

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"

Building Engines the Best That We Can, Not the Cheapest That We Can

Today, we as individuals, are all caught up in the cost of a product and seem to be less interested in the actual quality of the product. When it comes to building engines of today it is wise to be cautious on cutting corners to conform to a preconceived engine expense. We now desire higher horsepower and torque engine output, which is more achievable today with the availability of better-engineered engine parts and the practice of precise engine machining procedures. These parts come at a higher cost than others because of the materials and procedures used to produce them. The precision machining process needed to complete and properly fit all the parts correctly will take more time and experience to execute and that also comes at a higher cost.

When we look at proposing an engine package to our customer we consider the actual use of the engine, the power and torque requirements, what it is going to take to achieve those goals, the quality of

the parts that it will take to make the engine reliable and useful for the desired distance, and all the necessary machining processes required. Next we go over our findings and proposal with our customer and we then discuss and explain the reason for the procedures and parts that are required. We then make changes if there are any additions or concerns in the proposal. We use all of our years of experience in doing this and we don't overlook anything, if anything is overlooked or assumed then that opens the door for a premature engine failure disaster.

Not all engine parts are created equal. There are parts that look the same but are not of the same material and quality. Using these clone engine parts will result in a failure and can be very costly if the part that fails is a major engine component and can be a annoying nuisance if it is a minor engine component. We only use engine parts that are properly tested in an approved R&D facility. These parts do cost a little more than the clone parts but are more than three

times the quality. Choosing the correct part is also important, for example, if a piston is chosen for the desired compression ratio and the actual combustion chamber volume is larger than advertised and the head gasket is thicker than the calculated advertised piston compression ratio, the actual effective compression ratio can be much less than thought and power loss is experienced. Taking the steps to check and set up all of the parts takes time and increases the cost slightly but the increase in power and dependability is far more than the cost. The cost of not checking and doing these things can be disappointing.

Here at Sehr Performance our customer comes first. The initial "cost" of the engine is nothing compared to the "cost" of an engine failure. At the end of the day our customers experience what they desire in the engine for their hot rod because we always go the "Extra Mile" for them, always.



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THERE WILL ALWAYS BE SOMEONE WHO
SAYS THAT THEY CAN DO IT CHEAPER...
BUT AT WHAT COST?



Quality valve
train components
insure endurance