(15 June 2008)

Update!!! I am quite confident (about 99.9%) that I have discovered the source of the excessive oil problem. The block has been completely dissembled and upon further examination a flaw in the casting was discovered. It is my belief that a void in the casting, which was not visible during the machining process, released some abrasive medium into the oil as the engine was running. Not only did this have disastrous results in the cylinder liners, but more importantly, it deteriorated the bearing surfaces, resulting in excessive wear. Instead of having a normal bearing clearance of about .001, I measured from .007 to .009. This was true not only on the mains bearings but also the connecting rod journals. This wear reduced the oil pressure and allowed to come out between all the bearing surfaces, which sprayed into the bottom of all the cylinders. It would have been impossible for the piston rings to remove this amount of oil. On Monday, I will take this block, along with several others and have them X-rayed. Not only will this prove my hypothesis but also give a visual representation of additional voids or areas that should be of concern. Like my motto says "Perfection is almost good enough for Conley Precision". I will let you know the results as soon as the blocks and heads have been returned. Even being "Fathers Day", I will be spending the afternoon regrinding the crankshaft and making new bearings, in preparation for when the block is returned. This was a somewhat unexpected discovery which took a long, long time to uncover. Needless to say a lot of late evenings and sleepless nights. I have an "open door" policy and if any of my current customers wish to discuss this further, please do not hesitate to contact me personally. With any luck I should have great news by the end of next week.