

As the saying goes, “Get-in, sit-down, shut-up, and hang-on”, it is going to be a great ride. That being said, everything is coming together as the first run of engines is finally nearing completion. If you remember from my past updates which showed all of the individual finished pieces for the transmission - they have all been assembled into a completed transmission (Pic #1) Although non-functional at this time, they are completely ready for installation, with clutch, bearings, motor mounts, and female “U” joints installed. Actually there was one additional box of finished transmissions which did not get into these pictures. I am quickly running out of space to store everything! Each transmission assembly has 4 castings, 1 adaptor plate, 2 motor mounts, 1 “U” joint, 1 clutch bell, 1 drive shaft, and 33, 2-56 socket head cap screws.

Although, at first glance Pic #4 & #5 make look familiar, in reality there is a major difference. The engines on the left which are facing forward, all have the camshafts installed, whereas, the engines which are facing away from you, are still waiting for camshafts. This is a major milestone and I cannot overemphasize the importance of this operation. Each camshaft has to fit perfectly. Once I am satisfied with the fit, then each is lubricated then replaced into the block. The thrust plate is then installed, followed by the large timing gear, distributor drive gear adaptor, distributor drive gear, and finally the 10-32 socket head cap screw, which holds everything together. A woodruff key is placed in the crankshaft, followed by the lower timing gear. The idler gear and bracket are carefully fitted and checked. It is then removed and using a dial indicator I set the camshaft timing exactly. The idler gear bracket is tightened down, using Loctite to make sure nothing moves. Each gear is then center punched. I am exhausted just thinking about it. Keep in mind, this process has to be repeated on each engine. In addition the rear camshaft cover (Pic #6) must be sealed and installed. The water passages and oil passages must also be sealed and plugged with a 10-32 set screw. I then install the oil outlet on the top of the engine along with the water outlet and gasket. Is everyone still with me? Once again, it is easy to see why I cannot get enough time to do an update as often as I would like.

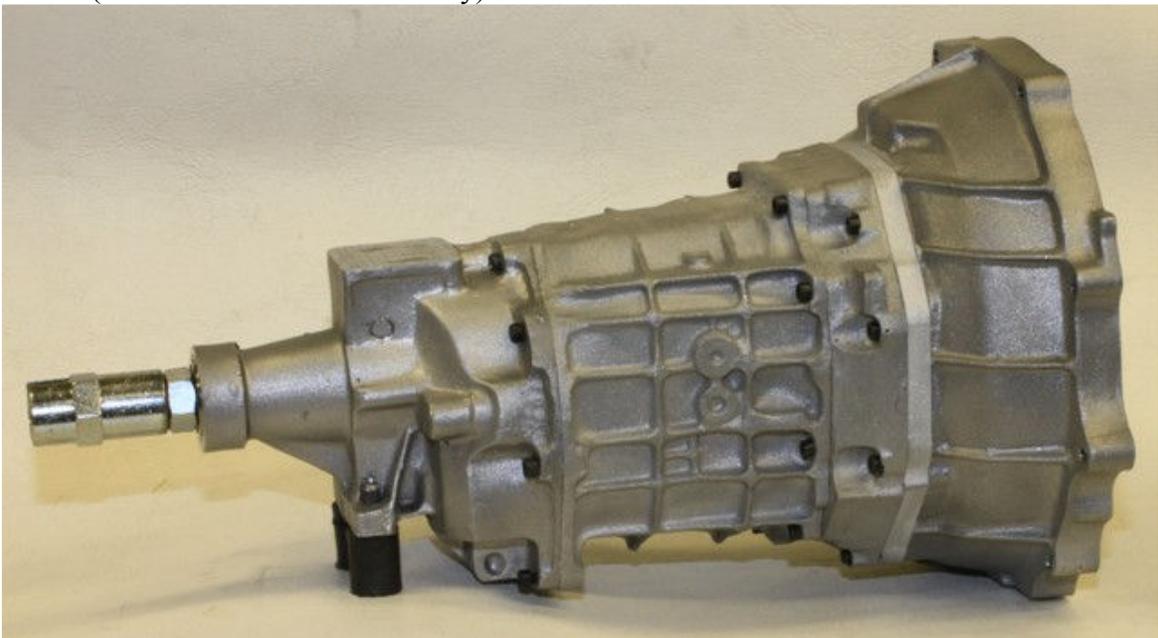
Pic #8 & #9 are just a sample of the completed timing covers. You will notice the water pumps have been installed, as is the new idler bracket and pulley. The front seal has also been installed. Although you cannot see it, the lower timing gear thrust plate has also been installed inside of the timing cover.

As if things were not busy enough, I have done a lot of work on the belly pan for the new 34 Ford and can be seen in the final 3 pictures. The body, with functional doors and trunk lid, should be ready to go to the mold maker within two weeks. I should also say, the prototype frame has been started. I will update everyone as to the progress of the 34 Ford project, as information becomes available. Without going into a long explanation, this would have been finished a long time ago, but unfortunately the person who said it would only take 6 weeks to complete, actually took over a year. When I finally received the initial part from the mold maker and the “shock” wore off, an additional 75 hours was needed just to clean up the mess. Needless to say, I was not a “happy camper”! Notice the large wheel “tubs”.

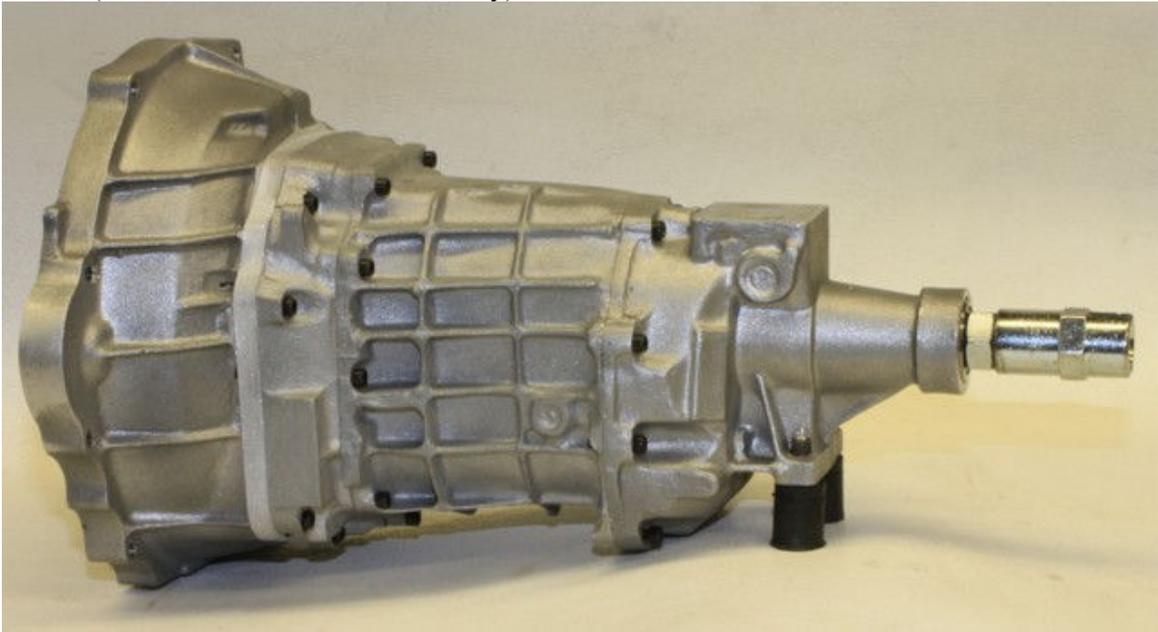
Pic #1 ( Completed transmissions ready for installation)



Pic #2 (Finish transmission assembly)



Pic #3 (Finished transmission assembly)



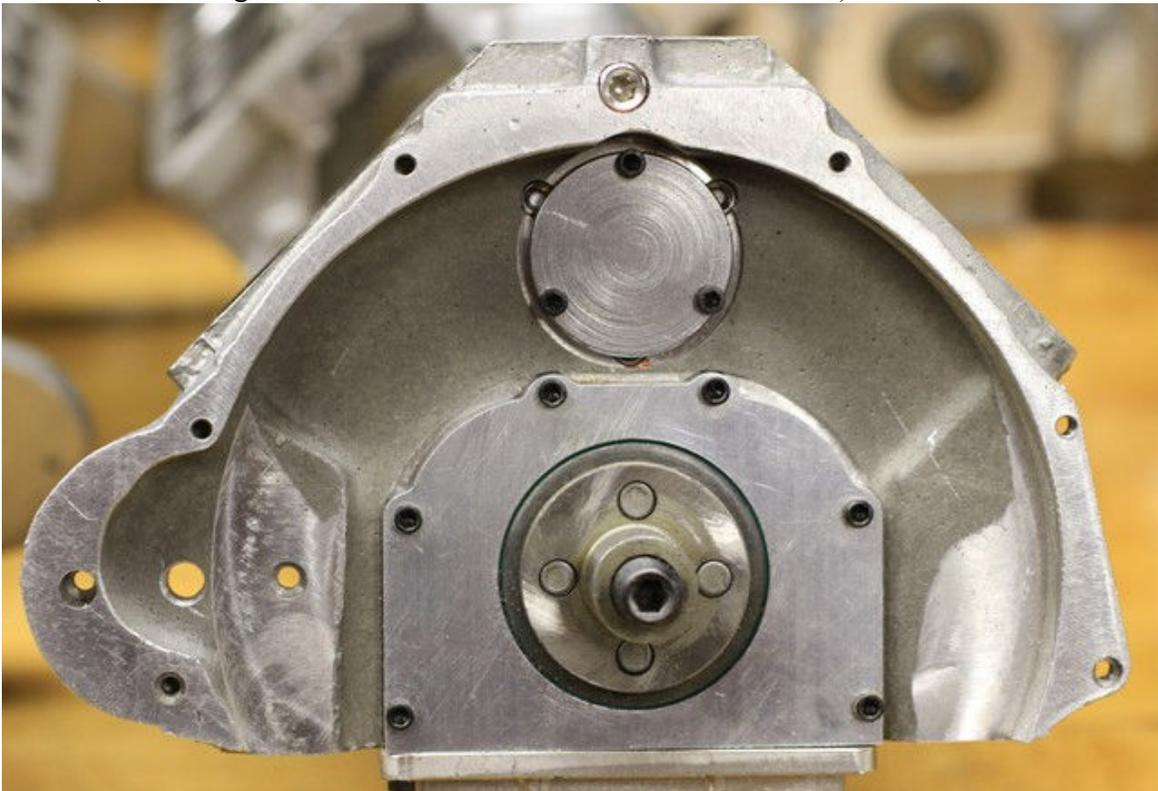
Pic #4 (semi-completed blocks with camshafts and timing gears installed)



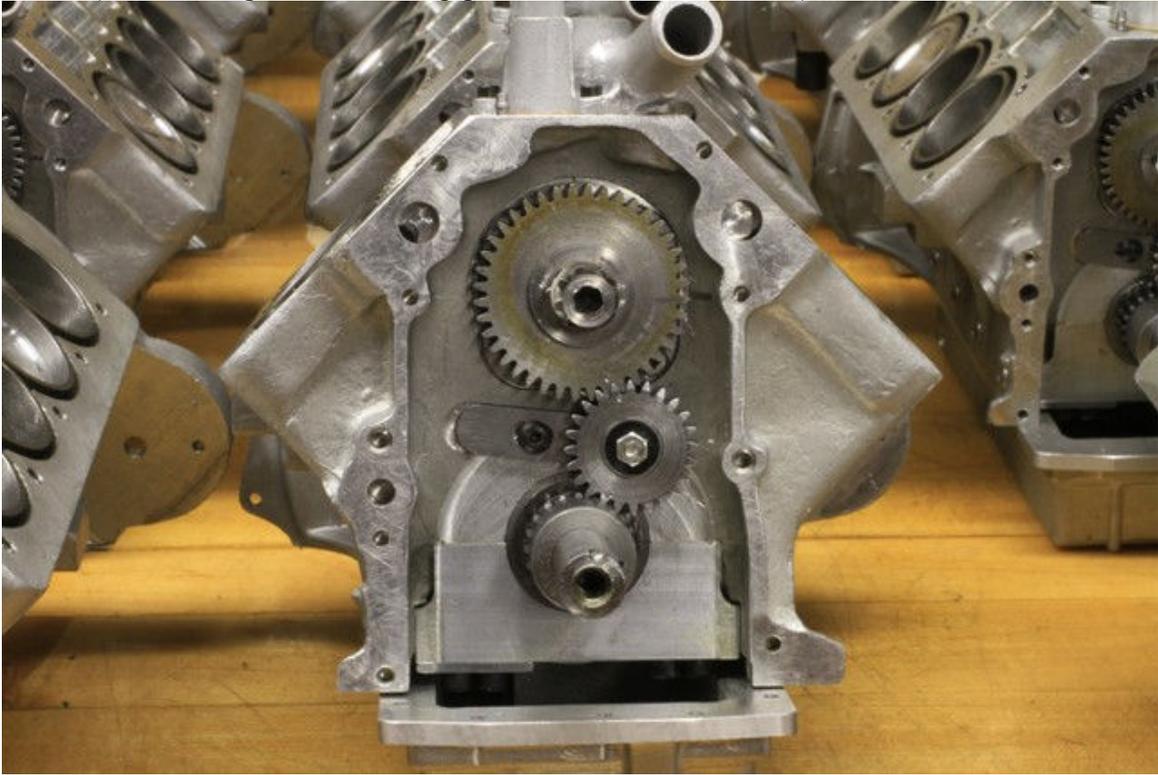
Pic #5



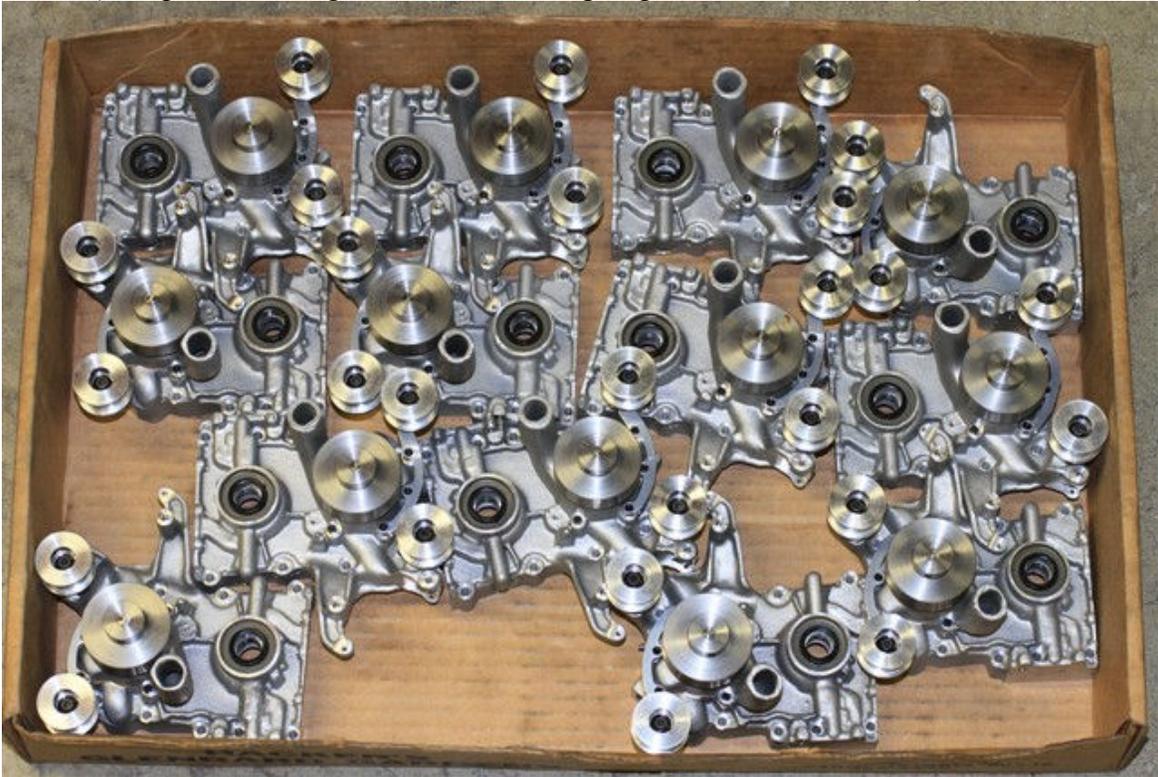
Pic #6 (Rear of engine with camshaft cover and rear seal installed)



Pic #7 (Front of engine with timing gears installed and marked)



Pic #8 (Completed Timing covers with water pumps and idlers installed)



Pic #9 (Completed Timing covers with water pumps installed)



Pic #10 (Completed 34 Ford belly pans with finders)



