

- A. MCM 485 Wide Open Throttle RPM
- B. MCM 485 Power Steering Pump Reservoir Cap
- C. MCM 485 Distributor Advance Weight Springs
- D. MCM 470/485 Flame Arrestor Damage

CIRCULATE TO:  
SERVICE MANAGER  
PARTS MANAGER  
MECHANICS

#### A. MCM 485 WIDE OPEN THROTTLE RPM

The recommended wide open throttle RPM range for the MCM 485 has been changed from 4200-4600 to 4400-4800. The new RPM range (4400-4800) provides improved performance.

#### B. MCM 485 POWER STEERING PUMP RESERVOIR CAP

Some MCM 485 engines have been factory equipped with an incorrect power steering pump reservoir cap. The incorrect cap will allow power steering fluid to be discharged during operation. The caps can be identified by dipstick stem color. The incorrect cap has a black dipstick stem, while the CORRECT cap (B-77108) has a BLUE dipstick stem. Install a new cap (B-77108) on any MCM 485 power steering pump which originally had a cap with black dipstick stem.

#### C. MCM 485 DISTRIBUTOR ADVANCE WEIGHT SPRINGS

New advance weight springs (Part No. C-24-96047) must be installed in the distributors of all MCM 485 engines, Serial No. 5777055 and below. The new springs will improve idle speed operation of the engine. The new springs can be installed without removing the distributor from the engine. The springs are accessible by removing the distributor cap, rotor and breaker/condenser mounting plate assembly. After installing the new springs, place a "dab" of white paint on the breaker/condenser mounting plate assembly to indicate that the required spring change has been made. Reinstall the mounting plate, rotor and distributor cap. Check point dwell and timing and readjust, if necessary.

#### D. MCM 470/485 FLAME ARRESTOR DAMAGE

A few reports have been received of MCM 470/485 flame arrestor top covers breaking at the "stamped indentation" around the retaining stud. This type of damage can be caused by incorrect positioning of the flame arrestor support nut (lower nut) on the center stud. The top of the support nut must be 1-11/16" from the flame arrestor mounting surface on the carburetor (refer to Figure 1). Check this dimension on any carburetor with which flame arrestor breakage has occurred.

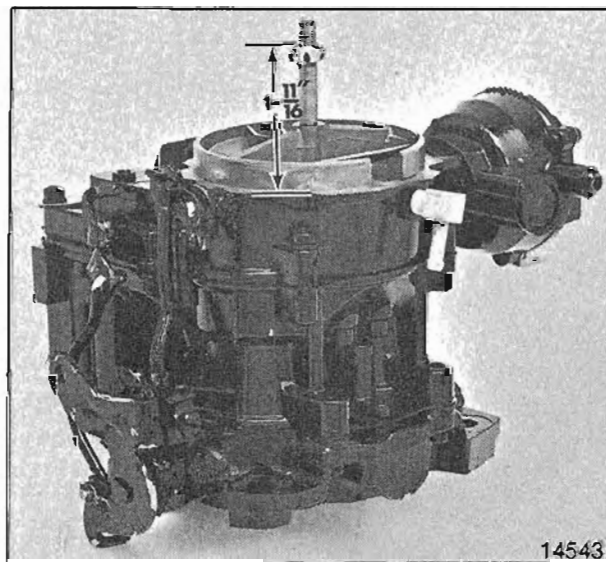


FIGURE 1