

First and foremost, all of the valves in the heads have been re-lapped and are ready for assembly onto the blocks. They also have the new rocker arm supports installed.

When I was nearing completion on several of the initial engines I was having a very difficult time adjusting the valves. Because the two “jam” nuts (Pic #1) were slightly below the surface of the top of the rocker arm, I would have needed to make a special wrench for each customer to adjust the valves. Even with a wrench which I had modified, it was still a challenge. Keep in mind; the nuts are for a 2-56 stud, which makes them difficult to handle. If I am having trouble, then it is relatively certain the customer will have the same difficulty, probable more. It was very evident that a change needed to be made. As you can see in picture #2 the new system for adjusting the rocker arms, is an internally threaded “stand-off”. Simple loosen the set screw in the center then turn the “stand-off” until the proper valve lash is achieved, then tighten the set screw. That is all there is too it. Sometimes I even amaze myself. Ha. Ha.

Once I had solved this problem, I then directed my attention to the carburetors and how was I going to operate both carbs at the same time. At first, you may think this to be a simple task. NOT! It isn't just the throttle linkage but also two chokes. When you look at the pictures of the finished linkage, at first you make think “no big deal”, but if you try to replicate this, you may come away with a differ frame of mind.

When I was satisfied the system was working well I proceeded to tighten the carbs in place and with any luck start the engine. This was not to be. Because the choke “butterfly” sits slightly higher than the top of the carb, a special spacer needed to be machined to allow for this added height. Once again, this is not something which can be picked up at the local hardware store. Will this mountain of parts ever end? I truly hope so! It should be easy to understand why this engine is taking so long to complete. Unfortunately, there is nowhere I can go for help, advice, or direction. On a positive note, the next run of engine will certainly require less time to complete, because of all the changes made in the initial run.

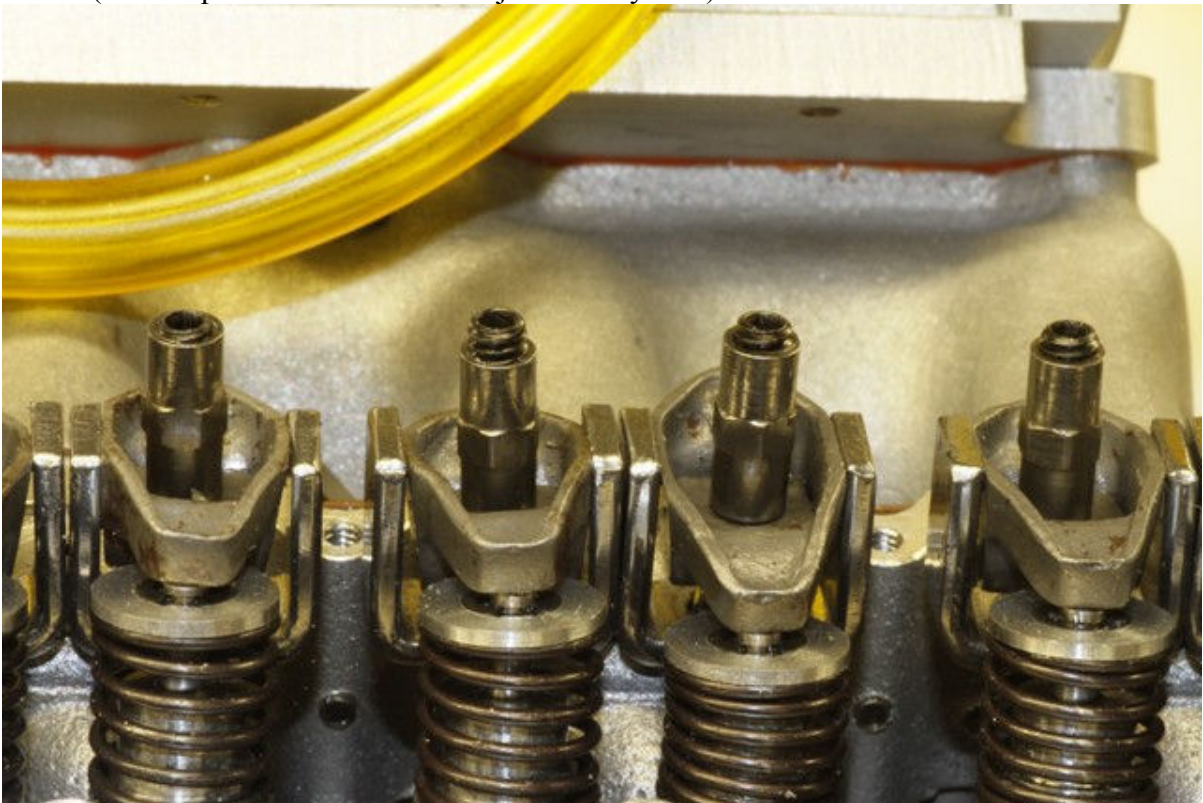
Pic #1 (Older style “jam” nuts for adjusting rocker arms)



Pic #2 (New rocker arm adjustment system)



Pic #3 (Close-up of new rocker arm adjustment system)

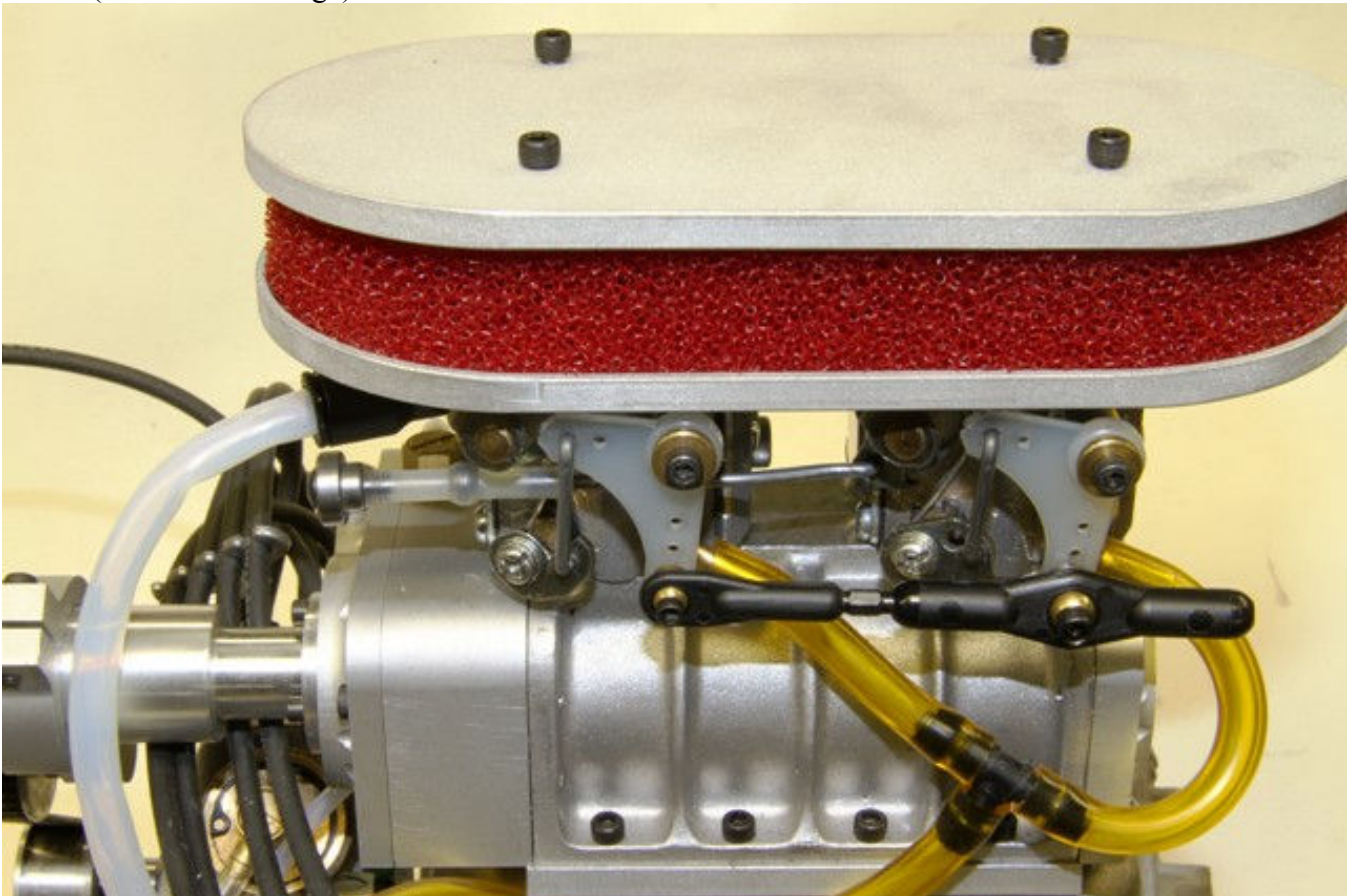




Pic #4 (Carburetor linkage)



Pic #5 (Carburetor linkage)



Pic #6 (Carb spacers)





Pic #7 (Front of engine with distributor installed)

