

(29 Jan 2008)



Pic #2



A lot has been happening with the crankshafts but unfortunately few pictures. The last two weeks has been spent in removing all the excess material for the crank throw's. I know this sounds like a broken record, but this time around, a considerable amount of material had to be removed. It just takes a lot of time. For the next series of crankshafts, I will make a new mold so this procedure will not be necessary. It takes a considerable amount of time to make a completely new mold, but the time will be worth the extra effort. A little more "midnight oil". The first pictures shows the small end being finish ground to the exact dimension. I now have two finished ends which can now be place in fixtures, removed, and reinstalled with no loss of accuracy. I cannot over emphasize the importance of this operation. With the crankshafts rough machine to allow for a finish grind, I can not start the long procedure of drilling the oil holes. The second pictures shows the cranks being center drilled for the .062 oil holes that need to be drilled. For

those of you who are not aware, "center drilling" is when a very ridged drill is used to place a small "starter" hole that the next drill can follow without moving from side to side. Once again, it must be in the exact location. With any luck the oil holes should be finish by next week. Then the finish grinding process can begin.