

UPRIGHT AND CV COMPONENTS

Box #

- U1 22 EA - '85-86 Rear U/R bearing seal retainers
 6 EA - '86C outboard CV assemblys (complete)
 4 EA - '86C inboard CV assemblys (complete)
 2 EA - '86C outboard CVs (without balls)
 2 EA - '86C inboard CVs (without balls)
 12 EA - '86C inboard CV outer tracks
 4 EA - '86C outboard CV outer tracks
- U2 21 EA - '86C lobro CV cages
 12 EA - '86C lilly CV cages
 16 EA - '86C CV inner tracks
 2 EA - '86C lobro hi-temp silicone CV boot inserts
- U3 2 EA - '86C
 2 EA - '86C
 10 EA - '86C
 12 EA - '86C
 17 EA - '86C
 3 EA - '86C
 2 EA - '86C
- U4 Assorted new CV balls (you count them)
- U5 8 EA - '87C Lola std wheel nuts
 5 EA - '86C wheel nuts
 12 EA - '86C wheel nut guides
 11 EA - '85C wheel nuts
- U6 Assorted new & used CV balls
 (.873, .875 new) (.871 used)
- 1 carset '86C upright assemblies
 2 FRT uprights
 1 LH rear upright assy.

WAREHOUSE INVENTORY

Box #

- S1 5 EA - '86C March std rear rockers
- S2 3 EA - '86C March LH rocker FWD pivot plate
- 3 EA - '86C March RH rocker FWD pivot plate
- 3 EA - '86C March LH rocker bellcrank pivot bracket
- 3 EA - '86C March RH rocker bellcrank pivot bracket
- 4 EA - '86C March rear wing mounting plates
- 1 EA - '86C March rear lower wishbone mount plate
w brackets
- 4 EA - '86C March road course shock mount
bracket sets
- 1 EA - '86C March speedway shock mount bracket set
- 4 EA - '86C March front wishbone attach point
brackets
- 1 EA - '86C March rear rocker A-frame support set
- 6 EA - '86C March engine/gearbox A-frame tubes
- 8 EA - '86C March (early) outboard rocker attach
shear plates (U/R)
- 2 EA - '86C March intermediate shift rod support
- 1 EA - '86C March Cosworth top engine mount set
- 18 EA - assorted side pod support rods
- 1 EA - '85 March rear rocker pivot plates
- 1 EA - '84 March rear suspension support
- 3 EA - unknown fuel cell buckhead fittings
- 3 EA - disassembled '84 March rear air jacks
- 1 EA - tweaked dry-break fuel receptacle
- 2 EA - rear-view mirror stalks
- S3 3 EA - '86C March intermediate side pod supports
- 1 PR - '86C rear toe link rods
- 1 PR - '86C front pull rods (speedway)
- 1 PR - '86C front pull rods (road course)
- 4 EA - '86C radiator hold-down straps
- 2 EA - '86C radiator screens
- 4 EA - assorted oil cooler screens
- 5 EA - assorted fuel cell screens

UPRIGHT CASTINGS (possibly cracked)

9 early rear magnesium U/R castings
1 FRT U/R casting

BRAKE HATS

7 '86 (early) rear brake hats small rotor
6 (early) front brake hats small rotor
3 (late) rear brake hats large rotor
11 (late) front brake hats large rotor

BRAKE ROTORS

20 assorted used rotors

EXHAUST SYSTEMS

2 PR - 2" diameter header assy.
1 PR - 1 3/4" diameter header assy.
3 2" diameter transition pipes
2 1 3/4" diameter transition pipes
1 turbo exhaust pipe

GEAR BOX DRIVE TRAIN

5 8/31 ring & pinion sets
6 9/31 ring & pinion sets
1 Lilly extended input shaft
3 March standard input shafts
7 March standard input shafts
8 Lilly drive shafts
2 Emco drive shafts
1 box assorted cracked ramp sets, gear sets,
gear hubs, dog rings, etc.

EXTRA

1 March adjustable ride height kit

WHEELS

5 standard March dymags front
5 standard March dymags rear
2 speed line speedway dish fronts
4 technomagnesio speedway dish rears

STARTING PROCEDURE FOR THE
MARCH/COSWORTH 86C

1. Fill fuel tank with a minimum of 5 gallons of methanol.
2. Remove spark plugs from engine. Reinstall spark plug boots in cylinders to prevent debris from entering engine.
3. Install oil heater in oil tank to preheat the engine oil. Be sure that the oil in the tank registers on the heating element. The oil may have drained back into the engine sump. In this case, turn the engine over by hand with the starter socket to raise the oil level in the tank. Occasionally during this preheating process (approximately 20 to 30 minutes or until oil is warm), turn engine over by hand to circulate the warm oil through the system.
4. Connect the main fuel feed from the fuel tank to the fuel pump.
5. Connect the battery.
6. Turn the fuel on at the metering unit on the engine with the fuel key.
7. Remove the spark plug boots from the cylinders.
8. With the ignition off and the fuel on and the car out of gear, use the starter motor to give the engine short, intermittent bursts to bring up oil pressure in engine. Once the oil pressure has been attained on the oil pressure gauge in the dash, turn the motor over with starter continuously to bring up fuel pressure. This will be completed when a mist of fuel is seen coming out of the spark plug holes from the cylinders. At this time, turn the fuel off at the metering unit. Give the engine a couple of short bursts with the starter to clear any excess fuel from the cylinders.
9. Install the warm-up spark plugs (Champion A-10). Torque spark plugs to 96 inch/pounds. Also reinstall the plug wires. Make sure they are in the correct order and clipped on all the way.
10. For ease of starting, put the fuel mixture control on the metering unit at the full rich position. This could be returned to the mid position after warm up has been completed.
11. Turn the ignition on in the cockpit. Turn the fuel on at the metering unit. Ensure the car is out of gear.

12. You are now ready to start the engine. Operate the throttle from the engine compartment at the mono valve. (Starting the car is a 2-person operation). You might want to use a deflector at the exhaust outlet to shield the starter operator from fumes and moisture that occurs during starting. Just open the throttle a little bit while turning the engine over with the starter motor. The engine should feel like it wants to catch. Be very gentle with the amount of throttle you apply. Leave the starter motor engaged until the engine starts, then disengage. Once started, keep the rpm of the engine constant, around 2,000, to bring the water and oil temperatures up.
13. At this time, have the second person check the water level. Top up if needed. Also, have them check for any fuel, oil or water leaks. While warming the engine up, monitor the oil pressure and temperatures (should have approximately 70 psi). Your water temperature will rise faster than your oil temperature. Bring water temperature up to approximately 190 F. Do not overheat.
14. To turn the engine off, turn off the fuel supply at the metering unit till the engine shuts down. Turn the ignition off.
15. Check the oil level in the tank. It should be 10 inches from the top of the tank. Check while hot and before oil runs back into the sump.
16. You may now install the race spark plugs (Champion A-50R). Torque to 96 inches/pounds. It is now ready to run.
17. After you are through running the engine for the day, drain all the fuel from the system, the tank and the engine. Blow a light film of Castor DeGum oil through the system and fuel pump to prevent oxidation and corrosion.
18. Disconnect the battery and main fuel feed from the fuel tank to the pump.
19. Put a light film of Castor DeGum oil on the cylinder walls of the engine.
20. Turn the engine over once a month, by hand, to prevent the valve springs and piston ring taking a set.