

(04 Feb 2008)

Pic #1



Pic #2



Pic #3



Last week proved to be a very difficult time. Things went from bad to worse. To make a long story short, the CNC Indexer that I been using successfully for years, decided to stop working. After untold hours on the phone and \$909.00 later, it still refused to work. It took me 3 full days of experimenting and with some special help from Yuasa I finally was able to get it operational,

Friday afternoon. Shortly thereafter, all power was lost for about two hours. When I went to reset my CNC Milling machine I discovered that the battery backup in the computer had failed. After about spending most of Saturday morning replacing the battery, I discovered that the program I was using had been deleted. Most of the remainder of the day and into Sunday morning was spend writing a new program and resetting the CNC Indexer. See, I said that it got worse. This is just one example of a simple problem taking almost 5 complete days to solve. This is time that would have been spent trying to finish the oil passages in the crank. I can say, that as of 6:25 pm, all of the oil passages in the main bearing areas have been drilled. There are 16 separate holes plus 23 center drilled holes. Multiply this by almost 50 crankshafts, it is not to hard to understand the problem. Because 4130 steel was selected for the crank it takes a long time to drill a .062 diameter hole .450 deep. Only 4 drills were broken and I was successful in removing all of them. All crankshafts are present and accounted for - sir! Picture #1 shows the drilling of the oil holes. The other small "dimples" are center drill holes. The second picture shows just a small amount of inventory that is starting to accumulate. There are hardened and finish ground intake and exhaust valves, valve guides, valve seats with installation tools, valve spring retainers, and "E" clips. The third photo show the valve springs. Tomorrow, the oil passages that connect the throws with the mains will start to be drilled. This will be a very difficult process because the metal and because they must be drilled at exactly 28 degrees. If any of you have had to drill a lot of holes at an angle, you can understand my concerns. Once these holes have been drilled, then all surfaces will be finished ground and finally each crankshaft will be balanced.