

THE EXTRA MILE

Engine Building and Power Techniques

BY SCOTT SEHR



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

THE PROFESSIONALLY BUILT ENGINE

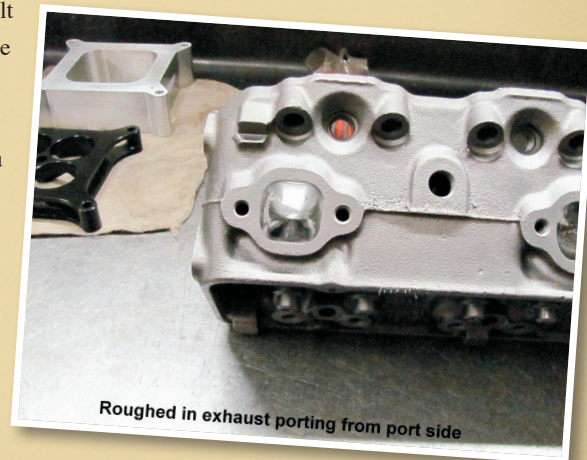
During this past year we took a walk through the step-by-step process of machining and dynoing an engine. Thank you for following along. This year we will dig a little deeper into the reasons why we do it the way we do here at Sehr Performance and give you a better idea of why we are who we are.

When it comes time to get the engine built that is going to power your dream ride or your daily driver there are some things that we would like you to consider before you make your commitment. There are a multitude of possibilities and choices that go into making the right choice and it can really be confusing. Is your engine builder a true professional or just a poser? It seems there is an endless supply of self-proclaimed 'professional' engine builders to be had. With a wrench in one hand and the Internet in the

other, they boast that they have done hundreds of builds just like yours and they can do them in their sleep. Often times the results look like they did. You develop a problem and find your 'professional' is nowhere to be found or they say, 'I don't do engines any more' and the reason why is clear. We have been in the same location for 17 years and have seen their results.

Among the things to consider before you lay your money down; do you intend to keep what you have built or are you doing to dump it? If you are going to keep it, take it to a professional, certified engine machinist, not some guy working out of his garage at night and on weekends. Has your engine builder made the investment in education and the tooling needed to assure you that what you will get is a quality build? A quality build requires a lot more than a ridge reamer, some sockets and a laptop. As the owner of Sehr Performance Machine, my reputation rides on every build that we do, so I am committed to doing everything I can, within your budget, to get you the results you are looking for. If I can't do it the way it needs to be done, I'll tell you. I won't take short cuts or use 'cheap' parts to be the cheapest bid; to do that would result in something you are not going to be satisfied with. As is true in most of the things in life, the best is not often the cheapest.

Throughout this series we hope to explain why doing it the way we do, you get more of what you came here for: more reliability, more power, more performance and more pleasure. We won't be giving away any secrets but we will increase your understanding of what it takes to make any engine perform up to its true potential. If there is something that you would like explained, send us an e-mail at sehr@sehrpower.com and let us know. We may use your question for an upcoming article so grab a pop or a cup of coffee and we'll get started.



Roughed in exhaust porting from port side