

It never ceases to amaze me, no matter how much planning and organization is done, sometimes “things” just happen. Case in point,, concerns the timing covers. After assembling all the water pumps, installing them on the timing covers with gaskets, and installing the timing covers on all the engines, it was discovered that when we went to install the pans, there were no tapped holes in the bottom edge of the timing cover for the pan screws to go into. If you remember there were a lot of operations on the timing cover and for some reason the final operation was not done. With everything that is happening to a myriad of parts, at the same time, it is easy to see how this could happen, even though a “plan of procedure” was followed. Anyway, the only solution was to remove all the timing covers, remove the water pumps, and finish the holes in the bottom of the timing cover, for the pan screws. Speaking of pan screws, I am often asked, “Why are there so many screws just to hold the pan in place? The answer is simple; the pan is a structural member of the engine and adds rigidity to the lower end of the block. For what it is worth, there are 27 screws that hold the pan in place. When you factor in, the 6 bolts for each main bearing, it is easy to understand the strength of the block. Drag racers learned a long time ago, as the power of the engine increases, to lower end of the block must also be modified to accept the added performance. With the changes finished on the timing covers, we are now reinstalling everything. All in all, an entire week was lost.

So much for a Conley “screw-up”, or as I would like to say, “A small oversight has been corrected”. Ha. Ha. In a previous update, you saw pictures of the engines, all laid out on the bench. I was able to clear some shelving and move all the engines, which gave me some much needed bench space. This also gives an added protection from dust and other contaminates that could happen when just sitting on a bench.

The pans are all completed with the quick disconnects installed. I have also included a picture to show before and after the machining operation. All of the screws look great, but, it does take a long time to install and tighten 27 individual screws. Keep in mind these are 2-56 socket head cap screws, which are very small.

The transmission adaptor plates are completed as are the transmission center section and the transmission output casting. The bellhousing are completed and the only thing remaining to be machine is a secondary adaptor plate, which is machined from bar stock.

For what it is worth, it is now 3:07 Friday afternoon and I started this update at 6:22am, before my dentist appointment and after all the e-mail’s, packages to be mailed, and machines to set-up.

The castings for the water outlet are also completed. For those of you who follow my updates, you can easily see why everything takes so long. Making one piece is normally not too difficult, but making hundreds of parts that must be interchangeable is the problem. What most people do not understand, is that the castings will vary in size, so it is extremely important that whoever is running the machine cannot assume that all of the rough castings are the same. We all know what happens when you assume anything.

On a final note, I did not attend the Toledo Model Show this year. This is the first show I have missed in over 30 years. In all honesty, I am too far behind on orders and simply could not justify the time needed to prepare and attend the show. Hopefully next year will be better.

Pic #1 (Engines waiting for final assembly and testing)



Pic #2 (Oil pan – after and before machining)



Pic #3 (Same as above, just different perspective)



Pic #4 (Finished pans with quick disconnects installed)



Pic #5 (Finished transmission cases)



Pic #6 (Transmission adaptor plates)



Pic #7 (Water outlets being machined)

