



J2 TECHNICAL ARTICLE

Number 105

April 14, 1982

From Octagon Heaven

Resource: Jim White
&
MMM Register

CRANKSHAFT - WHAT TO DO TO FIX OR REPLACE A BROKEN CRANKSHAFT

Options according to Mr. White:

- a. Rebuild an old crank - not too expensive but not too reliable since this design is notorious for breaking. Cost is about \$400.00
- b. Purchase a racing fully balanced crank with rods from Gordon Allen Company for \$2,500.00
- c. Purchase new semi-counter balanced crank and rods from Barry Walker for about \$1,200.00
- d. Continue to work on the body, paint, and upholstery for another year and see what else develops in the way of cranks.

The MMM Register Infoletter No 61 has a short article by Ken Gallop " An alternate way of fixing your old crankshaft"

You might consider having your bent-wire crank built up by submerged arc welding. A detail article on this is in the 1970 MMM Register Yearbook. There are great advantages in this method over the conventional metal spray techniques in that the metal imparted adds to the strength of the crankshaft.

Cracks can be grooved out and repaired, cracks in oilways can be filled and re-drilled afterwards. The Journals can be built up, perhaps 1/16" oversize for the J-rods or to 1 5/8" for P rods.

Rev.-limits must be lower with this set up (J-crank & P-rods)

A couple of firms are offering this service :

Fields Engine Service of Leyton
Thurston Engineering of Ongar

Cost about E70.00 "

Editorial Note: I am sure there are companies in the U.S.A. that rebuild crankshafts similarly.

I have not been looking for a crankshaft so I can not be of any direct assistance.