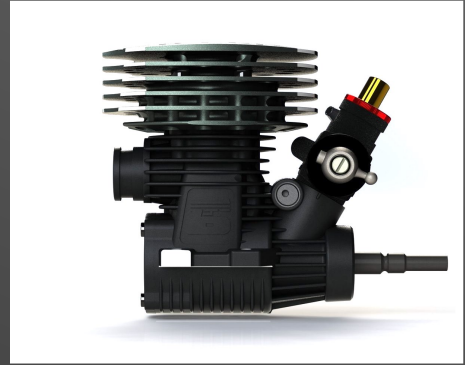




From the Team....

BULLITT B-221 Break in & Tune



There are many run in procedures but this is what our team uses & recommends, it is tried & tested making for an easy reliable break in procedure.

Build your BULLITT with your clutch system using new gaskets on your exhaust. Clean out & flush through you fuel tank, filters & fuel lines replacing the fuel lines if required. Mount engine to your car & attach wheels , the break in procedure is done totally on the start box so the wheels add weight for this purpose.

The break in procedure takes about 45 minutes so find somewhere away from houses to avoid causing any annoyance & for your own protection use ear plug or ear defenders.

1. Allow the engine to tick over for 1 tank, this is to allow parts to bed in. Adjust idle as required to achieve this.
2. Now make sure the high speed needle (HSN) is rich & increase the revs gradually so the carb is fully open, the engine should be barely running. It will sound flat & be blowing lots of smoke & oil from the exhaust. Until the balance is found it may sometimes may even cut at this point, simply adjust the HSN in so the engine runs. The idea here is the engine does not scream but pumps through allot of fuel to lubricate the parts & bed them in without a lot of heat. Monitor the engine at all times & keep the carb fully open for this break in procedure , continue this for 10 tanks remembering to close the carb to tick over for each refill of fuel. Sometimes placing the glow stick on the plug helps the engine to increase the the revs after a refuel.
3. After this the basic break in procedure is complete & a race tune can be established. The BULLITT is best tuned from the top end so start here. Screw the HSN in till it bottoms out, now unwind 2 & 3/4 turns. This will be slightly rich but safe. Mid range should be 1.25 full turns in from flush, factory settings. Take the low speed needle (LSN) and make it flush with the knuckle and turn in 1 turn. This will be rich. Now continue to turn in the LSN as required, but only a 1/8th at a time. Repeat this until your preferred tune is achieved. A too lean LSN will result in the engine having a flat feel in the power band. Adjust the tick over as required. Wait 10 seconds and tune the tick over after this period for idle security. Its also important to do this process when the engine is at operating temperature. If after a run the engine is presenting a high idle/hang, then proceed to richen the mid speed needle in 1/16th increments until stable, then readjust the idle setting.

Needle positions given are a guide & set using Piranha 25% fuel. Allow for differences to needles for fuel & exhausts.

Enjoy your new **BULLITT** engine