

Ken,

The following is the description of the engine, sent to me by Jerry Morrell.

We will give the engine a serial number of GM 38340303750600JMM-LE
GM for the GM Chevy Cast Iron Bowtie block
383 for the displacement
4030 for the bore size, 4.030 "
375 for the stroke, 3.75 "
0600 for the rod length, 6.00"
JMM for Jerry Morrell
LE for LRE

The project is based on a Chev BowTie block, P/n 10185047.

block was bored and Decked, using a BHJ "Block Tru"

The bores were bored to 4.025 and the deck was finished to 9.008"

The Block was then aligned using ARP bolts. Bores were honed using ARP bolts and BHT Torque Plates.

A Crower 3.75" stroke crankshaft and 6.00" Carera rods were selected. KB Pistons, #KB 122+030 with Sealed Power Plasma Moly Rings. Also, Performance Engine bearings, Melling Performance Oil Pump and Hex-A-Jet Timing set, with Quik button Timing Cover.

Hydraulic roller camshaft with duration and .552/.540 w/ 1.6/1.5.

Victor Jr. Alum Cylinder Heads-Pro Magnum Roller Rockers-Hi-Tech Push Rods. Moroso Oil Pan Chev Valve Covers, Etc etc

ENGINE WAS BALANCED, "BLUEPRINTED" AND DYNO TESTED.

See Report

380-541-2828

Ehr, Inc (www.ehr-inc.com)

Jack Ken

Thanks for your interest

Get the know when you can visit

because so I am still interested. I'll keep you posted on the progress

We are not some guys based on the road data, but it shows that with proper design a 3000 non-decked

Chev 383 Engine Estimate/ Proposal

Block	use Chev Bowtie - From Dealer or Summit	\$ 1700
Rods	use Corilla or Eagle or?	\$800
Pistons	use Keith Black - Flat top 5/64 ring width- for 6" rod	\$300
Crank	383 stroke Forged - Maybe Crower or Eagle Or Bryant or?	\$1600
Balancer	Fluid Damper—large dia.	\$300
Flywheel	Steel manual trans. Type large dia. Heavy as possible	\$250
Heads	Edelbrock Victor- bare unfinished---will need machine work to finish	\$1950
Waterpump	Edelbrock Victor	\$160
Hard parts	rings, bearings, Gaskets—will use Nascar quality parts	\$450
Rockers	Comp Cams ProMagnum	\$290
Pushrods	Comp Cams HiTech or custom made	\$200
Camshaft	Hydraulic Roller -Crane or Comp or Lunati----custom grind!	\$300
Lifter	Hydraulic Roller—from whoever supplies camshaft	\$400
Timing	Cloyes Hex-a-Just----	\$125
Bolts	All ARP----Everywhere possible	\$250
"Tin"	oil pan, timing cover, valve covers windage tray, ect	\$650
Pulleys	look into using Serpentine system--	\$200
Valve	valves, springs, retainers, locks, seals ect	\$500
Induction	try to use Edelbrocks system if possible--	\$2500-
		-?

This is the area where at this time it is not possible to est. costs if we can not go this direction- then we will use approx.\$1000.00 worth of

Misc	MSD Ign.-- \$?????? Worth of induction	\$1000
Labor	Accumulator, Plugwires, plugs, adapters,	\$2000-
	Machine shop labor—heads, block, balance, blueprint, linehone, deck, ect	-?
Jerry	----Labor to assemble, ect---	\$????
	This depends upon tooling purchase requirements—Figure \$500 to assemble	
	also how much we want to trust in the outside labor!	

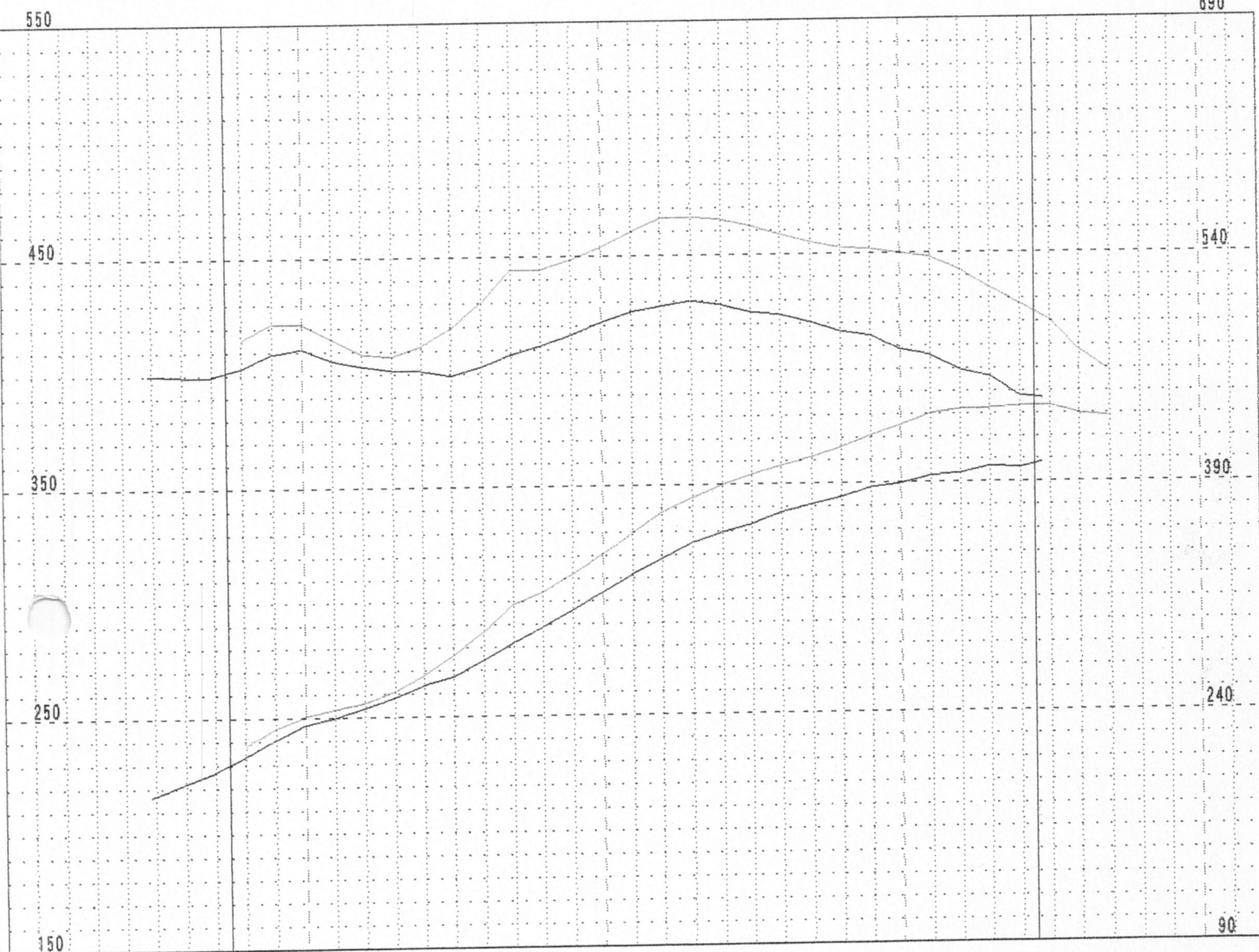
Suggest- plan on splitting cost on 2 torque plates, and valve recession plate
if you go with the 3 engine this would only amount to approx. \$350 each

I forecast that the total cost will be \$14000 to \$17000 ready to install into aircraft—exhaust system will have to be determined at a latter date

**This is just a estimate of the actual costs- - - as we go on this project cost may go down or up as parts and work warrant.
I believe the goal is to create a product that is bulletproof, and reliable, and try to be somewhat cost effective.**

SALLEE CHEVROLET PERFORMANCE PARTS
1003 S MAIN MILTON-FREEWATER OR 97862
(800)545-0048 - (541)938-6982

C PWR



DATA AVERAGES From 2800 RPM to 5400 RPM

DEPAC # 251 Fri Jun 17 '05 10:39 AM F700 Flow Tst# 2105 2500 to 5500 RPM
383CARB.CFG IF: 11 29.92" Dry Air @ 60F FUEL SG .732 Time 107.6
BARO:28.06 Disp:383 Bore:4.03 A tmp:68

Customer: Jerry Morrell
Comments:

ENGINE: 383

IGN Timing: t

DEPAC # 251 383CARB.CFG 85% Eff

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C TORQ C PWR
Ft-Lbs CHP

411.2 321.1

A2117

DEPAC # 251 Fri Jun 17 '05 2:38 PM F700 Flow Tst# 2117 2800 to 5700 RPM
383CARB.CFG IF: 11 29.92" Dry Air @ 60F FUEL SG .732 Time 85.6
BARO:28.02 Disp:383 Bore:4.03 A tmp:76

Customer: Jerry Morrell
Comments: 5qts of oil

ENGINE: 383

IGN Timing: 38t

C TORQ C PWR
Ft-Lbs CHP

439.9 345.1