

JUDSON



RESEARCH AND MFG CO
CONSHOHOCKEN, PENNA.
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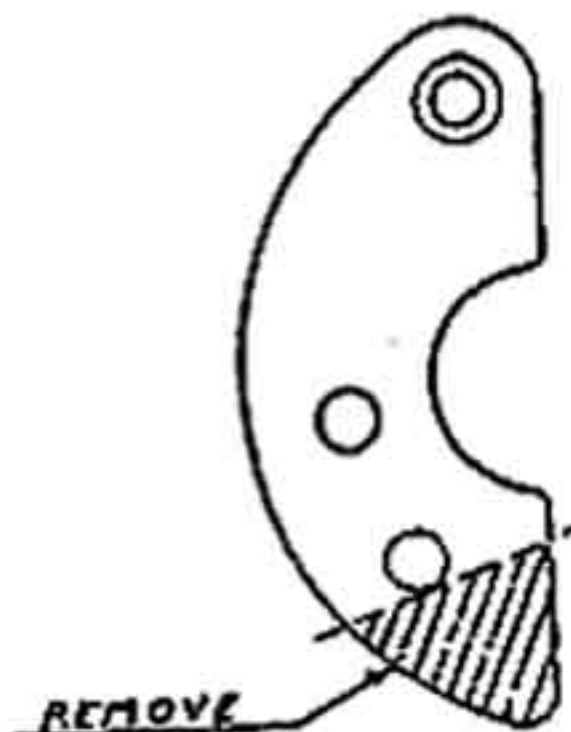
TR-3 SERVICE BULLETIN

Before installing the supercharger the original fan belt should be inspected for checks or cracks and replaced if necessary.

In removing the front carburetor support from the exhaust manifold or header, measure out three inches as per instructions but cut at same angle as exhaust header. Do not cut straight down or vertically. This prevents cutting through the header.

Do not use lockwashers on the four top manifold studs fastening supercharger to engine. In the event that the manifold studs are too long and prevent the supercharger manifold from coming up flush to the head, file or cut $1/8$ " off the end of the studs.

Remove the top plate from inside the ignition distributor (plate holding points, condenser, etc.) and check centrifugal weight springs. If the heavy spring is loose, remove the slack by curling end of spring that fastens to the brass link. For maximum performance or if detonation is encountered, the distributor advance curve should be revised. This is done by removing the main shaft with the weight plate from the distributor body. Disassemble weights being careful not to stretch the springs. Cut off heavy end of weights as shown in sketch. Remove burrs from weights and reassemble distributor. With this modification in the advance curve the timing may then be set at 6 to 7 degrees BTDC. This change delays the ignition advance at low RPM where detonation can occur but does not restrict the advance at higher RPM.



If radiator filler cap hits the hood due to the radiator being tilted forward, underside of filler neck should be hammered up to obtain more belt clearance and radiator re-adjusted to clear hood.