

Engine Pad Stamping
Numbers Match -- FantomWorks
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If you have any questions or concerns while in process, please call or e mail and we'll resolve the situation. This is a two-day rental. Return using postal supplies in the mailbox in which you received the stamp. Tape over all joints and closures of box. Insure for \$1,000.00 and add delivery confirmation.

1. Be sure that the block, casting, or piece is in usable condition before stamping. Sounds basic, but several people have been too anxious to stamp and later found a cracked block during assembly.
2. Simulated broach marks can be applied to the block with 60 grit emery cloth or similar sandpaper. Move front to rear with a sanding block or similar to hold the emery cloth flat. A scribe and T square can also be used for random scratches across the area that will help the pad resemble an actual broached piece. Take your time in a well-lighted environment.
3. Place the head on the block and mark along the front of the head to define the area for your stamping on the pad. If the head is still on the engine, that area is visible. On big blocks, there is a large water plug on the front of the head that was not installed at the Tonawanda plant during stamping. Usually that plug is now rusted in and is difficult to remove. You can grind it down or stamp with the head off if you cannot remove that plug.
4. Use a 2- or 3-pound Steel dead blow hammer to stamp. If no dead blow is available, put regular masking tape over the pad and stamp through the tape. If the tool bounces, usually the tape will prevent a shadow stamping. Dead blow works best.
5. Make sure engine is supported well so it does not move when you stamp it. We think having the pad surface flat, so the hammer blow is vertical is the easiest way. We suggest two people, one to hit and one to hold the stamp and assure the letters are flat on the block surface during the hammer blow.
6. The Saint Louis Plant stamp letters are in the plastic bag wrapped in a rubber band. Put a spare rubber band around the engine plant letters before removing them from the holder. Leave the rubber band on the Saint Louis letters while installing them in the holder- much easier. Use spacers as needed from the engine plant numbers pack.
7. After stamping, the metal looks new and shiny. Aging can be accomplished by using a shop towel or cloth soaked in salt water and left on the pad overnight. Wiping the rust off with oil will give the pad an aged patina resembling an original pad. Do not paint the pad.