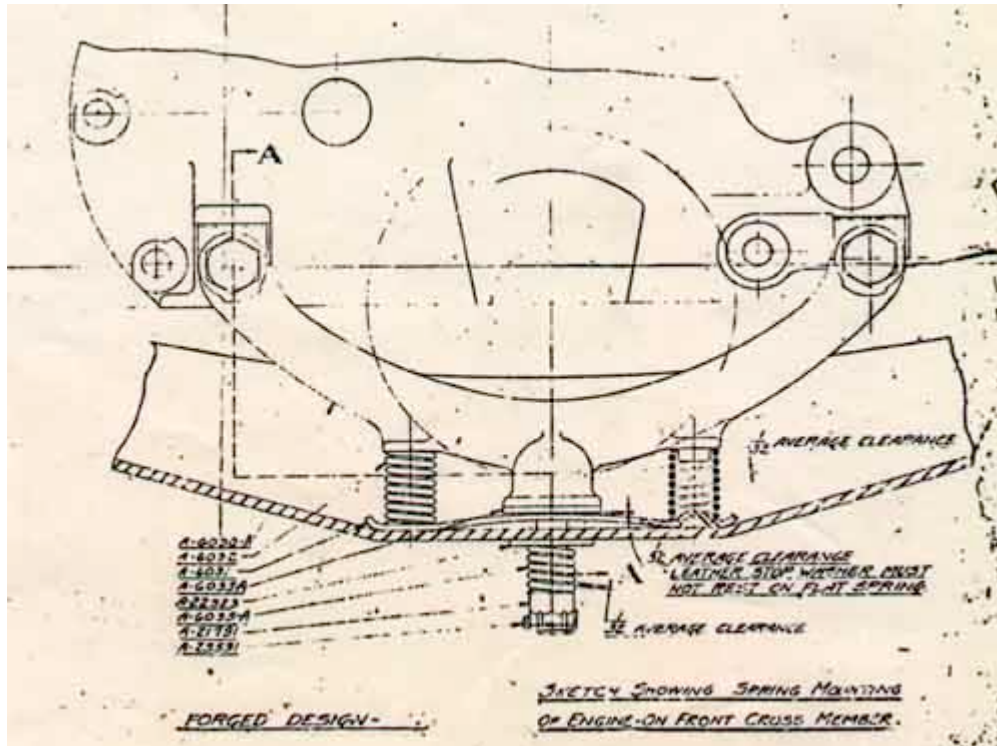


Front Engine Support



Original drawing showing the flexible front engine support.

Engine height

It's not uncommon for the front of the engine to be positioned too high. This can usually be attributed to modern replacement front support springs. Most replacement springs are longer and made of heavier wire than original springs. The results of such springs are a stiffer front mount which transfers more engine vibration to the frame, and an engine positioned at a greater angle than the car was designed for. In addition, the increased engine height often makes the hand crank unusable. When the engine is positioned properly the crank will slip through the center crank hole opening in the shell, through the center of the starting crank bearing, and into the crank ratchet at the pulley.

Front Engine Support

2. CARSSS

$-\frac{1}{2}$ - I.D. $1\frac{5}{8}$ TO $1\frac{11}{16}$ - TO CARRY - 60 LBS. LOAD
WHEN $1\frac{1}{8}$ LONG.



CLOSED AND GROUND
ENDS. SOLID LENGTH
TO BE NOT MORE THAN - $\frac{7}{8}$

ENGINE FRONT SUPPORT SPRING.

TYPE 3" STEEL WIRE
HARDENED & DRAWN
OIL TEMPER

4-6032

ENGINE	FUNCTION
B.D.D.	

DATE	BY	SA	SA	CA	W.C.	POWER MOTOR CO.	A-6032
F.L.L.						ATLANTA, MISS.	

This drawing represents the two springs that support the front of the engine. Use the dimensions to confirm if your springs are a problem.

The original drawing above shows the proper dimensions for the spring. The collapsed length is 7/8" and the load length (installed length) is 1-1/8". Many replacement springs are 1-1/8" when fully collapsed! If your springs are out of the car, collapse one in a vise and measure the height. Replace them if they are tall as described.