

ENGINE SPECIFICATION

Cubic Capacity: 3,442 cc

Compression: 8.5:1 with 0.040" thick composite cylinder head gasket

Performance: Dyno testing projects max 175 HP & @ 200 ft/lbs torque at the flywheel

Block/Crankshaft:

2251 block casting machined to accept upgraded dished freeze plugs

Sleeves: New top hat engine sleeves throughout

Main bearings - .010" oversized

Rod bearings - .010" oversized

Front main seal - upgraded to Teflon

Rear main seal - upgraded to one piece with machined crankshaft seal surface

Main bearing lock washers upgraded to ARP

Pistons: A&E spin cast, long skirt STD, nominally 8:1

Skirt clearance: 0.004" on each of the cylinders

Rods: Fully reconditioned connecting rods,

ARP rod bolts and nuts torqued to 55 ft/lbs with 30 weight oil on threads

Cylinder head: OEM C Type camshafts

Upgraded springs (nominally 95lb)

Spring pressure - closed 85 lbs, open (0.40 lift) 180 lbs

All new custom CJ intake and exhaust seats installed (0.005" interference fit)

All new CJ Magnesium Bronze silicon guides

Valve stem to guide clearance: Int. 0.0010", ex. 0.0012"

Cyl head cc = 96 cc

All new stainless steel custom CJ valves (Int = 1.75" Ex = 1.625")

Intake valves have seals retro fitted

All new (later style) keepers, split collets and spring retainers

Valve lash .004" intake, 0.06" exhaust

NGK BP5E spark plugs set at 0.035"

All new head studs torqued to 60 ft/lbs with 30 weight oil on threads.

Hylomar on lower threads where studs installed in block at 27 ft/lbs

FLUIDS

Castrol GTX 10w30 Motor Oil

Transmission – Mobil 1 ATF only (No gear oil)

Brakes – Castrol GTLMA fully synthetic DOT 4 fluid

Dash pots - ATF

Coolant – Dexcool

Differential - 90 weight gear oil

Grease – Kendall Blue