

As you will see from the pictures below, the engines are really starting to take shape – so to speak. All of the crankshafts have been installed, with the bearings, pistons, and connecting rods in place. The camshafts, lifters, and thrust plates have also been installed. When I am satisfied that everything is as good as it can be, then we go back and Loctite all of the connecting rod screws. This is not just a simple matter of putting Loctite on the threads. Each screw is removed individually and then cleaned thoroughly with brake cleaner, as is the threaded portion of the connecting rod. We use compressed air to make sure everything is perfectly dry and clean. Once this is done and I am satisfied there is not oil residue, then and only then is there a small drop of Loctite added to the lower portion of the connecting rod screws. It is then tightened and cleaned. We then go to the next screw on the same connecting rod and the procedure is repeated until all the engines are finished. I then place a strategic center punch mark on the top of the block to remind me that this block has been finished. Keep in mind, there are 16 connecting rods screws per engine and there are 70 engines to be completed. It is easy to understand why it takes so much time to complete an engine – and this is only one operation!

If you look closely, you will see there are 5 engines with the heads and intake manifolds installed. Even closer and you will notice the pushrods and rocker arms have been installed. For those of you who have placed orders, this is a significant milestone. This is not to say, there isn't a lot of work that still remains, but rather very rewarding to see all the parts come together.

As you can see from the pictures, all of the laser cut gaskets, are now in stock. This includes the intake manifold, pan, head, water outlet, water pump, oil bracket, exhaust, backplate, valve covers, and timing cover.

The multitude of ball bearings (over 900 in this picture), have also arrived. The oil pump alone, uses five bearings and four seals. If you have ever purchased a ball bearing, then you know the tremendous cost of such a purchase.

Speaking of seals, they are also in stock. As you can see making a run of 70 engines not only requires a tremendous amount of time but also a considerable investment.

All the time the blocks are being worked on I am also busy making numerous other parts – not only on the lathe, but also on the machining center. The end is in sight!

Pic #1 (Semi-finished blocks)



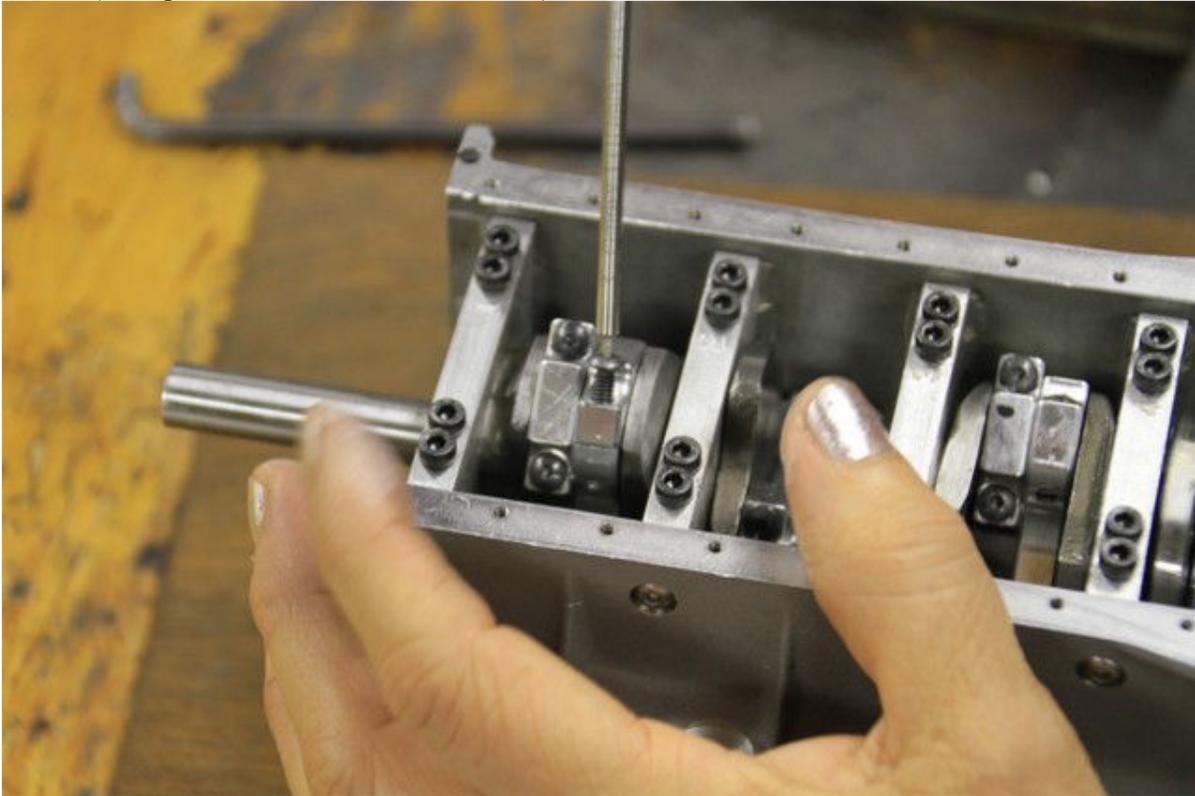
Pic #2 (5 blocks in foreground are completely finished “short blocks”)



Pic #3 (Completed blocks waiting for head and intake installation)



Pic #4 (Using Loctite to secure rod screws)



Pic #5 (Ball bearings in stock)



Pic #6 (Laser cut gaskets)



Pic #7 (Laser cut gaskets)



Pic #8 (Oil seals in stock)

