Some much is going on, now that I am nearing completion of the first run on engines that I have literally not had a chance to do updates as often as I would like. This update started at 3:05pm – it is now 5:10PM. This is two hours that could have been spent making parts, but I strongly feel that it is more important to keep everyone up to date.

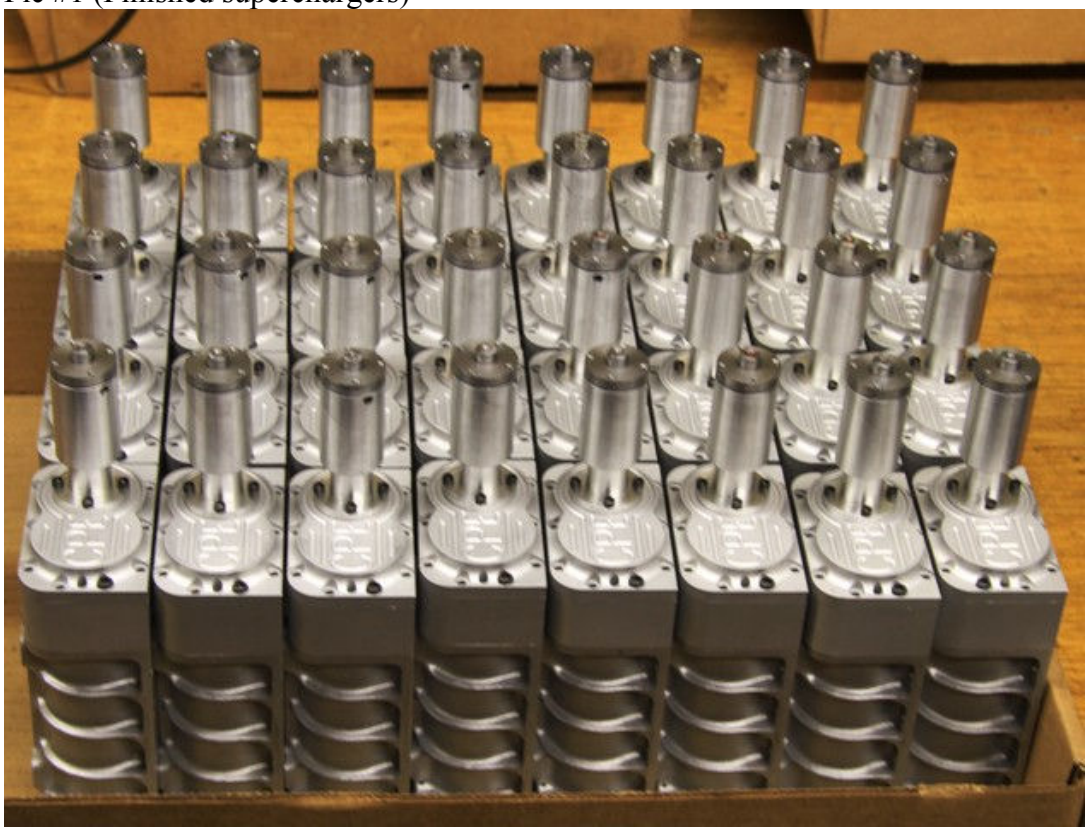
Picture #1 shows all of the completed superchargers. Like most items on this engine, this was no easy task. I have said several times "this engine is very demanding"! If everything is not perfect, then the impellers could touch each other or touch the inside of the case. Either of these would have catastrophic results. The only item that needs to be added is the carburetors, air cleaner, banjo (tension device for the timing belt), and the oil inlet and outlet fittings.

While the superchargers were being assembled, each block was placed in the CNC milling machine and then the top of each cylinder was cut to the exact height and can be scene in picture #3. If too much is removed then the piston may be too close to the top of the cylinder. If not enough is removed then the engine has lower compression. In either case, it would be very difficult to align the intake manifold screws. And some of you thought this was going to be simple. Ha. Once all the block deck height had been achieved, then each cylinder was fitted with a piston and 3 piston rings. The end gap on each individual ring must be set first, and then fitted to each piston. This piston/ring combination stays with that engine forever. Keep in mind, each block has 24 individual piston rings and if you multiply this by 40 engines, it is easy to see where all the time is going.

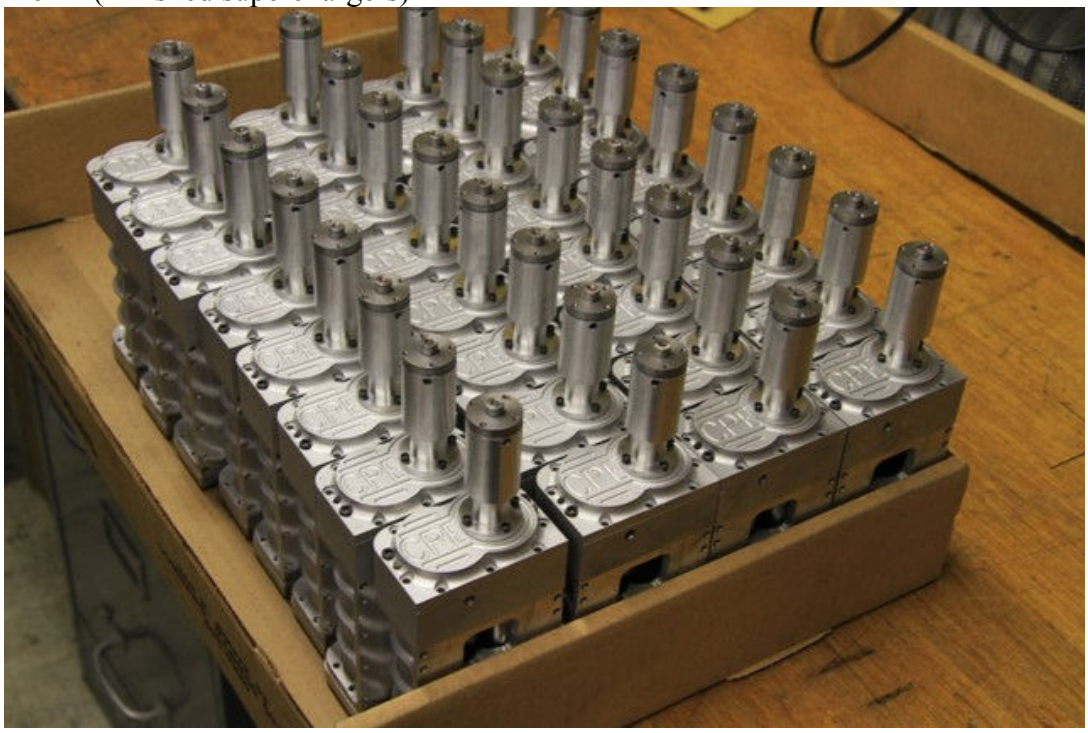
The remainder of the pictures should be self explanatory. I would like to point out, the upper inside of each connecting rod was placed vertically in a special jig and then a .062 hole was drilled in each. This allows for a very small pin to be pressed into place. Each bearing cap has a .065 spot faced hole, which goes over the pin and keeps it from spinning.

We have started the final assembly of the engines and pictures #11 is a significant milestone, because then the connecting rods are ready for installation, followed by the heads, timing cover, water pump, oil pump, pan, intake manifold, etc. As I said before "the finish line is in sight"! Hooo Ahhh! If you do not understand this, then a "high five" might be more appropriate.

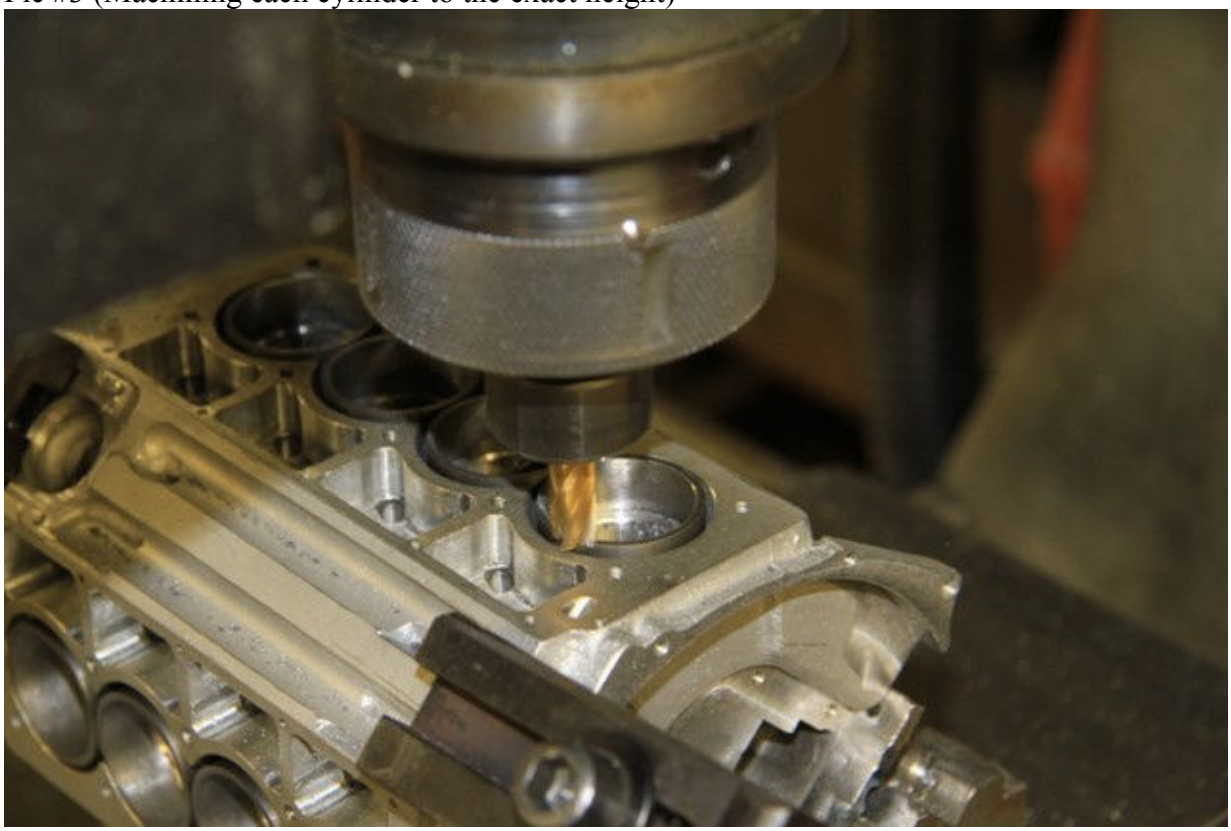
Pic #1 (Finished superchargers)



Pic #2 (Finished superchargers)



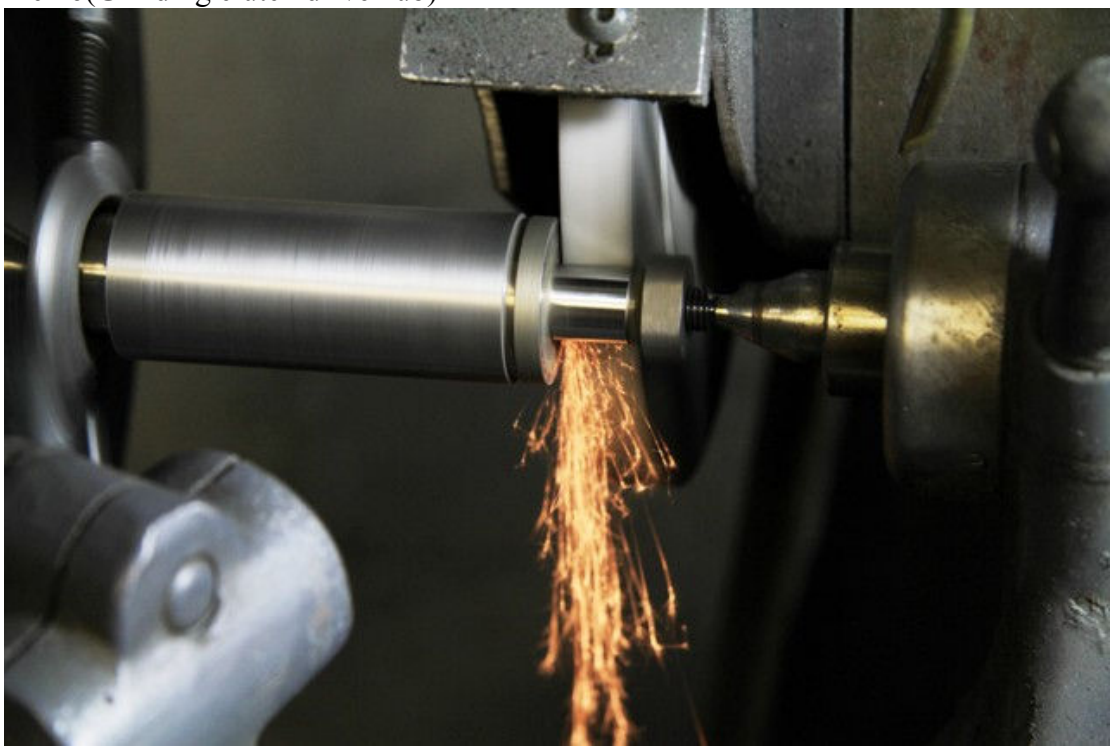
Pic #3 (Machining each cylinder to the exact height)



Pic #4 (Output shaft has been welded to each clutch bell)

Pic #5(Flywheel fitted to clutch drive hub)

Pic #6(Grinding clutch drive hub)

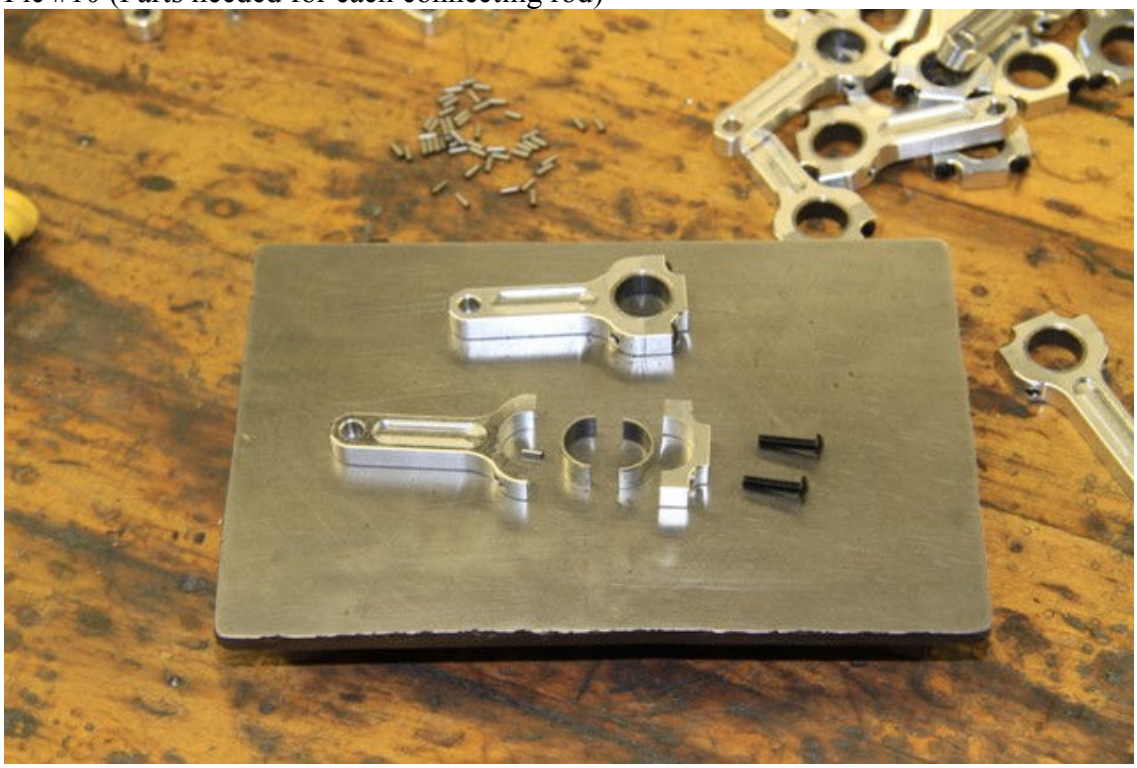


Pic #7 (Finished drive hubs)

Pic #8 (Distributor drive shafts have been taped and fitted with gears)

Pic #9 (Assembly of connecting rods, caps, and bearings)

Pic #10 (Parts needed for each connecting rod)



Pic #11 (Initial engine fitted with crankshaft)