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Columns EngineLabs

TECH5: Tips & Tricks For Builders From **Engine Pro**

By Mike Magda (0) Comments posted on Jul 7, 2015 in Columns





numerous suppliers. How can Engine Pros simplify the builder's job or speed up the turnaround time? Don Weber: The 30-plus

provide most customers in the US and Australia next day availability for engine parts. Our broad product



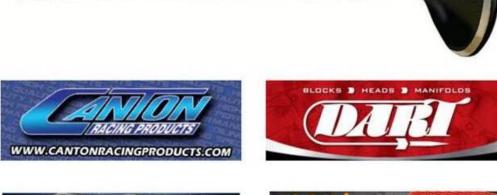
source the majority of their needs from a single source, saving time and freight costs. EngineLabs: Discuss the design strategy behind the Nitro Black valve line and how it differentiates from the other Engine Pro

Engine Pro warehouses

offering allows builders to

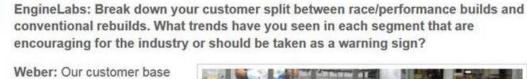
liquid nitriding treatment to give it an incredibly smooth stem-which provides better stemto-guide heat transfer and wear properties than ordinary stainless valves can provide. Our black nitriding is not a coating but a treatment that penetrates the surface and provides corrosion resistance so that exotic and corrosive fuels can't harm the valve. Just like the

nitriding on a crankshaft, our valves resist surface cracking and fatigue better than any other conventional stainless valve on the market today.



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do well regardless of the market climate and season. Conventional rebuild numbers are not as strong as they once were, due to engines lasting longer, but the average cost of a rebuild is much more as the complexity of engines has increased. the alliance can serve engine builders.

ranges from OE production rebuilders who never see any performance work all the

way to exotic performance

at \$20,000. Being broad

builders whose engines start

based gives us the ability to

EngineLabs: Talk about the benefits of partnering with the sprint series and how Weber: Engine Pro's sponsorship of two of the most exciting racing series in the country (Must See Racing and Sprints on Dirt) provides brand awareness for all of our Engine Pro products and allows our customers to associate themselves with

Final inspection of Engine Pro valves.

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marketing tools to its customer base.

those brands. Our engine builder customers

are our conduit to the racer and retail market

ways that Engine Pro supports and provides

and sponsorship and are just one of the



Grumpy Jenkins Trick: Twenty years ago I was lucky enough to have Grumpy Jenkins show me a great way to cut steel braided lines. He used a sharp wide chisel. This works great and leaves no frayed ends. Just put the hose on an aluminum block, use your sharp chisel and hit it like you mean it! - Jeff Beseth, BeezerBuilt, Inc., Newton Square, PA

Avoiding flat-cam syndrome: Along with the

use of assembly lubes, break-in oils with

ZDDP and a lifter-bore grooving tool, our

shop adds one step before final

assembly. With a bare, clean block we'll put in the two end cam bearings and install the cam with only light oil. Next we install the lifters with only light oil. Install a bolt in the front of the cam and spin it quickly clockwise with a speed handle and observe each lifter's rotating action. Use a felt pen to mark the lifters so it's easier to see them. If you find any of the lifters not spinning, this could be a potential problem if it leaves your shop like that. Lifter bore or even cam bore

too little taper can keep the lifter from spinning, and this can cause the cam to fail shortly after fire-up. - Norm Johns, Norm's Auto Machine, Petaluma, CA Tootsie Roll solution: Someday you could find yourself at the track, out in the field, or at home in your garage needing to check piston-to-valve clearance after a cam swap or cylinder head change and there is no clay available. No problem, go buy yourself a Tootsie Roll, and after it sits in your pocket for 20 minutes or so it should be soft enough to use. — John Allen, Advanced Engine Machine, Bakersfield, CA

alignment could be the problem. Many times the cam bearing bores get closer (fall) towards the crank centerline going front to back, (especially on BB Chevys) which in turn causes the taper on the cam lobe to be lessened towards the back of the motor. Zero or



ave Your Engine if it Runs Lean.

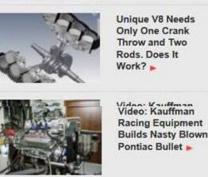
Bill "Grumpy" Jenkins











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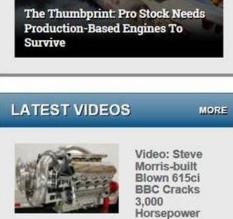
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