

Another two weeks have gone by and once again it seemed more like two days. Parts are continuing to accumulate. The heads are finished and ready for the valve guides and valve seats to be pressed into place. By the time my next update is ready, the heads should be nearing completion. I'm talking about valve seats cut and valves lapped. The "high hat" that holds the spring centered and houses the valve seal is then installed along with the springs, E clip, and retainer.

Stay tuned. If that were not enough, I am in the process of starting the next run of castings. A large part of the week was spent modifying the wax mold. Although the first blocks were fine, there are a couple of areas which needed a little attention so the machining will be easier, which relates to faster. A little time spent now will be well worth the effort. I will go into greater depth later.

As you can see from the first pictures, the connecting rods are complete and ready for the bearing inserts. Making one piece is not too difficult but making hundreds takes considerably more effort.

The distributors (Pic #2) are finished and ready for assembly. As you can see a tremendous amount of work has gone into these pieces. The two additional holes were drilled, spot faced, and tapped. The lower hole is for the fuel pump and upper one was an addition so the customer is able to periodically place a small amount of grease on the camshaft lobe that operates the fuel pump. It was not mandatory but will offer that little extra, which may be helpful in the future. Speaking of distributors, the small brass piece in pictures #3 & #4 will be installed into each distributor cap. I had ignition wire made especially for me. Well it is not actually wire but a filament wound material impregnated with graphite. Hence, magnetic suppression! The only problem is that it cannot be soldered. The brass insert is installed in each wire tower on the cap; the sparkplug wire is stripped at the end and super glued into place. This attention to detail takes a considerable amount of time, but once again, the net result is worth the expense and extra effort. There are about 100 of these brass pieces in Pic #4 which shows just how small they actually are. Making just 8 for the prototype was relatively easy; making hundreds needs a little more planning and a lot of time on the CNC lathe.

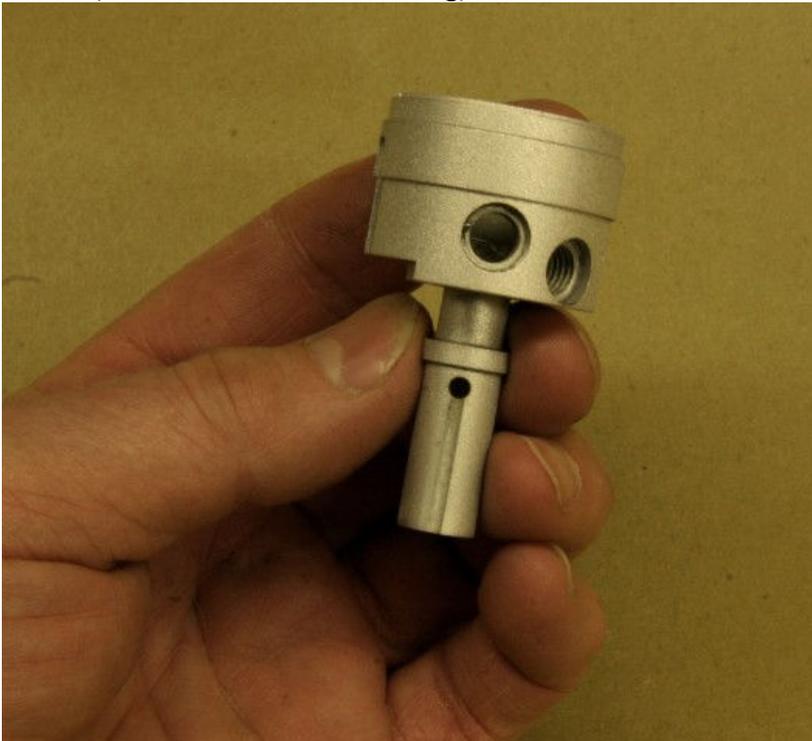
The very small parts in Pic #5 & #6 are critical to the longevity of the engine. At first it may appear very simple, but just try to cut stainless steel tubing and you will immediately understand my dilemma. This small "hollow dowel pin" is then pressed into the block (Pic #6) and keeps the main bearing from spinning and allowing oil to lubricate the rod and main bearings.

The final picture is of the optional stainless steel headers. The only operation that must be done to each is to drill the holes in the flange and at the collector. For those of you who have wanted the polished headers, this is a great picture to see the difference.

Pic #1 (Finished connecting rods)



Pic #2 (Finished distributor housing)



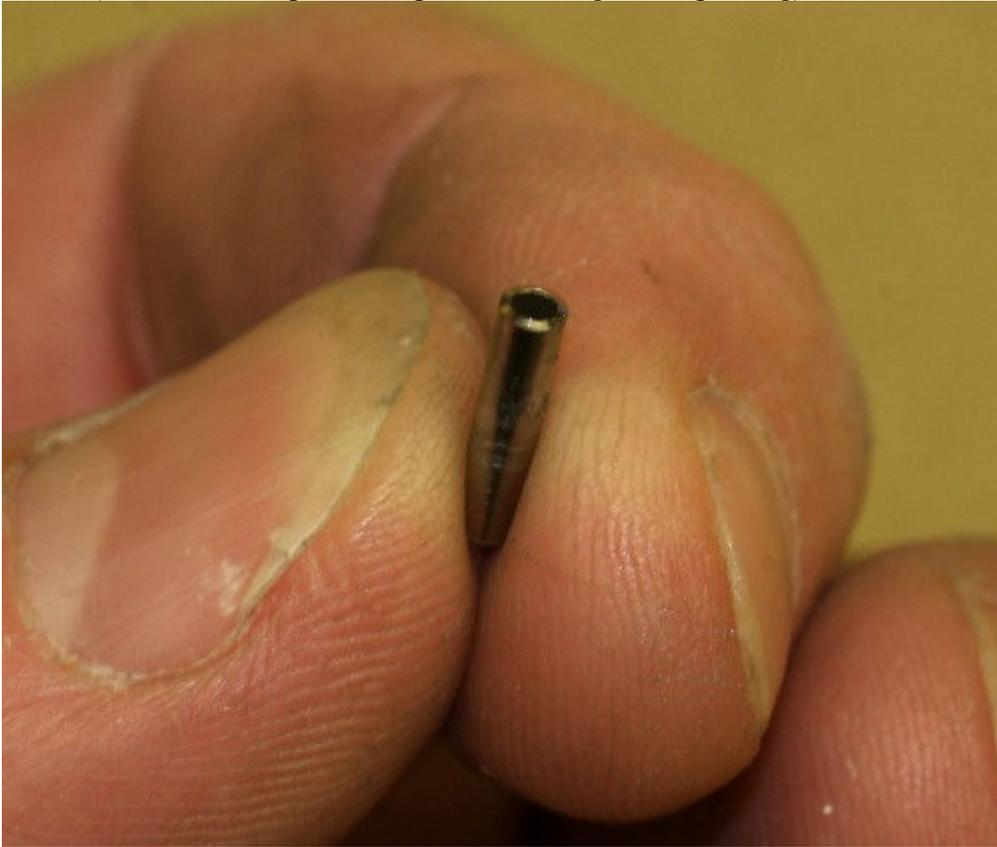
Pic #3 (Brass insert for distributor cap)



Pic #4 (Approximately 100 brass inserts)



Pic #5 (Hollow dowel pin to keep main bearing from spinning)



Pic #6 (Hollow dowel pin installed in block)



Pic #7 (Exhaust headers, standard and polished)

