

Fahrgest.-Nr. <b>127620</b>	Motor-Nr. <b>97 363</b>	Getriebe-Nr. <b>73 524-741/206</b>	Zündschloß-Nr. <b>K346, FE320</b>	Schlüssel-Nr. <b>GZ 546</b>
Ausgel. am <b>28.11.63</b>	Abnahme-Besch. <b>29.11.63</b>	Motor-Änd.-Nr.	Getriebe-Änd.-Nr.	Farbe: <b>hell-elfenb. 6404G/C</b>
		Reifen-Fabrikat <b>Phönix 165-15</b>	KD-Heft-Nr. <b>01 308</b>	Polsterung: <b>CS. K'leder</b>
				Wagenauslieferung <b>grün</b>

Sonderausführung / Sonderausstattung

Händler: **Krauss, Nürnberg,** 100.000 km am: g. Uhr / Plakette am:

Wagenbesitzer	1	<b>Friedrich Rosenberger, Lichtenberg/Obfr.</b>	<b>1967</b>
	2		
	3		

Wartungs- dienste	Gewährleistungs- Anträge	Kulanz-Anträge	km-Stand	Instandsetzung Datum	Händler	Gegebener Betrag	angewiesen am	Natural-Ersatz L. S. Nr.	vom:
I	-	-	-	4.12.63	Krauss, Nbg.	24.-	31.12.63	-	-
-	0362PS	-	3347	26.2.64	Rep. - Böt.	39.90	10.4.64	-	-
II	-	-	-	19.5.64	Krauss, Nbg.	75.-	15.7.64	-	-
-	038420	-	6425	17.7.64	Rep. - Böt.	1459.73	18.8.64	-	-
-	0400	-	-	16.11.64	Karosseriewerk	104.55	7.12.64	-	-
-	-	087584	117.64	6.4.25	Krauss, Nbg.	145.36	21.12.64	-	-
-	-	38176	12090	11.11.64	Rep. - Böt.	722.17	31.12.64	-	-
TC Neple	24000 km	Chassisöl	60%	10.11.65	Rep. - Böt.	1124.66	31.12.65	-	-
ausseren	von allen								
-	39809	-	-	18.11.65	Rep. - Böt.	1124.66	31.12.65	-	-
-	123411	-	25273	3.7.66	Krauss Nbg	67.23	6.5.66	-	-

## Work summary for 1964 Carrera 2

Repair work summary for 1964 356C Carrera 2 coupe, chassis number 127620

### 1. Engine work:

- The engine was removed from the car, a valve adjustment was performed and the cam drive checked.

It had what would be considered a normal amount of wear and backlash. Leak down and compression

tests performed, all within normal and allowable limits.

- There was an oil leak at the distributor drive area, so the muffler, rear tin and drive were removed to

repair the leak. During reassembly, the two muffler support rods were powder coated.

- A new set of spark plugs were installed and a new plug wire set made. New plug wire sets are not

available, so they are made from scratch from a spool of high quality shielded wire and new Bosch

connectors.

- Both distributors were rebuilt and advance mechanisms adjusted using our in-house distributor

machine.

- For better ignition with the racing spec engine, a set of MSD Street Fire CD (capacitive discharge) units

were installed on the chassis.

- An oil change was done, and the bottom sump screen removed and cleaned. The outer plate was

powder coated.

- The Weber 46 IDA carburetors are the correct type for a 904 specification engine. They were both

rebuilt, including installation of new brass floats. The venturis were switched from 42 to 40mm for

better flexibility in street driving, and several jets were replaced. Float levels and accelerator pump

output were checked and adjusted.

- The throttle rod drop links now have new ball sockets on each end for better throttle action
- After engine installation, the ignition timing was adjusted and idle speed and mixture set.

## 2. Oil system repairs:

- Several of the braided oil hoses on the car were replaced with correct Argus style lines, using customer

supplied original lines as spare parts. The lines were rebuilt by cleaning the original end fittings, replacing the hose sections with new hose, and custom fitting to the car.

- New front metal hard lines that connect the coolers were fabricated and bent by hand to fit the car,

and secured to the body properly.

- The thermostat in the engine compartment was resealed and checked. The filter was cleaned and

resealed.

- The breather hoses in the engine compartment were replaced with factory hose and secured with

correct style clamps unique to Carrera 2 cars.

## 3. Transmission work:

- The transmission reverse gear cover was removed and an updated, improved version of the selector

shaft was installed. The updated part is chrome plated in the area where it passes through the oil seal

as well as being weld reinforced in an area that often cracks on the original factory part. A new seal was

installed.

- While the rear cover was off, the intermediate plate with gear stack was removed to replace the

gaskets and check the differential carrier for cracks. The carrier looked fine, no cracks seen.

- The main shaft seal was replaced, and seal track area on the shaft polished for longer seal life.

- The clutch release fork and cross shaft bushings were replaced.

#### 4. Fuel system:

- The engine compartment metal line, specific to a Carrera, was missing. A correct line was fabricated

and installed.

- A new fuel pump with correct output pressure for the carburetors was installed. Several rubber lines

were replaced and a new inline filter installed.

#### 5. Front suspension:

- The complete front end of the car was overhauled and rebuilt as needed. Repairs included replacing

any needed components that were checked in the factory special tooling jigs. The ride height was reset

to the original factory specs. A standard king and link pin job was performed. While the front suspension was apart, the steering box was checked and adjusted under no load which is the most

accurate way to do the job.

- The steering wheel was clocked in the straight ahead position to the center mark on the steering box.

While the wheel was off, the bearing collar was installed properly and the column depth dimensions

restored to factory spec, as per the illustration in the manual. A new rubber horn cuff, which acts as the

spring for the horn button, was replaced.

- A four wheel alignment was done.

#### 6. Brake work:

- Both front and rear brake hoses were replaced, as well as the supply hose from the reservoir to the

master cylinder.

- The handbrake handle locking mechanism was removed and repaired.

- The brake pedal pushrod was adjusted.

- After all the various repairs, the system was bled with new fluid.