ATTACHMENT 3 - Engine

Short Block rebuilt by "Strong Engine" in Otis Orchard, WA.

As noted, the rebuild also included new cam gear, crank gear and oil pump.

Head was a 35 head and had to be discarded because of cracks in every cylinder.

Purchased Used 34 master head on ebay. This head shows it's age/use by the corrosion around some of the coolant passages. Rebuilt by local NAPA with parts purchased on ebay. NOS intake valves (837316), exhaust valve (837317), valve springs (837365)

New slotted valve keepers (837328) and valve caps (837365) were purchased

 Head bolt cracked block threads when checking torque-2nd one forward right side. Engine was stripped and taken to "Cast Iron Specialist" in Marysville for repair. Two photos show before and after. Head presently torqued to 75 ft-pd.





- Head was installed with NOS push rods (837384) and rocker arm adjusting screws (837385). Rocker arm shaft
 and bushings were purchased from The Filling Station. The local NAPA recurved the rocker arms.
- Final installation included a new water pump from The Filling Station and a rebuilt 1934 Master W-1 Carburetor from an advertiser in the Services Offered column of the G & D. The generator charges, but has not been tested for output.
 - The clutch was installed with new NOS clutch disc (837747), throwout bearing plate (837477), throwout bearing, (837021).
- The engine preforms well with the exception that it has a miss at idle. This clears up when you take it off idle. The NAPA mechanic suggested that it is probably a sticky valve and to run it awhile and see if it clears up. I do not have many miles on the engine, less than 100, probably 1 hour stationary running above idle. I found this discouraging and purchased a NOS DA head (837230) when it can available. I also purchased the later intake valves (609379) and exhaust valves (609380). These valves use the U-shape keepers.