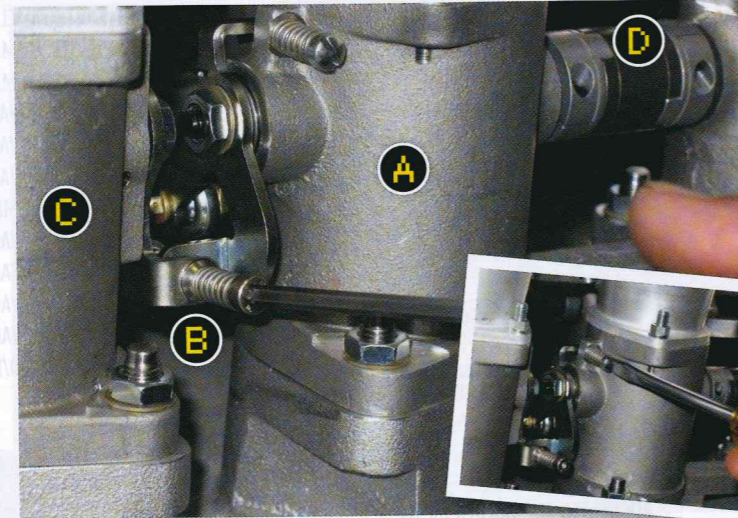
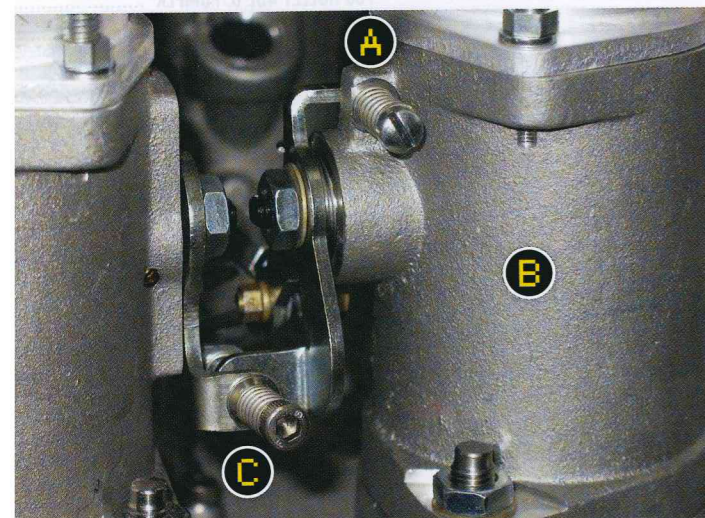


STEP 14 For the system to operate properly, all of the throttle plates have to be synchronised. This is achieved by measuring the flow through each horn with a special air flow meter. Basically, as soon as the engine can idle, the cylinder balance should be measured. Flow into each is measured at around 1000rpm and the variation between horns shouldn't be more than about one graduation on the supplied meter.

The MSD dizzy and 6AL box were retained but modified — the advance weights and springs were removed and the advance plate locked at zero; the ECU now controls advance and retard. A Hall effect sensor was added inside the dizzy so the ECU can calculate the internal position of the engine, allowing it to fire the appropriate injectors at the correct time, which in this application is in pairs across the engine.



STEP 16 Measure the flow through the front throat of the primary throttlebody (A), then adjust the balance screw (B) until the next throat (C) matches the first. If the front and the rear throats don't match the middle two, you'll need to loosen the grub screw in the link-collar (D) and adjust their throttle shafts. Further fine adjustments can be made using the bypass screws at the base of each throttlebody.

Adjustment is complicated and time-consuming — it can take a couple of hours. Here you can see the idle stop screw (A) on the primary throttlebody (B) and the front/rear balance screw (C) linking the two together. During synchronisation, the throttle linkage pull arms (Step 05) should be disconnected and the balance screws backed off completely. Start by adjusting the idle stop until the engine idles happily.

WRAP UP

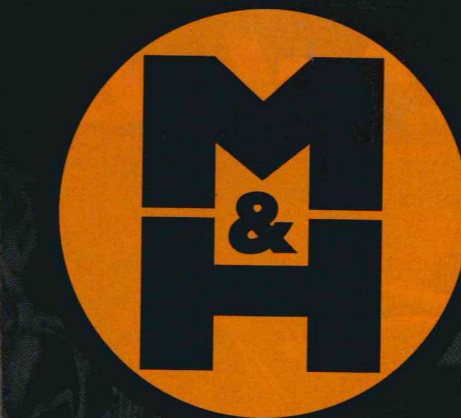
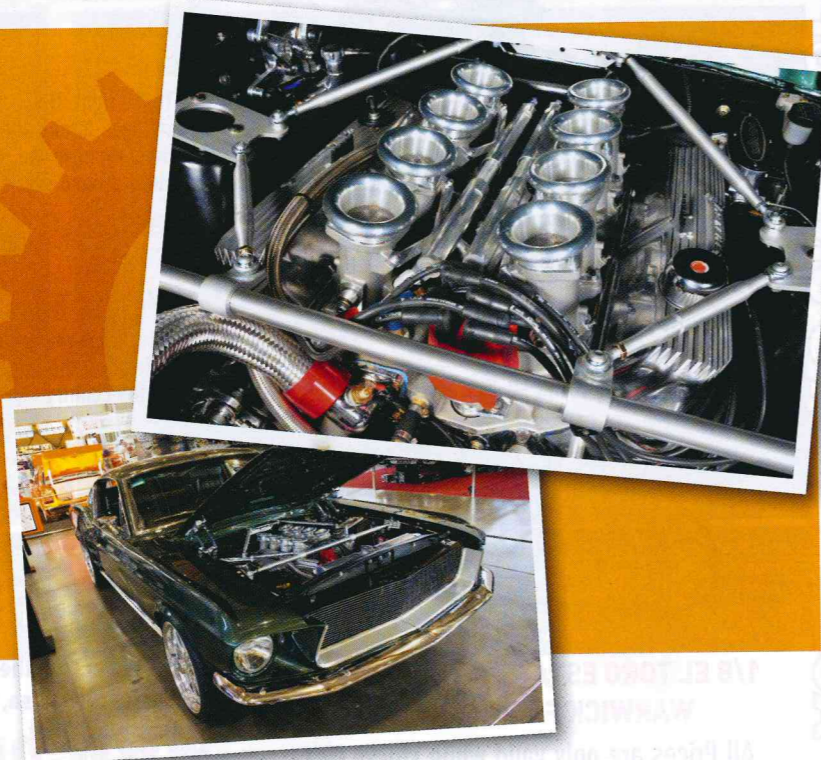
DURING the synchronisation process, continually move from side to side and front to back. Once all throats are equal, you can then set final idle — again use the flow meter to ensure one side is not pulling more than the other.

In an angry engine like this, there's no doubt that an EFI system offers more control over the tune than a carburettor. In fact, even with a basic pre-dyno tune this car idles much more smoothly. Mick misses the spitting, coughing and bucking but really that was a sign that the old carburetted system wasn't working very well.

Fitting the manifold and the throttle hardware is fairly easy and well within the abilities of the general enthusiast. However, the engine management side of things is a different matter, with many opportunities for mistakes. Though it's brilliant, the Autronic is particularly difficult for an amateur to fit. Still, it can be done with care and perseverance and it has some very nice features, such as the auto tune along with the Throttle Limit Learning routine that simplifies matching the TWM TPS to the Autronic ECU.

While it certainly looks bitchin' uncovered, driving without the TWM-supplied air cleaner isn't wise.

IF YOU'RE interested in a similar set-up for your streeter, Muscle Car Factory (www.musclecarfactory.com.au, 03 9580 3548) can help you out.



RACEMASTER

FRONT RUNNER DRAG TYRE

| | |
|---------------|----------|
| 22 X 3.5 X 15 | \$205.00 |
| 24 X 3.6 X 15 | \$215.00 |
| 26 X 4.5 X 15 | \$225.00 |
| 26 X 4.5 X 17 | \$269.00 |
| 27 X 4.5 X 15 | \$235.00 |



STREET & STRIP

| | |
|--------------|----------|
| P205/60-13 | \$249.00 |
| P235/60-14 | \$275.00 |
| P235/60-15 | \$275.00 |
| G60/15 | \$275.00 |
| J60/15 | \$285.00 |
| P275/50-15 | \$299.00 |
| P275/60-15 | \$315.00 |
| N50/15 | \$320.00 |
| 29 X 17 X 15 | \$359.00 |
| P305/40-16 | \$285.00 |

SLICKS

| | |
|-----------------------|----------|
| 23 x 8.0 x 13 SLICK | \$229.00 |
| 24.5 X 8.5 X 13 SLICK | \$285.00 |
| 23 X 8.5 X 15 SLICK | \$310.00 |
| 24.5 X 8.5 X 15 SLICK | \$285.00 |
| 26 X 6.0 X 15 SLICK | \$279.00 |
| 26 X 8.5 X 15 SLICK | \$289.00 |
| 26 X 10 X 15 SLICK | \$309.00 |
| 26 X 12 X 15 SLICK | \$319.00 |
| 27 X 9.0 X 15 SLICK | \$279.00 |
| 27 X 10 X 15 SLICK | \$295.00 |
| 28 X 9.0 X 15 SLICK | \$279.00 |
| 28 X 10.5 X 15 SLICK | \$299.00 |
| 29 X 12 X 15 SLICK | \$360.00 |
| 30 X 9.0 X 15 SLICK | \$309.00 |
| 30 X 10.5 X 15 SLICK | \$395.00 |
| 30 X 13 X 15 SLICK | \$395.00 |
| 31 X 13 X 15 SLICK | \$419.00 |
| 32 X 14 X 15 SLICK | \$459.00 |
| 33 X 14.5 X 15 SLICK | \$449.00 |
| 30 X 10.5 X 15W SLICK | \$295.00 |

CHEATER SLICK DRAG TYRE

| | |
|----------------------------|----------|
| 26 X 10.5 X 15 CHEATER DOT | \$279.00 |
| 26 X 11.5 X 15 CHEATER DOT | \$289.00 |
| 28 X 12.5 X 15 CHEATER DOT | \$319.00 |

DRAG RADIAL TYRE

| | |
|-------------------|----------|
| 185/75R-15 FRONTS | \$225.00 |
| 275/60R-15 REARS | \$319.00 |
| 325/50R-15 REARS | \$375.00 |
| 275/50R-17 REARS | \$379.00 |

We Post or freight Australia wide

20 Decor Drive Hallam Victoria Trading Hours: Mon to Fri 9am-5.30pm Sat 9am-1pm

SuperPlus
RACE COMPONENTS

www.superplus.com.au

03 9703 1119