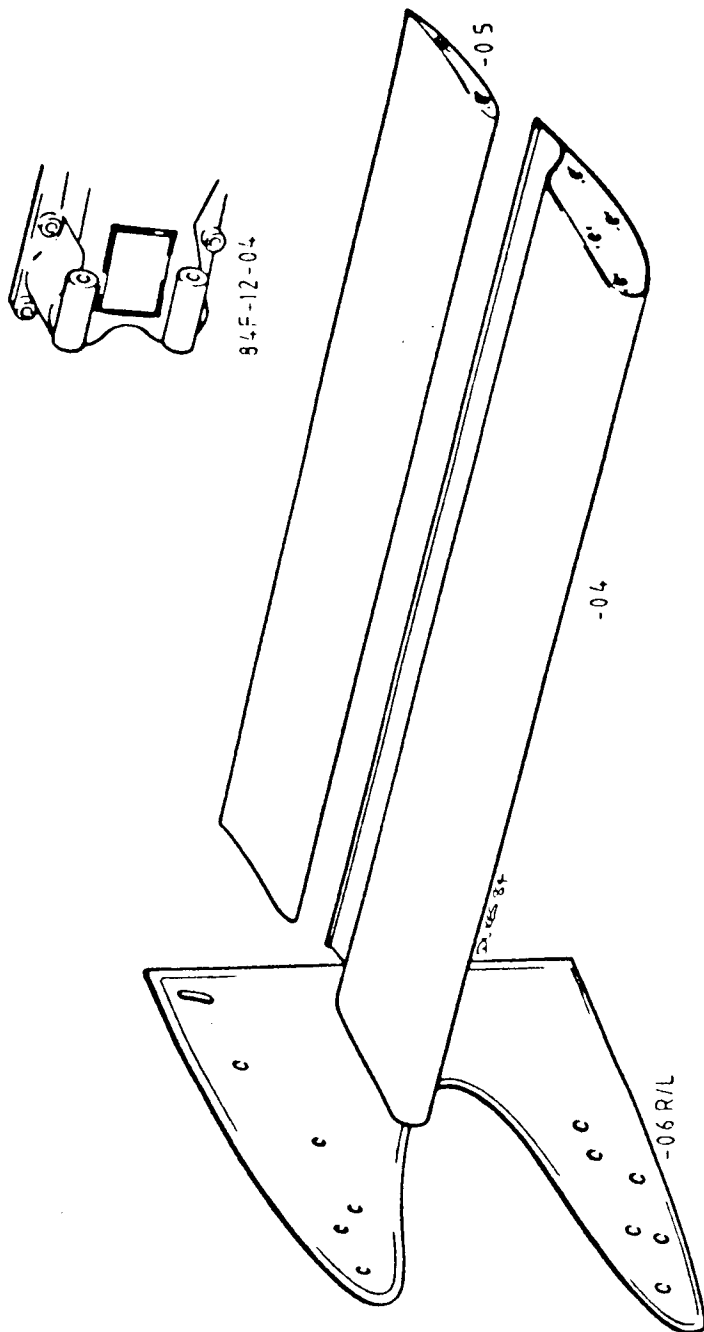
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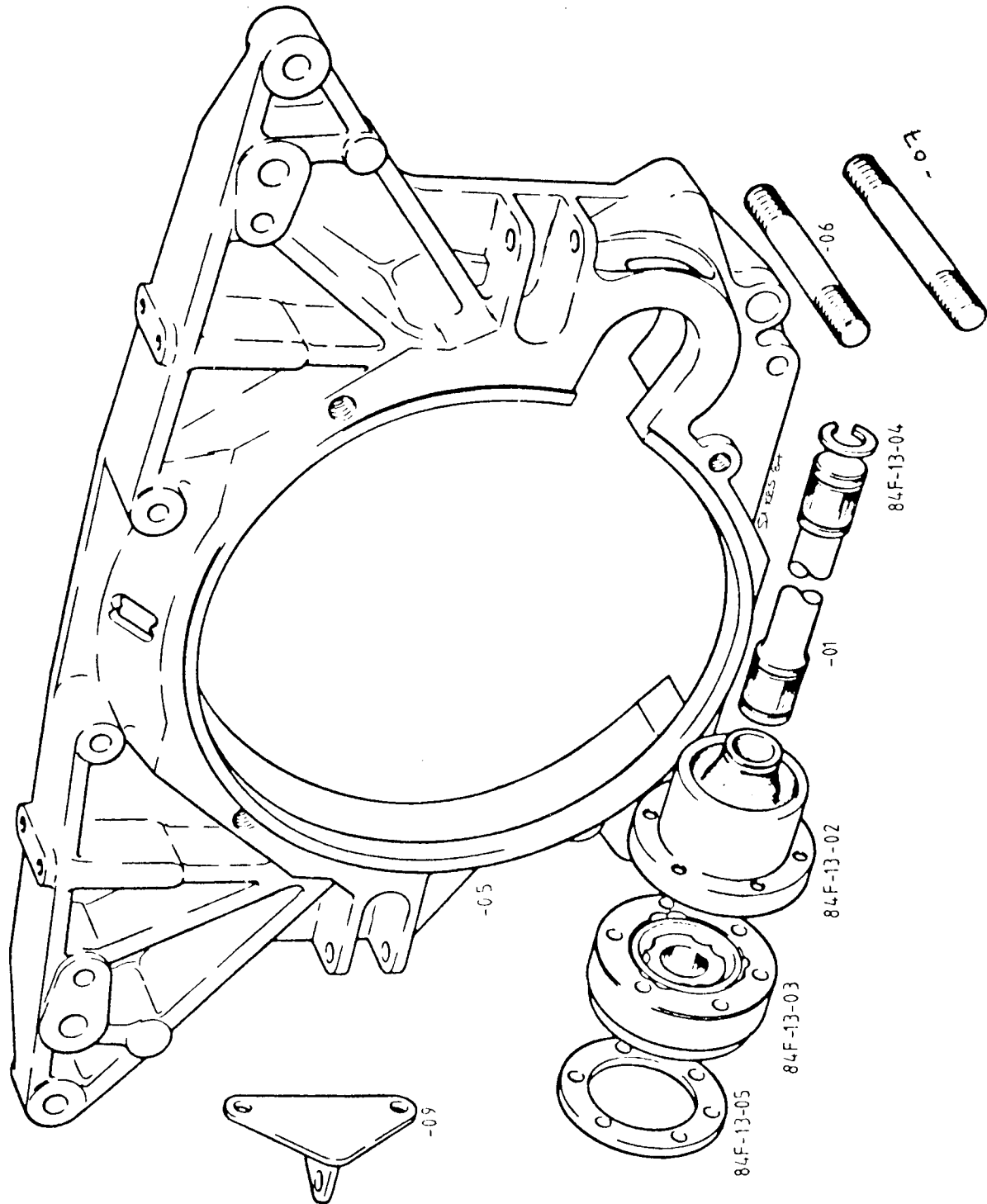


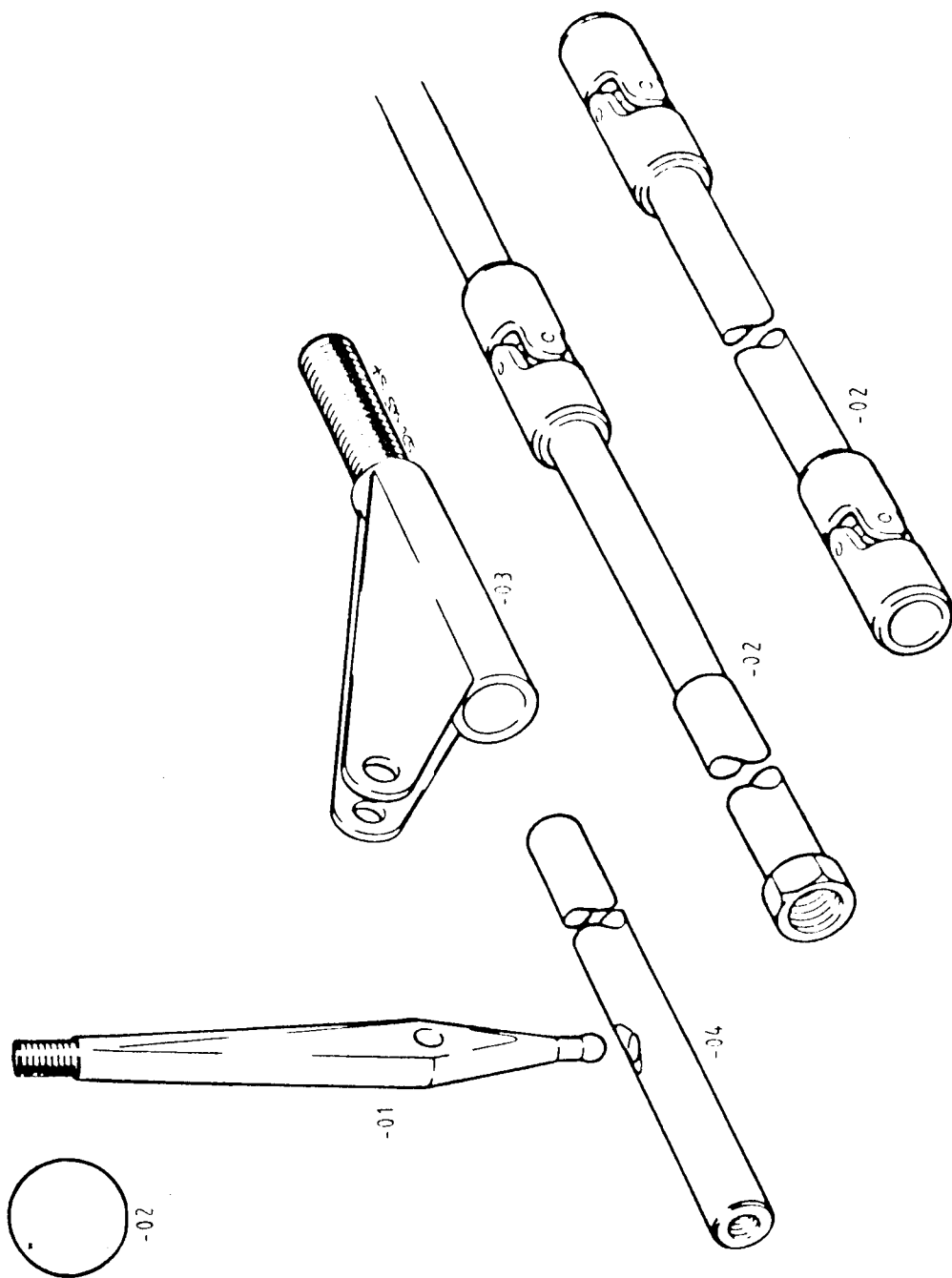
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84F-11-09



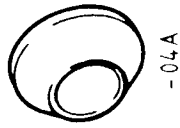
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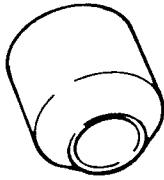




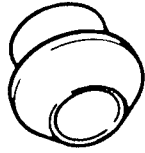




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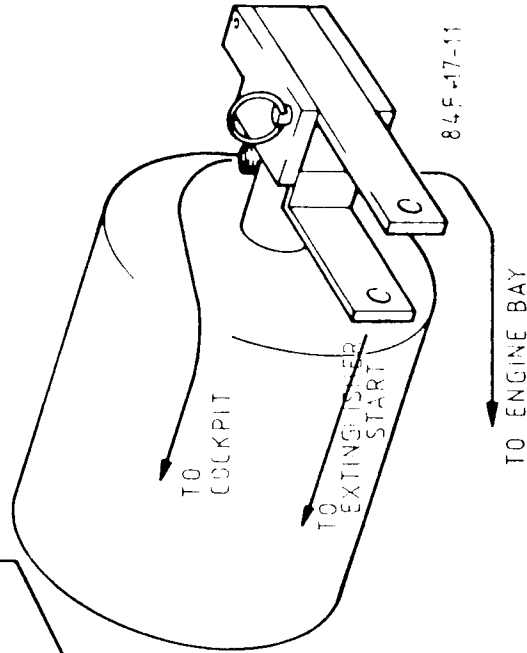
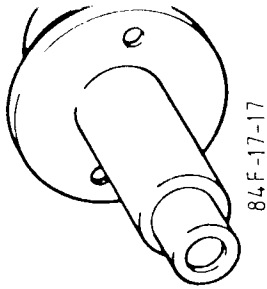
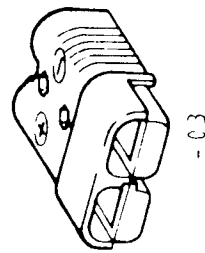
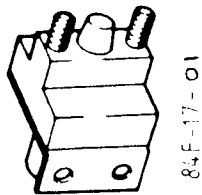
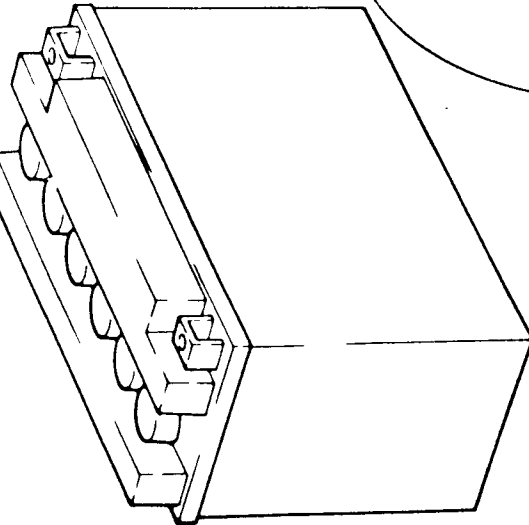
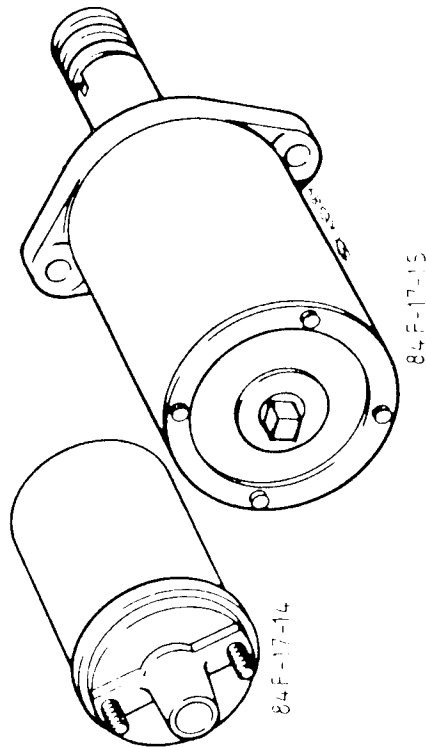
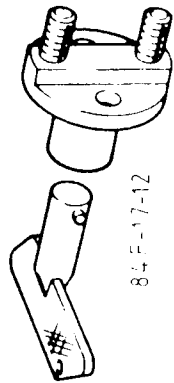
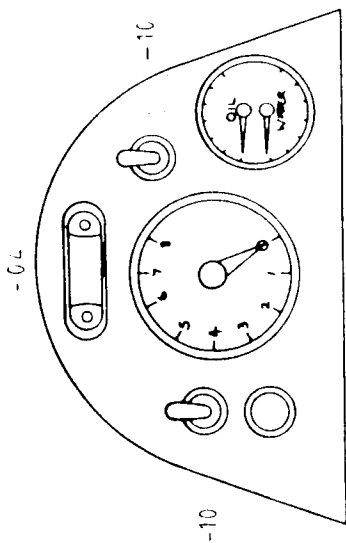
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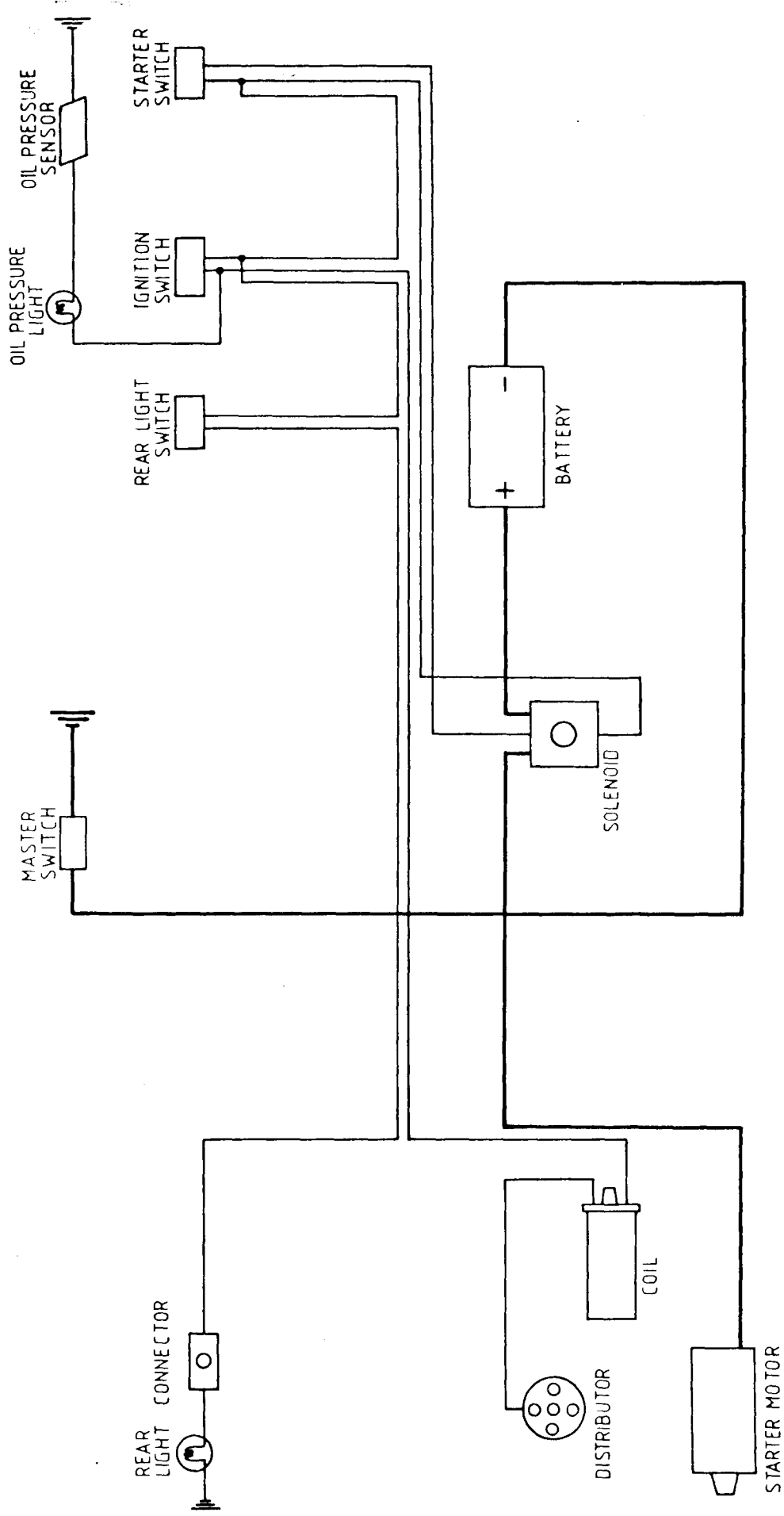


-06



-07





||| EARTH  
 — WIRE  
 — BATTERY CABLE

THIS VEHICLE IS NEGATIVE EARTH

## 13.0 TRACKING

Before tracking the car from new, after repairing accident damage or replacing any suspension component always preset the suspension link lengths as per the setting up advice. This will save considerable time. You will be unable to track the car successfully if there is undue play in any moving component e.g., wheel bearings, rose joints, and DU bushes. If possible, on the FF1600, keep a spare set of wheels with the outside rim machined true specifically for tracking. If you are unable to do this ensure that the wheels are undamaged and take readings off the rim, then rotate the wheel half a turn and recheck, taking the average as the true reading.

### Pre Tracking Procedure

Before you begin the tracking operation, ensure that you adopt the following procedure:-

- 13.1 Check all the links are pre set as per setting up data.
- 13.2 Ensure car is mechanically sound (i.e. no play in DUs, rose joints).
- 13.3 Ensure that wheel rims are true.
- 13.4 Check that tyre diameters and wear pattern is the same side to side.
- 13.5 Set tyres to the correct pressures.

- 13.6 Remove one antiroll bar drop link front and rear.
- 13.7 Check that spring free lengths are the same side to side - if there is a difference, put the long spring on the left hand side of the car and note the difference (up to 3/16" is acceptable).
- 13.8 Check that spring platforms (i.e. damper abutments) are the same side to side. If the springs are slightly different lengths, pre set the platforms accordingly i.e. the left hand spring is 3/16" longer than the right, pre set the left hand abutment 3/16" lower.
- 13.9 If the adjustable dampers are fitted, ensure that they are put on their minimum setting, not forgetting to reset them prior to testing.
- 13.10 Track car with driver and half fuel tanks.
- 13.11 Track car on the flattest piece of ground available. Check with a long straight edge and a camber guage. If the ground is not perfectly flat, place the straight edge and camber guage across the front wheels and pack under one wheel until the guage reads level. Repeat at the rear. Remember to allow for the depth of packing when measuring ride height.

## Tracking Sequence

It is easiest to adjust camber, castor and bump steer with the car up on stands. Ensure that the car is steady on the stands and level. Place a camber guage across bottom chassis rails fore and aft and pack until car is level in both directions.

Ride heights, wheel weights, and roll bar preload and toeins are checked with the car on the ground. It is possible to do the complete tracking operation on the ground in the following sequence:-

- 13.12 Complete pre tracking procedure.
- 13.13 Ride heights
- 13.14 Wheel weights
- 13.15 Front castor
- 13.16 Front camber
- 13.17 Front bumpsteer
- 13.18 Recheck front camber
- 13.19 Rear camber
- 13.20 Rear bumpsteer
- 13.21 Recheck camber
- 13.22 Front toe-ins
- 13.23 Rear toe-ins
- 13.24 Recheck ride heights
- 13.25 Recheck cambers
- 13.26 Reconnect anti-roll bar drop links so that they are not under any tension.

## 15.0 OPERATIONAL GUIDELINES

To consistently get the best from your new Reynard, it is essential before you test or race, that the car is properly prepared as outlined in this manual. Particular attention should be paid to maintaining the fits and tolerances on all the moving parts of the sophisticated, pushrod suspension system. Any undue wear, poorly repaired accident damage, or sloppy maintenance will negate much of the cars performance potential and valuable track time would be wasted trying to rectify unnecessary problems.

Every team has its own system of checks which is constantly being adapted as more is learnt about the car. However, some basic guidelines should always be adhered to.

### REGULAR WORKSHOP MAINTENANCE

- 15.1 Always clean car thoroughly every time car returns to the workshop. This is a good time to visually check all components for wear or minor accident damage as you clean. After cleaning car (either with jizer or a 50/50 mix of paraffin and petrol) hose clean with water, blow dry with an airline and WD40 all rose joints, suspension links etc. to prevent rust. Do not WD40 discs but do dry thoroughly.
- 15.2 Make a job list based on your test or race notes and complete the major items first, i.e. send engine away for rebuilding, repair accident damage, etc. Remember to put the battery on charge.
- 15.3 Methodically check all nuts and bolts for security.
- 15.4 Check all moving parts for play, fit, security or damage, e.g. rose joints, wishbones, wheel bearings, wheels, brake discs, bellcranks, anti-roll bars, dampers, etc.
- 15.5 Change gear ratios if necessary and check gearbox oil level and selection after changing ratios.
- 15.6 Check all systems:-
  - Throttle:- full throttle and return action.
  - Clutch:- clearance, free play and stop.
  - Brakes:- pressure check for leaks, disc runout, brake balance bar and pushrods for security. Replace brake fluid regularly, particularly after a wet test or race. Lightly clean discs with emery cloth.
  - Oil/Water:- check for leaks, security or chaffing. Check levels.
- 15.7 Run engine to check oil/water systems and operation of starter motor.
- 15.8 Check Tracking:-
  - Camber, castor, toe-in, bumpsteer, ride height, wheel weights, anti-roll bar preload, tyre diameter.

ON - CIRCUIT MAINTENANCE/CHECKS

Before leaving the pits:-

- 15.9 Check all fluids:- oil, water, gearbox and brake fluid.
- 15.10 Warm engine to operating temperature. Blank oil cooler and radiators as necessary.
- 15.11 Check tyre pressures and diameters.
- 15.12 Check damper and anti-roll bar settings.
- 15.13 Check wing settings and ride heights (with driver and fuel).
- 15.14 Check wheel nuts.
- 15.15 Complete 3 or 4 laps at moderate speed then pit. Adjust radiator blanking if necessary, check wheels for security . Check tyre pressures and check engine bay for leaks.
- 15.16 Start testing remembering to monitor fluid levels, tyre pressures and wheel security and ride heights at every pit stop.
- 15.17 Try and achieve a good handling balance by adjusting anti-roll bar and wings as necessary.
- 15.18 Any handling imbalance that can not be cured by simple adjustment will require some detective work to isolate. Before making any changes, always double check that all the basic settings are correct. "Handling Problems" are invariably a direct result of failing to operate or maintain the car properly.

SPECIAL CONDITIONS FOR FITTING CAST ALLOY SUMPS

Material

LM25 Heat Treated to T.F. condition

Caskets

Designed to run without the longitudinal gasket between sump face and block. We recommend the use of Dow Corning 732 Silicone Adhesive/Sealant on this joint face. It is important to prepare the sump face with at least one coat of primer (Dow Corning 1200 Primer Coating). Do not apply primer to cast iron. Clean this face only with a degreasant (non-aerosol). Use standard Ford rubber end seals, modified as shown on Sheet 2, installed dry and clean. Do not peel off any excess Silastic squeezed out during fitting.

Scavenge Filter

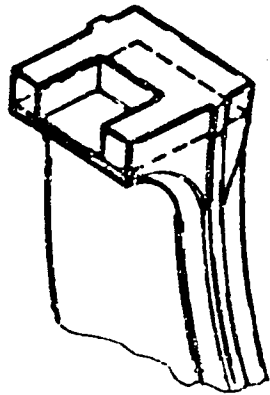
The assembly has a reduced side on the hexagon to ensure fitting in the correct position, sealed by 'O' rings and secured by a circlip. Alternative scavenge pipes are available to suit most installations. Bosses have been cast internally to allow the use of dual pick-ups if required.

Windage Tray/Baffle

Secured by six bolts for easy removal and cleaning.

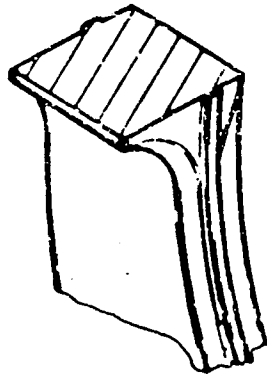
RUBBER END SEAL MODIFICATION for CAST ALLOY SUMP

Fig 1



Reduce feet at each end of rubber seals down to level of small cutout, shown by broken line in Fig 1.

Fig 2



Modified seal will appear as shown in Fig 2.