

8/4/01

Engine & Heads 455 Olds

Block bored .030 oversize, using torque plate and micro finished for moly rings.

Crankshaft turned to .010 under. Ford 460 rear main seal used.

Cloyes true roller timing chain.

TRW forged Pistons +.030 (9.4 - 1) compression ratio.

Ductile Moly Rings.

All new Wrist pins, Rod and Main bearings.

Mondello Engle Cam # 16-18, lifters, and pushrods

Engine crank, pistons, rods, flex plate, etc. machine balanced.

Oil galley restricters installed for improved crank shaft oiling.

HEADS

Ga heads with crossover welded closed at Indy for better HP. Crossover not needed with electronic fuel injection.

New hardend seats with 3 angle grind for improved flow.

One piece stainless steel valves. Intake opened to 2.070 Exhaust is stock 1.675

New valve springs

Using stock head gasket assembled engine calculates to be 9.8-1 compression ratio.