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Continental L Head 6 Cylinder

The 6-226 "Super Hurricane" was a L-head 6-cylinder from Continental with a

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bore of $3 \frac{5}{16}$ inches and stroke of $4 \frac{3}{8}$ inches, giving a displacement of 226.2 cu in (3,707 cc). Horsepower rating is 105 hp (78 kW; 106 PS) at 3600 rpm or 115 hp (86 kW; 117 PS) at 3650 rpm, [12] as well as a torque rating of 190 lb·ft (258 N·m) at 1400 rpm or at 1800 rpm, [12] depending on the year of production.

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Willys Hurricane engine - Wikipedia

Fits: F135 Engine (L-Head) | F163 Engine (L-Head) | F227 Engine (L-Head) | F245 Engine (L-Head) | L .. \$25.99 Add to Cart. Catalog - Continental 6 Cylinder Gas F244, F245, A244, A6244, F6244, S244, 25B Engine Kits and Parts (CT-244-A) Engine Details: F244 / F245 /

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A244 / A6244 / F6244 / S244 / 25B

Applications: 25B | A244 | A6244 | F.. ...

Continental F245 Gas Engine Parts

Continental has eight basic four-cylinder and ten six-cylinder L-Head type engines, ranging in size from 56 to 427 cubic inch displacement. The combustion chamber design has been

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tai- lored for the required turbulence, charge flow and burning characteristics to provide dependable and economical heavy duty service.

OVERHAUL MANUAL

Continental L-Head Engines Overhaul Manual (Nominal Charge) Continental TM Engines Overhaul Manual (Nominal

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Charge) ... overhead oiling systems and some of the rocker shaft components as well as the cylinder head may not be available. Refer to Service Bulletin #81-323 and 87-363 for additional information.

CONTINENTAL L-HEAD - Weldmart Online

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CONTINENTAL ENGINE PARTS

Kaiser, working with a Continental-designed engine, introduced the USA's first mass-produced OHC inline six-cylinder engine. It debuted in Kaiser-owned Jeep Corporation vehicles in the mid-1960s. However, Stutz built both

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single and dual overhead cam inline six-cylinder engines in, respectively, the late 1920s and early 1930s (sohc) and the early 1930s (dohc).

Continental Motors Company - Wikipedia

The L-head and related T-head, more commonly referred to as a flathead, has

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both intake and exhaust valves in the block, parallel to the cylinders. This cylinder head is a very simple affair, basically a flat slab with a combustion chamber indentation, and the spark plug.

Automotive History: The Curious F-Head Engine

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Continental ® Engines Cylinder Features. When Continental ® sets out to manufacture a highest-quality cylinder possible, we start with metallurgy, the tools to cast the heads or forge the barrels, and the process of seating heads and barrels together. Our cylinders include the best steel and aluminum materials. They are precision

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machined to the tightest tolerances and assembled with custom ...

Cylinder Features - Continental Aerospace Technologies

The six cylinder Continental Red Seal engines began as the F186 and became progressively the F209, F218, F226, F227, F244, and F245. Again, each

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model number represents its displacement. Initially, these long, thin flatheads were clamped to the top of the block with studs. Later the Continental factory in Muskegon, MI used cap screws.

Tech Tip 84: Continental engine head gasket longevity

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Continental Motors Company was an American engine and automobile manufacturer. The company produced engines for various independent manufacturers of automobiles, tractors, and stationary equipment (i.e. pumps, generators, machinery drives) from the 1900s through the 1960s. Continental Motors also produced Continental-

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branded automobiles in 1932 ...

Continental engines - General Discussion - Antique ...

Continental Operator's Manual for L Head Engines 4 and 6 Cylinder. This manual is a reproduction. This manual contains 23 pages. manual is a reproduction, is new and has never been

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CYLINDER F186-- F209-- F226-- F227--

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F244-- F245 M271 -- M290-- M330--
M363 B371 -- B427

Continental L-Head Overhaul - MAFIADOC.COM

L6-226 Super Hurricane Rebuilding Tips
The Super Hurricane 6 was used in
Wagons and Trucks from 1954 to 1963.
This is the same motor as the Kaiser

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Super Sonic. Built by Continental for Kaiser, the 'Red Seal' six resembles an industrial motor built for industrial equipment, however, some of the components are not interchangeable.

Willys America L6-226 Super Hurricane Rebuilding Tips

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Continental Engines

The 1/8" pipe plug should be removed from the cylinder head above #6 piston and a gauge rod placed through the hole and in contact with the piston head. The

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crankshaft should be rotated until No. 6 piston is coming up on exhaust stroke and stopped when the piston is .009" before TDC. The screw which clamps the distributor timing lever to the ...

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