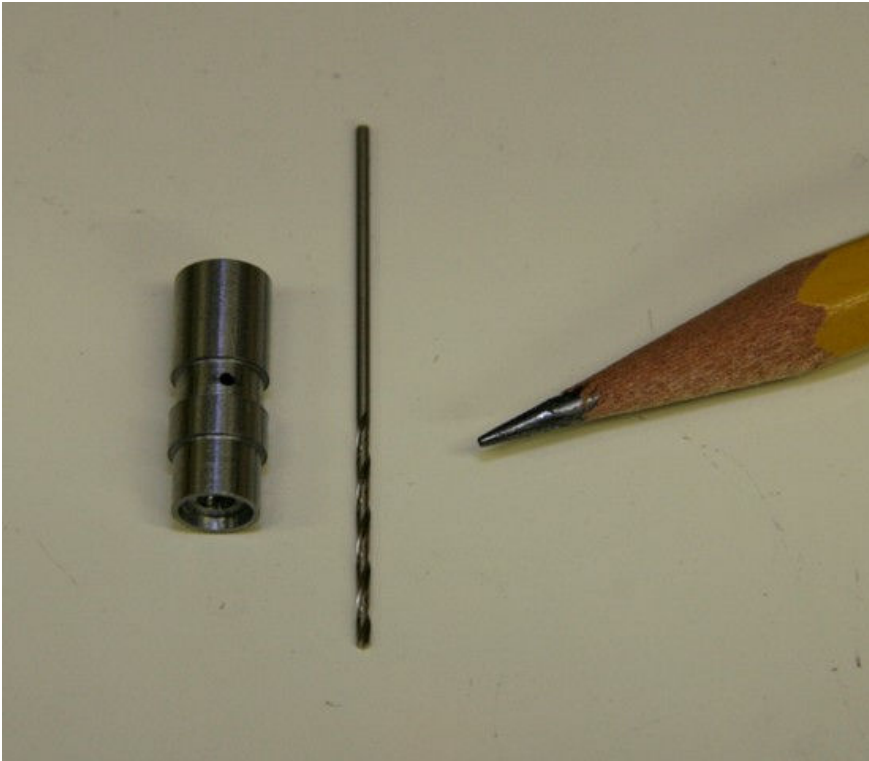


It is really nice feeling to look for places to put all the new parts being made. During the final assembly process it is extremely important to have everything in order. There will also be sub-assemblies, like the distributor, oil pump, and front timing finished and ready for installation. In my last email I made the comment "Some of the parts are relatively easy to reproduce, while others are quite challenging, such is the case with the lifters. If you look closely at picture #1 you will see a very small hole in the side of the lifter. There is also an intersecting hole the same size coming from the top of the. When I say small, I mean a #64 drill, which is .037. Picture #2 shows just how small the drill is in relationship to a normal pencil. Not only is the drill extremely small, it had to be drill to a depth of .350. That is almost 3/8". If any of you have tried to drill a 1/16" hole, you know how difficult this can be. A #64 drill is about 1/2 the size of a 1/16" drill. Needless to say, I had several drills on hand for machining this part. The first operation was to get the exact shape and then drill the longer of the holes. When finished a special jig (picture #4) was used to cross drill each lifter. Now multiply this hole drill, times 800+ parts and you can readily see the challenge. The lifters are all finished and were sent out to be heat treated. They will then be centerless ground and ready for installation. The valve seats in pictures #5 and #6 were held to within .0002. Once again, that is 2 ten-thousands of an inch.

Pic #1



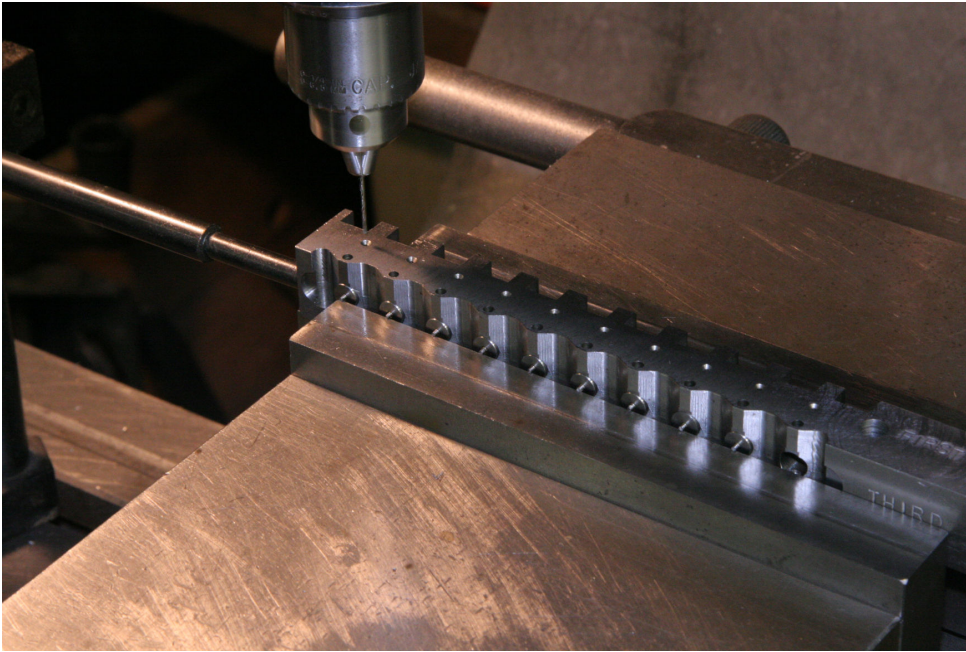
Pic #2



Pic #3 (Finished lifters)



Pic #4



Pic #5 (Exhaust valve seats)



Pic #6 (Intake valve seats)



Pic #7 (Clutch drive adaptors)

