

Arthur Lakey

## De Tomaso of America

THE FOLLOWING MODIFICATIONS HAVE PROVEN TO HELP SOME OF THE GROWING PAINS FROM WHICH THE PANTERA SUFFERS.

### ELECTRICAL -

CONTINUAL BLOWN FUSES IN CIRCUITS CONTROLLING BOTH FRONT FANS, HORU, LITER, & THE AIR CONDITIONER REAR CONDENSER FAN. (PLUS THE COMPRESSOR CLUTCH ENERGIZING JUICE.)

### SOLUTION -

REMOVE FUSE BLOCK FROM MOUNT. (90% OF CARS UTILIZE  $\frac{9}{32}$  NUT - OTHERS 8MM.)

COUNT DOWN 7 FUSES. TWO TERMINALS ON BACK SIDE OF BLOCK WILL HAVE RED WIRE ON TERMINAL CLOSEST TO VIEWER, & YELLOW/BLACK ON TERMINAL ON FAR SIDE. (REVERSE POS. IF NOT.)

REMOVE RED WIRE FROM TERMINAL, PULL OUT OF LOOM, CUT & SPLICE 2 OR 3 INCH EXTENSION.

COUNT DOWN TWO MORE FUSES, TO #9, AND THE TWO TERMINALS BEHIND ARE DARK BLUE & LITE BLUE. (D. BLUE CLOSEST TO VIEWER - IF NOT, REVERSE POS.)



REMOVE DARK BLUE WIRE FROM TERMINAL & PLUG ON TO TERMINAL # 7, WHERE RED WIRE WAS CONNECTED.

TAKE THE NOW LENGTHENED (SP?) RED WIRE & CONNECT TO # 9 TERMINAL WHERE BLUE WIRE ORIGINALLY WAS.

REMOUNT FUSE BLOCK & INSTALL 25/40 AMP. CERAMIC TYPE FUSES (LITE BLUE COLOR CODE) IN FUSE HOLDERS # 7 & 9.

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THIS CHANGE HAS PROVEN TO STOP ELEC. TROUBLES IN COOLING FANS, AIR/CON, ETC., ALMOST 100%. ANY FURTHER TROUBLES IN THESE CIRCUITS WILL BE FOUND IN PITTED POINTS & OVERHEATED & BENT MOVABLE POINT ARM IN ARMATURE RELAY'S FOUND IN BOX LOCATED IN UPPER FRONT PASSENGER COMPARTMENT.

THE MAJOR OFFENDER IN THIS CASE CAN BE IDENTIFIED BY BLACK & WHITE WIRE LEADING IN TO RELAY TERMINAL (PLUS GROUND & POWER) AND



RELAY WILL BE THE SMALLEST OF ALL & BLACK IN COLOR. REMOVE FROM MOUNT, BURNISH POINTS, STRAIGHTEN ARM IF NECESSARY, & RE-USE. AIR GAP IS NOT TOO IMPORTANT, AS LONG AS POINTS CLOSE FULLY UPON ENERGIZING.

FAILURE ~~IN~~ IN THE THREE GRAY COLORED RELAYS IS NOT TOO COMMON, BUT IT WILL HAPPEN - WINDOW POWER, FANS, ETC.,

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### HI READING INSTRUMENTS -

NEARLY ALL ERRATIC (HI) GAS, TEMP., & OIL PRESSURE (SIMULTANEOUS) READINGS HAVE BEEN TRACED TO DEFECTIVE MANUAL DOME LITE SWITCH ON CONSOLE!

SWITCH WILL "LEAK" POWER TO IT'S GROUND WIRE, WHICH IS IN COMMON SERIES WITH ALL GAUGE GROUND WIRES, & ENERGIZE GAUGES TO HI SIDE. STRANGELY, IT SOMETIMES EFFECTS GAUGES SINGLY ONLY, & THE TROUBLE WILL COME & GO -

WATER TEMP IS TAKEN FROM FRONT



CENTER OF EXPANSION TANK (HOTTEST PLACE IN SYSTEM) AND HAS VERY LITTLE TO DO WITH ENGINE TEMP.

THE PVS VALVE INSTALLED IN WATER PUMP HOUSING WILL ALLOW NORMAL IDLE (500 RPM) AT 192° F. <sup>(OR LESS)</sup> & 192° F OR ABOVE WILL ADVANCE DIST. & IDLE WILL BE 800 RPM.

THEREFORE, IF WATER TEMP. READS 210-220 AND IDLE IS STILL 500 RPM, THE ENGINE TEMP WILL BE APPROX. 190°. (WATER TEMP WILL ALWAYS BE 20°-30° HIGHER)

BE SURE CARB. SOLENOID IDLE CONTROL IS SET WITH ENGINE TEMP. IN NORMAL RANGE, & MANUAL IDLE SCREW IS BACKED OFF COMPLETELY.

IF CONSISTANT 140°-160° WATER TEMP. IS EVIDENT AT GAUGE, CHECK COLOR OF INSULATOR RING IN SENSOR BODY INSTALLED IN EXPANSION TANK. ANY COLOR OTHER THAN WHITE (PALE BLUE, GREEN OR PINK) WILL REGISTER 60°-70° TOO LOW AND COULD RESULT IN DISASTER.

A RADIATOR CAP OF 12-13 lbs PSI IS MANDATORY. ALL ORIG. EQUIP CAPS WILL FAIL



AND SHOULD BE REPLACED IMMED., IF NOT  
READY DONE SO IN PRE-DELIVERY SERVICE AT STROPPE  
(CARS IN MAY-JUNE SHIPMENTS MAY NOT  
HAVE BEEN CHANGED)

A "STANT" BRAND, LEVER TYPE PRESSURE  
RELEASE CAP HAS PROVEN BEST. (SP-12)

WHEN TOPPING OR REFILLING COOLANT,  
HAVE HEATER ON, & BLEED AIR FROM RADIATOR  
AT SCREWS LOCATED BOTH TOP CORNERS.  
BLEEDING SOMETIMES REQUIRES 3 OR 4 TIMES  
DURING FILLING WITH ENGINE IDLING & RAD. CAP  
TIGHT - THIS IS WHY THE LEVER PRESSURE  
RELEASE CAP IS A MUST, SO CAP MAY BE  
SAFELY REMOVED & COOLANT ADDED AS AIR  
IS BLED FROM SYSTEM.

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FOR CARS HAVING LOW & DEAD BATTERY  
TROUBLES, REPLACE CURRENT PRODUCTION 55 AMP  
# D05F 10300 A ALTERNATOR WITH A 61 AMP  
# DOTZ 10346 C AUTO-LITE UNIT. NO OTHER CHANGES  
ARE NEEDED.

THIS WILL BE ACCEPTED ON REGULAR  
1265 BASIS.



SOME PANTERAS WITH LATER SERIAL NOS. HAVE THIS 61 AMP ALT., PLUS A 75 AMP GAUGE.

THE 50 AMP GAUGE IN USE IS O.K., - NO CHANGE NEEDED THERE.

### AIR CONDITIONING.

MAJOR BITCHES INCLUDE;

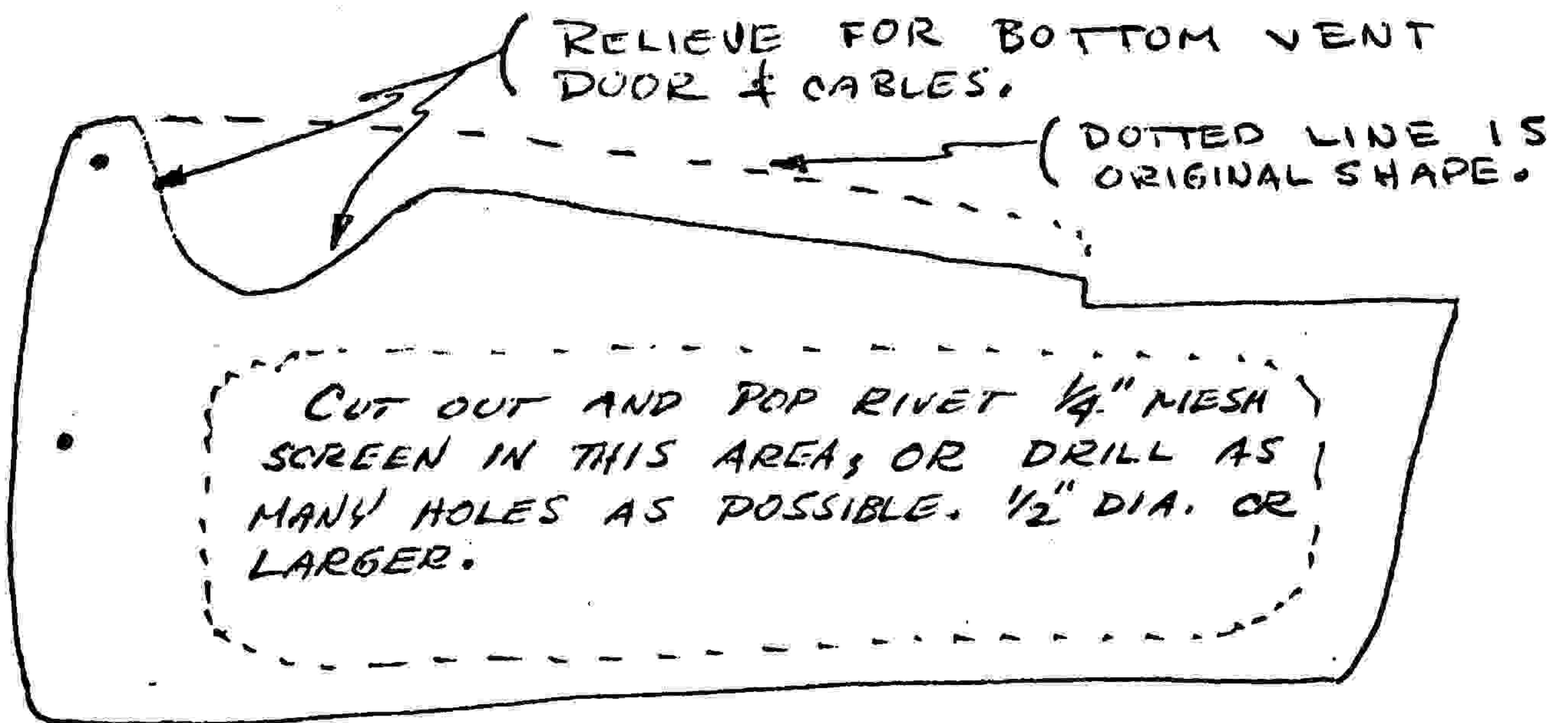
- ① NO OR LITTLE COLD AIR.
- ② WINDSHIELD FOGGING.
- ③ EVAPORATION DRIP - PASSENGER SIDE.  
(SEE LAST PAGE)

### CAUSES -

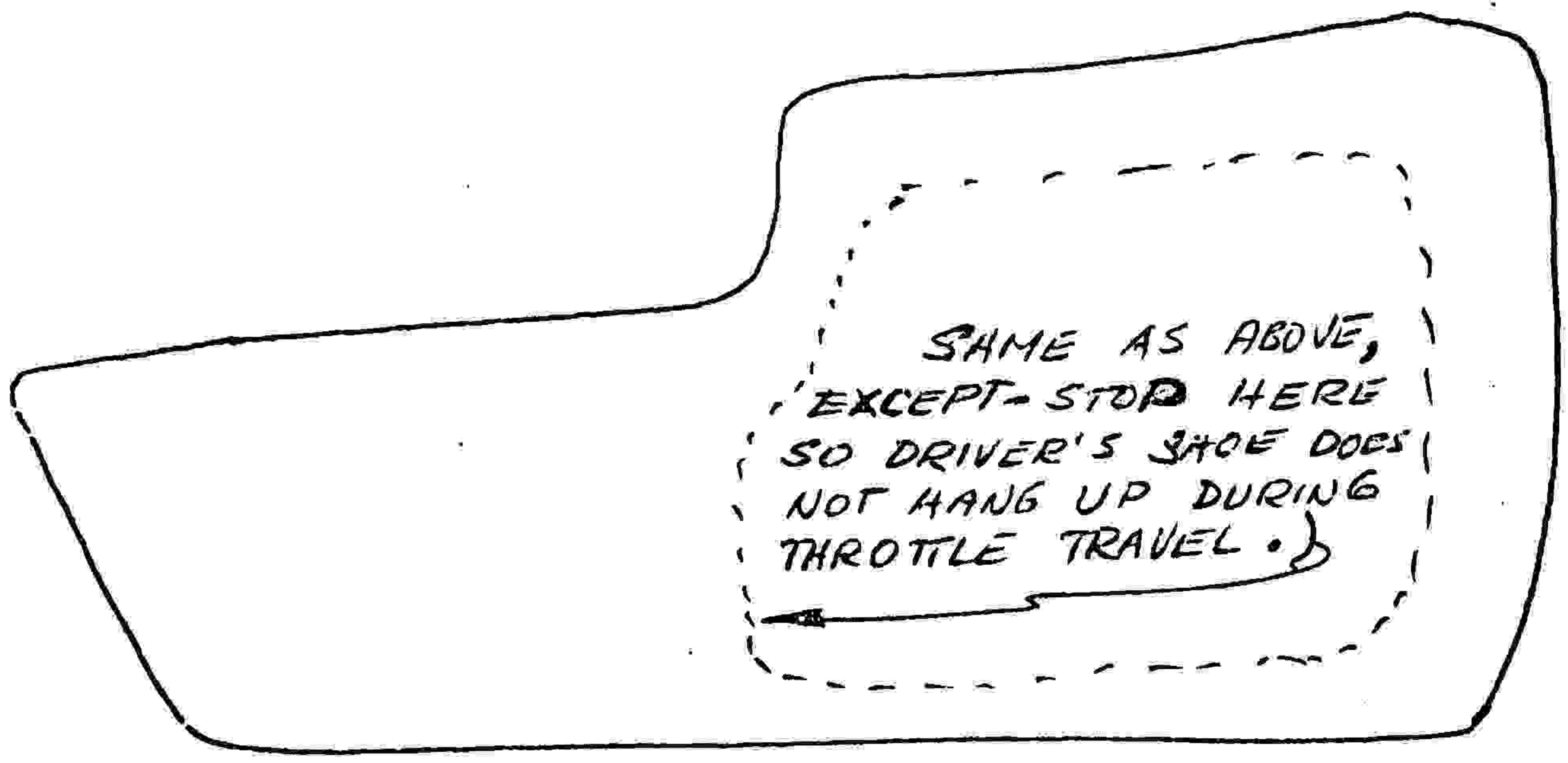
① BOTTOM VENT DOOR IS 90% ENCLOSED WITHIN CONSOLE KICK PANELS AND RESTRICTED TO 50% OF BEING FULLY OPEN BECAUSE OF CONTACT WITH TOP EDGE OF R/H KICK PANEL. THEREFORE THE TWO UPPER DASH VENT DOORS ALSO DO NOT OPEN FULLY AS UPPER & LOWER VENT DOORS OPERATE FROM A COMMON BELL CRANK.

# REMEDY -

REMOVE BOTH KICK PANELS AND  
MODIFY AS PER DIAGRAM.



R.H. KICK PANEL



L/H KICK PANEL



MODIFYING THESE PANELS INCREASES AIR CIRCULATION BY NO LESS THAN 50%.

THEREFORE, EVAPORATION IS INCREASED, STOPPING SOME (ONCE IN A WHILE ALL) DRIPPING IN THE PASS. COMPARTMENT. PACK ANY BARE AIR/CON HOSE FITTFOUND ON UNIT UNDER DASH LIBERALLY WITH DUM-DUM.

THERE IS AN IMMEDIATE, QUITE NOTICEABLE DROP IN INTERIOR TEMP., TOO.

WINDSHIELD FOGGING CLEARS UP, TOO, IN MOST CASES.

FREON CHARGE HAS BEEN FOUND VERY LOW IN APPROX. 75% OF ALL PANTERAS. THIS WAS OVERLOOKED IN PRE-DELIVERY, APPARANTLY ON THE ASSUMPTION FACTORY NEW CARS WOULD NATURALLY BE FULLY CHARGED. THERE AIN'T NO WAY, BROTHER.

CHECK AT SIGHT GLASS IN DRIER TANK LOCATED AT RIGHT REAR. OF CAR, UNDER REAR ENGINE COVER

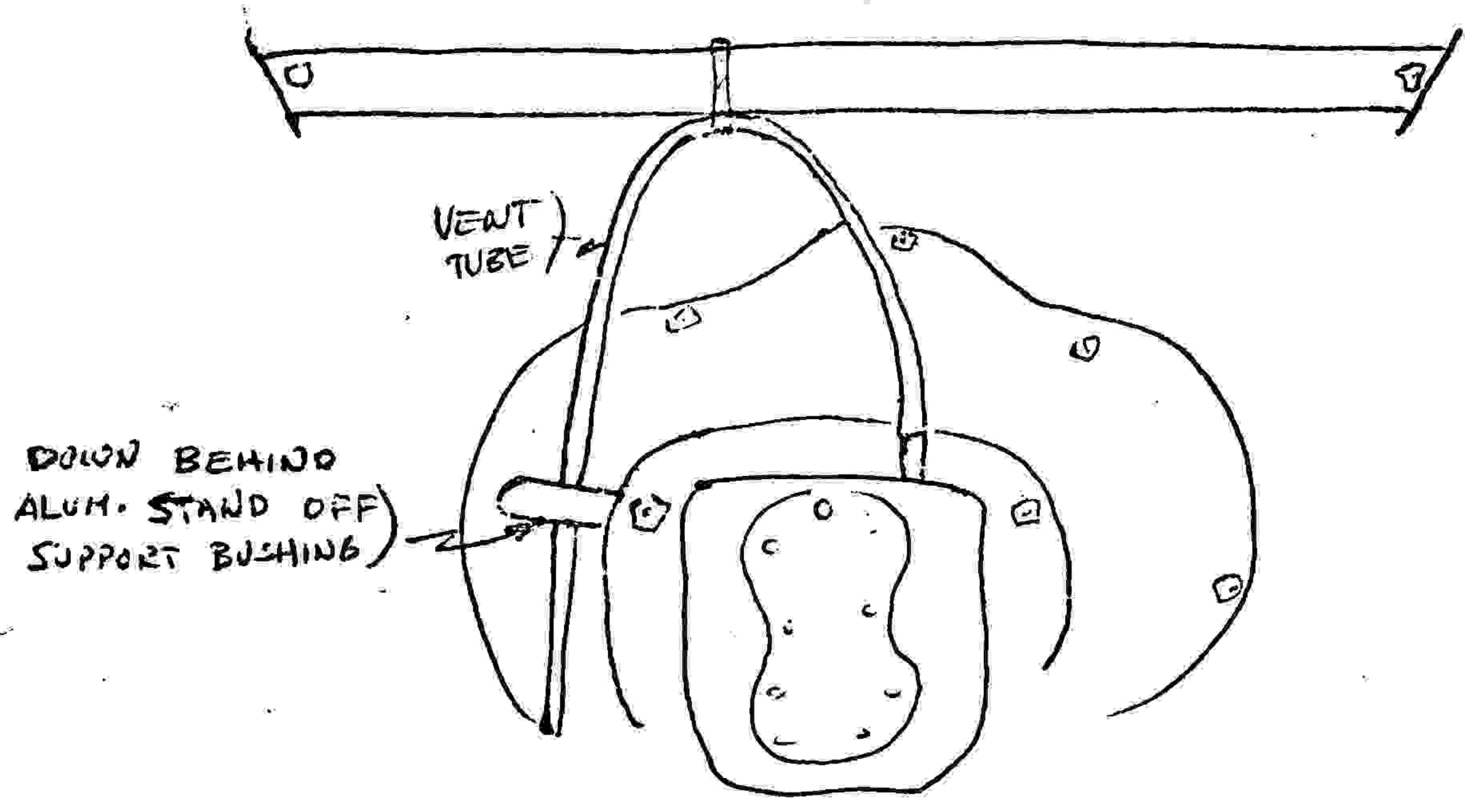
FOR CARS CONTINUING TO DRIP IN PASS. COMP. THE FACTORY WILL SUPPLY A DRIP TRAY & AUX. DRAIN IN NEAR FUTURE THAT WILL BE QUICK & EASY TO INSTALL.

CAUTION OWNER TO ALWAYS LEAVE TOP DASH SELECTOR (MARKED "AIR" & "OFF") IN OFF POSITION. VENT DUCTS ARE ROUTED OUT OF COWL (BACKWARD) AND HAVING SELECTOR TO "AIR" SIDE WILL MULTIPLY AIR/CON EFFICENCY



SMOKE FROM LEFT REAR AREA IS CAUSED BY TRANSAXLE BREATHER TUBE BEING ROUTED OUT LEFT SIDE BODY PANEL DIRECTLY OVER L/H HEADER.

REROUTE THUSLY —



EXCESS OIL DRIPPING COMES PARTLY FROM HERE, TOO. SMALL CATCH BOTTLE COULD BE INSTALLED.

ENGINE OIL DIP STICK IS ONE QUART LOW IN READING. WHEN OIL LEVEL READS AT TOP SAFE LINE, OIL IS ACTUALLY DOWN ONE QUART.

DIP STICK TUBE IS TOO SHORT, FOR REASON KNOWN ONLY TO SOMEONE IN MODENA, ITALY.



HARD SHIFTING IS NEARLY ALWAYS CAUSED BY NO GREASE ON REMOTE SHIFT ROD BEARING, OR LOOSE RETAINING NUT, OR BOTH.

BEARING LOCATED LEFT, TOP OF FRAME CLOSE TO THE 4TH HEADER TUBE. NUT SIZE IS 24 M.M. IF TIGHTENING CANNOT BE ACCOMPLISHED BY WRENCH, USE A SEMI-SHARP CHISEL & HAMMER ON BOTTOM NUT TO TIGHTEN. BE SURE BEARING BORE IS IN LINE WITH ROD AFTER TIGHTENING. ALSO INSTALL 5/8" LOCK WASHER.

LUBRI-PLATE WORKS BEST FOR LUBE AT THIS POINT - ENGINE HEAT BAKES NEARLY ANY OTHER TYPE GREASE RAPIDLY.

PAGE 62 OWNER'S MANUAL SHOWS PROPER CLUTCH FREEPLAY. THIS IS EXTREMELY IMPORTANT. DISC WILL BURN OUT QUICKLY IF FREEPLAY DISAPPEARS, BECAUSE OF SOLID HUB DESIGN.

CLUTCH PISTON TRAVEL IS 5/8" TO 3/4", MAX., & OF SELF CENTERING TYPE, THEREFORE UNSCREWING HEIM END TO ACCOMPLISH MORE DISENGAGEMENT TRAVEL IS USELESS. (CLUTCH WILL ALWAYS HAVE

SLAVE CYLINDER



TO BE PUSHED CLEAR TO FLOOR.

CLUTCH PEDAL / SLAVE CYL. RATIO IS FIGURED TO GIVE BARELY ADEQUATE (BUT SUFFICIENT) OPERATION WITH A MINIMUM OF PEDAL EFFORT. THE PRESSURE PLATE HAS NO COUNTERWEIGHTS, SO IF RATIO MENTIONED ABOVE WAS CHANGED, DRIVER WOULD NEED A LEFT LEG LIKE KING KONG.

A RISER BLOCK OF DESIRED HEIGHT CAN BE BOLTED TO CLUTCH PEDAL PAD TO HELP SHORTLEGGED DRIVERS.

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### STICKY THROTTLE CABLES -

PUMP LIGHT OIL IN TO TUBE END BEHIND LEFT CONSOLE KICK-PANEL, BLOW THRU WITH AIR GUN WRAPPED WITH RAG. REPEAT 3 OR 4 TIMES, THEN PUMP FULL ONCE MORE, & DON'T BLOW.

THEN DE-BURR END OF CABLE TUBE. MOST CARS HAVE CABLE TUBES THAT WERE CUT OFF & NOT FLARED OR DE-BURRED AT ALL.

CHECK FOR CLEARANCE AT THROTTLE PEDAL BALL & CABLE END TO CONSOLE PANEL - SOME RUB THERE, TOO. THEN HOPE FOR THE BEST.



# TIGHTENING AIR/CON BELT.

BOLT IS LOCATED AT BACK SIDE OF IDLER PULLEY MOUNT. DO NOT ATTEMPT BELT TIGHTENING BY LOOSENING BOLT VISABLE AT FRONT OF IDLER PULLEY

BOLT HEAD SIZE IS 19MM. <sup>(13/16)</sup> IT IS REACHABLE ONLY WITH RACHET & SOCKET WITH APPROX 12" TO 15" EXTENSION; & IN SOME CASES UTILIZING A WOBBLY. THE STEEL COOLANT TUBE CROSSES HERE, & SOME TIMES WILL HAVE TO BE LOOSENED FROM IT'S FRAME MOUNT, (13MM BOLT) TO ~~ALLOW~~ ALLOW ACCESSABILITY OF SOCKET TO IDLER PULLEY BOLT. BOLT REACHED ALONG RIGHT SIDE ENGINE PAN.

LOOSEN BOLT SLIGHTLY, USE LARGE DRIFT PUNCH & HAMMER FROM FRONT TOP SIDE OF PULLEY SHAFT & DRIVE DOWN TO PROPER BELT TIGHTNESS. (FRONT BULKHEADS REMOVED, & SEAT BACKS LAYED FORWARD)