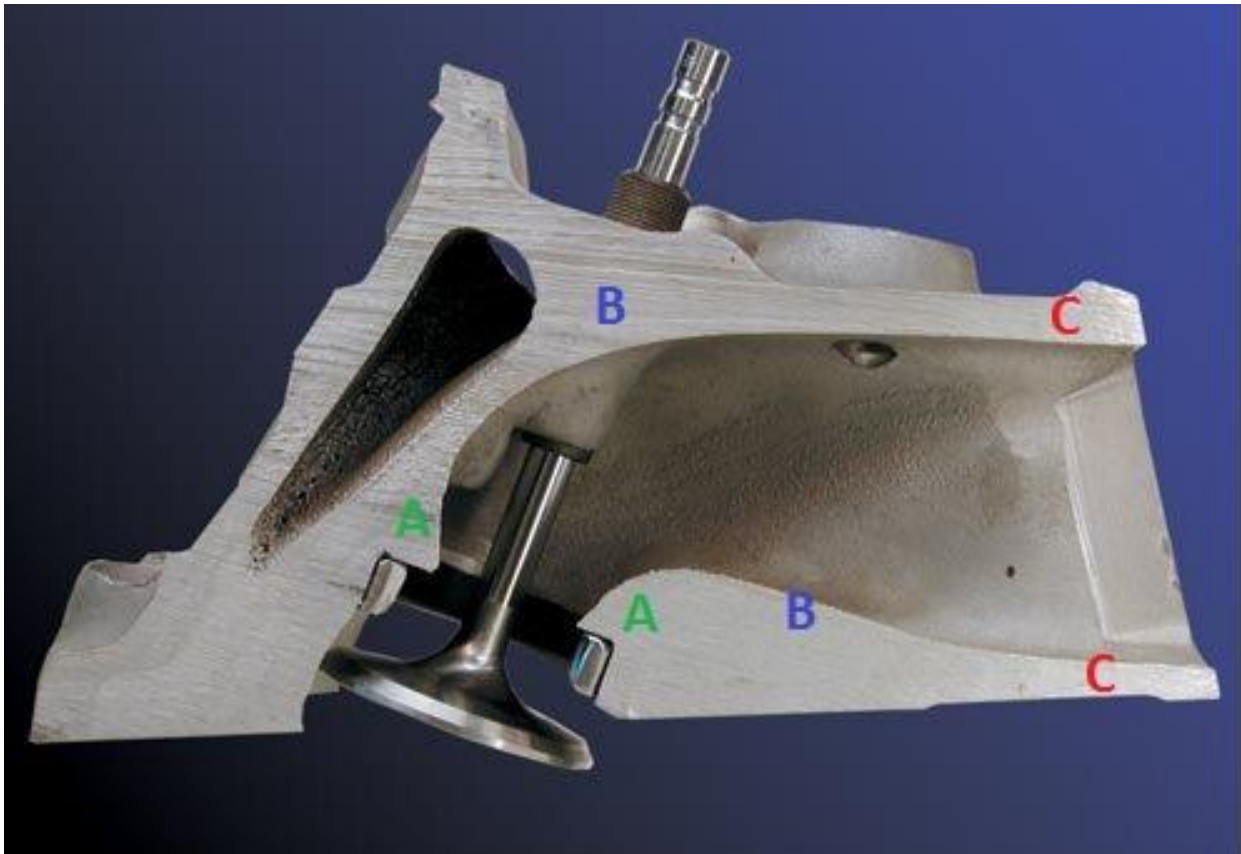


20. When de-burring the inside of an engine block, where should the majority of your effort be placed? (*as in: WHERE should you really debur?*)
21. When porting a set of heads, what must you be careful of, else you ruin your heads?
22. Below is a cross-section of a cylinder head intake port. Sketch how YOU would re-shape the port for better flow (think "water slide" and don't hit a "water jacket"):



28. Cast pistons are better than forged pistons in only one way. What is it?
29. Hyper-Eutectec pistons are sort of a compromise between cast and forged. But they, too, have a risk – what is that risk??
30. There are 6 common types of fastener failures. What are they?
Google-fu tip - use site:arp-bolts.com in your search.
- a.
 - b.
 - c.
 - d.
 - e.
 - f.

31. Polishing connecting rods makes them more resistant to failure. The first step is to grind the edges smooth and then high-speed sanded ~along~ the beam of the rod, not ~across~ it. Why not across it?
32. How does shot-peening connecting rods improves engine longevity?
Dude: Google.
33. Using the rest of this page, describe three modifications you would do with YOUR engine. For each modification, briefly explain why. If you would not make any changes to your engine, in detail , explain why giving at least three reasons why not.