As you can see from the pictures, I have been very busy. Picture #1 shows the new distributor “toe clamp” and is used to keep the distributor from rotating, once the timing has been set. The old design was hard to install and even more difficult to adjust. Although it worked just fine, I felt that it could be improved. After a considerable amount of design time and several rejects, I can say that it works great. It would have been easier to simply drill a couple of holes in the timing cover and install soft point set screws – but noooooooooo, I could not take the easy way out and do something easy. Unfortunately, my design team (me) did not take everything into consideration on the initial conceptual blueprint. What I had forgotten was the “toe clamp” must swivel out of the way to allow for the distributor to be installed and removed. Since there is a significant part of the casting in the way, the design had to be totally redone. Success! Not only are they finished but polished as well. There are enough for the entire next run of 125 engines.

The completed clutch drive hubs are back from heat treat and will be finish ground next week, if all goes well.

Picture #3 shows the completed and polished idler timing gear adjustment brackets. Once again, more than enough for the next engines! As usual there were two jigs needed for the machining operations and can be seen in Pic # 4. By this time the stack of jigs and fixtures is getting pretty large – good news for the people waiting for the next run of engines.

The very small distributor carbon electrodes are finished. This piece goes into the center of the distributor, which is followed by a very small spring, then finally the high tension wire from the coil. As the engines rotates this electrode supplies high voltage to the center of the rotor which is precisely timed to fire each sparkplug. Is everyone still with me?

The superchargers are in their final stages of completion. Before all the pieces were installed, I though it would be a good time to show everyone just how many individual pieces are required for each supercharger. Keep in mind; most of the pieces had to be fabricated and all must be interchangeable! No easy task, even with CNC equipment which is capable of machining to .0001. There are at lease 30 screws, 8 ball bearings, three cupped seals, and two custom and hardened gears. In the next update I will explain some of the areas of concern, during the assembly process.

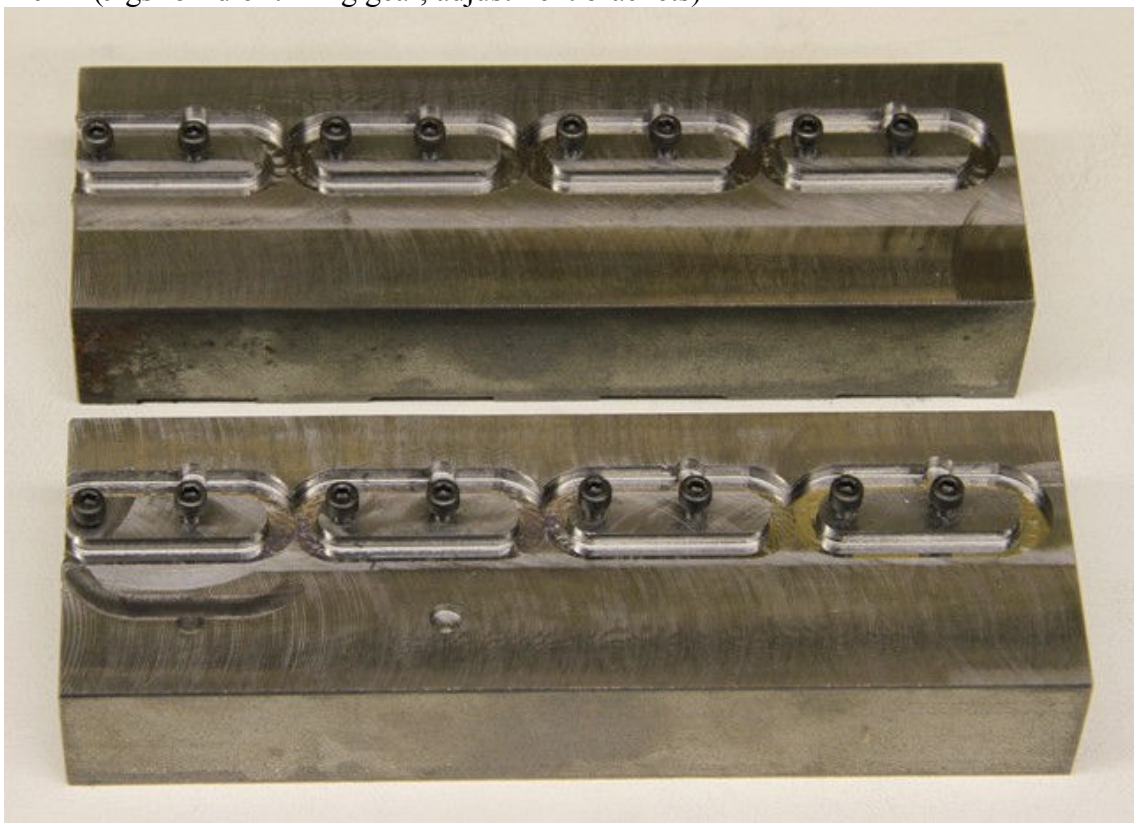
And finally, picture # 7 shows the distributor caps are molded and ready for assembly. The “mountain” of parts which need to be made, is getting a little less each day.

Pic #1 (Distributor “toe clamps)

Pic #2 (Clutch drive hub)

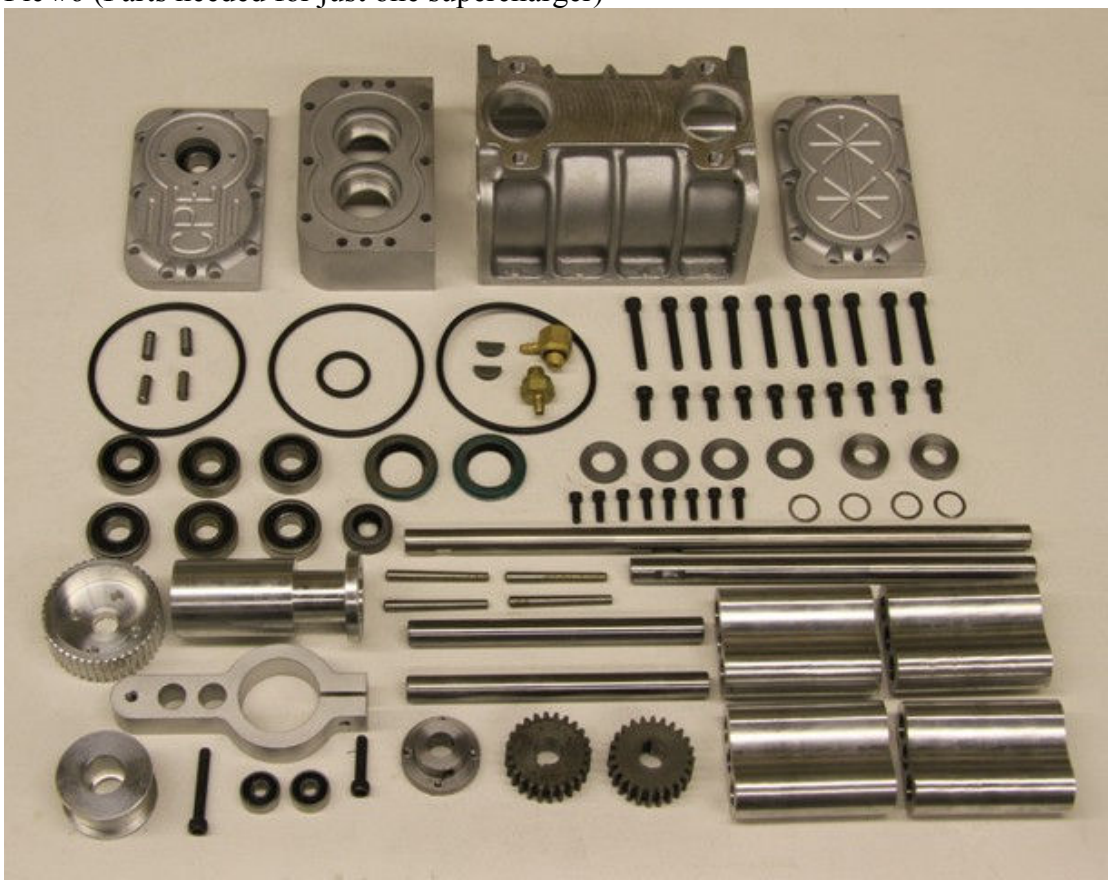
Pic #3 (Idler timing gear, adjustment bracket)

Pic #4 (Jigs for idler timing gear, adjustment brackets)



Pic #5 (Distributor carbon electrodes)

Pic #6 (Parts needed for just one supercharger)



Pic #7 (Distributor caps)