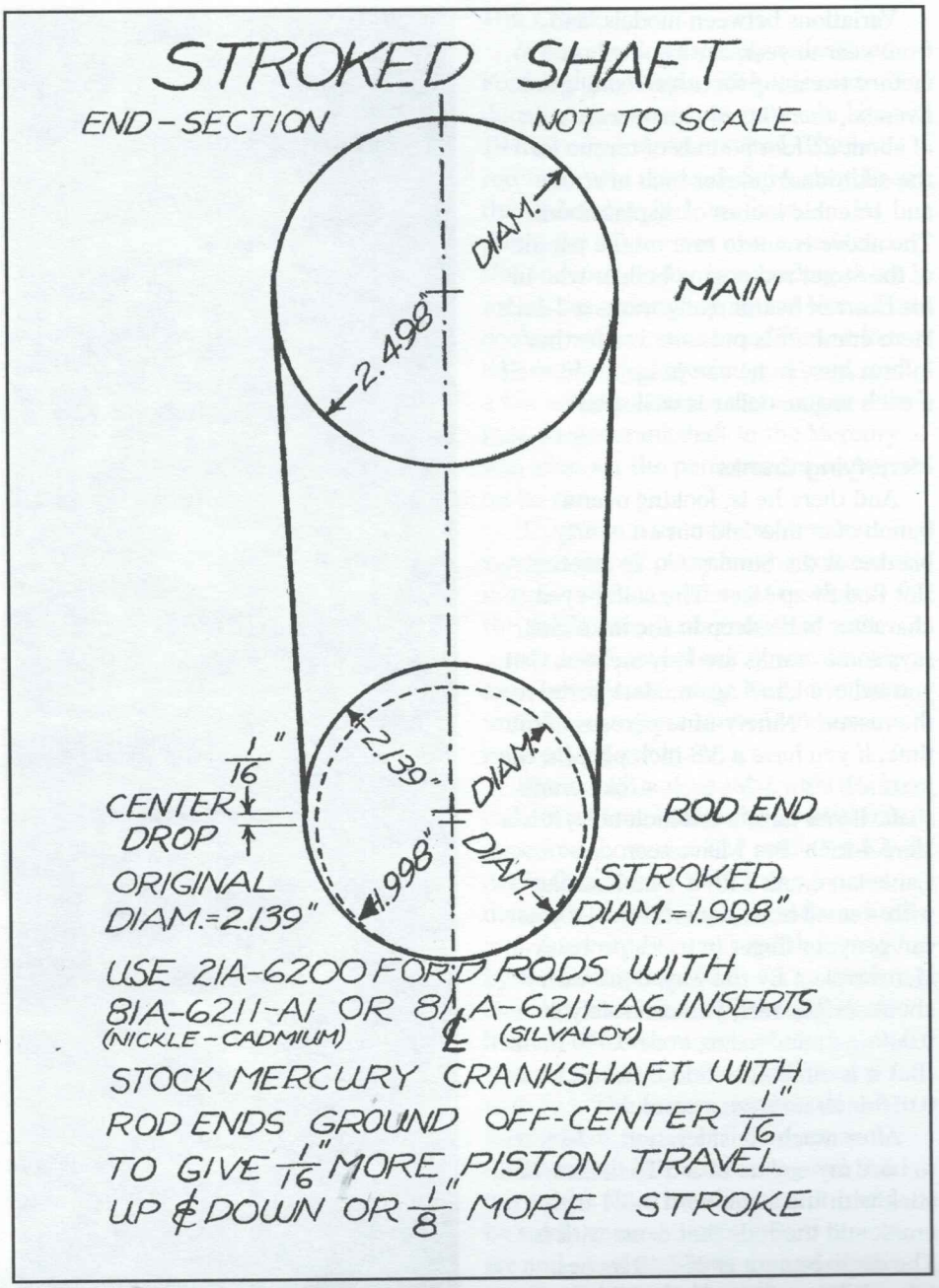


Out of the past: Drawing from California Bill's Hotrod Manual (1947) illustrates the then-popular 1/8-stroker modification to the 1939-48 Mercury crankshaft. All 1932-48 Ford and Mercury crankshafts have only one hole in each connecting-journal and require the use of full-floating rod bearings as illustrated on page 85.

Pistons

OK, we then know we are goi
re-use a stock crank and rods. N
with the pistons. Pistons, rings a
bearings are the consumables in
rebuilding. That is, they are alwa
replaced with modern upgrades.
piston manufacturers are still cr
out slugs for the stock and high-
mance market. (See Buyers' Gui
Let's pause for a moment, and p
a few more interesting flathead i
crasies.

One is the off-center position
crankshaft in relation to the bloc
terline when you are looking at i
straight on. The other is the fact
although Ford originally used a l
skirt, 3-ring (two compression ri
one oil ring) piston, during a mi
crisis in the 1930s, a fourth ring
added, presumably for oil contr
stability. Kirby has a few though
this . . .

"Today, we know how to con
expansion rates and bore taper.
the 1930s and 40s they were sti
ing. Today, with our modern tec
gy, we know what all the expans
rates are, plus we have machine
holds taper. If you pull an old m
apart, you can take a telescope
and find as high as 8, 9 or 10 th
sandths taper in the bore. Much
is wear, and that fourth ring kee
from splashing up. But was the
haps added to stabilize the pist
bore because of the rod angle cr
by the offset of the crankshaft?"

Aftermarket pistons for the f
have followed the modern short
design with two compression ri
one oil ring since the 1950s. No
new there, but, "Nobody else of
wrist pin. In the Motor City Flat