

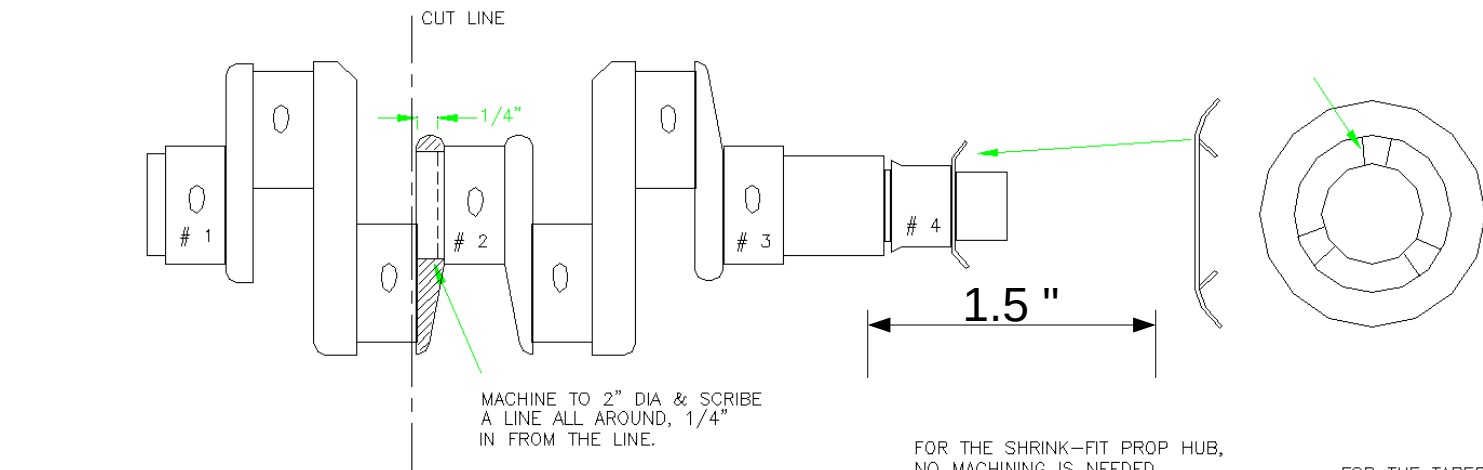
CRANKSHAFT CONVERSION

OIL SLINGER MODS

HEAD CONVERSION

EXHAUST PIPE FLANGE

MAKE FROM 1/16" STEEL. FULL SIZE



THE MAGNETO BODY SHOULD BE ALMOST VERTICAL AT 22 DEGS BTC TIMING WITH THE PROJECTION BELOW CUT AT 90 DEGS. YOU SHOULD VERIFY THIS AND ADJUST THE ANGLE TO SUIT IF NECESSARY.

FOR THE SHRINK-FIT PROP HUB, NO MACHINING IS NEEDED.

FOR THE TAPER-FIT PROP HUB, MACHINE/GRIND A 3 DEGREE TAPER.

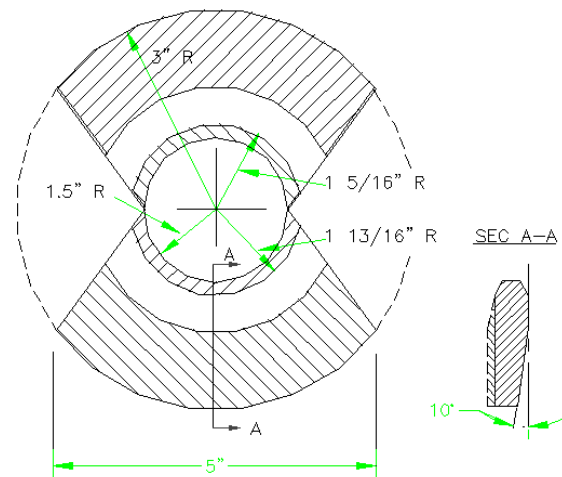
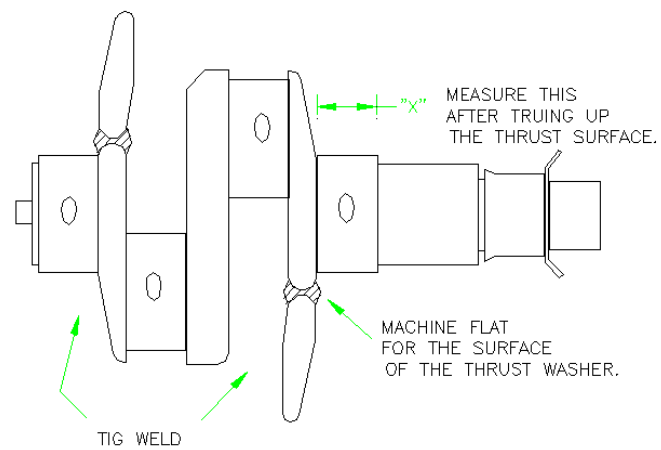
3 DEGREE TAPER.

WELD THE FLANGE TO THE PIPE.

DRILL 7/8" HOLES THROUGH THE JOURNALS ONLY IF THE ADVANCED BALANCING METHOD IS USED FOR THE CRANK.

WELD SHUT THE EXPOSED OIL PASSAGE

GRIND TO FIT THE I/D OF THE COUNTERWEIGHT THE TABS OUTWARD.



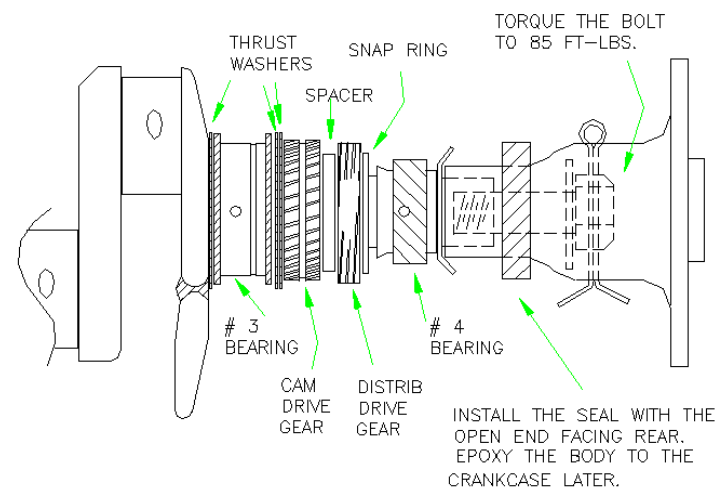
MEASURE THIS DISTANCE AS WELL AS THE THICKNESS OF THE 3 THRUST SHIMS T1, T2, T3.

"Z" IS THE AMOUNT TO BE MACHINED FROM THE CAM-DRIVE GEAR.

MACHINE A 1/8" x 1/8" GROOVE (FOR GEAR REMOVAL)

BEARING FOR #3 JOURNAL

$$Z = (Y - X) + T1 + T2 + T3 + .008"$$



THRUST WASHERS

SNAP RING

TORQUE THE BOLT TO 85 FT-LBS.

SPACER

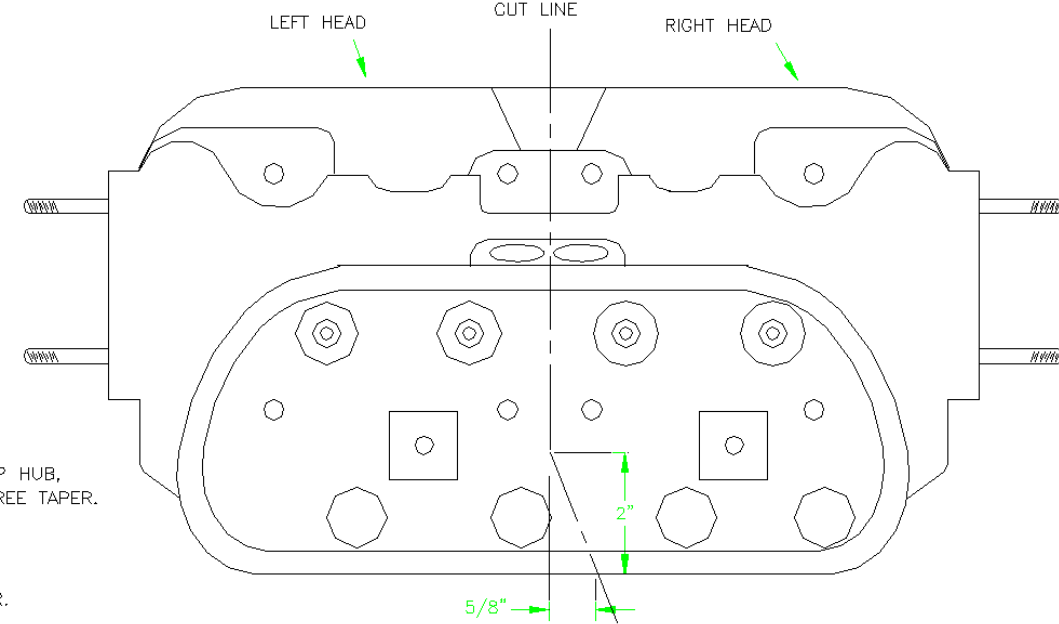
#3 BEARING

#4 BEARING

CAM DRIVE GEAR

DISTRIB DRIVE GEAR

INSTALL THE SEAL WITH THE OPEN END FACING REAR. EPOXY THE BODY TO THE CRANKCASE LATER.



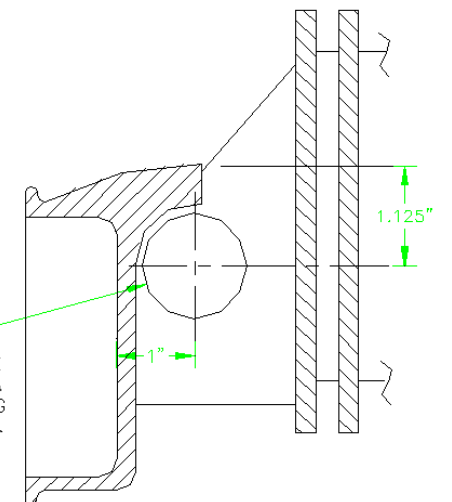
3/16" DIA FOR EXHAUST PIPE SUPPORT.

PLUG & WELD SHUT.

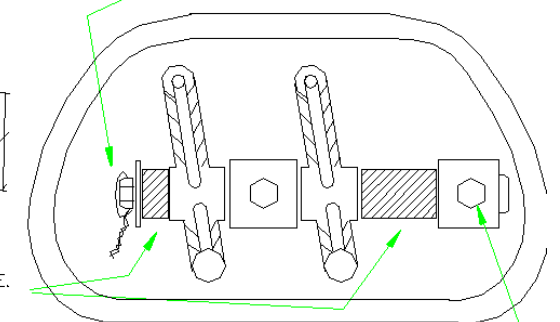
CUT A 1 1/4" HOLE IN THE SIDE OF THE INTAKE VALVE OPENING. WELD A 1.25" x .058", 2.5" LONG 6061-T6 TUBE IN PLACE.

DRILL 5/16" DIA FOR THE OTHER ROCKER ARM SUPPORT.

1 1/4" OR 1 1/2" DIA VW EXHAUST PIPE.

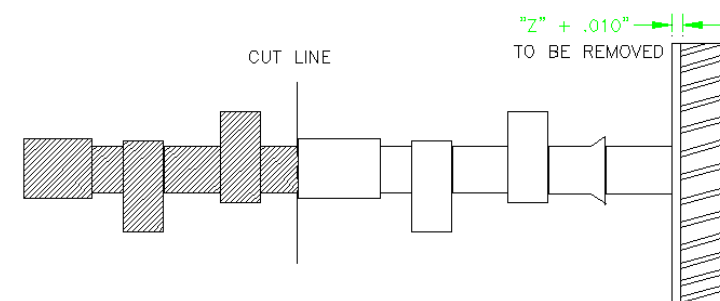


DRILL & TAP 1/4-28. USE A LARGE WASHER AND LOCKWIRE TO SECURE THE END SPACER.

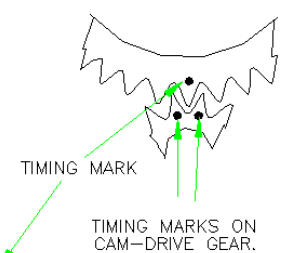


AN5 BOLT & LOCKNUT

CAMSHAFT CONVERSION



MAKE SURE THE TIMING MARKS ARE AS SHOWN



1/2 VW ENGINE

- CRANKSHAFT CONVERSION
- HEAD CONVERSION
- CAMSHAFT CONVERSION

DRAWN BY: W. SPRING
REV. SEP 2002

SHEET 3