

Title port epoxy 2
Time
Date

>This is in response to Dave Clark's post about uneven port in a cylinder. He
>had a
>question
>about what to do if the ports needed "spackling". Interesting that he should
>use
>that term as
>you'll see in a moment.
>
>I welded up some exhaust ports on a G(impy) S(low) X R(acer) 1100 to raise
>the
>floor of the
>ports for better flow. If anyone has ever done this, you know how difficult
>it is
>to reach the area
>down by the valve seat without grinding away all the head. There is always
>voids
>left in the filler
>material. I found an acceptable way to remedy this. I found a company
>called Cotronics(718-646-7996) that has a product 300M which is a moldable
>ceramic
>putty that air
>hardens and is used as weld dams, insulation, fire stops, where ever extreme
>heats
>are
>encountered. 300M has a melting point of 3200 degrees F. I simply put the
>stuff in
>the areas
>where the voids were, ground it to shape after it hardened and looked at it
>again
>after a season
>of sprint races and a 24-hour race at Willow Springs. Guess what? It was
>still
>there. Good
>stuff.
>
>As far as fixing butchered cylinders goes, any good welding shop can build up
>the
>sleeve with
>nickel filler. The cylinder will have to be bored of course. The best way to
>fix a
>cylinder remains
>to bore out the sleeve, weld in the aluminum on the barrel, install new
>sleeve and
>port to match.
>But now I have helped you all find a cheaper, quicker, acceptable way. Nickel
>filler, bore, and
>back fill the missing aluminum with 300M.