

THE EXTRA MILE

Engine Building and Power Techniques

BY SCOTT SEHR



Absolutely, The Most Motor For Your Money! *Guaranteed*

Sehr Performance
going the
"EXTRA MILE"

Taking Care of Your Hot Rod Engine for the Long Winter Nap

Up here in the Midwest we have the winter holiday, and many of us do not drive our hot rods in the freezing temperatures so we store our cars until the spring thaw. These hot rod engines are special built units and require proper attention to keep them happy. There are a few things that I have found our customers do not know so I thought I would share these procedures so your hot rod engines can give you the life that is desired. Improper storage techniques can hurt and cripple a higher horsepower engine. These techniques should be conducted if the vehicle is in cold storage or heated storage. One of the hardest things on a vehicle is not driving it for a long period of time, but observing these techniques will limit the deterioration of the engine in the vehicle's rest time.

CHANGE ENGINE OIL AND FILTER. Service the engine lubrication system and run the engine for a minimum of 20-30 minutes. This coats all the engine components with fresh, unbroken down engine oil. Today's hot rod engine oil has anti-corrosion additives that will fight against rust and tarnish. When the engine is in cold storage, the issue isn't the freeze down so much as it is the warm up – that's when the metal sweats and the bad stuff occurs.

CHECK THE ENGINE COOLANT. The engine antifreeze must be at a level to protect the coolant from freezing in the winter cold. Some may choose to drain the cooling system. That is okay, but you must still be prepared for the spring warm up. With the warm up, the metal sweats and forms rust that can cause leaks.

PREPARE THE FUEL SYSTEM. The fuel system is always overlooked. Fuel can deteriorate and tarnish and will mess up carburetors, fuel lines and injectors. There are some fuel storage additives that work pretty well. If these additives are used, the engine must be run for a good period of time to completely fill the whole fuel system with the treated fuel. Draining the fuel system completely will also work. This must be done from the tank to the fuel bowls in the carburetor or injectors.

PULL THE SPARK PLUGS. This will give the engine a chance to air out. In the spring warm up, it gives the moisture vapor a way out so it won't be trapped inside your engine.

TURN THE ENGINE OVER EVERY TWO WEEKS. This does a few things; first and most importantly it will keep the valve springs in

motion so one or two are not stuck in an open position and lose their strength. It also keeps the pistons, rings, valves, rockers, lifters, camshaft, timing set, crank, and bearings all in motion and will not take a set from being in one position for a period of time. Turning the engine a quarter turn every two weeks will be sufficient.

PUT YOUR CAR UP ON JACK STANDS. This will accomplish several things. It will be easier to attend to your engine, it will unload your hot rod suspension and relax it so it will not settle in and become stale, and it will keep your tires off the cold floor from the winter months.

REMOVE YOUR BATTERY OR INSTALL A TRICKLE CHARGER. Keep your battery charged or warm. An unused battery and electrical system will not be a great thing in the spring and can cause unnecessary headaches.

We put so much time and heart into all of our engines and we want to see them give the years of service that is desired. Ignoring maintenance programs will rapidly hurt these engines so we go the "EXTRA MILE" to educate and make sure you will get extra miles out of your hot rod.

