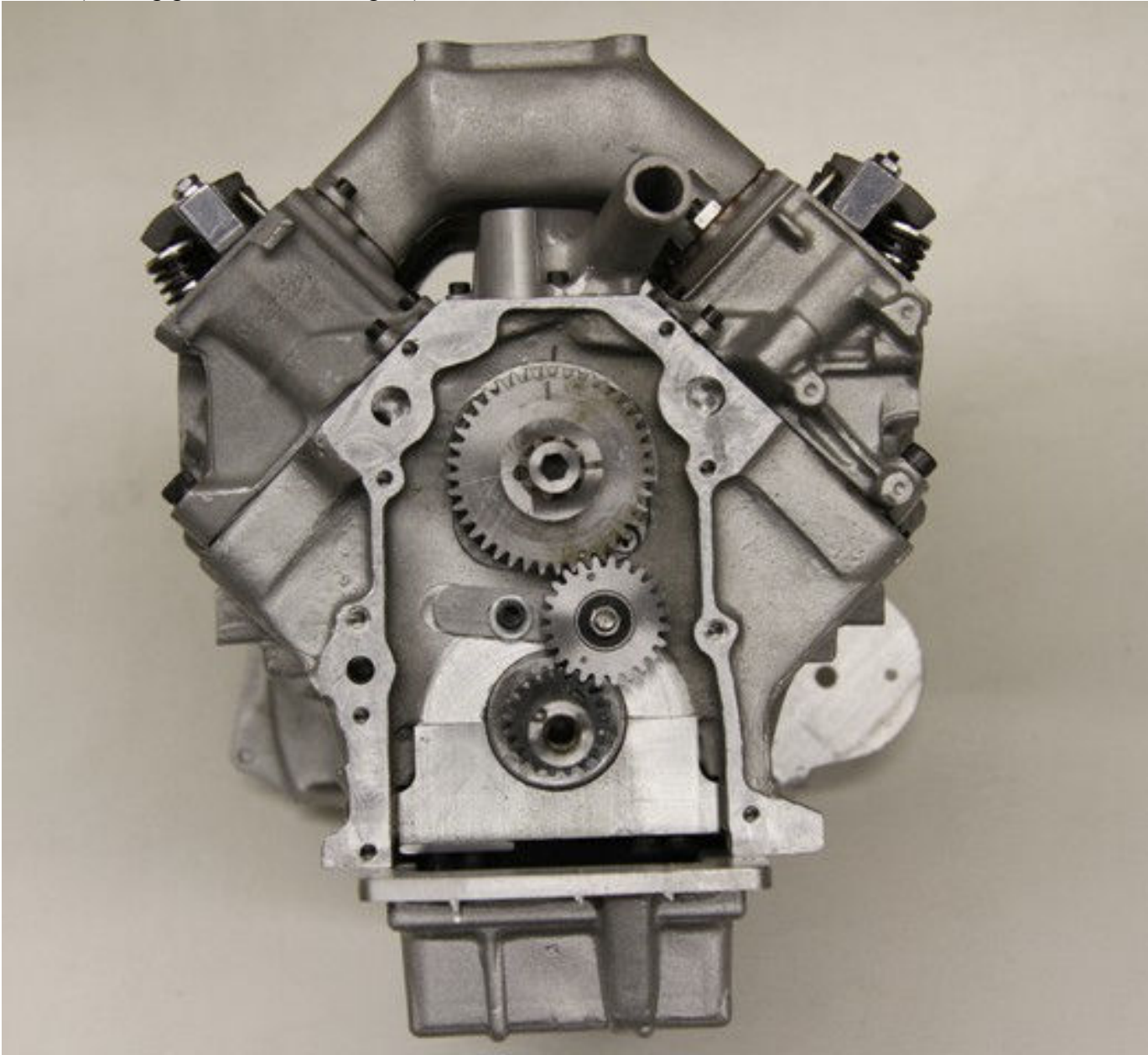


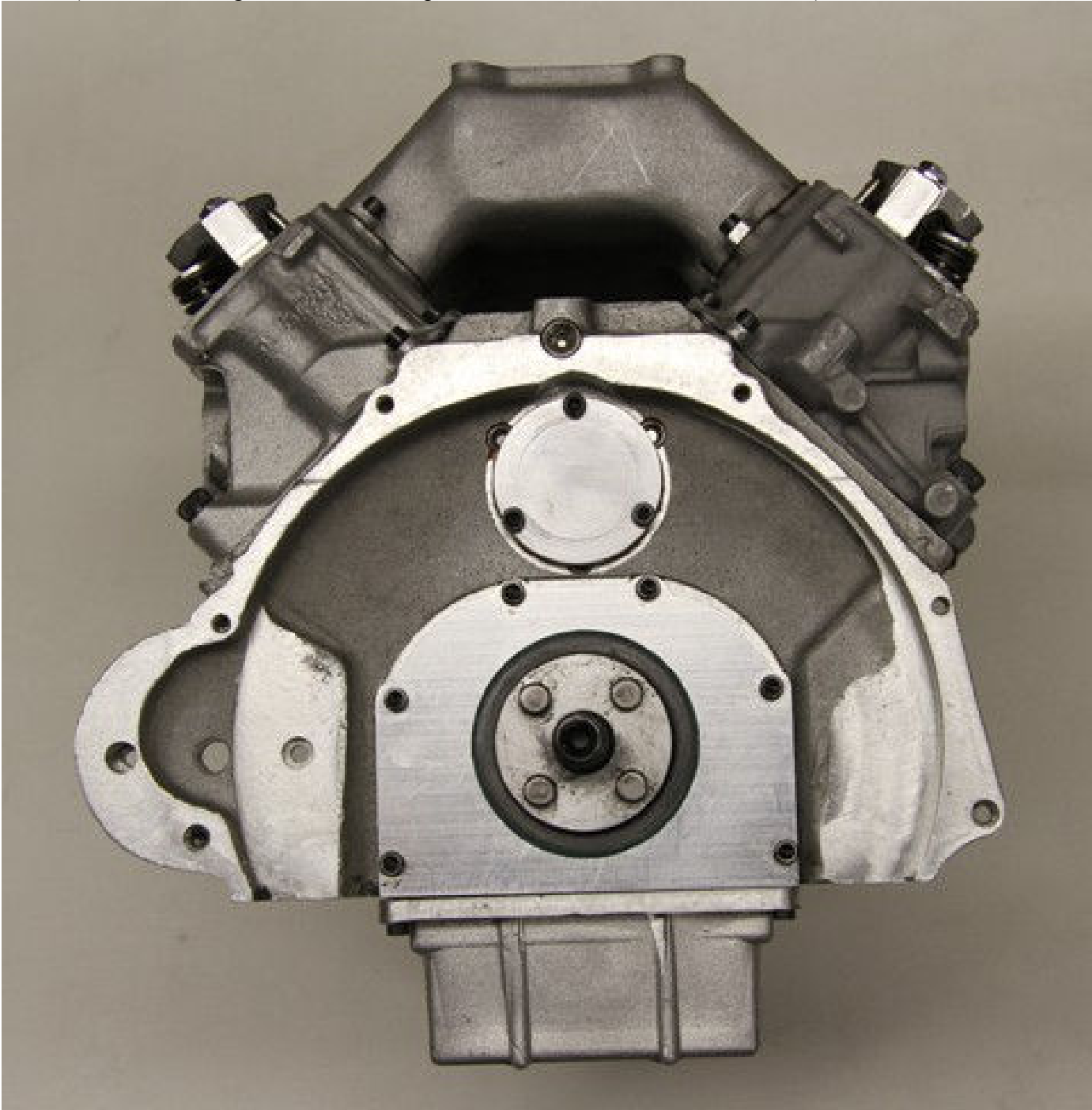
Didn't I just do an update yesterday? After checking and in all honesty, I cannot believe it was November the 23rd. As always, the closer the engines come to completion, the more I need to make sure everything is perfect. The first pictures are of a semi-completed engine. As you can see the heads have been installed, as is the intake, timing gears, and rear seal. If you look closely at picture #1 you can see the timing marks punched on each of the three timing gears. Also, keeping true to my promise of "Perfection is almost good enough", I felt this was the time to improve the tensioning idler on the serpentine belt. Picture #5 shows the older configuration, with a spring, stand-off, spacer, bracket, screws, etc. The new system incorporates a completely new bracket which uses the top three water pump housing screws and can be seen in picture #8. Also take a look at the oil lines going too and from the supercharger. Although this took a considerable amount of time to produce the results were quite rewarding. I am often asked " why so many changes" and my response is always - when I made the prototype component it may have take a day to two just to make one part, but for a production run of sometimes hundreds of parts it may be necessary to do some considerable modifications. Also, after visualizing the original concept or part in assembly, I often can see other ways of doing the same job by making another part, or changing a bracket design, etc. ****It is now Sunday afternoon and I started this update on Tuesday morning**** Although it may take a lot of time, the net result is almost always worth the extra effort. Not only does the new idler bracket work better, there are fewer parts, easier to install, and it is more esthetically pleasing. I also think that from a reliability standpoint, this change should have been made a long time ago. Although the other system worked well, this one works even better. Once again, the only negative thing about this modification is "time".

Most of the pictures are self-explanatory but I thought it necessary to include a shot of my work area. The reason for this picture is to show everyone just how complicated the procedure really is. What may look like "complete chaos" is actually very organized. All the small plastic boxes are full of parts which I have previously shown everyone. It becomes very evident why this engine has taken so long to produce. Even with all the planning, sometimes there are parts that need a little modification. A good example of this, is the small piston inside the brass housing on the side of the distributor. During the assembly process I discovered that it was about .032 too thick and the housing needed to have about .045 more threads added. Nothing major, but one again, time consuming. Those individuals who are on the second run of engines will not have to endure all the changes and modifications. Also, and most important, all parts must be interchangeable. If for some reason a customer, sometime in the future needs a replacement part, it must fit and fit perfectly.

Pic #1 (Timing gears – front of engine)



Pic #2 (rear view of engine with rear seal plate installed and rear camshaft cover)



Pic #3 (Side view with heads and intake installed)



Pic #4 (Head showing rocker arms with guides and pushrod installed)



Pic #5 (Prototype idler with bracket and spring)



Pic #6(New idler bracket)



Pic #7 (New idler brackets – polished and ready for installation)



Pic #8 (Front view with new and improved idler bracket installed)



Pic #9 (Assembly area)

