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en, I received your engine on Thursday, October 27. After having installed it in the car. I can tell you large a THANK YOU!!! the engine turns to wonder. You did an exceptional job. You will herewith find photographs of the car with your engine.

L. Amaudruz

Ted, great news we have the Lark up and running, motor sounds great..... Thanks so much for everything Gordon

I brought my 1960 Studebaker Hawk to Mr. Jensen. The cars motor needed to be replaced. He installed a completely rebuilt motor, along with additional major components of the braking and suspension systems. His repair work was thorough & conscientious as he fixed and replaced many other items he knew needed attention. The car has become one that I can use with complete confidence. Mr. Jensen's knowledge of Studebaker is extensive. I am glad I found him.

Robert Stavis

Hi Ted,

first of all, I would like to let you know that my new engine runs beautifully, and the car pulls really well (the rear wheels even spin on wet pavement)..

Blessings,

Stephan

Ted, I finally have the engine installed and all the kinks worked out. I've had two recent opportunities to take the Studebaker out and run it through its paces. The new engine starts and runs flawlessly. And, it looks great. It was a long haul, but I'm very glad that I answered your ad.

Incidentally, my Studebaker is in the February 2017 Studebaker International calendar.

Rick Lloyd

Hello Ted: It has been about a year since I picked up my Lark after your rebuild. Since it is thanksgiving, I am thankful that I decided to contact you and have you work on my Jelopy, The engine is running strong and the Overdrive transmission works fine. Thank you.

Artie Casiminno

Ted: Finally had enough time to complete the motor installation. Motor started on the first hit, Very excited about that. Ran smooth as you had described.

Phillip Fife

Ted: We got home about 1:59 AM. The transmission is installed and shifts just as smooth as it should.

The Rinehimer

Hi, Mr. Jensen,

I am elated with the engine we got from you, and am very thankful that I found you -- and that you had an engine for my Land Cruiser. Wishing you all the best!

Bob Herrington

Hello Ted,

I received the transmission on Tuesday, today I have installed it. My President runs and shift as new

Thank you again,

Martin Heitman, Germany

I have not only had a 1957 Studebaker 3E14 undergo a complete maintenance overhaul to include rebuilt Commander motor, by Theodore Jensen, but after selling that truck, Ted completed a two year frame off restoration, with engine rebuild and balance, on a 1960 Studebaker Champ 5E6, for me. Ted has always maintained excellent communication with me concerning the scope of his work, and was open to suggestions I offered. His prices have been very fair.

His attention to detail is above reproach and I would highly recommend Ted to anyone wanting and expecting excellence in the work performed.

Brian Dahl
Chester, VA

Story of the 170-cu. in. engine for my 1947 M-5.

In the Spring of 2020, I had a local machine shop do the machine work on a 1951 car 170 cu. in. engine for my 1947 M-5. I was responsible for disassembly and reassembly. I have excellent mechanical skills so this wasn't a problem.

The shop bored the engine .040 over and the crank .010 under. NOS head to replace the cracked head and a NOS camshaft. New pistons, rings, bearings, oil pump gears and shaft, timing gear, valve lifters, valve guides, valves, valve springs, harden valve seats, valves lapped, oil pressure valve. I rebuilt the carb, fuel pump and distributor and had the starter and generator rebuilt. I brought the engine home and reassembled it.

Put the engine on a test stand and started it October 2020 with a disappointing result. Very low oil pressure 5 to 10 lbs. and a rhythmic squeaking sound coming from the crankcase near the rear camshaft bearing. When I installed the camshaft, I had to use a rubber mallet to tap it into place. I took the engine apart and found the rear cam bearing was installed at an angle and the camshaft had worn a groove in the bearing. Back to the machine shop for new cam bearings.

Again, I reassembled the engine and started it. The same problems, oil pressure 40 lbs. at start and 5 to 10 lbs. at idle. Still the squeaking from the crankcase. Apart the engine comes and I carefully plastic gauged and check all the tolerances looking for the problem. Everything checks out fine. I can't figure out what's wrong with this engine.

I had talked to local mechanics, sent letters to the Studebaker Drivers Club Co-Operator Advisors and couldn't get a solution to the problems. At this point I called Ted Jensen using the contact information from the Vendor Issue of Turning Wheels. Mr. Jensen correctly identified the problems as excessive wear of the lifter bores. He sent me his Restrictor to be installed in the camshaft oil galley.

I installed the restrictor, put the engine back together and started it. Cold start fast idle oil pressure now was 60 to 65 lbs. and at normal idle 20 to 25 lbs. Plus, the squeaking noise from the crankcase was gone. A great improvement from the 40 lbs. at start and 5 to 10 lbs. at idle.

Thank you, Mr. Jensen, for supplying this restrictor,
Charlie Tetkoski