CarlG

Is it possible to take a B **crankshaft** that is worn beyond limits and re-grind it to A specs and install it in an A block?

BCCHOPIT

YES... you can also add some stroke B rods are thicker so you will need to add to the sides of the A rods

Tudortomnz

Yes, the B crank can be ground to A specs. My Father did this for one of his Model A's in the early 1970's ; it was the counter weighted crank. He said it did not make a big difference to performance [do not think he had the cam ground to B specs] but it climbed on hills better. In those days here , & even today, finding a good B block was hard.

Kevin in NJ

Yes, but you best find a guy who know how to proper grind cranks to Ford specs.

The problem is a large amount of A crank grinds are not held accurately to specs so you get imbalances. Stuff like none of the centerlines for the mains being on center.

Then there is getting the shop to change their wheel to grind the correct radius. They do not want to do this cause they then have to loose a good chunk of the wheel putting the modern radius back on the wheel.

If you take the crank blueprints to a shop and ask them to grind to the specs they will tell you that you want a racing grind and charge more for the job. When you tell them you will be checking the work they will refuse the job. These same shops have troubles grinding a modern crank properly.

J&M Machine and a guy that Konhnke uses are two candidates for getting the job done properly.

Purdy Swoft

Usually people cut the main bearing journals down enough so it can be used in the model A block and leave the rod journals as large as possible.. If you use model B rods you will need to put some dimples in the oil pan for clearance. The model B oil pan can be used but will need modification at the rtear main bearing area and the rear section that would connect to the bell housing will need to be removed. The counter balanced **crankshaft** is heavier and will slow accelleration and throttle response. It will be best to lighten the flywheel. The flywheel used with the model B engine is lighter than the model A flywheel.

Ray in La Mesa

Not to hijack the thread , but, I've been running a "B" block with and "A" pan for 20 years and there are two spots I had to modify. The rear main cap has an obviously larger seal seat for the pan so I cut the "A" pan to match and aded a 3/16" rod for a sealing lip on the cork seal. The other modification ,pertaining to this thread, is to "dimple" the pan sides where them"B" rod nuts hit it just below the pan rail.I used the original 21/32" rod nuts and they did hit the pan. Recently I used 5/8" nuts that are a bit smaller and do not hit the pan, plus, you don;t have to buy a 21/32" socket.

Jim Brierley

If you use ARP 12-point nuts on the B rods, they will clear the A pan without dimpling it. Some cut the B or C crank down to 1.800" and install inserts in the block. This retains more of the strength of the B crank.

Mrtexas

No performance gain. The gain is the center main doesn't wear as much.

columbiaA

Years ago I had a 33 "B" crank cut down to 1-13/16" on the mains, had thick steel front & center main caps made up & the cast rear main cap all bored & babbitted to fit. By splitting the difference between the "A" & "B" main sizes, you end up with a much stronger crank for the "A".I can not see the sense of cutting the "A" crank down to 1-5/8" on the mains. Ford knew there was a problem with crank flex on the "A", so they made sure they used larger brgs on the "B". The best engine for a driver "A" is to use the "B" block as they have the improved oiling system with mild pressure to the mains & cam brgs & are easy to convert to higher pressure oiling with a drilled crank. The Ford parts books right up to about 1950 listed main caps for "A"s, but I never seen main caps listed for "B"s, so the "B" caps obviously stood up much better. I use 33 engines in both my "A"s & wouldn’t go back to the "A" block as long as I own the cars. I keep the original to-the-car engine for my sedan, which is a good rebuilt in case a future owner wants to go stock.