It is Sunday morning again and cannot believe that it has been 4 week since my last update. I truly do not know where the time goes! The crankshaft are finally finished and ready for installation. Picture #1 shows a partial view of the completed cranks. There is another layer below the cranks on the left box. So far I have only rejected one crankshaft and that one will be used for a display at trade shows. Next week I will start installing the main bearing caps and installing the crankshaft in the finished blocks. Speaking of finished blocks, picture #3 shows the all the blocks with the cylinders installed. A very simple procedure will machine the top of each cylinder to the exact height. This measurement must be exact because any miscalculation would have catastrophic consequences, meaning, nothing would align or fit properly. If too much is removed, then the piston to the deck clearance would be too small, too little removed, then the gaskets would leak and the intake manifold would not fit properly. Everything must be taken into consideration, even the thickness of the gaskets. There is a lot to consider and one wrong move could be disastrous. Picture #4 show a close-up of the newly installed cylinders. They are call “free standing” which means that they are only supported on the bottom 2/3rds, which allows the water to be exposed to the bottom of the heads. The final picture shows a complete camshaft which is about 5.5” long and the bearing diameter is held to within +- .0006. You saw correctly, there are four decimal places. The remainder of the cams will be finished next week. The starter pinion gears are being made and the remainder of the valves were picked up from heat-treat and are now at the grinders.

Pic #1

Pic #2

Pic #3


HACKER'S
GLENBARD GARDENS
HACKER'S
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2 12/12 FL. OZ. BOTTLES
2 12/12 FL. OZ. BOTTLES

Pic #4

Pic #5