AUSTIN HEALEY 3000

Performance Tuning

Polish head and ports. (Use standard pistons and standard compression ratio 9 to 1.)
Fit Camshaft, BMC part #AEC 865.

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<td>16°</td>
<td>56°</td>
<td>5°</td>
<td>21°</td>
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<td>E.O.</td>
<td>51°</td>
<td>E.C.</td>
<td>A.T.D.C.</td>
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Use standard inner valve springs, but use outer valve springs #102867 (as for ZA Magnette).

Fit 2" carbs, BMC part #AUG 938 (for pair).
Open out standard manifold to suit.
Carbs are complete with U.V.B. needles and black and blue dashpot springs.
Fit flare pipes on end of each carburettor, 1" deep overall, and to fit bore of carb at flange, outer edge diameter to be 3¾" and flare of bell to be 1¾" radius.

Static ignition setting 6° B.T.D.C.
The standard distributor can be used satisfactorily, but a special distributor has been used (Lucas Experimental #LT17001).

Use Champion N.3 sparking plugs.

A special exhaust system can be made up consisting of an oval glass wool packed silencer 27" long, with two straight through perforated internal pipes, also welded to the rear, two 1-3/4" O.D. tail pipes, one 14" long and one 9" long, bent around to come out at the side of the car and in front of the back wheels. The silencer should have two short (Approx. 2¾" long) pipes at the front which fit over the two front exhaust pipes. The above system will need suitable mounting.

With the above tuning, 137 B.H.P. at the back wheels has been recorded.

Improved handling for Competition work

To obtain improved handling for Competition purposes, it will be found beneficial to fit higher rate front suspension coil springs, BMC part #LH4092.