JVN 75?

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"DAUNTLESS DICK" - IS DOING IT!

MAKE THIS CLUB RICH!

FOR "CHEVY" PEOPLE

Most well-equipped wrecking-yard offices have current copies of the Hollander parts identification and interchangeability manuals. After all, it is the business of these people to know what parts they have, if for no other reason than to fix some sort of dollar value on the equipment.

However, wrecking-yard shoppers are not always afforded use of these helpful manuals. For this reason, and the fact that engine identification is really not all that difficult if you know the coding used by original equipment manufacturers (O.E.M.), the following is designed to set you up for selection of the more popular packages of small-block Chevrolet V8 engines.

In addition, there is a breakdown of Chevy V8 engine cylinder head identification which should aid you in deciding which heads will (1) fit the block you've chosen and (2) provide the compression ratio and mixture flow you'd like to have.

The engine identification code incorporates a series of numbers and letters—of which you should only be concerned with the letters. For example, a cylinder block marking of TI026HN is of value for the suffix letters only: HN. If you'll check the charts, you will see that the "HN" suffix (letter code) denotes the '69 Chevy passenger car V8, 300-horsepower option with 4-bbl carburetion. This type letter-number coding is used on Chevy engines of '57 and later vintage.

Engines produced in 1956 (or earlier) are designated by a number/letter combination. For example, a 0001145F56Z marking is significant for the 56Z portion only. If you'll check the identification charts for this combination, you will find that it is a 6-cylinder, 235-cubic-inch, 140-horsepower engine with 3-speed manual transmission and 1-bbl carburetor.

The identification marks are stamped on a machined surface just behind the distributor (right side of the block) for 6-cylinder engines and on a similar surface on the block just ahead of the right-side cylinder head and above the fuel pump for V8 engines.

What now follows is a comprehensive listing of Chevy engine codings for the years 1955 through 1969. Basic engine design changes from '69 to current models have been slight and, in our opinion, not of that much concern for the engine swapper who frequents the wrecking yard. Besides, the late-model engines bring a higher dollar (having lower mileage, etc.), which is an obvious consideration when you're trying to budget your activities with as much of the butter'n egg money as possible.

Why diminish your bank account when a little judicious wiping away of grease (and use of the following identification charts) might get you all the engine performance you require . . . for fewer dollars.

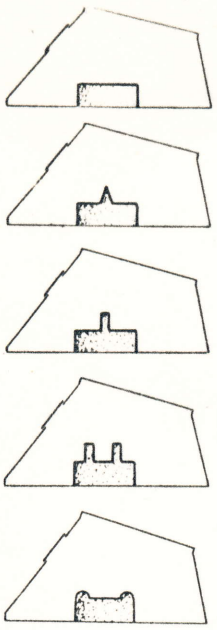


FIG. 1: Symbol used on '55 and later low-compression Chevy V8 engines. Ratio is in the area of 8.0:1.

FIG. 2: Power-pack heads ('56 and later) and '57-'60 Fuel Injection heads display this mark. Static compression ratio is generally in the area of 9.25:1 with stock pistons.

FIG. 3: Heads of this type were used on the 270-hp, '57 Corvette engines. Combustion chamber was like '56 Power-pack with sharp corners in the casting in plug shroud area. Standard compression ratio was 9.5:1.

FIG. 4: Marking of cylinder head used on '56 dual 4-bbl Corvette V8 and '58 passenger car Fuel Injection engines. Combustion chamber same as '57, 270-hp Corvette.

FIG. 5: This mark applies to most small-block H.P. heads beginning with '61-'63 F.I. Other applications are '66-'67 275-hp Chevy II, the '66-'67 300-hp Corvette, and '62-'64 passenger cars with H.P. option. This cylinder head marked the beginning of the large intake valve heads for small-block (1 15/16-inch intake, 1 1/2-inch exhaust in '61 to the 2.02-inch intake, 1.60-inch exhaust of later heads like current replacement head).

CYLINDER HEAD IDENTIFICATION: SMALL-BLOCK CHEVROLET*

Head casting #3731554—Chevy passenger and sedan delivery 2-bbl, '57, V8; Chevy truck series 3000 & 4000, '57, V8.

Head casting #3748772—Chevy passenger and sedan delivery, 283 V8, 2-bbl; Chevy truck series 3000 & 4000, '58, 283 V8, 2-bbl.

Head casting #3755537 & 3755549 (1st & 2nd design)—Chevy passenger and sedan delivery 2-bbl, '59, 283 V8; Chevy truck series 3000 & 4000, '59, 283 V8, 2-bbl.

Head casting #376460 (8.5:1 compression ratio)—Chevy passenger and sedan delivery 2-bbl, '60, 283 V8; Chevy truck series 10-50 2-bbl, 283 V8.

Head casting #3774682—Chevy passenger 2-bbl, '61, 283 V8; Chevy truck series 10-50 2-bbl, 283 V8.

Head casting #3814480—Chevy passenger 2-bbl, '62, 283 V8; Chevy truck series 10-50, '62, 283 V8; Truck series 50, '63-'66, 283 V8; Truck series 20 & 30, '65, 327 V8; Truck series 10-30, '66-'67, 327 V8.

Head casting #3782461—Camaro '67, 327 V8, 4-bbl & 350 V8; Chevelle '64, 327 V8 high performance; Chevelle '65, 327 V8, 250-hp & 300-hp; Chevelle '66-'67, 327 V8, 275-hp; Chevy passenger '62-'64, 327 V8 high performance; Chevy passenger '65-'67, 327 V8; Chevy II '65, 327 V8; Chevy II '66-'67, 327 V8, 275-hp; Corvette '62-'63 high performance, special high performance, fuel injection; Corvette '64 high performance; Corvette '65, 327 V8 without high performance; Corvette '66-'67, 327 V8, 300-hp.

Head casting #3781147—Chevy passenger '60, 348 V8 with special high performance; Chevy passenger '61, 348 V8 with high performance option; Chevy passenger '61, 348 V8 with special high performance option.

Head casting #3830817—Chevy passenger '63-'64, 409 V8 without high performance option or dual 4-bbls; Chevy passenger '65, 409 V8, 340-hp.

Head casting #3782461—Camaro '67, 302 V8; Chevelle '65, 327 V8, 350-hp; Chevelle '67, 327 V8, 325-hp; Chevy II '66, 327 V8, 350-hp; Chevy II '67, 327 V8, 325-hp; Corvette '64-'65, 327 V8 with special high performance or fuel injection; Corvette '66-'67, 327 V8, 350-hp.

Head casting #3731539, 37448720, 3748770, 3740997—Chevy passenger and sedan delivery '57, V8 with 4-bbl, dual 4-bbl, or fuel injection; Chevy passenger and sedan delivery '58, 283 V8 with 4-bbl or fuel injection; Corvette '57-'58.

Head casting #3760116, 375550—Chevy passenger and sedan delivery early '59, 283 V8, 4-bbl or fuel injection; Corvette early '59.

Head casting #3767754, 3774692—Chevy passenger and sedan delivery late '59-'60, 283 V8 with 4-bbl or fuel injection; Chevy passenger '61, 283 V8, 4-bbl; Corvette late '59-'60; Corvette '61 without fuel injection.

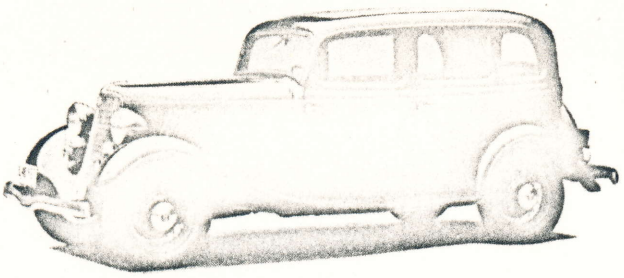
Head casting #3795896, 3836842—Chevelle '64, 327 V8 without high performance; Chevelle '64-'67, 283 V8; Chevy passenger '62-'64, 327 V8 without high performance; Chevy passenger '63-'67, 283 V8; Chevy truck series 10-30, 283 V8; Chevy II '64-'67, 283 V8; Corvette '62-'64 without any high performance options.

Head casting #3856208—Chevy passenger '65, 396 V8, 425-hp; Corvette '65, 396 V8; Camaro '67, 396 V8, 375-hp; Chevelle '66-'67, 396 V8, 375-hp; Chevy passenger '66-'67, 427 V8, 425-hp; Corvette '66, 427 V8, 425-hp; Corvette '67, 427 V8, 435-hp; Camaro '68, 396 V8, 375-hp; Chevelle '68, 396 V8, 375-hp; Chevy passenger '68, 427 V8, 425-hp; Corvette '68, 427 V8, 435-hp.

Head casting #3856206—Chevelle '65, 396 V8; Chevy passenger '65, 396 V8, 325-hp; Chevy passenger '66, 396 V8; Camaro '67, 396 V8, 325-hp & 350-hp; Chevelle '66, 396 V8, 325-hp & 360-hp; Chevelle '67, 396 V8, 325-hp & 350-hp; Chevy passenger '66, 427 V8, 390-hp; Chevy passenger '67, 427 V8, 385-hp & 396 V8; Corvette '66, 427 V8, 390-hp; Corvette '67, 427 V8, 390-hp & 400-hp, Camaro '68, 396 V8, 325-hp & 350-hp; Chevelle '68, 396 V8, 325-hp & 350-hp; Chevy passenger '68, 427 V8, 385-hp & 396 V8; Corvette '68, 427 V8, 390-hp & 400-hp.

*This is not intended to be a complete list of all Chevy cylinder heads. However, it is a compilation of the more popular ones used.

FASTENER IDENTIFICATION CHART



Some people believe in the old adage, "it's the little things that count." Being among those who feel this is true, particularly when it comes to matters of restoration detailing, we thought it only fitting for identification purposes to focus momentarily upon the least publicized items an enthusiast will ever encounter; "snap fasteners and trim hardware."

These fasteners – which, as you can see come in many forms – are often disregarded by the shaved-look car nut who can't be bothered with hard to find trinketry. But

CINCH STUDS

Cinch Fasteners. Studs attach to standard 5/16" grommet or Cinch sockets. Used for fastening tops, side curtains, etc. to car body.

Single, with #10 wood screw base. Nickel on brass. Black.

Double, with #10 wood screw base. Nickel on brass. Black.
'28-'29 Roadster and Phaeton use 2 additional studs. These are located in top holes of windshield posts.

Triple, with #10 wood screw base. Nickel on brass. Black.

Single, with 8/32 machine screw. Nickel on brass.
Single, with 10/32 machine screw. Nickel on brass.

Double, with 8/32 machine screw. Nickel on brass.
Double, with 10/32 machine screw. Nickel on brass.

Triple, with 8/32 machine screw. Nickel on brass.
Triple, with 10/32 machine screw. Nickel on brass.

Single, thru canvas, 5/16 eyelet (use with Washer). Nickel on brass.

Double, thru canvas, 5/16 eyelet (use with Washer). Nickel on brass.

Double, with 10/32 internal thread. Nickel on brass.

Side curtain stud, 5/16 eyelet (use with Washer). Nickel on brass. Black on brass.

Side curtain stud, pronged base. Nickel on brass. Washer.

EYELETS, SOCKETS FOR CINCH STUDS

Eyelet with 5/16 tube. Use with washer to form grommet. Nickel on brass. Black on brass.

Standard washer. For use with eyelet above and all eyelet base studs. Nickel on brass. Black on brass.

Body socket, expansible type, used on body to receive stud. Nickel on brass.

Body socket, solid base, same use as above. Nickel on brass.

Body socket, on #8 wood screw. Nickel on brass.

LIFT-THE-DOT STUDS

Lift-the-dot fasteners. Used for fastening curtains to windshield post, etc.

Single, with 8/32 machine screw. Nickel on brass.
Single, with 10/32 machine screw. Nickel on brass.

Double, with 8/32 machine screw. Nickel on brass.
Double, with 10/32 machine screw. Nickel on brass.

Triple, with 8/32 machine screw. Nickel on brass.
Triple, with 10/32 machine screw. Nickel on brass.

Single, on 2-hole flanged base. Nickel on brass.

Double, on 2-hole flanged base. Nickel on brass.

LIFT-THE-DOT SOCKET

Standard socket for use with studs. Nickel on brass.

Washer for socket above. Nickel on brass.
Twist type fasteners used in attaching canvas to car body, top frame, etc.

Single stud on 2-hole flange base. Nickel on brass.

Double stud on 2-hole flange base. Nickel on brass.

Single stud on pronged base. Nickel on brass.

Washer for above. Nickel on brass.

it's a different matter entirely for the slaving enthusiast who struggles to partially or fully restore the vintage machine of his dreams. These fellows are often hard pressed to locate many of the missing GENUINE appointments that early day manufacturers installed on the line. For example, the cinch fasteners used on most '28 through '31 Ford roadsters and roadster pickups have, in most cases, been discarded and the holes simply filled.

Our contention is, one would be better off to fit these cars with the necessary sockets rather than render valuable sheet metal useless for future restoration purposes by filling the holes. True, sheet metal shouldn't be given the heave ho just because of a few carelessly filled trim securing holes. And often is the case where sheet metal to be used on some well-meaning hot rodders pet project has long since had its factory holes plugged . . . then, usually the smart thing to do, is leave them plugged. Be forwarned, however, plugging trim holes on your own these days – when early iron of any kind is in such demand – just isn't good business.

No matter what you are building, take time to look this chart over carefully. Perhaps, it could serve as an in-the-field reference manual. The day is gone when you could simply walk into a store to purchase important old car incidentals such as these. You might try LeBaron Bonney Company, 14 Washington Street, Amesbury, Mass. 01913.

If no luck there, it's off to the swap meet for you. ◀

Eyelet and washer form socket. Nickel on brass.

Single stud on 8/32 machine screw. Nickel on brass.

Single stud on #10 wood screw. Nickel on brass.

Eyelet and washer form socket for above. Nickel on brass .15 set.

DURABLE STUDS

Durable fasteners. Used to attach fabric to car body, windshield, etc. Also for attaching fabric to fabric.

Stud on 3/8 long wood or sheet metal screw. Nickel on brass.

Stud on 5/8 long wood or sheet metal screw. Nickel on brass.

Stud on 8/32 machine screw. Nickel on brass.

Expansible type stud for windshield tubes having 5/16 holes. Nickel on brass.

Eyelet stud for thru fabric use. Nickel on brass.

Thru canvas stud. Use to mount stud on fabric. Nickel on brass.

DURABLE SOCKETS, EYELETS, BUTTONS

Standard socket. Use with button or eyelet stud. Nickel on brass.

Eyelet, Nickel on brass.

Button for use with socket. Nickel on brass.

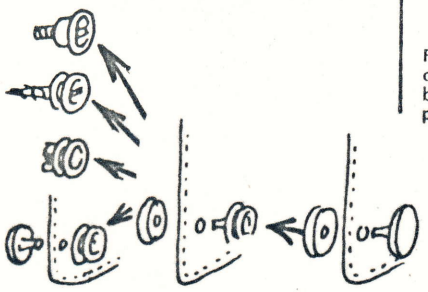
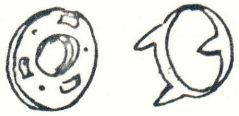


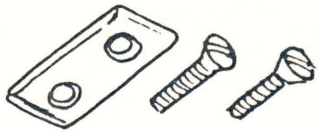
Diagram illustrates the use of the various units in through fabric applications.



Carpet socket and ring. To fasten carpet to floor. Nickel on brass.

Screws and recessed washers. Used to mount cowl and rumble panels on Model A and later Fords. Nickeled brass washer, chrome on steel oval head screw.

#6 screw size #8 screw size



Door check strap plate for Model A and '32 Ford open cars. Stamped steel, unfinished, with oval head chrome machine screws.

Wire-on tip

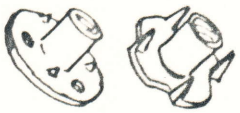
Hidem tip

Hidem square tip

Hidem corner

Hidem ¾ turn

Finishing tips. Cover ends of welting on tops and interior trim. Nickel or black, with pins. (Black tips may be painted to match upholstery.)



Tee Nut. Internal ¼-20 thread to take bolts in wood. Used to secure top frame to header bow.

with brad holes with prongs

Cap plug. Fills 1" hole. Use to plug holes when spare tire bracket has been removed on Model A. Black.

Panel clips. Used for mounting door panels.

Huck. Use with loop below and 1" strap to secure folded top on Model A Roadsters.
Chrome on brass.

Footman loop with screws for 1" strap. Nickel on steel.

SNAP FASTENERS AND TRIM HARDWARE ITEMS

The fasteners shown are generally those used on Model A and early V8 Ford and other cars of the era. Useage is principally in attaching tops, side curtains, top boots, etc. to car body, windshield and top frame on convertible and open cars. In as much as many of the items shown are obsolete, no longer manufactured, availability is not guaranteed.

SLUSHING COMPOUND

A new lining for your old tank.

Street rod gas tanks can have a problem that probably started with Orville and Wilbur Wright in the fuel tanks of their flying machine. The Wright Brothers probably used a rusty T Model tank full of pinholes. Today you can properly prep their tanks as efficiently as a new DC-10 with a fuel tank slushing compound sealant. This sealant leaves a flexible rubberlike coating on the inside of the tank protecting it from possible stress cracks, pinhole rust, and prevent oxidation to the interior skin.

Randolph Slushing Compound manufactured in Carlstadt, New Jersey is available from most aircraft parts and accessory distributors. If you live near an airport you'll be in business. Available from most any Fuller paint store is the Fuller slushing compound. Information on distrubution points and prices can be obtained from their home office: Fuller-O'Brien Corporation, 450 E. Grand Avenue, South San Francisco, California 94080. The simple instructions for either products are basically the same. Cleaning the tank internally with a chemical paint and rust remover would be the best or hot tanking at any parts house, machine shop, or your nearest radiator shop. The next step involves removing the gauge sending unit and pick-up tube if possible. Masking tape will work fine to plug all openings after you pour in the slushing compound. A couple of quarts will work find, but a gallon works better. (Sounds like the old hammer trick - "If a small one's OK, then a big one's got to be better.") Simply pour in the compound, shake it around, pour it out, let it dry and do it again.

Even if your tank is made from new metal, this is one of the best protectors against corrosion, cracks, and pinholes a fuel tank could have. How is the inside of your tank?

Street Rodder Magazine - Jan., 1973

THE TEFLON TREATMENT

A very slick trick for leaf springs.

Teflon material inserted between the leaves of early Ford (and Chevy, et al.) springs. It's a simple little trick that turns a snubbed ride into a thing of beauty, because most leaf springs lose their flexibility only because of friction.

For years we have built cars with spring leaf inserts, using everything from rubber leaf tip glides to grease saturated door screen. The problem with grease is that of dirt accumulation, and without a lubricant the leaves tend to build a rust deposit. Because the individual spring leaf is highly arched, the tip tends to rub against the next leaf with more friction than the rest of the section of metal, which causes rapid metal wear at this point. So, it all boils down to reducing the friction of the sliding leaves.

Teflon does it. Sheet Teflon is available, or can be ordered, through your local plastics dealer or hobby craft shop. It usually comes twelve inches wide, and is sold by the running foot. Three feet will be more than enough for the typical Ford front spring, you will need a longer strip for rear springs. Measure the length of number two leaf (the one just above the main leaf) and add a couple inches for insurance. Cut a piece of Teflon to fit between each spring leaf, with a hole in each piece for the spring center bolt. Thickness of the Teflon sheet may vary according to choice, but .020-inch seems most common. The Teflon can be trimmed to remove excess after the spring is assembled and back under the car.

Of course, it is necessary to clean each spring leaf with a wire brush before inserting the Teflon, and definitely take a grinder to any worn spots on the metal. Once the Teflon is in place you note a tremendous difference in how flexible the front suspension spring is, which means now you'll have to be certain the shock absorbers are good. Generally speaking, firm shocks work best with flexible springing. You're gonna love the way that old tank rides after the Telfon treatment.

Street Rodder Magazine - May, 1972

"I take it this is the first time you ever sandblasted a car!"

DENNIS MC CANN
2621 ROCKWELL RD
HUNTSVILLE AL 35810