



**Crank Grinding,
Polishing & Balancing**

Crank Shafts are accurately ground to very fine tolerances to ensure that they fit perfectly to the Main and Big End bearings.

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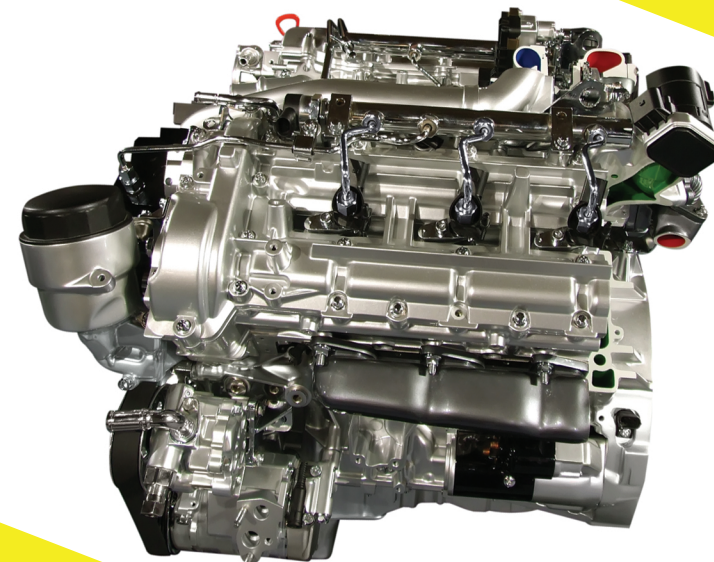
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ASD
ENGINES LTD

Engine & Machining Services
Engine Parts Supplier

T: 01302 368774
E: info@asdengines.net
www.asdengines.net

Here at ASD Engines Ltd we can provide all the engineering services that you need for your own engine rebuilds or reconditioning.

After all your work don't take the chance that "it should be OK". Come to a company that cares about the finished product and get your machining carried out to the closest tolerances required by bearing, piston and gasket manufacturers.

Cylinder Head Resurfacing

Cylinder head resurfacing is just one of the jobs that are usually required when rebuilding an engine or reconditioning a cylinder head.

It is an extremely important job because the surface finish that is put on the head (and engine block) affects not only the head gasket's ability to seal fluids and combustion gases, but also its long term durability.

Here at ASD Engines Ltd we use a state of the art Rottler SF7M Block and Head Surfacing Machine. We can achieve the surface finish required by all the world's major gasket manufacturers from 2 Ra to 125 Ra.

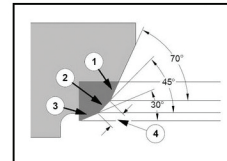
Valve Seat & Guide Machining

The most critical sealing surface in the valve train assembly is between the face of the valve and its seat in the cylinder head when the valve is closed. Leakage between these surfaces reduces engine compression and power and can lead to valve burning. To ensure proper seating of the valve, the valve seat must be:



- Correct width.
- Correct location on the valve face.
- Concentric with the guide (less than .002" runout).

The diagram alongside shows the valve seat angles for an Exhaust Valve Seat.



- Upper Correction Angle 70°
(Inlet Valve Seat this is 75°)
- Valve Seat Angle 45°
- Lower Correction Angle 30°
Valve Seat Width

Cutting valve seats requires an accurate machining process to ensure that the minimum amount of material is removed while achieving the correct seat width and angles.

Here at Auto Services we use a Serdi 3.0 for our valve seat and valve guide machining.

All 3 angles on the valve seat are cut in one pass allowing us to give our customers the very best machining service available with a price to match.

Block Boring & Honing

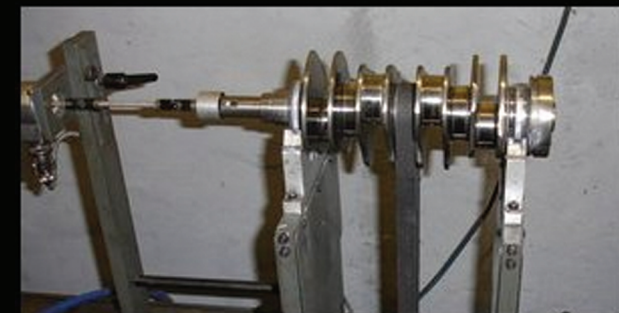
When an engine is rebuilt, the cylinders usually need attention. Wear tends to create taper in the upper part of the cylinder that can reduce ring sealing and increase blowby and oil consumption if not removed. The cylinder may also be out of round, scored or have other damage that requires correcting before a new set of rings will seal properly.

The main objective when refinishing the cylinders is to:

- Make the walls as parallel as possible (no taper).
- Make the bores as round as possible.
- Have the right amount of crosshatch for good oil retention and ring support.
- Produce a surface finish that meets the requirements of the rings.

At ASD Engines Ltd we use a modern Rottler HP6A Honing Machine.

We can achieve all the tolerances required by OEMs and Piston Ring manufacturers to ensure that our customers can be confident that our engine machining is second to none.



Alloy Welding & Thread Repair