

Last week I spent about 8 hours disassembling the engine (Pic #1) and examining all the components for areas of concern or wear. I was totally pleased with what I discovered. There was not one item that show excessive wear, or fatigue. It was not necessary to remove the crankshaft and pistons. I did, however, remove the rod caps and main bearing caps to get a better look and the bearing inserts, and hear, once again, I did not find any wear that would be of concern. Pic. #2 shows the head with a small amount of carbon build-up around the exhaust valves, but in all honesty, I would have expected much more. The most amazing discovery was the condition of the pistons and cylinder walls. Pic. #3 shows the bank of cylinders immediately after the heads were removed. I did not touch or wipe down anything and feel that the picture speaks for itself. The camshaft was in perfect condition as can be seen in Pic #4. Even the lifters (Pic # 5) show almost no wear and the surface that contacts the camshaft is even more polished now than when I initially install them. I was looking for any signs of a single wear point which would have meant that the lifter was not rotating in the block. This is extremely important, because if the lifter does not rotate, the camshaft will show excessive wear, as will the bore that the lifter fits in. Every lifter looked exactly alike. No difference!

It looks as though all the changes were well worth the time, effort, and expense. Everyone who has waited for such a long time for their engine should take great pleasure in seeing these results. This is reassuring to me when, once again, I make the statement to everyone that "I would much rather explain a delay, rather than apologize for the quality" it is absolutely a true statement. For what it is worth, this is a copy of a paragraph which I just recently sent to a customer who has been waiting a very long time for an engine. !

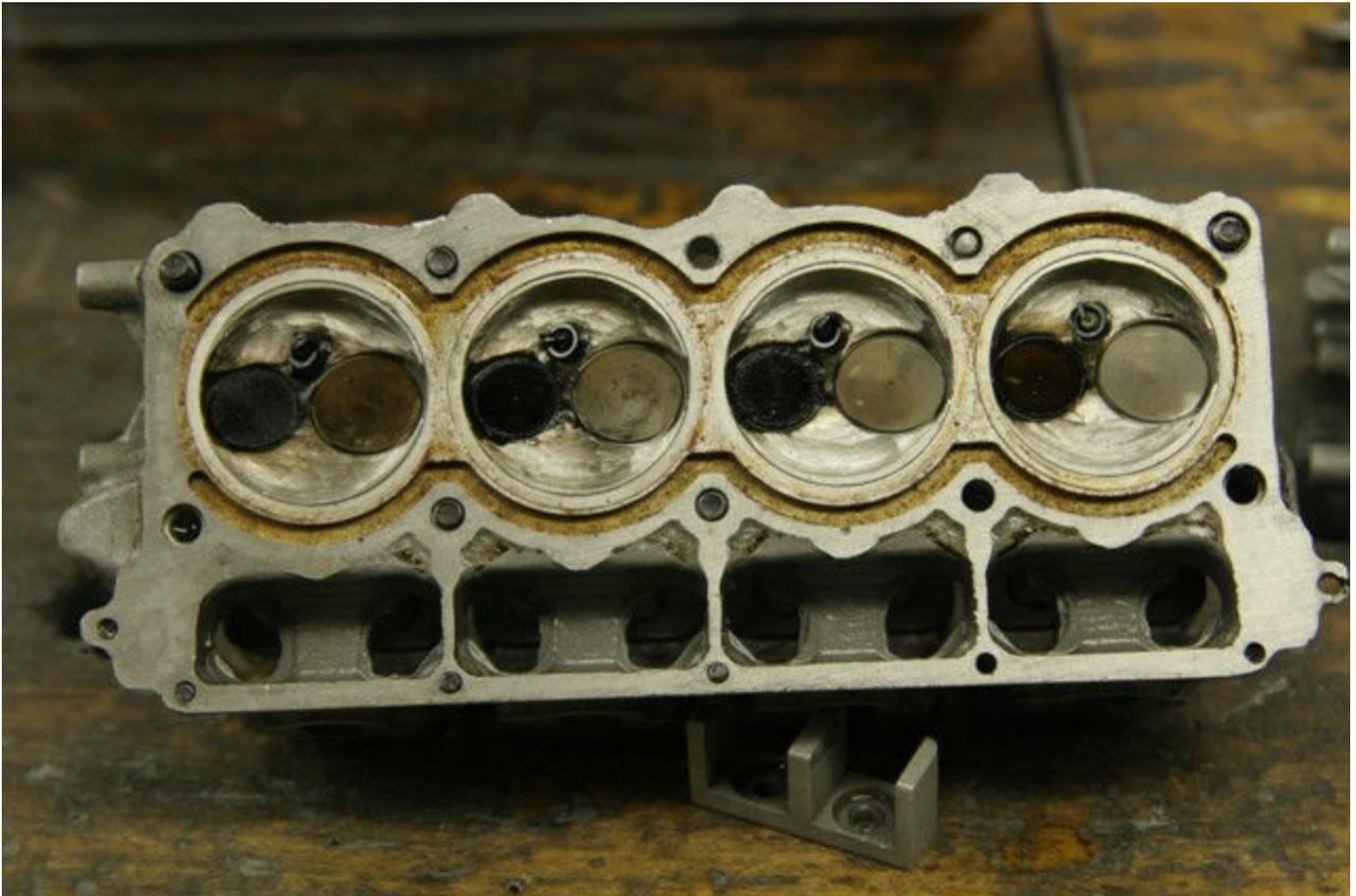
"Although, I do not have an exact delivery date, I can almost guarantee that it will be in your possession by the end of this year. Because I grossly underestimated the time needed to complete this engine, I am having some of the components machined by another company. I can obviously machine the castings but because I am so far behind schedule, this will allow me to spend my time on the "mountain" of small parts which are needed to complete this engine. This is obviously a more costly solution for me, but something that must be done. In all honesty, I cannot expect everyone to wait forever. All of my customers have been extremely patient and understand what a monumental project this has become. It is relatively easy for someone to build just one engine, but when hundreds of different parts must be machined to exact tolerances, the task is almost overwhelming. I am not complaining but rather stating a fact. At least I can sleep at night, knowing the end is near."

Just to give you an idea, he placed a deposit on the original V-10 engine over 10 years ago. When I asked him if he would like me to return the deposit, he requested that it be applied to the new engine. Now, this is trust!

Pic. #1



Pic. #2



Pic.
#3



Pic. #4



Pic. #5

