

If you are experiencing an engine problem we are here to help you --- start by clicking on the blue link below

www.enginefactory.com/technicalhelp.html click on the video that most resembles your problem and review.

Then review the warranty common solution page below; if properly done it will resolve your problems.

Warranty Common Solutions Q&A

Q. Carb runs rough or runs rich

A. Dirt under needle and seat---run on fast idle and tap top of carb.

Q. Is fuel tank more than 10 years old?

- If yes, tanks will start to rust out. Water and rust will ruin even the best carbs or injectors.

A. Change tank!!!

Q. Did original engine have fuel injection?

A. If so, you must disconnect electric fuel pump or carb will flood.

Q. Engine smokes or burns oil

A. Most common problem: valve covers must have baffles, or oil coming off rocker arms will suck into PCV valve you will burn 1 qt per 100 miles.

Q. Automatic Trans modulator is defective?

A. Trans fluid will be sucked into intake manifold, engine will smoke badly.

Q. Electrical

A. Choke wire and distributor wire must be hooked up to a separate power source that works on and off with the key, also do not hook up the electric fan to the same wire that powers your distributor it will burn out your distributor module.

Q. Check engine for a bad ignition wire or cracked spark plug.

A. If cylinder is not firing it will cause that cylinder to become a vacuum pump and it will suck oil into that cylinder.

Q. Engine vibration

A. Stiff or sacked out transmission or motor mounts

A. Check exhaust system for clearance, if a pipe is touching frame it will vibrate through vehicle.

Q. Has anyone changed the flywheel or front balancer??

A. Most late model engines have a weight on flywheel, there are several different ones.

Q. Valve train noise?

A. Be sure valve covers are not hitting rockers arms start engine and feel valve covers you should not feel any movement. If necessary pull valve cover and look for bent push rods or loose

rockers ---- start engine and hold a shop towel over noisy rocker if it sounds better an adjustment maybe necessary. Remember to keep RPM's under 5,800

Q. Low oil pressure

A. It is normal for oil pressure to drop 20 lbs from a cold to hot engine. Change oil and filter use a good quality SAE 10w/30 oil. Most importantly when you step on the gas and RPM's come up oil pressure should also come up, if it does that is telling you that all internals of engine are good. If you still think pressure is low then install a good manual oil pressure gauge, many of the electronic gauges are defective and will not register correctly

Q. Oil leaks

A. Oil leaks can come from many sources --- sometimes it can be a oil filter or a oil pressure gauge, a oil cooler, transmission seal or line, drain plug, p.s. Line ----try to isolate the problem remember that a simple leak at the top of the engine will run down and look like a more serious kind of leak at the bottom of the engine.

Q. Lack of performance

A. Be sure that distributor timing has not been changed, this is the most common complaint and it affects power tremendously. If you have changed to an MSD distributor you must change the advance springs, MSD distributors come from the factory with very stiff centrifugal springs which limit full advance ---- with the vacuum line disconnected ---- you should have 32 degrees of timing at 3,000 RPM's. Check each cylinder to be sure it is firing --- cracked spark plugs, crossed wires, or wires touching hot headers will cause low power.

Q. Fuel

A. be sure your fuel is fresh we recommend 92 octane.

Q. Low end power

A. We recommend 3.42 – 410 rear end ratio for great low end power.

Q. Be sure your clutch is not slipping, or if your automatic transmission starts out slow

A. A bad automatic transmission converter can cause the engine to start out in second gear.

Q. Overheating

A. Clogged radiators are the biggest culprits --- if your shop took your radiator out and let it set dry for 3 or 4 days it dries out inside and will severely effect coolant flow. We recommend a new 4 row radiator. Air trapped in lower block will cause severe overheating, --- leave thermostat out in the very beginning fill cooling system let it sit for a few minutes you will see air bubbles surface and coolant level drop down remember a totally dry engine and radiator will hold about 5 gallons of coolant.

Q. Fan and fan clutch

A. Be sure that fans is pulling a good amount of air through radiator some gm aluminum fan clutches don't look bad but we have found that they usually have about a 80,000 mile life we recommend a new one with engine.

Q. If your engine has a single belt serpentine system

A. be sure you have a late style fan clutch or reverse turn flex fan --- because these systems use a reverse turn water pump --- remember you should always pull air through radiator.

Q. Lower radiator hose must contain a coil spring

A. because at highway speed a lot of coolant is being pulled through the system and that hose can collapse down and limit flow. We recommend a 50/50 mix of coolant and a 180 degree thermostat.

Q. A dirty air cleaner will

A. Causes an engine to run rich and can cause overheating.

If after reviewing video's and solution page you are still having problems, please, send us an email to shop@enginefactory.com.

- Be sure to include:
 - description of your problem
 - your name
 - type of engine you purchased
 - day time phone number including area code

We will get back to you with a solution.