

HOW TO BUILD AN ENGINE

WHICH ENGINE ARE YOU WORKING ON? 5.2, 5.9, 313, 340, 360, 383, 400, 440, Stroker? C.I.

Question: What engine parts do you want to re-use (Block, heads, intake, crank and rods, etc)?

Goal: What do you want to end up with? towing, resto, street perf., race only, what?

- Or something in between. Don't ask for dumb things, like good mileage AND maximum power; One or the Other!
- Horsepower will cost you in mileage/vacuum/smooth idle/high vacuum.
- Mileage will cost you in horsepower/torque/rough idle/etc.
- Don't be vague – I will lose interest!

Budget: We will try to get you the most bang for your bucks. Horse Power costs money - How much do you have to spend?

RULES & TRADE-OFFS

Our customers constantly tell us “I want as much (pick one) Horsepower, Mileage, Vacuum, Torque, RPM, Low-octane gas, without sacrificing any (pick one) Horsepower, Mileage, Vacuum, Torque, RPM, Low-octane gas, Smooth/Rough Idle. That AIN'T happening! To get a little more of one thing, you will need to 'trade off' for a little less of something else! There is NOT a sudden stop or start, but a gradual change. In other words, a trade-off – one for the other.

For example,

- As the horsepower goes up, the mileage goes down, and
 - As the mileage goes up, the horsepower goes down
- As the idle gets rougher, the vacuum goes down, and
 - As the idle gets smoother, the vacuum goes up

These aren't my rules! These are the nature's laws!

You get the idea. So, the question becomes: what are you prepared to trade-off to get what you want?