

## Camshafts

- Measured for straightness and wear. If necessary, cam lobes are re-profiled or the camshaft is renewed

## Cylinder Head

- Inspected for cracks, crack tested and/or subjected to a submerged pressure test
- Checked for distortion and thickness
- Overhead camshaft configurations have the housings checked and restored to specification
- Nonconforming parts are replaced with new castings
- Bolt and stud threads are cleaned and damaged threads are replaced
- Refaced to ensure the optimum surface finish specified by the engine or gasket manufacturer

## Belts/Chains and Tensioners

- Replaced with new

## Crankshaft

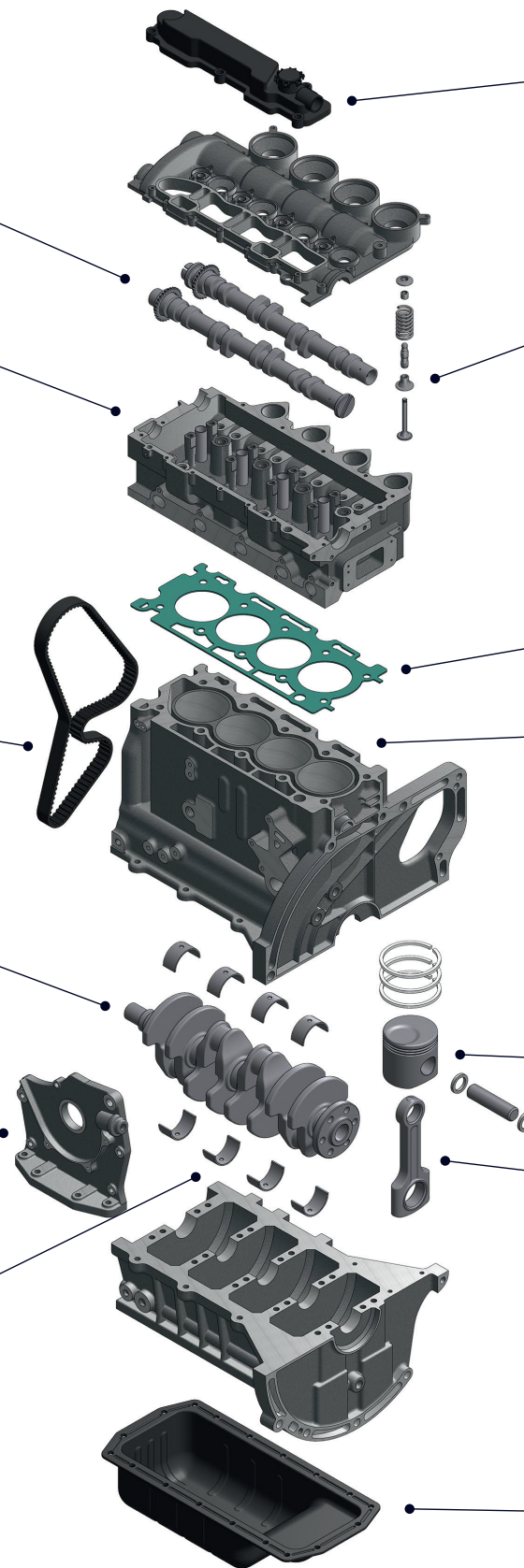
- Checked for alignment
- Sealing diameters are measured and reclaimed as necessary
- Measured and reground or polished to conform to the bearing manufacturer's dimensional and surface finish specifications
- Diesel crankshafts are electromagnetically crack tested
- Oil galleries are de-burred and thoroughly cleaned

## Oil Pump

- All pumps are stripped and cleaned
- Clearance between the rotor and body is measured
- Oil pressure relief valve is dismantled, cleaned and all parts not to specification are replaced with new

## Bearings

- All big end, main and thrust bearings are replaced with new components comparable to OE specification



## Rocker Cover

- Where applicable, breather boxes are inspected and cleaned or if necessary, replaced with new

## Valves, Guides, Seats and Springs

- Valves – Examined for damage, measured for stem wear, head thickness and straightness, and are re-faced or renewed as necessary
- Valve Seats – Machined to the correct seat angle, width and depth or replaced with an insert
- Guides – Measured for wear and re-sized or replaced as necessary
- Springs – Measured for free height, compressed load length and squareness and renewed as necessary

## Gaskets

- All gaskets and seals are replaced with new components comparable to OE specification

## Cylinder Block

- Bolt and stud threads are cleaned. Any damaged threads are replaced
- Re-bored or re-sleeved and honed to the piston manufacturer's specification, including surface finish
- Re-faced to ensure the optimum surface finish specified by the engine or gasket manufacturer
- Main housings are checked and re-machined as necessary

## Pistons

- All pistons, rings and pins are replaced with new components comparable to OE specification

## Con-Rods

- Big end housings are measured for size, ovality and are re-sized as necessary
- Small end bushes are measured and replaced if found to be outside the manufacturer's specification
- Checked for alignment and weight graded into engine sets

## Sump

- All sumps are checked for damage and are repaired or replaced as necessary