

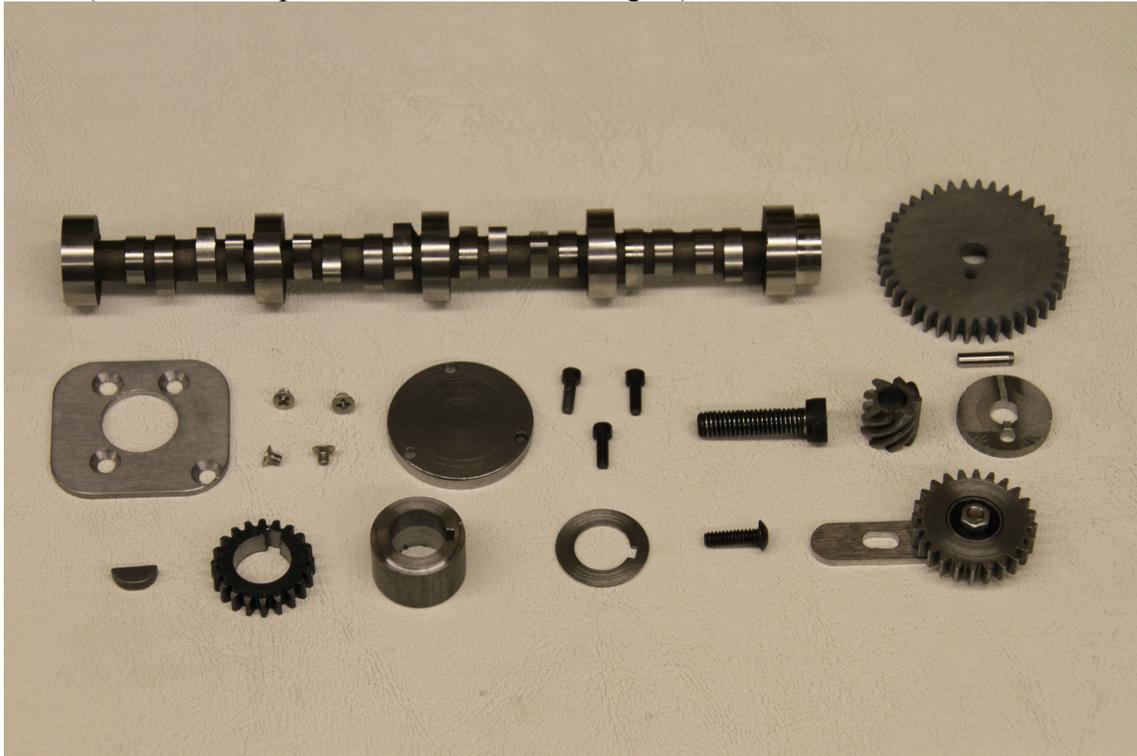
After my last update, I received several comments asking “how difficult is it to put in a camshaft”. It is hard to respond to a comment like that. Anyone who has ever machined a part or worked in a manufacturing environment will immediately understand my surprise. I would assume that these individuals, at sometime in their life, installed a camshaft in a full sized car and cannot see a problem. At the old adage goes, “some people cannot see the forest, because there are too many trees in the way”. Anyway, Pic #1 shows all the individual parts which are needed! If you remember for past updates, a lot of these parts should seem quite familiar. Once again, multiply this by 40 engines and it is easy to see how many parts that are needed. For what it is worth, in the picture, there are 4 very small screws located next to the camshaft thrust plate. These Phillips head, stainless steel screws are 2-56 x .125 long. Because of the small size, they are hard to pick up and since they are stainless steel, a magnetic screwdriver is on no help.

Another item which may be unfamiliar to some individuals is what I call a “Torque Plate) and can be seen in Pic #2. It is a piece of steel which is 1.5” wide X .750 thick and ground on one side. This is just one example of the extra step that I use to make this engine a dependable and reliable as possible. Basically, once the major components have been installed, i.e. crankshaft, cylinders, pistons, rods, bearings, and camshaft, I use the Torque Plate and “Torque” down all the head bolts, then remove all the bolts and recheck the top of each cylinder to make sure nothing has moved during the assemble process. You will notice some numbers on the top of the plate which is the sequence for tightening down the head bolts. This procedure is very important and makes sure there is no distortion. The top of each “bank” of cylinders is then hand lapped on a surface plate. Some individuals may think this is an un-necessary operation and to them I say “Perfection is almost good enough”!

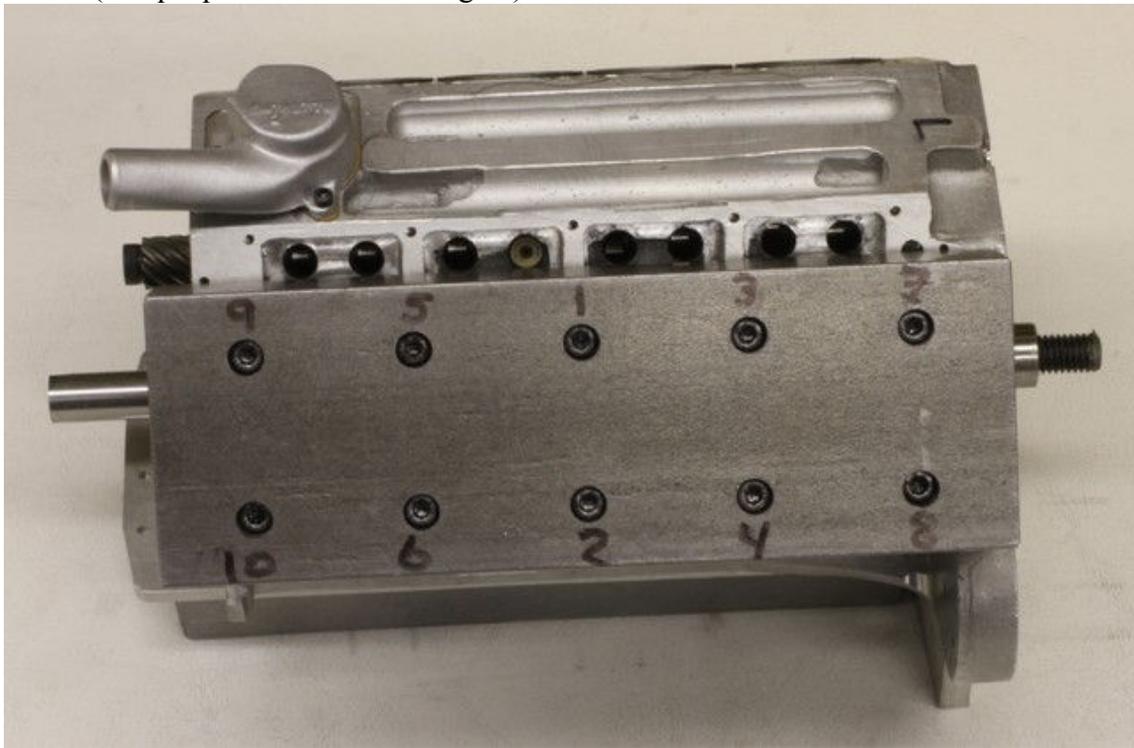
Although a little premature, I wanted to share prototype “Test stand” with everyone. I have been asked several times as to what it will look like. As you can see, it will be a nice display to show off your engine. It is totally self contained, with everything needed to run the engine. In Pic #3 you can see an aluminum plate on the left side – although not finished it will hold a tachometer, ignition switch, and charging jack for the battery, and all necessary electrical connections. Pic #4 shows the interior of cabinets. In the cabinet to the rear, there will be an oil tank (left of center), gas tank (center), and water tank (right of center)

The next jobs are to install all the lifters, followed by the heads, timing cover, intake manifold, and all other finished components.

Pic #1 (Camshaft components needed for each engine)



Pic #2 (Torque plate installed on engine)



Pic #4 (Prototype test stand)



Pic #4 (Test stand showing placement of internal components)

