

sense since air conditioning was available with the CJs (and happens to be on Dan's Cougar). We discovered that Comp Cams' Dual Energy 265DEH camshaft is very close to these original specs with duration of 211/223. Ironically, one of the 428 CJ websites has recommended this cam for quite a while, backing up our choice. The lift on the 265DEH is .484/.510, which is a little bit higher than the stock cam's .481/.490.

The engine was assembled with file-fit rings and new rocker arms on the original shafts. FE engines have some oiling issues, so we followed the recommendations prescribed by FE experts, which include enlarging the oil passages from the oil pump to the filter, enlarging the main oil galley, using a high volume pump (not high pressure), and restricting the oil to the rocker shafts. All this is to focus oiling to the main and rods first, not the top of the engine.

The remanufactured stock distributor didn't allow full mechanical advance until about 4,800 rpm, so the breaker plate was removed to access the advance springs below. We removed the heavier of the two springs. Now we had full mechanical advance coming in by 3,200 rpm, fast enough considering



MAX AIRFLOW: We have a modified GM air cleaner base that we use during almost all of our dyno sessions to see if the airflow into the carb can be improved. Our Holley liked it in Test 12, netting us an additional five horsepower, although with no increase in peak torque. The average numbers tell the real story. Average hp went up by 3.6, and torque by 3.7 lb-ft for our best numbers of the day.

the high static compression ratio and the conservative cam specs.

The engine was topped off with a restored 735-cfm Holley and the stock CJ exhaust manifolds to complete the rebuild. Next, we enlisted the services of Pierce Engineering in Lansing, Michigan, to dyno our engine.

Helping out with the dyno were Jim Nordoff of Pierce's to run the dyno, and Rich Rinke, who is restoring Dan's Cougar.

BASELINE

As we usually do with all engines we dyno, we start off running 2½-inch pipe

Real Classic Muscle Car Tires

O.E. Raised White Letters, Redlines, Bluelines, & White Stripes, Redline Radials, Pro-Trac® Performance Tires, BFGoodrich® Radial T/As, Muscle Rallye Wheels, and more!

1-877-251-9032 www.cokertire.com **SINCE 1958**