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#### GMC REPLACEMENT ENGINE

I have been recommending S & J engines to my friends for over 35 years. At first glance it seems that one went BAD. Actually this is the second problem I am aware of in the past few years. When this happens, I inquire as to what went wrong, and how the problem was handled by S & J? The first incident was a leaking rear main bearing seal. Minutes after a photo of the pitted seal surface on the crank was sent, S & J pulled a crank, bearings, gaskets and seals, then called the customer and agreed to send a \$500 check, he requested for labor to replace the crank. The second incident was a recent failed rod bearing and here is the response I received:

"We build and sell twenty five engines a day and I have been doing this for forty years. We have under a 2% warranty rate with 44,310 engine still covered under warranty.

An interesting fact, two out of every ten engines returned because of failures will be factory defects, the other eight are from overheating, failed O2 sensors, fuel wash, oil starvation etc., all items beyond our control and specifically denied in the disclaimer section of the warranty . But of course all I hear about is how we will not stand behind our warranties. I have talked to other engine remanufacturers and of course they tell the same tell, no getting around it, it just come with the territory.

Mr. Dohm purchased a 455 cu. in. Olds short block on 1-16-14. When he called our warranty dept. and stated the engine failure and after hearing his diagnoses we requested he return the short block so we could make a diagnoses of the failure and correct any problems and or alleged defects.

Mr. Dohm told us he did not have time to return the short block and would have it repaired at Allpied GMC. He was informed all alleged defects must be confirmed and all repairs must be done at our facility as per the terms and stipulations set forth in the warranty . If he chose to have it repaired without allowing us to inspect the damage and or make the repairs it would not be covered.

MR. Dohm sent us the damaged connecting rod, rod bearings and main bearings stating we had mixed up the # 7 rod with a # 4 rod cap causing the rod bearing failure. We sent him pictures showing where the 7 stamped on the connecting rod looked like a 4 because the rod had a casting flaw which does make it look like a 4 as you can see from the attachments. If the number 7 rod was attached to the # 4 cap the # 4 rod should have had the # 7 cap which was not the case, the # 4 rod had the # 4 cap. It must also be noted he returned some of the main bearings which were burned and scored. If a rod bearing fails it will not cause the main bearings to burn due to a lack of oil, the mains get oil first and then feed the rod bearings.

However if you add the rod and main bearing failure together with frictional heat discoloration with the bearing babbitt pulling indicates oil starvation or most common with only 350 miles was caused by a dry start (improper engine priming before start up).

We are sorry about Mr. Dohm's dissatisfaction but with his decision to have all repairs made at his location without giving us a chance to inspect or make any of the required repairs left us with no options."

"For your own sanity maybe you should not make any recommendations. I know every time a friend wants and engine I cringe, Murphy's law is always going to step in."

NOTE; THIS ENGINE WAS SUPPLIED AS A SHORT BLOCK; WITHOUT HEADS. grn.

I hope all of those using S & J Engines read this carefully and are able to relax, knowing there is a REAL warranty behind their well built engine, not someone who screws up and tries to "pass the buck." I will continue to recommend S & J engines and continue to post the truth as I see it. You will not see my post on the GMCNET as I have been long banned from this one sided forum for un-diplomatically posting similar truths.

Pictures of the bearing surfaces for those who understand.



