

FRESH START

PUTTING THE FINAL TOUCHES AND A NEW EXHAUST SYSTEM ON OUR REBUILT LT1 FORMULA BEFORE STRAPPING IT DOWN TO THE DYNO

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PHOTOGRAPHY BY THE AUTHOR




Our LT1 Formula project car's return has been a long time coming, and uprooting to Florida certainly didn't help the matter.

But on my last trip back to the Garden State, the LT1 roared back to life after TT Performance fixed a compatibility issue with the newer-style Optispark RaceKrafters had provided on the fresh motor and our '94 wiring harness. There were also a few more bugs that needed to be worked out on the fresh install including some sort of mounting solution for the MSD LS1 coil packs; now that we have ditched our ratty stock valve covers for the nice set of Morosos that came on the new motor. The fuel system would also need to be upgraded as a precautionary measure, not because our fuel demands had increased dramatically, but simply out of distrust for the 15-year-old pump and electronics. We also needed to resolve the clearance issue with our new Y-pipe and the 3-inch aluminum driveshaft—a

task our old friends at Mufflex seemed well equipped to

handle. Last, but not least, a custom tune seemed appropriate for our custom cam.

And who better to help us out with that task than RaceKrafters? Follow along as our RaceKrafter's 355 LT1 sings like a canary, at long last giving us solid chassis dyno numbers. 



Though the Formula's N/A LT1 didn't currently need more volume or pressure, despite adding over 150 hp with the RaceKrafters rebuild, Dart heads, and Comp Cams valvetrain, it was only a matter of time before the high-mile, 15-year-old pump and electronics gave out. The Racetronix LT1 Fuel Pump Kit (PN FLT1-FPA), as well as the Plug & Play Wiring Harness (PN FLT1-FPWH), was a no-brainer for its quality, completeness, and ease of install. This setup has served us well in the past, and utilizes a 255-lph Walbro pump, high-pressure flex fuel tube, 30-micron fuel sock, and alternator-direct power source.

