

½ VW Head Conversion

If you are having trouble drilling right down thru the rocker arm stand as Leonard suggests to locate spring pins that keep the stand from rotating read further...

Mike Ward has devised two jigs that allow the rocker stand and head tower to be drilled separately... To make the jigs follow the pictures below and cut the bottom off a scrap rocker arm stand and drill two to four holes in it – grind the jig to be uniform in thickness... Modify a rocker stand bolt as shown...

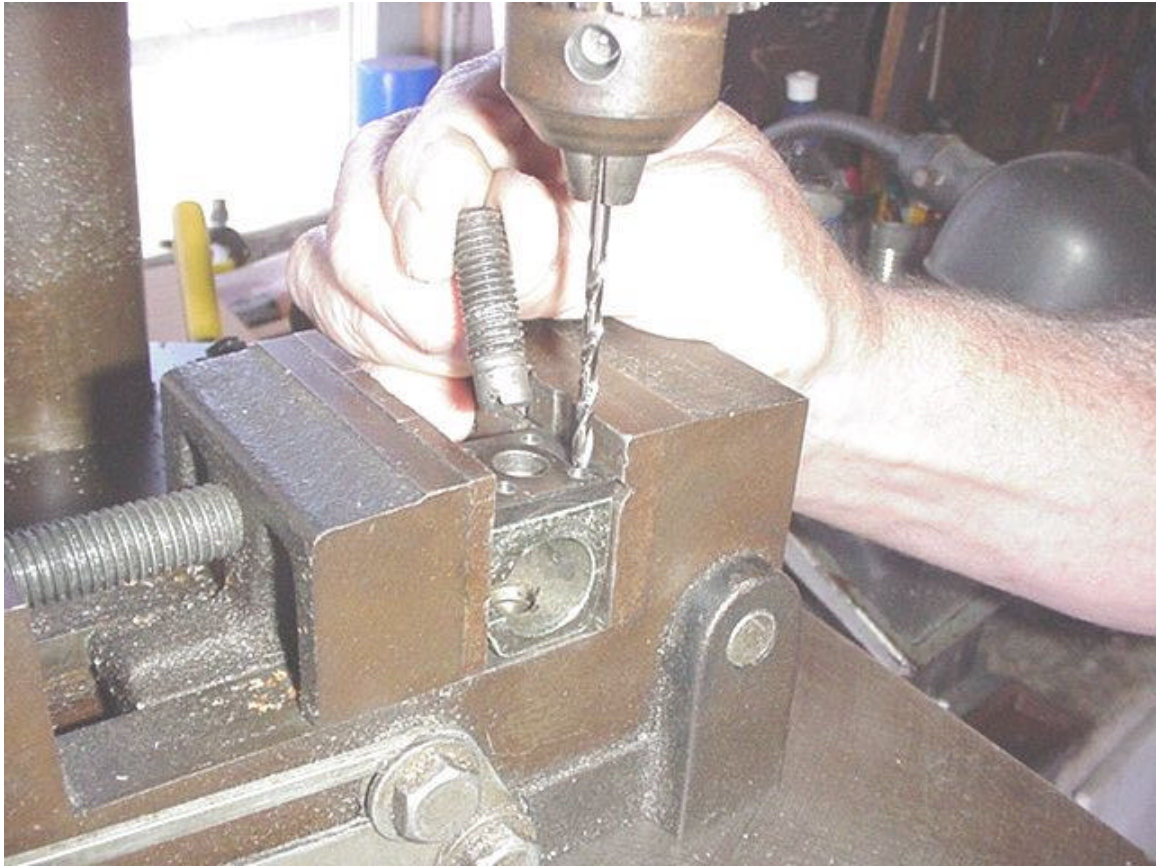
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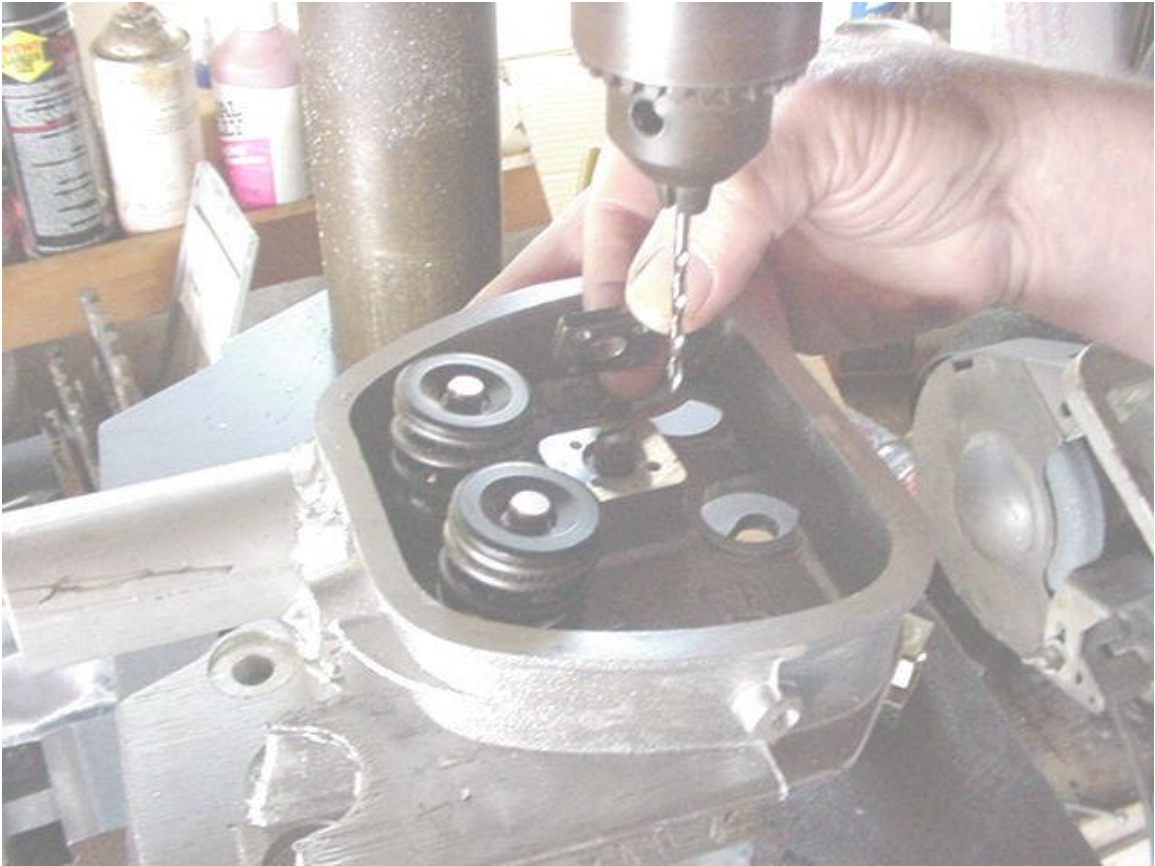
Mount the two-cylinder rocker arm assembly on the uncut cylinder head and scribe the location of the rocker arm stands on the cylinder head towers... Number each stand so it can be located again on the same tower – 2 and 4 would be the numbers of the cylinders that run on the ½...

Now disassemble the rocker arm assembly and cut the shaft close to the keeper keys in the center... We drill out the shaft with a 7/16" bit back to the rocker stand location from each end – we pilot with a 3/16" bit in the lathe and sometimes drill all the way thru to the rocker stand bolt hole...

Mount the jig and rocker stands in a machinist vise as shown and drill the spring pin holes... Now use the modified bolt with the jig and do the same on the towers – keep the jig plate located as if it were in the stand/tower sandwich!... Follow the scribed stand locations and put a spring pin in each hole as you drill... Mike uses 4 ½" spring pins on each tower...

We are using chromemoly rocker stand bolts on the Turbo engine... A new waver washer is used and one of the spare head bolt nuts from a full set of head bolts... NEVER torque the rocker stand bolt more than 13 foot pounds...





Mike with the Turbo engine...

