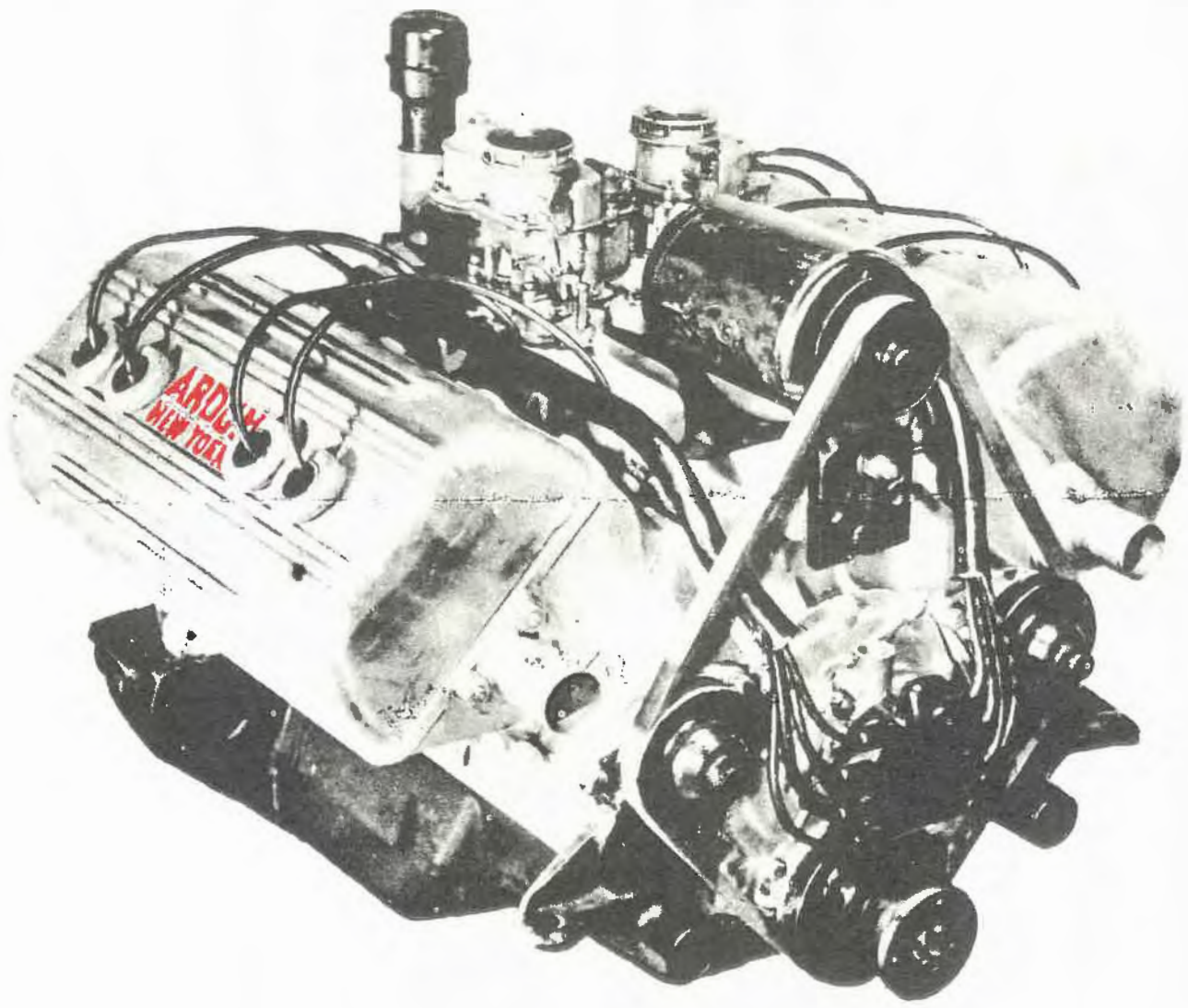
ARDUN OHV ENGINES

AND CONVERSION KITS



AUTOMOTIVE • INDUSTRIAL • MARINE

ARDUN
O H V
V-8 ENGINE

HIGH THERMODYNAMIC
EFFICIENCY

THROUGH HEMISPHERICAL COMBUSTION CHAMBER, CENTRALLY LOCATED SPARKPLUG

HIGH MECHANICAL
RELIABILITY

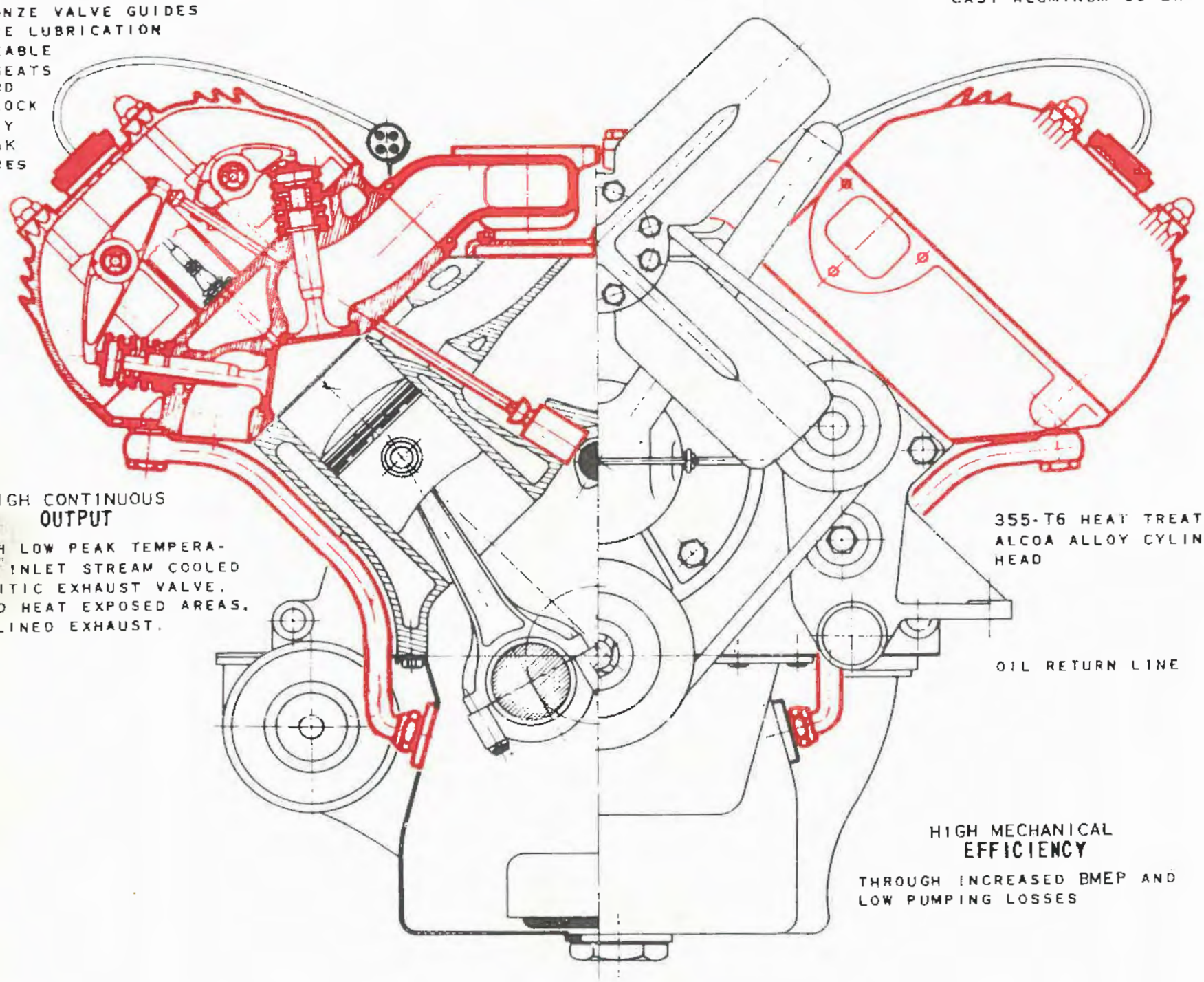
THROUGH DUAL VALVE SPRINGS
NICROMO ROCKER ARMS
PH. BRONZE VALVE GUIDES
PRESSURE LUBRICATION
REPLACEABLE
VALVE SEATS
STANDARD
FORD BLOCK
ASSEMBLY
LOW PEAK
PRESSURES

HIGH VOLUMETRIC
EFFICIENCY

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

CAST ALUMINUM MANIFOLD

CAST ALUMINUM COVER



HIGH CONTINUOUS
OUTPUT

THROUGH LOW PEAK TEMPERATURES, INLET STREAM COOLED AUSTENITIC EXHAUST VALVE, REDUCED HEAT EXPOSED AREAS, STREAMLINED EXHAUST.

355-T6 HEAT TREATED ALCOA ALLOY CYLINDER HEAD

OIL RETURN LINE

HIGH MECHANICAL
EFFICIENCY

THROUGH INCREASED BMEP 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.

ARDUN ENGINE CO., INC.
37 EAST 28th STREET
NEW YORK 16, N. Y.
CABLE ADDRESS ARDUNENGIN
Telephone
ORegon 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.

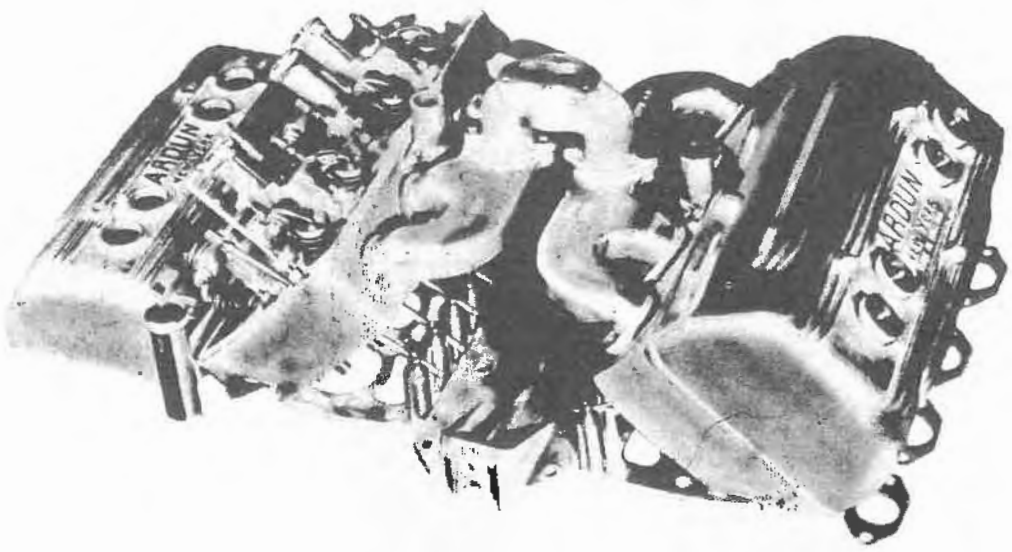
The Conversion Kit fits all 24-stud Ford and Mercury blocks, with the exception of the 19A series which has a relieved block.

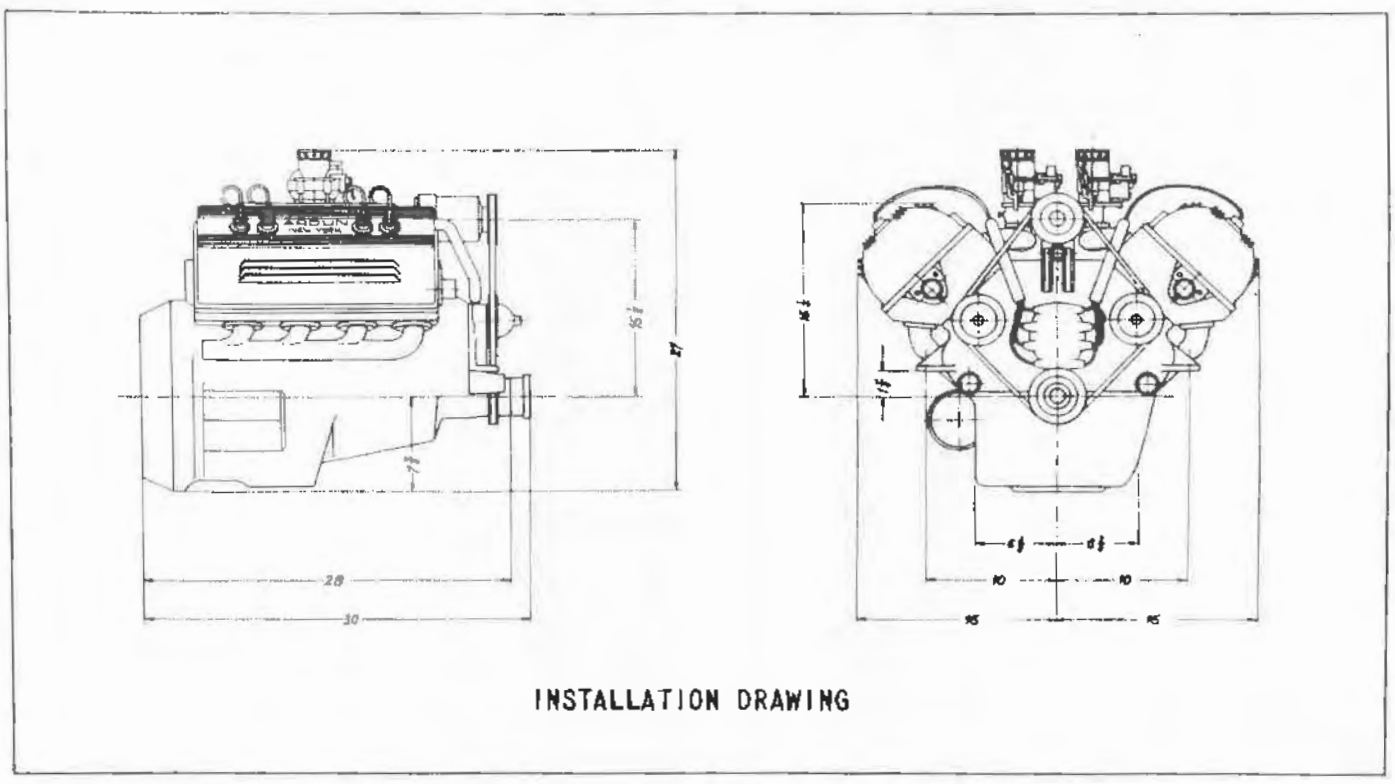
This kit is entirely self-contained, including all parts necessary for a change-over. It consists of six sub-assemblies and loose parts, two heads with valve assemblies installed, two inlet rocker arm groups, and two exhaust rocker arm groups assembled with shaft and supports. The top cover with fuel 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.





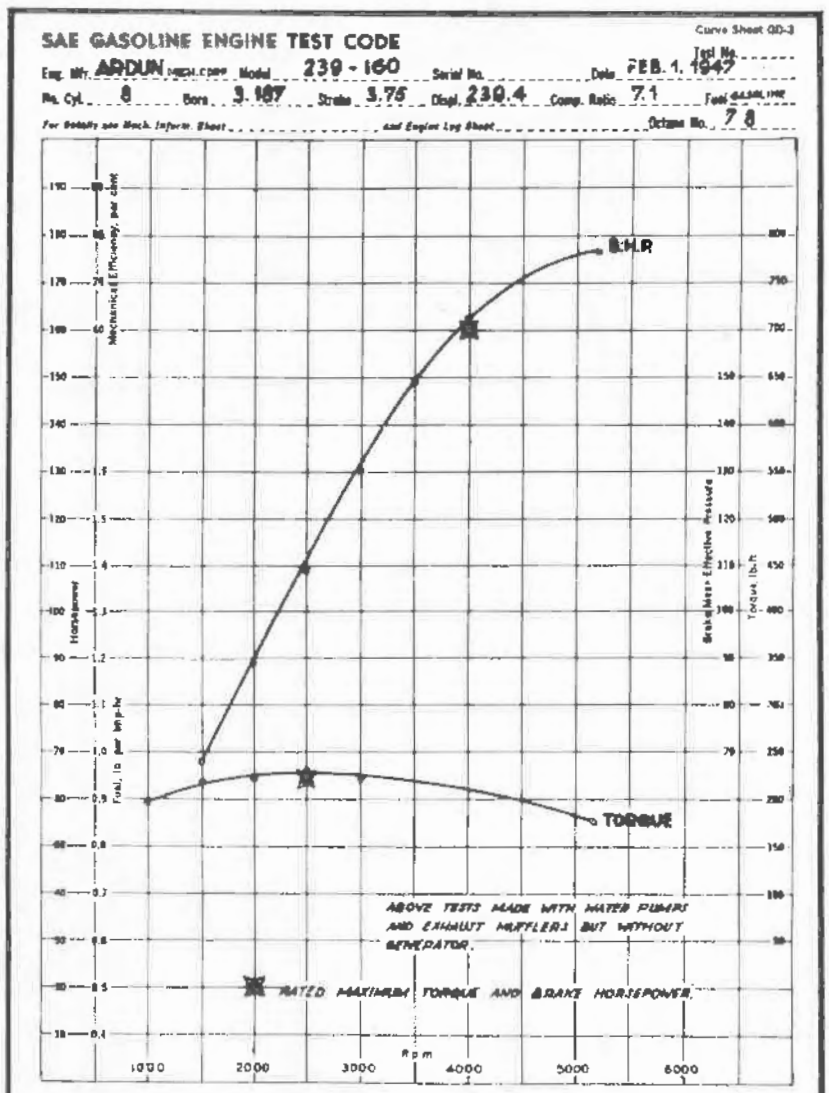
INSTALLATION DRAWING

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

SPECIFICATIONS

NUMBER OF CYLINDERS	8
BORE	3.187
STROKE	3.75
DISPLACEMENT	239 cu. in.
COMPRESSION RATIO	7.1 to 1.
COMPRESSION PRESSURE	120-140 lbs. at cranking speed.
FUEL	78 octane.
RATED TORQUE	225 ft/lb. at 2500 RPM
RATED POWER	150 H.P. at 3600 RPM
MAXIMUM POWER	175 H.P. at 5200 RPM
CYLINDER BLOCK	Standard Ford V-8 100 block assembly.
CYLINDER HEAD	Heat-treated cast aluminum alloy, with hemispherical combustion chamber, centrally located sparkplug, radially inclined overhead valves, replaceable valve seat insert, and valve guides.
VALVE OPERATING MECHANISM	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.
VALVES	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.
MISCELLANEOUS	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 14:1 can be supplied on request.



PERFORMANCE CURVES