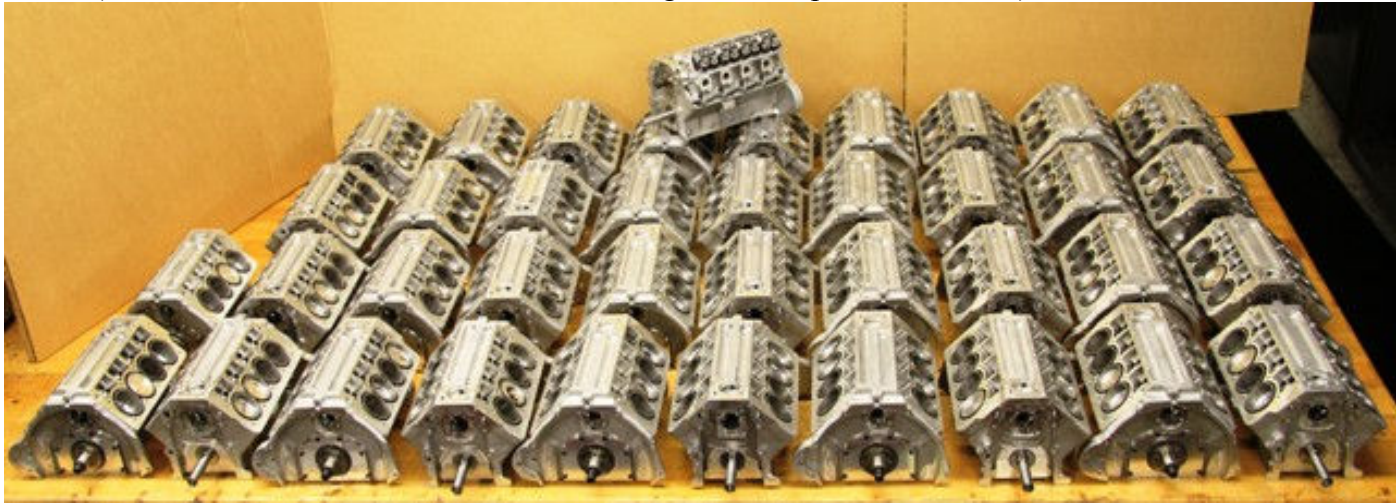
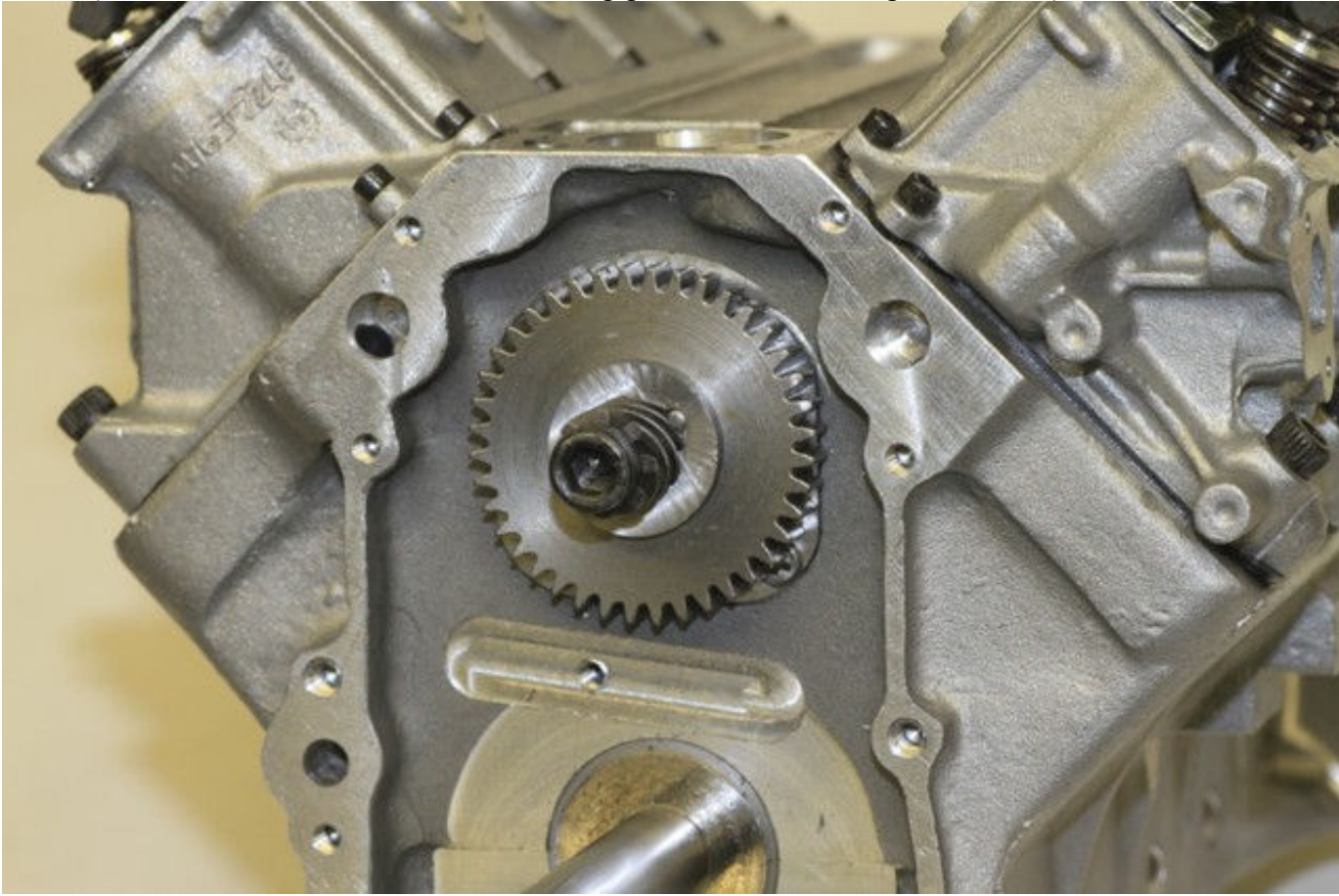


It is 6:30 Sunday morning and after getting an extra hour of sleep, it seemed like a good time to give everyone the latest update. As you can see from the first picture all of the blocks have the crankshafts installed, along with the connecting rods and pistons. Before you take a count, one block is missing and was sent to a customer who wishes to polish everything prior to assembly. This was a major undertaking and now everything can be attached. It is comforting to know that all the components went together very smoothly. The next operation is to install the camshaft with the front thrust plate - then the rear camshaft cover. When the camshaft is determined to rotate smoothly and all clearances have been checked, it is then removed and all surfaces are coated with a special "assembly lube" and then re-installed. This lube stays in place and is very beneficial to reduce friction on the initial start-up. The lifters will go in next, followed by the head gaskets, heads, pushrod guide plate, and finally the rocker arms and pivots. This should keep me busy for the next week or two. The front of the engine in picture #2 shows the timing gear, distributor gear, and distributor gear drive plate. If you remember from a previous update, this drive plate had a small raised "flat" which recessed into the drive gear. A .093 dia. dowel pin keeps everything in alignment. This is very critical with it comes to setting the initial camshaft timing. The rear of the engine in picture #4 shows the rear camshaft cover installed. I use a Loctite gasket eliminator to form an absolute seal, instead of a gasket. Prior to installing the camshaft rear cover the oil passages are also closed as is the rear water passage on the top center of the block. In addition two other water passages on either side of the block are also sealed.

Pic #1 (Blocks finished with crankshafts, connecting rods, and pistons installed)



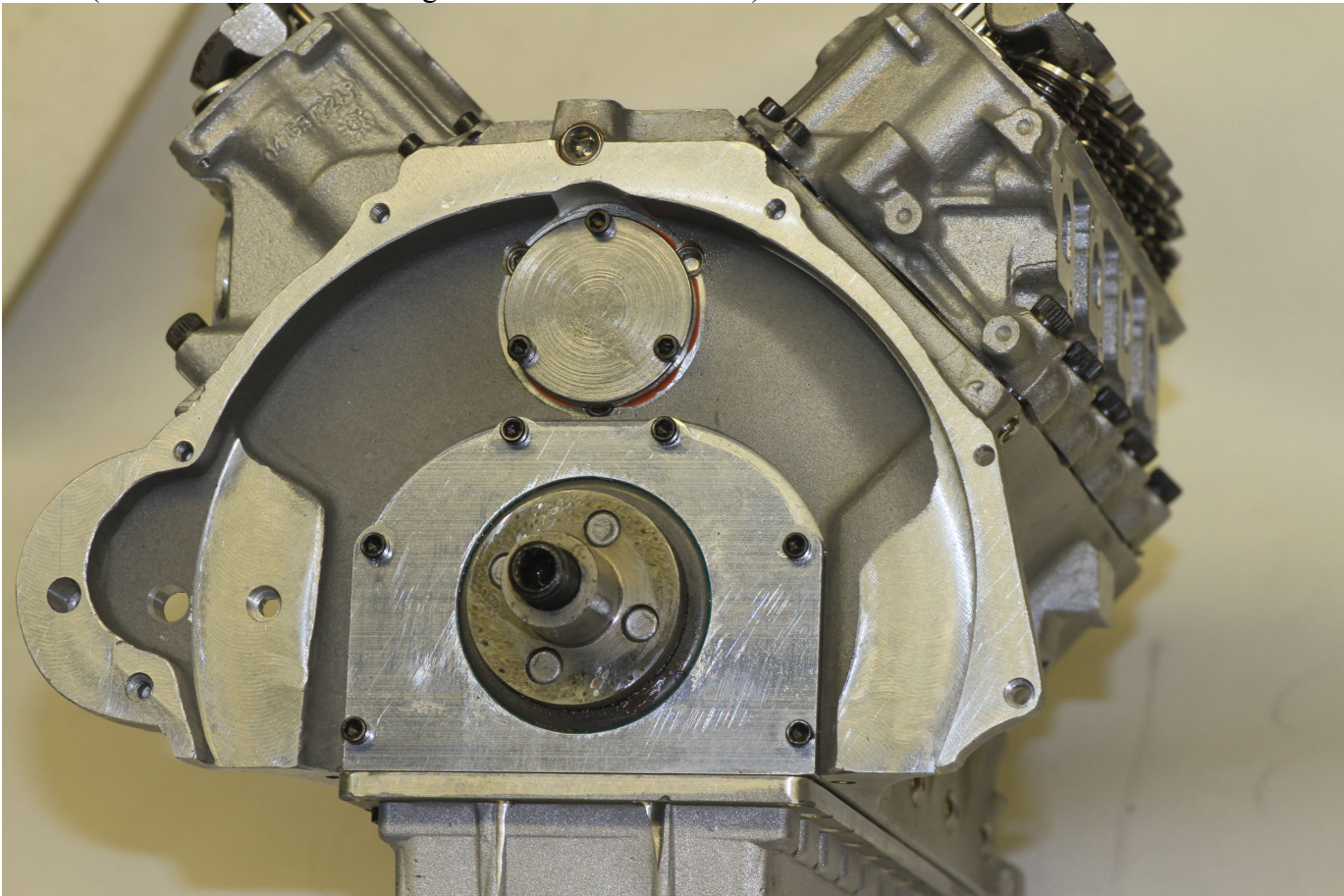
Pic #2 (Block – front view with camshaft, timing gear, and distributor gear installed)



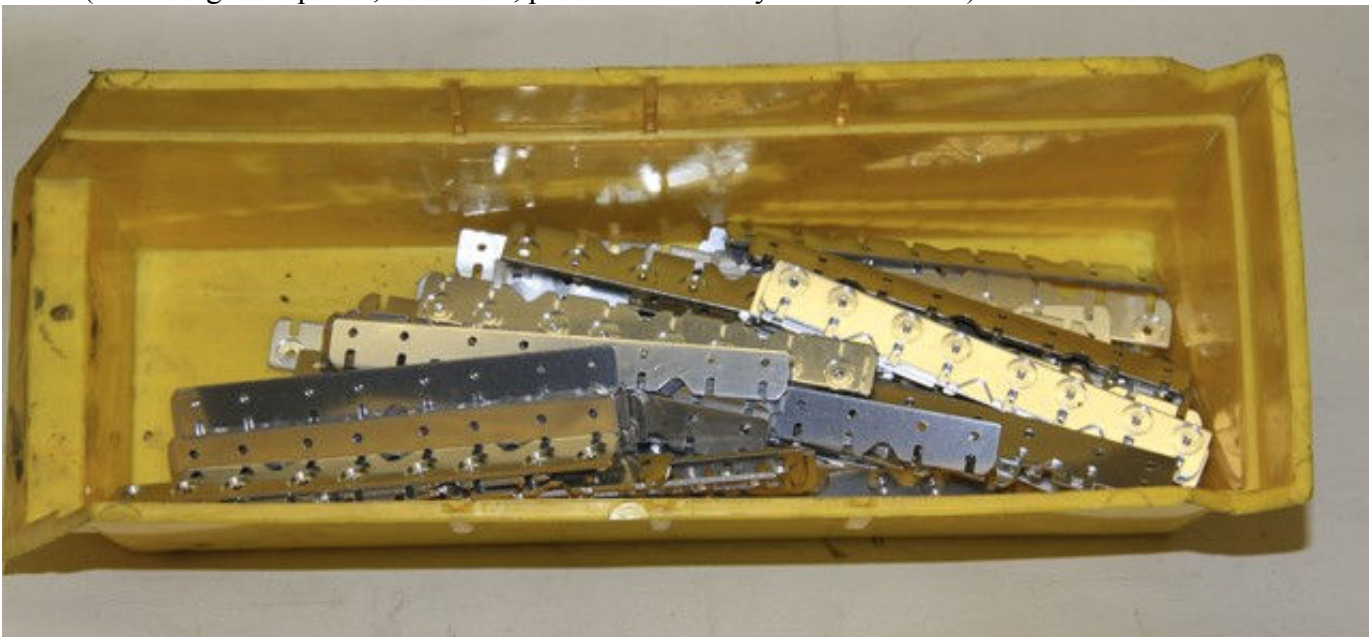
Pic #3 (Rear camshaft covers – polished and ready for installation)



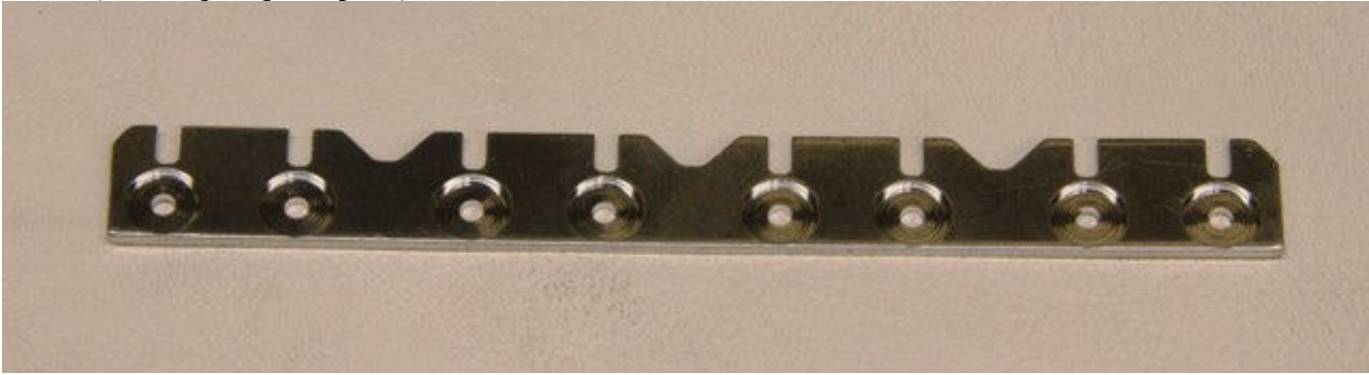
Pic #4 (Block – rear view showing camshaft cover installed)



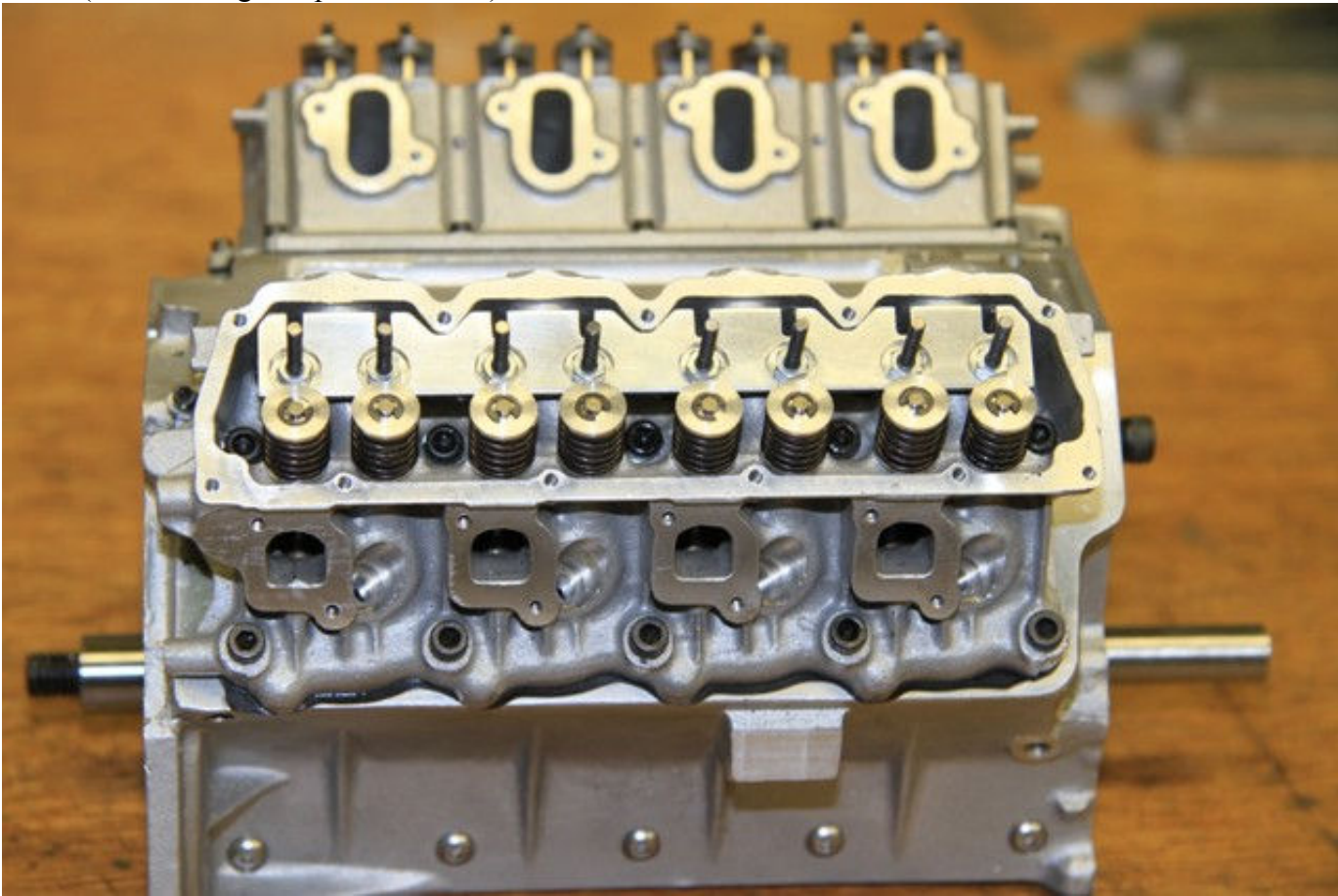
Pic #5(Pushrod guides plates, machined, polished and ready for installation)



Pic #6 (Close-up of guide plate)



Pic #7(Block with guide plate installed)



Pic #8 (Initial block with lifters and pushrods installed)

