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Marinmotorer till rätt pris !!
Direkt från USA
UTAN MELLANHÄNDER !!

GM Marine Engines



OUR REBUILT ENGINES

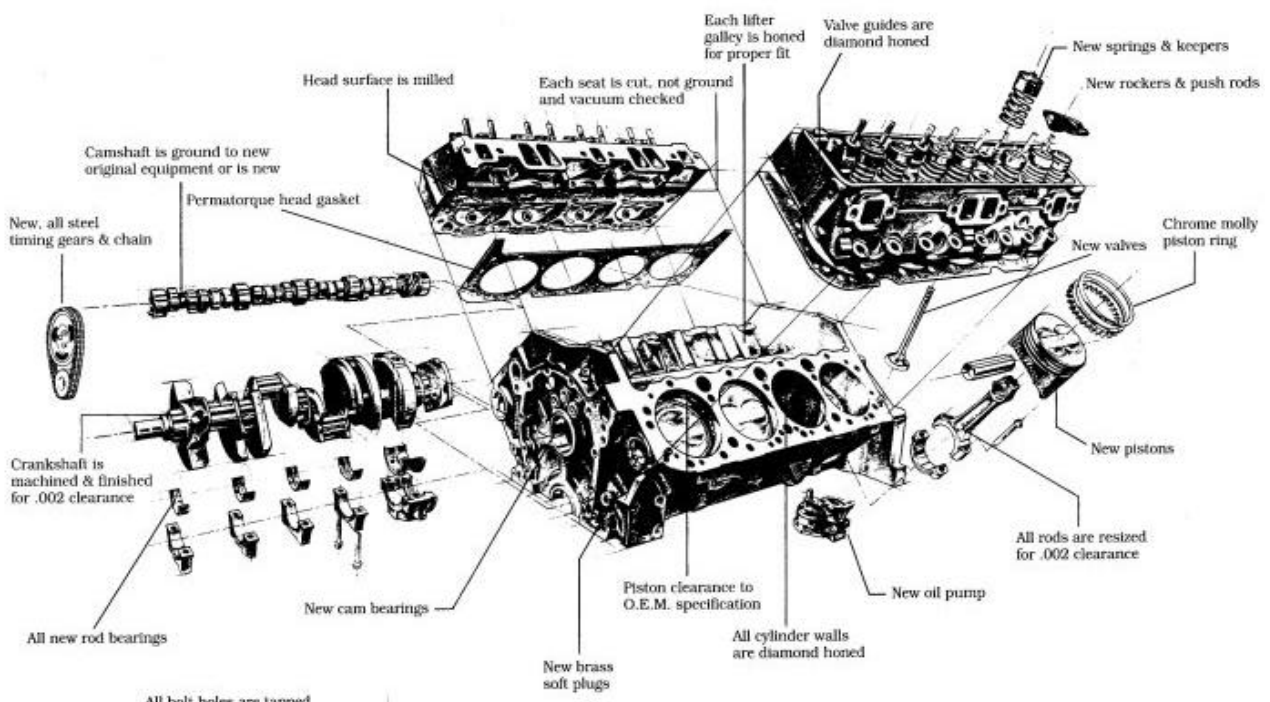
An engine of highest quality. We can replace most of the marine engines on the market, Mercruiser, Volvo Penta mfl.

General

Our supplier is a of America's biggest suppliers of rebuilt engines in USA with over 7 000 delivered drives by year.

Most rebuilt engines are just that, rebuilt. Their remanufacturing line builds to IMPROVE not just REPLACE! All parts in our high quality performance engines (long blocks, short blocks, big blocks & small blocks) meet or exceed all original manufactures specifications, and most of the time are purchased from the same suppliers who supply the original manufacture!

A rebuilt engine from us have the highest quality. In the end of the manufacturing process, the engine goes through a hard quality test before it leaves the factory and can therefore be delivered with highest guarantee.



A4/USA On Line AB

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Our rebuilding process includes:

Each engine casting is cleaned in a steel abrader. The steel abrader blasts steel shot at the casting, cleaning it, while at the same time strengthening the integrity of the castings

After cleaning each casting, cylinder blocks, cylinder heads and crankshafts they are checked for cracks, using an electro magnet and fluxing powder. All cylinder blocks, cylinder heads and crankshafts have all bolt holes cleaned and taped.

The cylinder blocks are precision bored to the exact same size as the new pistons being installed.

The cylinder blocks are then precision honed with a diamond honing machine. This process is very important to the longevity of an engine. The honing process gives .0015 to .004 of an inch clearance (depending on the application) between the cylinder wall and the piston. It also machines the cylinder walls with a fine cross hatch finish for proper piston ring seating. Today's engines require a much finer finish than they did in the 80's and only the newest diamond honing technique (not stones) can accomplish this finish.

The crankshafts are cleaned again with fine wire brushes through each individual oil galley, ground on the latest model crank grinder and polished to a mirror like finish. The oil galleys are cleaned again with a white cleaning rag. **NOTE:** 80% of all engine manufactures warranty claims are cylinder head related. Consequently, we take great care to make sure our cylinder head machining and replacement parts are as good as possible.

The cylinder heads are machined to accept new valves only, not centerless ground many boast, that is a used valve, nor do we use thin cheap guide liners, we use original equipment guides only. After rough machining is accomplished on the guides each individual guide is diamond honed to fit the new valve stem. This process is very expensive and time consuming; however, this is the only way to accomplish the critical finish today's engine required between the valve stem and the valve guide. The valve seats are precision ground using the latest three angle cutting machine called a Serdi. The Serdi automatically cuts (not grinds) a three angle seat pattern for the individual application. The cylinder head is then taken to a broach machine. This machine mills the cylinder head surface (not grinds) to insure a smooth surface and proper sealing. After the machining is finished the cylinder heads are once again cleaned and assembled with new valves, valve springs, valve keepers and high temp seals. The cylinder heads are then put on a vacuum tester, this tester assures all valve seats are sealing and checks the casting integrity for cracks a second time.

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The connecting rods, which have been cleaned and shot peened, are resized to conform to the rod bearings being used. Pistons are hung and piston rings installed.

The completed bare machined cylinder block, crankshaft, connecting rods, and assembled cylinder heads are now ready to be assembled into a long block.

The cylinder block is now in the prepping area, here all the brass soft plugs, oil galley plugs, and cam bearings are installed. High pressure air is then blown through all the oil galleys and water jackets once again to be certain all contaminants are removed. The cylinder walls are then wiped down with clean white towels.

The cylinder block is then moved to the assembler, here the main bearings (tri metal only) are installed, a special prelude called AL22 (cost \$155.00 a gallon) is used to coat the bearings. This lubricant is a Teflon coating substance that reduces the danger of a dry engine start (no oil). The crank is then assembled into the block. The pistons are then coated with AL22 and slid into the correct cylinders and attached to the crankshaft with the tri metal bearing and more AL22. A new camshaft and timing components are installed. The cylinder heads are now installed on the short block. All new rocker arms, hold down bolts, push rods and lifters are then installed to complete the long block.

Engines remanufactured by our remanufacturing line meet or exceed O.E.M. specifications.

- New Manley valves
- New Elgin valve springs and keepers
- New Badger pistons
- New Hastings molly rings
- New Dynagear timing gears and Durabond cam bearings
- New Dynagear timing gears and chain
- New Elgin lifters, push rods, rockers, balls and nuts
- New Dynagear oil pump
- New FelPro gaskets
- Cylinder heads are pressure checked
- Diamond honed valve guides
- Three angle cut valve seats
- All head surfaces are broached
- Blocks are bored with deck plates, cylinder walls are diamond honed
- Crankshafts are ground and polished for .002 clearance
- Camshafts are ground to O.E.M. specifications, hardened and polished
- Connecting rods are sized to .002 clearance

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