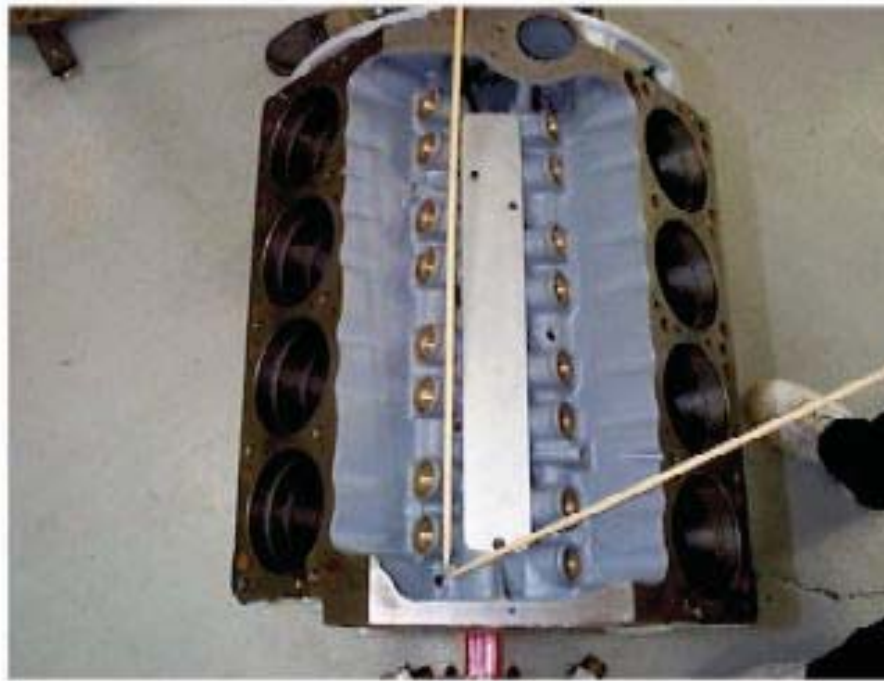


OK so you don't have an "X" or "R" block. What do you do? This next photo shows how you can accomplish the same thing with a standard block.

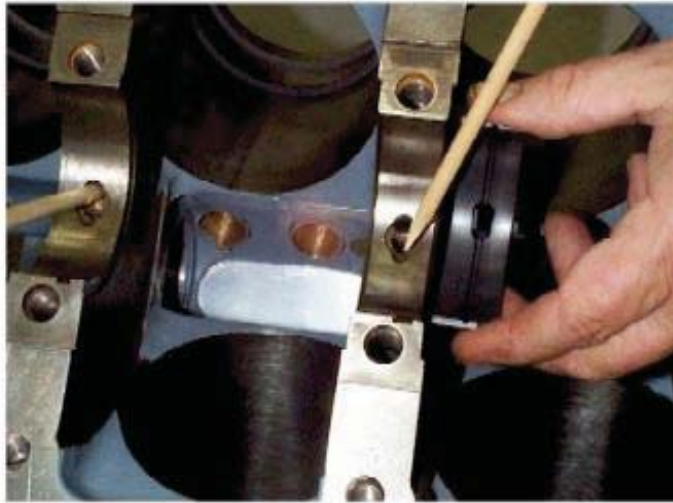
Drill a 7/16" hole and tap it for 1/4" NPT, run a steel line from that fitting to the back of the block. Drill a 3/4" hole in the back of the block right beside the oil pressure passage and directly below the intake surface. Install a #8 bulkhead fitting in the hole at the back of the block and connect it to the line coming from the front. Then connect to a remote filter and presto you feed the oil galley from both ends. Your bearings will thank you!



Next let's go to the main bearings. The passage from the main oiling galley (that's now fed from both ends) goes to the main bearings via a 1/4" drilled hole (some blocks are drilled 17/64"). We want to enlarge these holes to 9/32". Use a 12" long electrician's drill and carefully drill from the main bearing area up to the main galley. This will do two things; enlarge the passage and ensure the holes are fully drilled. We have found holes

not fully drilled many times. Some builders drill the front hole to $9/32$ " and the center three main bearing are drilled to $5/16$ ". This is OK too. The passage in the rear main is large enough from the factory ($5/16$ ").

The next photo is very important! It shows how we modify the main bearings. We machine a slot in the mains approximately $1/2$ " in length and $1/4$ " in width. Why? The slot in the bearing now fits the slot in the block. And an oiling slot (versus a hole) in the bearing gives the rod bearing feed hole in the crankshaft more time to fully fill up with each revolution. For very high RPM engines (such as this) we enlarge the slot in the block to $5/8$ " in length and make the slot in the bearing the same length.



This engine is being built with Jessel rockers that feed oil to the rockers through the pushrods. So good consistent oiling of rockers is essential. But we don't want to feed the left side oil passage from the front main bearing as a standard block does. So we block the passage that goes from the front main bearing up to the left side oil galley. We do this with a deep freeze plug in the left side oil galley to cover the hole.

