

ALFACIONADA!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



continua la tradizione



JULY

ALFACIONADA!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$47.00 membership fee paid to AROC, Inc. Meetings are held monthly on the LAST FRIDAY of the month at 8 p.m. at Alondra Park Clubhouse, located at 3850 Manhattan Beach Blvd., Lawndale, Calif., unless otherwise noted in the newsletter. Please send articles, letters, ads and photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$10.00 charge to non-members advertising Alfa related items. This newsletter and its authors and editors assume no liability for the accuracy or legality of any technical information appearing herein.

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FROM THE EDITOR'S DESK

Paul Dexler

I haven't got a lot to say this month, since I was plenty busy at my regular job (I am editor of a monthly and a quarterly automotive trade magazines, the months the quarterly is produced are super busy, which is essentially why I am going to let someone else be Editor from now on. The job is too much for a single person with no live-in help).

I did have an interesting thing happen on my Spider, though, that holds a message for us all. My right turn signal suddenly quit working, but only if the brakes were being applied. The indication was a short in a bulb. I took the taillight apart and substituted bulbs. Still the same. Signal works fine, press the brake pedal and signal goes out while stop and tail light filaments flash alternately in the stop/tail light bulb. I checked the wiring. Everything looked fine. Looking closely, there were no shorts, no loose connections. I sprayed contact cleaner on the bulb sockets and all the spade lug connections anyway, just in case. Hook the light back up, same thing. Now it was time to get serious. Connected my voltmeter. When the brake light was on, the turn signal light wasn't getting any voltage. Interesting. Switched the meter over to an ohmmeter. The red, yellow and green wires were all fine from the connector to the sockets. Bulbs were good, no shorts. Then, checked the

Continued on page 4

COMMERCIAL AD RATES

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1/8 page	\$ 60.00	\$100.00
1/4 page	\$120.00	\$200.00
1/2 page	\$240.00	\$400.00

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PAROLA DI PRESIDENTE

by Dan Ritter

About 50 of the faithful attended the June 30th general meeting. To which I must acknowledge and give them credit, for no notice of the general meeting was sent out, due to a postal problem with the May newsletter. As of this writing I've received my June issue of *Alfacionada* but I regret to say that the May issue is still nowhere in sight.

The guest speaker was none other than past President, Alfisti extraordinary and founder of Scuderia Frigo, John Green. On short notice, John was gracious enough to present his special video, a compilation of AROSC events for 1988. John labored many hours to put this video together. The fortunate and faithful 50 were delighted as the year 1988 unfolded on screen accompanied by an eclectic selection of music from Pavrotti to the Beatles. One other item I must mention that John has been making progress in his recovery from illness and hospitalization just a month ago. Again, the Club is grateful. Many thanks, John.

There will be some repositioning on the Board starting in September. Due to business commitments, Paul Dexler will be stepping down from his post as Editor of *Alfacionada*. Paul has certainly given it his all and his many hours of dedication to AROSC is greatly appreciated. However Paul has indicated as time permits he would be available for consulting and a little writing.

Starting with the September issue, Gene Zettle has volunteered to fill in as Editor. Gene is no stranger to the membership, his years as Editor from 1985 to 1987 authored many advancements most

notable his design for the larger glossy professional look that *Alfacionada* enjoys today. A warm welcome to Gene.

POINTS OF INTEREST

Of the multitude of phone calls I receive, and I do try to answer every one, there was one call that has me puzzled although in a benign sense. One evening I received a call from an Alfa owner who asked if I was interested in removing his 73 Berlina from his driveway. That's right, free of charge. Well, I thought, even if it's in the worst of shape maybe one could salvage something? To my surprise the car was in good shape and entirely intact. I'm now the proud owner of a 73 Berlina.

If you are thinking of becoming more involved with AROSC (and you should!), please contact me or any other board member. Also be thinking about the elections that should occur at the swap meet in November. Elections held at the January year end meeting chew up precious agenda time. Installation is another thing but elections traditionally have been in November. Let's start thinking and inquiring about who could perform a board position or even be President!

We really need someone to volunteer for Social Director. Until we have someone, it's impossible for anyone else to take on the added responsibility. Pete Valenzula has been graciously bringing the coffee to the general meetings, but Pete already has a responsibility! Again, if you find the right amount of time to participate, please give me a call. Keeping our calendar straight is difficult enough without a Social Director and problems were com-

pounded by the lost issue of the newsletter.

During the last board meeting the Irelands indicated that the tour to Murietta Hot Springs (now retitled "Vino del Sud") and set for July 22, did not have the response needed to secure the hotel rooms by the deadline date. We all agreed the tour is a worthwhile effort and it is now tentatively rescheduled for October 14, 1989. The last day to reserve a room and dinner is September 8th. The price is still \$125 per couple. A super rate!

The next general meeting is scheduled for July 28th at Alondra Park. Our guest speaker will be Tom Farrington. Tom is a professional automotive photographer and will be discussing techniques on how to get better pictures of our cars. This program will be of special interest to those planning to attend the Pebble Beach Concours this August.

July 29/30—Time Trials at Willow Springs Raceway. The following TT event was scheduled for Sept. 9th & 10th at Laguna Seca. However that date has been changed to Sept. 30/Oct. 1 due to contract problems. Those on the TT mailing list will get official notice from the Competition Director.

September 17th is the date set for the concours at Barwinkles at the Marina Pacifica, Long Beach. Concours Director Phil Gurial is looking forward to an absolutely splendid event. Applications will appear in the September issue of *Alfacionada*. Please call Phil if you would like to enter your car at (213) 439-5550.

Friday September 29th will be the dinner meeting at the

Continued on next page

GOOD NEWS, BAD NEWS AND JUST NEWS

President Continued from page 3

San Antonio Winery. This meeting will feature wine tasting between 6-7 PM and dinner at 8 PM till? There is plenty of secure parking and dinning will be alfresco. Gene Jacobs is the event coordinator, please give him a call at (818) 249-5056 to reserve a table. A special mailer will be forthcoming. The winery is located at 737 Lamar St. in downtown Los Angeles, off Main St. between Sunset and San Fernando Road.

Hope to see you at the Monterey Historic Races or the Pebble Beach Concours. Until then,
A Rivedella

Editor Continued from Page 2

black ground wire. OHO! how about that. there was no continuity between the section for the turn signal light and the section for the taillight bulb. The wire looked absolutely perfect. All the connections were right, the insulator was unmarked. But inside that insulator, the wires were not making connection. I took some black wire from my electrical box, stripped it to match the original, crimped on some connectors and tried the lights. Perfect. The ground wire was the culprit, but it took testing with a meter to find the problem. Moral: That wire that looks good can be the problem, shutting down the whole car, for the want of a fifty cent piece of wire.

By Stu Schaller

I'll let you classify it as you wish, but Alfa prices keep going up. Not only for the important pre-war cars and the historic racers such as the GTAs and T2, but for the more common cars such as Guletta's, 1900s and Duetto's, along with 2600 spiders and even 10 year old GTVs.

At the Geneva, Switzerland, auction at the beginning of May, a 750 spider normale commanded \$20,000, a 2600 spider almost 30,000, a 1900 three-window coupe \$60,000 and a sprint speciale almost \$50,000. These prices were not for concours level cars, but for cars in average, 2 to 3 on a scale of 5, condition. What does this mean? The prices of six months ago are nothing more than a memory and in another six months, the Geneva prices will be commonplace.

(Another auction held in May was the Christie's Italian Car Auction, held this year in Monaco. The Alfas sold here were more than just run-of-the-mill cars, and the prices were even more stratospheric. We want to thank Frank Salemi of the Capital Chapter for this material, which appeared in *ALFANATICS*, their newsletter. In order of price, from the merely horrendous to the absolutely stupendous, the following Alfa Romeo cars were sold:

- 1953 1900C Sprint Coupe, SuperLeggera Touring coachwork \$ 76,552
- 1949 6C 2500SS Spyder, Carrosserie De Mola coachwork \$165,282
- 1930 6C 1750 Gran Sport Spyder, Zagato coachwork \$347,962
- 1937 8C 2900B Lungo Berlinetta, Touring coachwork \$1,739,812
- 1933 8C 2300 Corto Spyder, Tour-

ing coachwork (ran the 1935 Monte Carlo rally with Luigi Chinetti driving).

\$2,957,680

1934 3.2 litre Tipo B Monoposto, Scuderia Ferrari No. 45A (the car driven by Tazio Nuvolari in the 1935 German GP at Nurburgring) \$3,305,643.

(The prices are so strange because they are converted from French francs at F6.38=\$1.00). Ed.)

Alfa's Indy car made its debut at Detroit, finishing with an excellent 8th place with a driver who had not been in competition for almost a year. This was followed by a 23rd place at Portland and a reasonable 13th at Cleveland. Nothing spectacular, but certainly a reasonable start.

Ugly duckling aspect aside, Dan Ritter's Guiletta sedan is one of the Alfas with a rather important historical significance. In the late 1950s and through the middle 1960s, Guiletta sedans were almost unbeatable in the 1300 sedan class in Europe and in fact took a few 1st overalls in rally settings.

There is a fairly new publication you may not know about, the Alfa Market Newsletter, published by Keith Martin. Although small and done on Xerox paper to begin with, I think it will be an important asset to Alfa people in the near future, much like what happened with the similar Ferrari Market Letter.

My favorite magazine, Classic and Sportscar, didn't have much Alfa stuff in the June issue, but there was an excellent GTV and GTV-6 article in the July issue which should still be available on larger newsstands. If you can't find it, let me know and I'll make you a copy.

Continued on next page

THE LA MIRADA CONCOURS

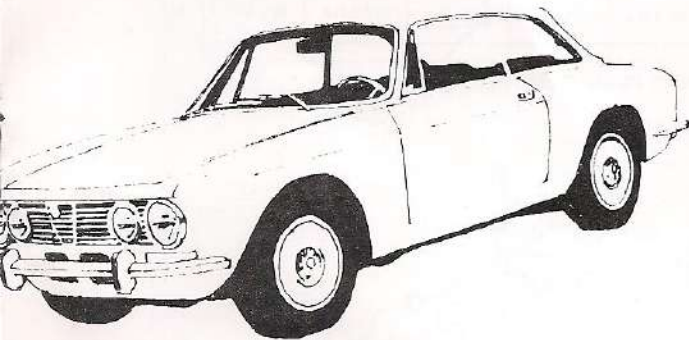
Continued from previous page

Don Veta has just returned from Europe with some excellent parts sources and in fact he found some impossible to get Guilletta Sprint eyebrows, real ones, not reproductions.

Don is also very involved with miniature cars and also brought back a catalogue of all the Alfa models and toys known, done by a Dutch Alfa enthusiast. See don if you want a copy.

My offer of the use of my automotive library is still open to club members, but no one has taken me up on it as yet.

'Till next time...



By Paul Dexler

(With help from notes by Phil Gurial)

The concours at La Mirada Park on 21 May was a fantastic success. A perfect Southern California spring day was made even more perfect by the presence of 18 carefully groomed Alfas in competition, with at least a dozen more on the sidelines. Also on the sidelines were a goodly number of club members, enjoying the spectacle and also enjoying the picnics they had brought along.

There were sufficient entries so that several classes were possible, Spiders, Coupes, Novice and Competition.

Largest was the Novice class, by means of which seven club members were introduced to the joys (?) of concours competition. People came from as far as Santa Barbara and San Diego for the event, and even the grumbles of the displaced softball players couldn't cast a shadow. About the only thing that did cast any sort of a shadow, for that matter, was the pair of ducks that flew crazy circles around the group, about eight feet off the ground, quacking wildly all the time.

Judging chores were ably handled by Al Cortez, Paul De Rossier and Warren Caswell. When the chores were over, the trophies were handed out. The results were as follows:

There was also a People's Choice trophy, to which all participants and many visitors contributed. The results of that could almost have been told before the start:

People's Choice Trophy

1. Rex Chalmers
2. Tom Stoner
3. Philip Gurial

The major excitement of the day, along with the presenting of the trophies, was provided (aside from the ducks) by the arrival of Charlie Thieriot in his GTA in full cry.

So, after everyone enjoyed lunch, the presentation, the cars, the ducks, by about 2:00 pm the group slowly dispersed back onto the freeways and headed for home.

See photos on page 8.



Spiders	Coupes	Novice	Competition
1. Anne Lassen 210	1. Philip Gurial 210	1. Fred Biba 209	1. Charles Thieriot 191
2. Tom Stoner 207	2. Rex Chalmers 210	2. Mauricio Zagorin 207	2. Edd Mangino 187
3. Jay Levey 197	3. VanDaalenWetters 206	3. Vanhunniks 201	3. Harold Rich 158
4. Paul Dexler 185		4. Noel Norwick 198	
5. Charles Bloom 178		5. W. Caswell 193	
		6. R. Colburn 188	
		7. V. Bedirian 187	

VINO DEL SUD

Alana Ireland

A romantic tour (and more) of Southern California's wine country.

WHEN: Saturday and Sunday, October 14 and 15.

SATURDAY ITINERARY:

Depart: Saturday, October 14, 7:30 a.m. from Alondra Park Clubhouse.

Tour: From Alondra Park to Murrieta Hot Springs Resort. The tour will be approximately four hours long, exploring great roads...both inland and coastal.

Lunch: Along the way, we will stop at a winery, have a tasting and picnic lunch under the grape arbors. Each couple will be responsible for bringing their own picnic lunch. There is a \$1.50 charge per person for the lecture and wine tasting that follows a tour of the winery.

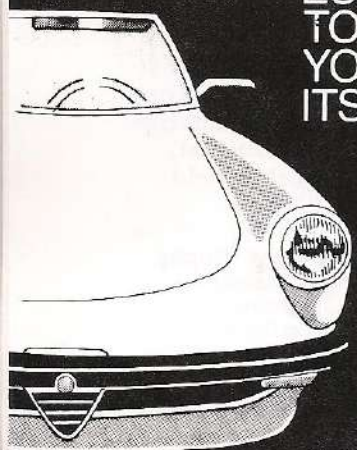
PM: Following lunch...you may go directly to the Hot Springs and check in and swim, take mud baths, nap, play, etc. Or, you may want to tour more of the many wineries in the area. A wine map will be provided.

Evening: There will be a barbecue dinner outside by the fountains at Murrieta Hot Springs in the evening. The cost of the dinner is included in the tour fee, but the bar will be no-host.



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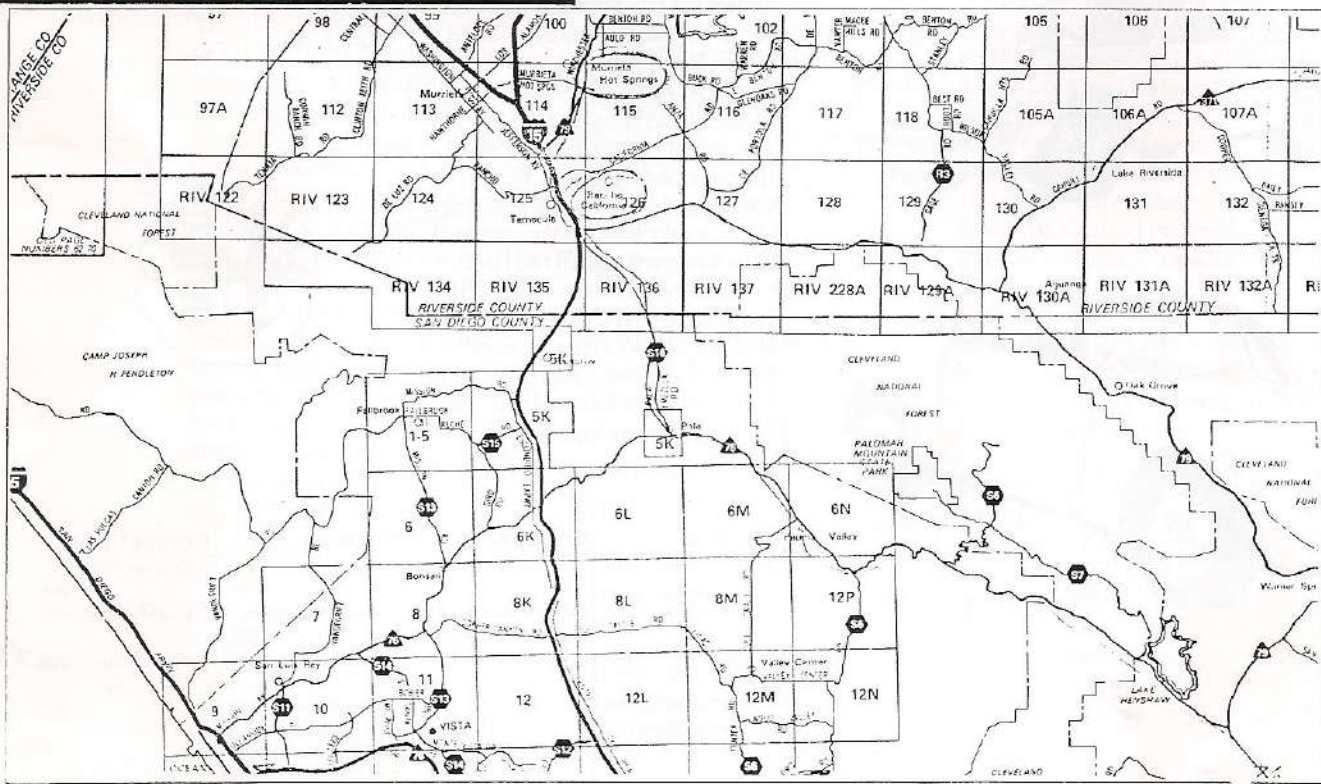
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SUNDAY ITINERARY:

There is none. Some of you may like to get together for brunch at Murrieta, some of you may want to try some more wineries, some of you may want to take off and do some more driving in the mountains or take a long drive home via the coast or go to Mount Palomar or the San Diego Zoo or San Juan Capistrano or the little town of Julian or...etc.etc.

Or some of you may want to enjoy more of the features at Murrieta...such as tennis or golf or swimming or, for the more adventurous, the Mineral Baths and the Mud Bath and Body Wrap and the Deluxe Clay Treatment and the Energy Massage or a Face and Scalp Massage or a European Facial or...the list goes on and on and prices range from free all the way up to \$75. It all depends on what you want.

WHAT DOES THIS SWELL WEEKEND COST AND HOW DO I SIGN UP?

The two day tour and your room at the hot springs Saturday night and the tasty barbecue dinner...all this...FOR TWO PEOPLE...is only \$125.00!!!

The mud baths and other extras cost...extra, and You must call the Murrieta Hot Springs and book these items separately and early. Be sure to tell them you are with the special Alfa Romeo Club Group staying that Saturday evening.

To sign up for the tour, fill in the registration form below and mail it, along with your check for the full amount, to:

**Alana Ireland
3411 Bonnie Hill Dr.,
Hollywood,**

Make your check payable to A.R.O.S.C. and also enclose a self-addressed and stamped envelope so we may send you your confirmation, wine maps and information on all the special pleasures and prices of Murrieta Hot Springs Resort.

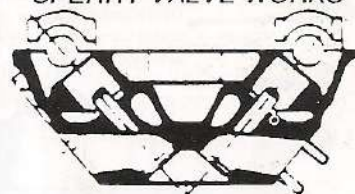
If you have any questions, call Alana or John Ireland, (213) 851-3165, between 7:30 pm and 10:00 pm. If there is no answer, leave a message and they will get back to you.

SPECIAL NOTE

In order to get the special room rates, we need a minimum of 10 couples and for the special barbecue dinner, twenty couples. And, because of the time of year and the time it takes to organize this event, once you make your reservation and send in your check, there can be no refunds if you later decide to cancel.

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CONCOURS PHOTOS



Before the judging, last minute cleanup with spectators.

During the judging. Openwide and say "Ahhhh."



After the judging. Picnic time while the judges deliberate.

And he really drives it on the street. Spectators admire Charlie Thieriot's GTA.



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SKETCHES FROM ITALY

Paul Dexler

Here are a few shots from my trip to Italy in late May. These are black and white prints taken from slides. The slides are much sharper, and, as of this writing, you will have a chance to see them at the October general meeting. Consider these as teasers. The cover photo was taken at the Alfa Romeo Historical Museum at Arese.



Taxi, anyone? An Alfa Romeo Diesel taxi in front of the Turin railway station.

I had a couple of good dinners at the Seven Up Pizzeria.



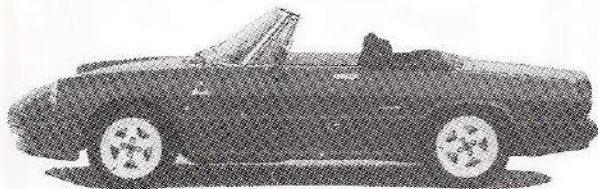
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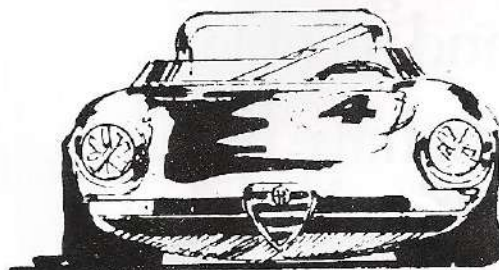
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1965 Guilietta TI

Webers, Recaros, Panasports, Fulda Y2000s, rebuild engine and transmission. Multo rapido. Carpe Diem! \$4,995. Call Dirk, (213) 385-1203, (818) 345-5988. (May)

1968 GTV Jr. 1300.

Just rebuilt, stock engine, Webers, roll-bar, fire ext., 5 pt. harness. Excellent interior, small amount of rocker rust. Perfect for time trials and vintage eligible. \$3,700. Call Gene Zettle, (714) 625-2876 (H), (714) 625-6509 (O) (Apr.)

1972 GTV

Completely rebuilt engine, low miles, restored interior, never hit, zero rust. Needs only paint and minor detail work to be perfect. \$2450 OBO. Call Dirk (213) 385-1203 (O) (July)

1974 Spider Veloce.

Silver with black top, Campy alloys, all original. Good condition. 112M/34M on rebuilt motor. Runs strong. Roll bars, maintenance records since '83. \$3700 OBO Call Ken (213) 822-5044 (H) (July)

Alfa Collection

1965 2600 Spyder. Basket case (Once owned by Chris Carradine), \$3000. 1962 2600 Spyder, needs work. \$2500. 1967 Guilietta Super sedan, parts or all, \$1500. 1969 1750 Spyder with hard top. New engine kit (you assemble it). \$3000. 1967 2600 coupe, (also owned by Carradine), motor overhauled but frozen, broken glass. \$2500. 1976 Alfetta 2000 sedan, motor frozen, \$2000. 1963 Maserati 3500 GT with 327 Chevy conversion, 4-speed, needs motor, upholstery and paint, \$8,000. Call Rich Komonyi, (805) 296-8786, (213) 778-2651 (July)

1969 Duetto

"Boat tail" spider. Very good condition. Mostly original but also has Cromodora Daytonas, Michelin XWX 195/70VR14 (near new), Konis, Ward/Deane street suspension kit, 150 Watt Pioneer KPX 9000 Super Tuner, headlight covers, leather seats, full carpeting, Robbins top (perfect condition) and much more. I have owned for 14 years, now need the money. Sacrifice for \$8,000. Call Debbie, (714) 891-6744. (Apr.)

1981 GTV-6.

Good condition, 75,000 miles, black with tan leather interior. Kenwood pull-out radio, Panasonic portable phone hook-up. Yokohama A008s, great paint job, etc. etc. Call Ilona, (213) 661-4488. (Apr.)

1971 GTV 1750

Runs great, 63,000 miles. AM/FM/Cassette. Minimal rear body work \$3,500 O.B.O. Call Barbara, (818) 901-8793. (June)

1974 GTV

Unique original prune color. One previous owner, no rust or accidents. Everything fresh from paint to rubber, recent time trial winner. Reluctant sale for first home purchase. Cash or trade down with cash for 67 GTV or Super in restorable condition. Call Fred, (213) 431-6647. (June)

1987 Milano Verde 3.0

20k miles, with car phone. \$15,900. Call Ray Gmeiner, (212) 484-7955 (W), (212) 826-1100 Ex. 2201 (H). (June)

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Race Motor.

165 bhp 2-liter motor. Sperry big valve Stage V, full competition rods, balanced and blueprinted, 10.5:1 compression. Only 6 time trials on the motor. Must sell to build new 1750 vintage motor. \$2,800 exchange, \$3,400 outright. Call Rex Chalmers, Omega Motorsports, (213) 836-3160. (May)

Berlina Bits.

Excellent **uncracked** dashboard for '69-'71 Berlina. \$150. One 7" Carello H-4 headlight. \$15. Two GE original equipment fog lights for '72-'74 GTV. \$30. Call Joel Hoffman, (818) 994-4730. (May)

Bodies

1964 Alfa 2600 Spyder and 1959 old 2000 Spyder body shells for parts. \$800 or best. Call Rich Komonyi, (805) 296-8786 or (213) 778-2631. (July)

Recaro seats

Model LN, brown cloth with Recaro logo cloth centers and neat headrests. All new. \$650.00 Call Pete Valenzuela, (213) 923-5305 (H), (213) 336-7498 (O) (Apr.)

Racing equipment

For '74 GTV 2000. Scheel-Mann 321 racing seat with a #1012 GTV adapter bracket. Black cord/velour. Also #25 headrest. Will sacrifice. \$395.00. Also roll-bar, 4130 seamless tubing with two bends built by Kent Racing in Hawthorne, Calif. \$230.00 Call Ilona, (213) 661-4488. (Apr.)

Parting Out

1977 Alfetta GT. Many mechanical and body parts. Car has only 20K miles. Complete transaxles still available. Call Danny, (714) 892-7483 (July)

Factory A/C unit

From '79 Sprint Veloce, complete beige cloth interior and other parts. Offers accepted. Pete Valenzuela, (213) 923-5305 (H), (213) 336-7498 (O) (Apr.)

Time Trial Instructor For Rent

Noted So. Cal SCCA Showroom Stock winning driver, journalist and instructor wishes to rent his private instruction services for a shared Time Trial ride. One-on-one instruction. Call Len Frank, (213) 438-0285.

WANTED

One or two Iella, Marchal or Cibie high beam headlights, 51/4 in. diameter. Call Joel Hoffman, (818) 994-4730.

For 1983-1984 GTV-6, original factory wheel with charcoal grey painted center, with or without tire. For 1981-1982 GTV-6, tool kit, trunk area carpet, wood steering wheel. Call Ken, (213) 822-5044.

CALENDAR

Events beginning July, 1989

July	28	General Meeting at Alondra Park. Subject: Tom Farrington on Automotive Photography
	29-30	Time Trials at Willow Springs
August	1	Board Meeting. Location to be announced
	19-20	Monterey Historic Races, Pebble Beach Concours
September	8	Reservation money due for "Vino Del Sud" tour.
	17	Concours at Barwinkles
	29	General Meeting/Dinner at San Antonio Winery
	30-Oct 1	(tentative) Time Trials at Laguna Seca
October	3	Board Meeting. Location to be announced
	14-15	"Vino Del Sud" Tour
	27	General Meeting at Alondra Park
November	2	Board Meeting. Location to be announced
	11	Swap Meet and Election Meeting (tentative)
December	5	Board Meeting. Location to be announced
	9	Christmas Party at Charlie T's home
January	12	Year End Annual Meeting at El Camino College

Note: For directions to the Alondra Park Clubhouse, please see the inside front cover



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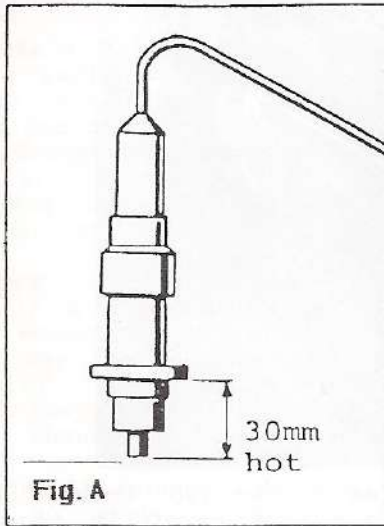
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IL TECNICO FRIGO

Rex Chalmers

This month's subject, suggested by Neil Saaty, is Thermostatic Actuators. All of you with Spica injected Alfas are probably all too familiar with these pesky little brass devices that are very nearly worth their weight in gold. The actuator's function is to lean out the mixture as the engine warms up, much like a water temperature actuated choke on most non-Alfa carburated engines. Hydraulic fluid in the actuator expands as the water in the engine warms up. As the fluid in the bulb expands, it pushes the steel pin in the bottom of the actuator out against a lever in the Spica pump and thereby leans out the mixture.

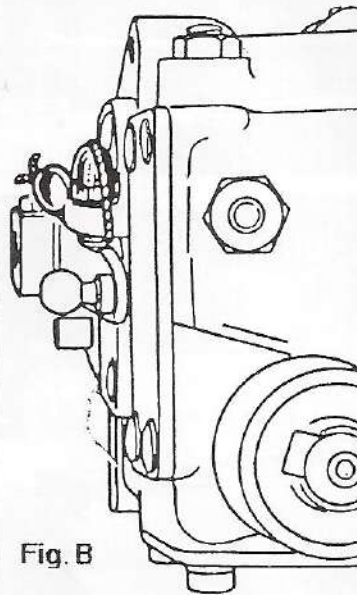
To check your actuator set-up, first check the length from the tip of the steel pin to the bottom of the mounting flange. (See Fig. A.)



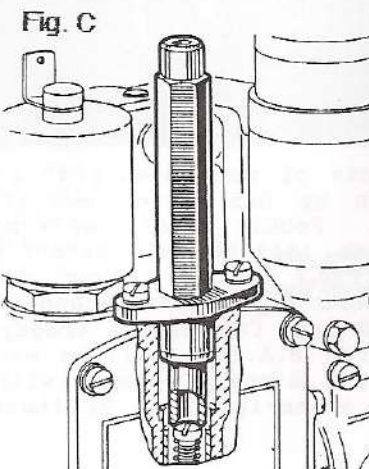
At 20°C (68°F) the measurement should be 23 mm ±1 mm. If it is too short, the actuator must be replaced. If it is too long, up to 26 mm, the length may be adjusted by shimming under the mounting

flange. Shimming up to 2 mm is allowable.

To check the setup for the actuator in the Spica FI pump, remove the actuator at the pump. Install the proper dummy actuator (see table 1). The clearance between the Spica pump lever and the reference screw (see Fig. B)



should be 0.5 mm (.020 in.). If it is not, insert a small screwdriver into the dummy actuator and turn the calibration screw (see Fig. C) to obtain the proper clearance.



Next, re-install the actuator in the pump. Now warm up the engine. At a normal operating temperature of 80°C (176°F) or above, the specified length (see Fig. A) should be 30 mm ±1 mm. If it is too short, the actuator must be replaced. If it is too long, shimming may be added under the actuator up to 2 mm unless you have already shimmed the actuator cold. Total shimming may only be 2 mm unless the actuator is too long hot and cold by the same amount.

Do not under any circumstances grind off any of the actuating pin as the heat or vibration generated will damage the delicate seal around the pin.

Now, assuming the throttle bell crank is properly set up, the clearance between the reference screw and the control unit lever should be 0.3-0.6 mm (.012 in.-.024 in.). The closer to 0.5 mm (.019 in.) the better. If not, small adjustments may be made to the long rod (see Fig. D). The rod should initially push straight on to the bell crank without pushing up or pulling down.

Now that I've explained how the factory manuals, put together by the factory engineers, dictate setting up the calibration screw, I'm going to let you all in on the best way to obtain the 0.5 mm (.019 in.) clearance. First take your dummy actuator, put it in a shadow box and mount it on your favorite wall. Next, with the engine hot (176°F or above), check the clearance. If it is not 0.5 mm, remove the actuator, screw in for more clearance, out for less. Reinstall the actuator. Check the clearance. If it's not correct,