

From Link to V8

Short Block 224/232/259/289 engines are remanufactured and assembled in three different packages. With some options available at your request.

Short block. Just a bare block with crankshaft, bearings, camshaft, oil pump, rods, pistons, rings.

You assemble all the external parts. And use your heads, intake manifold, carburetor, exhaust manifolds, distributor, water pump, water manifold, motor mounts, generator, starter, harmonic balancer, pulleys, valve covers and timing gear cover, flywheel, bell housing and oil pan.

Long block. Similar to a short block, but will have re-manufactured heads installed and torqued, valves adjusted, oil pump, oil pan, front timing gear cover and seal, valve covers, valve lifter cover and harmonic balancer installed.

You will use your, intake manifold, carburetor, water pump, water pump manifold, exhaust manifolds, fuel pump, distributor, flywheel, bell housing, motor mounts generator and starter and pulleys.

A complete run tested engine will have all the parts New or remanufactured so the engine can be moved from crate to auto, installed, add oil and drive. It will have a remanufactured carburetor, distributor, new fuel pump, oil pump, new water pump, water pump manifold, spark plugs and wires, points, rotor, distributor cap, oil filter fully plumbed, the oil gage hose or sending unit will be attached. Should you choose it can have a bell housing attached with flywheel and clutch system or a flex plate installed for automatic transmission. You will use your motor mounts and generator.

All engines include re-machining of block to be sure it is square and surfaces are free of cracks and warpage.

Line bore is checked. Balancing of the moving parts is an option.

Cylinders are bored and New **US** made pistons are fitted individually to the bore. Same size rings are fitted to the cylinder and the pistons. Chrome rings are available. Choice of 3 pistons. Standard dish, ½ dish, or flat pistons in the 289

New cam bearings. Lifters are boxed and sent with short block. New oil pressure relief spring and valve.

New oil pump or at least a pump overhaul kit is installed, providing the wear is not beyond limits. Heavy Duty pump available.

The thrust on the camshaft is checked and a new cam gear is installed.

The crankshaft nearly always needs to be ground and fitted with appropriate sized rod and main bearings.

The latest material for these engines are used in the gaskets for best seal. The rear main seal is installed and the proper bolts for automatic transmission or flywheel are installed. All oil galley plugs are installed as well as water jacket soft plugs and camshaft plug. The remaining gaskets are shipped with the Short block

The block is painted the color for the year of your vehicle then prepared for shipping in a wooden container or prepped for pickup. The short block wrapped in shrink wrap.

I build a substantial shipping crate that can be used to return ship your short block. There is a core charge on the block and shipping container, which is refunded upon the return of the block and shipping container.

Refunds are only available on parts that are suitable for remanufacture. You will return all parts for the old engine as you received for the remanufactured engine.

Pictured is a short block



Pictured is a long block

