

(31 Dec 2007): New Years Eve

Pic #1



Pic #2



Pic #3



Pic #4



Yes it is New Years Eve! With so many customers waiting for engines, almost every day is spent in the shop. Sorry for the delay in posting the new updates.

The first picture shows the castings for the intake manifold. Picture #2 & 3 shows the crankshaft being ground to the exact length. When I say exact, I mean between +/- .001. From now on, every machining and grinding operation will be taken from these ground end surfaces. This includes all of the main bearing and rod journals. Since the engine is running pressurized oiling, the center distance, width, and diameter, is critical to maintain the correct oil pressure. Picture #4 shows the flywheel end of the crankshaft ground to length and waiting for the next operation which will be finish grinding the outside diameter of the flywheel end. Once again, I cannot overemphasize how accurate this must be. If the diameter is not exact, then the dowel pins that locate the flywheel will be off center and with the engine spinning over 9,500, this could be a real problem.

Have a great New Year!