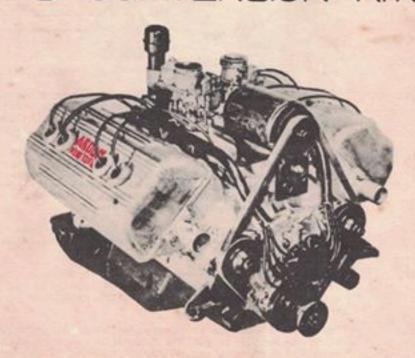
ARDON OHOS AND CONVERSION KITS



AUTOMOTIVE · INDUSTRIAL · MARINE

ARDUN

V-8 ENGINE

HIGH THERMODYNAMIC EFFICIENCY

THROUGH HEMISPHERICAL COMBUS-TION CHAMBER. CENTRALLY LOCA-TED SPANAPAPE

HIGH MECHANICAL RELIABILITY

THROUGH GUAL VALVE SPRINGS NICHOMO ROCKER ARMS BROWLE VALVE GUIDES

HIGH VOLUMETRIC EFFICIENCY

THROUGH STREAM, INCO TRUE DOWN-DRAUGHT INDUCTION SYSTEM, LARGE CROSS-SECTIONAL AREAS AND LARGE INTAKE VALVE

CAST ALUMINUM MANIFOLD

CAST ALUWINUM COVER

PRESSURE LUBRICATION REPLACEABLE STANDARD FORD BLOCK ASSEMBLY LOW PEAK --HIGH CONTINUOUS OUTPUT . 355-TE HEAT TREATED THROUGH LOW PEAK TEMPERA-ALEGA ALLOY CYLINDER TURES, INLET STREAM COOLED BEAD PERCER MEAT EXPOSED AMEAS. STREAMLINED EXHAUST. DIL RETURN LINE HIGH MECHANICAL EFFICIENCY PHROUGH INCREASED DMEP AND LOW PUMPING LOSSES

RESULTS:

HIGH H.P., HIGH TORQUE, WIDE CONTINUOUS OPERATING RANGE LOW SPECIFIC FUEL CONSUMPTION, LOW FIRST COST AND LOW MAINTENANCE COST.

ENGINE CO., INC.

37 EAST 28th STREET NEW YORK 16, N. Y. CABLE ADDRESS ABBUNEHOIN

Telephone Okugon 9-2869

CONVERSION KIT

A kit containing all the necessary parts for the conversion of Ford or Mercury engines to an overhead valve engine is available.

The Conversion Kit fits all 24-stud Ford and Mercury blocks, with the exception of the 19A series which has a relieved block.

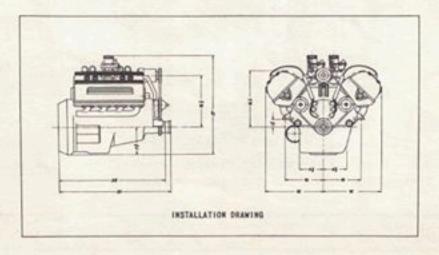
This kit is entirely self-contained, including all parts necessary for a changeover. It consists of six sub-assemblies and loose parts, two heads with valve assemblies installed, two inlet rocker arm groups, and two exhaust rocker arm groups assembled with shaft and supports. The top cover with fuel pump adaptor and generator bracket, manifolds, valve covers, bolts, nuts, gaskets, etc., are supplied as loose parts.

The performance of the converted engine can be expected to conform to the foregoing specifications.

Literature containing instructions for assembly and adjustment is supplied with each Kit.

Installation requires no special tools and can readily be accomplished in six to eight hours.





The ARDUN-V8-0.H.V. engine consists of a non-modified V8-100 Pord cylinder block assembly and ARDUN Overhead Valve Cylinder Heads with all related parts.

SAE GASOLINE ENGINE TEST CODE

10 A 100 M 1

PERFORMANCE CURVES

m. mr. dill

SPECIFICATIONS

NUMBER OF CYLINDERS 8

3.187 BORE

239 cu. in. DISPLACEMENT

COMPRESSION PRESSURE 120-140 lbs. at cranking

FUEL 78 octane.

RATED TORQUE 225 ft/1b. at 2500 RPM

150 H.P. at 3600 RPM RATED POWER

MAXIMUM POWER 175 H.P. at 5200 RPM

Standard Ford V-8 100 CYLINDER BLOCK block assembly.

Heat-treated cast aluminum alloy, with hemispherical com-CYLINDER HEAD bustion chamber, centrally located sparkplug, radially inclined overhead valves, replaceable valve seat insert, and

valve guides.

Valves are actuated by means of the standard Ford camshaft and Ardun valve lifters, push rods, and rocker arms. Dual springs are provided for each valve. Rocker arms have full pressure lubrication, which is connected to the general oil circulating system. Valve clearance adjustments are conveniently located on each rocker arm.

Intake valve has .375 dia. stem, 1.875 dia. head, and .350 lift. Austenitic exhaust valve has .375 dia. stem, 1.500

dia. head, and .310 lift.

CARBURETION Standard dual Ford carburetor feeds through an adaptor to two separate intake manifolds, each supplying one bank of

cylinders. Various multi-carburetor manifolds can be

supplied on request.

14:1 can be supplied on request.

The valve mechanism is covered with oil tight non-sonorous

aluminum cast covers. The engine is equipped with a standard Ford ignition, Champion 6 Comm. 18 mm. spark plugs, standard Ford fuel pump, starting motor and generator. Each engine is dynamometer tested prior to shipment.

NOTE: Pistons for various strokes, bores, and compression ratios from 8:1 to

3.75 STROKE

COMPRESSION RATIO 7.1 to 1.

speed.

VALVE OPERATING MECHANISM

VALVES

MISCELLANEOUS