

blades by 10% and using a bigger compressor housing; it is not cheap but the result is worth it.

I have not mentioned cylinder head work, that is not part of a normal 210 tune but if you want power this is the way to achieve it, get specialist advice this is not a DIY job.

When refitting the head use a competition head gasket if you can find one, you will have to go to France to get it, I think.

With the gearbox out you might as well replace the gearbox drive shaft oil seals and other seals and gaskets, to have to do it later seems pointless when the car is stripped out. Many do not fit the 4 into 1 exhaust manifold, that is because it is very expensive and almost totally impossible to find these days.

It is advisable to fit one though as the result is remarkable with the engine breathing better and a crispness achieved as a result.

On the subject of exhaust systems the standard box is o.k. but it does give a lot of back pressure and I think it restricts the engine from revving freely; the Devil exhaust however is a great improvement and although very noisy transforms the car. Not everyone can live with the popping, crackling, sonic booms and row with flame-outs on over-run but I would not be without one.

The 250 bhp option.

This keeps the standard block, crankshaft and connecting rods and 210 steel liners. The cylinder head, valves and valve gear all were modified and

a dry sump was also available. The exhaust and wastegate were replaced and the turbocharger was an upgraded T03 unit. There was also a specially designed and built heat exchanger included.

300 350 and beyond.

This was offered as a kit and only 20 cars were built. It is not an option for Mr average as the bill will cost you the price of two or three standard cars in the end, if you can find the parts. I have only touched on tuning and a book could be written on this section alone.

SERVICING.

I do not have to tell you that the following all need attention on a regular basis: (See also the section on buying a car for common faults that occur)

ENGINE OIL / FILTER CHANGE
OTHER FILTERS
GEARBOX OIL CHANGE
BLEEDING AIR FROM THE WATER COOLING SYSTEM
PLUGS
BRAKES
TYRES AND WHEELS
MISCELLANEOUS

It might surprise you to learn that there are very many cars that never get proper maintenance and that is why they have problems. You have only to look in engine bays to see

perished intercooler hoses, signs of water leaks, oil leaks around the rocker cover and a general neglect which is sad especially when you consider it does not take long to carry out these minor jobs.

ENGINE OIL/FILTER CHANGE.

This is recommended on every three to six thousand miles in order to extend the life of your engine and turbocharger. There are two types of filter available and both have different screw threads. This is because made a design change at some point, so you will have to look at your old filter and see what it says on it, it will be one of these:

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I know access is a problem and to be honest it is best if your car is on a ramp or over a pit when you attempt the job. You will need to remove the nearside lower vent grille for some accessibility and if you want even more access take off the intercooler and its ducting. A strap type filter remover is favoured and a small pair of hands, the chain type remover will not work in the confined space, and you will not get enough grip for it to be effective. The filter is hidden by the side of the fuel injection regulator, metering head and pumps, directly behind a thick rubber air intake pipe.