



Retail Price \$5.00

PP Number 19

P/N 19170580

Supersedes All Previous Catalogs

# Welcome to the 2007 GM Performance Parts Catalog

Thank you for considering genuine GM Performance Parts for your next project. Our 2007 catalog has several new parts, high quality photography, and an easy-to-read layout that will help you quickly find the parts that you are looking for. The GM Performance Parts engineers have cut no corners when it comes to the validation and testing of our high performance parts portfolio. That high standard of excellence in material, design, and testing allows us to offer a full 12-month warranty on our crate engine line—a new standard within the aftermarket parts industry.

GM Performance Parts has many exciting programs, projects, and parts coming out in 2007. Here's just a small sample of what 2007 GM Performance Parts season has in store for you:

- Our new GM Performance Parts website successfully launched on August 1, 2006 at [gmperformanceparts.com](http://gmperformanceparts.com). It offers you information on all of the GM Performance Parts lineup; inside details of our project cars; a GMPP dealer locator; and round-by-round coverage of our sponsored race teams. In addition, [gmperformanceparts.com](http://gmperformanceparts.com) is the place to find our new Engine Dyno Configurator—a virtual experience that makes you the engine builder and dyno operator with your favorite GM Performance Parts combination for small block, big block, and LS Family engines.
- Check out the all-new GM Performance Parts Power Shop—our mobile rig that will be at all of the biggest car shows, drag races, and GM-specific events this year. The GMPP Power Shop features a wide selection of our crate engines, a components display, a running ZZ572/720R display, and even a drag racing simulator featuring Warren Johnson and Frank Hawley.
- Our new HT383E crate engine will help keep your '96-'99 full-sized GM pickup or SUV hauling! Emissions legal in 42 states, the HT383E offers you 425 horsepower and lots of torque for hardcore work or play.
- GM Performance Parts has several new parts coming out for the LS Family of engines. Our L92 heads offer you a high-flowing upgrade for your LS2 crate engine. In addition, we are also releasing the new carbureted intake for the L92 and LS7 heads.
- The most exciting part launch of 2007 is our amazing new LSX Bowtie Block, as featured in the Camaro on the cover of this catalog. This is a new, high performance engine block designed to be the first and last LS Family block you ever have to buy. Designed by our GM Performance Parts engineers with heavy input from Warren "The Professor" Johnson, we think it is the ultimate in LS engine blocks!

The employees at GM Performance Parts are as enthusiastic about high performance GM vehicles as you are. Our promise to you is that every part in this catalog is a part that we would use on our GM performance vehicle. Good luck with your race or project vehicle, and remember that at GM Performance Parts, we are more than just power!

**CHECK OUT OUR ALL  
NEW WEB SITE!**

An interactive engine build and dyno test simulator. Complete listings from our 300+ page catalog. Technical advice on small-blocks, big-blocks, LS, and more, from the ultimate authority on GM Performance. All in one place. Bookmark it now.

**DREAM IT, BUILD IT, RACE IT,  
RIGHT NOW.**

[gmperformanceparts.com](http://gmperformanceparts.com)

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# NEW GM Performance Parts Web Site Open For Business

In the Fall of 2006, GM Performance Parts launched our new website at [gmpformanceparts.com](http://gmpformanceparts.com). This is an exciting new venture for GM Performance Parts, as the website will allow us to showcase our complete product portfolio, newly developed parts, project cars, GMPP-sponsored racers, and much, much more! In addition, GM Performance Parts has just unleashed the first ever Engine and Dyno Configurator that allows you to take our crate engines, modify them with your choice of camshaft, cylinder heads, intake manifold, and other engine components, and then run your custom-designed engine our very own virtual dyno. The Dyno Configurator is powered by real data that has been generated by hundreds of hours of dyno testing performed by GM Performance Parts engineers. You can find all of this information through our Dream It, Build It, and Race It sections. Here's how:

- Turn on your computer and start up your favorite Internet browser (Microsoft Explorer or Apple Safari in most cases)
- In the Address Bar, type [www.gmpformanceparts.com](http://www.gmpformanceparts.com), and hit Enter
- You'll be greeted with a high quality, premium Internet experience, as well as a gateway into the world of GM Performance Parts

Once on our home page, you have some choices to make. First, you'll want to check the navigation box in the lower left portion of the home page for the latest updates to the site. You'll find information on our Power Shop Mobile Rig Tour, special promotions like crate engine giveaways, a direct link to the Engine Showcase, and more. Then, it's on to the three main sections of the GM Performance Parts site: Dream It, Build It, Race It!

In Dream It, you will find information on what the pros use our parts for. Details on our project cars, special show car builds, and television collaborations can all be found here.

In Build It, we have all the information on our parts. Crate engines come alive in the Build It section with video, pictures, details, and more. Our heads, cams, and engine components are also featured in the Build It section.



[gmpformanceparts.com](http://gmpformanceparts.com)

In Race It, you get a chance to meet the GM Performance Parts racers up close and personal. Want to see how WJ did in qualifying from this weekend NHRA Pro Stock race? Want to see Uncle Robin put together his next LSX race motor for NMCA competition? You'll find all that information and more in Race It.

At any time, you can search for GM Performance Parts by just typing in a key word in the Parts Locator, which is located at the top of every page.

Once you've found the right parts for your application, you'll need to find the right dealer. Just type your zip code into the Dealer Locator, and we'll show you the GM Performance Parts dealers that are closest to you. You can then go on to their website to order on line, call that dealer to place an order, or take your parts list (with part numbers) to that dealership's parts counter for a quick order.

So, turn your browser to [gmpformanceparts.com](http://gmpformanceparts.com) to stay informed about all of the new parts, new test vehicles, car shows, racers, and everything else that we've got going on at GM Performance Parts. We're turning up the power of the internet!



In the Build It section, you'll find detailed information on all of the GM Performance Parts crate engines. Pick the crate engine that you're interested in to learn more about our products.



Within the Configurator, you can choose to build an engine from the short block up; add dress items like valve covers and a chrome air cleaner; or just run the crate engine as it is delivered to you.



You will be able to swap cylinder heads, camshafts, intakes—whatever engine components that you want to research to see how they will affect your performance. Pick the cylinder head, and watch it get installed!



Once you are satisfied with your combination, take it to the dyno room. There you will be able to compare the base crate engine with the new one that you just built. If you want even more power, head back into the Configurator to adjust your combination.

# The Reggie Jackson Camaro

Featuring the GM Performance Parts LSX Bowtie Block



To celebrate the great American Muscledar, General Motors assembled a team of specialists to build the ultimate '69 Camaro. Our team includes dozens of talented people from GM Performance Parts and GM Performance Division; master engine builder and drag racer, Warren Johnson; some of the most well-respected names in the aftermarket; and "Mr. October" himself, Reggie Jackson.

We started with our new **GM Performance Parts LSX Bowtie Block**—the foundation for a prototype 454 cubic inch LSX small block that cranks out 640 horsepower and 610 lb.-ft. of torque on pump gas. The LSX engine also features prototype LSX heads (based off the Corvette Z06 head); a Lunati reciprocating assembly; Mahle pistons; a custom Crane camshaft; Comp Cams valve springs; a Griffin radiator and fan package; an American Touring Specialist's oil pan; a Stainless Works exhaust system; an MSD ignition; and a GM Performance Parts intake with a 1000 cfm Holley HP carb feeds it. Designed by the GM Performance Parts engineers with help from NHRA Pro Stock superstar, Warren "The Professor" Johnson, you know it's a winner!

We then enlisted the help of the design professionals and master car builders at GM Performance Division. Their task was to completely modernize the car—giving it the suspension and chassis to handle a high-revving LSX engine that makes over 640 horsepower. Their engineers built a custom suspension package featuring parts from Detroit Speed and Engineering, and our own GM Performance Division custom touches. An aggressive and functional "Pro Touring" stance is the result. The transmission is a rock-solid Tremec 6-speed backed by an Eaton Tru-Track rear end with 3.90 gearing. The braking system features all Brembo components, and rolling stock consists of Budnick rims wearing Goodyear tires.

PJ's Trim Shop sewed up the custom black leather interior (with baseball stitching) that features Autometer gauges and a Vintage Air A/C system. A complete body and paint job (please note the '09 Camaro concept paint code) from Trakon Customs with restoration parts provided by Classic Industries and GM Restoration Parts finished the transformation.

To top it all off, we asked legendary Muscledar collector Reggie "Mr. October" Jackson to add his own special style to the project. Custom LSX logos with a classic car feel bring the Camaro into a new age of musclecars.

The result of all of this teamwork is the Ultimate Muscledar—a 1969 Camaro that can run 10-second quarter mile passes or keep pace with a new Corvette around the corners!

To see the whole story, look for Reggie and Warren on Hot Rod TV coming in 2007.

<b>GMPP LSX Bowtie Block</b>	<b>19166454</b>
<i>(includes following)</i>	
LSX Rear Cover	<b>19166179</b>
LSX Cam Thrust Plate	<b>19166177</b>
LSX Lifter Guides	<b>19166182</b>
<b>GMPP LSX Cylinder Head</b>	<b>Prototype</b>
<i>(includes following)</i>	
LS7 Intake Valves	<b>12591644</b>
LS7 Exhaust Valves	<b>12578455</b>
LS7 Intake Rocker Arms	<b>12579615</b>
LS7 Exhaust Rocker Arms	<b>12579617</b>
LS2 Front Timing Cover	<b>12600325</b>
GMPP Timing Chain Set	<b>12576408</b>
GMPP Timing Chain Damper	<b>12588670</b>
GMPP Oil Pump Assy	<b>12586665</b>
GMPP LS7 Carb Intake Manifold	<b>25534394</b>
GMPP LS Competition Valve Cover	
— Passenger Side	<b>25534398</b>
GMPP LS Competition Valve Cover	
— Driver Side	<b>25534399</b>
GMPP LS2-LS7 Accessory Drive Kit	<b>19155067</b>

# GM Performance Parts Hits the Hot Rod Power Tour

On the week of June 3, 2006, GM Performance Parts took part in the twelfth annual Hot Rod Power Tour (HRPT). Sponsored by GM Performance Division, the HRPT is one of the most loved car show events of the year, because it's more than just a car show—it's a lifestyle. Participants from all over the world congregated in Kissimmee, FL, for the official kickoff day. Hot rod owners spent an entire week traveling each day to their next designated city. Each day, new cruisers would join in as the event swelled past 15,000 cars at some venues. This year, the HRPT made stops in Georgia, South Carolina, Virginia, and Pennsylvania before the final stop at Old Bridge Township Raceway Park in Englishtown, NJ. In all, the tour traveled through nine states while covering over 2100 miles!

The participant turnout was just as impressive. GM Performance Division brought out several cars including their bright red Solstice with a GM Performance Parts LS7 crate engine (the first official Hot Rod magazine test car since the 1960s); Jay Leno's "Deuce" roadster; and several unique versions of the Chevrolet HHR and Pontiac G6. But, it was the civilian cars that stole the show—an amazing 3500 cars made it through every stop of the HRPT, which earned each driver the coveted Long Haul Award. Cars from every make, every style of build, and every generation made the trip and were on display in each city.

GM Performance Parts used the HRPT as an opportunity to test and evaluate their two newest project cars, a '04 GTO and '99 Camaro—both outfitted with the amazing new LS7 crate engine. The LS7 GTO provided GMPP engineers with a chance to perfect the calibration on the soon-to-be-released E67 controller for the LS Family of crate engines, while the LS7 Camaro was used to evaluate another calibrator that can be custom tuned by the end user. Watch for both of these products to be released in 2007! On the tour, our test cars performed flawlessly, getting over 25 mpg while bringing 505-plus horsepower to each combination. The GTO has more of a production car to feel to it—refined and dignified with a decided edge in performance if you drop the hammer. The Z28 is flat out brutal as the LS7 benefits from a true performance tune and high-flowing intake and long tube header exhaust. Revving past 7000 rpm, the LS7-equipped Z28 is a real animal of a performance car!

GM Performance Parts also brought out their Summer School Chevelle—a '70 Chevelle convertible with the ZZ572. Nationally recognized as a star on Rides TV, the '70 Chevelle is a crowd favorite with its wild "Oh So Orange" paint, aggressive stance, and classic muscle car looks. Even with the air conditioning on, the 620-horse big block made the trip without any mechanical incidence. However, we'd like to thank the peace officers of Florida and Georgia for making sure that their roads and highways are among the safest in the country.

Thanks Hot Rod magazine, and thanks America. We'll see you next year on the Hot Rod Power Tour. What a trip!

*Sponsored by GM Performance Division, the HRPT is one of the most loved car show events of the year, because it's more than just a car show—it's a life style.*



1970 Chevrolet Chevelle



2004 Pontiac GTO



2006 Pontiac Solstice Hot Rod



1999 Chevrolet Camaro

# Hot Rod Magazine Sets World Record With Stock ZZ572

When David Frieburger of Hot Rod Magazine wrote us to tell us about his attempts at setting two land speed records with our stock ZZ572/720R crate engine—we just had to share. Here's Mr. Frieburger's letter detailing this hot rod experience:

"Thanks so much to those of you who sponsored the HOT ROD Magazine Special '80 Camaro at Bonneville Speed Week this year! We had a spectacular week, setting two records, getting me a AA license, getting a friend into the 200 MPH Club, and establishing the car (for now) as The World's Fastest Camaro.

The powerplant was a bone-stock GM Performance Parts ZZ572/720R crate engine. The valve covers had never even been off the engine until one was popped to remove the rockers for a P&G inspection during the record-certification process. The engine peaks at 6,200 rpm, which is very low for a Bonneville car, so Tex Racing added a 0.841:1 fourth gear to the T101A trans, which shifts even sweeter than our old T101.

With Steve Atwell driving and with 2.42:1 gears in the quickchange rear end, we set a record of 246.011 mph in the AA/Classic Gas Altered class, running on ERC 110-octane gasoline and with no nitrous oxide. Another competitor with a 568ci Chevy in a '71 Camaro had set the record at 230.051 mph earlier in the week, and we beat that by 15.96 mph. Good for a red hat for Steve.

We ran an NOS Cheater system for record runs in the AA/Classic Fuel Altered Class with me driving. Our first pass was with a 150 hp shot, and it ran 244 mph at the fourth mile. I had to turn out before the five-mile timer due to an overheating problem which we later solved. Even so, we



qualified for the record. For the return run to back up the record, I jettied the Cheater system for 180 hp. In that configuration, I ran 254 mph at the fourth mile and 260 mph at the fifth mile. However, records must be backed up in the same mile as the qualifying pass, so the 260 did not count. The averages were taken at the fourth mile, so the record was 249.640. For all these passes, we had 2.18:1 gears in the back, proving the unreal torque of the big-block.

In hopes of upping the Fuel record, we went back out with the 180 hp shot and 2.25:1 gears in the rear end. In that configuration I ran absolutely brutal times at the 2-1/4 (234.399 mph) and 3-mile (242.318), but a 10-mph headwind kept the five-mile time to 259.942 and a terminal speed of 260.361. While attempting to back up that record on Friday, I ran over a 3/8 nut on the track, exploded the left rear tire, and spun for about 3/4 of a mile.

My partners Keith and Tonya Turk and I thank you very much for the help that led to these successes."

*David Frieburger*  
Editor In Chief  
HOT ROD Magazine

## For Today's Vehicles, Modifications Start With Accessories From GM

Hot Rodders are always wondering where to start with their project cars. When it comes to new vehicles from GM, there is only one place to start—genuine GM Accessories from your local GM Dealer! With genuine GM Accessories, you get parts that were designed by GM engineers to enhance the look and/or performance of your vehicle.

Take the super-popular Pontiac Solstice, for example. Not only can you find larger rims, car covers, floor mats, and splashguards from Pontiac Accessories, but you can also get a performance cat-back exhaust system and cold-air intake. These parts have been designed from the ground up to work with your Solstice by the same people that designed the car.

The exhaust system will add an "aggressive growl" to your Solstice as well as pick up some horsepower by decreasing the resistance to exhaust flow. The Pontiac Accessories exhaust system is constructed of T-304 stainless steel with mandrel bent tubing and a semi-polished muffler. You can also get interchangeable, fully polished tips for the Solstice exhaust system. Getting more air into the engine is just as important as getting the exhaust out when it comes to making good power. Pontiac Accessories has a nice intake setup for the Solstice that delivers good looks and enhanced performance. The highly polished aluminum intake tube



works with a free-flowing air filter that has the GM Performance Parts logo proudly displayed. This system is also 50-state emissions legal.

That's just a sample of the accessories available for GM vehicles. Each brand offers a wide variety of vehicle accessories that you can purchase from your dealer at the time of vehicle purchase. For more information about accessories available for your GM car or truck, ask your local GM dealer or check out the accessories tab on the Chevrolet, Pontiac, Buick, Cadillac, GMC, HUMMER, Saturn and Saab websites.

# GM Performance Division Revs Up GM

Everyone knows that GM Performance Parts powers the street, show, and race market. But, we also provide crate engines and specialty parts for internal GM project cars and show vehicles. And, nothing illustrates this better than the work being performed by our teammates at GM Performance Division (GMPD). GMPD creates concept, show, and production performance vehicles for multiple vehicle brands within GM. Responsible for hundreds of annual project builds, GMPD relies on genuine GM Performance Parts to power some of the most exciting performance vehicles that the world has ever seen.

"The GM Performance Division is where image and performance vehicles are engineered and built," GMPD Director Al Oppenheiser told us. "From a production standpoint, the GM Performance Division is where the Cadillac V-Series, the Saturn Red Line Series, the Pontiac GXP, and the Chevrolet SS vehicles are designed and developed. It is also where image vehicles, such as the Escalade Platinum series, were created. All concept vehicles, such as the Camaro concept, are designed and built within the Performance Division. Special Show Cars, such as the Woodward Dream Cruise GTO, the 1955 Chevy NASCAR replica, and the 1954 Cadillac LaCarrera Panamericana Race replica demonstrate our ability to build not only heritage Performance vehicles, but future Proof of Concept vehicles."

When asked what project he was most proud of, Mr. Oppenheiser had this to say: "I would say that the project I am most proud of would have to be the Concept Chevrolet Camaro. Of course, I'm proud of everything that comes out of my team, but the Camaro really put the team's capability 'on the map' with respect to the kind of vehicle we can deliver. We demonstrated that we can build concept vehicles in math, so the time to production is shortened, if the program gets approval. The other project I am very proud of is our Bonneville Salt Flat program, which also falls under the GM Performance Division. Over the past four years, we have been very successful out at the Salt Flats promoting the Ecotec 4-cylinder engine as this generation's "Small Block." Our team has established 8 world speed records in 11 race categories, which is an outstanding accomplishment. The most gratifying thing about my opportunity to manage this team has been that everyone on the team understands the importance to both GM and to the legacy of all of the racers who have run at Bonneville before us. To me, it's the "Last American Frontier" for Grass Roots racing. There is no prize money, and they make you run a record run twice before declaring a new world speed record. We do our part to make sure this type of racing will continue with future generations—the one's who are growing up in a 4-cylinder world."



Al Oppenheiser standing proudly with the 1954 Cadillac LaCarrera Panamericana Race replica.

*Responsible for hundreds of annual project builds, GMPD relies on genuine GM Performance Parts to power some of the most exciting performance vehicles that the world has ever seen.*

With all of the exposure to new GM production cars and designs, GM Performance Division is always on the forefront of what tomorrow's performance cars will bring us. We asked Al what the future holds for GM, and here's what he shared with us: "Of course, I cannot divulge any vehicles we are working on which have not been announced to the public, but suffice it to say that the strength of the GM Performance Division is growing. Our latest splash was at the 2006 SEMA show, where we unveiled some great vehicles which will support our new launches, such as the new Full Size Trucks. We continue to solidify ourselves with our GM Performance Parts team on projects such as the Reggie Jackson Camaro with the LSX block, and we're being recognized by the Marketing Divisions as the place to go for Performance in support of their regular production vehicles. We will also be introducing some game-changer concepts at the upcoming North America International Auto Show."

GM Performance Division has a mission to "deliver compelling total vehicle design and performance that sets the standard and wins in the global marketplace." GM Performance Parts will support that mission every step of the way! For more information on the custom cars, concept cars, and on-going projects at GM Performance Division, cruise on over to [gmperformancedivision.com](http://gmperformancedivision.com) for more information.



# GMPP Launches New RCR Circle Track Products

GM Performance Parts is proud to announce the release of our new line of high end circle track products designed by the engineers and racers at Richard Childress Racing (RCR). Richard Childress has been a NASCAR racer and team owner since 1969, and his sponsorship by GM Performance Parts dates back to the mid-1980s. Through the years, we've all learned a lot about what it takes to put a circle track car in the winner's circle. Those countless hours of research, development, and on-track testing have culminated into a new line of circle-track-specific accessory parts specially designed to put you in the winner's circle.

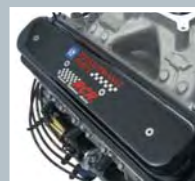
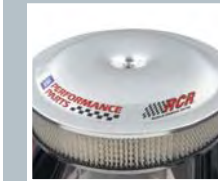
With regards to the new line of RCR product to be offered by GM Performance Parts, Richard Childress had this to say: "RCR is very proud of our more than 20-year association with GM, and it's an honor to expand that relationship with GM Performance Parts because of the integrity and high-caliber products that are their standard."

These products include a high-flow 14-inch air cleaner, 50 amp alternator, HEI distributor, 70 GPH fuel pump, front drive kit, spark plug wires, light weight starter, valve covers, competition water pump, power steering pump assembly,



and more. All of these items have been designed to work with our circle track crate engines, and everything has been approved by Richard Childress himself.

The new line of RCR Racing product by GM Performance Parts will begin shipping in early 2007. That's just in time for you to take advantage of two of the winningest names in motorsports—Richard Childress and GM Performance Parts!



## CORR Racing With LS7

The Championship Off Road Racing series is one of the toughest tests of man and machine in all of motorsports. To win at CORR, you and your truck have to be tough and reliable. And, that's why GM Performance Parts is so proud of our latest partnership with CORR, as they look to expand their exciting series with a new Pro Manufacturer's class featuring our LS7 crate engine as the accepted spec engine in the class!

Utilizing a new Pro Chassis as the spec chassis, Pro Manufacturer has been designed to decrease the cost of an entry level truck yet offer the same thrill of Pro-2 and Pro-4. An LS7 crate engine costs only a fraction of what a custom Pro-4 engine does, yet it offers trick parts like titanium connecting rods, titanium intake valves, and a dry-sump oiling system.

The LS7 crate engine has several other virtues that make it ideal for all forms of racing including the harsh environment of a Pro Manufacturer's truck at CORR. First, its aluminum block and heads, as well as the composite intake



and titanium rods, keep the LS7 very light. The LS7 also makes a ton of power—offering up 470 lbs.-ft. of torque at 4800 rpm, and 505 hp at 6300 rpm. It all adds up to 427 cubes of pure small block perfection!

The LS7 debuted in the CORR Pro Manufacturer class at the Chula Vista, CA event in October, 2006. Watch for the 505-horse LS7 to dominate the off-road racing world!

# GM Performance Parts Unleashes All New

*NHRA's Warren and Kurt Johnson help unveil new mobile display at The Year One Experience*



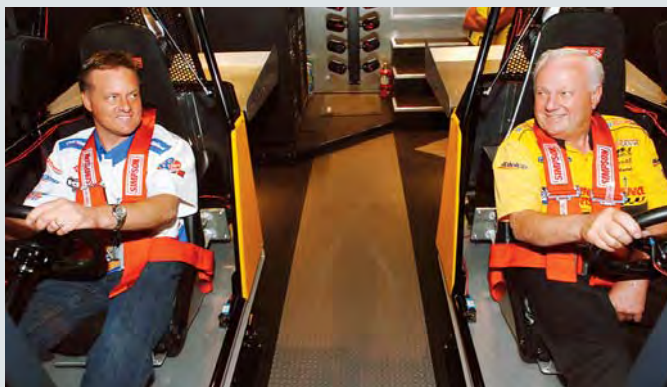
As the leader in providing high performance solutions to the automotive aftermarket, GM Performance Parts (GMPP) has developed an extensive line of factory-engineered parts and accessories. From chrome dress-up pieces to the legendary 720-horsepower ZZ572 big-block crate engine, GMPP offers everything for the automotive enthusiast looking to upgrade his or her ride.

At the annual convention of horsepower, style and speed—known as The Year One Experience in Braselton, GA—GM Performance Parts unveiled an all-new mobile exhibit, the GM Performance Parts Power Shop. The exhibit will travel cross-country, making appearances at NHRA, NSRA, Goodguys, and Super Chevy events giving performance enthusiasts an up-close look at GM Performance Parts, and offering an interactive experience with a drag racing simulator.

“GM Performance Parts is working to raise the bar in the high performance automotive aftermarket, and we feel our new Power Shop reflects that forward-thinking philosophy,” said Lisa Reffett, Marketing Manager, GM Performance Parts. “The Power Shop is an innovative marketing approach that we feel is vital to growing our sales in this segment, and we couldn’t have picked a better location for its debut than the Year One Experience.”

“The Power Shop is designed to both inform and entertain customers, giving them an opportunity to see what we have to offer and, to feel the power of our line of high performance parts,” said Reffett.

The GM Performance Parts Power Shop’s innovative and interactive floor plan offers several ground-breaking features. Playing a prominent role will be the fully operational GMPP ZZ572 big-block crate engine, which is the first of its type on a touring display. Fans will also be able to feel the power firsthand by competing in the revolutionary drag racing simulator, where they will strap into a highly responsive Super Gas dragster and get the full sensory experience of rocketing down the quarter-mile. Six-time NHRA Pro Stock champion Warren Johnson and noted drag racing instructor Frank Hawley partner to add to the realism, acting as on-screen guides to take would-be racers through the ride.



*Kurt and Warren Johnson take a turn in the drag racing simulator.*

# Power Shop

Finally, the area showcases a wide spectrum of GM Performance Parts products, from GM Cat-Back Exhaust Systems, plus-sized wheel displays, and replacement engines to a line-up of completely dressed GMPP crate engines. Before leaving the exhibit, visitors had the chance to enter a sweepstakes where the grand prize is a GMPP LS7 crate engine valued at \$17,495.00.

Assisting GM Performance Parts officials during the Power Shop's opening weekend were two men whose names are synonymous with horsepower, NHRA Pro Stock standouts Warren and Kurt Johnson.

"Warren and Kurt are the most successful father-and-son team in drag racing history and we're excited that they are taking time from their busy racing schedules to represent GM Performance Parts and to spend time with their fans and fellow gearheads," said Reffett.

"We share a common goal with GM Performance Parts, namely to be the very best in our respective fields," said six-time champion Warren Johnson. "The GM Performance Parts Power Shop reflects their philosophy of working with automotive enthusiasts to bring the very best to GMPP customers, and we enjoyed christening the display at the Year One Experience, and spending time with people who have a passion for all things automotive."

GM Performance Parts continues to set the standard for performance and value. Enthusiasts who crave the latest technology, maximum horsepower and the expertise and confidence backed by GM, can purchase GMPP crate engines, blocks, heads and components, from GM dealerships and GMPP Authorized Centers nationwide. For more information or to locate the closest GM dealership visit [gmperformanceparts.com](http://gmperformanceparts.com).



Fully operational ZZ572 big-block crate engine on display.



The GM Performance Parts truck took the show on the road.

## LS2 Takes On NASCAR



The amazing GM Performance Parts LS2 crate engine can do it all! In production form, the LS2 powers the base C6 Corvette, Trail Blazer SS, Pontiac GTO, and the Chevrolet SSR. With its modern LS architecture, high-flowing aluminum cylinder heads, and tough 6-bolt aluminum block, the LS2 has a lot to offer. Now, this 6.0-liter street monster is taking to the circle track. Specifically, we're going NASCAR racing with the LS2!

Starting in late 2006, both the Busch East Series and AutoZone West Series have started to experiment with a new Grand National Division spec engine. That engine is the LS2 in circle track form. With all the appropriate changes, the LS2 has been developed to reduce the cost of NASCAR competitors. Engine builders have built the LS2 into a spec engine that is designed to cost less initially, as well as to save teams even more money in the long term by improving durability.

In August 2006, the engine debuted under the hood of the No. 44 Casella Waste Systems Chevrolet driven by Sean Caisse at the Big Y World Class market 150 in Daytona Beach. The new spec engine proved to be both powerful and durable as Caisse won his fourth Busch Pole Award of the season. Most impressive was the fact that the engine performed almost identically to their former engine but at half the cost.

With that sort of a start, and the inherent quality of the LS Family of GM Performance Parts crate engines, the LS2 looks to be the next great circle track crate engine in our lineup.



To order  
call  
toll-free

**888-821-4646**

Visa/MasterCard accepted

Cash only accepted in advance  
via cashier's checks.



**Honeycomb Jacquard Polo**

Performance Parts Logo on left chest.  
Available in Granite/Latte (shown),  
Navy/Bay Blue, and Khaki/Latte.

Sizes XS-3XL (2XL, 3XL add **\$4.00**)

**PP-39627 (Men's)**

**\$35.60 Each**



**Pit Crew Polo**

Available in Black, Red,  
Yellow (shown), or  
Royal Blue with  
checkered accents.

S-XL **\$40.75 Each**

**PP-23B02**

2XL **\$43.75 Each**

**PP-23B02A**

3XL **\$47.25 Each**

**PP-23B02B**



**Denim Jacket**

100% cotton garment  
in washed denim.

Sizes S-3XL

(2XL and 3XL add **\$4.00**)

**PP-39715**

**\$42.50 Each**



**Racing Sport Shirt**

Available in White, Red, Orange,  
Yellow (shown), Black or Royal  
Blue with checkered collar  
and cuffs. 6.5 oz. 100%  
ring-spun combed cotton.

S-XL **\$22.00 Each**

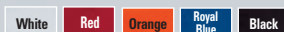
**PP-55008**

2XL **\$25.00 Each**

**PP-55008A**

3XL **\$28.00 Each**

**PP-55008B**



**Tournament Jacket**

Versatile, water repellent,  
lightweight and stylish jacket.  
Available in black.

Sizes S-3XL

(Men's style up to 4XL)

**PP-30001 Men's**

**PP-33002 Ladies'**

S-XL **\$35.00 Each**

2XL **\$38.00 Each**

3XL-4XL **\$42.00 Each**



### Executive Twill Shirt

Available in Black only.  
 Sizes XS-3XL  
 (2XL, 3XL add **\$4.00**)  
**PP-39640**  
**\$29.25** Each



### Performance Parts T-shirt

100% preshrunk cotton jersey 6.1 oz. Black with full front Performance Parts logo, and back with website address.

**\$10.00** Each. Please order size by part number.  
**PP-55001** Small  
**PP-55002** Medium  
**PP-55003** Large  
**PP-55004** XL  
**PP-55005** XXL



### LSX T-shirt

100% preshrunk cotton jersey 6.1 oz. Black with LSX logo on front and sleeve.

**\$10.00** Each  
 Please order size by part number.

**PP-GM2204LSX** Small  
**PP-GM2205LSX** Medium  
**PP-GM2206LSX** Large  
**PP-GM2207LSX** XL  
**PP-GM2208LSX** XXL



### 572 Chevrolet Engine with Chevelle T-shirt

100% preshrunk cotton jersey 6.1 oz. White full back with 572 Chevrolet engine and Chevelle.

**\$10.00** Each  
 Please order size by part number.  
**PP-22401** Small  
**PP-22402** Medium  
**PP-22403** Large  
**PP-22404** XL  
**PP-22405** XXL

### Ladies' Speed Zone Race Gear

Short sleeve checker trim. 40% polyester, 60% cotton. V-neck. Available in Red (shown), Yellow, Black or Royal Blue with checkered accents.

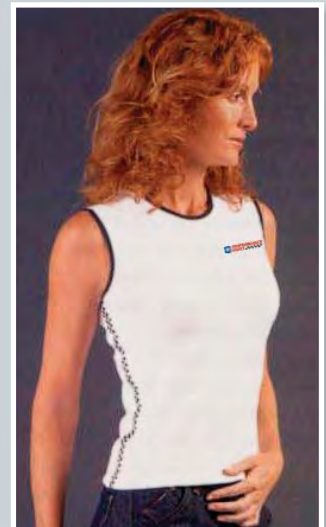
Sizes S-XL  
**PP-15F01**  
**\$38.50** Each



### Ladies' Sleeveless Ribbed Tee

White rib tee. 95% cotton and 5% lycra. Crew neck with checker board side seam.

Sizes S-XL  
**PP-15F02**  
**\$36.00** Each



Qualifies for Co-op Reimbursement from Dealer's GM Parts Promotional Fund.



### Polysonic Camp Shirt

Available in Black, Bone, or Navy.

Sizes XS-3XL (2XL and 3XL add \$4.00.)

PP-30275  
\$42.75 Each



### Cotton Rich Crewneck Sweatshirt

Black only. 80% cotton and 20% polyester 9 oz.

Sizes S-XL (2XL,3XL add \$4.00).

PP-393210  
\$20.50 Each

### Brushed Heavy Cotton with Swoosh and Checker Board Trim

As shown.

PP-57A04  
\$8.95 Each  
Minimum Quantity: 6



### Brushed Heavy Cotton Checker Board Trim

As shown.

PP-57A17  
\$8.95 Each  
Minimum Quantity: 6



### Six Panel, Structured, Brushed Heavy Cotton with Razor Embroidery

As shown.

PP-57A06  
\$8.95 Each  
Minimum Quantity: 6



### Six Panel, Structured, Brushed Heavy Cotton with Zig-Zag Embroidery

As shown.

PP-57A05  
\$8.95 Each  
Minimum Quantity: 6



### Skull Cap

100% Acrylic, Black with Embroidered Performance Parts Logo.

PP-12A03  
\$9.50 Each



To order  
call  
toll-free

888-821-4646

Visa/MasterCard accepted

Cash only accepted in advance  
via cashier's checks.

### Weekender "Carry All"

Nylon duffel with  
embroidered logo.

PP-34B01  
\$35.00 Each



### Arctic Tumbler

Silver 16 oz. travel mug.

PP-24B27  
\$7.50 Each



### Koozie With Support Bottom

Available in Black or Yellow.  
GM Performance Parts  
website on opposite side.

PP-GM2213 Black  
PP-GM2214 Yellow  
\$0.85 Each



### Fender Cover

Black nylon with  
reinforced soft anti-slip  
foam.

PP-GM2209 Individual  
\$27.00 Each  
PP-GM2210 Set of 2  
\$50.00 Per Set



### Ergo Pack

Soft sided cooler with  
mesh pockets.

PP-71450  
\$10.50 Each

### License Plate

Aluminum 6" x 12" Plate.

PP-GM2211 Individual  
\$6.00 Each

PP-GM2211  
A Set of 100  
\$500.00



### 12" Wall Clock

With Performance  
Parts Logo.

PP-49004  
\$5.25 Each



Qualifies for Co-op Reimbursement from Dealer's GM Parts Promotional Fund.

# WHAT'S HOT FOR 2007



**19166454** Page 226

### LSX Bowtie Block

It's the ultimate hi-po block for the LS Family!



**17800393** Page 56

### HT383E Crate Engine

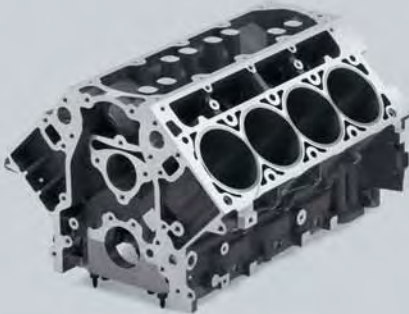
An emissions-legal 383" truck engine.



**19165628** Page 70

### 5.3 High Output Crate Engine

We added a hot cam to the 5.3L crate engine.



**25534427** Page 224

### LS7 Block

Start your own project with this all-aluminum LS7 block.



**12582713** Page 229

### L76/L92 Cylinder Heads

These are the affordable, high flow LS heads every one is talking about!



**25534412** Page 237

### LS7 Oil Hose Adapters

Set up your LS7 crate engine with a dry sump oil pan.



**19170092** Page 302

### Carburetor, Holley 670

Features a show car quality polished finish, side-hung fuel bowls, vacuum secondaries, and power valve blowout protection. Bolts and gaskets are included.



**19170028** Page 214

### Maxshine Intake Manifold, Vortec Head Design

Bright silver chrome finish with powder coated durability.



**19170041** Page 275

### Maxshine Intake Manifold, Oval Port (Holley Carburetors)

Bright silver chrome finish with powder coated durability.



## More New Product For 2007

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25534463	Cadillac CTS-V Differential Cooler Kit	310
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### Stage 3 Cobalt SS/ION Red Line Kits, Page 285

88958715	2004 ION Red Line Stage 3 Kit
88958716	2005 ION Red Line Stage 3 Kit
88958717	2006/2007 ION Red Line Stage 3 Kit
88958718	2005 Cobalt SS Stage 3 Kit
88958719	2006/2007 Cobalt SS Stage 3 Kit
88958720	Stage 3 76mm Pulley
88958721	Dual Pass Intercooler Endplate
12610641	2004 ION Red Line Stage 3 PCM
12610642	2005 ION Red Line Stage 3 PCM
12610643	2006/2007 ION Red Line Stage 3 PCM
12610644	2005 Cobalt SS Stage 3 PCM
12610645	2006/2007 Cobalt SS Stage 3 PCM

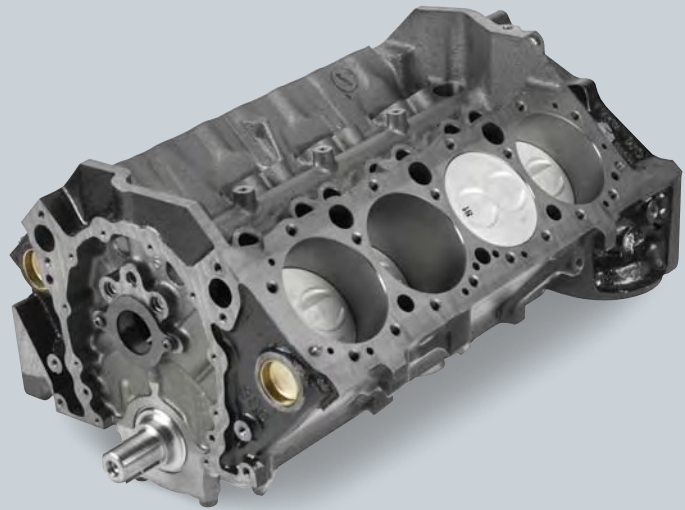
*NOTE: This kit is an upgrade to Stage 2. It requires the following parts from the Stage 2 kit: high-flow fuel injectors, pulley adapter hub, and serpentine belt. The Stage 3 upgrades are meant for off-road use only and are not certified to be emissions legal. The features provided in this kit are increase the potential horsepower up to 260 hp and provides a greater level of adjustability for off-road use. The custom PCM included in the kit allows the user to set rev limits up to 8000 rpm (further engine modifications required for 7000+ rpm use), change calibration to maximize potential of 100 octane fuel, and also offers the ability to add a 50 shot nitrous kit. The 76 mm pulley increases the boost and therefore increases horsepower and torque to ~250 hp on 93 octane and 260 hp on 100 octane. The modified intercooler improves cooling of the intake charge during extended running at higher boost conditions, thereby allowing the engine to maintain the increased horsepower for longer periods of time. A low restriction, high flow exhaust system is also suggested to maximize your vehicles performance. GMPP offers an extrude honed exhaust manifold P/N 19131972 that would be a good start to a low restriction exhaust system.*

# Different Levels of Engine Assemblies

The GM Performance Parts crate engines come in four distinct levels, ranging from starter Partial Engines all the way up to complete Turn-Key engines that are ready to be dropped into your favorite hot rod and blast down the road. Each level of completion represents a different starting point for each individual customer. It also means that you can tailor your crate engine to your specifications by buying the level that's right for you. If you don't have all the parts to finish the Partial Engine, just check out our GM Performance Parts Components section for exactly what you need. Or, our Turn-Key crate engines are just that—ready to rock horsepower as soon as you install it.

## Partial Engine

The Partial Engine usually ships with the block and rotating/reciprocating components. If you're a "hands-on" type of person, this could be the crate engine for you. It allows you to get a solid foundation for your next GM Performance Parts engine build and top it off the way you want with your favorite heads, cam, and intake combination.



## Base

The Base level of crate engine usually ships with all the components from intake to oil pan, but in some cases ships without an intake. Our customers who choose the Base level crate engine often have their own intake and carburetor, but they need a rock-solid engine to get their car or truck back up and running. Buy the Base level crate engine and top it off your way.



## Deluxe

The Deluxe level of crate engine only needs a few parts to have a complete, running engine. The Deluxe crate engines have the distributor installed, harmonic balancer bolted on, and the carburetor in the crate. All you need to do is put it together, drop it into your favorite hot rod, and enjoy the action.

## Turn-Key

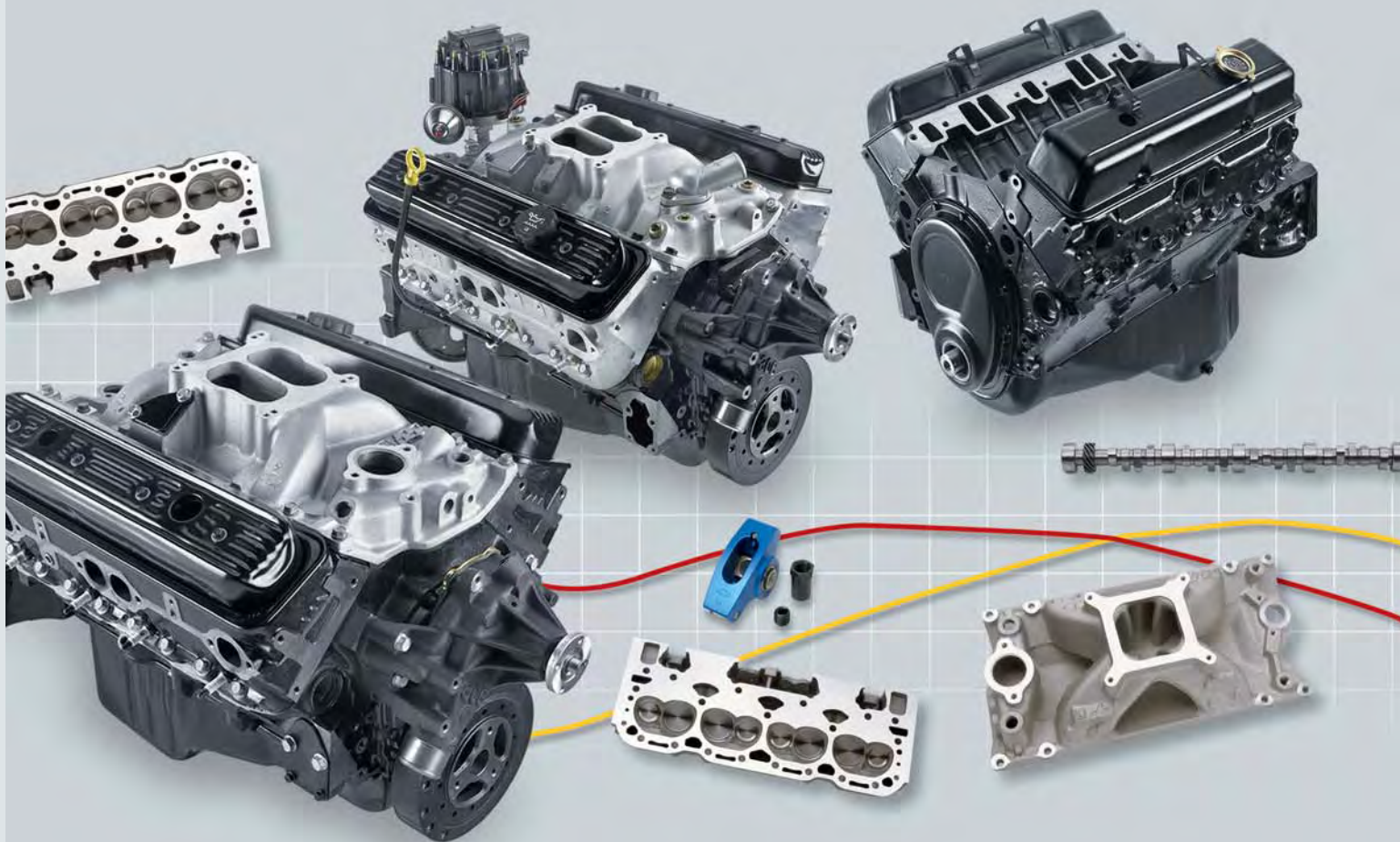
Our Turn-Key crate engines are awesome! We turned the GM Performance Parts engineers loose to build their dream engines and put them in a box that we'll ship right to your door. If you have built your hot rod from scratch, one of our Turn-Key crate engines is the perfect way to finish the build off right. They come as complete engines with the starter, fuel pump, spark plug wires, water pump, and all of the key components needed to fire it up. These components are engineered to work flawlessly with each engine. When you add up everything you get in one crate, we think you'll agree with our thousands of satisfied customers that the GM Performance Parts Turn-Key crate engines offer you an incredible value.



Whichever level of GM Performance Parts Crate Engine you choose, you will be getting a brand new engine built around years of experience that only GM can provide.

# POWER PACKAGES

## from GM Performance Parts



**W**elcome to a whole new era at GM Performance Parts! For years the automotive aftermarket has been shrouded in secrecy with only the “in crowd” having the inside track on what works and what doesn’t. Starting now, GM Performance Parts is going to do something about that. Working with our own GM Performance Parts Engineers and borrowing from decades of experience from building industry-leading crate engines, we are going to make all of our engine data available to the world. It’s called the GM Performance Parts Engine Dyno Configurator, and you can only find it at [gmpowerparts.com](http://gmpowerparts.com). At the GM Performance Parts Configurator, you’ll be able to pick a crate engine, start swapping parts, put it on the virtual dyno, and see real numbers—not extrapolated guesses—for yourself. Print the dyno run off, pick another engine, swap out the camshaft, swap on a different set of heads, and do it all over again. The combinations are endless!

The GM Performance Parts Engine Dyno Configurator has allowed us to pick the top combinations from our expansive high performance portfolio. And, while we’ve just started this massive engineering exercise, we wanted to start sharing our findings with you right now! Starting with this 2007 GM Performance Parts catalog, we’ll be publishing our favorite combinations for making power. Called the GM Performance Parts Power Packages, the selected parts will work together to maximize the potential of your given combination. There’s a lot of experience and years of hard work represented in the Power Packages, so let’s take a look at what our engineers tell us are some of the hottest parts in the GM Performance Parts inventory!

# 350/290 Power Packages From GM Performance Parts

The GM Performance Parts Power Packages start with our entry-level crate engine, the 350/290. It's a value-packed crate engine that offers you a traditional 350 cubic inch small-block V-8 with loads of features built in. With 290 horsepower, it's a great starting point for our Engine Dyno Configurator.

## 12499529 350/290 Crate Engine

**Baseline = 290 hp and 326 tq**

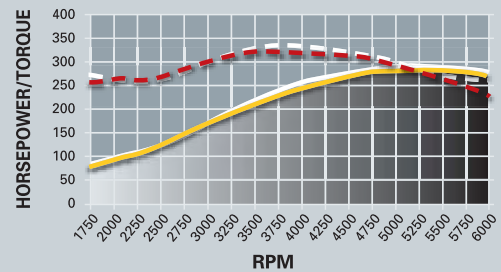
### 350/290 POWER PACKAGE #1

- 12499529 350/290 Crate Engine
- 12353923 Hot Cam

**Total = 305 hp and 357 tq**

**COMMENTS:** The 350 small block Chevy is loaded with potential. Just a camshaft change resulted in a 15 hp and 30-plus tq gain. This is a quick weekend upgrade that is affordable and results in good power.

**NOTE:** Hot Cam P/N 12353923 and 1.6 rocker arm kit P/N 12367346 require the valve guides to be machined for proper valve guide-to-retainer clearance when using the stock 350/290 heads.

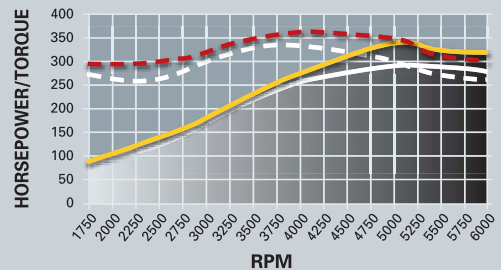


### 350/290 POWER PACKAGE #2

- 12499529 350/290 Crate Engine
- 12558060 Cast Iron Vortec Heads
- 12496822 Vortec Eliminator Intake

**Total = 341 hp and 358 tq**

**COMMENTS:** The Vortec head and intake combination is an American classic! We picked up 50-plus hp and 30-plus torque with a head and matching intake swap. And, you can too!

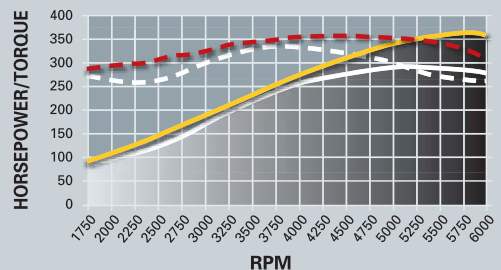


### 350/290 POWER PACKAGE #3

- 12499529 350/290 Crate Engine
- 12464298 Fast Burn Heads
- 12496822 Eliminator Vortec Intake

**Total = 349 hp and 392 tq**

**COMMENTS:** The Fast Burn aluminum heads are serious upgrades to the 350/290 crate engine. They are highly efficient performance heads that leave you open to further modifications. Match those Fast Burn heads with the right intake, and you've got some magic happening under the hood. On our engine dyno, we picked up 59 hp and 66 tq!

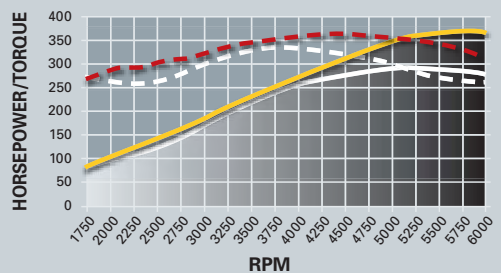


### 350/290 POWER PACKAGE #4

- 12499529 350/290 Crate Engine
- 12464298 Fast Burn Heads
- 12496822 Eliminator Vortec Intake
- 12367346 1.6 Roller Rockers

**Total = 362 hp and 396 tq**

**COMMENTS:** Now, we are getting serious! To the above combination, we tried a set of 1.6 roller rockers just to see what a little bit more valve actuation would do for performance. And, the result was a 13 hp and 4 tq gain. Put a cam into this thing, and watch it take off!



**DYNO KEY:** Baseline HP ——— Baseline TQ - - - - - Pwr. Pkg. HP ————— Pwr. Pkg. TQ - - - - -



## ZZ4 Power Packages From GM Performance Parts

The ZZ4 brings you a few more upgrades right from the factory. They include aluminum heads, an upgraded camshaft, and aluminum dual-plane intake manifold. Still, there are improvements in power that can be made with the ZZ4 as we found out on the GM Performance Parts Engine Dyno Configurator. Here's a sample of what a few component upgrades can do for the timeless ZZ4.

### 12499712 ZZ4 Crate Engine

**Baseline = 355 hp and 405 tq**

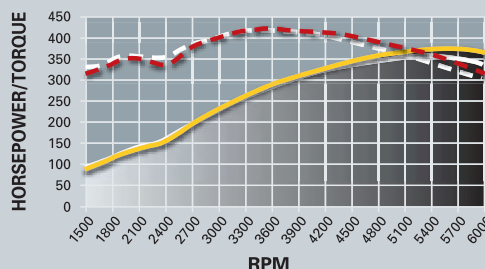
#### ZZ4 POWER PACKAGE #1

12499712 ZZ4 Crate Engine  
24502586 Hot Cam

**Total = 358 hp and 403 tq**

**COMMENTS:** This cam offers .492" of lift on the intake and the exhaust with 218 and 228° of duration at .050". It also offers you a 3 hp bump. Add this cam to a set of ported ZZ4 heads for a significant gain.

**NOTE:** Hot Cam P/N 12353923 and 1.6 rocker arm kit P/N 12367346 require the valve guides to be machined for proper valve guide-to-retainer clearance when using the stock ZZ4 heads.

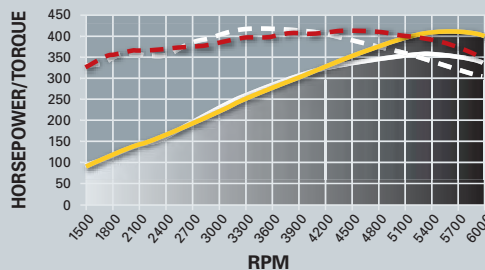


#### ZZ4 POWER PACKAGE #2

12499712 ZZ4 Crate Engine  
12464298 Fast Burn Heads  
12496822 Eliminator Vortec Intake

**Total = 380 hp and 412 tq**

**COMMENTS:** Our Fast Burn heads and matching Vortec Intake really wake up the ZZ4. Together, this combination offers a 25 hp pop over the stock ZZ4 crate engine. You also get a nice 7 lb.-ft. of torque gain down low. ZZ4—GM speak for rev it up!



**DYNO KEY:** Baseline HP ——— Baseline TQ - - - - - Pwr. Pkg. HP ————— Pwr. Pkg. TQ - - - - -

## HT383 Power Packages From GM Performance Parts

The HT383 (or High Torque 383) represents an incredible value in a crate engine replacement for your truck or heavy project car. With 383 cubic inches, all you need to do is open up the intake, add some more efficient heads, and perhaps install a larger camshaft to really make some power. Check out these combinations that we demonstrated for you on the GM Performance Parts Engine Dyno Configurator:

### 12499101 HT383 Crate Engine

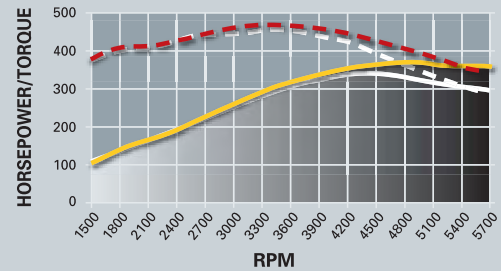
**Baseline = 340 hp and 435 tq**

#### HT383 POWER PACKAGE #1

**12499101** HT383 Crate Engine  
**12464298** Fast Burn Heads  
**12367346** 1.6 Roller Rockers

**Total = 348 hp and 444 tq**

**COMMENTS:** The base HT383 is a torque monster – you'll think you are driving something with a big block! But, you can get more. Bolt a set of our high-performance aluminum Fast Burn heads to the 383" small block, and hold on. Couple that with a set of 1.6:1 roller rockers for more valve lift, and you've got a nice complementary combination. The result is an 8 hp gain and 9 lb.-ft. of torque. Plus, you open the door to a camshaft change. If that interests you, check out the next combo.

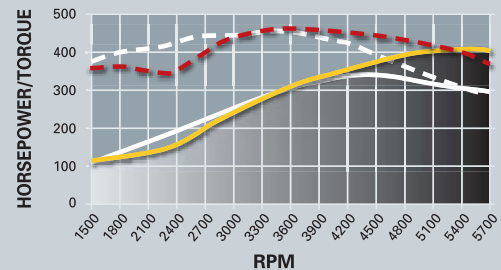


#### HT383 POWER PACKAGE #2

**12499101** HT383 Crate Engine  
**12464298** Fast Burn Heads  
**12366573** Vortec Intake  
**24502586** Hot Cam

**Total = 396 hp and 457 tq**

**COMMENTS:** With 383 hungry cubic inches, it only takes a little bit to get big gains. Once you add the more efficient Fast Burn aluminum heads and the companion Vortec intake, you are ready for a cam swap. The camshaft in this combination offers you a .492" of lift on the intake and exhaust. It also lets this big-inch small-block breathe! You'll enjoy a real 56 hp and 22 tq gain.



**DYNO KEY:** Baseline HP ——— Baseline TQ - - - - - Pwr. Pkg. HP ————— Pwr. Pkg. TQ - - - - -

## More Power Packages on the way from GM Performance Parts!

That is just a taste of the Power Packages that we have already tested. And, we will be testing thousands more during the 2007 race season. As stated, these are proven collections of parts that have delivered the goods for years. Our favorite Power Package combinations will be published annually in the GM Performance Parts catalog, or better yet, you can see all of the GM Performance Parts Power Packages at our website ([gmperformanceparts.com](http://gmperformanceparts.com)). Pick the crate engine and components that most interest you, and run the dyno for yourself.

Within the first quarter of 2007, you'll be able to find detailed combinations and dyno information on the entire small block V-8 engine family, the 502 big block, and the LS2 crate engine from GM Performance Parts. How do head swaps, camshaft changes, and high-flow intake affect their performance? Tune into the Engine Dyno Configurator at [gmperformanceparts.com](http://gmperformanceparts.com) to find out for yourself.

For more information on Power Packages from GM Performance Parts that are just right for your given application, stop by our website at [gmperformanceparts.com](http://gmperformanceparts.com). Check out our exclusive Engine and Dyno Configurator, design your GM Performance Parts dream engine, and build your own power package.

# Crate Engines

**A complete GM Performance Parts engine delivered right to your door!**

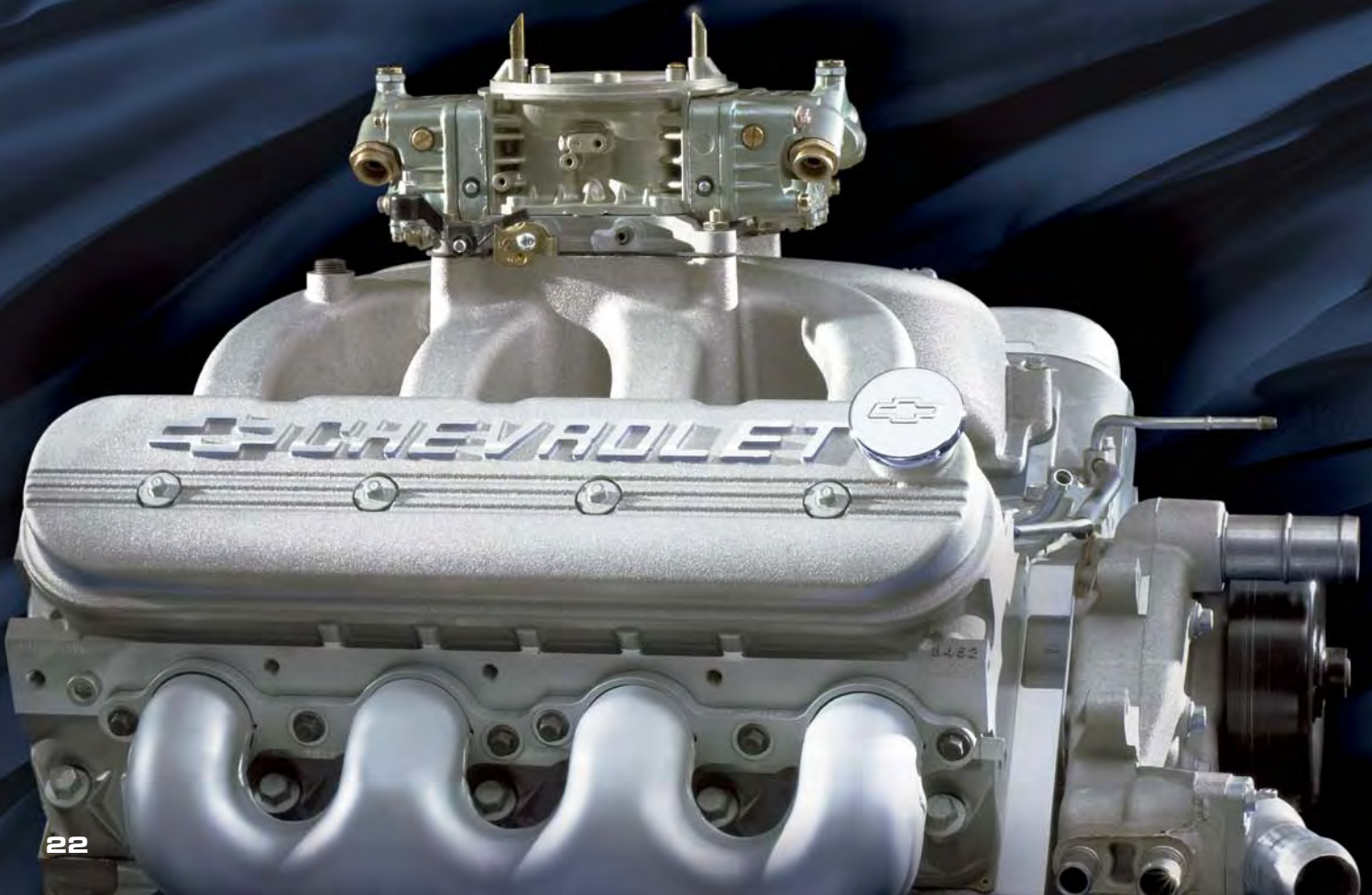
**L**et GM Performance Parts take the guess work out of your next engine project. Let's face it—making several trips to the machine shop to get all of your old, used parts reconditioned can be a major drag. Often, when you finally get your parts back together, you end up with an engine that doesn't live up to its true potential because of mismatched parts or parts that have questionable integrity. You can put an end to that frustration with a GM Performance Parts crate engine. GM Performance Parts crate engines are designed by our engineers to deliver reliable horsepower at a maximum value. They are assembled using only the finest high performance parts available, and every component of our crate engines is brand new.

A GM Performance Parts crate engine features our premier blocks, rotating assemblies, high performance heads, and, if you choose the Turn-Key level, all of the supporting equipment necessary to have a working engine the day you get it. Our GM Performance Parts engineers have also tested all of these combinations in real project cars and on the dyno so that you know exactly what you are getting.

In addition, all of the GM Performance Parts crate engines have been tested for 50 hours at the rpm of maximum torque and horsepower—a validation process that no one in the industry can match.

If that wasn't enough, GM Performance Parts also includes a 12-month warranty on all of their crate engines when installed in a street car. So not only do you get an amazing performance engine right out of the box, you also have the confidence that GM will back that motor in the unlikely event that something breaks. You won't get that from your local rebuild center, salvage yard, or engine shop.

Uncompromised performance, new parts that are designed to work together the first time, turn-key performance from the day the crate arrives, a 12-month warranty, and unmatched value—how can you go wrong? Don't waste your time and money rebuilding a tired, old engine. Get a GM Performance Parts crate engine and get your GM performance vehicle back on the road—or track.





# Crate Engine Quick Reference Chart

## CHEVY SMALL-BLOCK V-8

Part Number	Description	Engine Size	HP	Torque	Page
12499529	350/290 HP—Economy Performance Engine	350 cu in	290	326	36
12499711	350 HO Turn-Key—with Iron Vortec Heads	350 cu in	330	380	40
12496968	350 HO Deluxe—with Iron Vortec Heads	350 cu in	330	380	42
12486041	350 HO Base—with Iron Vortec Heads	350 cu in	330	380	42
12499712	ZZ4 Turn-Key—with Aluminum Heads	350 cu in	355	405	44
24502609	ZZ4 Base—with Aluminum Heads	350 cu in	355	405	46
12561723	ZZ4 Partial Engine	350 cu in	N/A	N/A	46, 54
12499120	Ram Jet 350—PFI with Iron Vortec Heads	350 cu in	350	400	48
12499710	Fast Burn 385 Turn-Key—with Aluminum Vortec Heads	350 cu in	385	385	52
12496769	Fast Burn 385 Base—with Aluminum Vortec Heads	350 cu in	385	385	54
17800393	HT 383E	383 cu in	340	435	56
12499101	HT 383 Base—Performance Engine	383 cu in	340	435	58
12499106	383 Partial Engine	383 cu in	N/A	N/A	60, 64
12498772	ZZ383/425—High Performance Engine	383 cu in	425	449	62

## LS SERIES SMALL-BLOCK V-8

Part Number	Description	Engine Size	HP	Torque	Page
19165628	5.3 High Output	5.3L	332	352	70
17801267	LS1—without ECM and Wire Harness	5.7L	350	365	72
17801268	LS6—2004 Corvette 206 Gen III V-8	5.7L	405	400	74
12498399	LS6—Service Engine with Camaro Oil Pan Kit (Aluminum Block)	5.7L	405	400	76
19156261	LS2—2006 Corvette Gen IV V-8 (58 Tooth Reluctor Wheel)	6.0L	400	400	78
17802134	LS 364/440—Carbureted LS2	6.0L	440	412	80
19156262	LQ9—Used in Cadillac Escalade and Chevy Silverado SS	6.0L	345	380	84
19165485	L92	6.2L	403	417	86
17802397	LS7—2006 Corvette Z06	7.0L	505	470	88

## CHEVY BIG-BLOCK V-8

Part Number	Description	Engine Size	HP	Torque	Page
12568774	454 HO—with Iron Heads and Roller Cam	454 cu in	425	500	96
12498778	454 Partial Engine	454 cu in	N/A	N/A	98, 102
12498777	ZZ454/440—440 Horsepower with Aluminum Heads	454 cu in	440	500	100
88890534	HT502—Truck Replacement Engine	502 cu in	338	512	104
12568782	ZZ502 Partial Engine	502 cu in	N/A	N/A	106, 110, 114, 118
12568778	502 HO—with Iron Heads and Roller Cam	502 cu in	450	550	108
12496963	ZZ502 Base Engine, with Aluminum Heads	502 cu in	502	567	112
12371204	ZZ502 Base Kit, with Aluminum Heads	502 cu in	502	567	114
12496962	ZZ502 Deluxe—(Deluxe/Assembled) with Aluminum Heads	502 cu in	502	567	116
12371171	ZZ502 Deluxe Kit, with Aluminum Heads	502 cu in	502	567	118
12499121	Ram Jet 502—PFI with Aluminum Heads	502 cu in	502	565	120
12498793	ZZ572/620 Deluxe	572 cu in	620	650	124
12498792	ZZ572/620 Base	572 cu in	620	650	126
12499190	572/620 Partial Engine	572 cu in	N/A	N/A	126
12498827	ZZ572/720R Deluxe	572 cu in	720	685	128
12498826	ZZ572/720R Base	572 cu in	720	685	130
12498825	572/720 Partial Engine	572 cu in	N/A	N/A	130

## RPO ENGINES

Part Number	Description	Engine Size	HP	Torque	Page
19156263	Ecotec 2.2—Naturally Aspirated Engine	2.2L	145	155	134
12363230	HT 3.4 V-6—S-10 Truck Repower	3.4L	160	194	135
12499470	3800 Series III SC—Supercharged V-6 used in 2004 Pontiac Grand Prix GTP	3.8L	260	280	136
17802896	LC3 Northstar—Used in Cadillac STSV and XLRV	4.4L	469	439	137

## RACING ENGINES

Part Number	Description	Engine Size	HP	Torque	Page
88958602	Circle Track 350/350	350 cu in	350	390	144
88958603	Circle Track 350/355	350 cu in	355	405	146
88958604	Circle Track 350/400	350 cu in	400	400	148

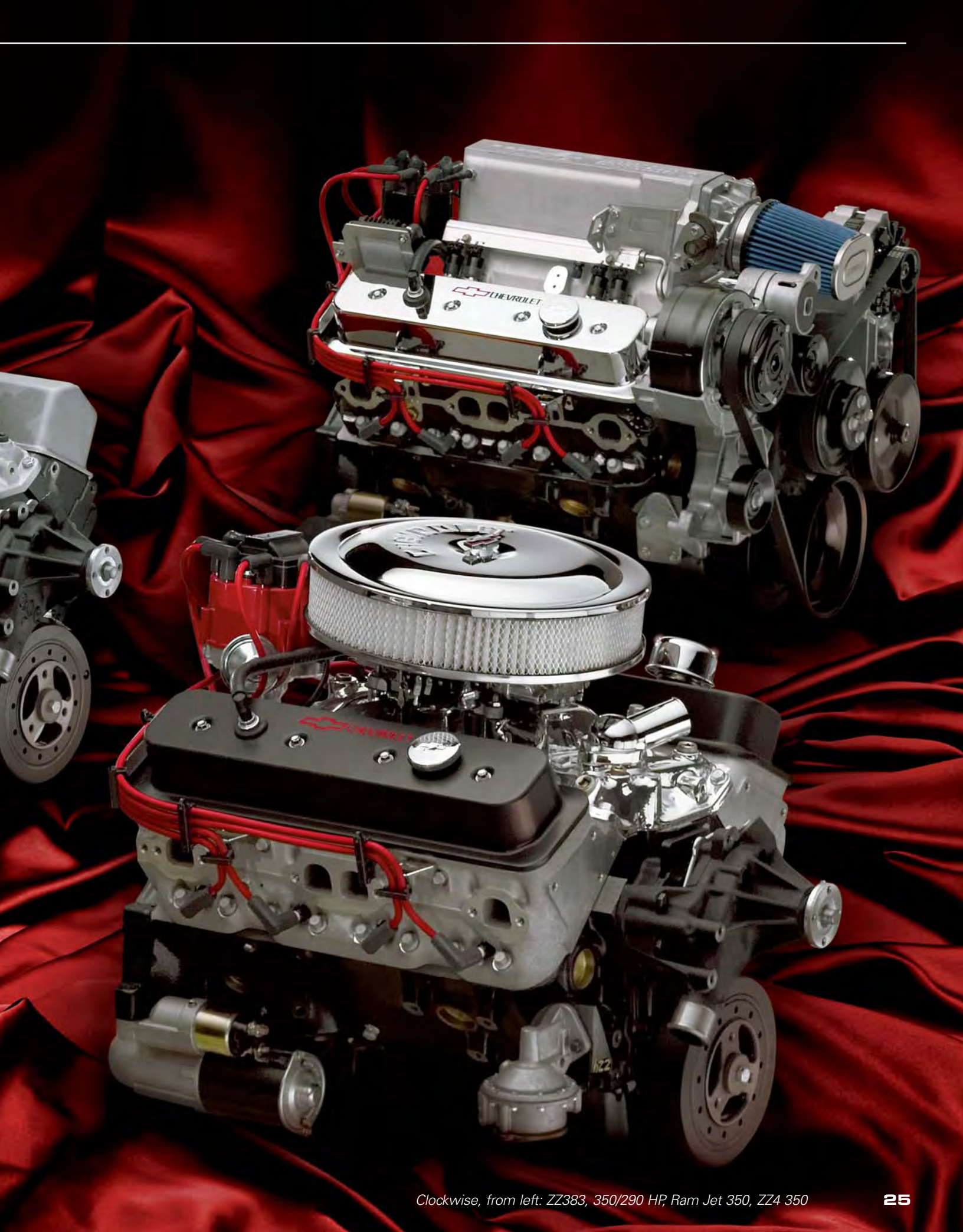
## GM ENGINES

Part Number	Description	Engine Size	HP	Torque	Page
12491851	4.8L LR4	292 cu in	275	285–290	154
12491854	5.3L LM7/L59	325 cu in	285	325–330	155
12491857	6.0L LQ4/LQ9	364 cu in	300–325	360–370	156
12607031	2.2L L61	134 cu in	135–143	142	157
12491869	4.3L LU3	262 cu in	180–200	245–260	158
89017618	8.1L L18	496 cu in	225–340	350–455	159
10067353	5.7L Gen 0	350 cu in	195	N/A	160
12568758	5.7L Gen I	350 cu in	N/A	N/A	161
12491355	7.4L L19/L29	454 cu in	230–270	N/A	162
12575091	4.2L LL8	256 cu in	275	275	163

# Small-Block

**I**s there anything more American than a small-block Chevy V-8? From the Z-28, the Stingray, countless generations of mid-sized sedans, and millions of pick-up trucks, America runs on our small-block V-8. Now, you can take advantage of decades of development, design, and engineering with a GM Performance Parts crate engine. We have an entire line of crate engines dedicated to providing you with the perfect starting point for your project car, restoring your musclecar, building a hot rod, or just getting a long-time friend back on the road.





*Clockwise, from left: ZZ383, 350/290 HP, Ram Jet 350, ZZ4 350*

# 350/290 HP

## New spark for an old flame

Our most affordable small block crate engine offers you the most value for your money. It comes to you with 290 horsepower, 350 cubic inches of pure GM muscle, and a 12-month GM Performance Parts power warranty. Make it yours with the following GM Performance Parts:

350/290 HP engine	12499529
Vortec Cast Iron Heads	25534421
Intake Manifold	10182063
HEI Distributor	93440806
Spark Plug Wires	12361056
Spark Plug Wire Loom Kit	12495502
Push-In Oil Filler Cap	12341993
Deluxe Accessory Drive Kit	12497698
670 CFM Holley Carburetor	19170092
Starter	900852
Chrome Water Neck	141-500*
Chrome Front Cover	141-215*
Valve Covers	141-750*
Chrome Breather Cap	141-616*
Air Cleaner and Bowtie Nut	141-302*

To learn more about this engine, please turn to page 36

\*For more information on these and other Licensed Parts, refer to page 322.







# 350 HO

## The classic small-block V-8— just better

Why have an ordinary rebuild, when you can step up your small block project car to a genuine GM Performance Parts crate engine? With a performance camshaft, high-flow heads, and 330 horsepower, you can't go wrong. Make it yours with the following GM Performance Parts:

350 HO Turn-Key engine	12499711
Chrome Finish Aluminum Valve Covers	12497985
Push-In Oil Filler Cap	12341993
Chrome Water Neck	141-500*
Chrome Breather Cap	141-616*
Bowtie Air Cleaner Nut	141-322*

*To learn more about this engine, please turn to page 40*

*\*For more information on these and other Licensed Parts, refer to page 322.*

# ZZ4 350

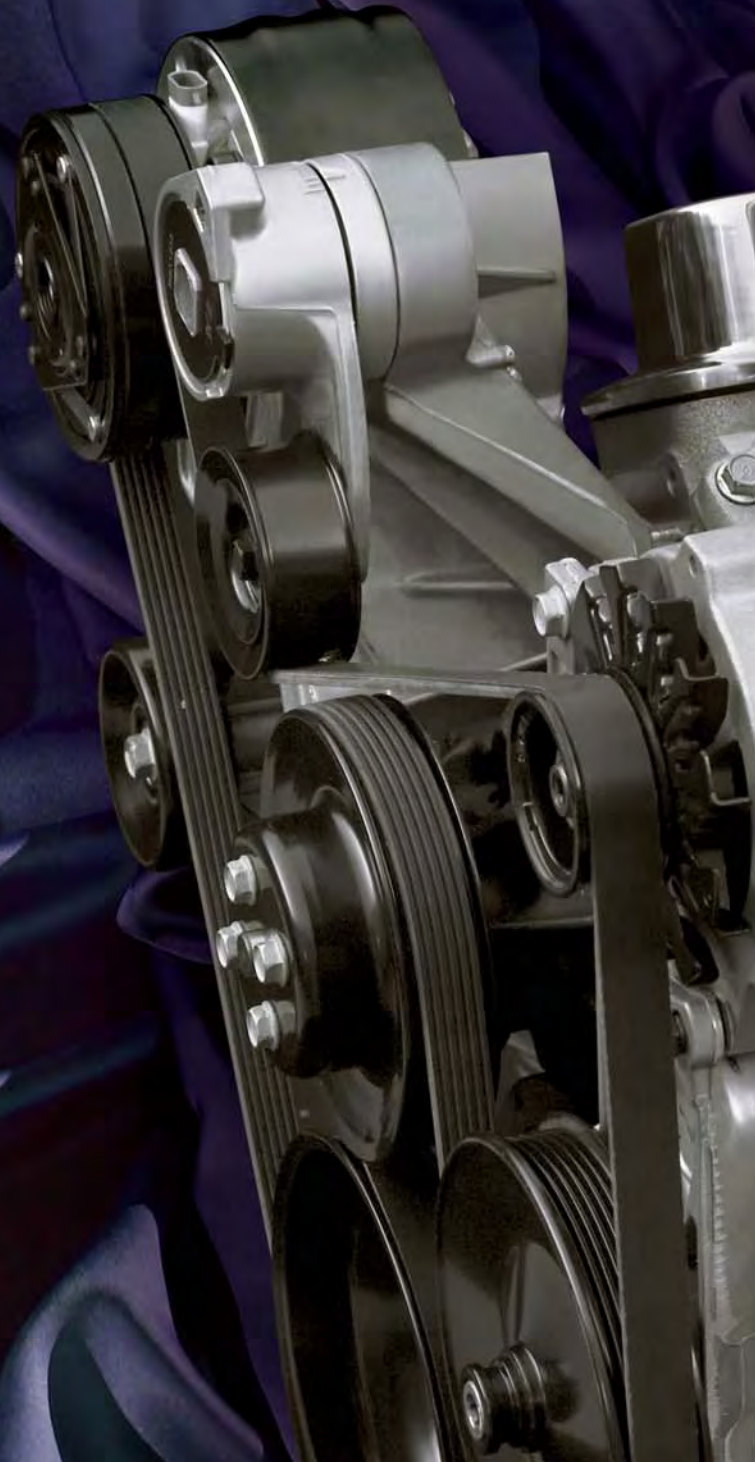
## The definition of GM Performance Parts

It's everything you've always wanted in your small-block engine, but you never quite got around to it. Have it all with a ZZ4 small block crate engine—aluminum heads, hydraulic roller camshaft, and 355 horsepower. Make it yours with the following GM Performance Parts:

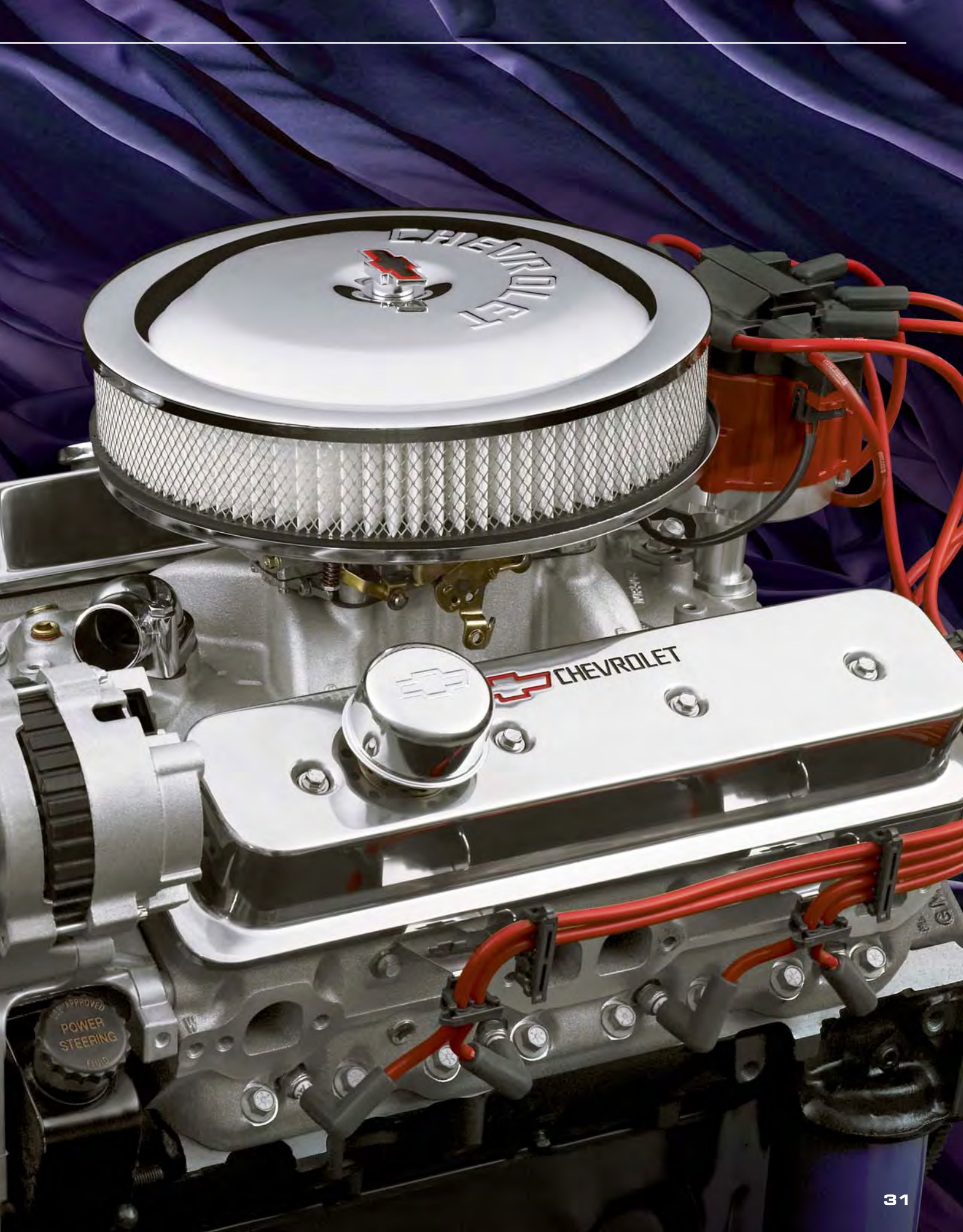
ZZ4 350 Turn-Key engine	12499712
Chrome Finish Aluminum Valve Covers	12497985
Push-In Oil Filler Cap	12341993
Chrome Water Neck	141-500*
Chrome Breather Cap	141-616*
Bowtie Air Cleaner Nut	141-322*

*To learn more about this engine, please turn to page 44*

*\*For more information on these and other Licensed Parts, refer to page 322.*







# Ram Jet 350

## A fuelie for all ages

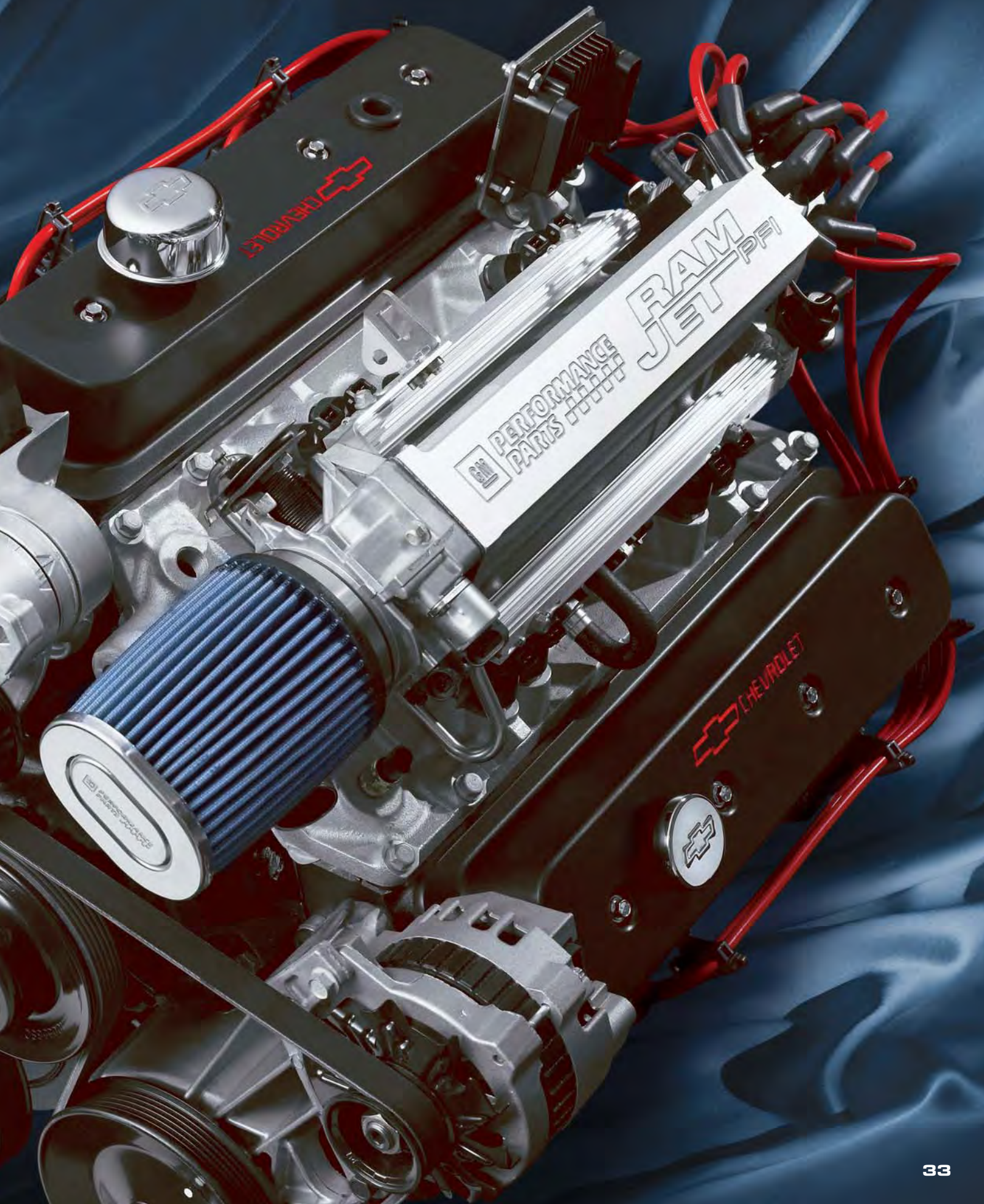
The legendary, fuel-injected small block Chevy lives! Add a spicy, high-tech twist to your next hot rod with a fuel-injected, 350-horse small block GM Performance Parts crate engine. The fun begins when you lift the hood or drop the hammer! Make it yours with the following GM Performance Parts:

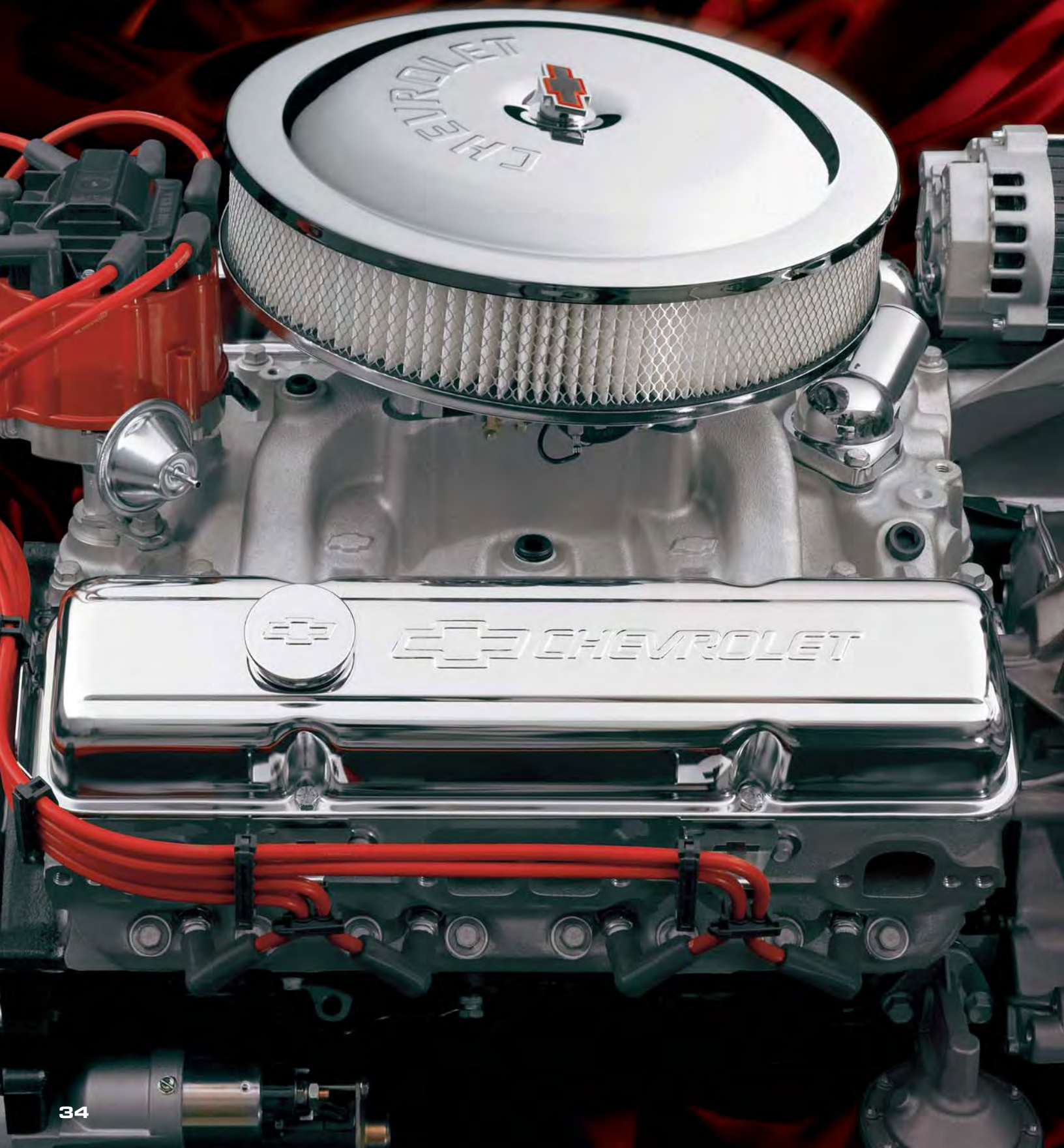
Ram Jet 350 engine	12499120
Deluxe Accessory Drive Kit	12497698
Aluminum Black Crinkle Valve Covers	12497979
Push-In Oil Filler Cap	12341993
Spark Plug Wire Loom Kit	12495502
Chrome Water Neck	141-500*
Chrome Breather Cap	141-616*

*To learn more about this engine, please turn to page 48*

*\*For more information on these and other Licensed Parts, refer to page 322.*







# Fast Burn 385



**Buy it for the heads—  
we'll include everything else**

With 385 horsepower, we've left nothing behind—except your competition! Fast Burn aluminum cylinder heads and a rock'em sock'em 350-cubic-inch bottom end create one wild small block crate engine. Now, it can all be yours. Make it yours with the following GM Performance Parts:

Fast Burn 385 Turn-Key engine	12499710
Chrome Valve Covers	12341670
Push-In Oil Filler Cap	12341993
Chrome Water Neck	141-500*
Chrome Breather Cap	141-616*
Bowtie Air Cleaner Nut	141-322*

*To learn more about this engine, please turn to page 52*

*\*For more information on these and other Licensed Parts, refer to page 322.*



**12499529**

# 350/290 HP

## WHAT'S HOT?

■ **Amazing value**

■ **Amazing performance**


■ **Amazing price!**


## The best value crate engine in the GM Performance Parts lineup!

The 350/290 HP is the most popular GM Performance Parts crate engine because no one can deliver such performance for this kind of value. GM Performance Parts believes that everyone should be able to afford a high quality, high performance GM V-8 without going broke. The 350/290 is an answer to those car crafters who demand maximum return on their money. However, just because it's affordable, don't think that it's a stone. The 350/290 delivers 290 hp @ 5100 rpm and a solid 326 lb.-ft. of torque at 3750 rpm. With those kinds of numbers, it's the perfect replacement engine for the millions of GM vehicles that shipped with a small-block. Got a tired, old project car that needs a lift? This is the crate engine for you.

We've also loaded the 350/290 with a four-bolt main bearing block, aluminum pistons, and a hydraulic camshaft. The cast iron cylinder heads are designed to be extremely durable while still providing good airflow through the engine.

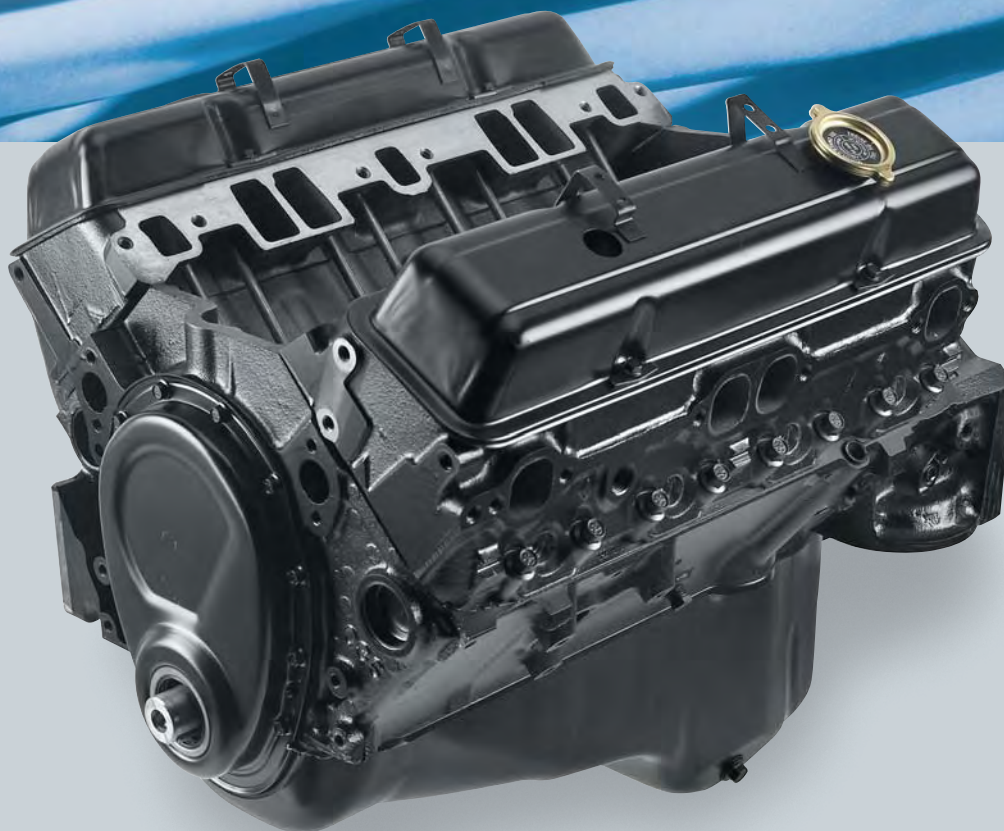
The 350/290 will ship to you as a Base-level long block. Add an intake manifold, carburetor, ignition system, starter, balancer, and water pump, and you'll be ready to hit the road with a fresh new motor. All of these parts are available from GM Performance Parts, and with its low price, you'll have no problem finishing off the 350/290 in style.

 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### 350/290 HP TECH SPECS:

<b>Part Number:</b>	12499529	<b>Cylinder heads (P/N 93438648):</b>	Iron; 76cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	8.5:1
<b>Bore x stroke (in):</b>	4.00 x 3.48	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 10066034):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 93426651):</b>	Nodular iron	<b>Recommended fuel:</b>	87 octane
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 12514101):</b>	Cast aluminum	<b>Maximum recommended rpm:</b>	5100
<b>Camshaft type (P/N 3896962):</b>	Hydraulic flat tappet	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.450 intake / .460 exhaust		
<b>Camshaft duration (@.050 in):</b>	222° intake / 222° exhaust		

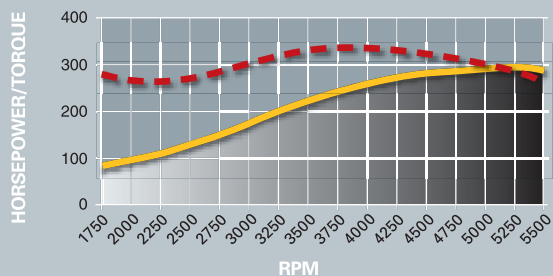


## POSSIBLE APPLICATIONS\*

- **Replace that tired old small-block that has served you well for years**
- **Finish your first Hot Rod**
- **A temporary stand-in while you build your dream engine**
- **An engine for that father/son project out in the garage**

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### 350/290 HP DYNO CHART



Horsepower: 290 @ 5250 rpm

Torque (lb-ft): 332 @ 3750 rpm

### INSTALLATION NOTES

- For complete list of parts to complement and finish this engine, turn the page.
- Use internally balanced flexplate P/N 471529 for automatic transmission or flywheel P/N 14085720 for manual transmission (not included).
- Power ratings based on tests with Holley 670-cfm carburetor P/N 19170092 (not included).
- Does not accept GM Performance Parts roller lifter assemblies.
- Intended for pre-1978 street vehicles and all off-road vehicles.
- Not intended for marine applications.
- Comes with black-painted valve covers with perimeter-style hold downs; see Valve Covers section on next page for selection of chrome, polished and aluminum valve covers.

# Complete Your 350/290 HP Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**19170026 NEW**

**Maxshine Intake Manifold**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**12342089**

**Small-Block Chrome Timing Cover**

Attractive chrome cover for 1969–1991 small-block V-8 and all 90° V-6 engines. Direct replacement for covers that use bolt-on timing pointer. Supplied with oil seal.



**10185063**

**Intake Manifold**

Make power with our low-profile, aluminum, four-barrel intake manifold.



**19170092 NEW**

**Carburetor, Holley 670**

Holley 4160-style four-barrel has show car quality polished finish, center-hung fuel bowls, vacuum secondaries, and power valve blowout protection.



**12361146**

**High-Torque Mini-Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**88965829**

**Carb Spacer**

Fully CNC'd from billet aluminum, this spacer has the GM Performance Parts logo machined into its front and back, and accepts Quadrajet style carburetors.



**93440806**

**HEI Distributor**

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**12480127**

**Short Aluminum Valve Covers**

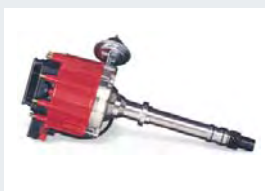
Cast aluminum Chevy Bowtie-design valve cover with a PCV hole in both covers (grommets included). Covers have oil baffle.



**88961867**

**Distributor, Billet HEI**

Billet aluminum CNC-machined housing provides great strength. Ball bearing guide, oversized shaft and long sintered bushing for stability. Offers mechanical advance and vacuum advance. Includes brass terminal cap.



**12341670**

**Chrome Short Valve Covers**

Short chrome valve covers, with baffle, for use on pre-1986 engines with perimeter hold downs. Chevrolet and the Bowtie logo are embossed on top.



**12361056**

**Spark Plug Wires**

8mm red double-wall silicone plug wires with 135° spark plug boots.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12496806**

**Wire Loom Kit, Small-Block**

Stainless steel supports with the Bowtie insignia laser-cut in each of the six supports. Twelve retainers, bolts, and washers are supplied to bolt to the side of the head. Use with Spark Plug Wire Set P/N 12361051 and P/N 12361057.



**24502540**

**Valve Cover Adapter**

Allows the use of flange mount (perimeter hold-down) valve covers on 1986-and-newer center hold down-style heads. Adapters are CNC machined from billet aluminum stock. Kit includes two 3/8" thick adapters, O-rings and fasteners.





**3952301****Oil Filter Adapter**

Mounts a spin-on cartridge for small-block V-8s (except LS Series). Contains a filter bypass valve and requires two attaching bolts, P/N 3951644.

**12341993****Push-In Oil Filler Cap**

Round oil filler cap with Bowtie logo for valve covers with 1.22" diameter hole.

**14011012****Aluminum Water Pump, short-style**

Saves weight over comparable iron pump. Casting has short-style mounting legs used on pre-1982 Corvettes. Pump has reinforced snout and a large hub with dual bolt patterns.

**12342071****Air Cleaner, Chevrolet-logo Classic Design**

Fourteen-inch round classic-style air cleaner has chromed lid with embossed Chevrolet name and Bowtie attaching nut. Fits most four-barrel and two-barrel carburetors.

**12342080****Air Cleaner, Chevrolet-logo High-Performance Design**

Fourteen-inch round high-performance style air cleaner has chrome lid with embossed Chevrolet name. Fits most four-barrel and two-barrel carburetors.

**12355612****Fuel Pump, Street Performance (Chevy Small-Block)**

For use on carbureted engines. Pump has 7 psi shutoff pressure and a free-flow rating of 110 gph.

**12368084****Engine Oil Primer**

Use to lube engine bearings prior to starting your new crate engine.

**ALSO AVAILABLE**

Harmonic Dampener 12551537

Polished Aluminum Die-Cast Valve Covers 12363970

Aluminum Water Pump, long-style 12495826

Roller Rocker Arm Set, 1.5:1 ratio 12370838

Standard starter (straight bolt holes) 10496873

Standard starter (offset bolt holes) 10496871

Motor mount—truck (2 req.) 15731260

Motor mount—car (2 req.) 22188497

Bolt (motor mount—2 req.) 460308

Transmission mount (700R4) 22188145

Transmission mount (TH400) 17990778

Transmission mount (4L60 & 4L80) 15767858

Fan Clutch (serpentine belt) 15671898

Fan Clutch (V-belt) 88961767

Fan 19.5" (serpentine belt) 15563127

Fan 19.5" (V-belt) 15644302

Fan Studs—4 req. (serpentine belt) 12338107

Fan Studs—4 req. (V-belt) 382919

Fan Stud Nuts (4 req.) 12338130

Fan bolts (4 req.) 9440224



12499711

# 350 HO Turn-Key

## WHAT'S HOT?

■ A brand new 350 that makes 330 horses

■ Turn-Key Option

■ High-lift cam

## A 350 that's been stepped up in power.

You won't go broke finishing off your project car with our 350 HO Turn-Key crate engine! It's packed with all the features you need to get a reliable 330 horsepower and 380 lb.-ft. of torque from a dependable, time-tested combination of GM Performance Parts. Of course, all of the components used in this engine are brand new—not remanufactured parts like the competition is trying to sell you. Designed by our in-house engineers to give you maximum return for your hot rod dollar, the 350 HO Turn-Key is a great choice for your small-block crate engine needs.

The 350 HO is based on a tough, Chevy four-bolt block that holds a strong nodular iron crankshaft, good rods, and aluminum pistons. The high-lift camshaft gives the engine its own unique, aggressive idle. The cam is based on the same one found in 1965-67 Corvette 327 engines, but it has even more lift and duration.

Complete from top to bottom, the 350 HO comes pre-assembled with the intake manifold, carburetor, water pump, and distributor. With the Turn-Key trim level, you also get everything you need for a complete, running engine right out of the crate. We ship it with an accessory drive package, fuel pump, starter, and spark plug wires included in the package (not installed). The 350 HO Turn-Key crate engine offers you an incredible performance value—all you need to do is add the fuel and enjoy!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine, except for the starter, alternator and power steering pump.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### 350 HO TECH SPECS:

<b>Part Number:</b>	12499711	<b>Cylinder heads (P/N 12558060):</b>	Vortec iron; 64cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	9.1:1
<b>Bore x stroke (in):</b>	4.00 x 3.48	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 10105123):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 14088526):</b>	Nodular iron	<b>Water pump (P/N 88894341):</b>	Cast iron, long-style
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Flexplate (P/N 14088765):</b>	14"
<b>Pistons (P/N 12514101):</b>	Cast aluminum	<b>Recommended fuel:</b>	92 octane
<b>Camshaft type (P/N 24502476):</b>	Hydraulic flat tappet	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Camshaft lift (in):</b>	.435 intake / .460 exhaust	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft duration (@.050 in):</b>	212° intake / 222° exhaust	<b>Balanced:</b>	External

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur.

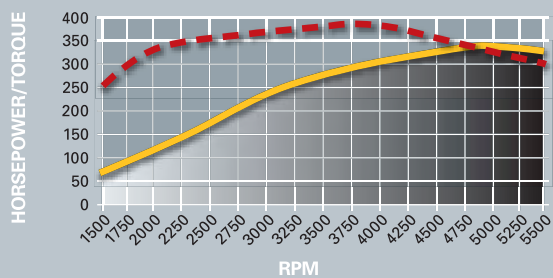


## POSSIBLE APPLICATIONS\*

- Replace that V-6 with some all-American V-8 muscle
- Restore your musclecar with a little bit more than stock

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### 350 HO DYNO CHART



Horsepower: 330 @ 5000 rpm

Torque (lb-ft): 380 @ 3800 rpm

### INSTALLATION NOTES

- Comes with counterweighted flexplate for automatic transmission; requires counterweight flywheel for manual transmission. See chart on page 207.
- Has right-side oil dipstick.
- Intended for pre-1978 street vehicles and all off-road vehicles.
- Not intended for marine applications.
- Requires fuel line from fuel pump to carburetor.
- Fuel pump pressure is pre-set, fuel pressure regulator not required.
- Some assembly required.

12496968

## 350 HO Deluxe

Complete from top to bottom, the 350 HO Deluxe comes with the intake manifold, carburetor, water pump, and distributor. It offers you an incredible performance value—one that delivers big-time performance without costing you big-time money.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

12486041

## 350 HO Base

The 350 HO Base trim level crate engine offers you all of the same great performance capability and internal components as the 350 HO Deluxe (and 350 HO Turn-Key) including chrome valve covers and timing cover, but it comes without the intake manifold, carburetor, water pump, balancer, distributor, and damper—parts that you likely have in your garage already. However, these bolt-on components are available from GM Performance Parts, or you can use the 350 HO Base as the foundation for the custom engine of your own design.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

# Complete Your 350 HO Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12497698**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items: air conditioning compressor, alternator, water pump, power steering pump, plus all relevant pulleys, belts, brackets and fasteners.



**12361051**

**Spark Plug Wires, Red GM Performance 90° Boot**

Designed for a small-block, with 90° spark plug boots. Route over the valve covers. Recommended wire loom kit: P/N 12496806.



**19170027 NEW**

**Maxshine Intake Manifold, Vortec Design**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12361146**

**High-Torque Mini-Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**10465143**

**Lightweight Starter (remanufactured)**

Originally used on 1993–1997 Camaros and Firebirds with the LT1 engine, this lightweight high-performance starter can be used on any small-block or big-block engine with a 12.75", 153-tooth flywheel.



**12497985**

**Chrome-Finish Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12342080**

**Air Cleaner, Chevrolet-logo High-Performance Design**

Fourteen-inch round high-performance style air cleaner has chrome lid with embossed Chevrolet name. Fits most four-barrel and two-barrel carburetors.



**6415325**

**Fuel Pump, High Capacity, small-block**

For use on carbureted engines. Pump has 7 psi shutoff pressure and free flowing rate of 30 gph. Lower housing can be rotated to reposition inlet and outlet ports.



**ALSO AVAILABLE**

Spark Plug Wires, Red GM Performance 135° Boot	<b>12361056</b>	Transmission mount (700R4)	<b>22188145</b>
Roller Rocker Arm Set, 1.5:1 ratio	<b>12370838</b>	Transmission mount (TH400)	<b>17990778</b>
Oil Filter Adapter	<b>3952301</b>	Transmission mount (4L60 & 4L80)	<b>15767858</b>
Serpentine Accessory Drive Belt System, w/o A/C	<b>12497697</b>	Fan Clutch (serpentine belt)	<b>15671898</b>
Engine Oil Supplement (16 oz)	<b>1052367</b>	Fan Clutch (V-belt)	<b>88961767</b>
Magnetic Drain Plug	<b>23011420</b>	Fan 19.5" (serpentine belt)	<b>15563127</b>
Standard starter (straight bolt holes)	<b>10496873</b>	Fan 19.5" (V-belt)	<b>15644302</b>
Standard starter (offset bolt holes)	<b>10496871</b>	Fan Studs—4 req. (serpentine belt)	<b>12338107</b>
Motor mount—2 req. (truck)	<b>15731260</b>	Fan Studs—4 req. (V-belt)	<b>382919</b>
Motor mount—2 req. (car)	<b>22188497</b>	Fan Stud Nuts (4 req.)	<b>12338130</b>
Bolt (motor mount—2 req.)	<b>460308</b>	Fan bolts (4 req.)	<b>9440224</b>



12499712

# ZZ4 350 Turn-Key

## WHAT'S HOT?

■ 355 hp from 350 cubic inches

■ Aluminum Corvette heads

■ Turn-Key option!

### An aluminum-headed 350 that makes 355 horse!

As far as crate engines go, this one is a winner. The ZZ4 350 Turn-Key crate engine has been one of our most popular high performance crate engines since we started GM Performance Parts. Its legendary status is based on an incredible performance level that is stone cold reliable. We've packed the ZZ4 350 crate engine with a forged steel crankshaft, hypereutectic pistons, hydraulic roller camshaft and lifters, and aluminum cylinder heads. The ZZ4's Corvette-derived high-performance heads feature high velocity intake runners and D-shaped exhaust ports to promote efficient and unobstructed flow through the engine—providing strong power and torque at all RPM levels.

The ZZ4 350 is delivered with an aluminum dual-plane intake manifold, HEI distributor, cast iron water pump, damper, and flexplate. Our Turn-Key ZZ4 350 crate engine also ships with all the parts you need to get it running. That includes an accessory drive package, fuel pump, chrome air cleaner kit, Holley 770-cfm carburetor, starter, and spark plug wires.

The ZZ4 comes to you with a full 355 horsepower and 405 lb.-ft. of torque. With its high level of performance and durability, it could very well be the perfect crate engine—able to meet the needs of car builders from all phases of the motorsports world.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine, except for the starter, alternator, and power steering pump.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### ZZ4 350 TECH SPECS:

<b>Part Number:</b>	12499712	<b>Cylinder heads (P/N 12556463):</b>	Aluminum; 58cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	10:1
<b>Bore x stroke (in):</b>	4.00 x 3.48	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 10105123):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12556307):</b>	Forged steel	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 10159436):</b>	High-silicon aluminum with offset pins	<b>Maximum recommended rpm:</b>	5800
<b>Camshaft type (P/N 10185071):</b>	Steel hydraulic roller	<b>Balanced:</b>	External
<b>Camshaft lift (in):</b>	.474 intake / .510 exhaust		
<b>Camshaft duration (@.050 in):</b>	208° intake / 221° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur.

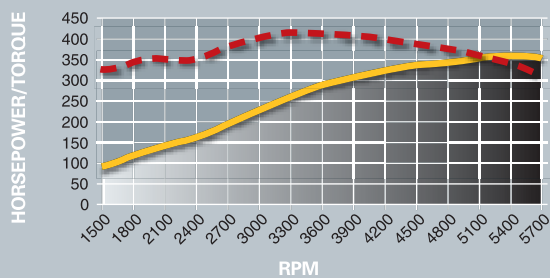


## POSSIBLE APPLICATIONS\*

- **Get that low 12-second bracket car going**
- **A new bullet for your Friday night cruiser**
- **A vintage Chevy that deserves a new heart**

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### ZZ4 350 DYNO CHART



Horsepower: 355 @ 5300 rpm

Torque (lb-ft): 418 @ 3600 rpm

### INSTALLATION NOTES

- Comes with 12.75" externally balanced automatic transmission flexplate; change to externally balanced flywheel for manual transmission applications. See chart on page 207.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine use.
- Requires fuel line from fuel pump to carburetor.
- Fuel pump pressure is pre-set, fuel pressure regulator not required.
- Some assembly required.

24502609

## ZZ4 350 Base

The ZZ4 350 comes to your door with an aluminum dual-plane intake manifold, HEI distributor, cast iron water pump, damper, and flexplate. You only need to add a carburetor, starter, fuel pump, and plug wires to fire it up! Of course, all of those parts are available through GM Performance Parts (or buy a Turn-Key).



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



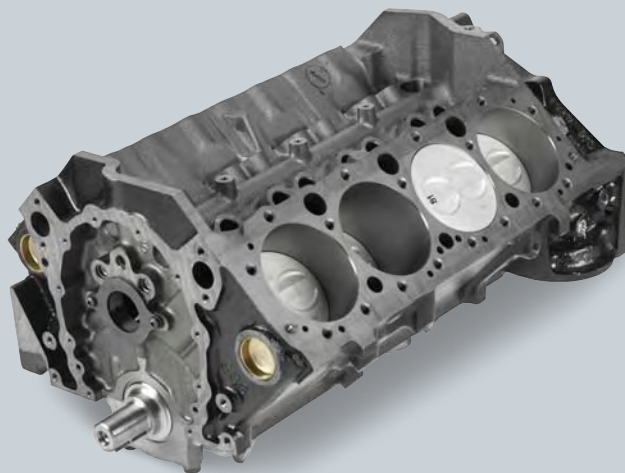
GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

12561723

## ZZ4 Partial Engine

Want a replacement partial engine for your ZZ-series engine? This partial engine includes the ZZ4's forged steel crankshaft and comes with LT1-style pistons and connecting rods. It does not include the camshaft, cylinder heads, lifters, timing set, front cover, oil pump, oil pan, balancer, or flexplate. All parts needed to complete the engine assembly are available from your GM Performance Parts dealer.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.



# Complete Your ZZ4 350 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12497698**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items: air conditioning compressor, alternator, water pump, power steering pump, plus all relevant pulleys, belts, brackets and fasteners.



**19170093 NEW**

**Carburetor, Holley 770-cfm**

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**19170026 NEW**

**Maxshine Intake Manifold**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**12355612**

**Fuel Pump, Street Performance**

For use on carbureted engines. Pump has 7 psi shutoff pressure and a free-flow rating of 110 gph.



**12497985**

**Chrome-Finish Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**88965829**

**Carb Spacer, Dual Plane, One Inch**

Fully CNC'd from billet aluminum, this spacer has the GM Performance Parts logo machined into it's front and back, and accepts Quadrajet style carburetors.



**12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**10465143**

**Lightweight Starter (remanufactured)**

Originally used on 1993–1997 Camaros and Firebirds with the LT1 engine, this lightweight high-performance starter can be used on any small-block or big-block engine with a 12.75", 153-tooth flywheel.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**88961867**

**Distributor, Aluminum Billet HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**ALSO AVAILABLE**

Spark Plug Wires, Red GM Performance 90° Boot	<b>12361057</b>	Motor mount—2 req. (car)	<b>22188497</b>
Spark Plug Wires, Red GM Performance 135° Boot	<b>12361056</b>	Bolt (motor mount—2 req.)	<b>460308</b>
Fuel Pump	<b>6415325</b>	Transmission mount (700R4)	<b>22188145</b>
Wire Loom Kit, Small-Block	<b>12496806</b>	Transmission mount (TH400)	<b>17990778</b>
350 Hot Cam Kit	<b>12480002</b>	Transmission mount (4L60 & 4L80)	<b>15767858</b>
Roller Rocker Arm Set, 1.5:1 ratio	<b>12370838</b>	Fan Clutch (serpentine belt)	<b>15671898</b>
Roller Rocker Arm Set, 1.6:1 ratio	<b>12370839</b>	Fan Clutch (V-belt)	<b>88961767</b>
Serpentine Accessory Drive Belt System, w/o A/C	<b>12497697</b>	Fan 19.5" (serpentine belt)	<b>15563127</b>
Oil Filter Adapter	<b>3952301</b>	Fan 19.5" (V-belt)	<b>15644302</b>
Magnetic Drain Plug	<b>23011420</b>	Fan Studs—4 req. (serpentine belt)	<b>12338107</b>
Chrome Air Cleaner	<b>12342080</b>	Fan Studs—4 req. (V-belt)	<b>382919</b>
Standard starter (straight bolt holes)	<b>10496873</b>	Fan Stud Nuts (4 req.)	<b>12338130</b>
Standard starter (offset bolt holes)	<b>10496871</b>	Fan bolts (4 req.)	<b>9440224</b>
Motor mount—2 req. (truck)	<b>15731260</b>		



**12499120**

# Ram Jet 350

with calibrated controller & wiring harness

## WHAT'S HOT?

■ **Modern Fuelie**

■ **Exceptional throttle response**

■ **12-month GMPP warranty**

## Port fuel injection meets a small-block classic.

GM Performance Parts has just what you need to put a modern new twist on your favorite classic hot rod with our amazing Ram Jet 350 crate engine. GM offered the Ram Jet fuel injection system on a variety of models in the late-1950s through the mid-1960s, but the Ram Jet has never looked as good as this!

Evoking the nostalgic look of the early fuel injection systems, the Ram Jet 350 has a styled intake plenum that actually leads to a modern day fuel injection system. Instead of a mechanical injection system, the Ram Jet 350 is fed by a state-of-the-art, electronically controlled port fuel injection system. Developed by GM to the same standards as production vehicle systems, the Ram Jet 350 delivers exceptional throttle response and performance. This is made possible by the sophisticated, latest-generation MEFI 4 controller, which has improved electronics and closed loop capability (compared with the previous MEFI 3 system) for great all-around drivability.

A venerable 350 cubic-inch small-block combination anchors the Ram Jet 350. It is designed for long-lasting durability and pump gas compatibility, with Vortec cylinder heads, a hydraulic roller camshaft, and 9.4:1 compression.

GM Performance Parts delivers the engine with the necessary wiring harness and detailed instructions. It can be installed on any 1977-or-earlier vehicle originally equipped with a carburetor. Now there's no reason you can't dump those old carbs and get fuel injected!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

## RAM JET 350 TECH SPECS:

<b>Part Number:</b>	12499120	<b>Cylinder heads (P/N 12558060):</b>	Vortec iron; 64cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	9.4:1
<b>Bore x stroke (in) :</b>	4.00 x 3.48	<b>Rocker arms (P/N 12367346):</b>	Aluminum roller style
<b>Block:</b>	Cast iron with 2-bolt main caps	<b>Rocker arm ratio:</b>	1.6:1
<b>Crankshaft (P/N 10243068):</b>	Cast iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 88894280):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft type (P/N 14097395):</b>	Hydraulic roller	<b>Balanced:</b>	External
<b>Camshaft lift (in):</b>	.460 intake / .481 exhaust		
<b>Camshaft duration (@.050 in):</b>	196° intake / 206° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur.

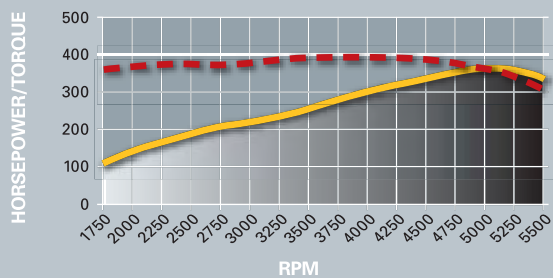


## POSSIBLE APPLICATIONS\*

- Update your favorite Corvette
- Round out any hot rod that needs a little “something” under the hood
- Use it to start a conversation on Friday night

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### RAM JET 350 DYNO CHART



Horsepower: 350 @ 5200 rpm

Torque (lb-ft): 400 @ 3500 rpm

### INSTALLATION NOTES

- Comes with externally balanced, manual transmission flywheel; change to externally balanced flexplate for automatic transmission applications. See chart on page 207.
- Installer to supply 12-volt power source and fuel.
- See instructions for fuel pump recommendation.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine use.
- **IMPORTANT!** For a safe, proper and trouble-free engine break-in, the MEFI 4 computer has a “green” mode that controls rpm during the break-in period; from start-up to the end of the first hour is 4000 rpm, the second hour is 4500 rpm and the third hour is 5500 rpm.

12498032

# Ram Jet 350 Fuel Injection System



The Ram Jet 350 makes it easy to have electronic fuel injection on any 1977 and older vehicle originally equipped with a carburetor. The Ram Jet fuel injection unit is ideally suited for use in street rods, street machines, and custom truck applications. Installation is simple, as the Ram Jet 350 ships with detailed instructions.

*This kit includes these major items plus brackets, sensors, bolts, nuts, gaskets, and other small parts. It does not include ECM or wiring harness.*

P/N	DESCRIPTION	QTY.
1115498	Coil-Ignition	1
12097982	Wire Assembly - Marine Ignition	1
12489371	Manifold, Intake	1
1104060	Distributor Assembly - Ignition	1
10456126	Sensor Assembly - Knock	1
17096144	Throttle Body	1
12553918	Fuel Injection Rails	1
17124248	Injectors	8
16249939	Map Sensor	1
17123897	Fuel Pressure Regulator	1

*Use this chart to measure underhood clearance.*



# Complete Your Ram Jet 350 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12497698**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items: air conditioning compressor, alternator, water pump, power steering pump, plus all relevant pulleys, belts, brackets and fasteners.



**12361146**

**High-Torque Mini-Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**12497985**

**Chrome-Finish Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12496806**

**Wire Loom Kit, Small-Block**

Stainless steel supports with the Bowtie insignia laser-cut in each of the six supports. Twelve retainers, bolts, and washers are supplied to bolt to the side of the head. Use with Spark Plug Wire Set P/N 12361051 and P/N 12361057.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12368084**

**Engine Oil Primer**

Use to lube engine bearings prior to starting your new crate engine.



**12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**10465143**

**Lightweight Starter (remanned)**

Originally used on 1993–1997 Camaros and Firebirds with the LT1 engine, this lightweight high-performance starter can be used on any small-block or big-block engine with a 12.75", 153-tooth flywheel.



**12361057**

**Spark Plug Wires**

8mm red double-wall silicone plug wires with 90° spark plug boots.



**12341998**

**Fuel Pump Block-Off Plate**

Chrome plate has stamped Bowtie logo. A special non-asbestos gasket is included.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	12497697	Transmission mount (700R4)	22188145
Maxshine Ram Jet 350 Intake Manifold	19170033	Transmission mount (TH400)	17990778
Spark Plug Wires, Red GM Performance 135° Boot	12361056	Transmission mount (4L60 & 4L80)	15767858
Oil Filter Adapter	3952301	Fan Clutch (serpentine belt)	15671898
Magnetic Drain Plug	23011420	Fan Clutch (V-belt)	88961767
Engine Oil Supplement (16 oz)	1052367	Fan 19.5" (serpentine belt)	15563127
Standard starter (straight bolt holes)	10496873	Fan 19.5" (V-belt)	15644302
Standard starter (offset bolt holes)	10496871	Fan Studs—4 req. (serpentine belt)	12338107
Motor mount—2 req. (truck)	15731260	Fan Studs—4 req. (V-belt)	382919
Motor mount—2 req. (car)	22188497	Fan Stud Nuts (4 req.)	12338130
Bolt (motor mount—2 req.)	460308	Fan bolts (4 req.)	9440224



12499710

# Fast Burn 385 Turn-Key

## WHAT'S HOT?

■ Fast Burn aluminum heads

■ 385 horsepower

■ 385 lb.-ft. of torque

## Hot aluminum heads collaborate with a cool small-block V-8

GM Performance Parts designed our Fast Burn aluminum performance cylinder heads for small-block applications just like our Fast Burn 385 turn-key crate engine. Engineered to meet the demands of a hungry small-block with an aggressive camshaft, the Fast Burn cylinder heads are the featured component on this awesome small-block Chevy crate engine. The Fast Burn 385 blends the ZZ4 350 short block with the latest in cylinder head technology. With this hot, new turn-key option, all you need to do is install it, add the fuel, add 12V power, and go start some trouble.

Rated at 385 horsepower and 385 lb.-ft. of torque, the Fast Burn 385 is all ZZ4 inside the crank case including the forged steel crankshaft, hypereutectic pistons, and steel hydraulic roller camshaft. Thanks to a set of the GM Performance Parts Fast Burn cylinder heads, that same short block breathes deeper and more efficiently than ever. These heads have the exclusive Fast Burn combustion chamber design to maximize the efficiency of burning the air/fuel mixture—resulting in an impressive increase in power.

The Fast Burn 385 Turn-Key is delivered to you with an aluminum dual-plane intake manifold, HEI distributor, cast iron water pump, damper, and flexplate. It also includes an accessory drive package, fuel pump, chrome air cleaner kit, Holley 770-cfm carburetor, starter, and spark plug wires. That's a lot of horsepower in one box—we hope you can handle it!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine, except for the starter, alternator, and power steering pump.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

## FAST BURN 385 TECH SPECS:

<b>Part Number:</b>	12499710	<b>Cylinder heads (P/N 12464298):</b>	Fast Burn aluminum; 62cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	9.6:1
<b>Bore x stroke (in):</b>	4.00 x 3.48	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 10105123):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12556307):</b>	Forged steel	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 10159436):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	5800
<b>Camshaft type (P/N 10185071):</b>	Hydraulic roller	<b>Balanced:</b>	External
<b>Camshaft lift (in):</b>	.474 intake / .510 exhaust		
<b>Camshaft duration (@.050 in):</b>	208° intake / 221° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur.

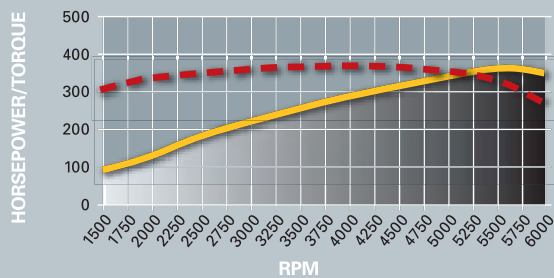


## POSSIBLE APPLICATIONS\*

- Replace that iron-headed original
- Make that show car a little faster than you first planned
- Take it drag racing and see what happens

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

## FAST BURN 385 DYNO CHART



Horsepower: 385 @ 5600 rpm

Torque (lb-ft): 385 @ 4000 rpm

## INSTALLATION NOTES

- Comes with 12.75" externally balanced automatic transmission flexplate; change to externally balanced flywheel for manual transmission applications. See chart on page 207.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine use.
- Requires fuel line from fuel pump to carburetor.
- Fuel pump pressure is pre-set, fuel pressure regulator not required.
- Some assembly required.

12496769

## Fast Burn 385 Base

The Fast Burn 385 Base crate engine is delivered with an aluminum dual-plane intake manifold, HEI distributor, cast iron water pump, damper, and flexplate. You only need to add a carburetor, fuel pump, starter, and plug wires to fire it up. All of these parts can be purchased from your GM Performance Parts dealer.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



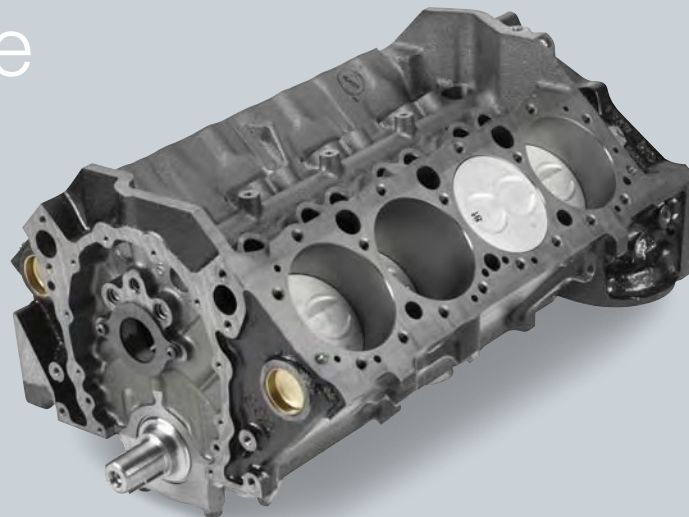
GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

12561723

## ZZ4 Partial Engine

For those wanting to build their own version of the Fast Burn 385, order this replacement partial engine for all ZZ-series engines. This partial engine includes the ZZ4's forged steel crankshaft and comes with LT1-style pistons and connecting rods. It does not include the camshaft, cylinder heads, lifters, timing set, front cover, oil pump, oil pan, balancer, or flexplate. All parts needed to complete the engine assembly are available from your GM Performance Parts dealer.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.



# Complete Your Fast Burn 385 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12497698**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items: air conditioning compressor, alternator, water pump, power steering pump, plus all relevant pulleys, belts, brackets and fasteners.



**88961867**

**Distributor, Aluminum Billet HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**12497985**

**Chrome-Finish Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**19170093 NEW**

**Carburetor, Holley 770-cfm**

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12342080**

**Air Cleaner, Chevrolet-logo High-Performance Design**

Fourteen-inch round high-performance style air cleaner has chrome lid with embossed Chevrolet name. Fits most four-barrel and two-barrel carburetors.



**12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**19170027**

**Maxshine Intake Manifold, Vortec Design**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**12496806**

**Wire Loom Kit, Small-Block**

Stainless steel supports with the Bowtie insignia laser-cut in each of the six supports. Twelve retainers, bolts, and washers are supplied to bolt to the side of the head. Use with Spark Plug Wire Set P/N 12361051 and P/N 12361057.



**12496822**

**Intake Manifold, Eliminator Vortec Design**

This manifold is designed to deliver the most power and torque with Vortec cylinder heads. P/N 89017465 and eight special manifold bolts P/N 12550027.



**ALSO AVAILABLE**

Spark Plug Wires, Red GM Performance 135° Boot	12361056
Spark Plug Wires, Red GM Performance 90° Boot	12361057
350 Hot Cam Kit	12480002
Fuel Pump	6415325
Standard starter (straight bolt holes)	10496873
Standard starter (offset bolt holes)	10496871
Motor mount—2 req. (truck)	15731260
Chrome Air Cleaner	12342071
Oil Filter Adapter	3952301
Motor mount—2 req. (car)	22188497
Bolt (motor mount—2 req.)	460308

Transmission mount (700R4)	22188145
Transmission mount (TH400)	17990778
Transmission mount (4L60 & 4L80)	15767858
Fan Clutch (serpentine belt)	15671898
Fan Clutch (V-belt)	88961767
Fan 19.5" (serpentine belt)	15563127
Fan 19.5" (V-belt)	15644302
Fan Studs—4 req. (serpentine belt)	12338107
Fan Studs—4 req. (V-belt)	382919
Fan Stud Nuts (4 req.)	12338130
Fan bolts (4 req.)	9440224



**17800393**

**NEW**

# HT383E

## WHAT'S HOT?

■ **10% HP increase!**

■ **Loads of low-end grunt**

■ **Quick and easy swap**

## An emissions-legal small-block that brings on the torque for your '96-'99 GM truck/SUV!

The HT383E crate engine from GM Performance Parts is an exciting new extension of our "High Torque" line that is especially designed for your '96-'99 full-sized GM pickup trucks and SUVs. The HT383E is a direct replacement for your high-mileage 5.7L stock engine.

The HT383E offers you the same brute strength of our HT383: forged steel crank, 4-bolt main cast iron block, and a camshaft designed for towing and hard work. With 383 cubic inches, you also get a broad torque band that peaks at 3600 rpm with horsepower peaking at 4500 rpm.

Our GM Performance Parts engineers designed the HT383E so that installation is as easy as possible. Simply swap your new HT383E in place of your existing 5.7L engine using your stock intake manifold, wiring harness, and fuel injection system. The stock computer adapts to the new HT383E, and you suddenly have a stump-pulling, big-inch small-block at your disposal.

Go with the HT383E, and get the job done right!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance parts crate engines include a twelve-month, 12,000 mile warranty.

### HT383E TECH SPECS:

<b>Part Number:</b>	17800393	<b>Cylinder heads (P/N 12558060):</b>	Vortec iron; 64cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	383	<b>Compression ratio:</b>	9.1:1
<b>Bore x stroke (in):</b>	4.00 x 3.80	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 88962516):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12489436):</b>	Forged steel	<b>Water pump (P/N 88894341):</b>	Cast iron
<b>Connecting rods (P/N 12497624):</b>	Heavy-duty PM steel	<b>Recommended fuel:</b>	87 octane
<b>Pistons (P/N 12499103):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	5000
<b>Camshaft type (P/N 14097395):</b>	Hydraulic roller	<b>Balanced:</b>	External
<b>Camshaft lift (in):</b>	.431 intake / .451 exhaust		
<b>Camshaft duration (@.050 in):</b>	196° intake / 206° exhaust		



## POSSIBLE APPLICATIONS\*

- Give your '96-'99 Silverado a new lease on life
- The ideal crate engine for an SUV that sees a lot of towing
- It looks just like the stocker until you stomp it!

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

## INSTALLATION NOTES

- Requires the reuse of the stock intake manifold, wiring harness, and fuel injection system.
- This engine is not emissions legal in CA, CT, ME, MA, NJ, NY, RI or VT.
- Comes with 12.75" automatic transmission flexplate. Requires externally balanced flywheel for manual transmission. See chart on page 207.
- Has right-side dipstick.
- Proper recalibration of ECU will increase torque and horsepower.



12499101

# HT383

## WHAT'S HOT?

■ Lots of low RPM grunt

■ 383 cubic inches on your side

■ Forged steel crank

### A big-inch small-block tuned for torque!

There comes a time when you may not just want more power, you may need more power. Times like when you are towing your show car or bass boat with that 1970s-and-earlier GM truck, and it just doesn't have the low-end grunt that you need to flatten hills or make a safe pass. For those times, our engineers designed the HT (High Torque) 383 with lots of cubic inches and other components to enhance the low-rpm power that you need.

The GM Performance Parts HT383 has been specifically engineered for low-rpm torque, and it's packed with durable parts that are all brand new. It produces 435 lb.-ft. of torque at 4000 rpm, but more importantly, it produces more than 400 lb.-ft. of weight-moving torque from 2500 rpm all the way up to its 4000 rpm peak. In other words, your trailer's worth of weekend fun is barely noticeable when hooked to a vehicle equipped with the HT383.

The bottom end has a forged steel 383 stroker crankshaft, heavy-duty rods, and hypereutectic pistons. The block is cast iron with 4-bolt main caps, and it's up to the task of making lots of power for years to come.

A brand new HT383 makes a great alternative to salvage and rebuilt engines. Once installed, the HT383 makes it possible to look forward to that big hill or long haul. Don't just drive to your favorite fishing hole—be the first one there!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### HT383 TECH SPECS:

<b>Part Number:</b>	12499101	<b>Cylinder heads (P/N 12558060):</b>	Vortec iron; 64cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	383	<b>Compression ratio:</b>	9.1:1
<b>Bore x stroke (in):</b>	4.00 x 3.80	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 88962516):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12489436):</b>	Forged steel	<b>Water pump (P/N 88894341):</b>	Cast iron
<b>Connecting rods (P/N 12497624):</b>	Heavy-duty PM steel	<b>Recommended fuel:</b>	87 octane
<b>Pistons (P/N 12499103):</b>	Hypereutectic aluminum	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Camshaft type (P/N 14097395):</b>	Hydraulic roller	<b>Maximum recommended rpm:</b>	5000
<b>Camshaft lift (in):</b>	.431 intake / .451 exhaust	<b>Balanced:</b>	External
<b>Camshaft duration (@.050 in):</b>	196° intake / 206° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur. We recommend HEI distributor P/N 93448806.

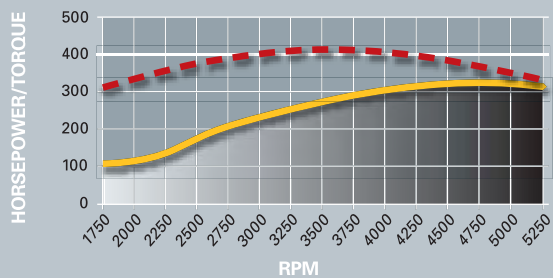


### POSSIBLE APPLICATIONS\*

- Your hot rod truck
- Your hot rod station wagon
- Your heavy project car
- Anything that requires big-block torque in a small-block package

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### HT383 DYNO CHART



Horsepower: 340 @ 4500 rpm

Torque (lb-ft): 435 @ 4000 rpm

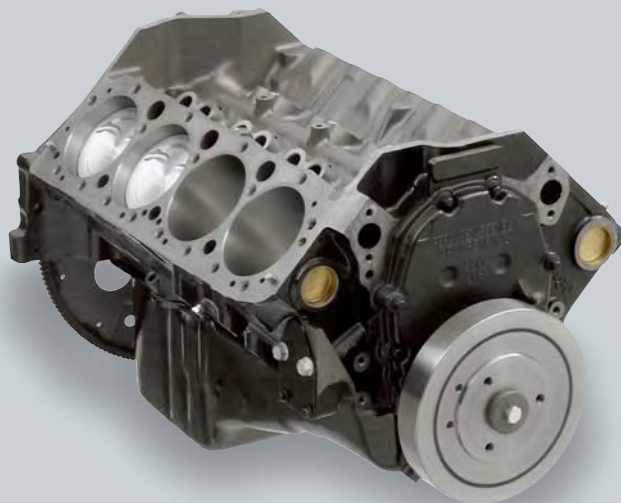
### INSTALLATION NOTES


- Requires addition of carburetor, ignition and starter (not included).
- Rochester Quadrajets or Holley 770-cfm carburetor recommended.
- Comes with 12.75" automatic transmission flexplate. Requires externally balanced flywheel for manual transmission. See chart on page 207.
- Has right-side oil dipstick.
- Intended for pre-1978 street vehicles and all off-road vehicles.


**12499106**

# 383 Partial Engine

For those who want to build their own custom stroker small-block engine, this partial engine comes with the specially modified block, 3.80" forged steel stroker crankshaft, heavy-duty connecting rods, hyper-eutectic pistons, bearings, oil pan, oil pump, front cover, balancer, and 12.75" flexplate. This partial engine does not include a camshaft, lifters, timing chain, or cam sprocket. The oil pan is assembled loosely on the block so it can be disassembled without destroying the pan gasket. All parts needed to complete the engine are available from your GM Performance Parts dealer.



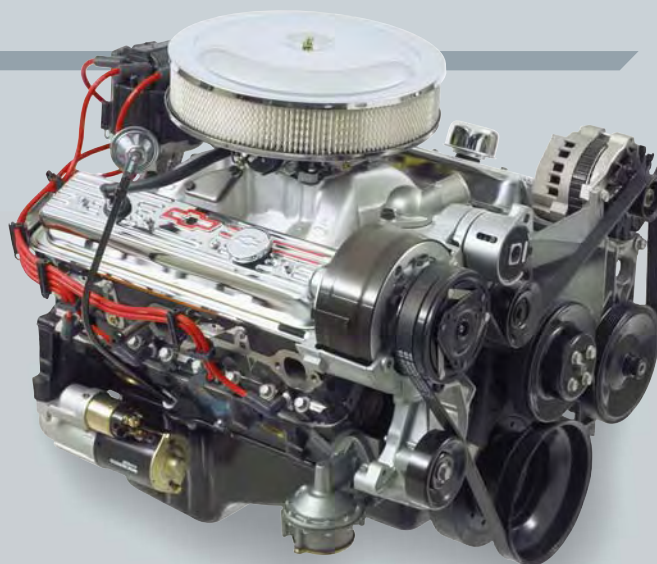
 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

 GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*

# Create Your Own HT383 Turn-Key

Now, you can benefit from years of GM Performance Parts testing and validation with our exclusive upgrade package so you can create your own Turn-Key HT383 crate engine. The following parts are needed to transform your base HT383 crate engine into a complete HT383 engine—ready to install in your project car and crank up.



*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*

P/N	DESCRIPTION	QTY	P/N	DESCRIPTION	QTY
12499101	HT383 Engine	1	10465143	Starter	1
141-107	Valve Covers	1	14097279	Starter bolt	1
93440806	Distributor	1	14097278	Starter bolt	1
11515758	Distributor Bolt	1	1485552	Heater hose	1
10096197	Distributor Hold Down	1	6272959	Connector, bypass hose	2
12497698	Accessory Drive Kit	1	1470030	Clamp, worm type	2
6415325	Fuel Pump	1	12361057	Spark Plug Wire Kit	1
88891769	Fuel Pump Bolts	2	12496806	Spark Plug Wire Retainer	1
12560223	Fuel Pump Gasket	1	14090911	Plug, Water Outlet	1
3704817	Fuel Pump Pushrod	1	25522466	Plug	1
3719599	Fuel Pump Adapter	1	10198918	Engine Lift Bracket	2
9440033	Bolt, Wiring Harness	2	12551144	Dipstick	1
12342080	Air cleaner kit	1	12551154	Dipstick Tube	1
6487779	Valve, crankcase vent	1	10202456	Thermostat	1
88964766	Hose, PCV	1	10108470	Thermostat Housing	1
19170093	Carburetor, 770 Holley	1	10198997	Thermostat Bolts	2
19131218	Breather, Crankcase	1	10105135	Thermostat Gasket	1

# Complete Your HT383 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12497698**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items: air conditioning compressor, alternator, water pump, power steering pump, plus all relevant pulleys, belts, brackets and fasteners.



**93440806**

**HEI Distributor**

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**19170027 NEW**

**Maxshine Intake Manifold, Vortec Design**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**88961867**

**Distributor, Aluminum Billet HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12361146**

**High-Torque Mini-Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**19170093 NEW**

**Carburetor, Holley 770-cfm**

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**12497985**

**Chrome-Finish Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**12361057**

**Spark Plug Wires**

8mm red double-wall silicone plug wires with 90° spark plug boots.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	12497697	Transmission mount (4L60 & 4L80)	15767858
Spark Plug Wires, Red GM Performance 135° Boot	12361056	Fan Clutch (serpentine belt)	15671898
Chrome Air Cleaner	12342080	Fan Clutch (V-belt)	88961767
Standard starter (straight bolt holes)	10496873	Fan 19.5" (serpentine belt)	15563127
Standard starter (offset bolt holes)	10496871	Fan 19.5" (V-belt)	15644302
Motor mount—2 req. (truck)	15731260	Fan Studs—4 req. (serpentine belt)	12338107
Motor mount—2 req. (car)	22188497	Fan Studs—4 req. (V-belt)	382919
Bolt (motor mount—2 req.)	460308	Fan Stud Nuts (4 req.)	12338130
Transmission mount (700R4)	22188145	Fan bolts (4 req.)	9440224
Transmission mount (TH400)	17990778	Roller Rocker Arm Kit, 1.5:1 ratio	12370838



12498772

# ZZ383

## WHAT'S HOT?

■ 425 horses from 383 cubic inches

■ Induction-hardened crank

■ Fast Burn heads

### Big-block-style power from a small-block engine!

If you're looking for a small-block Chevy that makes big-block power, we've got the engine for you! For the ultimate GM Performance Parts small-block crate engine, choose the ZZ383—a combination of Fast Burn aluminum performance heads and a 383" stroker small-block that adds up to 425 horsepower and 449 lb.-ft. of torque.

A carefully engineered balance of torque-producing bottom-end power and horsepower-inducing Fast Burn cylinder heads combine for the ZZ383/425's stellar performance statistics. The Fast Burn heads have large 2.00"/1.55" valves and specially designed chambers that draw in lots of air and fuel, burning the mixture quickly and completely. It's a combination that generates great mid- and high-rpm power, which, when combined with the 383 cubic inch displacement, creates an awesome all-around performer.

The ZZ383 has a specially machined engine block and 3.80"-stroke crankshaft, which produce 383 cubic inches of pure performance. The reciprocating assembly is comprised of heavy-duty components including a 4340, nitrided, and induction-hardened forged crankshaft, and unique, heavy-duty powdered metal rods. It's 425 horses of bulletproof performance.

With the ZZ383/425, you get the power of a big-block with the size and weight of an aluminum-headed small-block. If you've never driven a car with a stroked small-block and the top end components to support it, now is your chance!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### ZZ383/425 TECH SPECS:

<b>Part Number:</b>	12498772	<b>Cylinder heads (P/N 12464298):</b>	Fast Burn aluminum; 62cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	383	<b>Compression ratio:</b>	9.6:1
<b>Bore x stroke (in):</b>	4.00 x 3.80	<b>Rocker arms (P/N 12367345):</b>	Aluminum roller style
<b>Block (P/N 88962516):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12489436):</b>	Forged steel	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 12497624):</b>	Heavy-duty PM steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 12499103):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	6000
<b>Camshaft type (P/N 12370846):</b>	Hydraulic roller	<b>Balanced:</b>	External
<b>Camshaft lift (in):</b>	.509 intake / .528 exhaust		
<b>Camshaft duration (@.050 in):</b>	222° intake / 230° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur. We recommend HEI distributor P/N 93440806.



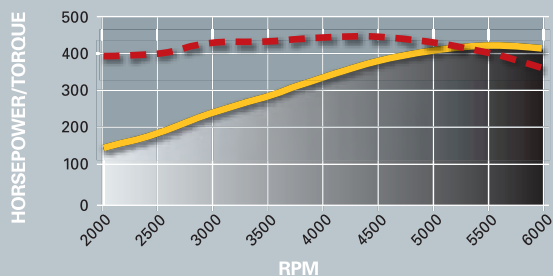


## POSSIBLE APPLICATIONS\*

- The perfect small-block for your '55-'57 shoebox
- An 11-second starting point for your street/strip car
- A street car that deserves big power
- A weekend race car that sees a lot of action

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

### ZZ383/425 DYNO CHART



Horsepower: 425 @ 5400 rpm

Torque (lb-ft): 449 @ 4500 rpm

### INSTALLATION NOTES

- Requires addition of carburetor, ignition, intake manifold, fuel pump, water pump and starter (not included).
- 425 horsepower rating achieved during GM testing with high-rise single-plane intake manifold P/N 12496822 and a 770-cfm carburetor with vacuum secondaries.
- GMPP dual-plane intake manifold P/N 12366573 may be used to avoid hood clearance problems, but peak power may decrease by approximately 15-20 horsepower.
- Comes with 12.75" automatic transmission flexplate. Requires 1986-1999 350-style externally balanced flywheel for manual transmission. See chart on page 207.
- Intended for pre-1978 street vehicles and all off-road vehicles.

**12499106**

# 383 Partial Engine

This partial engine comes with the specially modified block, 3.80" forged steel stroker crankshaft, heavy-duty connecting rods, hypereutectic pistons, bearings, oil pan, oil pump, front cover, balancer, and 12.75" flexplate. This partial engine does not include a camshaft, lifters, timing chain, or cam sprocket. The oil pan is assembled loosely on the block so it can be disassembled without destroying the pan gasket. All parts needed to complete the engine are available from your GM Performance Parts dealer.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

# Create Your Own ZZ383 Turn-Key

Now, you can benefit from years of GM Performance Parts testing and validation with our exclusive upgrade package so you can create your own Turn-Key ZZ383 crate engine. The following parts are needed to transform your base ZZ383 crate engine into a complete ZZ383 engine — ready to install in your project car and crank up.\*



**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

\* Some assembly required.

P/N	DESCRIPTION	QTY	P/N	DESCRIPTION	QTY
12498772	ZZ383 Engine	1	19131218	Breather, Crankcase	1
12496822	Intake	1	10465143	Starter	1
12550027	Intake Bolts	8	14097279	Starter bolt	1
12497760	Intake Gaskets	1	14097278	Starter bolt	1
93440806	Distributor	1	1485552	Heater hose	1
11515758	Distributor Bolt	1	6272959	Connector, bypass hose	2
10096197	Distributor Hold Down	1	1470030	Clamp, worm type	2
12497698	Accessory Drive Kit	1	12361057	Spark Plug Wire Kit	1
6415325	Fuel Pump	1	12496806	Spark Plug Wire Retainer	1
88891769	Fuel Pump Bolts	2	14090911	Plug, Water Outlet	1
12560223	Fuel Pump Gasket	1	25522466	Plug	1
3704817	Fuel Pump Pushrod	1	10198918	Engine Lift Bracket	2
3719599	Fuel Pump Adapter	1	12551144	Dipstick	1
9440033	Bolt, Wiring Harness	2	12551154	Dipstick Tube	1
12342080	Air cleaner kit	1	10202456	Thermostat	1
6487779	Valve, crankcase vent	1	10108470	Thermostat Housing	1
88964766	Hose, PCV	1	10198997	Thermostat Bolts	2
19170093	Carburetor, 770 Holley	1	10105135	Thermostat Gasket	1

# Complete Your ZZ383 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12497698**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items: air conditioning compressor, alternator, water pump, power steering pump, plus all relevant pulleys, belts, brackets and fasteners.



**12496806**

**Wire Loom Kit, Small-Block**

Stainless steel supports with the Bowtie insignia laser-cut in each of the six supports. Twelve retainers, bolts, and washers are supplied to bolt to the side of the head. Use with Spark Plug Wire Set P/N 12361051 and P/N 12361057.



**19170027 NEW**

**Maxshine Intake Manifold, Vortec Design**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**93440806**

**HEI Distributor**

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**12497979**

**Aluminum Black Crinkle Valve Covers, Center Bolt Design**

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089.



**88961867**

**Distributor, Aluminum Billet HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**12361146**

**High-Torque Mini-Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**19170093 NEW**

**Carburetor, Holley 770-cfm**

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**12366573**

**Intake Manifold, Vortec Design**

Designed for 283–400-cubic-inch engines using Vortec cylinder heads. High-rise design maximizes horsepower and delivers a broad torque curve.



**ALSO AVAILABLE**

Aluminum Water Pump, long-style	12495826	Transmission mount (TH400)	17990778
Spark Plug Wires, Red GM Performance 135° Boot	12361056	Transmission mount (4L60 & 4L80)	15767858
Valve Cover	12497879	Fan Clutch (serpentine belt)	15671898
Valve Cover	12407885	Fan Clutch (V-belt)	88961767
Standard starter (straight bolt holes)	10496873	Fan 19.5" (serpentine belt)	15563127
Standard starter (offset bolt holes)	10496871	Fan 19.5" (V-belt)	15644302
Motor mount—2 req. (truck)	15731260	Fan Studs—4 req. (serpentine belt)	12338107
Motor mount—2 req. (car)	22188497	Fan Studs—4 req. (V-belt)	382919
Bolt (motor mount—2 req.)	460308	Fan Stud Nuts (4 req.)	12338130
Transmission mount (700R4)	22188145	Fan bolts (4 req.)	9440224

# Small-Block LS Series

**I**n 1997, GM introduced the world to the next generation of small-block V-8 performance engines. Dubbed the Gen III V-8, this family of engines was immediately met with unanimous approval by the automotive press. Enthusiasts have embraced the LS because they have powered some of the most spectacular performance cars ever produced—including the incomparable LS7-powered 2007 Z06 Corvette.

These are pushrod small-block V-8s with amazing power output and outstanding durability. The LS family features high-tech fuel injection, aluminum blocks with 6-bolt mains, high-flowing cylinder heads, and pump-gas friendly performance numbers that rival most big blocks. They have been tested for 300 hours at maximum hp/tq rpm—a validation process that no one in the industry can match.





*Clockwise, from left: LS 364/440, LS1, LS2 and LS7*

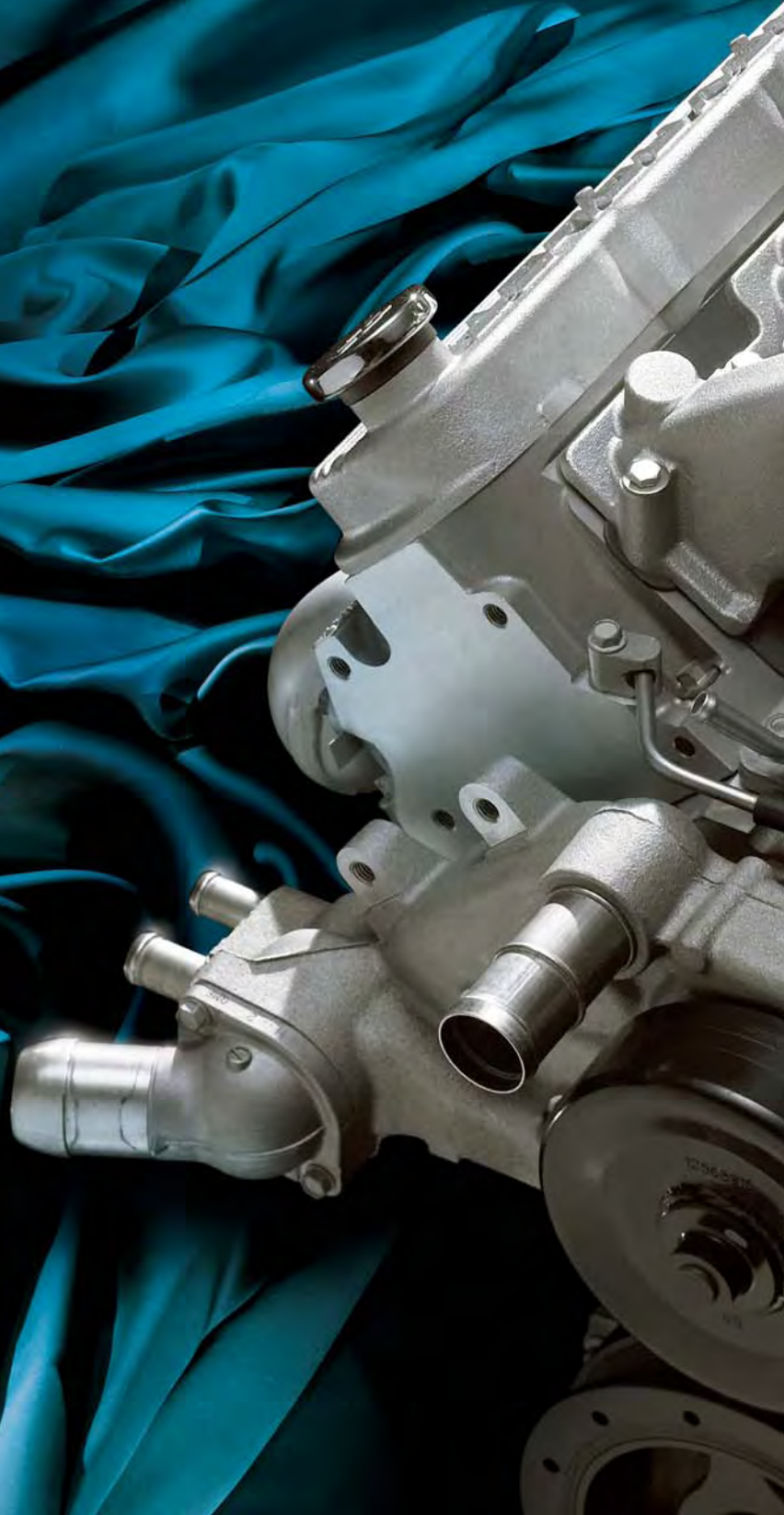
# LS7

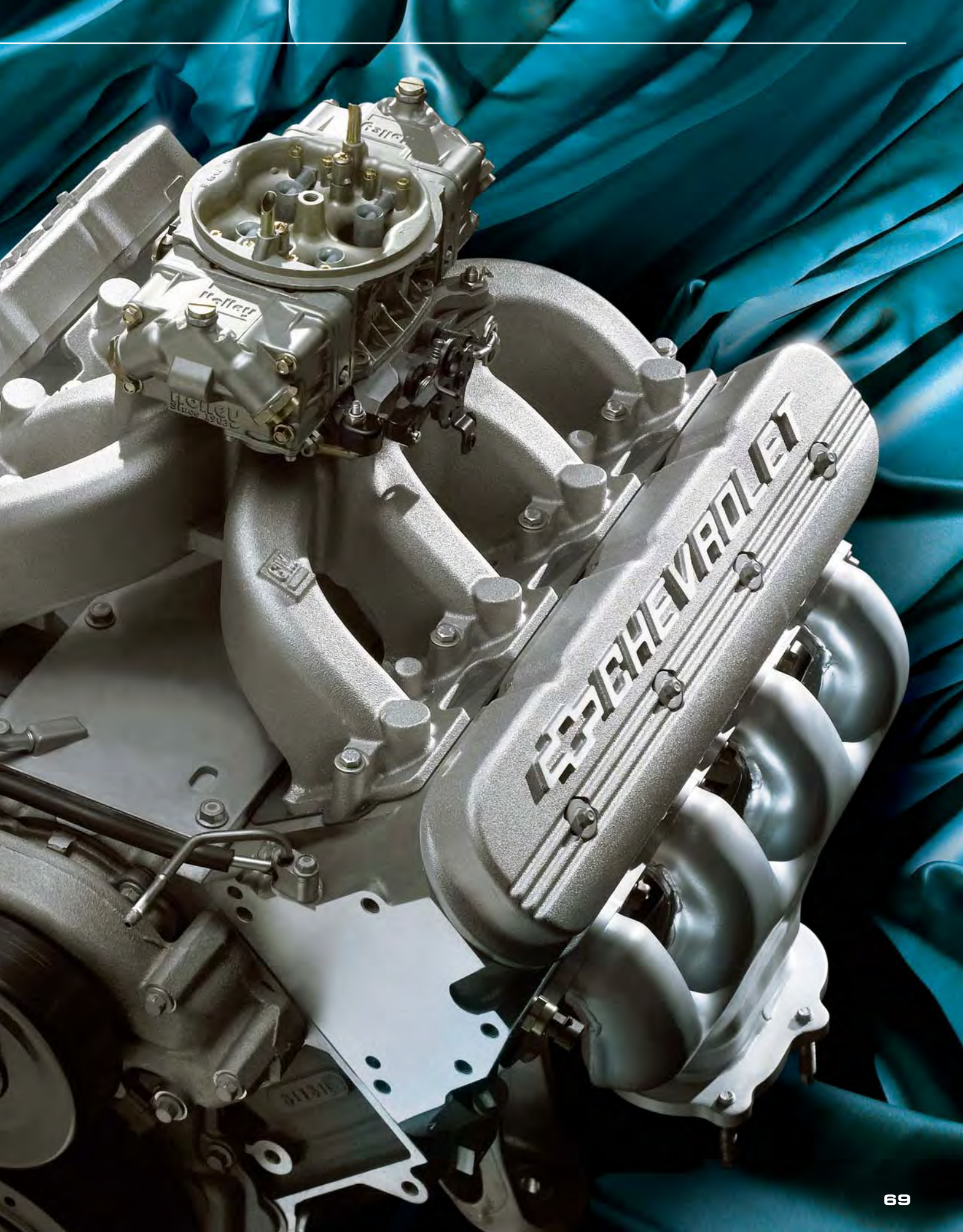
## The new king is crowned

It's the ultimate small block Chevy V-8—the amazing LS7. It comes with an aluminum 6-bolt block, high-flowing aluminum heads, a steel crank, titanium rods—and you know the rest by heart. Rated at 505 hp, this 427-cubic-inch small-block is the pinnacle of the LS Family of crate engines. Let your imagination run wild, and we'll provide you with the crate engine to make your dreams come true.

LS7 Engine	17802397
Competition Valve Cover	25534398
Competition Valve Cover	25534399
Chrome Oil Fill Cap	12341993

*To learn more about this engine, please turn to page 88*







19165628

NEW

# 5.3 High Output

## WHAT'S HOT?

■ 5.3 liters of muscle

■ Hot Cam in the right place

■ 332 horse and 352 torque on the cheap

## A souped up 5.3 that is ready and willing to deliver

Continuing the tradition of great small-block V-8 engines, the 5.3L LS engine has been one of the most popular we've ever built. It's been installed in millions of GM-built pickups, work trucks, vans, and SUVs. But, leave it to the GM Performance Parts engineers to go one step further and upgrade the 5.3L LS. The result is a High Output 5.3 that is just as capable serving as a workhorse—it's just a little bit more fun.

We started with the base engine—the tough, proven, and dependable 5.3L engine. It's the same long-lived production engine that you'll find in our award winning full-sized truck and SUV line. The stock 5.3 offers a dependable 295 horsepower and 325 lb.-ft. of torque from the 96mm bore by 92mm stroke engine design.

What makes our 5.3 High Output crate engine so special is that our engineers added a GM Performance Parts custom cam and Grafal-coated pistons. With these simple upgrades, the 5.3 HO kicks out 332 horsepower and 352 lb.-ft. of torque. And, just like the stock 5.3, the 5.3 HO is capable of thousands of miles of dependable service while returning outstanding fuel mileage, thanks to the superior design of the LS Family of engines.

Try the 5.3 HO crate engine by GM Performance Parts. Your truck will thank you!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

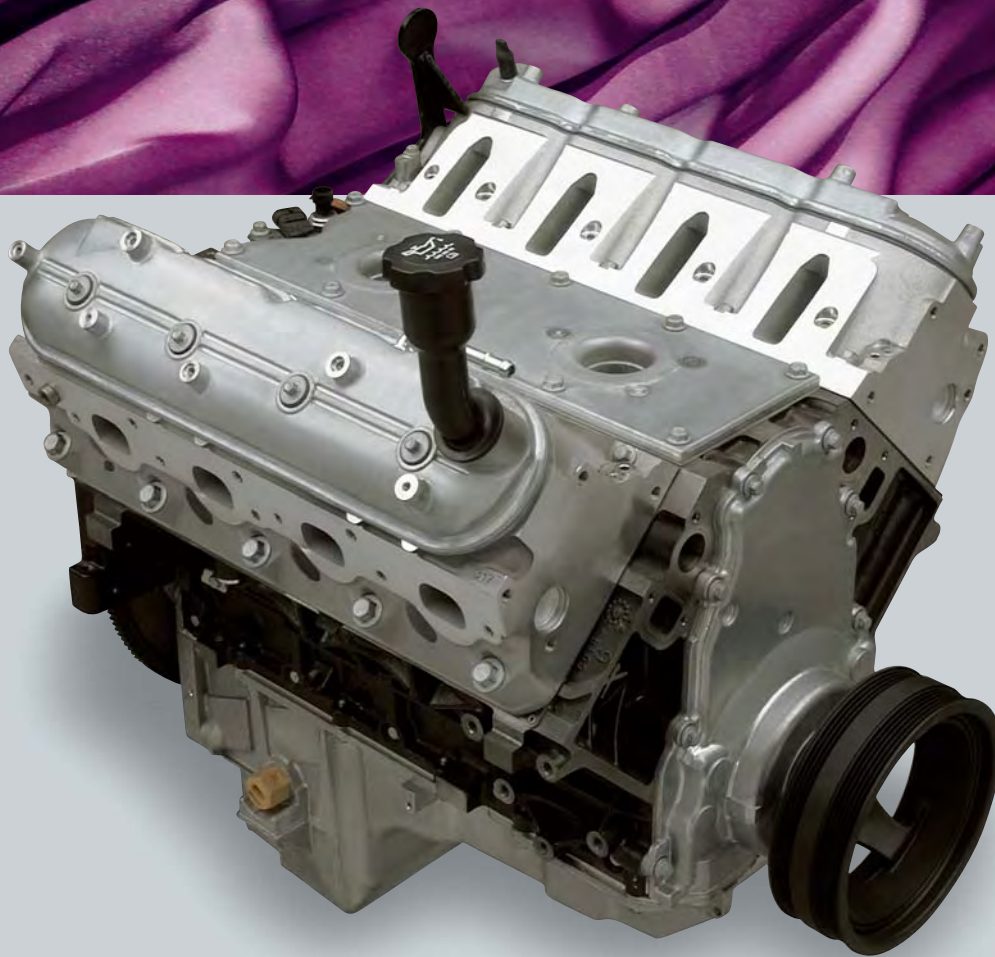


GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

## 5.3HO TECH SPECS:

<b>Part Number:</b>	19165628	<b>Cylinder heads (P/N 12559865):</b>	Aluminum; cathedral port
<b>Engine type:</b>	LS Series small-block V-8	<b>Valve size (in):</b>	1.89 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	323 (5.3L)	<b>Compression ratio:</b>	9.5:1
<b>Bore x stroke (in):</b>	3.18 x 3.62 (96 x 92mm)	<b>Rocker arms (P/N 10214664):</b>	Investment cast, roller trunnion
<b>Block (P/N 12551360):</b>	Cast-iron with 6-bolt, cross bolted iron main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 12553480):</b>	Nodular iron	<b>Recommended fuel:</b>	87 octane
<b>Connecting rods (P/N 12568734):</b>	Powdered metal steel	<b>Maximum recommended rpm:</b>	6000
<b>Pistons (P/N 12571545):</b>	Hypereutectic aluminum	<b>Reluctor wheel:</b>	24X
<b>Camshaft type (P/N 12561721):</b>	Hydraulic roller	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.467 intake / .479 exhaust		
<b>Camshaft duration (@.050 in):</b>	196° intake / 201° exhaust		



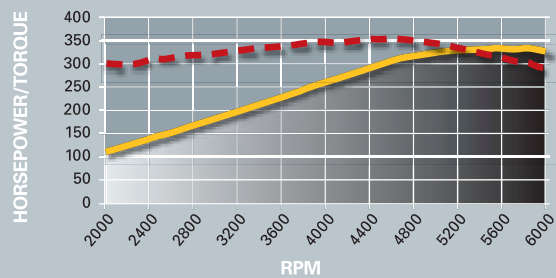


## POSSIBLE APPLICATIONS\*

- Give your work truck a workout
- Get your late model SUV back up and running
- Install a juiced-up 5.3 into something special

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### 5.3 HO DYNO CHART



Horsepower: 332 @ 5500 rpm

Torque (lb-ft): 352 @ 4600 rpm

### INSTALLATION NOTES

- Not for AFM applications.
- Assembly does not include any electronics.



17801267

# LS1 5.7L without ECM and Wire Harness

## WHAT'S HOT?

■ The original LS family member

■ 5.7 liters of fuel injected fury

■ 350 hp and 365 lb.-ft. of muscle

## A new small-block legend in its own time!

When GM dared to release a redesigned small-block in 1997, it succeeded beyond the expectations of enthusiasts around the world. Known as the LS Family V-8 small-block, the first and most popular version is the high-performance LS1—available here as a complete crate engine from GM Performance Parts.

In many ways, the LS1 is superior to any small-block that came before it. A deep-skirt, six-bolt-main block, with structural oil pan and other carefully engineered features, helps make the LS1 a strong, smooth running and dependable engine. A high-lift camshaft actuating big 2.00/1.55 valves in symmetrical-port cylinder heads helps make it an uncompromised performer.

The engine is rated at 350 horsepower and 365 lb.-ft. of torque. The engine includes a Holden oil pan, electronic drive-by-wire throttle body, intake manifold, exhaust manifolds, fuel rail with injectors, balancer, and 14" automatic transmission flexplate. It makes a great performance engine for your performance vehicle project—just add your wiring and electronics.

A handy reference guide (see page 318) is available to help install the engine in older cars with minimal guesswork.

Go high-tech with your next project!



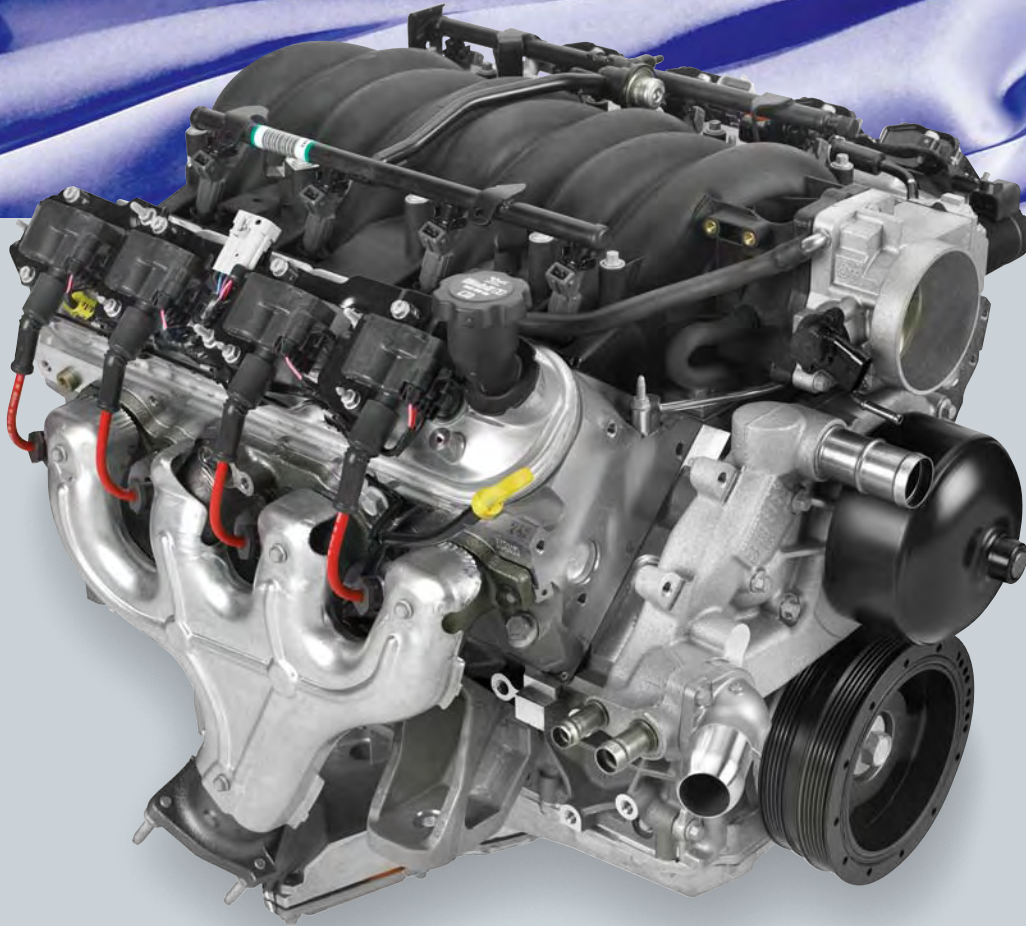
GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### LS1 5.7L TECH SPECS:

<b>Part Number:</b>	17801267	<b>Cylinder heads (P/N 12559855):</b>	Aluminum; cathedral port
<b>Engine type:</b>	LS Series small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	346 (5.7L)	<b>Compression ratio:</b>	10.25:1
<b>Bore x stroke (in)</b>	3.90 x 3.62 (99 x 92mm)	<b>Rocker arms (P/N 10214664):</b>	Investment cast, roller trunnion
<b>Block (P/N 12561166):</b>	Cast aluminum with 6-bolt, cross-bolted iron main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 89017522):</b>	Nodular iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 12568734):</b>	Powdered metal steel	<b>Maximum recommended rpm:</b>	6000
<b>Pistons (P/N 88984245):</b>	Hypereutectic aluminum	<b>Reluctor wheel:</b>	24X
<b>Camshaft type (P/N 12560965):</b>	Hydraulic roller	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.500 intake / .500 exhaust		
<b>Camshaft duration (@.050 in)</b>	198° intake / 209° exhaust		

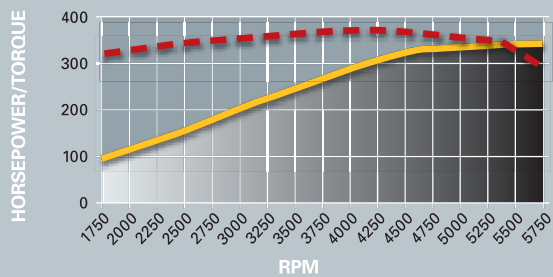


### POSSIBLE APPLICATIONS\*

- The perfect replacement engine for your Gen IV Z28
- Add a high-tech twist to an old friend
- Discover the potential of a fuel-injected small-block Chevy
- Add it to a Jeep and get crawlin'!

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### LS1 DYNO CHART

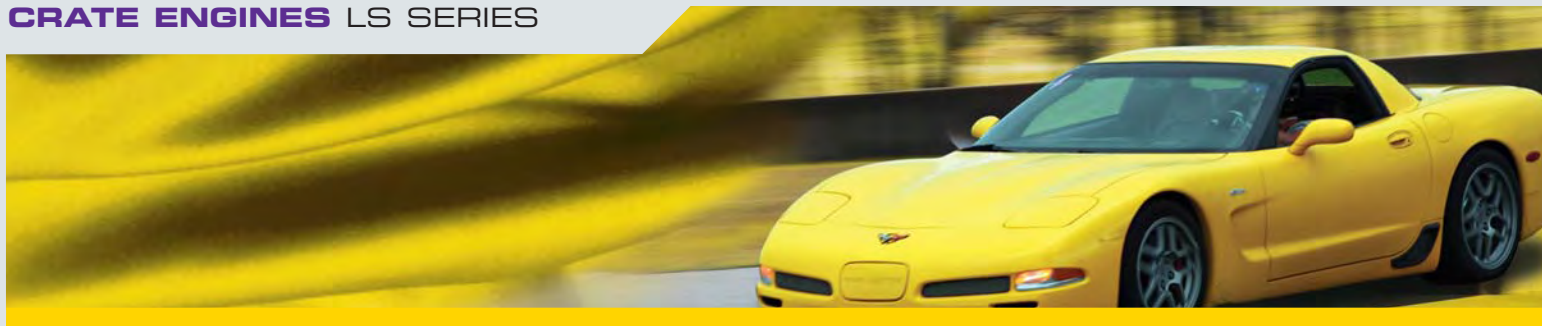


Horsepower: 350 @ 5800 rpm

Torque (lb-ft): 365 @ 4000 rpm

### INSTALLATION NOTES

- 14" automatic transmission flexplate included.
- Assembly does not include any electronics.
- Includes Holden oil pan.



17801268

# LS6 5.7L without ECM and Wire Harness

WHAT'S HOT?

■ The LS6 name on a small-block

■ 405 hp from 5.7 liters

■ Pass 6000 rpm & it's all good

## Corvette Z06 performance straight out of the crate!

The LS1 was a milestone in efficiency, performance, and power. Then, the GM engineers outdid themselves by taking the LS1 to the next level with a bigger cam, intake, and more compression. We call this amazing 350 cubic inch small block the LS6, and you'll see the LS6 as standard equipment in the amazing C5 Corvette Z06 and Cadillac CTS-V. Together with the sophisticated engineering from GM, these two cars utilize the LS6 small block to dominate their class.

The 5.7L LS6 builds on the inherent strengths of the LS1 engine, but benefits from a higher-lift camshaft and higher-compression pistons to raise horsepower from 350 to 405, and torque from 340 lb.-ft. to 400 lb.-ft. Such tremendous power is produced through the use of hollow-stem valves, a more aggressive camshaft, an improved intake, and higher-rate valve springs.

GM Performance Parts delivers the LS6 as an all-inclusive assembly, complete with CTS-V aluminum oil pan, larger-volume composite intake manifold with single-bore throttle body, and high-performance log-style exhaust manifolds.

The LS6 has helped to take the C5 Z06 Corvette and the Cadillac CTS-V to new levels of performance. Let the same General Motors engineering, testing, and horsepower take you to a higher level of performance.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### LS6 5.7L TECH SPECS:

<b>Part Number:</b>	17801268	<b>Cylinder heads (P/N 12564825):</b>	Aluminum, cathedral port
<b>Engine type:</b>	LS Series small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	346 (5.7L)	<b>Compression ratio:</b>	10.5:1
<b>Bore x stroke (in):</b>	3.90 x 3.62 (99 x 92mm)	<b>Rocker arms:</b>	Investment cast, roller trunnion
<b>Block (P/N 12561166):</b>	Cast aluminum with 6-bolt, cross-bolted main caps	<b>Rocker arm ratio (P/N 10214664):</b>	1.7:1
<b>Crankshaft (P/N 12583565):</b>	Nodular iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 12577583):</b>	Powered metal steel	<b>Maximum recommended rpm:</b>	6500
<b>Pistons (P/N 88984245):</b>	Hypereutectic aluminum	<b>Reluctor wheel:</b>	24X
<b>Camshaft type (P/N 12565308):</b>	Hydraulic roller	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.525 intake / .525 exhaust		
<b>Camshaft duration (@.050 in):</b>	204° intake / 211° exhaust		



### POSSIBLE APPLICATIONS\*

- The perfect replacement engine for your late model Camaro or Firebird
- Add a small-block LS6 to your vintage Chevelle
- Add one of the most sophisticated 350" engines to your project car

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### LS6 5.7L GEN III DYNO CHART



Horsepower: 400 @ 6000 rpm

Torque (lb-ft): 395 @ 4800 rpm

### INSTALLATION NOTES

- 14" automatic transmission flexplate included.
- Assembly does not include any electronics.
- Includes CTS-V oil pan.

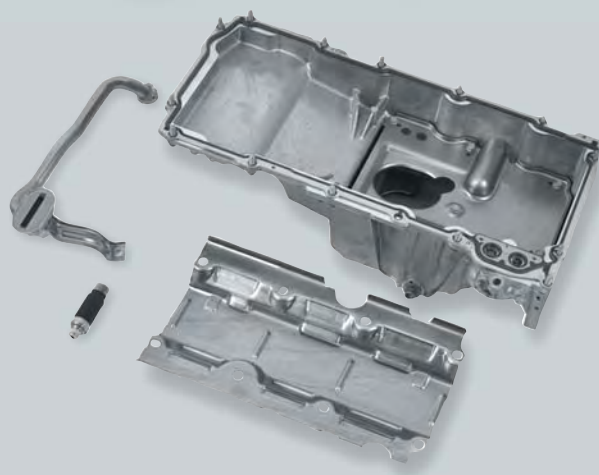
12498399

# LS6 5.7L Base

with Camaro/Firebird  
oil pan kit

Want to put LS6 power in your Corvette, Camaro or Firebird racecar? This long block assembly is the ticket. It comes with a Corvette oil pan installed, but includes a Camaro/Firebird oil pan and all the necessary components to fit it to the LS6 engine. The engine does not come with the intake manifold, throttle body, balancer, flexplate, exhaust manifolds or electronics.

Customize it to your tastes—knowing that it has the heart of a 405 hp titan. Includes hollow-stem valves, and the powerful reciprocating parts found on the LS6.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



## 88959384

### LS1 Engine Kit Installation Guide

Installing an LS Family engine, such as the LS1 or LS6, in your older vehicle? This helpful guide illustrates all you need to do to make it fit. It includes notes and technical explanations on necessary parts, along with part numbers you can order from your GM dealer to get the job done easily.

# Complete Your LS6 5.7L Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**88958665**

**LS6 CNC Ported  
Cylinder Head**

Competition-style ports, but with 65cc chambers. It has hollow-stem valves.



**88958679**

**LS Front Distributor Drive Cover**

For applications with a 4-Barrel carburetor and distributor.



**88894339**

**LS6 Intake Manifold**

Stock replacement nylon fuel injection intake manifold for cathedral port cylinder heads.



**12480025**

**Valve Cover**

Aluminum valve cover designed for racing cylinder head P/N 12480005 and 12480090. Fits center-bolt LS Series cylinder heads. Not machined for production gasket. Sold individually.



**88958675**

**Intake Manifold – Carburetor**

LS Series 4-barrel Competition Manifold. Cast aluminum 4150-style open plenum intake manifold for cathedral port needs.



**25534398**

**LS Valve Cover with Breather Hole**

**25534399**

**LS Valve Cover without Breather Hole**

Natural finish cast aluminum valve covers for center bolt LS Series heads. Sold individually



**88958786**

**High Performance Chevy  
LS1/LS6 V-8's**

How to build, modify and tune high-performance LS engines.



**19170093 NEW**

**Carburetor, Holley 770**

Holley 4160-style has show car quality polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



**ALSO AVAILABLE**

Cylinder Head Bolt Kit (1997–2003 long-style)	<b>12498545</b>	ASA Camshaft	<b>12480110</b>
Cylinder Head Bolt Kit (2004 short-style)	<b>17800568</b>	LS Series Starter	<b>10465385</b>
Cylinder Head Installation Kit (F-Car)	<b>12499217</b>	4L65-E Transmission	<b>19156260</b>
Cylinder Head Installation Kit (Corvette LS1 & LS6)	<b>12499218</b>	Spark Plug Wire set	<b>12495519</b>
Hot Camshaft Kit	<b>12480033</b>	LS1/LS6 Accessory Drive Kit	<b>19155066</b>



19156261

# LS2 6.0L without ECM and Wire Harness

WHAT'S HOT?

■ It's King Kong in a small-block

■ 6.0 liter with 400 hp and tq

■ High-flow heads

## A bigger, more powerful next-generation small-block from the new Corvette!

With the all-new, 400 horsepower LS2, GM has once again raised the bar for production-based small-block V-8 performance. As the standard engine in the 2005-'07 Corvette—as well as the '05-'06 Chevy SSR, '06-'07 Trailblazer SS, and '05-'06 Pontiac GTO—the 6.0L LS2 builds on the success of the popular LS1 V-8 engine with more displacement, power and technical innovation.

The LS2 is built on a new cylinder block, which shares much of its design with the previous LS1 V-8, including a deep-skirt, six-bolt-main block with structural oil pan. Subtle differences include the crankcase vent moved to the top of the valley, relocated knock sensors and the cam sensor moved to the front of the engine. The LS2's cylinder heads are high-flow pieces used previously on Corvette LS6 engines. High-tech features, such as an electronically controlled throttle, make the LS2 a state-of-the-art performer.

The LS2 crate engine comes complete with a composite intake manifold, electronically controlled 90mm throttle body, fuel rail with injectors, balancer, exhaust manifolds, water pump and a 14" flexplate for automatic transmissions, and a Corvette oil pan. The LS2 can be adapted to older cars and street rods. A handy reference guide (see page 318) is available to facilitate that installation with minimal guesswork.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### LS2 6.0L TECH SPECS:

<b>Part Number:</b>	19156261	<b>Cylinder heads (P/N 12564825):</b>	Aluminum; cathedral port
<b>Engine type:</b>	LS Series small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	364 (6.0L)	<b>Compression ratio:</b>	10.9:1
<b>Bore x stroke (in):</b>	4.00 x 3.62 (101.6 x 92mm)	<b>Rocker arms (P/N 10214664):</b>	Investment cast, roller trunnion
<b>Block (P/N 12568950):</b>	Cast aluminum with 6-bolt, cross-bolted main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 12570249):</b>	Nodular iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 12577583):</b>	Powdered metal steel	<b>Maximum recommended rpm:</b>	6000
<b>Pistons (P/N 89017478):</b>	Hypereutectic aluminum	<b>Reluctor wheel:</b>	58X
<b>Camshaft type (P/N 12574519):</b>	Hydraulic roller	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.500 intake / .500 exhaust		
<b>Camshaft duration (@.050 in):</b>	200° intake / 203° exhaust		





## POSSIBLE APPLICATIONS\*

- Put the most current small-block GM performance engine in your car
- A great replacement engine for your current late model GM performance car
- Update your older Corvette with the new standard in Corvette engines!

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### LS2 6.0L DYNO CHART



Horsepower: 400 @ 6000 rpm

Torque (lb-ft): 400 @ 4400 rpm

### INSTALLATION NOTES

- 14" automatic transmission flexplate included.
- Starting with the 2006 model year, the LS2 now comes with a 58X reluctor wheel and new camshaft sensing, and is **not** compatible with pre-'06 ECMs.
- Assembly does not include any electronics.
- ECU and wiring harness kit, P/N 19166568, available for non-Corvette applications. Kit includes electronic throttle pedal which is required for throttle input to the ECU (see page 298).
- Includes Corvette oil pan.



17802134

# LS 364/440

## WHAT'S HOT?

■ Aluminum LS block

■ A 6000 RPM Redline

■ Carbureted performance

### A high-tech small-block with a carbureted twist

The General Motors LS Family of small-block engines broke new ground with efficiency and power levels never before imagined from a small-block V-8. GM Performance Parts offers several of these engines as complete assemblies ready to bolt in to your project car as a replacement or upgrade. And now for the first time, GM Performance Parts has taken one of our LS2 engines and added to it a custom induction piece—our LS1 4-barrel intake manifold!

Based on the LS2 engine, the LS 364/440 ships with an aluminum LS block, which has a deep-skirt and six-bolt mains. Other features include lightweight flat-top pistons with a 10.9:1 compression, powdered-metal rods, and a nodular iron crankshaft. The LS6-style cylinder heads are truly high performance pieces that deliver large amounts of air to the awaiting engine. The camshaft specs out with .500/.500" lift numbers, and has been specifically designed to work with the LS Family.

The LS 364/440 is easy to install with all of the major components shipping to you in one big box. Take advantage of this opportunity to enjoy the latest evolution of the small-block Chevy. Rated at 440 horsepower and 404 lb.-ft. of torque, the LS 364/440 is a true blending of new technology with a proven air/fuel induction piece.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### LS 364/440 TECH SPECS:

<b>Part Number:</b>	17802134	<b>Cylinder heads (P/N 12564825):</b>	Aluminum; cathedral port
<b>Engine type:</b>	LS Series small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	364 (6.0L)	<b>Compression ratio:</b>	10.9:1
<b>Bore x stroke (in):</b>	4.00 x 3.62 (101.6 x 92mm)	<b>Rocker arms (P/N 10214664):</b>	Investment cast, roller trunnion
<b>Block (P/N 12568950):</b>	Cast aluminum with 6-bolt, cross-bolted main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 12570249):</b>	Nodular iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 12577583):</b>	Powdered metal steel	<b>Maximum recommended rpm:</b>	6000
<b>Pistons (P/N 89017478):</b>	Hypereutectic aluminum	<b>Reluctor wheel (not used):</b>	58X
<b>Camshaft type (P/N 12574519):</b>	Hydraulic roller	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.500 intake / .500 exhaust		
<b>Camshaft duration (@.050 in):</b>	200° intake / 203° exhaust		

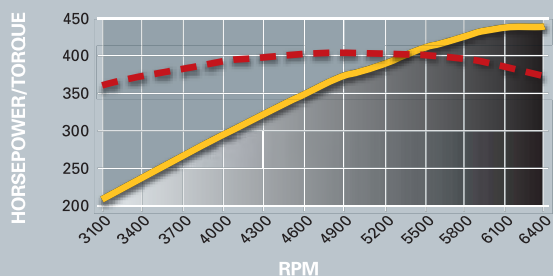


## POSSIBLE APPLICATIONS\*

- Add a carbureted combination to your '90s F-body
- Add a high-tech small-block to your classic '60s musclecar

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### LS 364/440 DYNO CHART



Horsepower: 440 @ 6200 rpm

Torque (lb-ft): 404 @ 5000 rpm

### INSTALLATION NOTES

- 14" automatic transmission flexplate included.
- Requires aftermarket spark controller compatible with the 58X reluctor wheel and new cam sensing.
- Intended for pre-1978 street vehicles and all off-road vehicles.
- Includes Corvette oil pan.

# Complete Your LS 364/440 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**88958665**

**LS6 CNC Ported Cylinder Head**  
Competition-style ports, but with 65cc chambers. It has hollow-stem valves.



**12480025**

**Valve Cover**  
Aluminum valve cover designed for racing cylinder head P/N 12480005 and 12480090. Fits center-bolt LS Series cylinder heads. Not machined for production gasket. Sold individually.



**88958765**

**LS2 CNC Ported Cylinder Head**  
CNC-ported aluminum performance head. Lower cost alternative to the CNC LS6 head. Fits any 1997–2006 LS family engine.



**25534398**

**LS Valve Cover with Breather Hole**  
**25534399**  
**LS Valve Cover without Breather Hole**  
Natural finish cast aluminum valve covers for center bolt LS Series heads. Sold individually.



**12582713**

**L76/L92 Cylinder Head Assembly**  
This aluminum performance head has a higher flow than cathedral port LS heads, and fits any LS family engine with 4.00" bore or larger.



**854619**

**Fuel Filter**  
High-capacity inline filter suitable for all high-performance carbureted applications.



**19170093 NEW**  
**Carburetor, Holley 770**

Holley 4160-style has show car quality polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



**19156260**  
**Hydra-Matic 4L65-E Four-Speed Automatic Transmission**

Electronically controlled four-speed overdrive transmission for LS Series V-8 engines producing up to 380 lb.-ft. of torque.



**88965830**  
**Carburetor Spacer, Single Plane, One-Inch**

Spacer is fully CNC'd from billet aluminum, and has the GM Performance Parts logo machined into front and back.



**10185094**  
**Fuel Pressure Regulator**

Suitable for single- or dual-carburetor applications, as well as single-carb setups with nitrous.



**88965831**  
**Carburetor Spacer, Single Plane, Two-Inch**

Spacer is fully CNC'd from billet aluminum, and has the GM Performance Parts logo machined into front and back.



**88958675**  
**Intake Manifold – Carburetor**

LS Series 4-barrel Competition Manifold. Cast aluminum 4150 style open plenum intake manifold for cathedral port needs.



**25115899**

**Electric Fuel Pump, High-Output**

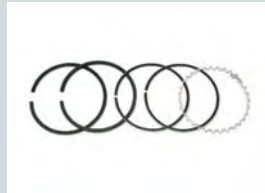
Heavy-duty 12-volt electric rotary pump flows 72 gph at 6-8 psi.



**89017485**

**Ring Pack**

Use with a standard type LS2 piston, oversized .020 to a few more cubic inches, or if you are rebuilding your worn out stock engine. (Requires boring the block). Use with pistons P/N 89017479.



**12341993**

**Push-In Oil Filler Cap**

Round oil filler cap with Bowtie logo for valve covers with 1.22" diameter hole.



**12342080**

**Air Cleaner (14")**

High-performance-style 14" diameter chrome air cleaner. The top and base plates are chromed and have a great luster. Necessary mounting hardware included.



**12342071**

**Air Cleaner (14")**

Classic-style 14" diameter chrome air cleaner comes with Bowtie center nut.



**88958679**

**LS Front Distributor Drive Cover**

For applications with a 4-barrel carburetor and distributor.



**ALSO AVAILABLE**

**High Performance Chevy  
LS1/LS6 V-8's Handbook**

**88958786**

**LS2/LS7 Accessory Drive Kit**

**19155067**

**LS Series Spark Plug Wire Kit**

**12495519**

**F-car Oil Pan**

**12558762**

**Hot Cam Kit**

**12480033**

**L76/L92 4-Barrel Intake Manifold**

**25534401**

**L76 Production Car Intake Manifold Assy.**

**12590123**

**Header Flange**

**12480130**

**ASA LS1 Camshaft**

**12480110**

**Showroom Stock Camshaft**

**88958606**

**Racing Hydraulic Roller Lifter Kit**

**88958689**



19156262

# LQ9 6.0L without ECM and Wire Harness

## WHAT'S HOT?

■ It's a high-tech truck engine

■ 6.0 liters of LS small-block perfection


■ 380 lb.-ft. of torque


## Big displacement equals big torque!

Like football on Sunday afternoon or pumpkin pie, there's no such thing as too much when it comes to engine displacement. And with 345 horses and 380 lb.-ft. of torque, the 6.0L LQ9 V-8 makes the most of those cubic inches—like a two-point conversion or an un-guarded tub of whipped cream.

The LQ9 uses the proven LS architecture to provide robust performance in the Silverado SS. It features a sturdy iron block, but like the aluminum-block versions, the LQ9 has a deep-skirt, six-bolt-main block, with structural oil pan and other carefully engineered features to help make it a smooth running and strong engine. A special camshaft and tall intake manifold each are tuned to produce loads of useable torque across the entire rpm range.

GM Performance Parts delivers the LQ9 complete with the intake manifold, throttle body, fuel rail with injectors, balancer, exhaust manifolds, water pump and a flexplate for automatic transmissions. It comes with truck-style oil pan installed. The LQ9 can be fitted to older vehicles, providing modern performance and unquestionable capability. A handy reference guide (see page 318) is available to help install the engine in older cars or trucks with minimal guesswork.

 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### LQ9 6.0L TECH SPECS:

<b>Part Number:</b>	19156262	<b>Cylinder heads (P/N 12562319):</b>	Aluminum; cathedral port
<b>Engine type:</b>	LS Series Small-Block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	364 (6.0L)	<b>Compression ratio:</b>	10:1
<b>Bore x stroke (in)</b>	4.00 x 3.62 (101.6 x 92mm)	<b>Rocker arms (P/N 10214664):</b>	Investment cast, roller trunnion
<b>Block (P/N 12572808):</b>	Cast iron with 6-bolt, cross-bolted main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 12569768):</b>	Nodular iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 12567583):</b>	Powdered metal steel	<b>Maximum recommended rpm:</b>	5600
<b>Pistons (P/N 89017478):</b>	Hypereutectic aluminum	<b>Reluctor wheel:</b>	24X
<b>Camshaft type (P/N 12561721):</b>	Hydraulic roller	<b>Balanced:</b>	Internal
<b>Camshaft lift (in):</b>	.467 intake / .479 exhaust		
<b>Camshaft duration (@.050 in):</b>	196° intake / 201° exhaust		

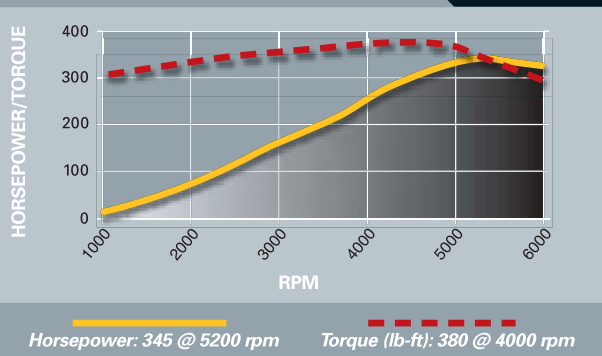


### POSSIBLE APPLICATIONS\*

- **A cast-iron LS that's ready for a turbo**
- **The perfect replacement engine for your late model GM truck**
- **Add some real high-tech torque to your favorite work truck**

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### LQ9 6.0L DYNO CHART



### INSTALLATION NOTES

- 14" automatic transmission flexplate included.
- Assembly does not include any electronics.
- Includes C/K truck oil pan.



19165485

NEW

# L92 6.2L without ECM and Wire Harness

WHAT'S HOT?

■ **Corvette Technology**

■ **L92 heads**

■ **One of the coolest truck motors ever!**

**The L92—a new standard in truck engines.**

Standard equipment on the all-new 2007 Cadillac Escalade and GMC Yukon Denali, the L92 has brought Corvette technology into the truck market. The L92 engine brings you the same 403-horse effort from a 6.2L Vortec V-8 small-block that borrows from all of the features that have made our LS Family of engines world renowned for their efficiency, design, and performance. Now, the L92 is available to you as a crate engine from GM Performance Parts.

The 6.2L L92 engine features an all-aluminum design; deep skirt 6-bolt main LS block; variable valve timing; coil-on-plug design; high-flow L92 heads designed with influences from the LS7 Corvette cylinder head; true four-into-one exhaust manifolds; high-volume intake plenum; beehive valve springs; cast-aluminum rockers on needle bearings with roller tips; and a large-volume throttlebody. All together, the L92 kicks out an astonishing 403 horsepower and 417 lb.-ft. of torque with a broad, powerful torque band.

The L92 is the next great small-block truck engine from GM. Get your L92 crate engine from GM Performance Parts, and get your project car or truck moving in the fast lane.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

**L92 6.2L TECH SPECS:**

<b>Part Number:</b>	19165485	<b>Cylinder heads (P/N 12582713):</b>	L76/L92 rectangle port; as cast with 70cc chambers
<b>Engine type:</b>	LS Series Gen IV small-block V-8	<b>Valve size (in):</b>	2.16 intake / 1.59 exhaust
<b>Displacement (cu in):</b>	376 cu in (6.2L)	<b>Compression ratio:</b>	10.5:1
<b>Bore x stroke (in):</b>	4.06 x 7.62 (103.25 x 92mm)	<b>Rocker arms (P/N 12569167 int):</b>	Investment cast, roller trunnion
<b>Block (P/N 12568950/12589485):</b>	Cast aluminum with 6 bolt, cross-bolted main caps	<b>Rocker arms (P/N 10214664 exh):</b>	Investment cast, roller trunnion
<b>Crankshaft (P/N 12584997):</b>	Nodular iron	<b>Rocker arm ratio:</b>	1.7:1
<b>Connecting rods (P/N 12604629):</b>	Powdered metal	<b>Recommended fuel:</b>	92 octane
<b>Pistons (P/N 12584087):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	6000
<b>Camshaft type (P/N 12612273):</b>	Hydraulic roller with phasing	<b>Reluctor wheel:</b>	58X
<b>Valve Lift (in):</b>	.500 intake / .500 exhaust	<b>Balanced:</b>	Internal at bottom
<b>Camshaft duration (@.050"):</b>	198° intake / 209° exhaust		





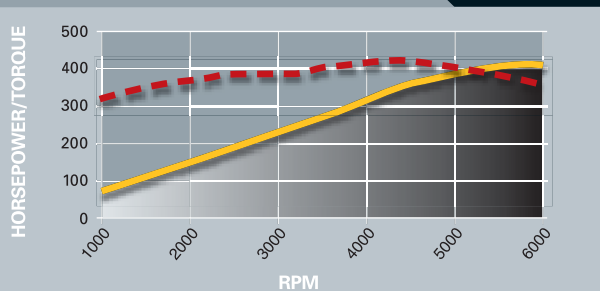
NOTE: Content may differ from photo.

## POSSIBLE APPLICATIONS\*

- Put the latest technology into your classic project truck
- Drop a 6.2-liter stump-puller into your F-body
- Put your station wagon on the fast path

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

### L92 VORTEC 6.2L V-8 DYNO CHART



Horsepower: 403 @ 5700 rpm

Torque (lb-ft): 417 @ 4300 rpm

### INSTALLATION NOTES

- 14" automatic transmission flexplate included.
- Assembly does not include any electronics.
- Includes C/K truck oil pan.



17802397

# LS7 7.0L without ECM and Wire Harness

## WHAT'S HOT?

■ 7.0 liters of small-block perfection

■ 505 horsepower

■ Titanium rods and valves

## Seven liters of pure trouble maker!

The king of all Corvettes is the amazing 2006–2007 Z06. It tops out at 198 mph, runs the quarter mile in 11.5 seconds at 127 mph, and hits 60 mph in a jaw-dropping 3.5 seconds (in first gear). All of that performance is the result of superior GM engineering and an engine we call the LS7—the most technologically-advanced small-block ever built. A natural continuation of the LS Family, the LS7 uses a 7.0L aluminum dry-sump block, CNC-ported cylinder heads, and titanium rods and valves to pump out 505 hp and 470 lb.-ft. of torque. Talk about efficient—the LS7 helps the 2007 Z06 get over 28 mpg while still being the fastest Corvette ever produced!

Is this the Chevy small-block in its highest form? Only you can decide, and GM Performance Parts has made it that much easier by offering the already legendary LS7 as a complete crate engine, ready to bolt into your favorite project car.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### LS7 TECH SPECS:

<b>Part number:</b>	17802397	<b>Cylinder heads (P/N 12578450):</b>	CNC Ported LS7 specific pattern
<b>Engine type:</b>	LS Series Small-Block V-8		70cc CNC combustion chambers
<b>Displacement (cu in):</b>	427 (7.0L)	<b>Valve size (in):</b>	2.20" titanium intake, 1.61" sodium filled exhaust
<b>Bore x Stroke (in):</b>	4.125 x 4.00 (104.8 x 101.6mm)	<b>Compression ratio:</b>	11.0:1
<b>Block (P/N 17802854):</b>	Cast aluminum w/6-bolt steel main bearing caps	<b>Rocker arms:</b>	Investment cast, roller trunnion
<b>Crankshaft (P/N 12568820):</b>	Forged steel	<b>Rocker arm ratio:</b>	1.8:1 (offset, intake only)
<b>Connecting rods (P/N 12586258):</b>	Forged titanium	<b>Recommended Fuel:</b>	91 octane
<b>Pistons:</b>	Hypereutectic aluminum	<b>Maximum rpm:</b>	7000
<b>Camshaft type (P/N 12571251):</b>	Hydraulic roller	<b>Reluctor wheel:</b>	58X
<b>Camshaft lift (in):</b>	.591 intake / .591 exhaust	<b>Balanced:</b>	Internal
<b>Camshaft Duration (@.050 in):</b>	211° intake / 230° exhaust		

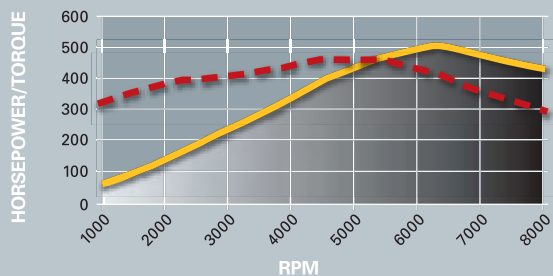


## POSSIBLE APPLICATIONS\*

### ■ Anything that you want to have the baddest, small-block Chevy on the planet!

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information.*

## LS7 DYNO CHART



Horsepower: 505 @ 6300 rpm

Torque (lb-ft): 470 @ 4800 rpm

## INSTALLATION NOTES

- Assembly does not include any electronics.
- Comes assembled with 14" Corvette Z06 168 tooth flywheel.
- Comes with 58X reluctor wheel and camshaft sensing and is not compatible with pre-'06 ECMs.
- LS7 is the same size and mounts the same as previous LS series engines.
- ECU and wiring harness kit, P/N 19166567, available for non-Corvette applications. Kit includes electronic throttle pedal, which is required for throttle input to the ECU (see page 298).

# Big-Block

**N**othing matches the feeling of opening the throttle on an all-American big-block V-8! These are the engines that send chills up your spine while they try to rip the seat out from under you. Your car shakes, the sound is embedded in your soul, and memories are made that will last a lifetime. We want you to experience this in your own project vehicle, so GM Performance Parts has developed an entire line of big-block crate engines — at least one of them will be exactly what you want. From our base-line 454 HO to our mind-numbing ZZ572/720R that is delivered to you with a raucous 720 hp, we've got just what you need.





*Clockwise, from left: ZZ572/720R, ZZ454/440, ZZ502, Ram Jet 502*

# ZZ502/502

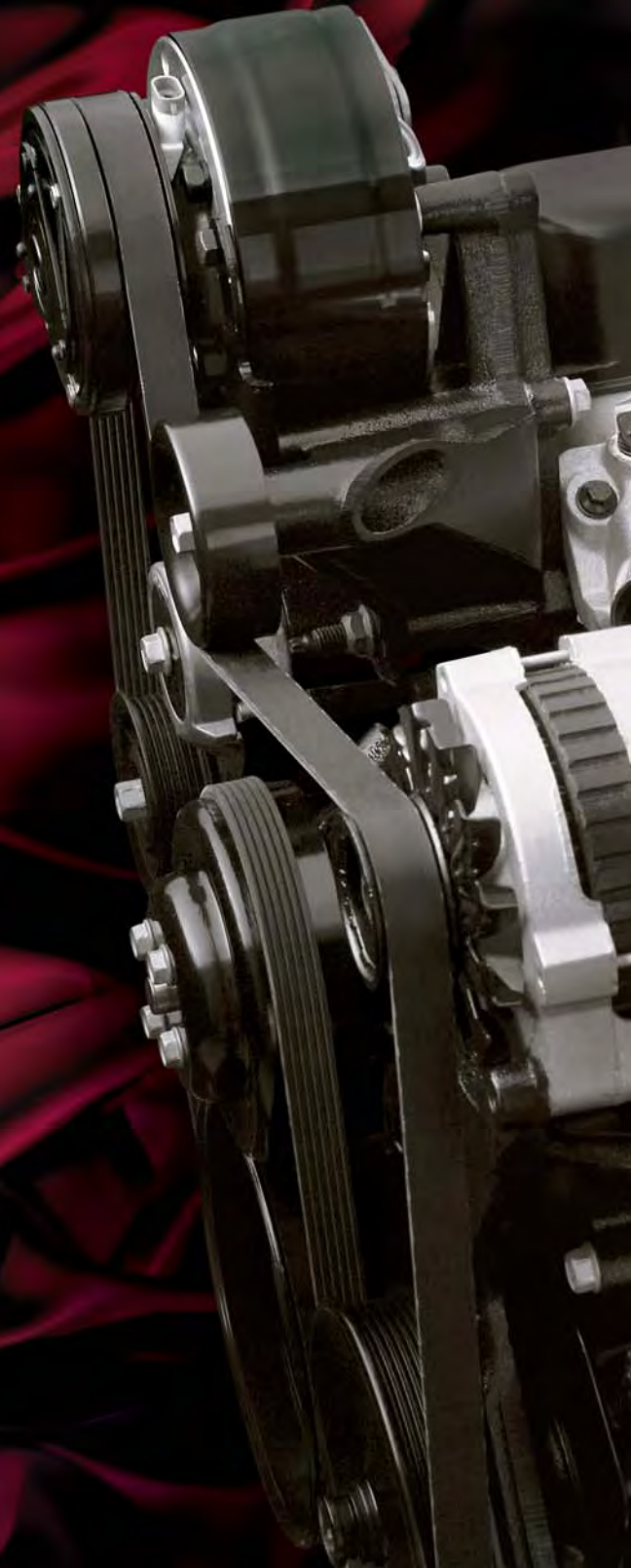
## Big rat — very big rat

As if a big block Chevy wasn't enough, GM Performance Parts has taken it to the next level. We pounded 502 thumpin' cubes into this crate engine, packed it with a strong rotating assembly, and topped it all off with a set of our oval-port aluminum cylinder heads. You add the car, we'll take care of the power! Make it yours with the following GM Performance Parts:

ZZ502 Deluxe engine	12496962
Deluxe accessory drive kit	12498733
Billet HEI distributor	88961867
Black Powder-Coated valve covers	25534323
Chrome water neck	141-500*
Air cleaner and Bowtie nut	141-302*

*To learn more about this engine, please turn to page 116*

*\*For more information on these and other Licensed Parts, refer to page 322.*





# ZZ572/620

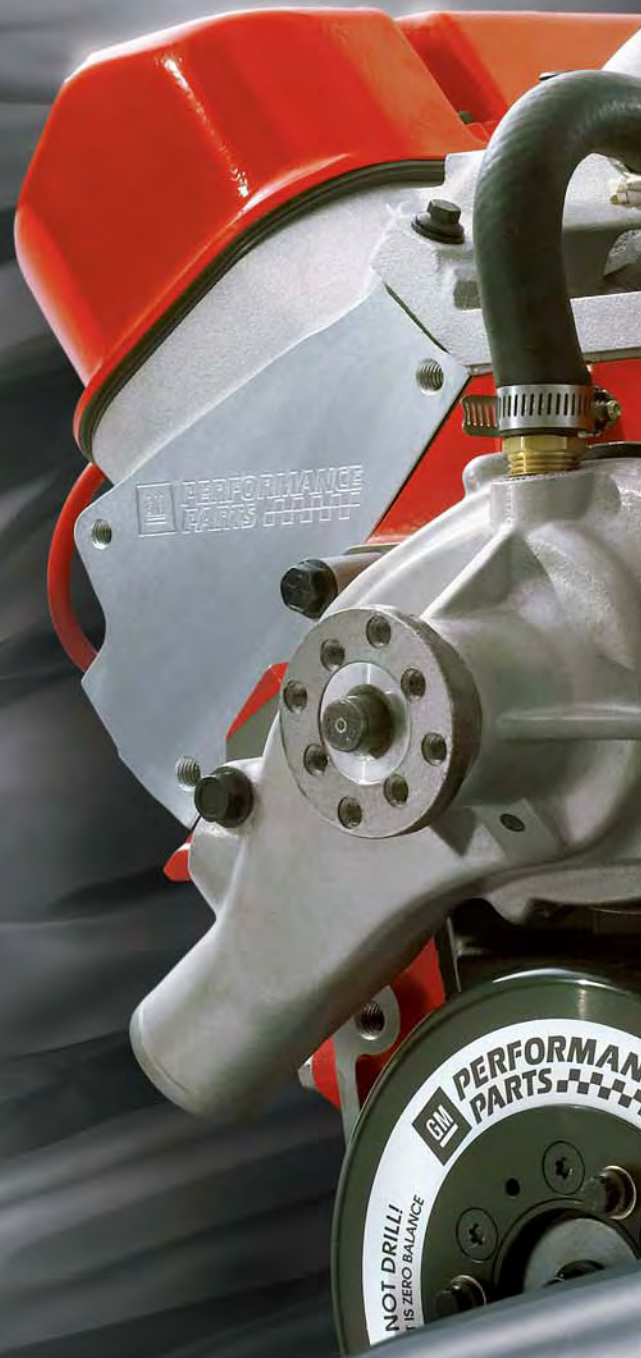
## Lust at first start

Now, this is one nasty Rat! Who would have ever imagined that a pump-gas friendly monster like this could have ever been created? We did! The GM Performance Parts ZZ572 offers you 620 gut-wrenching horsepower and an unbelievable 650 lb.-ft. of torque. You wanted the biggest, meanest, craziest crate engine that we could build that still ran on pump gas, and we've delivered—ZZ572!

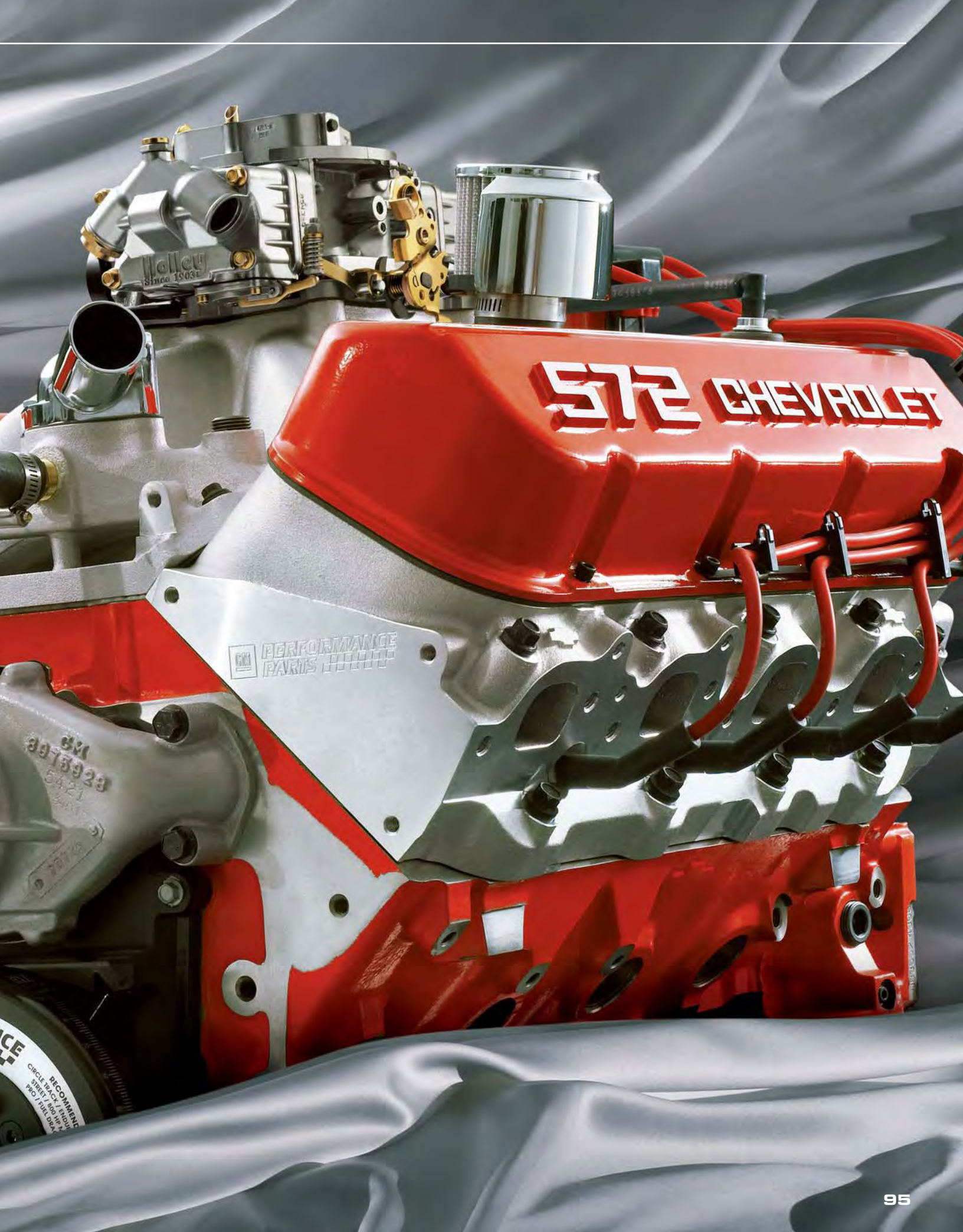
ZZ572/720R Deluxe engine	12498827
Chrome water neck	141-500*

To learn more about this engine, please turn to page 124

\*For more information on these and other Licensed Parts, refer to page 322.







PERFORMANCE PARTS

GM  
8973928  
5421

RECOMMEND  
CIRCLE TRACK / HIGH  
SPEED 800-999-9999  
PRO-TUNE 999-9999



12568774

# 454 HO

## WHAT'S HOT?

■ Big-block

■ Small money

■ Pump-gas friendly

### Musclecar power at a low-buck price!

Now, this is the stuff that legends are made of. Big-block, street-sweeping power just like the '60s GM musclecars that you grew up with or have worshipped for years. Now, GM Performance Parts has a 454 cubic inch crate engine that is big on power and low on dollar. Let's take a look ...

We started with a brand new (not remanufactured or sourced from a scrap yard) Gen VI four-bolt big-block. The 454 HO is stuffed with a forged steel crank, forged connecting rods, and forged pistons. A hydraulic roller camshaft with .510/.540" lift generates a nasty idle. Cast iron cylinder heads deliver a pump-gas friendly 8.75:1 compression ratio. Horsepower comes in at 425 with 500 lb.-ft. of big-block torque.

The 454 HO is delivered to you complete with water pump, balancer, intake manifold, and 14" automatic transmission flexplate. Add your carburetor, ignition, and starter to complete the engine. Check out the GM Performance Parts line of valve covers and chrome accessories to give the engine a more eye appealing, under hood look.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

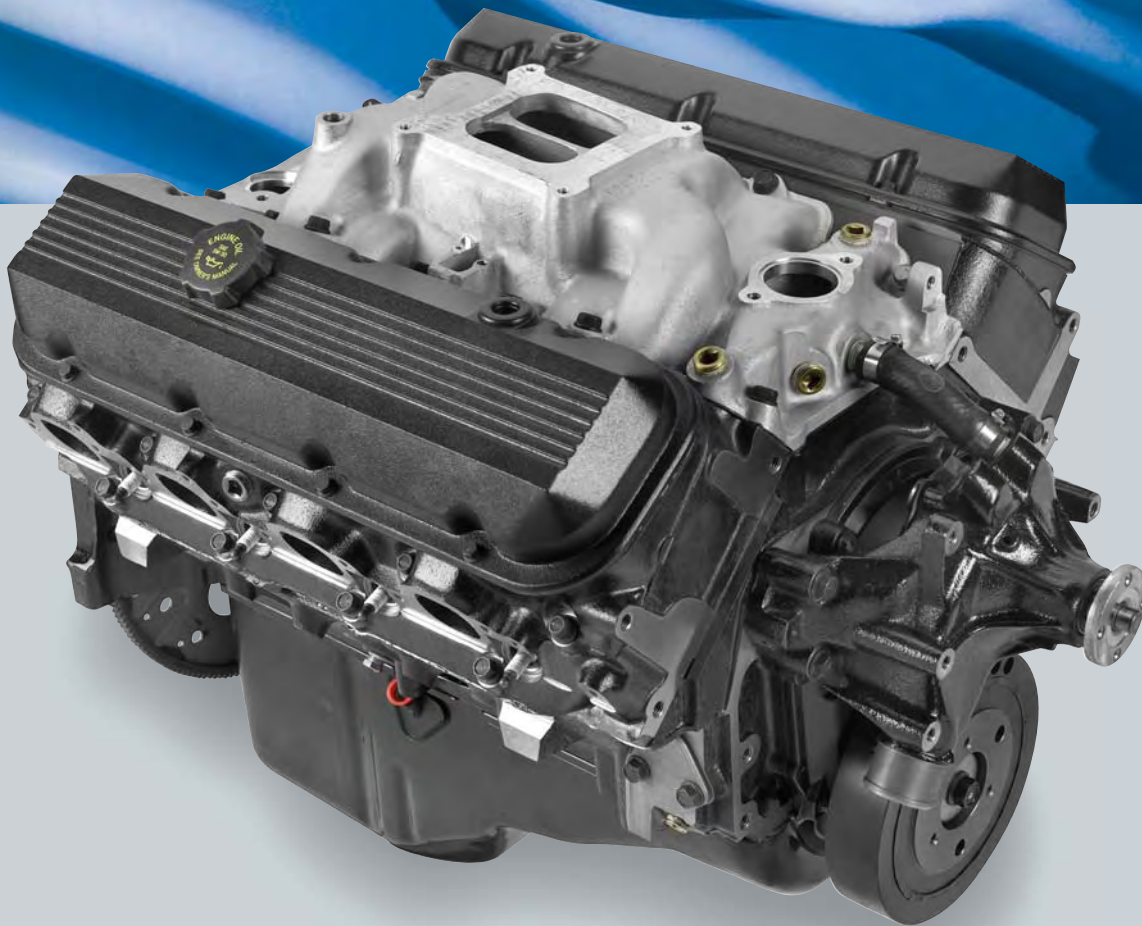


GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### 454 HO TECH SPECS:

<b>Part Number:</b>	12568774	<b>Cylinder heads (P/N 12562920):</b>	Iron rectangular port; 118cc chambers
<b>Engine type:</b>	Chevy big-block V-8	<b>Valve size (in):</b>	2.19 intake / 1.88 exhaust
<b>Displacement (cu in):</b>	454	<b>Compression ratio:</b>	8.75:1
<b>Bore x stroke (in):</b>	4.25 x 4.00	<b>Rocker arms (P/N 12523976):</b>	Stamped steel
<b>Block (P/N 12561353):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 14096983):</b>	Forged steel	<b>Water pump (P/N 12484890):</b>	Cast iron, long-style
<b>Connecting rods (P/N 10198922):</b>	Forged steel	<b>Flexplate (P/N 10185034):</b>	14"
<b>Pistons (P/N 10215228):</b>	Forged aluminum	<b>Recommended fuel:</b>	92 octane
<b>Camshaft type (P/N 24502611):</b>	Hydraulic roller	<b>Ignition timing:</b>	Base 4° BTDC, 26° Total
<b>Camshaft lift (in):</b>	.510 intake / .540 exhaust	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft duration (@.050 in)</b>	211° intake / 230° exhaust	<b>Balanced:</b>	External

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur. GMPP HEI distributor P/N 93440806 is recommended.

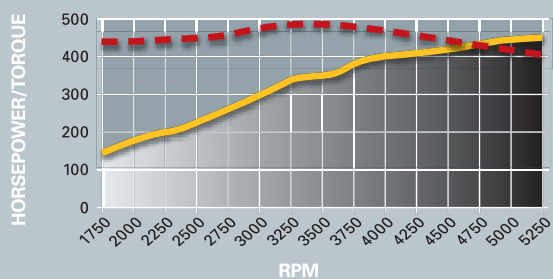


## POSSIBLE APPLICATIONS\*

- Turn that project car into a big-block legend
- The perfect replacement for a big-block car that needs a new mill
- Your first big-block
- A bright red 1970 Chevelle

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

### 454 HO DYNO CHART



Horsepower: 425 @ 5250 rpm

Torque (lb-ft): 500 @ 3250 rpm

### INSTALLATION NOTES

- Requires addition of carburetor, starter, fuel pump, distributor and ignition system (not included).
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads for clearance.
- Comes with a 14" automatic transmission flexplate; use flywheel P/N 14096987 and 11" clutch assembly for manual transmission.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine applications.

12498778

# 454 Partial Engine



For those who want the sturdy foundation of the 454 HO as the starting point of a custom engine, this brand-new partial engine includes the forged crank, rods and pistons, as well as the balancer, oil pan and front cover. This partial engine does not include a camshaft, lifters, timing chain or cam sprocket. All parts necessary to complete the engine are available from your GMPP dealer. Use externally balanced flywheel for manual transmission applications.

*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

Also available for your 454HO crate engine

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (700R4)	22188145
Maxshine High-rise Intake Manifold	19170038	Transmission Mount (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
4L85-E Transmission	19156257	Fan Clutch (V-belt)	15699657
Transmission Controller	12497316	Fan Blade—5 blade (serpentine)	15989194
Motor Mount (2 req.)	15529452	Fan Blade—5 blade (V-belt)	15734247
Motor Mount Bracket (2 req.)	14067103	Fan Studs—(serpentine—4 req.)	382919
Motor Mount Bolt (2 req.)	460308		

# Complete Your 454 HO Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

## **Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water and power steering pumps. Includes all pulleys, belts, brackets and fasteners for installation.



**9000852**

## **Lightweight Starter**

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**19170093 NEW**

## **Carburetor, Holley 770-cfm**

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**25534374**

## **Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**12361323**

## **Roller Rocker Arm Set, 1.7:1 ratio**

Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" studs.



**12371244**

## **Natural Finish Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**93440806**

## **HEI Distributor**

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**25534323**

## **Black Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**88961867**

## **Distributor, Aluminum Billet HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**12368084**

## **Engine Oil Primer**

Use to lube engine bearings prior to starting your new crate engine.



**14058915**

## **Aluminum Water Pump, short-style**

Short leg standard-rotation pump. Reinforced snout and large-diameter hub with dual bolt patterns. Use with early-design V-belt drive rotation.



**12355614**

## **Fuel Pump, Street Performance (Chevy Big-Block)**

For use on carbureted big-block engines built from 1965 through 1990. Pump has 7 psi shutoff pressure and a free-flow rating of 100 gph. Lower housing can be rotated to reposition inlet and outlet ports.





12498777

# ZZ454/440

## WHAT'S HOT?

■ Oval-port aluminum big-block head

■ 500 lb.-ft. of big-block torque

■ Forged steel crank

### An aluminum-headed 440-horse monster in a box!

If you're going to put a big-block in your project car, why not add some aluminum heads into the mix? GM Performance Parts took the venerable 454 HO, swapped the cast iron production heads for a set of our oval-port aluminum castings, and created the ZZ454. Not only do the aluminum cylinder heads flow more air, but you also drop almost 100 pounds off the nose of your car—dramatically improving performance.

The aluminum heads of the ZZ454/440 account for 15 horse improvement over the iron-headed 454 HO. These oval-port aluminum heads use huge 2.25" intake and 1.88" exhaust valves as well as small combustion chambers to add to the efficiency of the 454" big-block. The bottom end includes a Gen VI four-bolt block, a forged steel crank, forged connecting rods, and forged pistons. A roller camshaft with a .510/.540" lift specs delivers a big-block loping idle as well as add to the high performance punch of the entire crate engine.

The ZZ454/440 is delivered as a complete assembly including water pump, balancer, intake manifold, and 14" automatic transmission flexplate. All you need to do is add your carburetor, ignition, and starter to complete the project. Of course, all of these parts are available through your GM Performance Parts dealer.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### ZZ454/440 TECH SPECS:

<b>Part Number:</b>	12498777	<b>Cylinder heads (P/N 12363392):</b>	Aluminum oval port; 110cc chambers
<b>Engine type:</b>	Chevy big-block V-8	<b>Valve size (in):</b>	2.25 intake / 1.88 exhaust
<b>Displacement (cu in):</b>	454	<b>Compression ratio:</b>	9.6:1
<b>Bore x stroke (in):</b>	4.25 x 4.00	<b>Rocker arms (P/N 12368082):</b>	Stamped steel
<b>Block (P/N 12561353):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 14096983):</b>	Forged steel	<b>Water pump (P/N 12484890):</b>	Cast iron, long-style
<b>Connecting rods (P/N 10198922):</b>	Forged steel	<b>Flexplate (P/N 10185034):</b>	14"
<b>Pistons (P/N 10215228):</b>	Forged aluminum	<b>Recommended fuel:</b>	92 octane
<b>Camshaft type (P/N 24502611):</b>	Hydraulic roller	<b>Ignition timing:</b>	Base 4° BTDC, 26° Total
<b>Camshaft lift (in):</b>	.510 intake / .540 exhaust	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft duration (@.050 in):</b>	211° intake / 230° exhaust	<b>Balanced:</b>	External

**NOTE:** Distributor with melonized steel gear **MUST** be used with engines with steel camshafts, or engine damage will occur. GMPP HEI distributor P/N 93440806 is recommended.



## POSSIBLE APPLICATIONS\*

- A hot rod that deserves a big-block with aluminum heads
- The starting point for a new race car
- A bright red 1969 Camaro

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### ZZ 454/440 DYNO CHART



Horsepower: 440 @ 5250 rpm

Torque (lb-ft): 500 @ 3250 rpm

### INSTALLATION NOTES

- Requires addition of carburetor, starter, distributor and ignition system (not included).
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Comes with a 14" automatic transmission flexplate; use flywheel P/N 14096987 and 11" clutch assembly for manual transmission.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine applications.


12498778


# 454 Partial Engine



For those who want the sturdy foundation of the ZZ454 as the starting point of a custom engine, this brand-new partial engine includes the forged crank, rods and pistons, as well as the balancer, oil pan and front cover. This partial engine does not include a camshaft, lifters, timing chain or cam sprocket. All parts necessary to complete the engine are available from your GMPP dealer. Use externally balanced flywheel for manual transmission applications.

*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*

 GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

Also available for your 454HO crate engine

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (700R4)	22188145
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (TH400)	17990778
4L85E Transmission	19156257	Transmission Mount (4L60 & 4L80)	15767858
Transmission Controller	12497316	Fan Clutch (V-belt)	15699657
Motor Mount (2 req.)	15529452	Fan Blade—5 blade (serpentine)	15989194
Motor Mount Bracket (2 req.)	14067103	Fan Blade—5 blade (V-belt)	15734247
Motor Mount Bolt (2 req.)	460308	Fan Studs—(serpentine—4 req.)	382919



# Complete Your ZZ454 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**14058915**

**Aluminum Water Pump, short-style**

Short leg standard-rotation pump. Reinforced snout and large-diameter hub with dual bolt patterns. Use with early-design V-belt drive rotation.



**19170041 NEW**

**Maxshine Intake Manifold, Oval Port**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**25534323**

**Black Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**19170093 NEW**

**Carburetor, Holley 770-cfm**

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**12342093**

**Chrome Short Bowtie Valve Cover**

Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**12361323**

**Roller Rocker Arm Set, 1.7:1 ratio**

Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" studs.



**25534374**

**Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**93440806**

**HEI Distributor**

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**12371244**

**Natural Finish Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**88961867**

**Distributor, Aluminum Billet HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connect or P/N 12167658 attaches tach and 12-volt power supply wire.



**12355614**

**Fuel Pump, Street Performance (Chevy Big-Block)**

For use on carbureted big-block engines built from 1965 through 1990. Pump has 7 psi shutoff pressure and a free-flow rating of 100 gph. Lower housing can be rotated to reposition inlet and outlet ports.



**9000852**

**Lightweight Starter**

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**12368084**

**Engine Oil Primer**

Use to lube engine bearings prior to starting your new crate engine.





88890534

# HT502

## WHAT'S HOT?

■ Crazy torque (512 lb.-ft. @ only 3300 RPM)

■ 502 cubes

■ Low, low price

## Big towing power at an incredible value!

Nothing makes a towing job easier than 502 cubic inches of big-block torque maker! Our HT (High Torque) 502 will give you all of the power you need to move mountains or pull your trailer up over a mountain. The GM Performance Parts HT502 has all of the same great performance characteristics of our other 502 engines, but it has been specifically designed for 1977-and-older trucks that need to tow or work hard.

The HT502 is stuffed with a 4.00" stroke forged crankshaft, 4.47" forged aluminum pistons, forged rods, and a hydraulic roller camshaft. The deep-breathing iron cylinder heads, with their mid-size valves and oval-shaped intake ports, deliver maximum cylinder filling at a low rpm. Working together, this combination provides excellent low-end grunt with 512 lb.-ft. of torque coming in at only 3300 rpm.

The HT502 crate engine is delivered complete with an oil pan, valve train, valve covers, timing set, and balancer. You add an intake manifold, carburetor, water pump, starter, and ignition system. All of these parts are available from your local GM Performance Parts dealer.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### HT502 TECH SPECS:

<b>Engine type (P/N 88890534):</b>	Chevy big-block V-8	<b>Cylinder heads (P/N 12552888):</b>	Iron oval port; 118cc chambers
<b>Displacement (cu in):</b>	502	<b>Valve size (in):</b>	2.07 intake / 1.73 exhaust
<b>Bore x stroke (in):</b>	4.47 x 4.00	<b>Compression ratio:</b>	8.75:1
<b>Block (P/N 10237292):</b>	Cast iron with 4-bolt main caps	<b>Rocker arms (P/N 12523976):</b>	Stamped steel
<b>Crankshaft (P/N 10183723):</b>	Forged steel	<b>Rocker arm ratio:</b>	1.7:1
<b>Connecting rods (P/N 10198922):</b>	Forged steel, shot peened	<b>Flexplate (P/N 10185034):</b>	14"
<b>Pistons (P/N 12533507):</b>	Forged aluminum	<b>Recommended fuel:</b>	92 octane
<b>Camshaft type (P/N 12552296):</b>	Hydraulic roller	<b>Ignition timing:</b>	Base 4° BTDC, 26° Total
<b>Camshaft lift (in):</b>	.480 intake / .483 exhaust	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft duration (@.050 in):</b>	204° intake / 209° exhaust	<b>Balanced:</b>	External

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur. GMPP distributor P/N 93440806 is recommended.

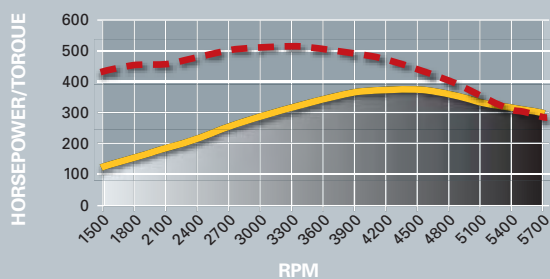


## POSSIBLE APPLICATIONS\*

- Your big-block mud-bogger
- A tow rig that needs an attitude adjustment
- A pick-up truck that can pound most sports cars

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

## HT502 DYNO CHART



Horsepower: 377 @ 4400 rpm

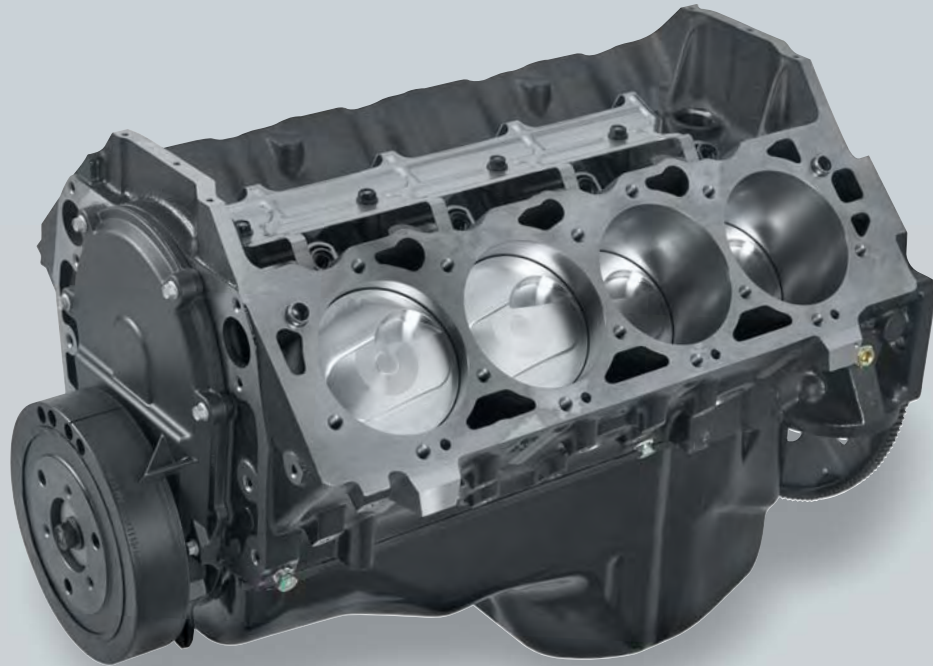
Torque (lb-ft): 512 @ 3300 rpm

## INSTALLATION NOTES

- Designed for pre-1978 street vehicles, or any off-road vehicle.
- Requires the addition of carburetor, intake manifold, water pump, starter, distributor and ignition system.
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires electric fuel pump because the Gen VI block has no mechanical pump boss.
- Comes with an externally balanced 14" automatic transmission flexplate; use externally balanced flywheel P/N 14096987 and 11" clutch assembly for manual transmission.
- Not intended for marine applications.


12568782


# ZZ502/502 Partial Engine



This brand new partial engine includes the forged reciprocating components, as well as the balancer, oil pan and timing chain set. Just add GMPP or your custom cylinder heads, intake, carburetor and ignition system to complete. This partial engine comes with camshaft P/N 12366543, but must be changed to camshaft P/N 12552296 to match HT502 specifications. Use externally balanced flywheel or flexplate.

*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*

 GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

Also available for your 454HO crate engine

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (700R4)	22188145
Maxshine High-rise Intake manifold	19170038	Transmission Mount (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
4L85E Transmission	19156257	Fan Clutch (V-belt)	15699657
Transmission Controller	12497316	Fan Blade—5 blade (serpentine)	15989194
Motor Mount (2 req.)	15529452	Fan Blade—5 blade (V-belt)	15734247
Motor Mount Bracket (2 req.)	14067103	Fan Studs—(serpentine—4 req.)	382919
Motor Mount Bolt (2 req.)	460308		

# Complete Your HT502 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

## Deluxe Serpentine Accessory Belt Drive System

Includes all accessory items to drive the a/c compressor, alternator, water and power steering pumps. Includes all pulleys, belts, brackets and fasteners for installation.



**25534323**

## Black Powder-Coated Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**93440806**

## HEI Distributor

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**25534374**

## Orange Powder-Coated Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**88961867**

## Distributor, Aluminum Billet HEI

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connect or P/N 12167658 attaches tach and 12-volt power supply wire.



**12371244**

## Natural Finish Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**9000852**

## Lightweight Starter

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**12342093**

## Chrome Short Bowtie Valve Cover

Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**19170093 NEW**

## Carburetor, Holley 770-cfm

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**14058915**

## Aluminum Water Pump, short-style

Short leg standard-rotation pump. Reinforced snout and large-diameter hub with dual bolt patterns. Use with early-design V-belt drive rotation.



**12361323**

## Roller Rocker Arm Set, 1.7:1 ratio

Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" studs.



**12368084**

## Engine Oil Primer

Use to lube engine bearings prior to starting your new crate engine.





12568778

# 502 HO

## WHAT'S HOT?

■ 502 cubic inches

■ Rectangular-port cylinder heads

■ 550 lb.-ft. of torque

### Maximum displacement with maximum value!

This is what all big-block crate engines should be: maximum power with a maximum return on your money invested. We started with the 454 that everyone loves, and pumped it up to a 502 cubic inch powerhouse that delivers gobs of low-end torque and top-end horsepower.

Even though the 502 is a great value, don't think for a minute that we skimped on parts or validation of those parts to the highest standard in the industry. The 502 HO bottom end consists of a cast iron four-bolt block, forged steel crankshaft, forged steel connecting rods that have been shot-peened for durability, and forged pistons. A high-lift hydraulic roller camshaft controls the airflow through our legendary rectangular-port cast iron cylinder heads—more than enough air to fill those hungry 502 cubes! One other key engineering feature is that the final compression ratio comes in at 8.75:1, so that when outfitted with our 502 HO, your performance GM car will make tremendous power from just pump gas.

GM Performance Parts has completed this amazing crate engine with an aluminum dual-plane intake manifold, cast iron water pump, 6-quart oil pan (with windage tray), damper, and a 14" flexplate. Pick the carburetor, starter, and ignition system—all available from GM Performance Parts—and you are on your way to big-block bliss!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### 502 HO TECH SPECS:

<b>Part Number:</b>	12568778	<b>Cylinder heads (P/N 12562920):</b>	Iron rectangular port; 118cc chambers
<b>Engine type:</b>	Chevy big-block V-8	<b>Valve size (in):</b>	2.19 intake / 1.88 exhaust
<b>Displacement (cu in):</b>	502	<b>Compression ratio:</b>	8.75:1
<b>Bore x stroke (in):</b>	4.47 x 4.00	<b>Rocker arms (P/N 12523976):</b>	Stamped steel
<b>Block (P/N 10237292):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 10183723):</b>	Forged steel	<b>Water pump (P/N 12484890):</b>	Cast iron, long-style
<b>Connecting rods (P/N 10198922):</b>	Forged steel, shot peened	<b>Flexplate (P/N 10185034):</b>	14"
<b>Pistons (P/N 12533507):</b>	Forged aluminum	<b>Recommended fuel:</b>	92 octane
<b>Camshaft type (P/N 24502611):</b>	Hydraulic roller	<b>Ignition timing:</b>	Base 8° BTDC, 30° Total
<b>Camshaft lift (in):</b>	.510 intake / .540 exhaust	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft duration (@.050 in)</b>	211° intake / 230° exhaust	<b>Balanced:</b>	External

**NOTE:** Distributor with melonized steel gear **MUST** be used with engines with steel camshafts, or engine damage will occur. GMPP HEI distributor P/N 93440806 is recommended.

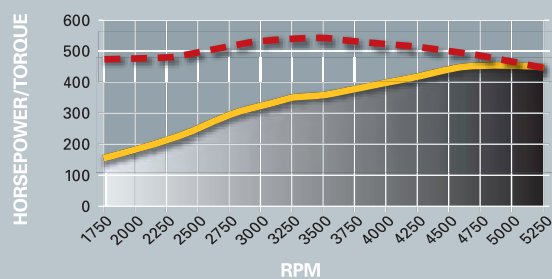


## POSSIBLE APPLICATIONS\*

- A hot Chevy that deserves a “big-inch” Rat
- Low 11-second bracket car
- Heavy metal hot rod that needs heavy metal power

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

## 502 HO DYNO CHART



Horsepower: 450 @ 5250 rpm

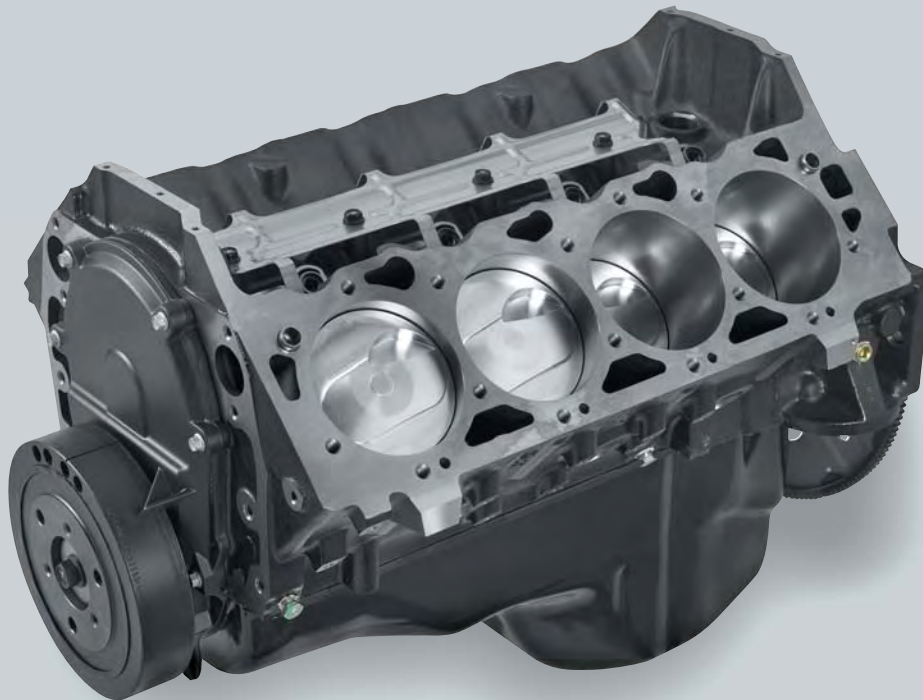
Torque (lb-ft): 550 @ 3500 rpm

## INSTALLATION NOTES


- Requires addition of carburetor, fuel pump, starter, distributor and ignition system.
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires electric fuel pump because the Gen VI block has no mechanical fuel pump boss.
- Comes with a 14" automatic transmission flexplate; use flywheel P/N 14096987 and 11" clutch assembly for manual transmission.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine applications.


12568782

# ZZ502/502 Partial Engine



For those who want the sturdy foundation of the 502 HO as the starting point of a custom engine, this brand-new partial engine includes the forged reciprocating components, as well as the balancer, oil pan and timing chain set. Just add GMPP or your custom cylinder heads, intake, carburetor and ignition system to complete. This partial engine comes with camshaft P/N 12366543, but must be changed to camshaft P/N 24502611 to match 502 HO specifications. Use externally balanced flywheel or flexplate.

 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### Also available for your 502 HO crate engine

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (700R4)	22188145
Maxshine High-rise Intake Manifold	19170039	Transmission Mount (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
4L85E Transmission	19156257	Fan Clutch (V-belt)	15699657
Transmission Controller	12497316	Fan Blade—5 blade (serpentine)	15989194
Motor Mount (2 req.)	15529452	Fan Blade—5 blade (V-belt)	15734247
Motor Mount Bracket (2 req.)	14067103	Fan Studs—(serpentine—4 req.)	382919
Motor Mount Bolt (2 req.)	460308		



# Complete Your 502 HO Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

## Deluxe Serpentine Accessory Belt Drive System

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**25534323**

## Black Powder-Coated Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**93440806**

## HEI Distributor

A must for steel roller cams. Has ignition advance curve for high-performance applications.



**25534374**

## Orange Powder-Coated Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**19170093 NEW**

## Carburetor, Holley 770-cfm

Holley 4160-style four-barrel has show car quality polished finish, center hung fuel bowls, vacuum secondaries and automatic choke.



**12371244**

## Natural Finish Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**9000852**

## Lightweight Starter

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**12342093**

## Chrome Short Bowtie Valve Cover

Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**6472657**

## Electric Fuel Pump

For use on all carbureted engines. Flows 30-40 gph at 6-9 psi.



**14058915**

## Aluminum Water Pump, short-style

Short leg standard-rotation pump. Reinforced snout and large-diameter hub with dual bolt patterns. Use with early-design V-belt drive rotation.



**12368084**

## Engine Oil Primer

Use to lube engine bearings prior to starting your new crate engine.



**12341999**

## Fuel Pump Block-Off Plate

Plate has stamped Bowtie logo, and a special non-asbestos gasket is included.





12496963

# ZZ502/502 Base

## WHAT'S HOT?

■ 502 horsepower

■ Forged steel crank

■ Four-bolt mains

## GM Performance Parts' 502" Rat!

Get this "beast in a box" and then finish it to your satisfaction! GM Performance Parts has put together the ZZ502 Base as a convenient partial engine assembly. You get the big-block V-8, four-bolt main muscle and just enough of the "finish work" to take the headache out of choosing parts—without missing out on the fun stuff!

The Base Engine, which boasts 4.47" bores and is stroked to 4.00", comes with aluminum, oval port cylinder heads with generous 110cc combustion chambers. Its big time valvetrain features 2.25" intake and 1.88" exhaust valves to keep it breathing easy! The crankshaft is forged steel and is paired up with a hydraulic roller camshaft for great performance.

All you need to add is attitude—and an intake manifold, carburetor, water pump, distributor and plug wires. Everything but the attitude is available from your GM Performance Parts dealer.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### ZZ502/502 BASE ENGINE TECH SPECS:

<b>Part Number:</b>	12496963	<b>Cylinder heads (P/N 12363390):</b>	Aluminum oval port; 110cc chambers
<b>Engine type:</b>	Chevy big-block V-8	<b>Valve size (in):</b>	2.25 intake / 1.88 exhaust; stainless steel
<b>Displacement (cu in):</b>	502	<b>Compression ratio:</b>	9.6:1
<b>Bore x stroke (in):</b>	4.47 x 4.00	<b>Rocker arms (P/N 12368082):</b>	Stamped steel
<b>Block (P/N 10237292):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 10183723):</b>	Forged steel	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10198922):</b>	Forged steel, shot peened	<b>Ignition timing:</b>	Base 8° BTDC, 30° total
<b>Pistons (P/N 12533507):</b>	Forged aluminum	<b>Maximum recommended rpm:</b>	5800
<b>Camshaft type (P/N 12366543):</b>	Hydraulic roller	<b>Balanced:</b>	External
<b>Camshaft lift (in):</b>	.527 intake / .544 exhaust		
<b>Camshaft duration (@.050 in):</b>	224° intake / 234° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur. GMPP distributor P/N 93440806 is recommended.

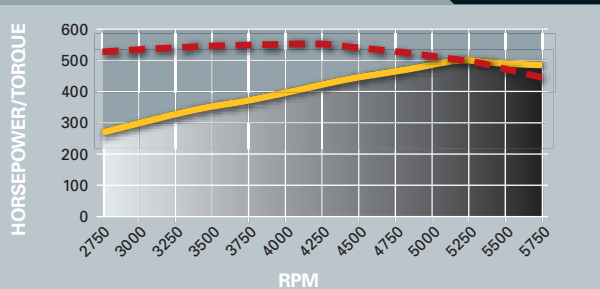


## POSSIBLE APPLICATIONS\*

- Any vehicle that needs big-time power
- Big-block bracket racing
- Powerplant for a big-displacement street rod

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

### ZZ502/502 DYNO CHART



Horsepower: 502 @ 5200 rpm

Torque (lb-ft): 567 @ 4200 rpm

### INSTALLATION NOTES

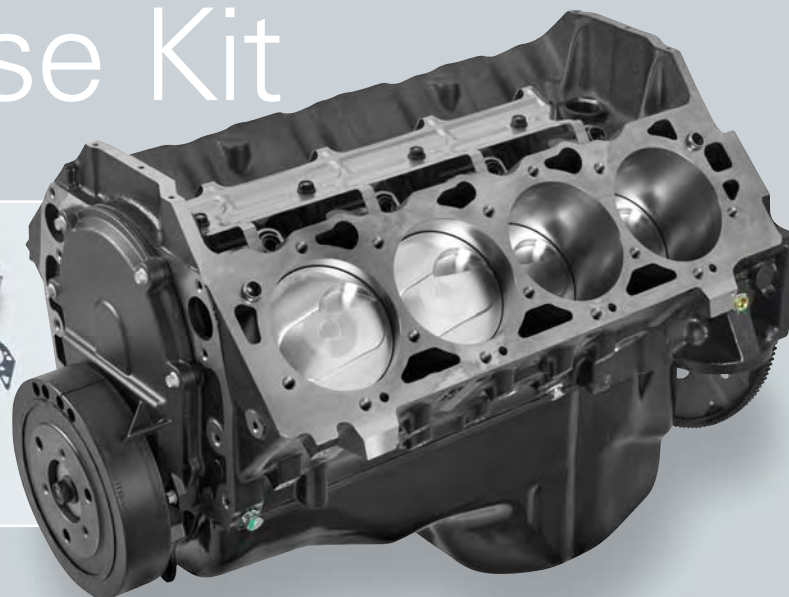
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires electric fuel pump because Gen VI block has no mechanical pump boss
- Comes with a 14" automatic transmission flexplate.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine applications.

12371204

# ZZ502 Base Kit




Included!




## Build-it-yourself kit of GM Performance Parts' 502" Rat!

Nothing is quite as satisfying as building your own high-performance big-block. That's why GM Performance Parts offers the entire ZZ502 engine as a kit. Every part is engineered to work together to deliver 502 horses! Kit includes aluminum oval-port heads, forged steel crank and rods, and forged aluminum pistons. It also includes a hydraulic roller cam, valve train and valve covers. You need to add an intake manifold, carburetor, water pump, distributor and spark plug wires — all available from your GM Performance Parts dealer.

*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*

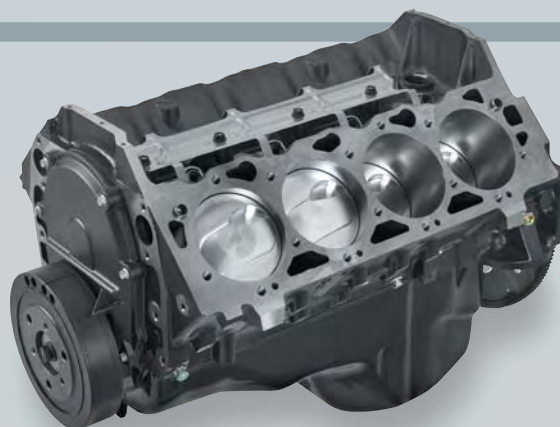
 GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000 mile warranty.


12568782

# ZZ502/502 Partial Engine

The same great foundation of the ZZ502/502 Deluxe and long block engines, including the forged reciprocating assembly parts. Includes balancer, oil pan and timing chain set. Add GMPP or your custom cylinder heads, intake, carburetor and ignition system to complete.



*NOTE: Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.*

 GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

# Complete Your ZZ502 Base Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**88961867**

**Distributor, Billet Aluminum HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**25534374**

**Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**12361323**

**Roller Rocker Arm Set, 1.7:1 ratio**

Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" studs.



**25534323**

**Black Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**25115899**

**High Output Electric Fuel Pump**

Heavy-duty 12-volt electric rotary pump flows 72 gph at 6-8 psi.



**12342093**

**Chrome Short Bowtie Valve Cover**

Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**12342071**

**Air Cleaner, Chevrolet-logo Classic Design**

Fourteen-inch round classic-style air cleaner has chromed lid with embossed Chevrolet name and Bowtie attaching nut. Fits most four-barrel and two-barrel carburetors.



**19170041 NEW**

**Maxshine Intake Manifold, Oval Port**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**9000852**

**Lightweight Starter**

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (4L60 & 4L80)	15767858
4L85E Transmission	19156257	Fan Clutch (V-belt)	15699657
Transmission Controller	12497316	Fan Blade—5 blade (serpentine)	15989194
Motor Mount (2 req.)	15529452	Fan Blade—5 blade (V-belt)	15734247
Motor Mount Bracket (2 req.)	14067103	Fan Studs—(serpentine—4 req.)	382919
Motor Mount Bolt (2 req.)	460308	GMPP Plug Wire & Loom Kit	12495078
Transmission Mount (700R4)	22188145	Spark Plug Wire Set & Loom Kit	12495079
Transmission Mount (TH400)	17990778		



12496962

# ZZ502/502 Deluxe

## WHAT'S HOT?

■ 502 cubic inches

■ 502 horsepower!

■ 567 lb.-ft. of torque!

### An out-of-the-box 502" powerhouse that is ready to go!

For those of you who want your ZZ502/502 already assembled, GM Performance Parts has just what you need. The ZZ502/502 Deluxe crate engine includes the entire engine, from carb to oil pan, and comes assembled from the factory. It includes a Holley 870-cfm four-barrel carburetor, dual-plane intake manifold CNC-port matched to the oval-port heads, starter, distributor, plug wires, and water pump. The ZZ502/502 Deluxe crate engine offers you a GM Performance Parts tested and validated 502 horsepower/567 lb.-ft. of torque combination with a 12-month warranty.

The ZZ502/502 comes with our aluminum oval-port, big-valve street heads that flow enough air to satisfy the demands of the hungry 4.47" bores and 4.00" stroke crankshaft. To ensure a long and productive life, this performance big-block is based on a Gen VI block with four-bolt mains, a forged steel crank, forged steel rods, and forged aluminum 9.6:1 pistons.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### ZZ502/502 DELUXE KIT TECH SPECS:

<b>Part Number:</b>	12496962	<b>Rocker arms (P/N 12368082):</b>	Stamped steel
<b>Displacement (cu in):</b>	502	<b>Rocker arm ratio:</b>	1.7:1
<b>Bore x stroke (in):</b>	4.47 x 4.00	<b>Distributor (P/N 93440806):</b>	HEI type
<b>Block (P/N 10237292):</b>	Cast iron with 4-bolt main caps	<b>Carburetor (P/N 19170093):</b>	870 cfm
<b>Crankshaft (P/N 10183723):</b>	Forged steel	<b>Water pump (P/N 14058915):</b>	Aluminum, short-style
<b>Connecting rods (P/N 10198922):</b>	Forged steel, shot peened	<b>Spark plugs &amp; wires:</b>	Included
<b>Pistons (P/N 12533507):</b>	Forged aluminum	<b>Starter (P/N 9000852):</b>	Included
<b>Camshaft type (P/N 12366543):</b>	Hydraulic roller	<b>Flexplate (P/N 10185034):</b>	14"
<b>Camshaft lift (in):</b>	.527 intake / .544 exhaust	<b>Recommended fuel:</b>	92 octane
<b>Camshaft duration (@.050 in):</b>	224° intake / 234° exhaust	<b>Ignition timing:</b>	Base 8° BTDC, 30° Total
<b>Cylinder heads (P/N 12363390):</b>	Aluminum oval port; 110cc chambers	<b>Maximum recommended rpm:</b>	5800
<b>Valve size (in):</b>	2.25 intake / 1.88 exhaust; stain less steel	<b>Balanced:</b>	External
<b>Compression ratio:</b>	9.6:1		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur. GMPP distributor P/N 93440806 is recommended.

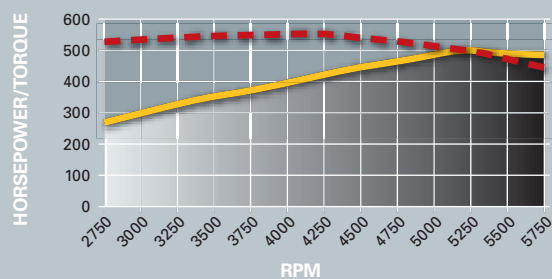


## POSSIBLE APPLICATIONS\*

- Anything that you want to have over 500 horsepower
- The perfect drag racing foundation
- A hot rod that you want to get noticed in for more than the paint quality

\* Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

## ZZ502/502 DYNO CHART



Horsepower: 502 @ 5200 rpm

Torque (lb-ft): 567 @ 4200 rpm

## INSTALLATION NOTES

- Carburetor and starter not installed because of crate fitment.
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires electric fuel pump because Gen VI block has no mechanical pump boss
- Comes with a 14" automatic transmission flexplate.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine applications.

12371171

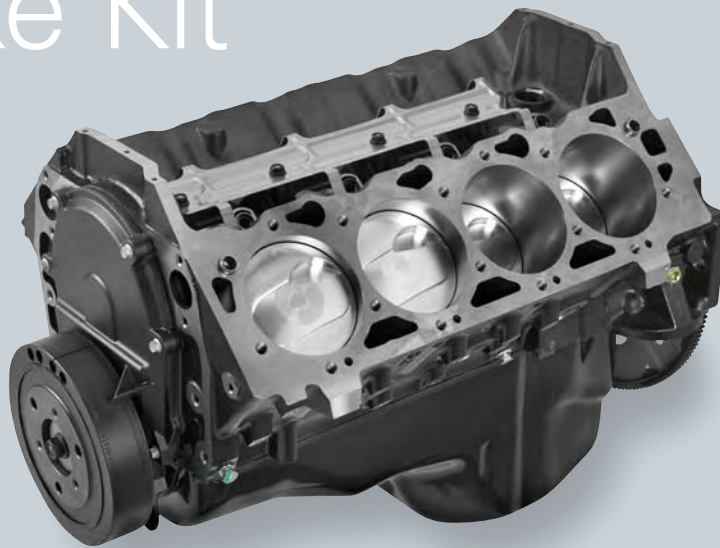
# ZZ502 Deluxe Kit



**Included!**



**Included!**



Building on the very popular ZZ502/502 Base engine kit, GM Performance Parts offers you the Deluxe kit version of that same engine combination. The Deluxe ZZ502/502 kit gives you the opportunity to get all the parts you need in one box to build your own high performance big-block Chevy. By offering you a tested combination of parts, GM Performance Parts has taken all of the frustration out of putting your own engine together—no mismatched parts that don't work together. When assembled and installed, you get a Rat motor that cranks out 502 horsepower (one horsepower per cubic inch) and 567 lb.-ft. of torque.

For the ZZ502/502 Deluxe kit, GMPP took the ZZ502/502 Base engine kit and added to it a Holley 870-cfm four-barrel carburetor, starter, distributor, plug wires, and water pump. Together, they add up to a GMPP tested and validated 502 horsepower and a stunning 567 lb.-ft. of torque at the crack of the throttle. Imagine the satisfaction that you'll feel when you fire it up for the first time.

**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

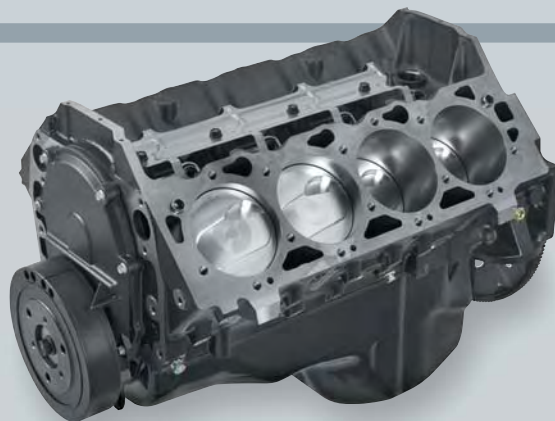


GM Performance Parts crate engines include a twelve-month, 12,000 mile warranty.

12568782

# ZZ502/502 Partial Engine

The same great foundation of the ZZ502/502 Deluxe and Partial engines, including the forged reciprocating assembly parts. Includes balancer, oil pan and timing chain set. Add GMPP or your custom cylinder heads, intake, carburetor and ignition system to complete.



**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



# Complete Your ZZ502 Deluxe Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**88961867**

**Distributor, Billet Aluminum HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**25534374**

**Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**12361323**

**Roller Rocker Arm Set, 1.7:1 ratio**

Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" studs.



**25534323**

**Black Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**25115899**

**High Output Electric Fuel Pump**

Heavy-duty 12-volt electric rotary pump flows 72 gph at 6-8 psi.



**12342093**

**Chrome Short Bowtie Valve Cover**

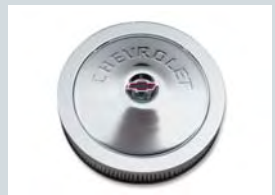
Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**12342071**

**Air Cleaner, Chevrolet-logo Classic Design**

Fourteen-inch round classic-style air cleaner has chromed lid with embossed Chevrolet name and Bowtie attaching nut. Fits most four-barrel and two-barrel carburetors.



**19170041 NEW**

**Maxshine Intake Manifold, Oval Port**

Manifold has bright silver chrome finish with powder coated durability, and resists discoloration from heat.



**9000852**

**Lightweight Starter**

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	<b>12498741</b>	Transmission Mount (TH400)	<b>17990778</b>
4L85E Transmission	<b>19156257</b>	Transmission Mount (4L60 & 4L80)	<b>15767858</b>
Transmission Controller	<b>12497316</b>	Fan Clutch (V-belt)	<b>15699657</b>
Motor Mount (2 req.)	<b>15529452</b>	Fan Blade—5 blade (serpentine)	<b>15989194</b>
Motor Mount Bracket (2 req.)	<b>14067103</b>	Fan Blade—5 blade (V-belt)	<b>15734247</b>
Motor Mount Bolt (2 req.)	<b>460308</b>	Fan Studs—(serpentine—4 req.)	<b>382919</b>
Transmission Mount (700R4)	<b>22188145</b>	Spark Plug Wire Set & Loom Kit	<b>12495079</b>



12499121

# Ram Jet 502

with calibrated controller & wiring harness

## WHAT'S HOT?

■ **Modern Fuelie big-block**

■ **Exceptional throttle response**

■ **Forged crank**

With an 11" fuel-injected intake manifold flexing out of the top of a 502" big-inch Rat, the GM Performance Parts Ram Jet 502 is just plain cool. Not only attractive, the Ram Jet intake adds a significant amount of function to the big-block with amazing throttle response that you just have to experience to believe. Combining our aluminum-headed 502 with a modern fuel-injected intake results in 502 horsepower and 565 lb.-ft. of face-slapping torque. With the Ram Jet intake, you also have over 500 lb.-ft. of torque available from 2200 rpm on up.

Without question, that big fuel injection intake stands out the most on the Ram Jet 502. Functional as it is attractive, the Ram Jet intake system enhances the already impressive torque band of the 502. The intake gobbles up air and stuffs it into the awaiting cylinders with incredible efficiency. The impressive intake only sits a half-inch taller than a comparable carbureted system with a high-rise intake manifold, Holley four-barrel carb and air cleaner.

The Ram Jet 502 features a 4.00" stroke forged crankshaft, 4.47" forged aluminum pistons, forged rods, and a hydraulic roller camshaft. The aluminum heads are our highly efficient oval-port intake design, and they utilize 2.25" intake and 1.88" exhaust valves. Underhood clearance at the throttle body should be checked for interference.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### RAM JET 502 TECH SPECS:

<b>Part Number:</b>	12499121	<b>Cylinder heads (P/N 12363390):</b>	Aluminum oval port; 110cc chambers
<b>Engine type:</b>	Chevy big-block V-8	<b>Valve size (in):</b>	2.25 intake / 1.88 exhaust; stainless steel
<b>Displacement (cu in):</b>	502	<b>Compression ratio:</b>	9.6:1
<b>Bore x stroke (in):</b>	4.47 x 4.00	<b>Rocker arms (P/N 12368082):</b>	Stamped steel
<b>Block (P/N 10237292):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.7:1
<b>Crankshaft (P/N 10183723):</b>	Forged steel	<b>Distributor (P/N 1104060):</b>	HEI type
<b>Connecting rods (P/N 10198922):</b>	Forged steel, shot peened	<b>Throttle body (P/N 17113524):</b>	Included
<b>Pistons (P/N 12533507):</b>	Forged aluminum	<b>Water pump (P/N 14058915):</b>	Aluminum, short-style
<b>Camshaft type (P/N 12366543):</b>	Hydraulic roller	<b>Flexplate (P/N 10185034):</b>	14"
<b>Camshaft lift (in):</b>	.527 intake / .544 exhaust	<b>Recommended fuel:</b>	92 octane
<b>Camshaft duration (@.050 in):</b>	224° intake / 234° exhaust	<b>Ignition timing:</b>	Base 8° BTDC, 30° Total
		<b>Maximum recommended rpm:</b>	5800
		<b>Balanced:</b>	External

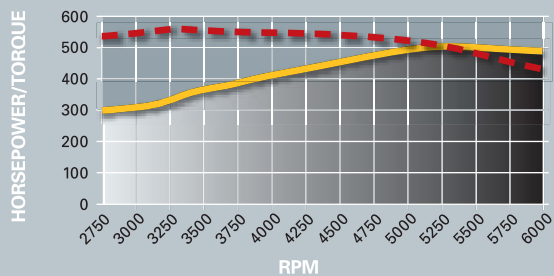


## POSSIBLE APPLICATIONS\*

- Build a fuel-injected '55-'57 shoebox
- Go high tech with your '32 hot rod
- Restification for a show car

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

## RAM JET 502 DYNO CHART



Horsepower: 502 @ 5100 rpm

Torque (lb-ft): 565 @ 3200 rpm

## INSTALLATION NOTES

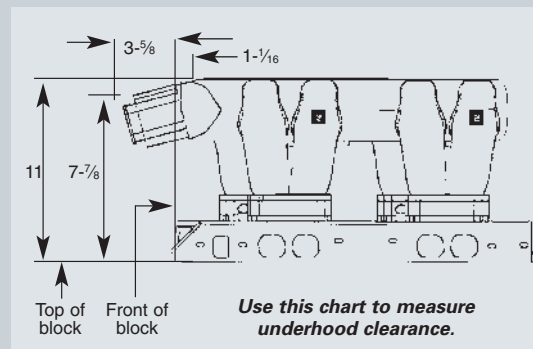
- The Ram Jet 502 requires a 12-volt power source (and ground), coolant, exhaust system, fuel feed and fuel return line (to the fuel tank). An in-tank fuel pump is recommended.
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- **IMPORTANT!** For a safe, proper and trouble-free engine break-in, the MEFI 4 computer has a "green" mode that controls rpm during the break-in period; from start-up to the end of the first hour is 4000 rpm, the second hour is 4500 rpm and the third hour is 5500 rpm.

12499249

# Ram Jet 502 Fuel Injection System



The Ram Jet 502 fuel injection system, P/N 12499249 makes it easy to have electronic fuel injection on any 1977 and older vehicle originally equipped with a carburetor. The secret is the industry leading MEFI 4 controller. This controller fits in the palm of your hand and was originally developed by GM Powertrain engineers for marine applications. MEFI 4 is ideally suited for use in street rod and street machine applications. Installation is simple as the Ram Jet 502 ships with the wiring harness, new MEFI 4 controller, and detailed instructions. Once installed in the vehicle, a user needs only to supply 12V power and fuel. The revised MEFI 4 controller has improved electronics and a closed loop capability to give a smooth idle and better performance.



PART	DESCRIPTION	QTY.	PART	DESCRIPTION	QTY.
12386610	Manual, service, big-block ram	1	12489596	Bracket assembly, transmission and throttle cable	1
12489400	Tool, diagnostic trouble code	1	12489597	Rod, throttle control	1
12490939	Manifold, lower intake	1	1104060	Distributor assembly-ignition	2
12555320	Shield-intake manifold oil sph	1	1115491	Coil assembly-ignition	1
12366985	Gasket package, intake manifold	1	12464482	Manifold, lower intake	1
12367959	Bolt/screw package, intake manifold	1	12464484	Manifold, upper intake	1
12490505	Manifold, upper intake	1	17113524	Body assembly throttle	1
12489372	Gasket, upper intake manifold	1	12490257	Cleaner kit, air	1
12487372	Hose, fuel feed	1	12569240	Sensor assembly-map	1
22514722	Seal-o-ring	1	25036751	Sensor, intake air temperature	1
12487373	Hose, fuel return	1	17090919	Injector assembly, TBI fuel <6 MI	8
22516256	Seal-o-ring	1	17113222	Retainer kit, fuel injector	1
10216948	Tube assembly-fuel press reg vac	1	17120039	Rail assembly, m/port, fuel injection fuel	1
88961968	Harness assembly, engine wrg	1	17113517	Regulator assembly, fuel pressure	1
10456208	Sensor assembly-knock	1	88962718	Module assembly engine cont.	1
12489595	Bracket assembly, transmission cable	1	15326386	Sensor, engine cool temperature	1

**NOTE:** This kit includes these major items plus brackets, sensors, bolts, nuts, gaskets, and other small parts.

# Complete Your Ram Jet 502 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**12363128**

**Chrome High Torque Mini Starter**

Crank up with this powerful, compact, gear-reduction, chrome starter for either 153- or 168-tooth flywheels.



**25534374**

**Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**12361323**

**Roller Rocker Arm Set, 1.7:1 ratio**

Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" studs.



**25534323**

**Black Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name add flash to the big-block's wide shoulders.



**12368084**

**Engine Oil Primer**

Use to lube engine bearings prior to starting your new crate engine.



**12371244**

**Natural Finish Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**88961867**

**Distributor, Billet Aluminum HEI**

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector P/N 12167658 attaches tach and 12-volt power supply wire.



**12342093**

**Chrome Short Bowtie Valve Cover**

Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**12341993**

**Push-in Oil Filler Cap**

Round oil filler cap with Bowtie logo for valve covers with 1.22" diameter hole.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	<b>12498741</b>	Transmission Mount (TH400)	<b>17990778</b>
4L85E Transmission	<b>19156257</b>	Transmission Mount (4L60 & 4L80)	<b>15767858</b>
Transmission Controller	<b>12497316</b>	Fan Clutch (V-belt)	<b>15699657</b>
Motor Mount (2 req.)	<b>15529452</b>	Fan Blade—5 blade (serpentine)	<b>15989194</b>
Motor Mount Bracket (2 req.)	<b>14067103</b>	Fan Blade—5 blade (V-belt)	<b>15734247</b>
Motor Mount Bolt (2 req.)	<b>460308</b>	Fan Studs—(serpentine—4 req.)	<b>382919</b>
Transmission Mount (700R4)	<b>22188145</b>	Spark Plug Wire Set & Loom Kit	<b>12495079</b>



12498793

# ZZ572/620 Deluxe

## WHAT'S HOT?

■ 572 thumpin' cubes

■ 620 horses on pump gas

■ Orange valve covers are cool!

### Big-block performance with torque to spare.

When you're ready to really step it up, it's time for the GM Performance Parts ZZ572 and its massive 620 horsepower and 650 lb.-ft. of torque! This is flat-out, the baddest street Rat available that still happily runs on pump gas. The ZZ572/620 features 572 cubic inches of pure big-block and ships to your door in the coolest collection of orange, chrome, and aluminum you've ever seen.

There are several custom-designed components that make the ZZ572/620 the king of the street. It has a strong, 4-bolt block that was created with a 4.560" bore just for the 572" displacement. The 572 block is fortified with a forged crank, forged rods, forged pistons — everything was designed to offer you the ultimate big-block experience. To feed all of those hungry cubes, we topped it off with a single-plane intake manifold that has been port-matched to the rectangular-port aluminum heads. A custom, hydraulic roller camshaft uses .632-inches of valve lift to lead the charge. We make no apologies if the loping, aggressive idle of this camshaft attracts attention.

The Deluxe ZZ572/620 comes complete from oil pan (with windage tray) to carburetor, including an 850-cfm Holley four-barrel, HEI distributor, red spark plug wires, aluminum short-style water pump, and automatic transmission flexplate. It's the ideal combination of big-block parts — designed, validated to GMPP standards, and tested in real world applications.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

### ZZ572/620 DELUXE TECH SPECS:

<b>Part Number:</b>	12498793	<b>Compression ratio:</b>	9.6:1
<b>Engine type:</b>	Chevy big-block V-8	<b>Rocker arms (P/N 12361323):</b>	Aluminum roller style
<b>Displacement (cu in):</b>	572	<b>Rocker arm ratio:</b>	1.7:1
<b>Bore x stroke (in):</b>	4.560 x 4.375	<b>Distributor (P/N 88961867):</b>	HEI
<b>Block (P/N 25534368):</b>	Cast iron with 4-bolt main caps	<b>Carburetor (P/N 19170095):</b>	850 cfm
<b>Crankshaft (P/N 88961554):</b>	Forged steel	<b>Water pump (P/N 14058915):</b>	Aluminum, short-style
<b>Connecting rods (P/N 88962926):</b>	Forged steel, shot peened	<b>Spark plugs &amp; wires:</b>	Included
<b>Pistons (P/N 88962925):</b>	Forged aluminum	<b>Flexplate (P/N 12561217):</b>	14"
<b>Camshaft type (P/N 88961557):</b>	Hydraulic roller	<b>Recommended fuel:</b>	92 octane
<b>Camshaft lift (in):</b>	.632 intake / .632 exhaust	<b>Ignition timing:</b>	Base 8° BTDC, 36° Total
<b>Camshaft duration (@.050 in)</b>	254° intake / 264° exhaust	<b>Maximum recommended rpm:</b>	6000
<b>Cylinder heads (P/N 12499255):</b>	Aluminum rectangular port, 118cc chambers	<b>Balanced:</b>	Internal
<b>Valve size (in):</b>	2.25 intake / 1.88 exhaust, stainless steel		

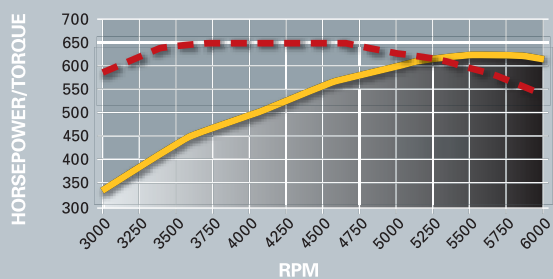


## POSSIBLE APPLICATIONS\*

- The ultimate hot rod starting point
- Pump gas drag racing—just add spray
- Wake up the neighborhood—anytime!
- Only install if you want to be the biggest dog on the porch

*\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

### ZZ572/620 DYNO CHART



Horsepower: 620 @ 5500 rpm

Torque (lb-ft): 650 @ 4500 rpm

### INSTALLATION NOTES

- Clutch linkage boss is cast and machined in block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires addition of starter and fuel pump (not included).
- Gen VI tall-deck block has machined mechanical fuel pump boss.
- Comes with a 14" automatic transmission flexplate. Requires internally balanced flywheel for manual transmission applications.
- Intended for pre-1978 street vehicles or all off-road vehicles.
- Not intended for marine applications.
- You do have a strong transmission and rear axle, don't you?

12498792

# ZZ572/620 Base Engine

The ZZ572/620 long block includes all the features of the Deluxe, fully-dressed version, minus the water pump, carburetor, intake manifold, distributor and spark plug wires. Order all the parts to complete the engine from your GMPP dealer or finish with your custom parts.

The 620 features rectangular port aluminum cylinder heads that deliver 9.6:1 compression ratios in a pump-gas friendly package. A hydraulic roller cam with 0.632" lift opens the stainless steel valves. Chromemoly retainers, roller rocker arms and dual valve springs help make the valvetrain virtually bullet-proof.



**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

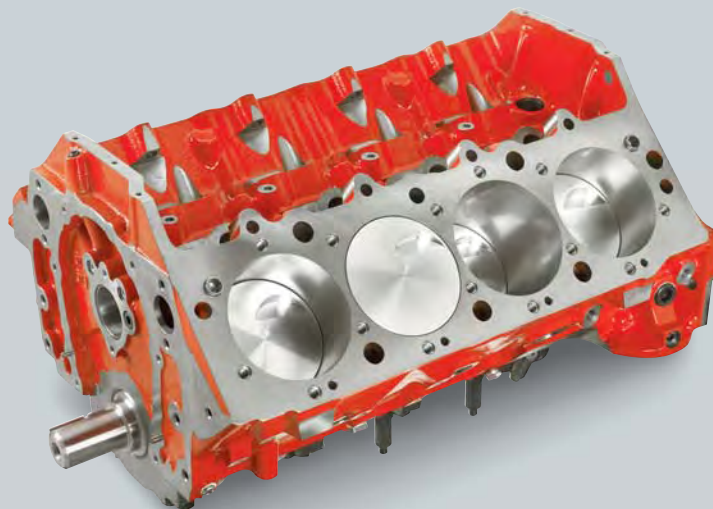


GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

12499190

# ZZ572/620 Partial Engine

Want to build your own ZZ572, but don't know where to start? Try our ZZ572 partial engine — all of the good bottom end components you need to get going! It comes with the forged crankshaft, rods, and pistons installed in the special orange powder-coated 572 block. This partial engine does not include the camshaft, timing chain, camshaft sprocket, oil pan, oil pump, or front cover. Order all the parts to complete the engine from your GM Performance Parts dealer or finish it off with your own custom parts. Don't forget to order the special "572 CHEVROLET" cast aluminum valve covers.



**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.



GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



# Complete Your ZZ572/620 Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**12361146**

**High Torque Mini Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**9000852**

**Lightweight Starter**

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**12363128**

**Chrome High Torque Mini Starter**

Same as starter P/N 12361146 (see above), but with a chrome housing.



**12371244**

**Natural Finish Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**88962218**

**Intake Manifold, ZZ572/720R engine**

Get that 572/720 look, with all the street ability of the 620. Some tuning will be required. Maxshine manifold (P/N 19170044) also available.



**25534374**

**Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**19170095 NEW**

**Carburetor, Holley 850**

Holley 4150-style four-barrel has show car quality polished finish, mechanical secondaries, electric choke, and a custom calibration for the ZZ572/620 crate engine.



**12355614**

**Fuel Pump, Street Performance (Chevy Big-Block)**

For use on carbureted big-block engines built from 1965 through 1990. Pump has 7 psi shutoff pressure and a free-flow rating of 100 gph. Lower housing can be rotated to reposition inlet and outlet ports.



**12341999**

**Chrome Bowtie Fuel Pump Blockoff Plate**

Plate has stamped Bowtie logo. Special non-asbestos gasket included.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	<b>12498741</b>	Electric Fuel Pump, High Output	<b>25115899</b>
Maxshine Intake Manifold	<b>19170043</b>	Fuel Pressure Regulator Kit	<b>171135361</b>
Black Powder-Coated Valve Covers	<b>25534223</b>	Fuel Filter	<b>859619</b>
Chrome Tall Bowtie Valve Cover	<b>12342099</b>	Motor Mount (2 req.)	<b>15529452</b>
4L85E Transmission	<b>19156257</b>	Motor Mount Bracket (2 req.)	<b>14067103</b>
Transmission Controller	<b>12497316</b>	Motor Mount Bolt (2 req.)	<b>460308</b>
Classic Air Cleaner	<b>12342071</b>	Transmission Mount (700R4)	<b>22188145</b>
Bowtie Air Cleaner Nut	<b>12341985</b>	Transmission Mount (TH400)	<b>17990778</b>
Chrome Wire Loom Kit	<b>12342049</b>	Transmission Mount (4L60 & 4L80)	<b>15767858</b>



12498827

# ZZ572/720R Deluxe

## WHAT'S HOT?

■ R stands for RACE!

■ Orange just looks fast!


■ 12-month GMPP warranty


## The ultimate beast!

Make no mistake, the ZZ572/720R is a race motor. It delivers a resounding 720 horsepower and 685 lb.-ft. of torque—creating at the same time the most powerful big block crate engine ever offered by GM Performance Parts. Not only will we ship all of that to your door, but we'll even give you a 12-month GM Performance Parts warranty!

We took the ultra-popular ZZ572/620 pump gas street engine added 12:1 compression pistons, a hotter camshaft, and our rectangular-port aluminum Bowtie heads with stiffer valve springs to work with the new cam. The block is the Gen VI tall-deck Bowtie block which was designed for the 572" application. The solid roller camshaft is a .714" lift magic maker that aggressively feeds the air/fuel mixture into the hungry, high-squeeze, stroker big block. This creates a rev-happy monster that rocks to a 6750 rpm redline, leaving the competition in its wake.

The ZZ572/720R is rated at 720 horsepower at 6250 rpm and 685 lb.-ft. of torque at 4500 rpm. The short block is built with the best heavy-duty parts in the GM Performance Parts part bin, including a 4340 forged steel crankshaft, shot-peened forged steel rods, forged aluminum pistons with full-floating wrist pins, stiff dual valve springs, and a louvered oiling windage tray. Our Deluxe ZZ572/720R ships with a Holley four-barrel carburetor, tall-deck single-plane intake manifold, HEI distributor, aluminum short-style water pump, and 8mm spark plug wires. Distinctive "572 CHEVROLET" cast aluminum valve covers complete the package. GM Performance Parts integrated, durability-tested, and validated this combination to the described performance levels, and all you need is a GM Performance Parts lightweight starter to fire it up!

 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

## ZZ572/720R DELUXE TECH SPECS:

<b>Part Number:</b>	12498827	<b>Valve size (in):</b>	2.25 intake / 1.88 exhaust stainless steel
<b>Engine type:</b>	Chevy tall deck big-block V-8	<b>Compression ratio:</b>	12:1
<b>Displacement (cu in):</b>	572	<b>Rocker arms (P/N 12361323):</b>	Aluminum roller style
<b>Bore x stroke (in):</b>	4.560 x 4.375	<b>Rocker arm ratio:</b>	1.7:1
<b>Block (P/N 25534368):</b>	Cast iron with 4-bolt main caps	<b>Distributor (P/N 10093387):</b>	Electronic ignition
<b>Crankshaft (P/N 88961554):</b>	Forged steel	<b>Carburetor (P/N 19170096):</b>	1090 cfm Dominator
<b>Connecting rods (P/N 88962926):</b>	Forged steel, shot peened	<b>Water pump (P/N 14058915):</b>	Aluminum, short-style
<b>Pistons (P/N 88963227):</b>	Forged aluminum	<b>Spark plugs &amp; wires:</b>	Included
<b>Camshaft type (P/N 88962216):</b>	Mechanical roller	<b>Recommended fuel:</b>	110 octane race gas
<b>Camshaft lift (in):</b>	.714 intake / .714 exhaust	<b>Ignition timing:</b>	Base 8° BTDC, 36° Total
<b>Camshaft duration (@.050 in):</b>	266° intake / 274° exhaust	<b>Maximum recommended rpm:</b>	6750
<b>Cylinder heads (P/N 88961160):</b>	Aluminum rectangular port, 118cc chambers	<b>Balanced:</b>	Internal

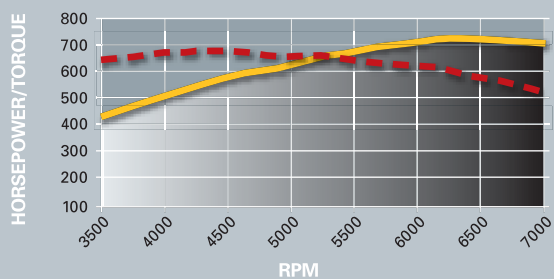


## POSSIBLE APPLICATIONS\*

- Build a solid 9-second bracket car
- A street car with no equal
- A show car that shakes the trophies out of the judge's pocket

\*Applications have not been validated. They are merely suggestions of how you might enjoy your GM Performance Parts crate engine. Some applications may affect engine warranty. See page 384 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

### ZZ572/720R DYNO CHART



Horsepower: 720 @ 6250 rpm

Torque (lb-ft): 685 @ 4500 rpm

### INSTALLATION NOTES

- Clutch linkage boss is cast and machined in block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires addition of starter, ignition coil, and fuel pump (not included).
- Gen VI tall-deck block has machined mechanical fuel pump boss.
- Requires internally balanced flywheel for manual transmission applications.
- Intended for pre-1978 street vehicles and all off-road vehicles.
- Not intended for marine applications.
- Big, sticky slicks will help hook up this monster!

12498826


# ZZ572/720R Base Engine


From the special, orange powder-coated 572 block, aluminum rectangular-port heads, and 12:1 forged aluminum pistons, the ZZ572/720R long block includes all the features of the Deluxe, fully dressed version, minus the water pump, carburetor, intake manifold, distributor, and spark plug wires.

GMPP integrated, durability-tested, and validated this combination and determined it works best with the Deluxe version's Holley four-barrel carburetor, tall-deck single-plane intake manifold, HEI distributor, aluminum short-style water pump, and 8mm spark plug wires. Order all the parts to complete the engine from your GMPP dealer or finish with your custom parts.



**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

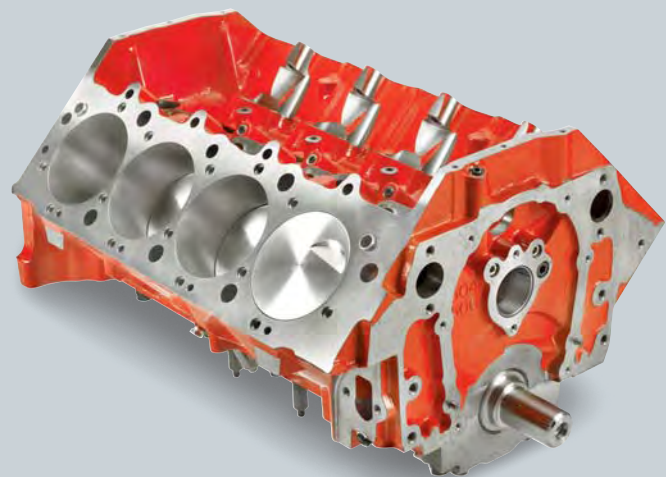
 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.


12498825


# ZZ572/720R Partial Engine

Want to build your own ZZ572/720R, but don't know where to start? Try our ZZ572/720R partial engine—all of the great bottom end components you need to get going! It comes with the forged crankshaft, rods, and pistons installed in the special orange powder-coated 572 block. This partial engine does not include the camshaft, timing chain, camshaft sprocket, oil pan, oil pump, or front cover. Order all the parts to complete the engine from your GM Performance Parts authorized center or finish it off with your own custom parts. Don't forget to order the special "572 CHEVROLET" cast aluminum valve covers.



**NOTE:** Intended for pre-1978 street vehicles and all off-road vehicles. Not intended for marine use.

 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

# Complete Your 572/720R Crate Engine

Select the parts below to finish off your crate engine and get running in less time!

**12498733**

**Deluxe Serpentine Accessory Belt Drive System**

Includes all accessory items to drive the a/c compressor, alternator, water pump and power steering pump. Includes pulleys, belts, brackets and fasteners.



**12361146**

**High Torque Mini Starter**

Crank up with this powerful, compact, gear-reduction starter for either 153- or 168-tooth flywheels.



**25534374**

**Orange Powder-Coated Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**12363128**

**Chrome High Torque Mini Starter**

Same as starter P/N 12361146 (see above), but with a chrome housing.



**12371244**

**Natural Finish Valve Covers**

Aluminum covers with raised Bowtie insignia and Chevrolet name.



**12341999**

**Chrome Bowtie Fuel Pump Blockoff Plate**

Plate has stamped Bowtie logo. Special non-asbestos gasket included.



**12342093**

**Chrome Short Bowtie Valve Cover**

Embossed show-quality covers. Standard height for use with most engines. May not clear brake booster on some Corvette models.



**12355614**

**Fuel Pump, Street Performance (Chevy Big-Block)**

For use on carbureted big-block engines built from 1965 through 1990. Pump has 7 psi shutoff pressure and a free-flow rating of 100 gph. Lower housing can be rotated to reposition inlet and outlet ports.



**9000852**

**Lightweight Starter**

Lightweight gear reduction starter for 14", 168-tooth flywheels.



**25115899**

**High Output Electric Fuel Pump**

Heavy-duty 12-volt electric rotary pump flows 72 gph at 6-8 psi.



**ALSO AVAILABLE**

Serpentine Accessory Drive Belt System, w/o A/C	<b>12498741</b>	Motor Mount Bracket (2 req.)	<b>14067103</b>
Maxshine Intake Manifold	<b>19170044</b>	Motor Mount Bolt (2 req.)	<b>460308</b>
Black Powder-Coated Valve Covers	<b>25534223</b>	Transmission Mount (700R4)	<b>22188145</b>
4L85E Transmission	<b>19156257</b>	Transmission Mount (TH400)	<b>17990778</b>
Transmission Controller	<b>12497316</b>	Transmission Mount (4L60 & 4L80)	<b>15767858</b>
Fuel Pressure Regulator	<b>10185094</b>	Fan Clutch (V-belt)	<b>15699657</b>
Fuel Filter	<b>854619</b>	Fan Blade—5 blade (serpentine)	<b>15989194</b>
Black valve covers	<b>25534223</b>	Fan Blade—5 blade (V-belt)	<b>15734247</b>
Lightweight starter	<b>9000852</b>	Fan Studs—(serpentine—4 req.)	<b>382919</b>
Motor Mount (2 req.)	<b>15529452</b>		

# RPO Engines

**G**eneral Motors is a company based on performance, and GM Performance Parts makes it possible for you to take advantage of that with amazing Regular Production Option (RPO) crate engines for your specific application. Our RPO lineup includes some of the most technologically advanced small displacement engines ever produced. This line of engines features all of the same high-tech fuel delivery and valve train components that makes GM the leader in automotive innovation today.

Our RPO lineup begins with the Ecotec four-cylinder. GM Performance Parts also offers the 3.8L supercharged V-6 engine that powers the late model Pontiac Grand Prix GTP to such amazing performance levels. In addition, you can choose the 4.6L Northstar for your next hot rod project, or buy a HT 3.4 V-6 to replace the one that came stock in your S-series GM truck.

Choose the RPO engine that best fits your needs, and you can start enjoying the same state-of-the-art technology that drives GM!







**19156263**


# Ecotec 2.2L


## Production-style compact powerhouse!

A reputation for performance, durability and adaptability has made the Ecotec the "small-block" of four-cylinder engines. It's a great engine for many applications and GM Performance Parts offers a production-trim Ecotec 2.2L in a crate engine package that satisfies the needs of all sport compact enthusiasts.

The same production engine of the Saturn ION, Pontiac Sunfire, Chevy Cavalier and the new Chevy Cobalt, the Ecotec 2.2L comes completely assembled with items including the exhaust manifold, fuel rails, injectors and water pump. This crate engine is all-new and makes a great alternative to salvage or rebuilt engines.



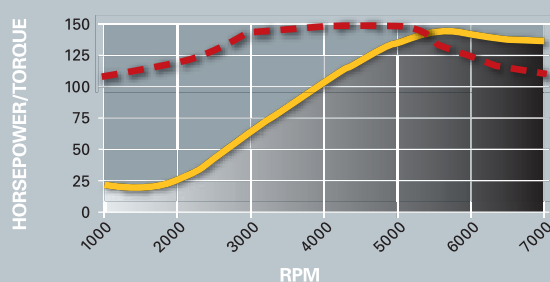
 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

 GM Performance Parts does *not* utilize any used or remanufactured parts in this crate engine.

### ECOTEC 2.2L TECH SPECS:

<b>Part Number:</b>	19156263
<b>Engine type:</b>	DOHC inline four-cylinder
<b>Displacement (cu in):</b>	134 (2189cc)
<b>Bore x stroke (in):</b>	3.39 x 3.72 (86 x 94.6mm)
<b>Block:</b>	Cast aluminum
<b>Cylinder heads:</b>	Aluminum
<b>Compression ratio:</b>	10.0:1
<b>Fuel system:</b>	Sequential port injection
<b>Maximum recommended rpm:</b>	6450

### ECOTEC 2.2L DYNO CHART



Horsepower: 145 @ 5400 rpm      Torque (lb-ft): 155 @ 4000 rpm





**12363230**

# HT 3.4 V-6

## A more powerful replacement for your S-truck's 2.8 V-6!

Your old S-truck has delivered 20 years of faithful service. It's time to reward it with an upgrade to an all-new, more powerful engine. The HT 3.4 is rated at 160 horsepower and 194 lb.-ft. of torque. That's an increase of 50 horses and 46 lb.-ft.! And it bolts right into the engine bay.

The HT 3.4 rejuvenates your truck with strong low-end torque and mid-range horsepower, giving it increased capability and towing capacity. It is a direct replacement for a 1982–1985 S-truck—S-10, S-15, Blazer and Jimmy—originally equipped with the 2.8L V-6 and automatic transmission.

GM Performance Parts delivers the HT 3.4 in a long-block assembly. To complete the engine, you simply swap the necessary parts, such as the intake manifold and carburetor, starter, water pump, from the 2.8L engine. It's that easy!

After all these years, your faithful truck deserves it.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.



GM Performance Parts does *not* utilize any used or remanufactured parts in this crate engine.

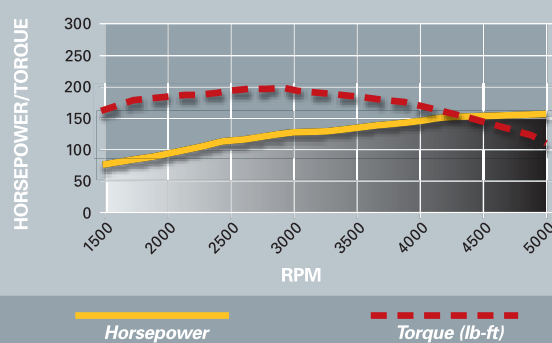
### HT 3.4 V-6 TECH SPECS:

<b>Part Number:</b>	12363230
<b>Engine type:</b>	OHV V-6
<b>Displacement (cu in):</b>	204
<b>Bore x stroke (in):</b>	3.62 x 3.31
<b>Block:</b>	Iron
<b>Cylinder heads:</b>	Iron
<b>Compression ratio:</b>	9.0:1
<b>Maximum recommended rpm:</b>	5200

### INSTALLATION NOTES

- Intake manifold, carburetor, ignition system, exhaust manifolds, emissions equipment, water pump, starter and accessory drive system not included. Use parts from outgoing 2.8 V-6 engine.

### HT 3.4 V-6 DYNO CHART



- Service parts similar to 3.4 V-6-equipped Camaro and Firebird, except camshaft and valve springs.



12499470

# 3800 Series III Supercharged


**The most powerful supercharged V-6 engine from GMPP!**


When the Grand Prix was redesigned in 2004, the GTP model received a new version of the powerful and revered 3800 V-6 supercharged engine. This Series III version included a host of refinements and a new, fifth-generation supercharger that helped boost horsepower to 260. It's now available directly from GM Performance Parts in a convenient crate engine package.

Delivered with the supercharger installed, this brand-new assembled crate engine makes a great alternative to salvage and rebuilt engines. Its relatively compact size makes it a great candidate for street rods and kit-assembled vehicles, too.

**While supplies last!**



 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

 GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

### 3.8L 3800 SERIES III TECH SPECS:

Part Number:	12499470
Engine type:	OHV V-6
Displacement (cu in):	231
Bore x stroke (in):	3.80 x 3.40
Block:	Iron
Cylinder heads:	Iron
Compression ratio:	8.5:1
Fuel system:	Sequential port injection
Maximum recommended rpm:	5900

### 3.8L 3800 SERIES III SC DYNO CHART



Horsepower: 260 @ 5400 rpm      Torque (lb-ft): 280 @ 3600 rpm



**17802896**

# 4.4L LC3 Northstar

**Power, efficiency and Cadillac pride delivered right to your door!**

You want the ultimate in high-tech GM technology with the refinement that only Cadillac can bring you? Well, you are looking at your next project engine in our LC3 4.4L supercharged, 32-valve, DOHC V-8! The amazingly efficient (1.75 hp/cubic inch) LC3 takes the small-block V-8 to the extreme in performance, reliability, and quality. The keys to all of this are the roots-style supercharger, GM's variable valve timing valve train, and 4.4 liters of gentlemanly power.

Cadillac's supercharged Northstar 4.4L (LC3) V-8 is a showcase of advanced engine technology. Cadillac engineers held nothing back when building the exciting LC3 supercharged V-8. They wanted an excellent idle, smooth throttle response, and exhilarating top end power. To do this, they developed a new intercooled roots-style supercharger to work with the Northstar's variable valve timing to deliver high performance and exceptional refinement. Horsepower pops to 469 at 6,400 rpm, and the extremely broad torque band peaks at 439 lbs.-ft. at 3900 rpm with 90% of that available from 2200–6000 rpm.



**NOTE:** Pulley, belt, power steering pump, air conditioning pump, starter, and alternator are not included with this engine.



GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

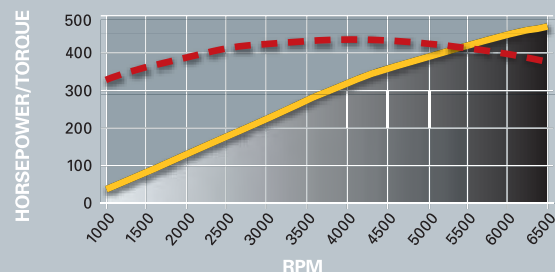


GM Performance Parts **does not** utilize any used or remanufactured parts in this crate engine.

## LC3 NORTHSTAR TECH SPECS:

<b>Part Number:</b>	17802896
<b>Engine type:</b>	DOHC V-8
<b>Displacement (cu in):</b>	267 (4.4L)
<b>Bore x stroke (in)</b>	3.58 x 3.31 (91 x 84mm)
<b>Block:</b>	Aluminum
<b>Cylinder heads:</b>	Aluminum
<b>Compression ratio:</b>	9.0:1
<b>Fuel system:</b>	Sequential fuel injection
<b>Maximum recommended rpm:</b>	6700

## LC3 NORTHSTAR DYNO CHART



Horsepower: 469 @ 6400 rpm

Torque (lb-ft): 439 @ 3900 rpm

# Circle Track

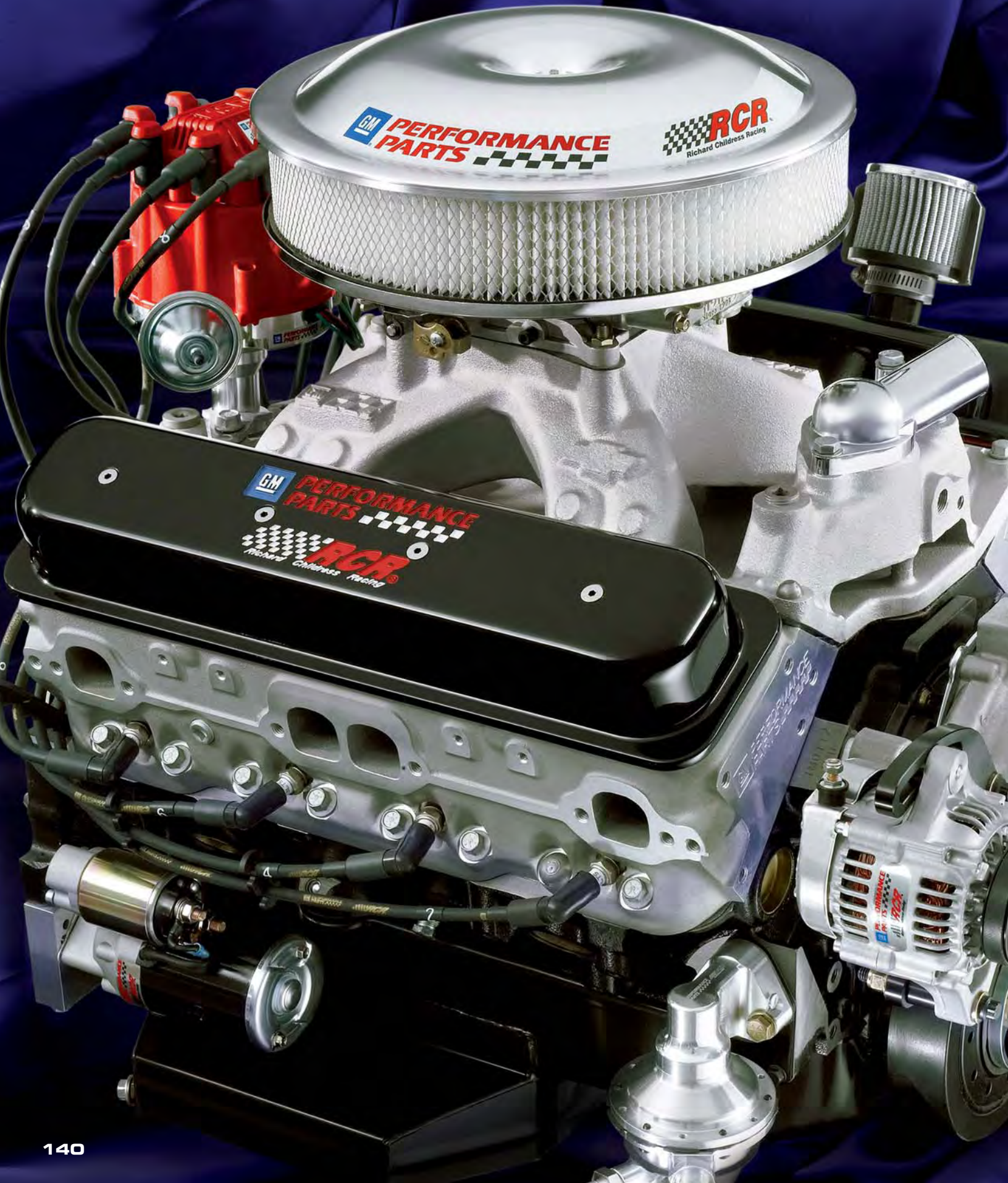
**F**our years of nearly around-the-calendar racing at local short tracks has validated what our racing engineers already knew: Circle Track Racing engines from GMPP are durable, powerful and a great value to boot! From street stocks to late models, from hobby stocks to modifieds, short tracks across the country have adopted the sealed crate engine from GM Performance Parts as an important element of their weekly program to deliver an entertaining and competitive show.

Available from any GM Performance Parts outlet, a sealed crate engine may be just what you need to get in the race, stay in the race, and win! The bottom line is that when you win, we win. So go with Proven Performance from GM Performance Parts — already a winner!





*Clockwise, from left: CT 350/400, CT 350/350, CT 350/355*



# CT 350/400

## All dressed up and ready to roll

The Circle Track 350/400 crate engine has brought a new level of competition to circle track racing all across America. Now, you can dress your CT 350/400 with a full line of complementary components from Richard Childress Racing. Win the race in style with help from GM Performance Parts and RCR.

Circle Track 350/400 engine	88958604
Carburetor	19170097
Air Cleaner	RCRAC100
Starter	RCRST450
Distributor	RCRDS250
Spark Plug Wires	RCRSP400
Valve Covers	RCRVC500
Water Pump	RCRWP550
Fuel Pump	RCRFP300
Front Drive Kit	RCRFD350
Alternator	RCRAL150
Alternator Mounting Hardware	RCRAL152
Alternator Installation Kit	RCRAL151
Power Steering Bracket	RCRPS600
Power Steering Pump Assembly	RCRPS601

*To learn more about this engine, please turn to page 148*

*\*For more information on these and other Licensed Parts, refer to page 322.*



# Short Track Racing Overview



It's no secret that the cost of racing at all levels has skyrocketed in the last decade. One of the answers to controlling spiraling costs is the implementation of classes allowing sealed crate engines. GM Performance Parts has been at the forefront of this movement, working with sanctioning bodies and individual tracks to continue the tradition of competitive short track racing at an affordable level. Here are a few of the series that have experienced great success featuring sealed crate engines from GM Performance Parts:

## ASA Late Model Series

Evolving from a start in 2002 as USPRO cup, this late-model touring series was designed to have consistency, reliability and cost effectiveness produce a very competitive show. Racing on asphalt tracks of various lengths, the crate motor and template body package formula has proven to be very appealing to drivers, race tracks and fans alike.

Utilizing the CT400 (P/N 88958604) sealed engine, the ASALMS operated two divisions and a Challenge Touring division in 2006, including stops at the Milwaukee Mile and the new Iowa Speedway for great variety, and a real test of equipment and drivers. The ASA has been a showcase for young developing drivers, with many graduates in the ARCA and NASCAR ranks today.



## FASTRAK Racing Series

FASTRAK is a touring late-model dirt series that emphasizes fairness, close competition and cost reduction to deliver a great show for the fans. The FASTRAK Racing Series utilizes both the 350 HP and 400 HP GM Performance Parts crate engines. In 2006, the series had 7 regions and 26 weekly sanctioned tracks. The series anticipates adding 3 additional regions for 2007, as well as expanding the weekly sanctioned track program. The Championship weekend for the series posted an incredible \$250,000 in awards, the biggest payout ever for short track racing.





## IMCA

The International Motor Car Association (IMCA), organized in 1915, is the oldest active automobile racing sanctioning body in the United States. The IMCA is based on fair and consistent rules that promote affordability as the foundation of weekly short track racing. They have continued to see remarkable growth, in spite of the economic challenges of the last decade.

The IMCA Sport Mod class is where the CT350 from GM Performance Parts shines. Introduced in 2005, the class had 73 entries at the Boone, Iowa IMCA Super Nationals in September! Plans for 2007 include a new Stock Car class, "Crate Models" featuring the CT400 engine from GM Performance Parts. With sanctioned tracks across much of the country, race fans everywhere will see and hear the GM Performance Parts sealed crate engines perform weekly.



## StormPay.com Dirt Model Series Powered by Crate Racin' USA

Crate Racing USA was established in 2005 to provide affordable, yet competitive Late Model racing on dirt. In 2006, the series expanded to two regions in the Southeastern part of the country. Incorporating both the 350 HP and 400 HP engines from GM Performance Parts, the season finale had 84 cars competing for the Weekly Racing Series Championships. Focusing on weekly track competition, this series represents grass roots racing in the region of our country where many of today's professional, full-time racers got their start.



## Westcar Late Model Series

Crate racing has migrated to the West Coast, with the northern California-based series running on asphalt tracks using the 400 hp racing crate engine from GM Performance Parts. A milestone was marked in 2006, as the season championship was won by Shannon Mansch, the first female to win a touring late model series title. Mansch claimed three wins, nine top-fives and nine top-tens with her GM Performance Parts-powered car enroute to the title. Congratulations Shannon!





88958602

# Circle Track 350/350

## WHAT'S HOT?

■ Vortec cylinder heads

■ High-rise, dual-plane intake

■ Dual-pattern cam

## Competitive and durable racing power at an economical price!

Designed for circle track's weekend warriors, this bullet-proof 350-horsepower, 350-cubic-inch factory-sealed racing engine is a tough combination of power and reliability—and it fits almost any racing budget.

Based on GM Performance Parts' popular 350 HO engine, including a brand-new, four-bolt-main block, 9:1 hypereutectic pistons, cast iron crankshaft and GM iron Vortec cylinder heads, the 350/350 Factory Stock version features a high-rise dual-plane intake manifold, 8-quart single kick-out circle track oil pan, valve cover kit with breather tube and breather, and special "kool nut" rocker arm nut design.

The 350 HO's unique dual-pattern cam is included, too. It's based on the one found in 1965–67 Corvette 327 engines, but with more lift and duration to clear the engine exhaust quickly and move in more air—providing excellent mid- and high-range power, where you need it on the track.

Delivered complete from the oil pan to the intake manifold—including an HEI distributor—the 350/350 racing engine has the proven parts and horsepower to enable a competitive racecar. Getting it into the winner's circle, however, is your job!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

### CIRCLE TRACK 350/350 TECH SPECS:

<b>Part Number:</b>	88958602	<b>Cylinder heads (P/N 12558060):</b>	Vortec iron; 64cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	9.1:1
<b>Bore x stroke (in):</b>	4.00 x 3.48	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 10105123):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 14088526):</b>	Nodular iron	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10108633):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 12514101):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	5500
<b>Camshaft type (P/N 24502476):</b>	Hydraulic flat tappet		
<b>Camshaft lift (in):</b>	.435 intake / .460 exhaust		
<b>Camshaft duration (@.050 in):</b>	212° intake / 222° exhaust		

**NOTE:** Distributor included with 350/350 engine has melonized steel gear P/N 10456413. This **MUST** be used with engines with steel camshafts, or engine damage will occur.

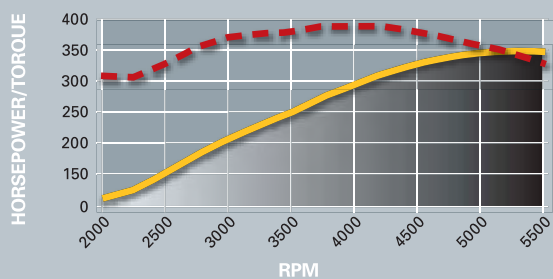


## OUR "STREET-STOCK" ENGINE\*

- Track-tested durability!
- Great mid-range power!
- Best horsepower value around!
- Factory-sealed for equal competition

\*Check track rules for correct application.

### CIRCLE TRACK 350/350 DYNO CHART



Horsepower: 350 @ 5000 rpm

Torque (lb-ft): 390 @ 3800 rpm

### INSTALLATION NOTES

- Requires addition of carburetor, starter, water pump, plug wires and exhaust system (not included).
- Requires an externally balanced flywheel (not included). See page 207 for flywheel selection.
- The 8-quart circle track oil pan is 8" deep at the sump. It will clear most GM rear-steer chassis with stock engine location.



88958603

# Circle Track 350/355

## WHAT'S HOT?

- Based on the ZZ4
- 405 lb.-ft. of torque
- High-performance heads

### A great racing engine based on our proven ZZ4 small-block crate engine!

With the heart of the proven, durable ZZ4 crate engine, the 350/355 Limited Late Model factory-sealed racing engine has all the power to keep you at the front of the pack for Saturday night's feature race.

The 350/355 is rated at 355 horsepower and 405 lb.-ft. of torque and has all the tough basics of the ZZ4 street engine, including a forged steel crankshaft, hypereutectic pistons, steel hydraulic roller camshaft and aluminum cylinder heads. The high-performance ZZ4 heads feature D-shaped exhaust ports and high-velocity intake runners to promote fast and unobstructed flow through the engine, providing great high-rpm performance on the racetrack.

An 8-quart circle track oil pan, with dual kick-out design, handles the oil storage, along with a valve cover breather kit and special "kool nut" rocker nut design. The assembly also includes a dual-plane high-rise intake manifold, HEI distributor and cast iron water pump.

Add your carburetor, starter and exhaust—and don't forget to thank GM Performance Parts when giving your winner's circle interview!



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

### CIRCLE TRACK 350/355 TECH SPECS:

<b>Part Number:</b>	88958603	<b>Cylinder heads (P/N 12556463):</b>	Aluminum; 58cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	1.94 intake / 1.50 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	10:1
<b>Bore x stroke (in)</b>	4.00 x 3.48	<b>Rocker arms (P/N 10089648):</b>	Stamped steel
<b>Block (P/N 10105123):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12556307):</b>	Forged steel	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 10159436):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	5800
<b>Camshaft type (P/N 10185071):</b>	Steel hydraulic roller		
<b>Camshaft lift (in):</b>	.474 intake / .510 exhaust		
<b>Camshaft duration (@.050 in)</b>	208° intake / 221° exhaust		

**NOTE:** Distributor included with the 350/355 engine has a melonized steel gear P/N 10456413. This **MUST** be used with engines with steel camshafts, or engine damage will occur.

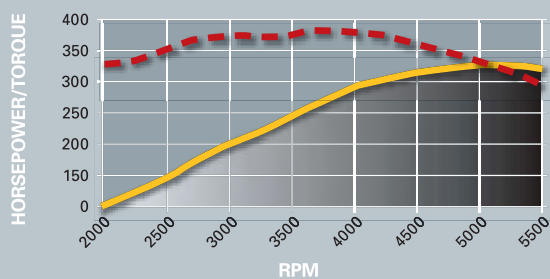


## OUR "LIMITED LATE-MODEL" ENGINE\*

- Upgraded components for the long run!
- Great horsepower value!
- Factory-sealed for equal competition

\*Check track rules for correct application.

### CIRCLE TRACK 350/355 DYNO CHART



Horsepower: 355 @ 5250 rpm

Torque (lb-ft): 405 @ 3500 rpm

### INSTALLATION NOTES

- Requires addition of carburetor, starter, plug wires and exhaust system (not included).
- Requires an externally balanced flywheel (not included). See page 207 for flywheel selection.
- The 8-quart circle track oil pan is 7" deep at the sump. It will clear most GM rear-steer chassis with stock engine location.



88958604

# Circle Track 350/400

## WHAT'S HOT?

■ Fast-Burn heads

■ Forged steel crankshaft

■ High-rise single plane intake

## Run up front with our race-winning 400-horsepower 350 with Fast Burn heads!

GM Performance Part's Fast Burn cylinder heads are the fast way to the winner's circle—and they're standard on the 350/400 Late Model GM racing engine from GM Performance Parts.

This brand-new, factory-sealed racing engine is based on the popular Fast Burn 385-horsepower street crate engine, but includes a racing-only 8-quart circle track oil pan, with dual kick-out design, along with a valve cover breather kit and special "kool nut" rocker arm design. The assembly also includes an open-plenum high-rise intake manifold and 1.5:1-ratio aluminum roller rockers.

Because it's based on the 350 Fast Burn engine, the 350/400 racing engine includes a bulletproof bottom end, anchored by a forged steel crankshaft and hypereutectic pistons. The 23° Fast Burn aluminum heads enable tremendous power in the small-block V-8 because of a unique chamber design that quickly and completely burns the air/fuel mixture—giving you maximum power.

With the 350/400 racing engine under the hood of your Late Model, you'll put a "fast burn" on the competition.



GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

### CIRCLE TRACK 350/400 TECH SPECS:

<b>Part Number:</b>	88958604	<b>Cylinder heads (P/N 12464298):</b>	Aluminum; 62cc chambers
<b>Engine type:</b>	Chevy small-block V-8	<b>Valve size (in):</b>	2.00 intake / 1.55 exhaust
<b>Displacement (cu in):</b>	350	<b>Compression ratio:</b>	9.6:1
<b>Bore x stroke (in)</b>	4.00 x 3.48	<b>Rocker arms (P/N 12367345):</b>	Aluminum; roller style
<b>Block (P/N 10105123):</b>	Cast iron with 4-bolt main caps	<b>Rocker arm ratio:</b>	1.5:1
<b>Crankshaft (P/N 12556307):</b>	Forged steel	<b>Recommended fuel:</b>	92 octane
<b>Connecting rods (P/N 10108688):</b>	Powdered metal steel	<b>Ignition timing:</b>	Base 10° BTDC, 32° Total
<b>Pistons (P/N 10159436):</b>	Hypereutectic aluminum	<b>Maximum recommended rpm:</b>	5800
<b>Camshaft type (P/N 10185071):</b>	Steel hydraulic roller		
<b>Camshaft lift (in):</b>	.474 intake / .510 exhaust		
<b>Camshaft duration (@.050 in)</b>	208° intake / 221° exhaust		

**NOTE:** Distributor with melonized steel gear **MUST** be used with long blocks and partial engines with steel camshafts, or engine damage will occur.

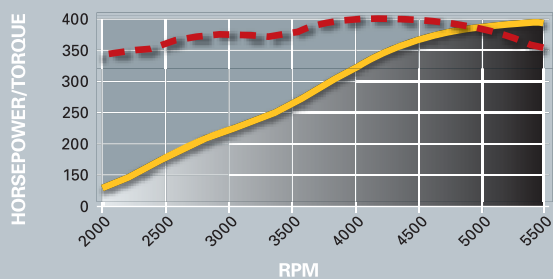


## OUR "LATE-MODEL" ENGINE\*

- High-revving matched components!
- A fraction of the price of a custom engine!
- Factory-sealed for equal competition

\*Check track rules for correct application.

### CIRCLE TRACK 350/400 DYNO CHART



Horsepower: 400 @ 5500 rpm

Torque (lb-ft): 400 @ 4500 rpm

### INSTALLATION NOTES

- Requires addition of carburetor, starter, ignition, plug wires, water pump and exhaust system (not included).
- Requires an externally balanced flywheel (not included). See page 207 for flywheel selection.
- The 8-quart circle track oil pan is 7" deep at the sump. It will clear most GM rear-steer chassis with stock engine location.

# Richard Childress Racing Parts

His name is Richard Childress, and his racing efforts are legendary in the world of circle track and NASCAR. Richard Childress Racing (RCR) and GM Performance Parts have been teammates for over twenty years. That partnership has resulted in multiple event wins and championships for RCR, and countless engineering breakthroughs and validations for GM Performance Parts.

Starting in 2007, you will be able to take advantage of the RCR and GMPP effort with an exciting new line of circle track parts designed to enhance the capabilities of your circle track race car. These products include a high-flow 14" air cleaner, 50 amp alternator, HEI distributor, 70 GPH fuel pump, front drive kit, spark plug wires, lightweight starter, valve covers, competition water pump, power steering pump assembly, and more. Each part has been tested and approved by Richard Childress himself.

Looking for the winning edge with your circle track combination? Look to RCR and GMPP to take your circle track racing efforts to the next level.



## RCRST450 Starter

This 10 lb. high-torque starter will work with both 153 and 168 tooth flywheels. It is a 3.75 to 1 gear reduction with a 1.4 KW motor.



## RCRWP550 Water Pump

A competition proven water pump made from 356 T6 aluminum with heavy duty bearing and seal. Includes an installation kit complete with gaskets, bolts and spacers.



## RCRAC100 Air Cleaner

Clear anodized super-light 14" aluminum drop-down air cleaner with element.



## RCRFP300 Fuel Pump

Professionally designed billet mechanical fuel pump delivers 70 GPH at 7 PSI.



## RCRDS250 Distributor

Pro Billet HEI Distributor with oversized shaft sealed ball bearing and long sintered bushing. Extra springs and bushings are included to tailor your curve. It includes a removable vacuum advance canister.



## RCRVC500 Valve Covers

A beautiful, powder-coated die cast aluminum cover set with breather tubes and a deep groove for good gasket retention. Comes with retaining bolts.



## RCRSP400 Spark Plug Wires

An 8mm spiral core spark plug wire set fitted and numbered with a wire loom kit. Designed to route under the headers with 90 degree high temp spark plug boots and HEI Distributor boots.





### RCRPS601

#### Power Steering Pump Assembly

This is a low drag pump designed for race applications. The internal design adjusts fluid volume/pressure resulting in lower operating temperatures and less parasitic horsepower loss. Comes complete with pulley and belt to work with RCRFD350 Front Drive Kit.

### RCRAL150

#### Alternator

A lightweight 93mm housing 50 amp Denso alternator from Denso designed for professional motorsports use.

### RCRAL152

#### Alternator Mounting Hardware

Designed to be used with the 93mm RCRAL150 Denso alternator and the RCRFD350 Front Drive Kit.

### RCRAL151

#### Alternator Installation Kit

Complete your alternator installation with a 2.700" diameter pulley and a 25" 3 rib belt.

### RCRPS600

#### Power Steering Bracket

A billet aluminum power steering bracket allows a low-mount for the power steering pump, RCRPS601.

### RCRFD350

#### Front Drive Kit

An upper and lower serpentine pulley set that provides a 7% underdrive for the water pump. Comes complete with drivehub, belt and necessary installation hardware.

## GASKET KITS

### 88958693 **NEW**

#### Rebuild Gasket Kit (Non-Vortec)

Fits P/N 88958602 and includes the following items:

2	10105117	Head gasket
1	10108676	Oil pan gasket set
1	12555771	Crankshaft rear main seal
1	89017465	Intake manifold gasket set
1	10105135	Water outlet gasket
1	10108435	Front cover gasket
1	12560223	Fuel pump adapter gasket
2	12603957	Water pump gasket
1	10108445	Distributor gasket
2	10046089	Valve cover gasket

### 88958694 **NEW**

#### Rebuild Gasket Kit (Vortec)

Fits P/N 88958603 and 88958604, and includes the following items:

2	12557236	Head gasket
1	10108676	Oil pan gasket set
1	12555771	Crankshaft rear main seal
1	89017465	Intake manifold gasket set
1	10147994	Intake manifold gasket set
1	10105135	Water outlet gasket
1	12560223	Fuel pump adapter gasket
2	12603957	Water pump gasket
1	10108445	Distributor gasket
2	10046089	Valve cover gasket

**ATTENTION GM DEALERS:** The parts on these pages are General Motors LICENSED PRODUCTS and must be ordered from the supplier (except P/N 88958693 and P/N 88958694).



# Parts

**A**fter hundreds of thousands of miles, you may choose to replace your engine with a genuine GM Replacement Engine. You'll find that nothing meets the requirements of daily driving or work duty like a GM engine that has been built just like the original. We've listed the factory applications for these replacement engines, but feel free to dream up your own combination. Designed by GM engineers, validated in our test labs, and proven on the streets of America, it's hard to beat a GM Replacement Engine for performance and dependability. This is just a sample of some of the GM Engines we offer.







**12491851**

# 4.8L LR4

The LR4, or the Vortec 4800, is a proven V-8 truck engine. It displaces 4.8L with a 96mm bore and an 83mm stroke. A direct, cast iron relative to the LS1 small block Corvette/F-body engine, it produces 275 hp and 285–290 lb.-ft. of torque. The LR4 shares the same block and cylinder heads as the Vortec 5300. Available new or remanufactured.



**GM Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine.*

## 4.8L LR4 APPLICATION DATA

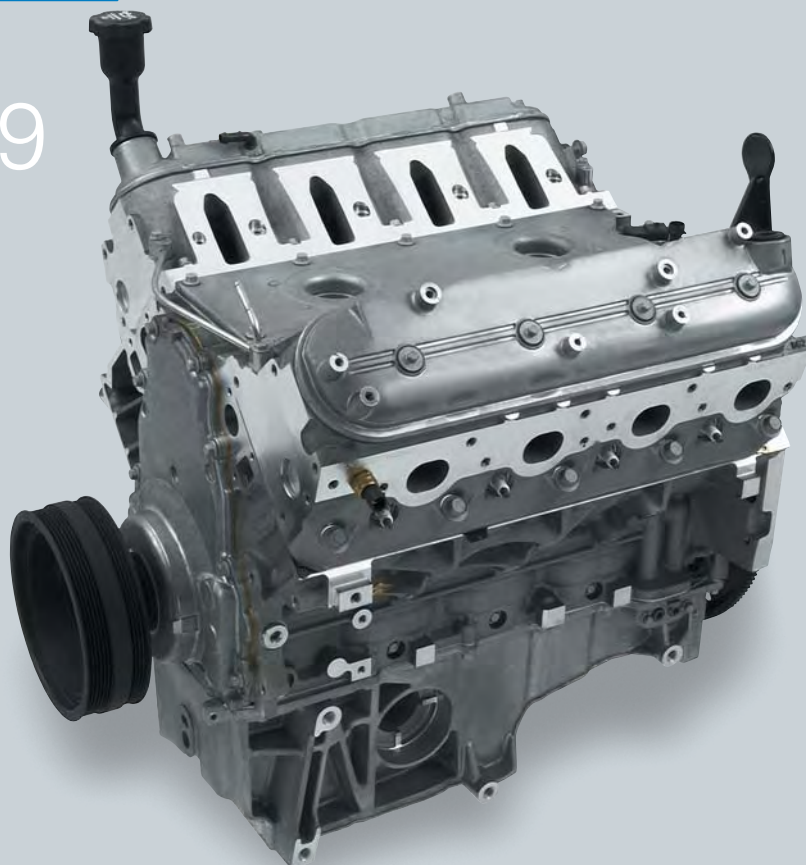
<b>12457703</b>	1999 Chevy/GMC Pickup (CK1)
<b>12457704</b>	1999 Chevy/GMC Pickup (CK1)
<b>12491851</b>	2001–2004 Chevy/GMC Pickup (CK1) 2003–2004 Chevy/GMC Express, Savana (G2, 3)
<b>88893289</b>	2000 Chevy/GMC Pickup, Suburban, Tahoe (CK1)
<b>88893290</b>	2000 Chevy/GMC Pickup, Suburban, Tahoe (CK1)



**12491854**

## 5.3L LM7/L59

The Vortec 5300 LM7/L59 is a V-8 engine for 1999–2006 vehicles, such as the Silverado and Sierra, as well as sport utility vehicles. The LM7/L59 uses a cast iron block. In production form, the 5.3L LM7/L59 is rated at 285 hp and 325–330 lb.-ft. of torque. The LM7/L59 displaces 5.3L from its 96mm bore and 92mm stroke. Available new or remanufactured.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

### 5.3L LM7/L59 REMAN APPLICATION DATA

<b>12457705</b>	1999 Chevy/GMC Pickup (CK1, 2)
<b>12491854</b>	2003–2004 Chevy/GMC Pickup, Suburban, Tahoe, Yukon (CK1)
	2003–2004 Chevy/GMC Express, Savana (GH1, 2)
	2002–2003 Chevy/GMC Pickup (CK1, 2)
	2002 Chevy/GMC Pickup (K1)
	2001 Chevy/GMC Pickup (CK1)
<b>88893291</b>	2000 Chevy/GMC Pickup, Suburban, Tahoe, Yukon (CK1, 2)



**12491857**

## 6.0L LQ4/LQ9

The LQ4/LQ9 or Vortec 6000 is a V-8 truck/ sport utility engine. It is a bored version of the Vortec 5300 that displaces 6.0L from its 101.6mm bore and 92mm stroke. The LQ4/LQ9 uses an iron block and aluminum heads, and in production form produces 300–325 hp and 360–370 lb.-ft. of torque. Available new or remanufactured.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

### 6.0L LQ4/LQ9 REMAN APPLICATION DATA

<b>12491357</b>	2001–2004 Chevy/GMC Pickup, Suburban, Yukon, Denali, Escalade (CK1, 2, 3)
	2003–2005 Chevy/GMC Pickup, Suburban, Yukon, Denali, Escalade (CK2, 3)
	2003–2005 Chevy/GMC Express, Savana (G2, 3)
	2003–2005 Chevy/GMC H2 Hummer (N257)
	2005 Chevy/GMC Pickup (CK157)
<b>12491860</b>	2004 Chevy/GMC Pickup, Suburban, Yukon, Denali, Escalade (CK1)
	2002–2003 Chevy/GMC Pickup, Suburban, Yukon, Denali, Escalade (K1)



**12607031**

## 2.2L L61

The L61 displaces 2.2L from an 86mm (3.38") bore and a 94.6mm (3.72") stroke. Compression is 9.5:1 or 10:1, delivering 135–143 hp and 142 lb.-ft. of torque.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

### 2.2L L61 NEW APPLICATION DATA

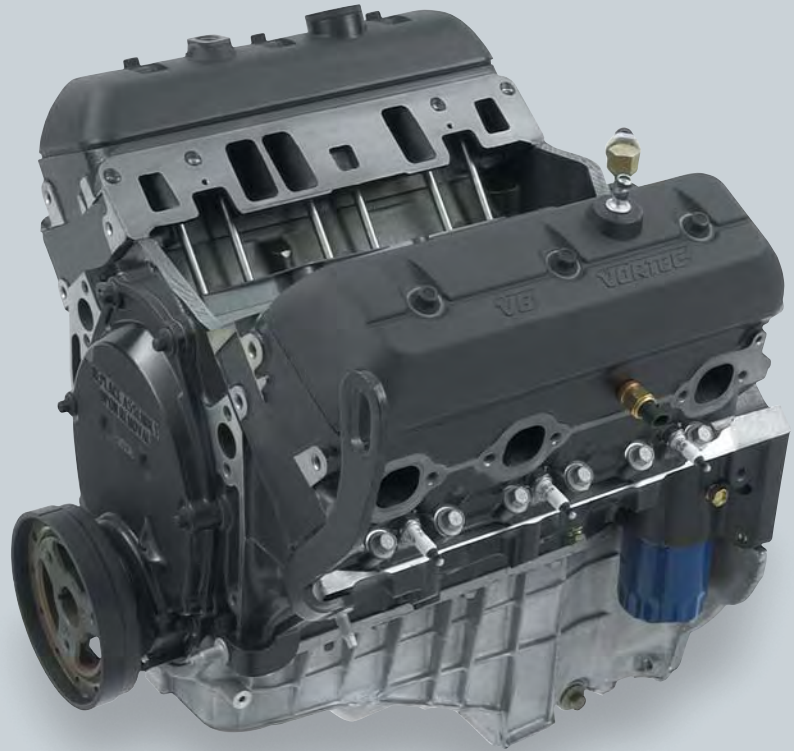
<b>12601063</b>	2005–2006 Chevrolet Cobalt (3A)
	2004–2006 Chevrolet Malibu (3Z)
	2006 Chevrolet HHR (TA)
<i>NOTES: If using on vehicle with manual transmission, transfer flywheel from existing engine.</i>	
<b>12607031</b>	2002–2005 Chevrolet Cavalier (J)
	2004–2005 Chevrolet Classic 4 DR Notchback (N)
	2002–2005 Pontiac Sunfire (J)
	2002–2005 Pontiac Grand AM (N)
	2002–2004 Oldsmobile Alero (N)
<i>NOTES: For 2002 and 2003, fuel rail/injectors must be changed to 2003 content. If using on vehicle with manual transmission, transfer flywheel from existing engine.</i>	



**12491869**

# 4.3L LU3

The LU3 Vortec 4300 is a 90° V-6 truck/sport utility engine, that is based on the same architecture as the 350°/5.7L Chevrolet small-block V-8. The LU3 uses a cast iron block and heads with a 101.60mm (4.00") bore and 88.39mm (3.48") stroke. Power output of the LU3 engine is 180–200 hp and 245–260 lb.-ft. of torque. Available new or remanufactured.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

## 4.3L LU3 NEW/REMAN APPLICATION DATA

**12491869** 2001–2022 Chevy/GMC Pickup, Blazer, Jimmy (ST1)  
 2001–2002 Chevy/GMC Pickup (CK1)  
 2001–2002 Chevy/GMC Express, Savana (G1, 2)  
 2001–2002 Chevy/GMC Astro, Safari (LM1)

*NOTES: Exc oil pan, valve cover*

**89017323** 2001–2002 Chevy/GMC Pickup, Blazer, Jimmy (T1)  
 2001–2002 Chevy/GMC Astro, Safari (LM1)

*NOTES: Light duty deep oil pan*

**89017324** 2003–2005 Chevy/GMC Pickup, Blazer, Jimmy (ST1)  
 2003–2006 Chevy/GMC Express, Savana (G1, 2)  
 2003–2005 Chevrolet Astro, Safari (LM1)

*NOTES: Swap oil pan from original engine or buy new P/N 12555653 as required for oil level switch.*

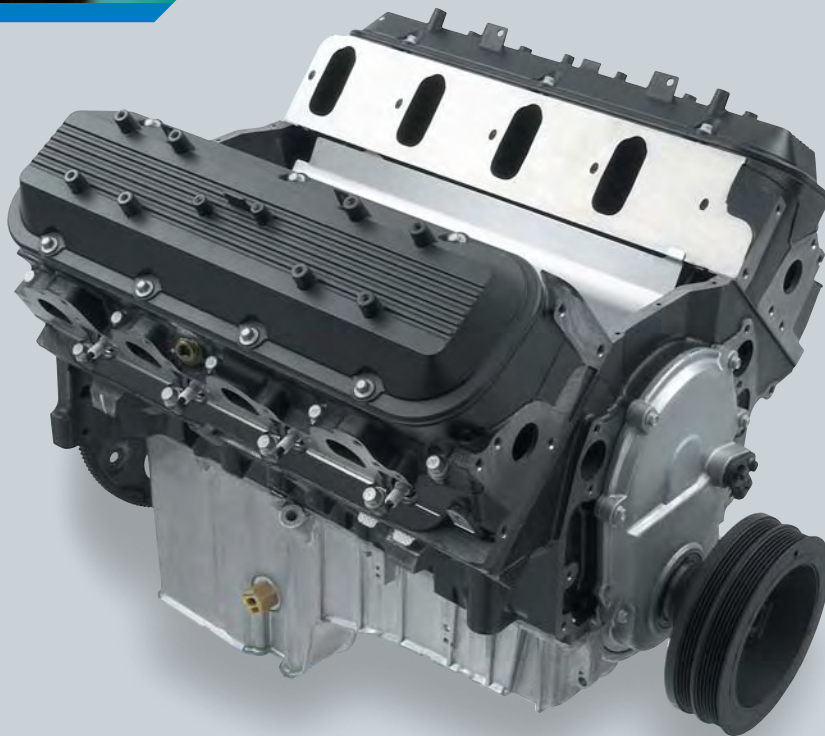




**89017618**

# 8.1L L18

The L18 Vortec 8100 is a V-8 truck/sport utility engine. It was first introduced in pickups, Suburbans and Yukons in 2001. It displaces 8.1L from a 107.95mm bore and 111mm stroke. It is an all-iron engine (block and heads) with two valves per cylinder. In production trim, the L18 produces 225–340 horsepower and 350–455 lb.-ft. of torque.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

## 8.1L L18 APPLICATION DATA

<b>88894039</b>	2001 Chevy/GMC Pickup, Suburban, Yukon (CK2, 3)	<b>89017619</b>	2001–2002 Chevy/GMC Kodiak/Topkick 4 x 2 2WD (C6, 7), Kodiak/Topkick 6 x 4 2WD (C6)
<b>89017618</b>	2001–2002 Chevy/GMC Pickup (C3)		2001–2002 Chevy/GMC MD Bus Chassis (B7)
	2001–2002 Chevy/GMC Express, Savana (G3)		2002 Chevy/GMC Kodiak/Topkick 4 x 2 2WD (C7H0)
	2001 Chevy/GMC Pickup, Suburban, Yukon (CK2, 3)		2003 Chevy/GMC Kodiak/Topkick 4 x 2 C 2WD (C6, 7)
	2002–2003 Chevy/GMC Pickup, Suburban, Avalanche, Yukon, Escalade (CK2, 3)		2003–2006 Chevy/GMC Kodiak/Topkick 4 x 2 2WD (C6, 7, 8)
	2004–2006 Chevy/GMC Pickup, Suburban, Yukon (CK2, 3)		<i>NOTES: 2002 or previous model years, transfer harmonic balancer, valve covers, spark plug wire harness, ignition coils and ignition coil harness.</i>
	<i>NOTES: When using in a 2001–2002 vehicle, use a 2003 tube, oil fill.</i>	<b>89017620</b>	2005–2006 Chevy/GMC Kodiak/Topkick 4 x 2 2WD (C4, 5) Kodiak/Topkick 4 x 4 2WD (C4, 5)



**10067353**

# 5.7L Gen 0

The Gen 0 small-block features excellent performance and durability across a wide variety of applications. Part of GM's small-block V-8 series, it's one of the most successful engines in our automotive history. Available for most GM applications from 1970 to current. The nodular iron crankshaft features enlarged journal fillets for increased durability. The Gen 0 features a four-bolt main bearing block and aluminum sump head design pistons with full skirts. It has a hydraulic camshaft (P/N 12364051), and cast iron cylinder heads. A short block version is also available. The Gen 0 displaces 5.7L from a 101.60mm (4.00") bore and 88.39mm (3.48") stroke. The 5.7L is an all-iron GM small-block V-8.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

## 5.7L GEN 0 NEW APPLICATION DATA

<b>10067353</b>	1975–1978 Chevy/GMC Pickup (C1)	1980–1985 Chevy/GMC Van (G1, 2, 3)
	1975 Chevy/GMC Blazer, Jimmy (C1)	1981–1982 Chevy/GMC Pickup (CK1)
	1975 Chevy/GMC Van (G1)	1983–1985 Chevrolet Caprice Classic, Impala (B)
	1978–1980 Chevy/GMC Van (G2, 3)	1973–1980 Chevrolet Corvette (Y)
	1979–1985 Chevy/GMC Pickup, Suburban, Blazer, Jimmy (K1)	1984–1985 Pontiac Parisienne (B)
	1979–1980 Chevy/GMC Pickup, Suburban, Blazer, Jimmy (CK1)	<i>NOTES: 4 bolt main cap, replacement timing pointer tabs P/N 3991435 or P/N 3991436, see catalog for specific applications.</i>
	1979–1980 Chevy/GMC Suburban (CK1, 2)	
	1979–1985 Chevy/GMC Suburban (CK1)	

**12568758**

## 5.7L Gen I

With all new castings and content, the 5.7L 350 cid Gen 1 is a short block assembly with a 9.0/1 compression ratio. It includes a cast iron alloy cylinder block, 4-bolt main bearing caps, a nodular cast iron crankshaft, a 1-piece rear main seal design, powdered metal steel connecting rods, cast aluminum alloy pistons with sump head design and closed skirts, bronze freeze plugs, and a gear driven oil pump assembly. The Gen 1 does not have a machined fuel pump boss. It displaces 5.7L from a 101.60mm (4.00") bore and 88.39mm (3.48") stroke. The 5.7L is an all-iron GM small-block V-8.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

### 5.7L GEN I NEW APPLICATION DATA

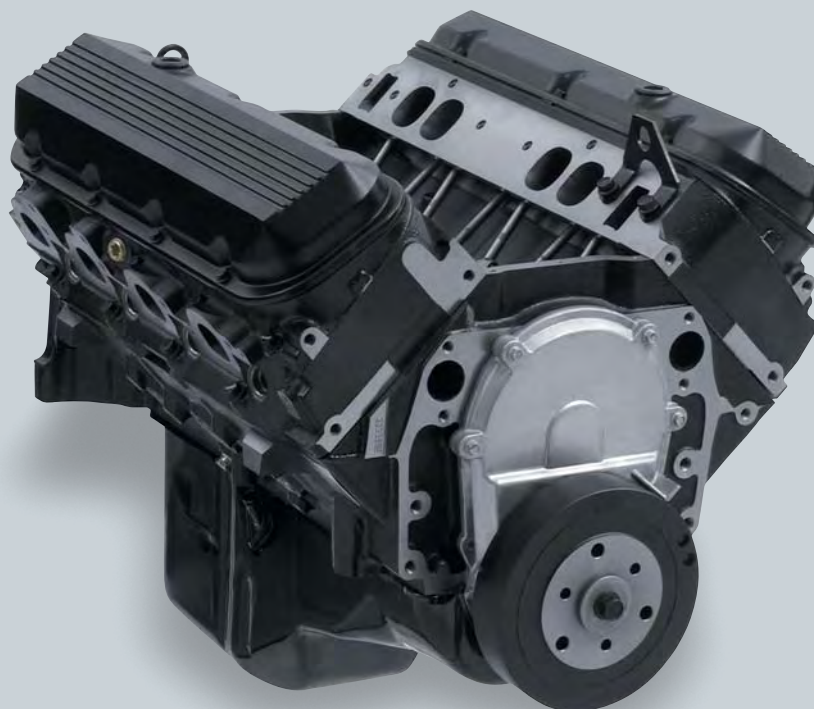
<b>12568758</b>	1987–1994 Chevy/GMC Van (G1, 2, 3)
	1987 Chevy/GMC Pickup, Suburban (RV1, 2)
	1988–1991 Chevy/GMC Suburban (RV1)
	1988–1991 Chevy/GMC Pickup (CK1, 2)
	1992–1995 Chevy/GMC Pickup, Suburban, Tahoe (CK1, 2)
	1995 Chevy/GMC Van (G2, 3)



**12491355**

# 7.4L L19/L29

This large displacement workhorse has the torque to handle big jobs—towing trailers, hauling heavy loads and other weighty tasks—while providing the power, strength and endurance truck owners have grown to expect. A single-piece rear oil seal helps reduce oil leaks. Reduced weight turned-skirt hypereutectic strut-less pistons reduce friction. The heavy-duty nodular crankshaft has deep-rolled fillets for increased strength and durability. Steel camshaft and roller lifters on newer applications help reduce friction, improve wear resistance and increase low-end torque. The priority main lubrication system keeps the bottom end lubed under tough duty. The L19/L29 V-8 displaces 454-cubic-inches. Available new or remanufactured.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

## 7.4L L19/L29 APPLICATION DATA

<b>12339913</b>	1980–1986 Chevy/GMC Pickup, Suburban (C2)	<b>12491353</b>	1994–1995 Chevy/GMC Pickup, Suburban (CK2, 3)	
	1980–1986 Chevy/GMC Pickup, Suburban (CK3)		1994–1995 Chevy/GMC Van (G3)	
	1987–1989 Chevy/GMC Pickup, Suburban (RV2, 3)		1994–1995 Chevy/GMC Chassis (P3)	
	1988–1990 Chevy/GMC Pickup (CK3)		<i>NOTES: 4 bolt main, 1 piece rear seal.</i>	
	1988–1990 Chevy/GMC Van (G3)		<b>12491354</b>	1996–1997 Chevy/GMC Chassis (P3)
	1990 Chevy/GMC Pickup, Suburban (R2, 3)			1996 Chevy/GMC Van (G3)
	1990 Chevy/GMC Pickup (C1)		<i>NOTES: 6 bolt front cover, 4 bolt main, 1 piece rear seal.</i>	
<b>12491352</b>	1991–1993 GMC Pickup, Suburban (CK2, 3)	<b>12491355</b>	1996–2000 Chevy/GMC Pickup, Suburban (CK2, 3)	
	1991–1993 Chevy/GMC Pickup, Suburban (C1)		1996–2000 Chevy/GMC Van (G3)	
	1991–1993 Chevy/GMC Van (G3)		1996–1999 Chevy/GMC Chassis (P3)	
	1991–1993 Chevy/GMC Cassis (P3)	<i>NOTES: 4 bolt main, 1 piece rear seal.</i>		
	1991 Chevy/GMC Pickup, Suburban (R2, 3)	<b>12491356</b>	1999–2000 Chevy/GMC Kodiak/Topkick 4 x 2 2WD (C6, 7)	
	1991 Chevy/GMC Pickup, Suburban (V3)		Kodiak/Topkick 6 x 4 C 2WD (C6, 7)	
<i>NOTES: 4 bolt main, 1 piece rear seal.</i>	1999–2000 Chevy/GMC MD Bus Chassis (B7)			
		<i>NOTES: 4 bolt main, 1 piece rear seal.</i>		



**12575091**

## 4.2L LL8

The Vortec 4200, or LL8, is a 4.2L straight-6 in the GM Atlas engine family. It has four valves per cylinder and is a double-overhead cam (DOHC) design. Introduced in 2002 for the Chevrolet TrailBlazer, GMC Envoy, and Oldsmobile Bravada, the engine is also in use in the Buick Rainier, Saab 9-7, and the Isuzu Ascender.



**Parts** Engines offer a 36-month or 100,000 mile limited warranty when the engine is installed in a recommended application.

*NOTE: Engine in photograph is representative of several part numbers, and may show items not included with each engine*

### 4.2L LL8 APPLICATION DATA

<b>12575091</b>	2002–2003 Chevrolet Trailblazer, Envoy (ST1) <i>NOTES: when using this engine for 2002 application, change sparkplug and knock-sensors oil pan to 2002 parts. Includes throttle body assembly, intake manifold, ignition coils, dip stick tube and dip stick, front cover, water pump, harmonic balancer, crank sensor, injector harness, flywheel, exhaust manifold, belt tensioner, and oil pan (2003 application).</i>
<b>12599934</b>	2006 Chevy/GMC Trailblazer, Envoy (ST1) 2006 Chevrolet SSR (ST1)
<b>89017685</b>	2004–2005 Chevrolet Trailblazer, Envoy (ST1) <i>NOTES: When used for 2004 and prior, exhaust cam position actuator and fuel rail-ASM must be changed to 2004 and prior parts.</i>

# Small-Block Components

**I**t has been over 50 years since GM introduced the Chevrolet small-block V-8. In that time, it has come to be widely regarded as the most significant performance engine to have ever been designed. Today, the Mouse is stronger than ever, and GM Performance Parts has every part you need to build the small-block that you've been dreaming of. You can take full advantage of over five decades of technical improvements and design advances with the GM Performance Parts line of small-block heads, blocks, and components.

The block is the foundation of any high performance engine build, and GM Performance Parts has the most diverse selection of custom-manufactured, custom-machined aftermarket performance blocks on the market! Whether you are looking for a cast iron Production block for a quick rebuild, a Bowtie Block to own the street or strip, a Rocket Block to go racing, or one of our all-out Bowtie aluminum race blocks to rule your local track, all of our engine blocks share one thing in common—race-proven design and quality through years of on-track testing.

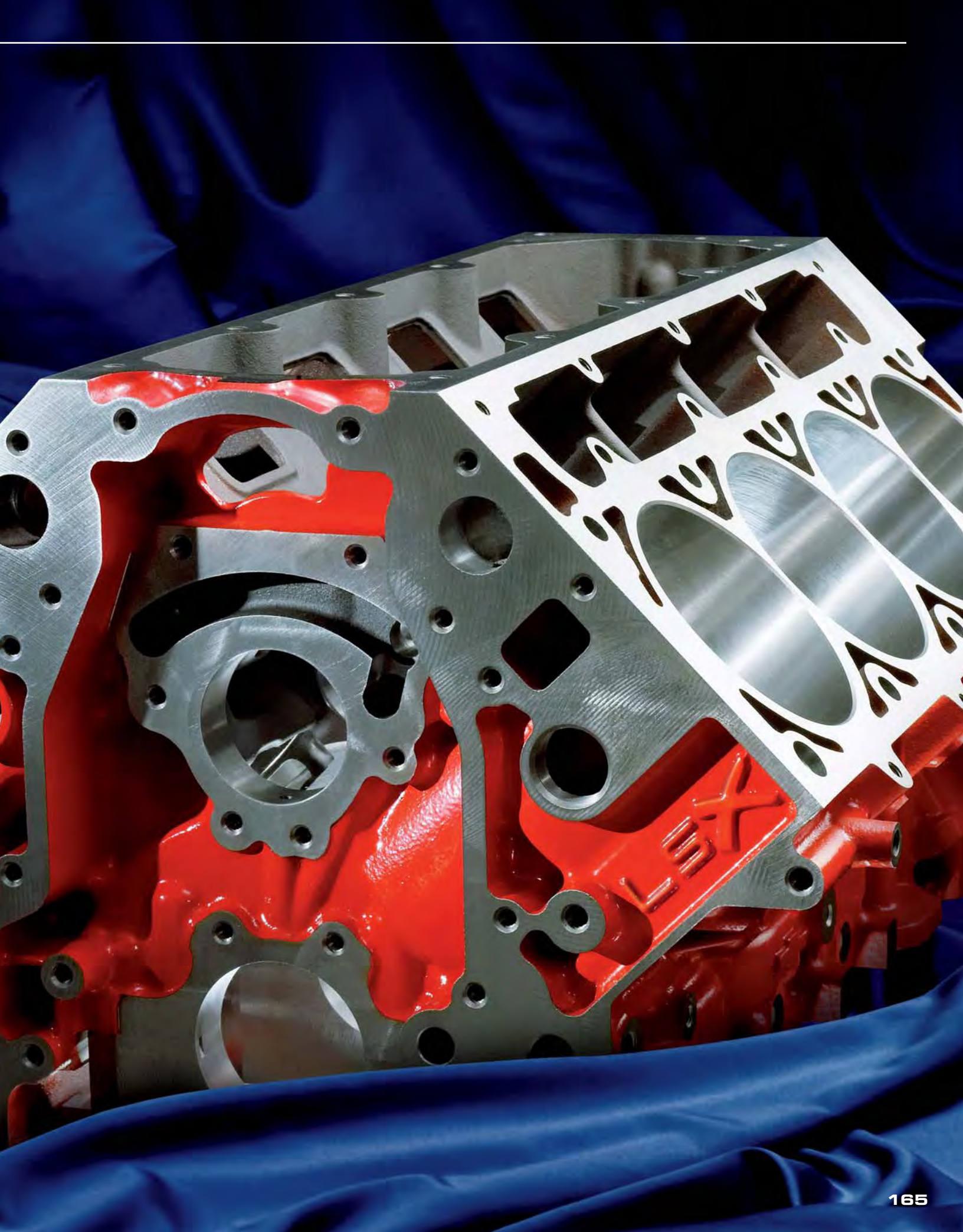
If you want to make big power, you need a cylinder head that can swallow large amounts of air at the highest possible velocity. GM Performance Parts has an amazing selection of high performance cylinder heads that has been developed to match the performance of every small-block Chevy application.

Our line of Bowtie, Vortec, Fast Burn, and Aluminum Race heads can help you beat the competition, whether that means NASCAR or the hot rod down the street. There are many cylinder heads on the market for your GM performance vehicle, but only a few of them can live up to the high standards set forth by GM Performance Parts.

Our Components section includes pistons, rods, fasteners, gasket sets, serpentine accessory drive systems, starters, valve covers, valve train components, high performance camshafts, intake manifolds, ignition systems, fuel systems—everything you need to build your next project engine. GM Performance Parts has tested every single component in this catalog to durability standards that no one can match. And, remember, these are the same parts that we use in our incredible line of GM Performance Parts crate engines.

Whichever high performance small-block part you choose, you can be certain that when you get your parts from GM Performance Parts, you are starting with the very best.





# 2006 Chevy Small-Block Quick Reference Chart

CAST IRON SMALL-BLOCKS																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
10105123	14093638	9.025"	Std	Open	4.000"–4.030"	4	Straight	Grey iron	350	Wet	1 pc	3.75"	181	350	Street	167
88962516	—	9.025"	Std	Open	4.005"–4.030"	4	Straight	Grey iron	350	Wet	1 pc	3.80"	181	450	Street	167
10066034	—	9.025"	Std	Open	4.000"–4.030"	4	Straight	Grey iron	350	Wet	2 pc	3.75"	—	350	Street	167
10051183	10051184	9.025"	Std	Siamese	4.000"–4.155"	2	Straight	Grey iron	350	Wet	1 pc	3.75"	187	400	Street	168
10185047	10051184	9.025"	Std	Siamese	3.980"–4.155"	4	Straight	Grey iron	350	Wet	1 pc	3.75"	182	450	Amateur	169
12480174	10051184	9.025"	Std	Siamese	3.980"–4.155"	4	20 deg	Nodular	350	Wet	1 pc	3.75"	196	500	Amateur	169
12480047	10051184	9.025"	Std	Siamese	3.980"–4.155"	4	20 deg	Nodular	350	Wet	2 pc	3.75"	208	500	Amateur	169
12480175	10051184	9.025"	Std	Siamese	4.117"–4.155"	4	20 deg	Nodular	350	Wet	1 pc	3.75"	196	500	Amateur	169
12480157	10051184	9.025"	Std	Siamese	4.117"–4.155"	4	20 deg	Nodular	350	Wet	2 pc	3.75"	196	500	Amateur	169
12480049	10051184	9.025"	Std	Siamese	3.980"–4.155"	4	20 deg	Nodular	400	Wet	2 pc	3.75"	208	500	Amateur	169
12480159	10051184	9.025"	Std	Siamese	4.117"–4.155"	4	20 deg	Nodular	400	Wet	2 pc	3.75"	196	500	Amateur	169
24502501	10051182	9.025"	Std	Open	3.875"–4.030"	4	20 deg	8620 steel	350	Wet	2 pc	3.75"	190	650	Pro	170
24502503	10051184	9.025"	Std	Siamese	3.980"–4.155"	4	20 deg	8620 steel	350	Wet	2 pc	3.75"	208	700	Pro	171
12480045	10051184A	9.025"	Std	Siamese	4.116"–4.185"	4	17 deg	4140 steel	283	Dry	2 pc	3.75"	192	800	Pro	172
12480046	10051184A	9.025"	Std	Siamese	4.116"–4.185"	4	17 deg	4140 steel	350	Dry	2 pc	3.75"	192	800	Pro	172

SHORT DECK CAST IRON BLOCK																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
12480050	12480050	8.700"	Std	Siamese	3.980"–4.190"	4	20 deg	8620 steel	283	Dry	2 pc	3.48"	216	800	Pro	171
24502650	24502650C	8.325"	Std	Siamese	3.980"–4.185"	4	20 deg	8620 steel	283	Dry	2 pc	3.25"	167	800	Pro	171

SB2.2 BLOCKS																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
12480097	10051184A	9.025"	SB2.2	Siamese	4.116"–4.185"	4	17 deg	4140 steel	283	Dry	2 pc	3.75"	192	800	Pro	172
12480098	10051184A	9.025"	SB2.2	Siamese	4.116"–4.185"	4	17 deg	4140 steel	350	Dry	2 pc	3.75"	192	800	Pro	172

R0X SB2.2 BLOCK																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
25534453	25534351	9.025"	SB2.2	Siamese	4.166"–4.250"	4	17 deg	4140 steel	283	Dry	2 pc	3.75"	196	800	Pro	173

R0X NON SB2.2 BLOCK																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
25534452	25534351	9.025"	None	Siamese	4.166"–4.250"	4	17 deg	4140 steel	283	Dry	2 pc	3.75"	196	800	Pro	173

ROCKET BLOCK																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
22551788	—	9.025"	Std	Siamese	4.000"–4.180"	4	18 deg	Steel	350	Wet	2 pc	4.125"	200	500	Pro	174

ALUMINUM SMALL-BLOCKS																
Part Number	Cast Number	Deck Height	Lifter Pattern	Cyl Wall	Bore Range	Main Bolt	Main Bolt Degree	Cap Material	Crank Jnl Size	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
10185075	10134398	9.025"	Std	Siamese	3.986"–4.135"	4	20 deg	8620 steel	350	Wet	2 pc	3.75"	90	800	Pro	175
10134400	10134398	9.025"	Std	Siamese	4.117"–4.135"	4	20 deg	8620 steel	400	Dry	2 pc	3.75"	89	800	Pro	175
24502495	24502495	9.525"	Std	Siamese	4.117"–4.135"	4	20 deg	8620 steel	400	Dry	2 pc	4.125"	101	850	Pro	N/S





Production-Based Block (front) **A**



Production-Based Block (rear) **A**



Straight Four-Bolt Mains **A**



Production-Based Block (front, top) **A**

## PRODUCTION-BASED BLOCKS

The GM Performance Parts production-based blocks are the right choice for street car rebuilds or to start your own mild engine project. They come in the same dimensions that you are already familiar with and are produced to the high level of quality that GM is famous for. Remember, these are brand new castings that are machined to our exacting tolerances and delivered to you at an affordable price. These blocks are designed for street engines that demand good strength and a high level of durability.

### Production-Based Block Technical Notes:

- Cylinder walls are the same thickness as current production engines
- Non-siamese bores
- Standard 350 main journal sizes
- Lifter valleys are machined for hydraulic roller and flat tappets
- Use seal adapter P/N 10051118 to use 2-piece rear main crankshafts in these blocks

See chart on page 166 for complete specifications.

### A. 10105123

#### 350 Bare Block (1986-later Style), 1-Piece Rear Main Seal

- Cast iron 4-bolt block
- **4.00"** bore
- Machined for hydraulic roller or flat tappets

### 88962516

#### 383 Bare Block (1986-later Style), 1-Piece Rear Main Seal

- Cast iron 4-bolt block
- **4.005"** bore
- Cleared for 3.80" stroker crankshaft
- Machined for hydraulic roller or flat tappets

### 10066034

#### 350 Bare Block (Pre-1986 Style), 2-Piece Rear Main Seal

- Cast iron 4-bolt block
- **4.00"** bore
- Can be used for 302, 327, or 350 engines
- Machined for hydraulic roller or flat tappets
- Used on 1973-85 GM Goodwrench 350 engines

## GM PERFORMANCE PARTS BOWTIE SPORTSMAN BLOCK

This is the block to buy if you want to build a serious street car or if you want to head to the race track! The GM Performance Parts Bowtie Sportsman block has been the starting point for countless racing engines. These iron blocks are available in a variety of finish options to build almost any engine combination. Most of these blocks have siamesed cylinder walls<sup>1</sup> and four-bolt main caps<sup>2</sup> that are secured by Grade 8 bolts. All blocks in this family have a 9.025" deck height. The Bowtie Sportsman blocks are a great foundation for your serious street car, circle track, or drag car that makes between 350 and 500 horsepower.

### NOTE:

*Bowtie blocks are called out by main journal sizes (i.e., 283, 350 or 400) and then by bore size (i.e., 283, 305, 350 or 400) if the bore is not standard to the main size. Example: #24502501—"350 Main-283 Bore size"—has standard 350 main journal sizes, however the bore is standard 283 size (for those of you old enough to remember 283s).*

### Bowtie Sportsman Block Technical Notes:

- 2.00" O.D. cam bearings (1.867" I.D.) P/N 12370843, required at all five locations (except for block 10051183)
- 0.900" thick main bearing bulkheads, Grade 8 main bolts
- Priority main oiling system
- Standard 9.025" deck height
- Cylinder bores have a nominal wall thickness of 0.340"
- 0.225" minimum cylinder bore wall thickness at 4.155" bore (excluding P/N 10051181, 10051183, & 10185047)
- Extra thick deck surfaces with blind-tapped head bolt holes for improved head gasket sealing
- Tall lifter bore blocks may require clearancing the top of lifter bores for use with some roller lifters
- Timing system clearance must be checked for interference
- Lifter valley oil scavenging boss behind cylinder #8 below bell housing flange is present, but not drilled & tapped
- Oil dipstick holes are not drilled
- Use seal adapter P/N 10051118 to use 2-piece rear main crankshafts in 1-piece rear main blocks

See chart on page 166 for complete specifications.

### Two-Bolt 350 Main Blocks

Two-bolt main bearing caps are installed to simplify the installation of the heavy duty four-bolt steel main caps with splayed outer bolts.

#### A. 10051183

##### 350 Bowtie Block, 1-Piece Rear Main Seal

- Cast iron maximum effort block
- 2-bolt mains
- 3.980" rough bore
- **4.090"** max bore (siamese cylinder bores)

<sup>1</sup>Siamesed cylinder walls have thicker cylinder wall material with no water between the bores. This allows for a bigger bore; a bigger bore allows for more cubic inches and more power!

<sup>2</sup>Four-bolt mains have more material and more fasteners holding the crank in the block (4-bolts per main instead of just 2). Four-bolt mains help maintain the integrity of the block when you drop the hammer!



**A** Two-Bolt Main Block (front)



**A** Two-Bolt Main Block Without Rear Seal Adapter (rear)



**A** Two-Bolt Rear Main (no seal adapter)



**A** Two-Bolt Main Block



Sportsman Block (front) **B**



Sportsman Block (rear) (For use with 1-piece seal adapter) **B**



Two-Piece Rear Main Seal **B**



Four-Bolt Splayed Main Caps **B**

## Four-Bolt 350 Main Blocks

### B. 10185047

#### 350 Bowtie Sportsman Block

- Cast iron maximum effort block
- 4-bolt "straight" nodular mains
- 3.980" rough bore
- **4.090"** max bore (siamese cylinder bores)
- Replaces older 4-bolt, 2-pc rear main seal block P/N 366287
- Rear main seal adapter required!

### 12480174

#### 350 Bowtie Sportsman Block, 1-Piece Rear Main Seal

- CNC-machined cast iron competition block
- +/-0.001" machining tolerances
- 4-bolt nodular mains, splayed caps on center 3 mains
- 3.980" finished bore
- **4.155"** max bore
- Extra smooth gasket surfaces for better seal
- Tall lifter bores
- Comes with rear seal adapter

### 12480047

#### 350 Bowtie Sportsman Block, 2-Piece Rear Main Seal

- CNC-machined cast iron competition block
- +/-0.001" machining tolerances
- 4-bolt nodular mains, splayed caps on center 3 mains
- 3.980" finished bore
- **4.155"** max bore
- Extra smooth gasket surfaces for better seal
- Tall lifter bores

### 12480175

#### 350 Main, 400 Bore Size Bowtie Sportsman Block, 1-Piece Rear Main Seal

- CNC-machined cast iron competition block
- +/-0.001" machining tolerances
- 4-bolt nodular mains, splayed caps on center 3 mains
- 4.117" finished bore
- **4.155"** max bore
- Extra smooth gasket surfaces for better seal
- Tall lifter bores
- Comes with rear seal adapter

### 12480157

#### 350 Main, 400 Bore Size Bowtie Sportsman Block, 2-Piece Rear Main Seal

- CNC-machined cast iron competition block
- +/-0.001" machining tolerances
- 4-bolt nodular mains, splayed caps on center 3 mains
- 4.117" finished bore
- **4.155"** max bore
- Extra smooth gasket surfaces for better seal
- Tall lifter bores

## Four-Bolt 400 Main Blocks

### 12480049

#### 400 Main, 350 Bore Size Bowtie Sportsman Block, 2-Piece Rear Main Seal

- CNC-machined cast iron competition block
- +/-0.001" machining tolerances
- 4-bolt nodular mains, splayed caps on center 3 mains
- 3.980" finished bore
- **4.155"** max bore
- Extra smooth gasket surfaces for better seal
- Tall lifter bores

### 12480159

#### 400 Bowtie Sportsman Block, 2-Piece Rear Main Seal

- CNC-machined cast iron competition block
- +/-0.001" machining tolerances
- 4-bolt nodular mains, splayed caps on center 3 mains
- 4.117" finished bore
- **4.155"** max bore
- Extra smooth gasket surfaces for better seal
- Tall lifter bores

## GM PERFORMANCE PARTS RACE BLOCKS

Our race blocks take the guess work out of what block you need to make big horsepower. They are competition tested in NASCAR, BUSCH, and NHRA Competition Eliminator! GM Performance Parts offers you a huge selection of race blocks that have been precision, CNC-machined<sup>3</sup> with tighter tolerances than our Bowtie blocks before you even get them. These blocks feature full race-prep machining, 4-bolt splayed<sup>4</sup> main caps, and the very highest grade of materials throughout. When your competition has spilled their guts all over the racetrack, you'll still be in the show thanks to your GM Performance Parts race block!

See chart on page 166 for complete specifications.

### GM Performance Parts Race Block Technical Notes:

- These blocks are CNC'd to  $\pm .001$ " machining tolerances!
- Cylinder decks, front and rear of case, oil pan rail surfaces and head dowel pins are blueprinted!
- Non-standard cam bearings required (see each block for details)
- Cam bosses are enlarged to allow machining for the use of larger bearings
- Extra thick main bearing bulkhead machined at 5°
- Premium quality main studs & SAE 8620 steel main bearing caps
- Billet wet sump rear main cap can be adapted to dry sump with plugs
- Bearing cap inner bolts are spread 0.210" to allow machining for use with 400 journal crankshafts
- Priority main oiling system
- 2-piece rear-main crankshafts & pre-1986 oil pans required
- Extra thick deck surfaces with blind-tapped head bolt holes for improved head gasket sealing
- Cylinder bores have a nominal wall thickness of .340"
- 0.225" min. cylinder bore wall thickness at 4.155" bore, Sonic bore check data sheet provided
- These blocks may require clearancing the top of lifter bores for some aftermarket mechanical roller lifters
- Timing system clearance should be checked before engine assembly
- Lifter valley oil scavenging boss behind cylinder #8 below bell housing flange is not drilled & tapped
- Oil dipstick holes are not drilled

### A. 24502501

#### 350 Main, 283 Bore Cast Iron Bowtie Race Block

- Cast iron competition block right out of the box
- 4-bolt SAE 8620 steel mains, 20° splayed caps on center 3 mains
- 2.00" O.D. cam bearings (1.867" I.D.) P/N 12370843 required at all five locations
- 3.875" finished bore (non-siamese bores)
- **4.030"** max bore
- 9.025" deck height
- Shipped with 2-piece rear main seal adapter installed
- Oil galleries for dry sump system are oversized and tapped for pipe plugs
- Supplied with sonic data sheet
- Tested to over 650 horsepower!

<sup>3</sup> CNC or computer numerical controlled machining is an automated machining process that guarantees exact tolerances. No one offers as many CNC-machined blocks as GM Performance Parts! No one.

<sup>4</sup> Splayed main caps have additional material holding the crankshaft in the block. This makes it even more unlikely that you'll throw the crank through the oil pan.



**A** Race Block (front)



**A** Race Block (rear)



**A** One-Piece Rear Main Seal



**A** Two-Piece Rear Main Seal



Short Deck Race Block (front) **B**



Short Deck Race Block (rear) **B**



Two-Piece Rear Main Seal **B**



Four-Bolt Main Caps **B**

## 24502503

### 350 Cast Iron Bowtie Race Block

- Cast iron competition block right out of the box
- 4-bolt SAE 8620 steel mains, 20° splayed caps on center 3 mains
- 2.00" O.D. cam bearings (1.867" I.D.) P/N 12370843 required at all five locations
- 3.980" finished bore (siamese bores)
- **4.155"** max bore
- 9.025" deck height
- Oil galleries for dry sump system are oversized and tapped for pipe plugs
- Supplied with sonic data sheet
- Tested to over 700 horsepower!

## B. 24502650

### 283 Main, 350 Bore Size Short-Deck Bowtie Race Block

- CNC Cast iron competition block designed for drag racing, road racing or restricted oval track racing!
- 4-bolt SAE 8620 steel mains, 20° splayed caps on center 3 mains
- **8.325"** deck (as of 10/03) (standard deck blocks are 9.025"), can be machined to 8.200" deck height
- Camshaft is raised 0.433" to 4.955"
- Cam bearing bores machined for 2.250" O.D. x 1.875 roller bearings
- 3.980" rough bore
- **4.190"** max bore (minimum of .250" cylinder bore wall thickness) (siamese bores)
- Integral oil restrictors
- Must use Big Block water pump, must raise water pump with adapters for balancers larger than 6"
- Olds Aurora V-8 bell housing bolt pattern (12.25" max flywheel diameter)
- Lifter holes and cylinder head bolt holes are not drilled
- Will accept standard, SB2.2 and splayed valve lifter patterns
- Can be machined to accept any small-block Chevy cylinder head
- Machined as 4.400" bore and main centers, can be machined to 4.500" bore centers
- Shorter than production pushrods required
- Tested to over 800 horsepower!

## 12480050

### 283 Main, 350 Bore Size Medium-Deck Bowtie Race Block

- CNC Cast iron competition block designed for drag racing, road racing or restricted oval track racing!
- 4-bolt SAE 8620 steel mains, 20° splayed caps on center 3 mains
- **8.700"** deck (standard deck blocks are 9.025"), can be machined to 8.500" deck height
- Camshaft is raised 0.433" to 4.955"
- Cam bearing bores machined for 2.250" O.D. x 1.875 roller bearings
- 3.980" rough bore
- **4.190"** max bore (minimum of .250" cylinder bore wall thickness) (siamese bores)
- Integral oil restrictors
- Must use Big Block water pump, must raise water pump with adapters for balancers larger than 6"
- Standard Chevy V-8 bell housing bolt pattern
- Lifter holes and cylinder head bolt holes are not drilled
- Will accept standard, SB2.2 and splayed valve lifter patterns
- Can be machined to accept any small-block Chevy cylinder head
- Machined as 4.400" bore and main centers, can be machined to 4.500" bore centers
- Shorter than production pushrods required
- Tested to over 800 horsepower!

## Race Blocks Continued

### 12480045

#### 283 Main Size NASCAR Busch Series Block

- CNC-machined, cast iron NASCAR competition block
- 9.025" deck height
- 4-bolt NASCAR-block specific steel mains, 17° splayed caps on center 3 mains
- 4.116" rough bore
- **4.185"** max bore (siamese bores)
- Machined for 2.280" cam bearings
- **.875" lifter bores**
- -06AN water drains
- 45° -10AN front oil feed and valley scavenge
- AN O-ring pipe plugs
- (4) Center lifter valley drains (drilled & tapped)
- Steam holes drilled between cylinders .750" below deck surface
- 1/2" NPT water hole on each side of block
- Dry sump only (no oil filter boss)
- Tested to over 800 horsepower!

### 12480046

#### 350 Main Size NASCAR Busch Series Block

- CNC-machined, cast iron NASCAR competition block
- 9.025" deck height
- 4-bolt NASCAR-block specific steel mains, 17° splayed caps on center 3 mains
- 4.116" rough bore
- **4.185"** max bore (siamese bores)
- Machined for 2.280" cam bearings
- **.875" lifter bores**
- -06AN water drains
- 45° -10AN front oil feed and valley scavenge
- AN O-ring pipe plugs
- (4) Center lifter valley drains (drilled & tapped)
- Steam holes drilled between cylinders .750" below deck surface
- 1/2" NPT water hole on each side of block
- Dry sump only (no oil filter boss)
- Tested to over 800 horsepower!

### 12480097

#### 283 Main Size NASCAR SB2.2 Series Block

- CNC-machined, cast iron NASCAR competition block
- 9.025" deck height
- 4-bolt NASCAR-block specific steel mains, 17° splayed caps on center 3 mains
- 4.116" rough bore
- **4.185"** max bore (siamese bores)
- Machined for 58mm roller cam bearings
- **.875" lifter bores**
- -06AN water drains
- 45° -10AN front oil feed and valley scavenge
- AN O-ring pipe plugs
- (4) Center lifter valley drains (drilled & tapped)
- Steam holes drilled between cylinders .750" below deck surface
- 1/2" NPT water hole on each side of block
- Dry sump only (no oil filter boss)
- **SB2.2 Lifter pattern and lobe sprayers**
- Tested to over 800 horsepower!

### 12480098

#### 350 Main Size NASCAR Busch Series Block, SB2 Lifter Pattern

- CNC-machined, cast iron NASCAR competition block
- 9.025" deck height
- 4-bolt NASCAR-block specific steel mains, 17° splayed caps on center 3 mains
- 4.116" rough bore
- **4.185"** max bore (siamese bores)
- Machined for 58mm roller cam bearings
- **.875" lifter bores**
- -06AN water drains
- 45° -10AN front oil feed and valley scavenge
- AN O-ring pipe plugs
- (4) Center lifter valley drains (drilled & tapped)
- Steam holes drilled between cylinders .750" below deck surface
- 1/2" NPT water hole on each side of block
- Dry sump only (no oil filter boss)
- **SB2.2 Lifter pattern and lobe sprayers**
- Tested to over 800 horsepower!



NASCAR Busch Series Block (front)



NASCAR Busch Series Block (rear)



NASCAR Specific Main Caps



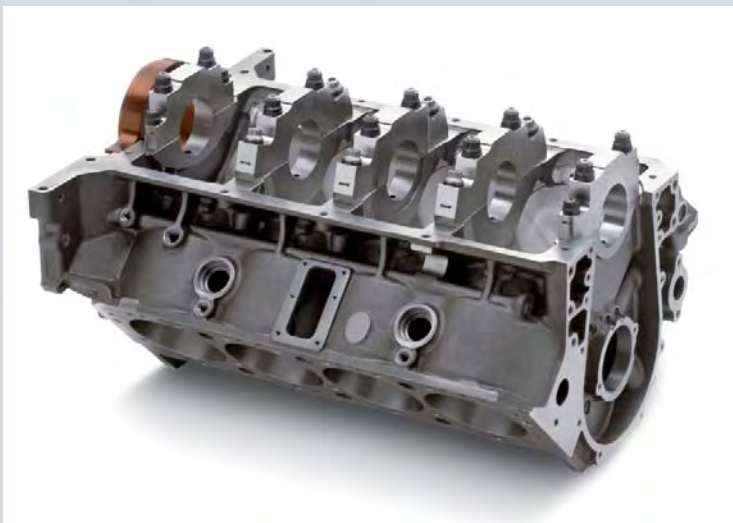
Two-Piece Rear Main Seal



R0X Race Block (front)



R0X Race Block (rear)



R0X Race Block (bottom)

## GM PERFORMANCE PARTS R0X RACE BLOCKS

The new GM small-block R0X V-8 engine package is the next evolution in the design of the Chevrolet small-block. It has been successfully raced in ARCA & the Baja 1000. The design incorporates wider 4.500" bore centers for improved engine architecture. The R0X package has dedicated components to take advantage of the spread bores such as cylinder heads, intake manifolds and other aftermarket parts. These parts can be purchased from your local GM Performance Parts dealer. Specialty parts can be purchased from aftermarket suppliers.

See chart on page 166 for complete specifications.

### **GM Performance Parts R0X Block Technical Notes:**

- CNC-machined, Cast iron competition block
- 7/16" Priority main oil system
- 9.025" deck height
- 4-bolt R0X-block specific SAE 4140 doweled steel mains
- 17° splayed caps on center 3 mains
- Center main thrust
- 4.166" rough bore (siamese bores)
- **4.250"** max bore (min .225" wall thickness)
- 4.500" bore and main spacing
- Special cylinder head bolt pattern, 3/8-24 UNF threads
- 68mm (2.677") cam bearing bores for 60mm roller bearings
- Cam tunnel is closed (no oil drain to rotating assembly)
- Cam tunnel raised 1.572" to 6.093"
- **.835" lifter bores** (1.06 max.) 42° intake, 52° exhaust, can be relocated
- Cam lobe squirter provisions
- Piston squirter provisions, not machined
- -06AN water drains
- AN O-ring pipe plugs
- (4) Center lifter valley drains (drilled & tapped)
- Steam holes drilled between cylinders .750" below deck surface
- Dry sump only (no oil filter boss)
- Oil pan rails spread to 10.61"
- Front motor mounts only
- Dual starter mounts
- Tested to over 800 horsepower!

### **25534453**

#### **283 Main, R0X Series Block SB2.2 Lifter Pattern**

- CNC-machined
- SB2.2 lifter pattern for P/N 88958667 cylinder head

### **25534452**

#### **283 Main, R0X Series Block Gray Iron**

- CNC-machined
- Can be machined for standard, SB2 and splayed valve lifter patterns
- No lifter holes

## 22551788

### Cast Iron Rocket Block (Standard Deck With Wet Sump)

The Rocket Block was designed to be raced. GM Performance Parts has already done most of the precision machining for you, and The Rocket Block still retains a 0.245" wall thickness when you take the bore out to 4.180". That lets you go to some outrageous cubic inches (450+ cubes) from a small-block that makes sick power and stays together in competition.

- Precision CNC-machined (+/- 0.001") cast iron competition Rocket Block
- 9.025" deck (min 0.625" thickness)
- 4-bolt SAE 8620 20° splayed main caps on center 3 mains (2-bolt steel front and rear mains)
- Camshaft raised .390" to 4.912"
- Uses big block cam bearings (no small base circle cams here!)
- 3.986" rough-finished extra-thick siamese bore
- **4.180"** max bore (min .225" wall thickness)
- Standard 4.400" bore spacing
- Can run up to 4.125" stroker crankshaft for big power
- Oil pan rails are spread .400" per side for extra stroke clearance (special oil pan required)
- Bottom of bores and oil pan rails may require notching with large strokes for connecting rod and counterweight clearance
- 350 main journal size
- Priority main wet sump oiling system (remote oil filter only)
- Two-piece crankshaft seal
- Dual starter mounts
- Bosses for side and front engine mounts
- Fuel pump mounting boss
- Tested to over 500 horsepower!

See chart on page 166 for complete specifications.

**While Supplies Last!**



Rocket Block (front)



Rocket Block (rear)



Rocket Block (bottom)





Aluminum Race Block (front)



Aluminum Race Block (rear)



Aluminum Race Block (bottom)

## ALUMINUM RACE BLOCKS

The GM Performance Parts aluminum race blocks offer you the same competition-level strength of our cast iron race blocks, with the added benefit of reduced weight. This allows your chassis builder to put together a more balanced racecar while not sacrificing any strength under the hood. The GM Performance Parts aluminum race blocks come CNC-machined, made from our special super-tough aluminum, and ready for battle. If you want to go around corners at 200 mph or make over 1000 horsepower with a fuel-injected, turbocharged combination, this is your starting point.\*

See chart on page 166 for complete specifications.

### GM Performance Parts Aluminum Race Block Technical Notes:

- These blocks are CNC'd to +/- .001" machining tolerances!
- Cylinder decks, front and rear of case, oil pan rail surfaces and head dowel pins are blueprinted!
- 2.00" O.D. cam bearings (1.867" I.D.) P/N 12370843 required at all five locations
- Cam bosses are enlarged to allow machining for the use of larger bearings
- Extra thick main bearing bulkhead machined at 5°
- Premium quality main studs & SAE 8620 steel main bearing caps
- Billet wet sump rear main cap can be adapted to dry sump with plugs
- Priority main oiling system
- 2-piece rear-main crankshafts & pre-1986 oil pans required
- Extra thick deck surfaces with blind-tapped head bolt holes for improved head gasket sealing
- Centrifugally spun cast iron cylinder sleeves
- These blocks may require clearancing the top of lifter bores (.842" diameter) for some roller lifters
- Timing system clearance should be checked before engine assembly
- Oil dipstick holes are not drilled

### 10185075

#### 350 Aluminum Bare Block

- CNC-machined, A-356 aluminum competition block
- Increased wall thickness with siamesed bores
- 3.986" rough finished bore
- **4.150"** max bore (siamese bores)
- 350 main size
- Tested to over 800 horsepower!

### 10134400

#### 400 Aluminum Bare block

- CNC-machined, A-356 aluminum competition block
- Splayed 4-bolt steel mains
- Increased wall thickness with siamesed bores
- 4.117" rough finished bore
- **4.150"** max bore (siamese bores)
- 400 main size
- Tested to over 800 horsepower!

\*Proposed applications have not been specifically tested or validated by GM Performance Parts.

## CYLINDER BLOCK COMPONENTS

### A. 12363238

#### Universal Engine Lift Brackets

- Designed to bolt to the end of cylinder heads for removal and installation of the engine
- Made from 0.200" steel and have .88" x 1.00" hook slots
- Use with 3/8" or 7/16" bolts
- Includes two brackets and two 7/16" bolts



**A** Universal Engine Lift Brackets

### B. 88891749

#### Freeze Plug, 1-5/8" Brass

- Corrosion-resistant brass freeze plug is recommended for marine applications



**B** Freeze Plug, 1-5/8" brass

### 10121044

#### Rear Oil Seal, Two-Piece Design (not shown)

- Rear oil seal for V-8 and V-6 engines with pre-1985-style two-piece oil seal design
- Used by many NASCAR teams for superior leak protection



**C** Cylinder Sleeve (Standard)

### C. 12480004

#### Cylinder Sleeve (Standard)

- Standard-bore steel cylinder sleeve for new-design aluminum small-block V-8 and 90° V-6 aluminum blocks, including P/N 10134400, P/N 10134351 and P/N 10134371

**NOTE:** Sleeve has 3.980" bore and can be overbored to 4.125".

### 12480018

#### Oil Galley Plugs, Aluminum Blocks (not shown)

- Replacement oil galley plugs for all GM aluminum engine blocks, size AN-6

### D. 12495500

#### Freeze Plug & Dowel Pin Kit

- For all Chevy Gen I-, and II-style small-block V-8 and 90° V-6 engines
- Includes eight brass freeze plugs, one cam plug, six oil hole plugs, four head dowel pins and one camshaft dowel pin



**D** Freeze Plug & Dowel Pin Kit

### E. 14011072

#### Billet Steel Four-Bolt Main Cap

- Outer holes are angled toward the oil pan rails, tying it to the strongest part of the block for greater strength and reliability in competition engines
- Reduces distortion of the main bearing bores
- Cap is machined from 1010 cold drawn steel, with the Chevy Bowtie insignia laser-etched on top of the cap
- Designed for blocks with 2.45" main bearings

**NOTE:** Consult Chevy Power manual P/N 24502488 for machining instructions when installing splayed caps on blocks originally equipped with two-bolt or production-style four-bolt caps.

**NOTE:** Block must be align-bored after installation of replacement front bearing cap.



**E** Billet Steel Four-Bolt Main Cap

### 9466814 NEW

#### Nodular Four-Bolt Main Cap (not shown)

- Upgraded cap used for 383 engines
- Straight bolt design, cannot be used on blocks originally equipped with splayed bolt pattern



Billet Steel Two-Bolt Front Bearing Cap **F**



Main Bearing Kit, 383 Engine (Standard) **G**



Main Bearing Bolt Kit, Sportsman Blocks **H**



Timing Pointer, 6.75" & 7" Balancer **I**



Small-Block Chrome Timing Cover **J**

**F. 14011052**

**Billet Steel Two-Bolt Front Bearing Cap**

- Replaces the gray iron front bearing cap on small-block V-8 and 90° V-6 blocks with 2.45" main bearings
- Machined from 1010 cold drawn steel and uses the same bolts and studs as the production front bearing cap

**NOTE:** *Block must be align-bored after installation of replacement front bearing cap.*

**G. 12499102**

**Main Bearing Kit, 383 Engine (Standard)**

- Complete main bearing kit for 383-cubic-inch small-block V-8 with standard-size mains

**12499138**

**Main Bearing Kit, 383 Engine, +0.010 (not shown)**

- Complete main bearing kit for 383-cubic-inch small-block V-8 with +0.010-undersize mains

**H. 12480108**

**Main Bearing Bolt Kit, Sportsman Blocks**

- Sturdy main bearing cap bolts designed specifically for the following GMPP Sportsman racing blocks: P/N 12480047, P/N 12480049, P/N 12480157, P/N 12480159, P/N 12480174 and P/N 12480175
- Bolts are grade 8 with 12-point heads and black oxide-coated

**Front Covers and Timing Pointers**

**I. 3991435**

**Timing Pointer, 6.75" & 7" Balancer**

- Steel timing pointer bolts on to engines with 6.75" or 7" balancers
- Pointer is not chromed

**3991436**

**Timing Pointer, 8" Balancer (not shown)**

- Steel timing pointer bolts on to small-block with an 8" balancer
- Pointer is not chromed

**J. 12342089**

**Small-Block Chrome Timing Cover**

- Attractive chrome cover for 1969–1991 small-block V-8 and all 90° V-6 engines
- Direct replacement for covers that use bolt-on timing pointer
- Supplied with GM oil seal. (Replacement oil seal P/N 10111769.)

## SERVICE REPLACEMENT HEADS

These heads are designed to be direct replacements for the heads that came standard on most GM V-8 small-block engines from 1987–newer. They are perfect for replacing worn or damaged heads, and they are built with the same high quality standards that you have come to expect from GM.

### Service Replacement Head Technical Notes:

- Cast iron cylinder head
- Straight spark plugs
- Uses 1.94"/1.50" valves
- No heat risers

### 93438649

#### Cylinder Head Assembly With Valves For 290 HP (not shown)

This cast iron cylinder head services 350/290 hp crate engine as well as Goodwrench base 350 P/N 10067353. The bare head for this assembly is P/N 93438648.

- 76cc combustion chamber
- Standard 'old style' 6-bolt intake pattern

#### This head is assembled with the following components:

14075641	Intake Valves	10241744	Intake Spring Retainer
10241743	Exhaust valves	14042575	Exhaust Spring Retainer
94666580	Valve Springs	10212810	Intake Seals
24503856	Valve Locks	12564852	Exhaust Seals

## VORTEC CYLINDER HEADS

One of America's favorite high performance cast iron small-block cylinder head offers big power at an incredible value. The modified combustion chambers and high velocity port technology offer impressive power gains at an affordable price. The Vortec head significantly outflows our non-Vortec service replacement head and offers a 20-40 horsepower increase over earlier cast iron heads. They will fit 1955-and-later small-blocks except for the LT1/LT4 and LS Family of engines. Take your small-block to the 350 horsepower level with a set of Vortec cylinder heads! (These heads require Vortec-specific intake manifolds.)

### A. 12558060

#### Cast Iron Vortec Cylinder Head Assembly

- Completely assembled with 1.94"/1.50" valves
- Uses bare head 12529093
- 64cc combustion chamber
- Straight spark plugs
- No heat risers
- Requires Vortec specific intake manifold
- Camshafts with more than 0.475" lift require machining valve guide bosses and checking valve seal to valve spring retainer clearance
- Can be machined for 2.02"/1.60" valves
- Rocker arm studs can be pinned or drilled
- Valve spring seat diameter is 1.48"

#### This head is assembled with the following components:

10241743	Intake Valves	10241744	Valve Spring Retainer
12550909	Exhaust valves	10212810	Intake Seals
10212811	Valve Springs	12564852	Exhaust Seals
12564852	Valve Locks		



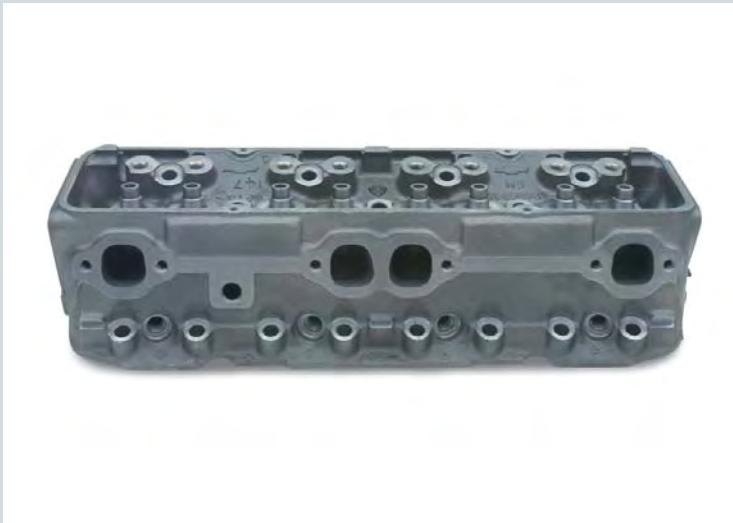
**A** Cast Iron Vortec Cylinder Head (exhaust)



**A** Cast Iron Vortec Cylinder Head (intake)



**A** Cast Iron Vortec Cylinder Head (combustion chamber)



Phase 3 Cast Iron Bowtie Head (exhaust) **B**



Phase 3 Cast Iron Bowtie Head (intake) **B**



Phase 3 Cast Iron Bowtie Head (combustion chamber) **B**

## THE PHASE 3 CAST IRON BOWTIE HEAD

The Phase 3 Bowtie head was the first true cast iron performance head offered by GM Performance Parts. As such, it will outflow any production-style cast iron head. Intended for off-highway use only, the Phase 3 Bowtie head offers extra-thick castings for you to experiment with port modification. This head is designed for the all-out competitive racer who must run a production-style cast iron head.

### B. 12480034

#### Phase 3 Cast Iron Bowtie Head

- Cast iron Phase 3 Bowtie head
- Extra-thick walls for porting
- Machined for 2.02"/1.60" valves
- Exhaust seats are induction hardened
- Valve spring seat is machined for 1.50" competition springs
- 184cc intake runner
- 64cc combustion chamber
- No heat riser
- Angled spark plugs (5/8" hex, 3/8" reach, tapered plugs)
- Requires early model intake manifolds
- Valve spring seat is machined for 1.50" competition springs
- Use P/N 12495497 screw-in studs for 3/8" rocker arms
- Use P/N 3921912 screw-in studs for 7/16" rocker arms
- Use P/N 3973418 guide plates for hardened pushrods

## VORTEC BOWTIE HEADS

These are GM Performance Parts' most powerful cast iron cylinder heads designed for street or racing applications in the 400–450 horsepower range. As an upgraded production head, they come with bigger valves, a thicker deck surface, and a 66cc combustion chamber, which offer tremendous low-lift flow numbers. They offer you Fast Burn performance in an affordable cast iron head that is often used for short-track racing applications.

### Vortec Head Technical Notes:

- Cast iron small runner or large runner heads<sup>1</sup>
- 66cc combustion chamber, .450" deck thickness
- Straight spark plugs
- No heat risers
- Machined for 2.00"/1.55" valves
- Hardened exhaust valve seats
- 0.530" max valve lift (without modifications)
- Drilled and tapped for screw-in studs (7/16-14)
- Dual bolt patterns for perimeter bolt and center bolt valve covers
- Dual bolt patterns for both Vortec and early model intake manifolds (use early model P/N 10051103 or Vortec design P/N 12366573, P/N 12496820, P/N 12496821, P/N 12496822, or P/N 12499371)
- Use production intake gasket P/N 12529094 for Vortec intakes or dual bolt pattern intake gasket P/N 12497760 for either early model or Vortec design manifolds
- Vortec logo (intake port roof), GM logo (intake port floors) & Bowtie logo (exhaust side) are cast-in

### A. 25534421

#### Small Port Vortec Bowtie Head Assembly

- Completely assembled, ready to bolt-on
- 185cc intake port
- 65cc exhaust port
- Uses Fel-Pro® #1470 exhaust gasket
- Bare head P/N 25534351 available separately

### B. 25534431

#### Large Port Vortec Bowtie Head Assembly

- Completely assembled, ready to bolt-on
- 215cc intake port
- 84cc exhaust port
- Uses Fel-Pro® #1470 exhaust gasket, may require minor trimming
- Bare head P/N 25534371 available separately

These heads are assembled with the following components:

25534407	Intake Valves	10212808	Valve Spring Retainers
25534408	Exhaust Valves	10212810	Valve Stem Seals
12551483	Valve Springs	12564852	Valve Locks
12552126	3/8" Rocker Studs		



**A, B** Small and Large Port Vortec Bowtie Heads (intake). Bare head shown.



**A** Small Port Vortec Bowtie Head (exhaust). Bare head shown.



**B** Large Port Vortec Bowtie Head (exhaust). Bare head shown.



**A, B** Small and Large Port Vortec Bowtie Heads (combustion chamber)

<sup>1</sup>Larger intake and exhaust ports allow for more volume of air to pass through the engine. The more air you flow, the more power you can make.



ZZ4 Aluminum Cylinder Head Assembly (intake) **C**



ZZ4 Aluminum Cylinder Head Assembly (exhaust) **C**



ZZ4 Aluminum Cylinder Head Assembly (combustion chamber) **C**

## THE ZZ4 ALUMINUM HEAD

The L98 Corvette small-block was a breakthrough in advanced design and efficiency largely because of the lightweight aluminum heads that were used on that engine. GM Performance Parts now offers you that same cylinder head in one complete assembly that features a D-shaped exhaust port<sup>2</sup>, high-velocity intake runners, and centrally-located spark plugs<sup>3</sup>. The applications are endless.

### C. 12556463

#### ZZ4 Aluminum Cylinder Head Assembly

- Aluminum performance head — used on ZZ4 engines
- Completely assembled with 1.94"/1.50" valves
- 163cc intake port
- 58cc combustion chamber
- No heat riser
- Angled spark plugs (5/8" hex, 3/4" reach, tapered plugs)
- 1.48" Valve spring seat diameter
- Screw-in studs (3/8" top, 7/16" bottom)
- Use head gaskets with stainless steel fire rings
- Raised, machined rocker rails
- Exhaust ports are raised .100", requires Fel-Pro® gasket #1470
- Use rail type rockers P/N 10089648, or kit P/N 12370838 (roller rockers!)

#### This head is assembled with the following components:

12550909	Intake Valves	10212808	Valve Spring Retainers
10241743	Exhaust Valves	460483	Intake Valve Stem Seals
12551483	Valve Springs	10147883	Exhaust Valve Stem Seals
10212809	Valve Spring Shims	12564852	Valve Locks
12552126	3/8" Rocker Studs		

<sup>2</sup>D-shaped exhaust ports increase the scavenging of the exhaust after combustion. The quicker you can get the exhaust out, the quicker you can get the air/fuel mixture into the combustion chamber. And, that equals big power!

<sup>3</sup>Centrally-located spark plugs allow for a more efficient flame front and air/fuel mixture burn during combustion, greatly increasing the power potential of the cylinder head.

## THE LT4 ALUMINUM HEAD

Like the L98 Corvette head, the LT4 casting ushered in the next generation of high-performance GM performance small-blocks. The LT4 head has the latest in GM Performance Parts technologies with all of our high-end quality materials. This head can only be used on 1992-and-newer LT1 and LT4 engines with the reverse-coolant flow design. It makes a great starting point for you to build a high horsepower version of one of these engines.

### A. 12363287

#### LT4 Aluminum Cylinder Head Assembly

- Aluminum performance head
- **Can only be used on 1992–newer LT1 and LT4 engines**
- Completely assembled with 2.00"/1.55" valves
- 195cc intake port
- 54.4cc combustion chamber
- No heat riser
- Angled spark plugs (5/8" hex, 3/4" reach, tapered plugs)
- 1.48" Valve spring seat diameter
- Screw-in studs (3/8" top, 7/16" bottom)
- Use head gaskets with stainless steel fire rings
- Raised, machined rocker rails
- Exhaust ports are raised .100"; requires Fel-Pro® gasket #1470
- Use rail type rockers P/N 10089648, or kit P/N 12370838 (roller rockers!)

#### This head is assembled with the following components:

12555331	Intake Valves	10212808	Valve Spring Retainers
12551313	Exhaust Valves	10212810	Valve Stem Seals
12551483	Valve Springs	10212809	Valve Spring Shims
12552126	3/8" Rocker Studs	24503856	Valve Locks



**A** LT4 Aluminum Cylinder Head Assembly (intake)



**A** LT4 Aluminum Cylinder Head Assembly (exhaust)



**A** LT4 Aluminum Cylinder Head Assembly (combustion chamber)





Fast Burn Cylinder Head (intake) **B**



Fast Burn Cylinder Head (exhaust) **B**



Fast Burn Cylinder Head (combustion chamber) **B**

## ALUMINUM FAST BURN HEADS

When it comes time to own the street, this is the head for you! GM Performance Parts has brought together all of our new technologies to create the ultimate 23-degree small-block GM cylinder head. Fast Burn technology maximizes combustion of the air/fuel mixture, resulting in higher cylinder pressures and more power production. The combustion chamber (62cc) is designed for flat top pistons, and the head requires no additional porting for optimum performance, so it provides maximum "out-of-the-box" performance. Recommended for any standard coolant flow 1955–2000 283–400 cubic inch small-block, the Fast Burn head helps us make 425 horsepower from our own ZZ383 crate engine!

### B. 12464298

#### Aluminum Fast Burn Cylinder Head Assembly

- CNC-machined aluminum performance head
- Completely assembled with 2.00"/1.55" valves
- 210cc intake port, roof raised .240"
- 78cc D-shaped exhaust ports, raised .200", requires Fel-Pro® gasket #1470 (may require minor trimming)
- 62cc combustion chamber, .400" thick deck (can be milled safely .060")
- No heat riser
- Angled spark plugs (5/8" hex, 3/4" reach, tapered plugs)
- 1.48" Valve spring seat diameter
- Use head gaskets with stainless steel fire rings
- Raised, machined rocker rails
- 0.530" max valve lift (without modifications)
- Screw-in studs, (3/8" top, 7/16" bottom)
- Dual bolt patterns for perimeter bolt and center bolt valve covers
- Dual bolt patterns for both Vortec and early model intake manifolds
- Use production intake gasket P/N 12529094 for Vortec intakes or dual bolt pattern intake gasket P/N 12497760 for either early model or Vortec design manifolds (Fel-Pro® #1289 and #1207 may be used)

#### This head is assembled with the following components:

<b>12555331</b>	Intake Valves	<b>10212808</b>	Valve Spring Retainers
<b>12551313</b>	Exhaust Valves	<b>10212810</b>	Valve Stem Seals
<b>12551483</b>	Valve Springs	<b>10212809</b>	Valve Spring Shims
<b>12552126</b>	3/8" Rocker Studs	<b>24503856</b>	Valve Locks

## LATE MODEL ALUMINUM SHORT TRACK AND NHRA COMP ELIMINATOR RACING HEADS

GM Performance Parts has been making big power for decades! Now, the same technology that dominates NASCAR and the NHRA is available to the general public for use in your Late Model Saturday night racecar or your serious drag car effort! We've designed an entire family of high performance in-line valve cylinder heads that are ready to take you to the winner's circle.

These heads come with thicker deck material and thicker manifold flange areas, powerful combustion chambers and high velocity air passages. Drag racers in NHRA's Competition Eliminator want big compression, lots of rpm, and a cylinder head that delivers maximum power at the crack of the throttle. Coupled with the correct valve train, intake, and short block, these Racing Heads are exactly what small displacement drag racers have been looking for. The GM Performance Parts engineers have dramatically altered the valve architecture in this head to improve airflow and maximize efficiency. We've also left some of these heads unported, so that your favorite aluminum artist can go to work on them to perfect your given application. Buy a set of these heads from GM Performance Parts, and the only thing you'll have to worry about is the driving!

### Aluminum Racing Head Technical Notes:

- 355-T7 Aluminum Competition cylinder heads
- Extra thick decks for angle milling or heavy flat milling
- Recommended for 4.000"-4.155" cylinder bore
- Extra material around ports for professional porting
- Revised location angled spark plugs, (14mm, 5/8" hex, 3/4" reach, gasketed plugs)
- Raised & revised location intake and exhaust ports for superior airflow above .600" valve lift
- Longer than stock valves required
- Modified valve angles (not production 23°)
- Designed for aftermarket shaft-mount rocker systems
- Perimeter bolt pattern valve covers required
- Specific 18°/15° intake manifold bolt patterns
- Recommended intakes: P/N 24502481, P/N 24502487, P/N 24502579 or P/N 24502653 (with valley plate P/N 24502654)
- Intake manifold gasket P/N 10185007

### 24502580

#### Semi-Finished 18° Cylinder Head

- Fully machined, semi-finished, **no seats or guides**
- Non-CNC ports and combustion chamber are "as-cast"
- 60cc "as-cast" combustion chambers
- Designed for up to 2.20"/1.625" valves
- 215cc "as-cast" intake ports
- .080" extra material on deck face, and .055" on intake face

### 24502615

#### Semi-Finished 15° Cylinder Head

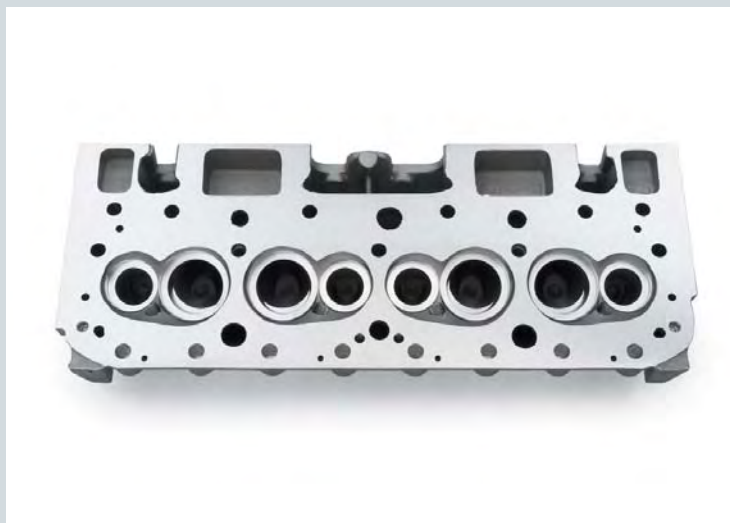
- Fully machined, semi-finished, **no seats or guides**
- Non-CNC ported, ports and combustion chamber are "as-cast"
- Great head for NHRA Comp-Eliminator, both V-8 and 4-cylinder applications!
- Casting has been "rolled" 2°, Valve-guides are also tipped 1°
- 210cc "as-cast" intake ports
- 35-37cc "as-cast" combustion chamber
- Capable of over 900 horsepower
- Multi-NHRA world records



15°/18° Cylinder Head (exhaust)



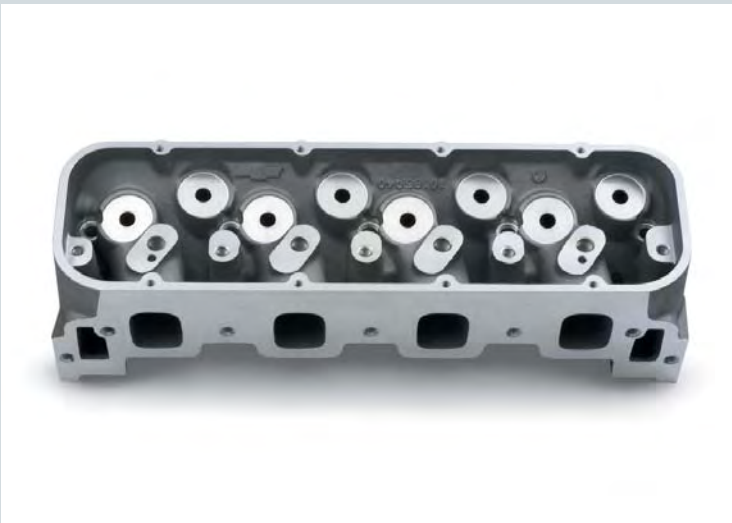
15°/18° Cylinder Head (intake)



15°/18° Cylinder Head (combustion chamber)



Splayed-Valve Head (exhaust) **A**



Splayed-Valve Head (intake) **A**



Splayed-Valve Head (combustion chamber) **A**

## SPLAYED-VALVE ALUMINUM RACE HEAD\*

Departing from the in-line valve head, our splayed-valve castings have a 0.240" minimum port wall thickness so your favorite head porting expert can perform extensive modifications for greater airflow. Intake valves are angled 16° to the deck surface and tilted (splayed) 4°. Exhaust valve angles are 11°, with a 4° tilt. This is an extremely aggressive, all-out competition race head designed to make the absolute maximum power from your small-block Chevy with no regard to streetability. Our NHRA Competition Eliminator customers routinely make over 1000 horsepower (naturally aspirated) with this cylinder head!

### Aluminum Splayed Valve Race Head Technical Notes:

- 355-T7 Aluminum Competition cylinder heads
- **No seats or guides**
- Extra thick decks for angle milling or heavy flat milling
- 45cc "as-cast" combustion chambers
- .240" Extra material around ports for professional porting
- Revised location angled spark plugs, (14mm, 5/8" hex, 3/4" reach, gasketed plugs)
- Completely revised intake & exhaust ports offer the ultimate in airflow potential
- Designed for longer than stock 2.20" & 1.65" valves
- Modified valve angles, 16° x 4° intake, and 11° x 4° exhaust
- Valve Spring pads accommodate 1.625" diameter valve springs
- All pistons have same orientation
- Designed for aftermarket shaft-mount rocker systems
- Valve Cover P/N 10185045 and valve cover gaskets P/N 10185043 required
- P/N 10185042 intake manifold gasket required
- Custom fabricated intake manifold required

### 12480146

#### Rough-Machined Splayed-Valve Aluminum Cylinder Head (not shown)

- Main surfaces are machined, exhaust bolt pattern is machined
- Head bolt & dowel holes, intake bolt holes, spark plug holes & pushrod holes **are not machined**
- Valve guides valve seats, valve spring seats & rocker stands **are not machined**
- Valve locations and angles may be relocated
- 240cc "as-cast" intake ports
- 78cc "as-cast" exhaust ports
- 45cc "as-cast" combustion chambers

### 12480147

#### Semi-Machined Splayed-Valve Aluminum Cylinder Head (not shown)

- Main surfaces are machined, exhaust bolt pattern, valve guides and spark plug holes **are machined**
- Head bolt holes, dowel holes, intake bolt holes, pushrod holes **are not machined**
- Valve seats, spring seats & rocker stands are not machined
- 240cc "as-cast" intake ports
- 78cc "as-cast" exhaust ports
- 45cc "as-cast" combustion chambers
- Same casting as P/N 12480146

### A. 24502517

#### Splayed-Valve Aluminum Cylinder Head

- Semi-machined aluminum race head
- 240cc "as-cast" intake ports
- 78cc "as-cast" exhaust ports
- 45cc "as-cast" combustion chambers
- Same casting as P/N 12480146

\*Splayed valves point the intake and exhaust valves at the center of the cylinder bore. As the valves open, they move away from the edges of the cylinder bore, allowing a larger valve to be installed in the same bore size while dramatically increasing airflow.

Splayed-Valve Aluminum Race Head<sup>4</sup> Continued

## A. 12480153

### Splayed-Valve R0X Aluminum Cylinder Head

- Semi-machined aluminum race head
- Great for NHRA competition with dual carburetors
- As cast ports and combustion chambers for professional finishing
- Machined for 4.500" bore center R0X cylinder block P/N 25534352
- Special larger head-bolt pattern, 3/8" fasteners, 19 holes
- 240cc "as-cast Peanut" intake ports
- 78cc "as-cast Peanut" exhaust ports
- 40cc "as-cast" combustion chambers

## 88958684

### Rough Machined Splayed-Valve R0X Aluminum Cylinder Head (not shown)

- Main surfaces are machined and exhaust bolt pattern is machined
- No valve guide or valve seat machining



**A** Splayed-Valve R0X Cylinder Head (exhaust)

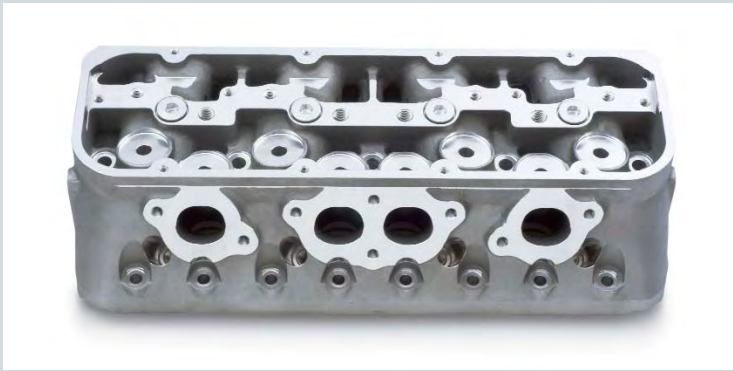


**A** Splayed-Valve R0X Cylinder Head (intake)

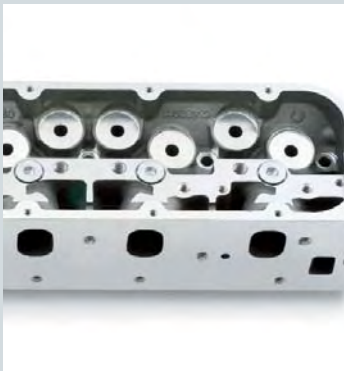


**A** Splayed-Valve R0X Cylinder Head (combustion chamber)

<sup>4</sup>Splayed valves point the intake and exhaust valves at the center of the cylinder bore. As the valves open, they move away from the edges of the cylinder bore, allowing a larger valve to be installed in the same bore size while dramatically increasing airflow.



SB2.2 Cylinder Head (exhaust) **B**



SB2.2 Cylinder Head (intake) **B**



SB2.2 Cylinder Head (combustion chamber) **B**



Semi-finished SB2.2 Design R0X Cylinder Head (exhaust) **C**



R0X SB2.2 Head (intake) **C**



R0X SB2.2 Head (combustion chamber) **C**

## SB2.2 NASCAR RACE HEADS

The SB2 NASCAR racing head was first designed to improve durability, simplify preparation procedures, and reduce the overall cost of building and maintaining a small-block racing engine. It has "mirror" design intake ports, and all eight ports are angled toward the center of the engine, making this a perfect choice for single four-barrel applications. Spark plug holes were moved toward the bore center for greater combustion efficiency. This head is designed for aftermarket shaft-mounted rocker arms, and valve spring pads are large enough to use 1.625" springs. The combustion chambers are 48cc, which allow a 12.1:1 compression ratio with flat-top pistons. The head is machined for standard 1/2" valve guides.

### Aluminum SB2.2 NASCAR Race Head Technical Notes:

- 355-T7 X-rayed and "Hipped" Aluminum Competition cylinder heads
- Extra thick decks for heavy flat milling
- Combustion chambers are very small, shallow & wedge shaped
- Extra material around ports for professional porting
- Revised location angled spark plugs, (14mm, 5/8" hex, 3/4" reach, gasketed plugs)
- "Mirror" design intake ports are angled toward center of engine for single 4-barrel carb applications
- Designed for 2.15" & 1.625" valves, longer than stock valves required
- Valve Spring pads accommodate 1.625" diameter valve springs
- Modified valve angles, 11° x 4° intake, and 8° x 0° exhaust
- Requires left and right-hand pistons
- Precision T-washers installed in all (4) center head bolt bosses
- Designed for aftermarket shaft-mount rocker systems
- Valve cover P/N 12480006 or P/N 12480012 required
- Replacement AN-08 intake port plugs are available as P/N 12480171

### B. 12480011

#### Semi-finished SB2.2 Aluminum Cylinder Head

- Aluminum NASCAR accepted head
- Bare head, **no seats or guides** installed
- Standard .500" guide holes
- As cast "Peanut" ports
- 48cc "as cast" combustion chamber

### 12480129

#### Semi-finished SB2.2 Aluminum Cylinder Head

- Aluminum NASCAR accepted head
- Bare head, **no seats or guides**
- Reduced size .375" diameter guide holes
- As cast "Peanut" ports
- 48cc "as-cast" combustion chamber

### C. 88958667

#### Semi-finished SB2.2 Design R0X Aluminum Cylinder Head

- Fully CNC-machined aluminum race head
- Has cast ports and combustion chambers for professional finishing
- Machined for 4.500" bore center R0X cylinder block P/N 25534453
- Special spread head-bolt pattern, 3/8" fasteners, 19 holes
- Machined with additional .070" material on deck face.
- Valve centerlines moved apart .100 for additional valve clearance and larger valves
- Valve angles are 11° x 4° intake, and 7° x 2° exhaust
- Exhaust port positions are slightly reoriented, but same bolt pattern as standard SB2.2
- As cast "Peanut" intake ports
- As cast "Peanut" exhaust ports
- 28cc "as-cast" combustion chambers

SMALL - BLOCK CYLINDER HEADS

Part Number	Description	Casting Number	Material	Port Size	Port Type	Valve Angle	Chbr CC's	Int Vlv	Exh Vlv	Exh Port	Plug Type	Heat Riser	Rocker Stud	Notes	Page Number
12480092	Camel back	3991492	Iron	157	—	23	64	2.02	1.60	—	Straight	Yes	Screw-in	Bare, discontinued	N/S
88958692	Camel back	3991492	Iron	157	—	23	64	1.94	1.60	—	Straight	Yes	Screw-in	Leaded 12480092, discontinued	N/S
10159552	Gen II	141010837 or 1409621	Iron	—	—	23	64	1.94	1.50	—	Straight	Yes	Press	Bare 10125377	N/S
12363287	LT4	12555690	Alum	195	—	23	54.4	2.00	1.55	LT4	Angled	No	Screw-in	For LT1 or LT4	182
12480034	Bowtie Phase III	12480034	Iron	184	—	23	64	2.02	1.60	—	Angled	No	Screw-in	Phase 3 Bowtie	179
12497186	Fast Burn	12367713	Alum	210	Vortec	23	62	2.00	1.55	LT4	Angled	No	Screw-in	Bare 12464298	N/S
12464298	Fast Burn	12367713	Alum	210	Vortec	23	62	2.00	1.55	LT4	Angled	No	Screw-in	Assy	183
12556463	ZZ4	10088113	Alum	163	—	23	58	1.94	1.50	LT4	Angled	No	Screw-in	ZZ4 Assy	181
12529093	Vortec	10239906 or 12558062	Iron	170	Vortec	23	64	1.94	1.50	LT4	Straight	No	Press	Bare 12558060	N/S
12558060	Vortec	10239906 or 12558062	Iron	170	Vortec	23	64	1.94	1.50	LT4	Straight	No	Press	Assy	178
25534351	SPVB	25534351c	Iron	185	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Bare 4421	N/S
25534371	LPVB	25534371c	Iron	215	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Bare 4431	N/S
25534421	SPVB	25534351c	Iron	185	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Assy	180
25534431	LPVB	25534371c	Iron	215	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Assy	180
24502580	18 degree semi	10134363	Alum	215	18 deg	18	60	—	—	18 deg	Angled	No	Shaft	No seats/guides	184
24502615	15 degree	10134363	Alum	210	18 deg	15	35-37	—	—	18 deg	Angled	No	Shaft	No seats/guides	184
12480129	SB2.2	12480011	Alum	—	SB2.2	SB2.2	48	2.15	1.625	SB2.2	Angled	No	Shaft	No seats/guides	187
12480011	SB2.2 bare	12480011	Alum	—	SB2.2	SB2.2	48	2.15	1.625	SB2.2	Angled	No	Shaft	No seats/guides	187
88958667	ROX SB2.2	88958667	Alum	—	SB2.2	SB2.2	28	2.15	1.625	SB2.2	—	—	Shaft	No seats/guides	187
12480146	Rough bare splay	10185040	Alum	—	Splayed	Splay	45	2.20	1.65	Splayed	Angled	No	Shaft	Rough mach 24502517	185
12480147	Semi mach splay	10185040	Alum	—	Splayed	Splay	45	2.20	1.65	Splayed	Angled	No	Shaft	Semi mach 12480146	185
24502517	Splayed valve	10185040	Alum	—	Splayed	Splay	45	2.20	1.65	Splayed	Angled	No	Shaft	No seats/guides	185
12480153	ROX splayed	12480153	Alum	—	Splayed	Splay	—	—	—	Splayed	—	—	Shaft	No seats/guides	186
88958684	ROX splayed	12480153	Alum	—	Splayed	Splay	—	—	—	Splayed	—	—	Shaft	Rough mach, no seats/guides	186

OVERHAUL GASKET KITS

**88958693 NEW**

**Rebuild Gasket Set (Non-Vortec)**

- Fits 350HO and Circle Track engine P/N 88958602

This kit includes the following items:

10105117	2	Head Gaskets
10108676	1	Oil Pan Gasket Set
12555771	1	Crankshaft Rear Main Seal
89017465	1	Intake Manifold Gasket Set
10105135	1	Water Outlet Gasket
10108435	1	Front Cover Gasket
12560223	1	Fuel Pump Adapter Gasket
12603957	2	Water Pump Gaskets
10108445	1	Distributor Gasket
10046089	2	Valve Cover Gaskets

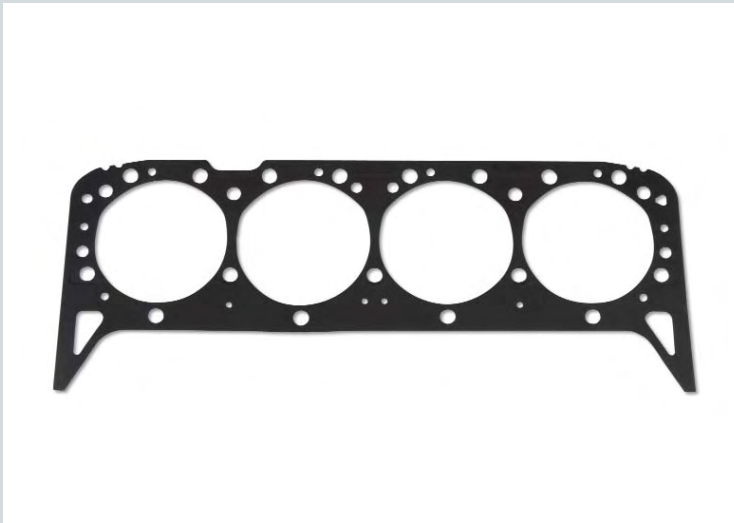
**88958694 NEW**

**Rebuild Gasket Kit (Vortec)**

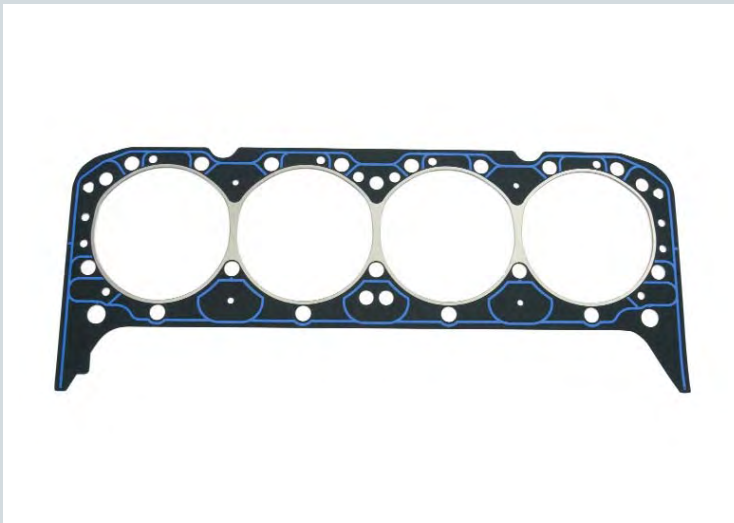
- Fits ZZ4, Fast Burn 385, HT383, ZZ383 and Circle Track engines P/N 88958603 and 88958604

This kit includes the following items:

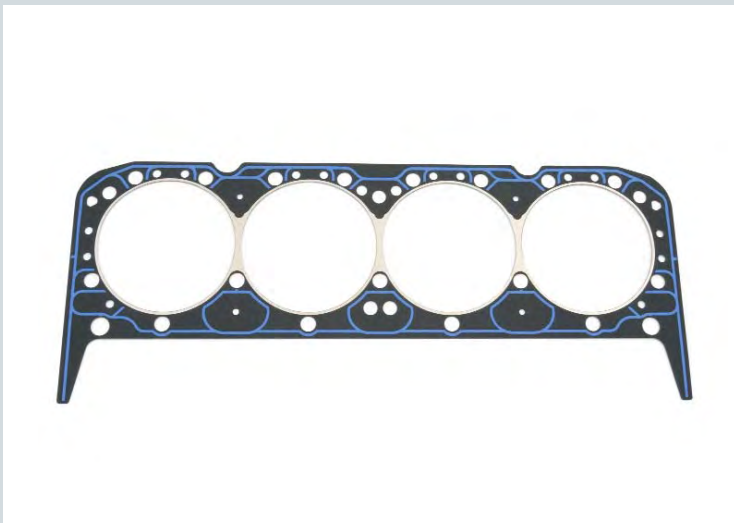
12557236	2	Head Gaskets
10108676	1	Oil Pan Gasket Set
12555771	1	Crankshaft Rear Main Seal
89017465	1	Intake Manifold Gasket Set
10147994	1	Intake Manifold Gasket Set
10105135	1	Water Outlet Gasket
12560223	1	Fuel Pump Adapter Gasket
12603957	2	Water Pump Gaskets
10108445	1	Distributor Gasket
10046089	2	Valve Cover Gaskets



Composition Head Gasket **A**



Heavy-Duty Composition Head Gasket **B**



Special Competition Head Gasket **C**

## CYLINDER HEAD GASKETS & HEAD BOLTS

GM Performance Parts cylinder head gaskets, cylinder head bolts, and cylinder head studs are the finest quality parts available to ensure a secure seal between the engine block and cylinder heads.

**NOTE:** Gasket packages contain one gasket unless otherwise specified. Order two per engine.  
Small-block cylinder head gaskets are available in a variety of materials and thicknesses. Keep in mind your engine's intended usage and minimum piston-to-head clearance when selecting gaskets.

### A. 10105117

#### Composition Head Gasket

- Composition head gasket with stainless steel fire ring
- For stock or mildly modified engines with **4.00"** cylinder bores
- Fits cast iron or aluminum heads
- **0.028"** compressed thickness

### 3830711

#### Steel Shim Head Gasket (not shown)

- For stock and mildly modified engines with **4.00"** cylinder bores
- **0.026"** compressed thickness

### 12557236

#### Composition Head Gasket (not shown)

- Stainless steel fire rings
- Fits aluminum or cast iron heads
- Used on ZZ4 and 350 HO engines
- **0.051"** compressed thickness

### B. 10185054

#### Heavy-Duty Composition Head Gasket

- Teflon-coated
- Pre-flattened wire O-rings around each cylinder
- For competition engines with cylinder bores of **4.00" to 4.125"**
- **0.041"** compressed thickness

**NOTE:** Drill steam holes when used on 400-ci small-blocks. Gasket does not require re-torquing.

### C. 12363763

#### Special Competition Head Gasket

- Teflon-coated, heavy-duty composition gasket
- Pre-flattened steel fire rings and **4.200"** bore
- For Bowtie, 400 small-blocks, and aluminum blocks with cast iron or aluminum heads
- Revised coolant hole pattern
- No steam holes for production 400 engines
- **0.038"** compressed thickness

**NOTE:** Gasket does not require re-torquing.

## Cylinder Head Gaskets & Head Bolts Continued

### 12553160

#### LT1 Head Gasket (not shown)

- Composition gasket for 1994–2001 iron head LT1 engines
- **0.028"** compressed thickness

### 10168457

#### LT1 Head Gasket (Aluminum Head) (not shown)

- Composition gasket for 1992–2001 aluminum head LT1 engines
- **0.050"** compressed thickness

### 12551488

#### LT4 Head Gasket (not shown)

- Composition gasket for 1996 aluminum head LT4 engines
- **0.043"** compressed thickness

### A. 12499223

#### Cylinder Head Installation Kit (5.7L L31 Engine)

- Comprehensive kit
- Includes two cylinder head gaskets, two valve cover gaskets, two intake manifold gasket sets and two exhaust manifold gaskets

## HEAD BOLTS AND STUDS

### B. 585927

#### Cylinder Head Dowel Pin

- Dowel pin 5/16" diameter by 9/16" long
- For all small-block V-8 and 90° V-6 engines

### C. 12495499

#### Cylinder Head Bolt Kit

- For iron or aluminum heads
- Includes 14 of P/N 10168525, 4 of P/N 10168526, 16 of P/N 1016852, and thread sealant

### D. 14011040

#### Hardened Washer

- 0.45" I.D. x 0.778" O.D.
- Sold individually

### E. 10051155

#### Hardened Washer

- 0.45" I.D. x 0.750" O.D.
- For Phase 6 and raised runner aluminum heads
- Sold individually

### 12366568

#### Cylinder Head Nut Kit (not shown)

- Set of 16 magnafluxed 1038 steel 7/16-20 hex head P/N 3942410 nuts for aftermarket head studs
- Complete for one cylinder head. Order two per engine.

### 12366569

#### Cylinder Head Nut Kit (not shown)

- Set of 16 magnafluxed 4037 steel 7/16-20 12-point P/N 14044866 nuts for aftermarket head studs
- Complete for one cylinder head. Order two per engine.

### F. 3942410

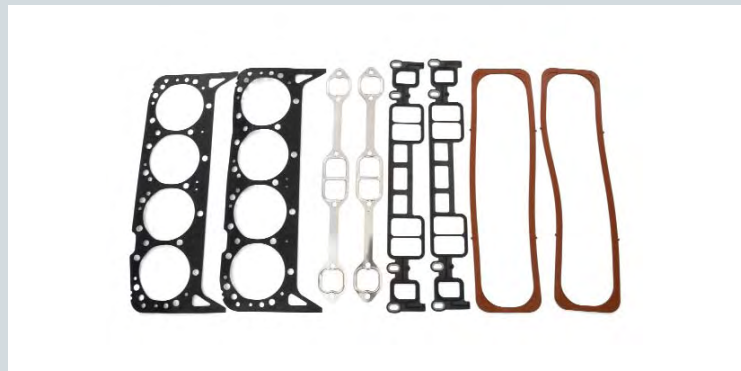
#### Cylinder Head Stud Nut

- Magnafluxed hex head 1038 steel 7/16-20 nut
- Sold individually

### G. 14044866

#### Cylinder Head Stud Nut

- Magnafluxed 12-point 4037 steel 7/16-20 nut
- Sold individually



**A** Cylinder Head Installation Kit



**B** Cylinder Head Dowel Pin



**C** Cylinder Head Bolt Kit



**D** Hardened Washer



**E** Hardened Washer



**F** Hex Nut



**G** 12-Point Nut





2.02" Intake Valve



1.55" Exhaust Valve

### SMALL - BLOCK VALVES

Part Number	Valve Size	Stem Size	Description
<i>Intake Valves</i>			
12550909	1.94"	11/32"	Stock replacement valve used in all of our crate engines except CT350/400, Fast Burn 385 & ZZ383/425
12363755	1.94"	11/32"	Stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads
12555331	2.00"	11/32"	Stock replacement valve used in the 1996 LT4 engine, and in our CT350/400, Fast Burn 385 & ZZ383/425 also in LT4 and Fast Burn heads
12363757	2.00"	11/32"	Stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads
25534407	2.00"	11/32"	Heavy-duty stainless steel one-piece valve, for Bowtie Vortec cylinder heads
12363753	2.02"	11/32"	Stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads
366285	2.05"	11/32"	Swirl polished stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads, 10° back angle
<i>Exhaust Valves</i>			
10241743	1.50"	11/32"	Stock replacement valve used in all of our crate engines except CT350/400, Fast Burn 385 & ZZ383/425
12551313	1.55"	11/32"	Stock replacement valve used in the 1996 LT4 engine, and in our CT350/400, Fast Burn 385 & ZZ383/425 also in LT4 and Fast Burn heads
12363756	1.50"	11/32"	Stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads
12363758	1.55"	11/32"	Stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads
12363754	1.60"	11/32"	Stainless steel valve with undercut stems to improve air flow, single groove design, chrome plated stems to reduce wear, hardened tips to withstand high loads



### SMALL - BLOCK VALVE SPRINGS

Part Number	Spring Type	Outside Diameter	Pressure at Installed Height	Solid Height	Average Rate (lbs @ in)	Retainer Part Number	Valve Seal Kit	Technical Notes
3911068	Single w/damper	1.241"	80# @ 1.70"	1.15"	267	14003715	10132715	Production spring for 350/300 hp and 350/290 hp engines
3927142	Single	1.273"	110# @ 1.70"	1.16"	358	14003974	10132715	Use with cam P/N 3927140 and all high-performance production cams to extend rpm range
10134358	Single w/damper	1.273"	110# @ 1.70"	1.16"	356	14003974	10132715	Chrome silicone steel; use with aluminum heads P/N 10185086; orange color code.
330585	Dual	1.379"	140# @ 1.75"	1.15"	325	330586	10132715	Use with cams P/N 3927140, P/N 3965754, and all moderate lift racing cams
12495495	Dual kit	1.379"	140# @ 1.75"	1.15"	325	330586	10132715	Kit of 16 springs P/N 330585 (see above)
366282	Dual w/damper	1.525"	128# @ 1.70"	1.26"	406	366254	Aftermarket	Use with high-lift mushroom or roller lifter racing cams (0.625" lift)
10206040	Single spring	1.30"	85# @ 1.78"	1.26"	373	10168424	N/A	1992-1993 LT1 production Corvette engine
12551483	Single spring	1.32"	101# @ 1.78"	1.22"	332	10212808	N/A	1996 LT4 Corvette, ZZ4, and CT 350/400 engines; not for cams with lift over 0.525"
12495494	Spring kit	1.32"	101# @ 1.78"	1.22"	332	10212808	N/A	Kit of 16 springs P/N 12551483 (see above)
10212811	Single spring	1.25"	80# @ 1.70"	1.20"	256	10241744	N/A	CT 350/350, 350HO engines
19154761 <b>NEW</b>	Spring kit	1.25"	80# @ 1.70"	1.20"	256	10241744	N/A	Kit of 16 Springs P/N 10212811 (see above)

VALVE SPRINGS AND SHIMS



Steel Valve Spring Retainer



Titanium Valve Spring Retainer

**12484788**

**Intake Valve Seat**

- Heat-treated, iron alloy intake valve seat
- Seat diameter is 2.149" O.D. and 1.85" I.D. +/- 0.0005"
- 0.312" thick +/- 0.002"

**12484789**

**Exhaust Valve Seat**

- Heat-treated, iron alloy exhaust valve seat
- Seat diameter is 1.688" O.D. and 1.330" I.D. +/- 0.0005"
- 0.3125" thick +/- 0.0025"

**10212809**

**LT4 Valve Spring Shim**

- Lightweight shims as used on 1996 LT4 Corvette special LT service heads P/N 12363287, and Fast Burn heads
- Use with spring P/N 12551483

**10185066**

**Spring Shim**

- Used on ZZ3 series 350 HO engines
- Spacer is 1.35" O.D. x 0.561" I.D. x .050" thick

**3731058**

**Spring Shim**

- 55/64" I.D. x 1-15/16" O.D. x 0.030" thick

**3875916**

**Spring Shim**

- 55/64" I.D. x 1-31/64" O.D. x 0.015" thick

**3891521**

**Spring Shim**

- 55/64" I.D. x 1-31/64" O.D. x 0.065" thick

**460483**

**Valve Stem Seal**

- Used on all ZZ series 350 HO engines
- Sold individually; 16 required per engine

**10212810**

**LT4 Valve Stem Seal**

- Used on LT4 heads and GM Performance Parts head assemblies P/N 25534421, 25534431, 12363287 and 12464298.

**12511890**

**Valve Stem Seal Kit**

- Late-model V-8 seal kit for 11/32" diameter valve stems
- Includes eight intake seals, eight exhaust seals, and 16 oil stem seals

**NOTE:** Check for seal-to-guide interference with high-lift cams.

**10241744**

**Valve Spring Retainer**

- Used on 350 HO, 350 Ram Jet and HT383

**12495493**

**Valve Spring Retainer Kit**

- Kit of 16 P/N 14003974 caps as used on ZZZ, ZZ1, ZZ2, 350/300 HP, and 350/290 HP engines
- Base caps for most V-8 and V-6 engines
- 1-13/32" diameter retainer for springs P/N 3911068 and P/N 3927142

**10045007**

**Valve Spring Retainer**

- For all ZZ3 series engines

**NOTE:** When converting ZZZ, ZZ1 or ZZ2 engines to ZZ3 series cap, valve spring shield must be removed and add cap P/N 10045007, seal P/N 460483, and spacer P/N 10185066.

**12495492**

**LT4 Valve Spring Cap Kit**

- Kit for 5.7L LT4 engines
- Includes 16 P/N 10212808 lightweight retainers
- Use with spring kit P/N 12495494 and key kit P/N 12495503
- Used on ZZ4, Fast Burn, LT4, and iron Vortec Bowtie heads

**19169661**

**Heavy Duty Vortec Valve Spring Retainer**

- Fits Fast Burn and Vortec Bowtie cylinder heads
- Designed for circle track racing

**330586**

**Aluminum Valve Spring Retainer**

- For valve spring P/N 330585

**366254**

**Titanium Valve Spring Retainer**

- For valve spring P/N 366282

**12495503**

**Valve Spring Key Kit**

- Kit includes 32 keys of P/N 24503856 for 11/32" valve stems
- Use on all small-block V-8 engines



Rocker Arm Kit, 1.5 Ratio **A**



Roller Rocker Arm Set **B**



Roller Rocker Arm (top) **B**



Roller Rocker Arm (bottom) **B**

## ROCKER ARMS

### A. 12495490

#### Rocker Arm Kit, 1.5 Ratio (Set of 16)

- Self-aligning, high-quality rockers have a nominal 1.5:1 ratio
- Includes 16 stamped steel rockers with pivot balls and nuts
- Use P/N 10089648 for single service part. For 3/8" studs.

**NOTE:** Does not fit LS Series engines. Not recommended for mechanical lifter camshafts.

### Aluminum Roller Rocker Arm 3/8" Studs

These roller rocker arms are similar to the rockers used in the 1996 Corvette LT4 engine, except the trunnions have been machined for early-model 3/8" rocker studs. The arms are self-aligning with improved stiffness and accommodate up to 0.575" valve lift. Choose from 1.5:1 and 1.6:1 ratios below.

#### 12370838

##### Roller Rocker Arm Set, 1.5:1 Ratio (not shown)

- Set of 16, 3/8" stud 1.5:1 ratio roller rockers
- Use P/N 12367345 for single service part

#### 12370839

##### Roller Rocker Arm Set, 1.6:1 Ratio (not shown)

- Set of 16, 3/8" stud 1.6:1 ratio roller rockers
- Use P/N 12367346 for single service part

**NOTE:** When using a high lift camshaft, check valve spring coil bind, retainer-to-seal clearance, and piston-to-valve clearance. Check for adequate pushrod clearance when using on cast iron heads. It may be necessary to remove valve cover drippers for proper rocker arm clearance.

P/N 12370839 cannot be used on ZZ3 engines with orange valve springs.

#### 12367347

##### Adjuster Nut for Roller Rocker Arm (not shown)

- 3/8" adjustment nut
- Used on both aluminum rocker arm kits P/N 12370838 and P/N 12370839

#### 88961233

##### "Kool Nut" Rocker Arm Kit (not shown)

- Special rocker arm nuts are used on GM circle track engines
- Contains 16 pieces

### Aluminum Roller Rocker Arm 7/16" Studs

These roller rocker arms are for 7/16" studs and are CNC-machined from aluminum alloy. The bearings and fulcrum have an extra-wide design for load distribution and are lubricated with pressurized oil. The roller tip axle is made from 4130 steel, and the roller tip is machined and ground from 8620 steel. Bowtie logo is machined into each rocker. Choose from 1.5:1 and 1.6:1 ratios below.

### B. 12361321

#### Roller Rocker Arm Set, 1.5:1 Ratio

- Set of 16, 7/16" stud 1.5:1 roller rocker arms
- Use P/N 12361328 for single service part

#### 12361322

#### Roller Rocker Arm Set, 1.6:1 Ratio (not shown)

- Set of 16, 7/16" stud 1.6:1 roller rocker arms
- Use P/N 12361329 for single service part

**NOTE:** These aluminum rockers will not work with standard-height valve covers. When using a high lift camshaft, check valve spring coil bind, retainer-to-seal clearance, and piston-to-valve clearance. Check for adequate pushrod clearance when using on cast iron heads. It may be necessary to remove valve cover drippers for proper rocker arm clearance.

## VALVE COVERS

Add a stylish finishing touch to your GM engine with our branded valve covers. GM Performance Parts valve covers are engineered to fit and seal perfectly. The diverse variety of designs allows personalization to suit any taste. Competition covers are designed to clear taller valvetrains.

**NOTE:** *Ordering note: Valve covers are sold in pairs unless otherwise specified.*

### A. 10185064

#### Tall Aluminum Valve Covers

- Competition racing valve cover displays the Chevrolet name and Bowtie insignia
- No holes for PCV or oil fill, but has bosses for drilling them
- Designed for pre-1986 engines with perimeter hold downs
- Can be used with 18° and 15° heads
- Use P/N 10185052 for single service part

### B. 12480127

#### Short Aluminum Valve Covers

- Cast aluminum Chevy Bowtie-design valve cover is similar to P/N 10185064 except it is a short style with a PVC hole in both covers (grommets included)
- Designed for pre-1986 engines with perimeter hold downs
- Covers have oil baffle

### C. 10093393

#### Tall Aluminum Valve Covers, Pontiac Logo

- Perfect for Pontiac-bodied vehicles powered by a Chevrolet-style small-block V-8
- No holes for PCV or oil fill, but has bosses for drilling them
- Designed for pre-1986 engines with perimeter hold downs
- Can be used with 15° and 18° heads



**A** Tall Aluminum Valve Covers



**B** Short Aluminum Valve Covers



**C** Tall Aluminum Valve Covers, Pontiac Logo



Tall Valve Covers, No Logo **D**



Chrome Short Valve Covers **E**



Polished Aluminum Valve Covers, Center Bolt Design **F**

**D. 24502466**

**Tall Valve Covers, No Logo**

- Create your own custom valve covers!
- Cast aluminum valve cover is similar to P/N 10185064, but has no logo
- Cast with material to permit milling a custom logo

**NOTE:** Sold as single piece. Order two per engine.

**E. 12341670**

**Chrome Short Valve Covers**

- Short chrome valve covers, with baffle
- For use on pre-1986 engines with perimeter hold-downs
- Chevrolet and the Bowtie logo are embossed on top

**F. 12497978**

**Polished Aluminum Valve Covers, Center Bolt Design**

- Die-cast aluminum valve covers
- Polished to a bright shine
- Approximately 1/4" taller than production covers
- For use on 1986-and-newer engines with center hold-downs
- Kit includes bolts, washers and seals

**NOTE:** Use valve cover gasket P/N 10046089 and replacement bolt and seal kit P/N 12497980.

## Valve Covers Continued

### A. 12497979

#### Aluminum Black Crinkle Valve Covers, Center Bolt Design

- Die-cast with black crinkle finish
- Approximately 1/4" taller than production covers
- For use on 1986-and-newer engines with center hold-downs
- Kit includes bolts, washers and seals

**NOTE:** Use valve cover gasket P/N 10046089 and replacement bolt and seal kit P/N 12497980.

### B. 12497985

#### Chrome-Finish Aluminum Valve Covers, Center Bolt Design

- Die-cast with chrome finish
- Approximately 1/4" taller than production covers
- For use on 1986-and-newer engines with center hold-downs
- Kit includes bolts, washers and seals

**NOTE:** Use valve cover gasket P/N 10046089 and replacement bolt and seal kit P/N 12497980.

### C. 25534359

#### Circle Track Valve Covers, Center Bolt Design

- Sheet metal valve cover kit designed for Gen I design circle track engines equipped with center hold-down cylinder heads
- Covers equipped with two breather pipes on one cover and no pipes on the other

**NOTE:** Use breather kit P/N 25534355.

### D. 10185045

#### Cast Aluminum Valve Cover, Splayed-Valve V-8

- For use only with splayed-valve V-8 cylinder heads P/N 24502517, 12480147 and 12480146
- Cover has Chevrolet name and Bowtie logo

**NOTE:** Sold as single piece. Order two per engine.



**A** Aluminum Black Crinkle Valve Covers, Center Bolt Design



**B** Chrome-Finish Aluminum Valve Covers, Center Bolt Design



**C** Circle Track Valve Covers, Center Bolt Design



**D** Cast Aluminum Valve Cover, Splayed-Valve V-8



Aluminum Valve Cover, SB2.2 "Chevrolet Logo" **E**



Aluminum Valve Cover, SB2.2 "Pontiac Logo" **F**



Adapter, Center Bolt Design to Flange Mount **G**



Bolt Kit, Center Bolt Design **H**

**E. 12480006**

**Aluminum Valve Cover, SB2.2 "Chevrolet Logo"**

- Attractive cast aluminum valve cover with Chevrolet name
- Used only on SB2.2 cylinder heads P/N 12480011 and 12480129

**NOTE:** Sold as single piece. Order two per engine. Cover does not fit first design SB2 head. GM no longer offers a first-design SB2 cover.

**F. 12480012**

**Aluminum Valve Cover, SB2.2 "Pontiac Logo"**

- Similar to P/N 12480006 described above, but embossed with the Pontiac name
- Sold as single piece

**88958653**

**R0X SB2.2 Aluminum Valve Cover (not shown)**

- Fits R0X head P/N 88958667
- Sold as single piece

**ADAPTERS, HARDWARE AND BREATHERS**

**G. 24502540**

**Adapter, Center Bolt Design to Flange Mount**

- Allows use of old-style flange mount (perimeter hold-down) valve covers on 1986-and-newer center hold down-style heads
- CNC machined from billet aluminum stock
- Kit includes two 3/8" thick adapters, O-rings and fasteners

**NOTE:** Use replacement O-ring gasket P/N 12480023.

**H. 12497980**

**Bolt Kit, Center Bolt Design**

- Service replacement parts for 1986-and-newer center hold-down design, die cast aluminum valve covers in chrome, crinkle, and polished finishes
- Will not fit production valve covers

**12356818**

**Chrome Hold-Down Bolt (not shown)**

- Chrome valve cover hold-down bolt
- Used on all 1986-and-newer engines with center hold-down design stamped valve covers

**NOTE:** Package contains one bolt. Order four per valve cover.

**12338092**

**Black Hold-Down Bolt (not shown)**

- Black valve cover hold-down bolt
- Used on all 1986-and-newer engines with center hold-down design stamped valve covers

**NOTE:** Package contains one bolt. Order four per valve cover.

## Adapters, Hardware & Breathers Continued

### 88962074

#### Oil Baffle Tube (not shown)

- Pushes easily into most valve covers that have an oil baffle
- Requires breather P/N 25534355. (Used on ZZ572 engines.)

### A. 25534355

#### Circle Track Breather

- Special breathers are for circle track
- Valve covers used on Circle Track and ZZ572 engines
- Chrome breathers are 1-3/8", hose-clamp-style with the Bowtie logo on top
- Installs on the left-side of each valve cover
- Kit includes two breathers

### B. 12341993

#### Push-In Oil Filler Cap

- For valve covers with 1.22" hole

### 3894337

#### Rubber Grommet, Bowtie Valve Covers (not shown)

- Has 15/16" I.D. x 17/32" O.D.
- Can be used to plug the oil filler hole in Bowtie valve covers, or to mount a push-in breather

### C. 14082321

#### Spring Bar Retainer

- Special steel retainers prevent oil leaks
- Use under the valve cover bolts
- Distribute clamping force over a large area and prevent deformation of the flanges
- Narrow retainers are engineered to fit pre-1986 engines with perimeter-style hold downs

**NOTE:** Package contains one retainer. Order four per valve cover.

### D. 14044820

#### Spring Bar Retainer, Chrome Plated

- Similar to retainer P/N 14082321 described above
- Chrome plated to match chrome valve covers

**NOTE:** Package contains one retainer. Order four per valve cover.

### 3933964

#### Valve Cover Gasket (not shown)

- Cork-type gasket
- Fits all valve covers with perimeter hold-down bolts
- One gasket per package

### 10185043

#### Valve Cover Gasket, Splayed Valve Head (not shown)

- Used with on splayed-valve V-8 cylinder head P/N 24502517
- Kit includes two gaskets



**A** CircleTrack Breather



**B** Push-In Oil Filler Cap



**C** Spring Bar Retainer



**D** Spring Bar Retainer, Chrome Plated





Heavy-Duty Pushrod Kit (0.100" Longer Than Stock)

## PUSHRODS

GM Performance Parts offers a complete line of heavy-duty pushrods for most GM engines. They are designed to deliver outstanding performance in high-performance street and competition applications and are available in two materials: 1010 mild steel, which is suitable for high-performance street cars, power boats, street rods, and limited competition applications, and 4130 chromemoly steel, for maximum-performance racing engines.

### NOTE:

**TECH NOTES:** Heavy-duty pushrods for small-block V-8 and V-6/90° engines are available in standard and 0.100" extended lengths. Longer pushrods can be used to restore the correct valvetrain geometry when using a high-lift camshaft with a small base circle. Extra-long pushrods also are recommended when longer-than-stock valves are installed. GM Performance Parts pushrods are case-hardened for use with pushrod guide plates.

## SMALL - BLOCK PUSHRODS

Part Number	Material	Diameter	Length	Usage	Description
12495491	1010 steel	5/16"	7.724"	Flat tappet	(16) Heavy-duty heat-treated .075" wall, hardened tip inserts. Standard length. Use 14044874 for single piece.
14044874	1010 steel	5/16"	7.724"	Flat tappet	(1) Heavy-duty heat-treated .075" wall, hardened tip inserts. Standard length.
12371057	1010 steel	5/16"	7.824"	Flat tappet	(16) Heavy-duty heat-treated .075" wall, hardened tip inserts. +.100 long. Use 366277 for single piece.
366277	1010 steel	5/16"	7.824"	Flat tappet	(1) Heavy-duty heat-treated .075" wall, hardened tip inserts. +.100 long.
10046173	1010 steel	5/16"	7.122"	Hyd. roller	(1) Heavy-duty heat-treated .060" wall, standard length. For use in early ZZ-series engines with guide plates
12371041	1010 steel	5/16"	7.122"	Hyd. roller	(16) Heavy-duty .060" wall, standard length. For use in 2nd design ZZ-series engines without guide plates. Use P/N 10241740 for swingle piece.
10241740	1010 steel	5/16"	7.122"	Hyd. roller	(1) Heavy-duty .060" wall, standard length. For use in 2nd design ZZ-series engines without guide plates.
10134309	4130 steel	5/16"	7.896"	Special	(1) Chromemoly 1-piece design racing pushrod

## SMALL - BLOCK GUIDEPLATES

Part Number	Description	Technical Notes
3973418	Pushrod guide plate (cast iron head)	For use with production and Bowtie cast iron cylinder heads with screw-in studs. Can also be used with aluminum Bowtie V-6 head. Should not be used with self-aligning rockers. Pushrod slots are 0.325". For 90° V-6, use on cylinders 1, 2, 5 and 6; guide plate must be ground to clear valve cover hold-down bolts. Four required per V-8 head.
14011051	Pushrod guide plate (aluminum Bowtie head)	Hardened steel guide plate has the correct pushrod spacing for aluminum Bowtie heads. Should not be used with self-aligning rockers. Pushrod slots are 0.365". Four required per V-8 head.
10111771	Pushrod guide plate (Corvette aluminum head)	Non-hardened guide plate for use with Corvette aluminum cylinder head assembly P/N 12556463 and 350 HO engine assembly P/N 10185072. Four required per V-8 head.



Screw-In Rocker Stud Kit (LT1, LT4 Style) **E**

## ROCKER ARM STUDS

### 12495497

#### Screw-In Rocker Stud Kit (3/8") (not shown)

- 3/8" studs fit all high-performance small-block V-8 and 90° V-6 Chevrolet cylinder heads machined for screw-in studs and using guide plates
- Won't pull out of their bosses under high load
- Kit includes 16 pieces, for single stud usage, use P/N 10168410
- Lower thread section is 7/16-14

### NOTE:

Screw-in studs can be installed on heads originally equipped with pressed studs by machining and tapping the stud bosses.

### E. 12371058

#### Screw-In Rocker Stud Kit (LT1, LT4 Style)

- 3/8" studs are used on all late-model LT1, LT4, and any head not using a pushrod guide plate
- Kit includes 16 pieces; for single stud usage, use P/N 12552126
- Lower thread section is 7/16-14

### 3921912

#### Screw-In Rocker Stud (7/16", Big-Block Style) (not shown)

- Beefy 7/16" big-block V-8 rocker studs
- Improve valvetrain stability of any small-block V-8 or 90° V-6 racing engine by minimizing rocker stud flex
- Fits any small-block V-8 or 90° V-6 cylinder head machined for screw-in studs
- Requires rocker arm for 7/16" stud

## VALVE LIFTERS

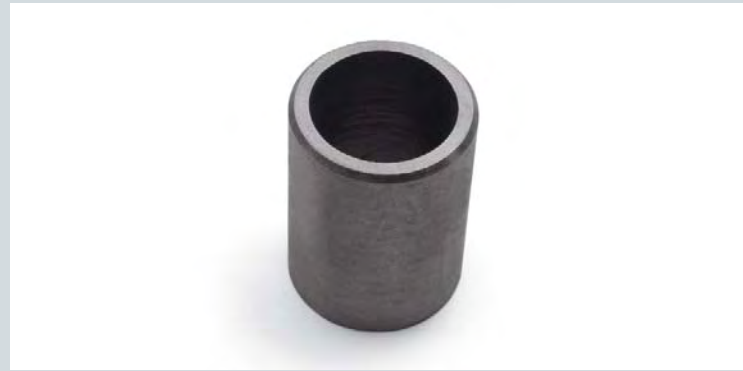
### A. 14044875

#### Lifter Bore Repair Kit

- Don't scrap an expensive engine block because of a damaged lifter bore!
- Repairs scored or leaky lifter bores
- Also recommended for competition engine builders who "blueprint" the lifter bores

**NOTE:**

Drill the defective lifter bore to 1.044". Shrink the sleeve by cooling it to -40°F and insert it in the lifter bore, making sure that the bottom of the sleeve is flush with the camshaft cavity. Drill a 7/16" hole through the oil gallery and finish the sleeve ID to 0.8432/0.8442". The sleeve can also be predrilled with a 1/2" oil hole before installing it in the block.



**A** Lifter Bore Repair Kit

### B. 88958652

#### Valve Lifter Guide, "Quick Cam"

- Composite lifter guide is the same as used on LS Series GM small-blocks, but with mounting holes for use on Gen I GM small-blocks (block must be drilled & tapped)
- For use with hydraulic roller lifters only
- Makes it possible to remove the camshaft without removing the intake and lifters
- Enough friction in the guide to hold the lifters in place if the rocker arms are backed off and the camshaft is rotated two full revolutions to push up the lifters

**NOTE:** Package services one cylinder head.



**B** Valve Lifter Guide, "Quick Cam"

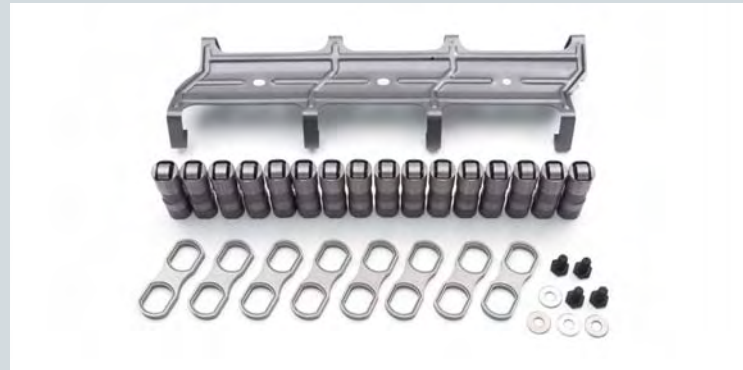
### C. 12371042

#### Hydraulic Roller Lifter Kit

- Designed for 1986-and-later engines
- Second-design lifters are used in late-model 350 HO engines and use a higher checkball spring preload
- Includes 16 lifters of P/N 17120735, eight valve lifter guides, one valve lifter guide retainer, four retainer bolts, and four retainer washers
- This lifter kit plus pushrod kit P/N 12371041 and a roller-tappet design camshaft converts your engine to a roller-lifter engine
- For single lifter usage, use P/N 17120735

**This kit includes the following items:**

17120735	16 Roller Lifters
12550002	8 Lifter Guides
14101116	1 Guide Retainer



**C** Hydraulic Roller Lifter Kit

### D. 12371044

#### Hydraulic Lifter Kit (Set of 16)

- Used on 1986-and-older Gen I and II-style engines
- Kit includes 16 hydraulic flat tappet lifters of P/N 5232720, and is designed for use with standard-length pushrod kit P/N 12495491 or 0.100" longer kit P/N 12371057
- Use P/N 5232720 for single lifter pieces



**C** Hydraulic Roller Lifter



**D** Flat Tappet Lifter



## SMALL - BLOCK CAMSHAFTS

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in) w/1.5 rocker	Lobe Centerline (deg)	Technical Notes
3896962	Hydraulic flat tappet	I: 222 E: 222	I: .450 E: .460	114	Used in 290 hp 350 crate engine.
24502476	Hydraulic flat tappet	I: 212 E: 222	I: .435 E: .460	112.5	Used in 350/300 hp and 350/330 hp special performance engines.
14097395	Hydraulic roller design	I: 196 E: 206	I: .431 E: .451	109	For the HT383 truck engine with 1.5 rockers.
10185071	Hydraulic roller tappet	I: 208 E: 221	I: .474 E: .510	112	For Z23 350 HO engine; use with spring P/N 10134358.
12551705	Hydraulic roller tappet	I: 201 E: 208	I: .447 E: .459	N/A	Used in 1995–1997 Corvette and Camaro LT1 engines.
12551142 (1.6 rocker)	Hydraulic LT4 production cam	I: 203 E: 210	"1.6 rocker" I: .476 E: .480	115	1996 LT4 production.
24502586 (1.6 rocker)	Hydraulic roller (LT4 hot cam)	I: 218 E: 228	"1.6 rocker" I: .492 E: .492	112	Service only. For all V-8 engines with roller cams. See note below chart.
24502586 (1.6 rocker)	Hydraulic roller (LT4 hot cam)	I: 218 E: 228	"1.6 rocker" I: .525 E: .525	112	Service only. For all V-8 engines with roller cams. See note below chart.
12480002 (1.6 rocker)	Hydraulic roller (LT4 hot cam kit)	I: 218 E: 228	"1.6 rocker" I: .525 E: .525	112	Same as P/N 24502586 except this is a kit that includes aluminum rockers, valve springs, and retainers.
12370845	Hydraulic roller design	I: 214 E: 224	I: .488 E: .509	112	Off-highway use only. Contains eccentric for mechanical fuel pump.
12370846	Hydraulic roller design	I: 222 E: 230	I: .509 E: .528	112	Off-highway use only. Contains eccentric for mechanical fuel pump.
12370847	Hydraulic roller design	I: 234 E: 242	I: .539 E: .558	112	Off-highway use only. Contains eccentric for mechanical fuel pump.

**ABOUT THE LT4 CAMSHAFT:** The LT4 camshaft P/N 24502586 was designed to be used in many different engines. The following change may be necessary for correct engine assembly: For LT1 and L98 engines (pre-1996) the dowel pin in the end of the camshaft must be pushed in so extension from end of cam is .30" +/- .01". For 1996 LT1 and LT4 engines, the dowel pin is in the correct position extending .620" from the end of the camshaft. This cam has a fuel pump lobe.

## SMALL - BLOCK CAMSHAFT & LIFTER KITS — INCLUDES CAMSHAFT AND 16 LIFTERS

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
12353915	Hydraulic flat tappet	I: 194 E: 204	I: .401 E: .423	104	Use with 1981–87 engines with computers, flat tappet and non-roller cam, except 305 HO; good mid-range torque
12353917	Hydraulic flat tappet	I: 204 E: 214	I: .420 E: .442	112	For 8.0-9.5 C.R. low rpm small-blocks including '55–66 CA emissions, '55–'68 Fed emissions, '66–92 off-highway, and all non-emissions trucks
12353918	Hydraulic flat tappet	I: 214 E: 224	I: .442 E: .465	112	For 8.75-10.5 C.R. low-medium rpm off-road and marine small-blocks
12353923	Hydraulic flat tappet	I: 224 E: 234	I: .465 E: .448	114	For 9.5-10.75 C.R. medium rpm small-blocks including '55–66 CA emissions, '55–68 Fed emissions, '66–92 off-highway, and all non-emissions trucks
12364050	Hydraulic flat tappet	I: 222 E: 222	I: .447 E: .447	114	For 9.5-10.75 C.R. medium rpm small-blocks. Single pattern, blueprinted replacement for factory P/N 3863151 w/350 hp and 327-ci camshaft.
12364051	Hydraulic flat tappet	I: 195 E: 202	I: .390 E: .410	112	For 7.75-8.75 C.R. low rpm small-blocks. Dual pattern, blueprinted replacement for factory P/N 3896929 w/300 hp and 327 ci camshaft.
12364052	Mechanical flat tappet	I: 254 E: 254	I: .485 E: .485	114	For 11.0-12.5 C.R. medium/high rpm small-blocks. Blueprinted replacement for factory P/N 3849346 w/290 hp and 302-ci camshaft. Auto needs 4000 converter.
12364053	Mechanical flat tappet	I: 257 E: 269	I: .493 E: .512	112	For 11.0-12.5 C.R. high rpm off-road small-blocks. Blueprinted replacement for factory P/N 3927140. Auto needs 4000 rpm stall converter.
12364054	Mechanical flat tappet	I: 242 E: 254	I: .459 E: .485	116	For 10.0-12.0 C.R. medium/high rpm small-blocks. Blueprinted replacement for factory P/N 3972182 w/330 hp and 350 camshaft. Auto needs 3000 rpm stall converter.

## CAMSHAFTS

A great camshaft delivers power and easy drivability and that's exactly what you get with GMPP's factory-engineered cams. Extensive research and development, followed by precise manufacturing standards, are behind every one of our camshafts. Our extensive array of cams includes the best one for your GM engine.

**NOTE:** ***IMPORTANT!** Distributor with melonized steel gear **MUST** be used with steel camshafts or engine damage can occur.*

### A. 12480002

#### 350 Hot Cam Kit

- Off-highway kit converts production LT1 engine for showroom stock racing
- Improves small-block originally equipped with roller tappet camshaft
- Significant horsepower gains
- Includes camshaft, 16 roller rocker arms, 16 valve springs, 16 valve spring caps, 16 valve spring keys, and 16 valve spring shims
- Lifters are not included

This kit includes the following items:

24502586	1 Camshaft	12370839	16 Roller Rocker Arms Kit
12551483	16 Valve Springs	10212808	16 Valve Caps
24503856	16 Valve Keys	10212809	16 Valve Spring Shims

### 12499229

#### 5.7L Vortec Camshaft Install Kit (not shown)

- Convenient, inclusive kit
- Includes two water pump gaskets, intake manifold gasket set, two valve cover gaskets, a distributor gasket and a front crankshaft seal assembly

### B. 10088128

#### Camshaft Retainer

- First design with 3.62" bolt center as used on ZZZ, ZZ1 and ZZ2 engines

### 10168501

#### Camshaft Retainer (not shown)

- Second design with 3.294" bolt center as used on ZZ3 and ZZ4 engines

### 12370843

#### Camshaft Bearings (not shown)

- Cam bearing kit made from F830 bearing material with 2.00" O.D. and 1.867" I.D.
- Fits CNC-machined iron blocks: P/N 24502501, P/N 24502503, P/N 24502525, and aluminum blocks (after June 1996) P/N 10134400 and P/N 10185075

### C. 24502459

#### Camshaft Rear Cover Kit

- Cover and o-ring gasket for sealing rear camshaft hole on all "CNC" aluminum and iron blocks
- Includes bolts

### D. 12364085

#### Cam Button Spacer

- Solid aluminum button limits lateral movement of roller lifter camshafts
- Designed for 1955–1986 283–400 small-blocks without a cam thrust plate



**A** 350 Hot Cam Kit



**B** Camshaft Retainer



**C** Camshaft Rear Cover Kit



**D** Cam Button Spacer



Connecting Rod Kit **E**



Connecting Rod Bearing Kit, 383 Engine **F**



## CONNECTING RODS & COMPONENTS

### E. 12495071

#### Connecting Rod Kit

- High-quality, 5.70" powdered metal (PM) connecting rods
- For competition or street applications below 500 horsepower
- Replaces the old "pink rods" and are the same rods used in LT1 and LT4 Corvette engines
- Includes eight P/N 10108688 rods, available individually

### 12497870

#### 383 Connecting Rod Kit, 1st Design (not shown)

- Set of 8 steel 5.70" PM connecting rods used in 383-cubic-inch engines
- Notched to clear camshaft in most stroked small-block applications
- First design, without chamfer
- Standard .927" pin and 2.100" rod journal
- Cap held on by stud and nut, not standard type bolt
- Good to 550 hp
- Use P/N 12497624 for single service part

### 19169670

#### 383 Connecting Rod Kit, 2nd Design (not shown)

- Set of 8 steel 5.70" PM connecting rods used in 383-cubic-inch engines
- Notched to clear camshaft in most stroked small-block applications
- Second design, with chamfer
- Standard .927" pin and 2.100" rod journal
- Cap held on by stud and nut, not standard type bolt
- Good to 550 hp
- Use P/N 17803091 for single service part

### F. 12499108

#### Connecting Rod Bearing Kit, 383 Engine (Standard)

- Eight heavy-duty bearings
- First design, with chamfer
- For all 383-cubic-inch engines

### 17800761

#### Connecting Rod Bearing Kit, 383 Engine (Standard) (not shown)

- Eight heavy-duty bearings
- Second design, without chamfer
- For all 383-cubic-inch engines

### 12499137

#### Connecting Rod Bearing Kit, 383 Engine (+0.010) (not shown)

- Eight bearings
- For +0.010-undersize 383-cubic-inch engines

### 12491166

#### Connecting Rod Stud & Nut Kit, 383 Engine (not shown)

- Studs and 12-point nuts (16 each) for all 383-cubic-inch engines
- Use with connecting rod P/N 12497624

### 14011092

#### Connecting Rod Bolt (not shown)

- Production bolt for all 302-350-cubic-inch engine connecting rods with 2.10" rod journals
- Size: 3/8-24 x 1 59/64"
- Use with nut P/N 225854

#### NOTE:

Cannot be used with small-journal (2.00") or 400-engine rods. Use with connecting rods P/N 14011090, P/N 14011091, P/N 14011082, and P/N 14011083.

## PISTONS AND PISTON RINGS

GM Performance Parts pistons are premium quality and stand up to the rigors of high-performance street and competition use. They're factory tested, so you know you're getting the right parts for your engine.

Pistons are sold individually unless otherwise specified. Available in standard and oversize diameters. Wrist pins included with all pistons.



### SMALL - BLOCK PISTONS

Part Number	Engine Size Ratio	Compression	Head Chamber Volume	Size	Pin Type	Technical Notes
93422884	350	8.5:1	76cc	Standard	Pressed	290 hp 350
10181389	350	9.8:1	58cc	Standard	Pressed	5.7L HO; second design with ZZ1, 2, 3 ID; hypereutectic aluminum
10181390	350	9.8:1	58cc	Standard high limit	Pressed aluminum	5.7L HO; second design with ZZ1, 2, 3 ID; hypereutectic aluminum
10181392	350	9.8:1	58cc	+0.030	Pressed	5.7L HO; second design with ZZ1, 2, 3 ID; hypereutectic aluminum
10159436	350	10:1	58cc	Standard	Pressed	5.7L HO, ZZ4 and LT1; high silicon aluminum
10159437	350	10:1 9.6:1	58cc 62cc	Standard high limit	Pressed	5.7L HO, ZZ4 and LT1; high silicon aluminum
10159438	350	10:1 9.6:1	58cc 62cc	+0.030	Pressed	5.7L HO, ZZ4 and LT1; high silicon aluminum
12371059	350	10:1 9.6:1	58cc 62cc	Standard high limit	Pressed	Kit containing 8 of P/N 10159437
12371060	350	10:1 9.6:1	58cc 62cc	+0.030	Pressed	Kit containing 8 of P/N 10159438
12514101	350	9.1:1	64cc	Standard	Pressed	350-cid 300 hp & 330 hp service engine with "SP" ID
12514102	350	9.1:1	64cc	+0.001	Pressed	350-cid 300 hp & 330 hp service engine with "SP" ID
12514103	350	9.1:1	64cc	+0.030	Pressed	350-cid 300 hp & 330 hp service engine with "SP" ID
12489437	383	9.1:1	64cc	Standard	Pressed	383 crate engine, first design
12497879	383	9.1:1	64cc	+0.030	Pressed	383 crate engine, first design
88962542	383	9.1:1 9.7:1	64cc* 62cc*	Standard	Pressed	383 engine, second design
88962748	383	9.1:1 9.7:1	64cc* 62cc*	+0.005	Pressed	383 engine, second design
88962749	383	9.1:1 9.7:1	64cc* 62cc*	+0.030	Pressed	383 engine, second design
12499103	383	9.1:1 9.7:1	64cc* 62cc*	+0.005	Pressed	Kit containing 8 of P/N 88962748
12499104	383	9.1:1 9.7:1	64cc* 62cc*	+0.030	Pressed	Kit containing 8 of P/N 88962749

\*Compression ratio based on .028" thick head gasket.

### SMALL - BLOCK PISTON RINGS

Part Number	Bore Size	Oversize	Ring Thicknesses	Description
3995667	4.000"	+0.030"	1/16, 1/16, 3/16"	For 302/327, 350 and select aftermarket 383 engines
366289	4.000"	—	1/16, 1/16, 3/16"	Racing piston pack for heavy duty pistons
366291	4.000"	+0.030"	1/16, 1/16, 3/16"	Racing piston pack for heavy duty pistons
88894219	4.000"	—	5/64, 5/64, 3/16"	Standard size, production style rings for 350HO and ZZ-series (except ZZ4) engines
14089026	4.000"	+0.030"	5/64, 5/64, 3/16"	Standard size, production style rings for 350HO and ZZ-series (except ZZ4) engines
12528817	4.000"	—	—	Low tension rings for ZZ4, LT1, and LT4 engines
12528818	4.000"	+0.005"	—	Low tension rings for ZZ4, LT1, and LT4 engines
12528819	4.000"	+0.030"	—	Low tension rings for ZZ4, LT1, and LT4 engines
12499135	4.000"	+0.005"	—	Premium quality standard size rings for 2nd design 383 engines
12499136	4.000"	+0.030"	—	Premium quality rings for 383 engines
12499107	4.000"	+0.005"	—	Set of 8 ring packs of P/N 12499135
12499231	4.000"	—	—	Set of 8 ring packs of P/N 12499136
12499236	4.000"	—	1.5, 1.5, 2.5mm	Set of 8 ring packs of P/N 88894243



Crankshaft, Forged Steel **A**



Crankshaft Forging **B**



Rear Crankshaft Seal Adapter **C**

## CRANKSHAFTS

GM Performance Parts crankshafts listed in this section are the backbone of a high-performance engine build and are the same components that go into GMPP crate engines.

### 14088526

#### Crankshaft, Cast Iron (not shown)

- Nodular cast iron with 3.48" stroke and 2.10" diameter rod journals
- One-piece rear main seal crankshaft for 300- and 330-horsepower engines

**NOTE:** *This crank does not have a pilot bearing.*

### A. 14096036

#### Crankshaft, Forged Steel

- Forged 1053 steel with 3.48" stroke and 2.10" diameter rod journals
- Standard 350 mains for 350 HO engines with one-piece rear seal and 3.00" flywheel flange bolt circle
- Used on ZZ, ZZ2 and ZZ3 engines

**NOTE:** *Requires counterweighted flywheel.*

### 12556307

#### Crankshaft, Forged Steel

##### (Used in Late-style ZZ4 Engine) (not shown)

- Forged 1053 steel crankshaft used in post-November 1998 ZZ4 engines
- Replaces all cast or steel ZZ4 crankshafts

**NOTE:** *Must be used with connecting rod P/N 10108688 and piston P/N 10159436.*

### 12489436

#### Crankshaft, 383-cubic-inch Forged Steel (not shown)

- Forged 4340 steel crankshaft used to create 383-cubic-inch engines with 3.800" stroke
- Rod journals are 2.10"
- Mains are standard 350 size

**NOTE:** *Should be used with connecting rods P/N 19169670, bearing kit P/N 17800761, standard pistons P/N 88962748 or 0.030" oversize pistons P/N 88962749, balancer P/N 12498008, and 1986-and-later one-piece crank seal design flywheel or flexplate.*

### B. 10185100

#### Crankshaft Forging (350-cubic-inch Style)

- Raw forging from S38 micro alloy steel
- Can be machined for a 3.46" to 3.50" stroke

### 24502460

#### Crankshaft Forging (not shown)

- Exceptionally strong and durable 4340 steel raw forging
- Ideal for machining to custom stroke dimensions from 3.20" to 4.00"
- 2.900" diameter main bearing journals can be ground to fit 400-cubic-inch small-block main bearings
- Large front section can be machined for big-block or small-block balancer
- Uses early style two-piece rear seal

### C. 10051118

#### Rear Crankshaft Seal Adapter

- Allows installation of early-style, two-piece seal crankshaft in block machined for one-piece rear seal
- Allows installation of heavy-duty crankshaft in cast iron Bowtie small-block V-8 or 90° V-6
- Kit includes two-piece aluminum seal retainer mounting bolts and hardware. (Gasket and seal not included.)

**NOTE:** *Use rear seal P/N 10121044, retainer gasket P/N 12555714, dowel pin P/N 9441003, and 1986 or later oil pan and gasket set.*

## BALANCERS & PULLEYS

A smooth running engine depends on an effective balancer or torsional damper. A GM Performance Parts damper not only helps your engine run smoothly, it can extend the life of the engine.

### 3858533

#### Crankshaft Pulley, 6-5/8" (not shown)

- Two-groove, high-rpm, 6-5/8" pulley
- For engines with short water pump

#### NOTE:

Can be used with water pump pulley P/N 3770245 and belt P/N 9433722 without an idler pulley or alternator.

### 3815933

#### Crankshaft Bolt (not shown)

- Positive retention 7/16-20 x 2-1/4" bolt for engines with tapped crank snouts
- Use with washer P/N 14001829

### 14001829

#### Washer (not shown)

- 1-3/4" x 1/2" x 5/16" thick washer for crankshaft bolt



383 Crate Engine Balancer with 1-Piece Crank Seal (P/N 12498008)



Racing Balancer (P/N 24502534 and 24502535)

## SMALL - BLOCK BALANCERS

Part Number	Engine Application	Outside Diameter	Technical Notes
12551537	1969-up 305 and 350; 90° V-6 competition	6.75"	Smaller size for limited clearance. Timing mark is 10 degrees before keyway centerline. Use with timing pointer P/N 3991435.
3817173	1962-68 302 and 327	8"	Cast iron. Inertia ring is 1-11/16" wide; timing mark is 2 degrees before keyway centerline. Do not use pointer P/N 3991436 unless TDC mark is adjusted.
88960604	1970-74 350; Z24 crate engine	8"	Cast iron. Inertia ring is 1-11/16" wide. Use with timing pointer P/N 3991436.
12498008	383 crate engine with 1-piece crank seal	8"	Use with 383 engine components and crankshaft P/N 12489436.
6272225	400 cu in	8"	Counterweighted damper for externally balanced crankshaft. Requires flexplate P/N 471578. Timing mark is 10 degrees before keyway centerline. Use with timing pointer P/N 3991436.
364709	All racing	8"	Heavy-duty nodular iron. Use with competition engines where a production-style balancer is required. Use with timing pointer P/N 3991436. Refer to Chevy Power manual for damper prep procedure.
24502534	All racing	7.074"	NASCAR-approved and specially tuned up to 9000 rpm. Uses standard crank hub diameter. Accepts standard pulleys.
24502535	All racing	7.074"	NASCAR-approved and specially tuned. Use with large-diameter 1.598" crankshaft hub.



## SMALL - BLOCK FLYWHEELS

Part Number	Year of Engine	Outside Diameter	Crank Flange Bolt Pattern	Clutch Diameter	Starter Ring Gear Teeth	Technical Notes
14085720	1955-85	12.75"	3.58"	10.4"	153	For two-piece crank seal. Lightweight nodular iron; weighs approximately 15 pounds.
14088646	1986-up	12.75"	3.00"	10"	153	For one-piece crank seal. Lightweight nodular iron; weighs approximately 17 pounds.
14088650	1986-up	12.75"	3.00"	10.4"	153	Standard-weight flywheel for one-piece crank seal
3991469	1955-85	14"	3.58"	10.4"; 11"	168	For two-piece crank seal
10105832	1986-up	14"	3.00"	11"; 11.85"	168	For one-piece crank seal

## SMALL - BLOCK FLEXPLATES

Part Number	Year of Engine	Outside Diameter	Crank Flange Bolt Pattern	Converter Bolt Pattern	Starter Ring Gear Teeth	Technical Notes
471598	1970-85	14"	3.58"	10.75"; 11.50"	168	For internally balanced engine with two-piece crank seal
471578	1970-80	14"	3.58"	10.75"; 11.50"	168	For externally balanced 400-cu-in engine only. Use with balancer P/N 6272225.
471529	1969-85	12.75"	3.58"	9.75"; 10.75"	153	For internally balanced engine with two-piece crank seal
14088765	1986-up	12.75"	3.00"	10.75"	153	For one-piece crank seal
12554824	1986-up	14"	3.00"	11.50"	168	Heavy-duty flexplate with increased thickness for one-piece crank seal
14088761	1986-up	14"	3.00"	10.75"; 11.50"	168	For one-piece crank seal



Pre-'86 Flywheel



'86-up Flywheel



14" Flexplate



12-3/4" Flexplate

## FLYWHEELS & FLEXPLATES

Find the right part to match your engine from the easy-to-follow guides below. Select flywheels for manual transmission vehicles and flexplates for automatic transmission vehicles.

### NOTE:

**IMPORTANT!** All Chevy small-block and big-block engines with one-piece crankshaft seal require an externally balanced flywheel or flexplate.

## BOLTS

### 12337973

#### Flywheel Bolt (not shown)

- Fits all Chevy small-block V-8, big-block V-8 and 90° V-6 engines
- Sold individually; six required per engine

### 3727207

#### Flexplate Bolt (not shown)

- Fits all Chevy small-block V-8, big-block V-8 and 90° V-6 engines
- Sold individually; six required per engine

## TIMING CHAIN & SPROCKETS

The timing chain is the vital link for engine timing between the crankshaft and camshaft. GM Performance Parts' timing chains and sprockets deliver strength and accuracy for many miles of dependable service.

### A. 12341093

#### Roller Timing Chain Kit

- Heavy-duty double-roller timing chain kit used by top racing teams
- Includes roller chain P/N 3735411, steel crank sprocket P/N 3735413, and iron cam sprocket P/N 3735412

**NOTE:** *Cannot be used with 1987-and-newer engines with hydraulic roller camshaft.*

### 12371043

#### Single Roller Timing Chain Kit (not shown)

- Performance kit for all 1987-and-newer engines with roller lifter camshaft, except LT1 and LT4
- Includes chain P/N 14088783, crank sprocket P/N 14088784, cam sprocket P/N 12552129, retainers and bolts

**NOTE:** *Will not work with flat tappet camshafts or LT1 and LT4 engines.*

### 12370835

#### Extreme-Duty Timing Chain Kit, LT1 & LT4 Engines (not shown)

- Performance upgrade, extreme-duty timing chain kit for 1995-and-newer LT1 and LT4 engines
- Includes timing chain P/N 14088783, crankshaft sprocket P/N 14088784, camshaft sprocket P/N 10214880, and water pump gear P/N 12551728
- Use with pin drive camshaft only

**NOTE:** *To convert 1993 and 1994 engines, use camshaft P/N 12551705, distributor P/N 1104032, timing cover P/N 12552426, vacuum harness P/N 12555323, and vacuum fitting P/N 14082470.*

### 14088783

#### Roller Timing Chain (not shown)

- Heavy-duty, single-roller chain for ZZ-design 350 HO engine
- Use with crank sprocket P/N 14088784 and cam sprocket P/N 12552129

### 14088784

#### Crankshaft Sprocket (not shown)

- Single-roller-type for ZZ-design 350 HO engine

### 12552129

#### Camshaft Sprocket (not shown)

- Single-roller-type for ZZ-design 350 HO engine

### B. 9424877

#### Camshaft Bolt

- 5/16-18 x 0.75" bolt

### 12555886

#### LT4 Crankshaft Sprocket (not shown)

- For all LT4 engines

### 12555885

#### LT4 Camshaft Sprocket (not shown)

- For all LT4 engines

### 12554553

#### Camshaft Dowel Pin (not shown)

### 12555887

#### LT4 Timing Chain (not shown)

- Quiet, roller design for all LT4 engines
- Use with crank sprocket P/N 12555886 and cam sprocket P/N 12555885

### C. 12367600

#### LT4 Front Cover Plug

- Covers hole on front cover of 1996 LT4 engine when original distributor is removed and replaced with rear-mounted distributor



**A** Roller Timing Chain Kit



**B** Camshaft Bolt



**C** LT4 Front Cover Plug



Water Pump Pulley **D**



Water Pump Pulley **E**



Water Pump Pulley Reinforcement **F**



Water Pump, Long-style **G**



Aluminum Water Pump, Short-style **H**



Aluminum Water Pump, Long-style **I**



Aluminum Water Pump, Long-style Serpentine **J**

## WATER PUMPS, PULLEYS & ACCESSORY DRIVE SYSTEMS

### Water Pump Pulleys

#### D. 3770245

##### Water Pump Pulley

- Fits short-leg water pumps with 5/8" shaft and small hub
- Use with crankshaft pulley P/N 3858533 and belt P/N 9433722 for captured fan belt system without idler or alternator
- Pulley is 7-1/8" diameter and 2.77" deep

**NOTE:** *Must be modified to fit water pump with 3/4" shaft.*

#### E. 3942992

##### Water Pump Pulley

- Fits 1971-and-newer and short-leg water pumps with large hubs

**NOTE:** *Must be modified to fit water pump with 3/4" shaft.*

#### F. 3720616

##### Water Pump Pulley Reinforcement

- Increases stiffness of water pump pulley
- Use with pulley P/N 3770245 (see above)

### Water Pumps & Components

#### G. 88894341

##### Water Pump, Long-style

- Late-style cast iron pump with long mounting legs, reinforced snout and 3/4" diameter shaft
- End of shaft is reduced to 5/8" diameter
- Use with 350 HO, 383 and ZZ4 engines

#### H. 14011012

##### Aluminum Water Pump, Short-style

- Saves weight over comparable iron pump
- Casting has short-style mounting legs used on pre-1982 Corvettes
- Pump has reinforced snout and a large hub with dual bolt patterns

**NOTE:** *Pump housing has a boss which can be drilled and tapped for a cam stop. Can be used with the ZZ4 engine with composite front timing cover by exchanging the bolts that hold the rear sheet metal plate to the pump with pan-head bolts P/N 14010976 or equivalent aftermarket bolts.*

#### I. 12495826

##### Aluminum Water Pump, Long-style

- Lightweight pump similar to the one used on the ZZ430 crate engine
- Can be used on late-style engines

**NOTE:** *Will not fit LT1 or LT4 engines.*

#### J. 12497986

##### Aluminum Water Pump, Long-style Serpentine

- Reverse-rotation pump
- Use with late-style engines with a serpentine belt system, including 90° V-6

**NOTE:** *Will not fit LT1 or LT4 engines.*

#### 25534390

##### R0X Water Pump Housing with Cassette (not shown)

- Housing bolts directly to the block
- Block openings are spread to 9.40"
- Standard front inlet and outlet openings
- Includes Water Pump Cassette P/N 25534391

#### 25534391

##### R0X Water Pump Cassette (not shown)

- Designed for efficient operation
- Easy serviceability
- Refined impeller design and tolerances to improve flow

## Accessory Drive Kits

### A. 12497698

#### Serpentine Accessory Drive System, with Air Conditioning

- Fits Gen I-style engines
- Deluxe kit includes all the components and hardware necessary to install on an engine with air conditioning, including water pump, alternator, power steering pump and idler bracket. (Belt included)

#### The system includes:

10055800	Secondary Air Injector pump bracket
1134344	Air compressor assembly, (CR4)
10129569	Idler belt pulley bracket
88894005	Water pump kit
10055880	Water pump pulley
10055879	Crankshaft pulley
10463172	Alternator assembly (reman)
12117361	Alternator connector (with lead)
10055798	Drive Belt Tensioner Assembly
10085752	Belt (fan, water pump, A/C pump, and alternator)
10105212	Alternator & power steering bracket
88985115	Power steering pump (reman)
14102096	Power steering pulley

### 12497697

#### Serpentine Accessory Drive System, without Air Conditioning (not shown)

- Fits Gen I-style engines
- Deluxe kit includes all the components and hardware necessary to install on an engine without air conditioning, including water pump, alternator, power steering pump and idler bracket. (Belt included)

#### The system includes:

10055800	Secondary air injector pump bracket
10129569	Idler belt pulley bracket
88894005	Water pump kit
10055880	Water pump pulley
10055879	Crankshaft pulley
10463172	Alternator assembly (reman)
12117361	Alternator connector (with lead)
10055798	Drive belt tensioner assembly
10085752	Belt (fan, water pump, A/C pump, and alternator)
10105212	Alternator & power steering bracket
88985115	Power steering pump (reman)
14102096	Power steering pump pulley

### 12497869

#### Serpentine Accessory Drive Belt System, Base System with Brackets & Bolts (not shown)

- Kit includes brackets, pulleys and hardware to install on engine
- Does not include water pump, alternator, power steering pump or belt

### 9433722

#### Fan Belt (not shown)

- Special "captured" belt eliminates need for idler pulley or alternator to maintain proper tension
- Use with crankshaft pulley P/N 3858533 and water pump pulley P/N 3770245
- Belt runs around crankshaft and water pump only

## OIL PANS, GASKETS & ACCESSORIES

GM Performance Parts oil pans deliver the perfect fit for production engines, providing peace of mind against leaks. Oil pans and components are available for street and competition engines.

Pans do not come with dipsticks or other hardware unless otherwise noted.



**A** Serpentine Accessory Drive System



**B** Oil Pan, 1986-1992 F-car & Z24



**C** Oil Pan, Z28-style



Oil Pan, 1986–1996 Corvette-style **D**



CircleTrack “Late Model” Oil Pan **E**



Windage Tray **F**



Windage Tray **G**

*Oil Pans, Gaskets & Accessories Continued*

**ABOUT SMALL-BLOCK CHEVY OIL PANS:** Production Chevrolet small-block V-8 and 90° V-6 engines were redesigned in 1986 to include a 1-piece rear main seal, resulting in a new oil pan design. For pre-1986 engines there is also a newer 1-piece pan gasket available. As a result of these changes, oil pans and gaskets are not interchangeable between pre-1986 and later engines. If you have installed crankshaft seal adapter P/N 10051118 on a block which is machined for a 1-piece rear seal, you must use an oil pan and gasket designed for 1986-and-newer engines.

**B. 12557558**

**Oil Pan, 1986–1992 F-car & ZZ4**

- Five-quart pan used on ZZ4 crate engines and 1986–92 Camaro and Firebird
- Internal baffling and right-hand dipstick
- Designed for 1-piece rear main and 1-piece oil pan gasket
- Fits with crankshaft seal adapter P/N 10051118

**NOTE:** Use with oil pan rail reinforcement P/N 12553058 (LH) and 12553059 (RH).

**C. 360450**

**Oil Pan, Z28-Style (2-Piece Rear Main Seal)**

- Five-quart oil pan fits 1970–79 Camaro and 1979 Corvette
- Internal baffling and a left-hand dipstick
- Use with 2-piece rear main seal on 1955–1979 blocks
- Requires gasket P/N 14079399

**D. 10055765**

**Oil Pan, 1986–1996 Corvette-style (1-Piece Rear Main Seal)**

- Fits 1986–1996 Corvette models
- Has right-hand dipstick and fits crankshaft seal adapter P/N 10051118

**NOTE:** Use with oil pan rail reinforcements P/N 14088501 (LH) and 14088502 (RH).

**25534353**

**Circle Track “Factory Stock” Oil Pan (not shown)**

- Special black-powder-coated 8-quart circle track pan is used in the Circle Track engine P/N 88958602
- 8" sump has a single 3.5" kickout on the right-hand side
- Includes a fully louvered windage tray, oil scraper, three trap doors, oil level plug, and 3/4" oil pick-up tube
- 8" deep

**E. 25534354**

**Circle Track “Late Model” Oil Pan**

- Special black-powder-coated 8-quart circle track pan is used in the factory stock engines P/N 88958603 and P/N 88958604
- 7" sump has a single 3.5" kickout on both sides
- Includes a fully louvered windage tray, three crankshaft scrapers, six trap doors, two runners, an oil temperature fitting provision, oil level plug, and 5/8" oil pick-up tube
- 7" deep

**10108676**

**Oil Pan Gasket, 1-Piece Rear Main Seal (not shown)**

- Neoprene 1-piece gasket for 1986-and-newer engines

**F. 3927136**

**Windage Tray**

- Separates the oil in the pan sump from the rotating crank assembly to reduce aeration of the oil
- Aids in oil control and minimizes oil slosh under hard braking
- Use with oil pan P/N 360450

**NOTE:** Requires five mounting studs P/N 14087508 for 1968-and-later blocks. Use mounting studs P/N 3872718 with pre-1968 blocks. On 400-cubic-inch small-blocks the baffle requires modifying by elongating mounting holes. Check tray clearance with long stroke crankshafts and/or non-stock connecting rods.

**G. 12554816**

**Windage Tray**

- Flat oil pan baffle used with 1986–1996 Corvette pan P/N 10055765
- For 1968-and-newer blocks, use five mounting studs, P/N 14087508
- For pre-1968 blocks, use studs P/N 3872718

Oil Pans, Gaskets & Accessories Continued

## 12555884

### Oil Pump, High-Pressure LT1/LT4-Style (not shown)

- Production-style high-pressure 1993–1997 LT1/LT4 oil pump with 1.20" gears
- Produces 60-70-psi oil pressure; screen not included

## A. 14044872

### Oil Pump, High Volume

- High-volume pump has 1.50" gears for increased volume
- Approximately 25-percent more capacity than a production pump at standard pressure; pick-up not included

### Order These Parts To Complement Your New Oil Pump:

## 389267

### Oil Pump Bolt (not shown)

- Fits all models, 7/16-14" x 2"

## 3998287

### Oil Pump Shaft (not shown)

- Fits all 1959-and-newer engines

## 3764554

### Oil Pump Shaft Retainer (not shown)

- Fits all 1959-and-newer engines
- Use with oil pump shaft P/N 3998287

## 3848911

### Oil Pump Spring (not shown)

- Regulates oil pressure at approximately 70 psi
- Use with high volume pump, P/N 12555884

**NOTE:** Minimum recommended oil pressure for off-highway use is 65 psi at engine operating speed.

## B. 3952301

### Oil Filter Adapter

- Mounts a spin-on cartridge for small-block V-8s (except LS Series)
- Contains a filter bypass valve and requires two attaching bolts, P/N 3951644

## 23011420

### Magnetic Drain Plug (not shown)

- Catches and holds small pieces of metal before they can cause engine damage

## C. 12368084

### Engine Oil Primer

- Use to lube engine bearings prior to starting a new or rebuilt engine
- Fits small-block and big-block

## D. 93440806

### HEI Distributor

- A must for steel roller cams
- Has ignition advance curve for high-performance applications
- Comes with melonized steel gear, P/N 10456413

## 88961867

### Distributor, Billet HEI (not shown)

- Most powerful and durable distributor for small- or big-block Chevrolet engines
- Oversized shaft is guided by a sealed ball bearing and long sintered bushing
- Treated coating on the shaft provides low friction
- Advance assembly features chromemoly weights that slide on nylon pads for smooth, timing advancement through the entire rpm range
- Also included are vacuum advance canister and billet aluminum housing that is CNC machined for greater accuracy
- High quality cap with brass terminals

## 10456413

### Distributor Gear (not shown)

- Melonized steel gear is required on all crate engines and roller camshafts that are made of steel
- Failure to use this gear may affect your engine's warranty

**NOTE:** This gear is part of distributor assembly P/N 1104067.



**A** Oil Pump, High Volume



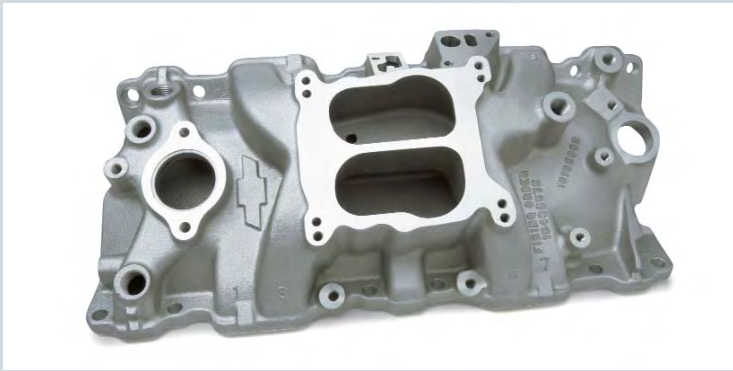
**B** Oil Filter Adapter



**C** Engine Oil Primer



**D** HEI Distributor



Intake Manifold, ZZ Series **E**



Maxshine Intake Manifold, ZZ Series **F**



Intake Manifold, Vortec Head Design **G**



Maxshine Intake Manifold, Vortec Head Design **H**

## INTAKE MANIFOLDS, GASKETS & COMPONENTS

GMPP's wide range of intake manifolds offers enthusiasts everything from mild street performance to all-out competition applications—even fuel injection! Best of all, every GMPP intake design has been tested to deliver optimal performance for GM engines.

### E. 10185063

#### Intake Manifold, ZZ Series

- Aluminum manifold used on all ZZ series 350 HO engines
- Can be used on all small-blocks through 1986
- Dual-pattern carburetor flange is approximately 1/2" lower than the 1970 LT1 intake, yet produces the same horsepower
- Provisions for all late-model accessory brackets, EGR, and an integral hot air choke
- A heat shield can be mounted underneath for improved performance

### F. 19170026 **NEW**

#### Maxshine Intake Manifold, ZZ Series

- Same as P/N 10185063
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

### G. 12366573

#### Intake Manifold, Vortec Head Design

- Designed for 283–400-cubic-inch engines using Vortec cylinder heads P/N 12464298 or 12558060
- Has four bolts per side to attach it to these cylinder heads
- Aluminum high-rise design maximizes horsepower and delivers a broad torque curve
- Accepts a square-bore 4150-style carburetor and includes externally plumbed hot water crossover passage
- Use manifold gasket P/N 89017465 and eight attachment bolts, P/N 12550027

#### NOTE:

*Vortec heads were originally released on 1996–1999 truck engines; check for hood clearance, especially with Corvette.*

### H. 19170027 **NEW**

#### Maxshine Intake Manifold, Vortec Head Design

- Same as P/N 12366573
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

Intake Manifolds, Gaskets & Components Continued

## A. 12496820

### Intake Manifold, Vortec Head Design (Dual Pattern Carb Mount)

- This dual bolt pattern aluminum manifold can be used with Vortec cylinder heads P/N 12529093, P/N 12558060, P/N 12497186 or P/N 12464298
- Will accept Holley or Quadrajet-style carburetors
- Will accept an EGR, P/N 17052693
- Requires intake manifold gasket P/N 89017465 and eight special manifold bolts, P/N 12550027

### 19170028 NEW

#### Maxshine Aluminum Intake Manifold, Vortec Head Design (not shown)

- Same as P/N 12496820
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

## B. 12496821

### Intake Manifold, Vortec Head Design for TBI

- Designed for throttle body fuel injection
- Aluminum intake will work with all Vortec cylinder heads, including P/N 12529093, P/N 12558060, P/N 12497186 or P/N 12464298
- Also accepts EGR

#### NOTE:

The exhaust manifold from 1996-and-newer pickup trucks with RPO L31 350 engine, P/N 12557828, is drilled and tapped to accept an EGR tube. EGR pipe P/N 10220275 and fitting P/N 12552329 can be used with EGR Valve P/N 17113457 and gasket P/N 12337972.

### 19170029 NEW

#### Maxshine Intake Manifold, Vortec Head Design for TBI (not shown)

- Same as P/N 12496821
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

## C. 12496822

### Intake Manifold, Eliminator Vortec Head Design

- Designed to deliver the most power and torque with Vortec cylinder head P/N 12529093, P/N 12558060, P/N 12497186 or P/N 12464298
- Use intake manifold gasket—P/N 89017465 and eight special manifold bolts P/N 12550027

### 19170030 NEW

#### Maxshine Intake Manifold, Eliminator Vortec Head Design (not shown)

- Same as P/N 12496822
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look



**A** Intake Manifold, Vortec Head Design (Dual Pattern Carb Mount)



**B** Intake Manifold, Vortec Head Design for TBI



**C** Intake Manifold, Eliminator Vortec Head Design





LT1 Intake Manifold **D**



Cast Iron Intake Manifold (1987–newer) **E**



Bowtie Intake Manifold, Raised Runner **F**

#### D. 24502592

##### LT1 Intake Manifold

- Fits 1992–1996 Gen II LT1 engines and permits the use of a carburetor
- Long runners increase engine torque up to 30 lb-ft without sacrificing top end horsepower
- There are no water coolant holes on this manifold

**NOTE:** Similar casting to 24502574.

#### 19170031 **NEW**

##### Maxshine Aluminum Intake Manifold, LT1 (not shown)

- Same as P/N 24502592
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

#### E. 14097494

##### Cast Iron Intake Manifold (1987–newer)

- High-rise manifold fits all 1987-and-newer 305 and 350 engines with cast iron Gen I-style cylinder heads
- Same height as the aluminum Z28 manifold P/N 14096011 and has no EGR provision
- The center two bolt holes are at 72° angles instead of the normal 90° angle

#### 14096011

##### Cast Iron, High-Rise Intake Manifold (not shown)

- Cast iron version of the aluminum high rise Z28 intake manifold
- Designed for budget builds, racing classes that mandate a cast iron intake, and marine applications
- Accepts both standard and spread bore four-barrel carburetors
- Manifold is identified by orange Bowtie insignia

#### F. 10051103

##### Bowtie Intake Manifold, Raised Runner

- Runners of this single-plane aluminum intake manifold are raised .200" to match the ports of Bowtie cylinder head P/N 10051101
- Air gap beneath the runners isolates the intake charge from hot engine oil
- A 2" carburetor spacer is recommended
- Accepts standard-flange four-barrel carb
- For competition use only, as there are no heat riser passages

Intake Manifolds, Gaskets & Components Continued

## A. 10051102

### Bowtie Intake Manifold, Standard Runner

- This standard-runner manifold is based on the raised-runner intake P/N 10051103 (see page 215)
- Designed for use on small-blocks using heavy-duty Bowtie cylinder heads P/N 10134392 and 14011049

## B. 88965829

### Carburetor Spacer, Dual Plane, One-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back
- Spacer accepts Quadrajets style carburetors

## C. 19155949

### Carburetor Spacer, Dual Plane, Two-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back
- Spacer accepts Quadrajets style carburetors

## D. 88965830

### Carburetor Spacer, Single Plane, One-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back

## E. 88965831

### Carburetor Spacer, Single Plane, Two-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back

## F. 12498032

### Ram Jet Fuel Injection Manifold Kit (Less Electronics)

- Retro-fit fuel injection kit will fit V-8 engines using iron Vortec cylinder heads P/N 12558060 or aluminum P/N 12464298
- Must be used with an aftermarket ECM and wiring harness with the proper calibration
- The same as used on Ram Jet 350 engine P/N 12499120. (MEFI with ECM and Wire Harness Kit P/N 12499116 is not calibrated for anything other than Ram Jet 350.)

Kit includes the following, (as well as brackets, sensors, bolts, nuts, gaskets, and other small parts):

88959339	Instruction Manual	12489371	Intake Manifold
17096144	Throttle Body	1115498	Coil
12097982	Ignition Wire	1104060	Distributor
12498951	Air Cleaner	12553918	Injector Rail
17124248	8 Fuel Injectors	16249939	Map Sensor
10456126	Esc Knock Sensor	15326386	Engine Temp Sensor
17123897	Fuel Pressure Regulator		

**NOTE:** It does not include ECM or wiring harness, which must be sourced separately.

## 12489371

### Ram Jet 350 Intake Manifold (not shown)

- Used on the Ram Jet 350 engine assembly P/N 12499120
- Bare manifold only—no throttle body, injector rails, injectors, bracket, or any other components
- See P/N 12498032 for complete manifold kit

## 19170033 NEW

### Maxshine Intake Manifold, Ram Jet 350 (not shown)

- Same as P/N 12489371
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look



**A** Bowtie Intake Manifold, Standard Runner



**B** Carburetor Spacer, Dual Plane, One-Inch



**C** Carburetor Spacer, Dual Plane, Two-Inch



**D** Carburetor Spacer, Single Plane, One-Inch



**E** Carburetor Spacer, Single Plane, Two-Inch



**F** Ram Jet Fuel Injection Manifold Kit (Less Electronics)



Intake Manifold, 18° Competition **G**



Intake Manifold, 18° Updated Design **H**



Intake Manifold, Spider Design **I**



Valley Plate Assembly **J**

## Bowtie Competition Manifolds

### G. 24502481

#### Intake Manifold, 18° Competition

- Developed for NASCAR's shorter tracks and works well on Trans-Am-series engines
- Features smaller runners and less plenum volume, which enhances mid-range torque
- Aluminum intake fits 18° heads casting P/N 10134363 and P/N 24502569
- Manifold is ideal for 310-cubic-inch road racing and 358-cubic-inch short track engines

### 24502579

#### Lightweight Intake Manifold, 18° Competition (not shown)

- Same design as the P/N 24502481 (see above), but 10 pounds lighter

### H. 24502487

#### Intake Manifold, 18° Updated Design

- Revised version of the original Bowtie manifold that enhances mid-to-high rpm power
- Material was removed from the outer walls of the four middle runners for an improved "line of sight" path to the cylinder heads
- Aluminum also was added to the walls to permit porting

### I. 24502653

#### Intake Manifold, Spider Design

- A two-piece "dry" aluminum manifold "spider" consisting of the runners and plenum only
- The runners, called the spider assembly by racers, along with valley plate assembly—the common term for the bottom section of the intake—P/N 24502654 (see below), are designed for use with the 18° cylinder heads with a date code of June 1996 or newer

### J. 24502654

#### Valley Plate Assembly

- Universal aluminum valley plate is designed for use with 18° cylinder heads
- Can be used with dedicated two-piece manifold spiders, existing one-piece intake manifolds which have been properly machined for use as a dry manifold, or fabricated manifold designs
- Valley plate assembly consists of: the valley plate P/N 24502652, the inspection cover P/N 24502651, O-ring material, and eight retaining bolts
- Valley plate has cast-in integral passages to equalize coolant flow from the front and the rear of the cylinder heads
- Fits heads dated June 1996 and later

#### **Important information about gasket matching:**

Gasket flanges are machined to provide the proper port alignment with standard runner locations; runners in heads and manifold must be matched by engine builder. Often the gasket will line up with the top of the port, so removal is required at the bottom of the port. Gaskets that can be used with this manifold are: Fel-Pro® P/N 1205 and P/N 1206, and Mr. Gasket® P/N 102. Always match the gasket to the cylinder head you plan to use to ensure a correct fit.

#### **NOTE:**

## BOWTIE COMPETITION MANIFOLDS

Part Number	Weight	Volume	Notes
24502481	22.5 lbs	2700cc	Smaller cross-section for short tracks, (620cc, small-displacement engines, square plenum opening)
24502487	21 lbs	3000cc	Revised version of 10185053, (700cc improved "line of sight" path, thicker walls, plenum) with square plenum opening
24502579	11.5 lbs	2700cc	Smaller cross-section (620cc, small displacement engines, square plenum opening), for short track racing applications

This chart illustrates the differences in some of the Bowtie Competition Manifolds. These single plane manifolds fit 18° cylinder heads and are designed with air gaps underneath the runners to insulate the intake charge from engine heat. Manifold flanges are 0.59" thick to promote a good gasket seal. An auxiliary water line boss at the rear of the casting improves water flow. Both P/N 24502481 and P/N 24502487 have square bore carburetor flange openings to match the spacers specified by NASCAR.

### NASCAR Intake Manifolds

#### A. 12480096

##### Intake Manifold, Spider Restrictor Design—SB2.2

- Aluminum manifold has more material in the runners and plenum to accept more flexibility in porting
- Designed for NASCAR restrictor plate racing and is used with Valley Cover Assembly P/N 12370840 (see below)

#### B. 88958617

##### Intake Manifold, Spider Design—SB2.2

- Designed for NASCAR-style racing and high-rpm engines
- Additional aluminum in the runners and plenum allows more flexibility in porting
- Must be used with valley plate P/N 12370840 or P/N 88958659

#### C. 88958691

##### Intake Manifold, Spider Design—SB2.2

- Closer to net shape for 390-cfm carburetor applications
- Casting is thinner in plenum area and the runner cross sections are closer to finish shape of the current P/N 88958617 manifold used in NASCAR Grand National and Truck series racing
- Has same carb height and plenum floor as P/N 88958617
- Must be used with valley plate P/N 12370840 or P/N 88958659

#### 12370840

##### Valley Plate Assembly, SB2.2 (not shown)

- Aluminum valley cover is used with manifold runners P/N 12480096 and P/N 88958617 on SB2.2 cylinder heads for NASCAR racing

#### D. 88958659

##### Valley Plate Assembly, SB2.2

- Aluminum valley cover is used with manifold runners P/N 12480096, P/N 88958617 and P/N 88958691
- Does not incorporate an inspection cover, but has revised integral water passage for improved coolant flow from the front and rear of the cylinder heads

#### 88958666

##### Intake Manifold, R0X Spider Design (not shown)

- Fits P/N 88958667 R0X heads.

#### 88958670

##### Valley Plate Assembly, R0X (not shown)

- Fits R0X manifold P/N 88958666 and R0X head P/N 88958667



**A** Intake Manifold, Spider Restrictor Design—SB2.2



**B** Intake Manifold, Spider Design—SB2.2



**C** Intake Manifold, Spider Design—SB2.2



**D** Valley Plate Assembly, SB2.2



Choke Hole Cover **E**



Cover, EGR Valve **F**



Plug, EGR Pipe Hole **G**

## Covers and Plugs

### E. 14094792

#### Choke Hole Cover

- Covers the choke hole on the 350 HO manifold P/N 10185063
- Use gasket P/N 14096848 and screw P/N 9442184 with washer P/N 9439511

### F. 6269414

#### Cover, EGR Valve

- Covers the EGR valve port on the 350 HO manifold P/N 10185063
- Use gasket P/N 12554530 and screw P/N 9442184 with washer P/N 9439511

### G. 12556596

#### Plug, EGR Pipe Hole

- 7/8-15 plug is used to seal off EGR pipe holes on intake manifold P/N 12496820 and P/N 12496821

## Intake Manifold Gaskets

### A. 10147994

#### Gasket Kit, 1971-'86 & ZZ350

- For 302-350 high-performance small-blocks built from 1971-86, and all ZZ350 high-performance engines
- Gaskets fit standard intake port location
- Do not use with raised runner cylinder heads
- Includes two gaskets

### B. 12497760

#### Gasket Kit, Vortec Design

- Designed for Vortec heads P/N 12529093, P/N 12558060, P/N 12464298 and P/N 12497186 only
- Gasket thickness is 0.120" (1/8"), post size is 1.08" x 2.16" with tapered wall
- Has both early style six-bolt pattern and Vortec four-bolt pattern
- Includes two gaskets

### C. 89017465

#### Gasket Kit, Production Vortec Design

- Production gasket for all Vortec-design cylinder heads (four-bolt attachment to cylinder heads P/N 12529093 and P/N 12558060)
- Requires the use of GM attachment bolt P/N 12550027, because the bolt has a ball design on the end that seats in the head so it will not crush the intake manifold gasket
- Includes two gaskets

### 12528884

#### Gasket Kit, LT4 (not shown)

- Used on the LT4 kit engine P/N 12371172
- Includes two gaskets

### 10185042

#### Gasket Kit, Splayed-Valve (not shown)

- Used only on the splayed-valve V-8 cylinder heads P/N 24502517 or P/N 24502517
- Includes two gaskets

### 10185007

#### Gasket Kit, 18-degree High Port Heads (not shown)

- Used only with V-8 18° high port cylinder heads P/N 10134363 and P/N 10134364
- Includes two gaskets

### 12524653

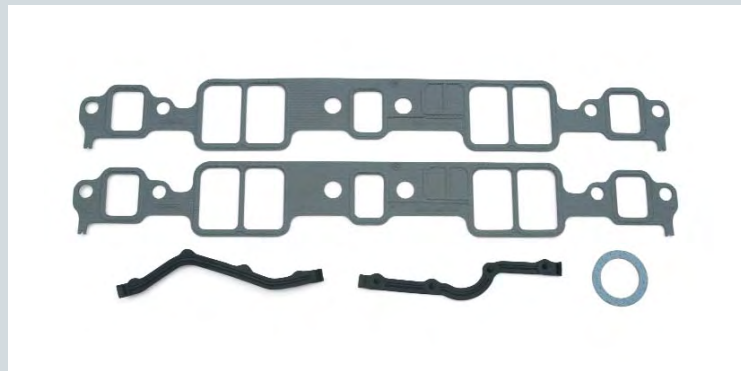
#### Gasket Kit, LT1 Four-barrel Conversion (not shown)

- Required when installing a four barrel manifold on any LT1 engine
- Includes two gaskets

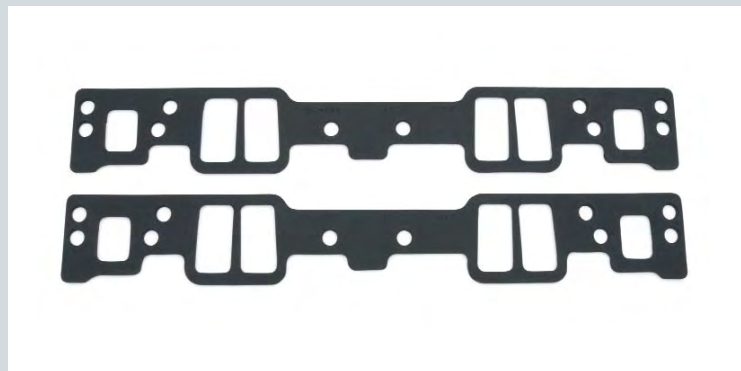
### D. 12367777

#### Gasket, LT4

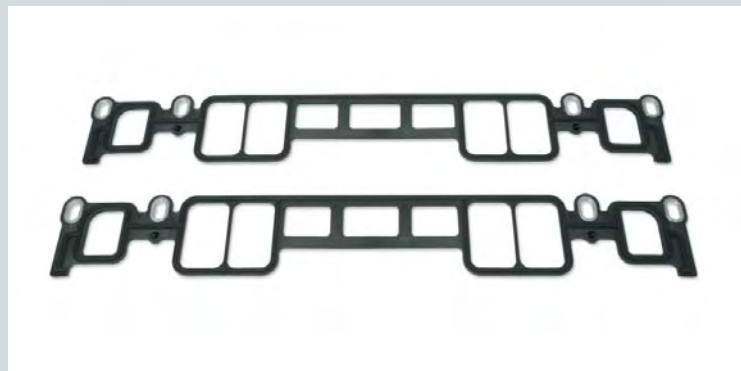
- Can be used with all LT4 heads and is designed not to cover part of the cylinder head opening—as production gaskets do
- One gasket per package. Order two per engine.



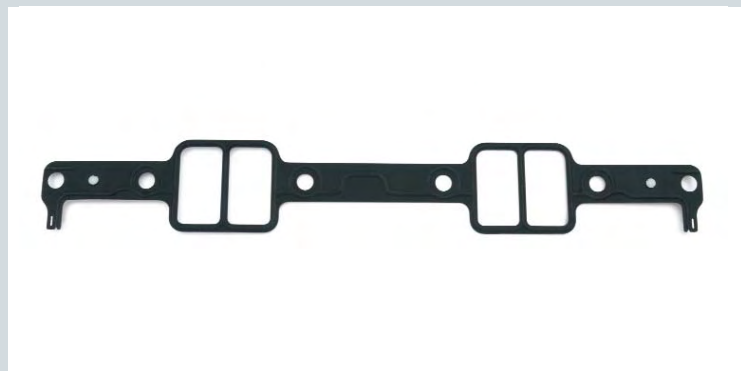
**A** Gasket Kit, 1971-'86 & ZZ350



**B** Gasket Kit, Vortec Design



**C** Gasket Kit, Production Vortec Design



**D** Gasket, LT4



Air Cleaner, High-Performance Design **E**



Air Cleaner, Classic Design **F**



Air Cleaner, Ram Jet 350 **G**

## AIR CLEANERS

### E. 12342080

#### Air Cleaner, Chevrolet-logo High-Performance Design

- Fourteen-inch round high-performance style air cleaner
- Chrome lid with embossed Chevrolet name
- Fits most four-barrel and two-barrel carburetors

### F. 12342071

#### Air Cleaner, Chevrolet-logo Classic Design

- Fourteen-inch round classic-style air cleaner
- Chromed lid with embossed Chevrolet name and Bowtie attaching nut
- Fits most four-barrel and two-barrel carburetors

### G. 12498951

#### Air Cleaner, Ram Jet 350

- Designed for use with throttle body on Ram Jet 350 crate engine, but can be used on other applications

## LS SERIES BLOCKS

Part Number	Material	Deck Height	Bore	Main Bolt	Cap Material	Crankshaft Jnl Dia.	Oiling	Rear Main Seal	Main Bulkhead	Max Stroke	Max Hp	Usage	Origin	Page Number
12561166	Alum	9.240"	3.89"	6	Nodular	Std. LS (2.56)	Wet/Dry	1 pc	Solid	4.125"	450	Street	LS1/LS6	222
12572808	Iron	9.240"	3.98"	6	Nodular	Std. LS (2.56)	Wet/Dry	1 pc	Solid	4.125"	500	Street	LQ9	222
12568950	Alum	9.240"	4.00"	6	Nodular	Std. LS (2.56)	Wet/Dry	1 pc	Solid	4.125"	450	Street	LS2	223
12584727	Alum	9.240"	4.065"	6	Nodular	Std. LS (2.56)	Wet/Dry	1 pc	Windowed	4.125"	500	Street	L92	223
17802854	Alum	9.240"	4.125"	6	Steel	Std. LS (2.56)	Wet/Dry	1 pc	Windowed	4.125"	500	Street	LS7	224
25534427	Alum	9.240"	4.125"	6	Steel	Std. LS (2.56)	Wet/Dry	1 pc	Solid	4.125"	500+	Street	LS7	224
12480030	Alum	9.240"	4.117"-4.160"	6	Steel	Std. LS (2.56)	Wet/Dry	1 pc	Windowed	4.125"	900	Pro	C5R	225
19166454	Iron	9.260"	3.990"-4.250"	6	Nodular	Std. LS (2.56)	Wet/Dry	1 pc	Windowed	4.250"	1000+	Pro/Am	LSX	227

## LS SERIES BLOCKS

GM took a chance with the LS engine. They stayed true to the pushrod small-block and continued to develop this technology to the point that building a daily-driven, 500-plus horsepower car is no big deal. The GM Performance Parts LS Series cylinder blocks are designed specifically for late model small-block engines that run the LS Family cylinder heads. These include the LS1, LS2, LS4, LS6, LS7, LQ4, LQ9, and L76. Our LS block selection ranges from a stock replacement all the way up to our LSX Bowtie block designed to support 2500 horsepower!

### A. 12561166 **REDUCED PRICE!**

#### LS1/LS6 5.7L Bare Block

- Direct replacement for 2001–2004 LS1 and LS6 Corvette 5.7L
- Production 319-T5 aluminum block with iron sleeves
- Production oiling system
- 6-bolt iron main bearing caps
- 9.240" deck height
- Use LS1/LS6 cylinder heads only
- **3.89"** finished bore (99.0mm)
- No provision for 'Active Fuel Management'
- Tested to over 400 hp!

#### 12572808

#### LQ9 Cast Iron 6.0L Bare Block (not shown)

- Direct replacement for 1998–2004 LQ4 and LQ9 Truck and SUV 6.0L
- Production cast iron block
- Production oiling system
- 6-bolt iron main bearing caps
- 9.240" deck height
- Use only LS1, LS6, LS2 or L76 cylinder heads
- **4.00"** finished bore (101.6mm)
- No provision for 'Active Fuel Management'
- Tested to over 500 hp!



**A** LS1/LS6 5.7L Bare Block (side)



**A** LS1/LS6 5.7L Bare Block (rear)





LS Series 6-Bolt Main Cap **A**



LS Series 6-Bolt Main Cap **A**



LS1/LS6 5.7L Bare Block (top) **A**



LS1/LS6 5.7L Bare Block (bottom) **A**

### 12568950

#### LS2 Aluminum 6.0L Bare Block (not shown)

- Direct replacement for 2005–2007 LS2 Corvette, SSR, GTO 6.0L, and Trailblazer SS
- Production 319-T5 aluminum block with iron sleeves
- Production oiling system
- 6-bolt iron main bearing caps
- 9.240" deck height
- Use only LS1, LS6, LS2, L76 or C5R cylinder heads
- **4.00"** finished bore (101.6mm)
- Provisions for 'Active Fuel Management'
- Great for stroker cranks for even more cubes
- Tested to over 450 hp!

### 12584727 **NEW**

#### L92 Aluminum 6.2L Bare Block (not shown)

- Direct replacement for 2007 L92 6.2L
- Production aluminum block with iron sleeves
- Production oiling system
- 6-bolt iron main bearing caps
- 9.240" deck height
- Use only LS1, LS6, LS2, L76 or C5R cylinder heads
- **4.065"** finished bore (103.25mm)
- Great for stroker cranks for even more cubes

The LS Series Blocks Continued

## 17802854

### LS7 7.0L Corvette Bare Block (not shown)

- Direct replacement for 2006–2007 7.0L LS7 engine
- Production 319-T5 aluminum block with pressed-in iron sleeves
- Production oiling system
- 6-bolt 'dowel located' steel main bearing caps
- 9.240" deck height
- For use with any LS series head
- **4.125"** finished bore (104.78mm), deck plate honed
- Siamese cylinder bores for large bore size
- No provision for 'Active Fuel Management'
- Based on C5R block development
- Tested to over 500 hp!

### Parts required to complete your LS7 Block

PART NUMBER	QTY	DESCRIPTION
12570471	1	Valley cover
12598292	1	Front cover assembly
21007339	4	Plug
12556437	1	Camshaft retainer
11609289	1	Plug
11610259	1	Plug, cylinder head
12551177	5	M8x1.25 flanged hex head bolt
12570326	4	Dowel, cylinder head locating
12572013	1	Rear cover assembly
12573460	1	Oil plug
12596334	1	Windage tray
11588426	2	Plug
09427693	4	Plug
01453658	2	Dowel, bell housing locating
12561663	1	Plug
12573107	1	Oil pressure sensor
12585546	1	Crankshaft position sensor

## 25534427 NEW

### LS7 Bare Block with Solid Main Bulkheads (not shown)

- 319-T5 aluminum block with pressed-in iron sleeves
- Production oiling system
- 6-bolt 'dowel located' steel main bearing caps
- 9.240" deck height
- For use with any LS series head
- **4.125"** finished bore (104.78mm), deck plate honed
- Siamese cylinder bores for larger bore sizes
- No provision for 'Active Fuel Management'
- Fully machined with caps and pressed-in liners
- Limited availability
- Perfect for racing dry-sump applications
- Made to LS7 production standards for machining and cleanliness
- Based on C5R block development
- Tested to over 500 hp!



**A** Aluminum C5R Racing Block (rear view)



**A** Aluminum C5R Racing Block (front view)



**A** Aluminum C5R Racing Block (front view)



Aluminum C5R Racing Block (rear view) **A**



Aluminum C5R Racing Block (rear view) **A**



Aluminum C5R Racing Block (main caps) **A**

## A. 12480030

### Aluminum C5R Racing Block

This is the ultimate race version of the aluminum LS block, which enjoys the state-of-the-art technology necessary to build an LS engine to over 440 cubic inches, and 900 horsepower! Our C5R race block has seen serious race time (including wins at LeMans, GT-S, and the 24 hours of Daytona). If you are building a "big" small block for your late model Camaro, Firebird, or Corvette, this is the aluminum block for you.

- Premium "hipped" and x-rayed 356-T6M aluminum block
- Production oiling system
- 6-bolt SAE 8620 dowel located steel main bearing caps
- SAE 4340 premium main cap fasteners
- 9.240" deck height
- For use with LS1, LS6, LS2, L76, LS7 and C5R cylinder heads
- C5R spec, special material cylinder liners
- Siamesed water jackets for larger bore size
- 4.117" finished bore
- **4.160"** max bore
- Standard camshaft location and bore sizes
- 100% CMM measured for accuracy
- Completely "blueprinted" and "squared"
- Included 4340 premium head studs
- AN O-ring plugs throughout
- Capable of over 900 horsepower!



**LSX BOWTIE BLOCK NEW**

The next generation of high performance GM blocks has been released! It's the amazing LSX Bowtie Block, designed from the ground up to deliver maximum value while providing you with the foundation to build the LS engine of your dreams.

GM Performance Parts, working with NHRA Pro Stock legend Warren "The Professor" Johnson, designed the LSX block to be the ultimate high performance LS block. Our goal was to bring the LS community race block technology at street car prices. Just like every engine part in the GM Performance Parts portfolio, the LSX Bowtie Block is held to the highest industry standards for tolerances, materials, and construction.

We think that you'll find the LSX to be the ultimate in high performance LS engine block—check out these features:

- 100% CNC Machined Cast Iron
- True Priority Main Oiling
- 6 Head Bolts per Cylinder
- Standard 4.400" Bore Spacing
- Extra Thick Siamese Cylinder bores
- Fully machined bores, ready to hone to fit
- Semi-finished, machined decks, ready to be decked to your spec's
- Increased Deck Thickness
- LS7 Style 6-Bolt "dowel located" main bearing caps
- Wet Sump and Dry Sump Capability
- Deep Skirted Head Bolt Holes (same as OEM aluminum blocks)
- All stock bolt holes are stock thread size
- Maintains all OEM LS family exterior mounting features
- Front Motor Plate Mounting Holes Added
- Added Material around Cam Bearings for Additional Strength
- 8mm exterior/interior 5th and 6th head bolt holes
- All 5 cam bores machined for bearing P/N 12453169
- Standard .842" lifter bores
- Screw-in soft plugs
- Accommodates any LS small block oil pan and oil pump
- External oil pump feed at rear of block
- Main web bay to bay breathing holes for increased HP
- Access windows for cylinder head stud access (intake side)
- Extra breathing pocket added near starter for better windage
- Includes Unique New Cam Retainer, Rear Cover, Lifter Retainers and OEM replacement Cam Bearings



LSX Bowtie Block (front view)



LSX Bowtie Block (rear view)



LSX Bowtie Block (front view)



LSX Bowtie Block (front view)



Lifter Boss Detail



Bay-to-Bay Breathing Pocket Detail

## 19166454

### LSX Bowtie Block (Standard Deck)

- 3.990" finished Siamese Cylinder Bores (ready to be honed to your specifications)
- 9.26" semi-finished standard Deck Height (ready to be decked to your specifications)
- Max 4.250" recommended Stroke
- Capable of 364 to 482+ cid
- Orange Powder Coat finish
- Accepts all Gen III & IV LS Heads, Cranks, Cams, Etc.
- Approximate Finished Weight: 225 Lbs. (Standard deck)

### The LSX Block includes the following:

19166177	Cam Thrust Plate
19166178	Rear Cover
19166182	Tappet Guide

### For the advanced LSX competition engine builder, you will fully enjoy reading the following features of the new LSX Bowtie Block:

- Front oil feed holes can be plugged/restricted for mechanical flat tapped or mechanical roller lifter applications
- Can be machined safely to 9.20" deck height
- Main Bearing Cap bolt threads can be machined for aftermarket premium 12mm fasteners
- Maximum 4.250" bore at .200" minimum wall thickness (naturally aspirated applications)
- 6-bolt head bolt pattern (for boosted applications)
- Machined for 8mm Inner and outer 5th and 6th head bolts
- Standard bolt holes can be machined for 1/2" studs
- Cam bores can be machined to accept 60mm roller bearings
- Can be machined for larger diameter lifters and/or 1.060" bronze bushings
- Front oil feed lines can be plugged and external oil pump and/or aftermarket dry sump systems can be used via oil pump feed at rear of block—may be required with certain large stroke/aluminum rod combinations
- Belt cam drive systems can be accommodated—some machining will be required
- External oil pump feed at rear of block
- 7th transmission bolt hole has been added (per early SBC), stud can be installed for sanctioning body requirements
- Front motor plate can be used for racing chassis applications (sprint car, drag racing, truck pulling, etc.)
- Threaded water plugs can be used for external heaters or coolers

The LSX block made its public debut at the 2006 SEMA show in the Reggie Jackson '69 Camaro project car—a joint effort between GM Performance Parts and GM Performance Division. This car also starred in a Hot Rod TV episode—the first to air on ESPN. The engine that powers this amazing "evolved Camaro" features a 454-cubic-inch LSX short block, prototype LSX cylinder heads, an LS7 carbureted intake manifold, a pump gas-friendly compression ratio, and over 640 horsepower. This is just a sample of what you can do with your own LSX block!

Look for the LSX block to spawn LSX-specific cylinder heads, intakes, cams, and crate engines. And, watch for GM Performance Parts to continue to lead the industry in value-based high performance engine blocks, components, and crate engines.

## THE LS FAMILY ALUMINUM HEADS

The LS Family of GM engines has continued our tradition of raising the power potential of the legendary small-block V-8. The LS6 cylinder head came as standard equipment on the amazing 405-horse Z06 Corvette and the 2005 Corvette with the LS2 engine. These heads can be installed on any 1997-2005 LS Family of V-8 engines (except 4.8L & 5.3L versions), and the GM Performance Parts engineers have even designed fully-CNC-ported versions to get your late model GM engine screaming right along. Our complete assemblies come with bee-hive valve springs and light weight hollow stem valves—innovations that our competitors have had to copy to catch up to our designs. We've already done the validation of these heads in competition in our show room stock C5R Corvette racecar, so you can be assured our LS6 race heads will live up to your demands.

### Aluminum LS Family Head Technical Notes:

- Aluminum 356-T6
- High efficiency combustion chambers
- Symmetrical intake and exhaust ports (not mirrored like Gen I small blocks)
- Angled spark plugs, (14mm, 5/8" hex, 3/4" reach, taper-seat plugs)
- 15° valve angles (except C5R and LS7)
- Bolt-down type rocker arms
- Center-bolt pattern valve covers required
- Will not work on Gen I or Gen II small-blocks

### A. 12564824

#### LS6 Cylinder Head Assembly

- Fits any 1997-2007 LS Family engine\*
- 2.00" hollow stem intake, and 1.55" sodium filled exhaust valves
- .570" max valve lift
- 210cc "Cathedral port" intake ports
- 70cc D-shaped exhaust ports
- 65cc combustion chambers
- Bare head P/N 12564825 available separately

### 88958665

#### CNC-Ported LS6 Cylinder Head Assembly (not shown)

- CNC-ported aluminum performance head
- Fits any 1997-2007 LS family engine\*
- 2.00" Hollow stem intake, and 1.55" sodium filled exhaust valves
- .570" max valve lift
- 250cc CNC'd "Cathedral port" intake ports
- 85cc CNC'd D-shaped exhaust ports
- 65cc CNC'd combustion chambers
- Bare head P/N 12564825 available separately

### 88958622

#### CNC-Ported LS6 Racing Cylinder Head Assembly (not shown)

- CNC-ported aluminum racing head
- 2.00" Hollow stem intake, and 1.55" sodium filled exhaust valves
- .570" max valve lift
- 250cc CNC'd "Cathedral port" intake ports
- 85cc CNC'd D-shaped exhaust ports
- 62cc CNC'd combustion chambers
- Bare head P/N 12564825 available separately

Heads 12564824, 88958665 and 88958622 are assembled with the following components:

12565311	Intake Valves	10166344	Valve Spring Retainers
12565312	Exhaust Valves	12482063	Intake Valve Stem Seals
12586484	Valve Springs	12482062	Exhaust Valve Stem Seals
10166345	Valve Locks		

\* GMPP heads will not fit 4.8L & 5.3L engines, due to their smaller bore sizes.



A LS6 Cylinder Head Assembly (exhaust)



A LS6 Cylinder Head Assembly (intake)



A LS6 Cylinder Head Assembly (combustion chamber)



B CNC-Ported LS2 Cylinder Head Assembly (exhaust)



B CNC-Ported LS2 Cylinder Head Assembly (intake)



CNC-Ported LS2 Cylinder Head Assembly (combustion chamber) **B**



L76/L92 Cylinder Head Assembly (exhaust) **C**



L76/L92 Cylinder Head Assembly (intake) **C**



L76/L92 Cylinder Head Assembly (combustion chamber) **C**

**12576063**

**LS2 Cylinder Head Assembly (not shown)**

- Lower cost alternative to the LS6 CNC head
- Fits any 1997–2007 LS family engine\*
- 2.00" Solid stem intake, and 1.55" solid stem exhaust valves
- .570" max valve lift
- 210cc "Cathedral port" intake ports
- 70cc D-shaped exhaust ports
- 65cc combustion chambers
- Bare head P/N 12564825 available separately

**B. 88958765**

**CNC-Ported LS2 Cylinder Head Assembly**

- CNC-ported aluminum performance head
- Lower cost alternative to the CNC LS6 head
- Fits any 1997–2007 LS family engine\*
- 2.00" Solid stem intake, and 1.55" solid stem exhaust valves
- .570" max valve lift
- 250cc CNC'd "Cathedral port" intake ports
- 85cc CNC'd D-shaped exhaust ports
- 65cc CNC'd combustion chambers
- Bare head P/N 12564825 available separately

Heads 12576063 and 88958765 are assembled with the following components:

12563063	Intake Valves	10166344	Valve Spring Retainers
12563064	Exhaust Valves	12482063	Intake Valve Stem Seals
12586484	Valve Springs	12482062	Exhaust Valve Stem Seals
10166345	Valve Locks		

**LS2 & LS6 Head Flow Data:**

Lift	0.2	0.3	0.4	0.5	0.6
Stock intake	136	195	237	260	260
Stock exhaust	104	135	157	169	180
CNC intake	147	215	262	290	307
CNC exhaust	111	155	198	210	218

**C. 12582713 NEW**

**L76/L92 Cylinder Head Assembly**

- Aluminum performance head
- Higher flow than cathedral port LS heads
- Fits any LS family engine with 4.00" bore or larger
- 2.16" solid stem intake, and 1.59" solid stem exhaust valves
- .510" max valve lift with stock springs
- As-cast "rectangle port" intake ports (not compatible with LS7 intakes)
- D-shaped exhaust ports
- As-cast combustion chambers
- Uses bare head P/N 12582714

Head 12582713 is assembled with the following components:

12590771	Intake Valves	10166344	Valve Spring Retainers
12582719	Exhaust Valves	12482063	Intake Valve Stem Seals
12589774	Valve Springs	12482062	Exhaust Valve Stem Seals
10166345	Valve Locks		

**L76/L92 Head Flow Data:**

Lift	0.2	0.3	0.4	0.5	0.6
Intake	154	225	275	309	330
Exhaust	121	154	180	194	202

\* GMPP heads will not fit 4.8L & 5.3L engines, due to their smaller bore sizes.

The LS Family Aluminum Heads Continued

## A. 12480090

### Bare C5R Racing Cylinder Head

- 355-T7 "as-cast" Aluminum racing head
- Professional porting and machining of combustion chambers required
- No seats or guides
- C5R Rectangle port design—requires rectangle port intake manifolds
- Designed for 2.180"/1.625" valves
- Valve angle revised to 11°
- Machined for 1.625" diameter valve springs & .500" guides
- Designed for big bore LS7/C5R/LSX blocks
- 210cc "as-cast" intake ports
- 70cc "as-cast" exhaust ports, same as production LS6
- 30cc "as-cast" combustion chambers
- All fasteners are metric
- Valve cover rails have O-ring groove for .125" O-ring
- Capable of over 800 horsepower!

## 12578449

### LS7 Cylinder Head Assembly (not shown)

- 356-T6 aluminum head
- Fully CNC'd ports and chambers
- C5R/LS7 rectangle port design—requires rectangle port intake manifold P/N 25534394 or 12568976
- Assembled with 2.20" titanium intake and 1.61" sodium filled exhaust valves
- 12° valve angle
- Designed for big bore LS7/C5R/LSX blocks (min 4.065" bore)
- 270cc CNC'd intake ports
- 85cc CNC'd exhaust ports
- 70cc CNC'd combustion chambers
- All fasteners are metric
- Capable of over 600 horsepower
- Bare head P/N 12575450 available separately

### This head is assembled with the following components:

<b>12591644</b>	Intake Valves	<b>12596508</b>	Valve Spring Retainers
<b>12578455</b>	Exhaust Valves	<b>12482063</b>	Intake Valve Stem Seals
<b>12578457</b>	Valve Springs	<b>12482062</b>	Exhaust Valve Stem Seals
<b>10166345</b>	Valve Locks	<b>12596509</b>	Intake Valve Lash Cap

### LS7 Head Flow Data:

<b>Lift</b>	0.1	0.2	0.3	0.4	0.5	0.55	0.6	0.7
<b>Intake</b>	71.0	145.0	222.0	271.0	315.0	332.0	348.0	352.0
<b>Exhaust</b>	60.0	120.0	159.0	192.0	207.0	214.0	219.0	221.0

## 25534428 **NEW**

### LS7 Bare Unported Cylinder Head (not shown)

- 356-T6 aluminum head
- C5R/LS7 rectangle port design—requires rectangle port intake manifold P/N 25534394 or 12568976
- Machined for 2.20"/1.61" valves
- Designed for big bore LS7/C5R/LSX blocks (min 4.065" bore)
- Limited availability

## 17801930

### LS6 Hollow Stem Valve Kit (not shown)

- Kit of (4) intake and (4) exhaust valves originally for LS6 engines to drop right into your LS2 head
- One kit services one head



**A** Bare C5R Racing Cylinder Head (exhaust)



**A** Bare C5R Racing Cylinder Head (intake)



**A** Bare C5R Racing Cylinder Head (combustion chamber)



## LS SERIES CYLINDER HEADS

Part Number	Description	Material	Port Size	Port Type	Valve Angle	Chamber CC's	Int Vlv	Exh Vlv	Plug Type	Heat Riser	Rocker Stud	Notes	Page Number
12480005	C5R 1st design	Aluminum	210	Rec C5R	11 deg	38	2.18	1.63	Angled	No	Shaft	As-cast, no seats/guides	N/S
12480090	C5R 2nd design	Aluminum	210	Rec C5R	11 deg	30	2.18	1.63	Angled	No	Shaft	As-cast, no seats/guides	230
12564824	Stock LS6	Aluminum	210	Cath	15 deg	64.5	2.00	1.55	Angled	No	Bolt	Hollow/sodium filled valves	228
88958622	CNC LS6	Aluminum	250	Cath	15 deg	61.9	2.00	1.55	Angled	No	Bolt	11.2 compression	228
88958665	CNC LS6	Aluminum	250	Cath	15 deg	65	2.00	1.55	Angled	No	Bolt	10.5 compression	228
12564825	Bare LS2 & LS6	Aluminum	210	Cath	15 deg	64.5	2.00	1.55	Angled	No	Bolt	Bare LS2/LS6	228
12576063	Stock LS2	Aluminum	210	Cath	15 deg	64.5	2.00	1.55	Angled	No	Bolt	Solid stem valves	229
88958765	CNC LS2	Aluminum	250	Cath	15 deg	64.5	2.00	1.55	Angled	No	Bolt	Solid stem valves	229
12582714	Bare L92	Aluminum	260	Rec L92	15 deg	70	2.16	1.59	Angled	No	Bolt	Bare L92	229
12582713	L92	Aluminum	260	Rec L92	15 deg	70	2.16	1.59	Angled	No	Bolt	Solid stem valves	229
12578450	Bare LS7	Aluminum	270	Rec LS7	12 deg	70	2.20	1.61	Angled	No	Bolt	Bare LS7	230
12578449	Stock LS7	Aluminum	270	Rec LS7	12 deg	70	2.20	1.61	Angled	No	Bolt	Titanium/sodium filled valves	230
25534428	As-cast LS7	Aluminum	—	Rec LS7	12 deg	66	2.20	1.61	Angled	No	Bolt	As-cast, bare head	230



Valve Cover, Corvette **B**



LS Center-Bolt Competition Valve Cover (with Breather Hole) **C**



LS Center-Bolt Competition Valve Cover **D**

### 19153789 NEW

#### Bare Block Completion Kit, Gen III (not shown)

- Includes all parts to complete a Gen III bare block

#### The kit includes:

PART NUMBER	QTY	DESCRIPTION
12575742	01	Valley Cover
12561211	01	Cam Sensor
11515756	08	Bolt
12570471	01	Valley Cover
12561243	01	Front Cover
11515758	08	Bolt
12572014	01	Rear Crankshaft Seal Housing
12556127	12	Bolt
12602972	01	Rear Crankshaft Oil Seal
12574293	01	Rear Crankshaft Seal Housing Gasket
12573460	01	Oil Galley Plug
11588949	02	Oil Plug
09427693	04	Water Drain Plug
01453658	02	Transmission Alignment Dowel
12561663	01	Water Drain Plug
12556437	01	Camshaft Retainer Plate

## VALVE COVERS

### B. 12480025

#### Valve Cover, Corvette

- Aluminum valve cover designed for racing cylinder head P/N 12480005 and 12480090
- Fits production center-bolt LS Series cylinder heads
- Sold as single piece. Order two per engine.

### C. 25534398

#### LS Center-Bolt Competition Valve Cover (with Breather Hole)

- Aluminum valve cover designed for production center-bolt LS Series cylinder heads
- Sold as single piece. Order two per engine.

### D. 25534399

#### LS Center-Bolt Competition Valve Cover

- Aluminum valve cover designed for production center-bolt LS Series cylinder heads
- Sold as single piece. Order two per engine.

## CYLINDER HEAD GASKETS & HEAD BOLTS

### 12498543

#### Cylinder Head Gasket Kit (not shown)

- Two head gaskets for 1997–2001 LS1 Camaro/Firebird and Corvette engines
- Also fits 2001 LS6 Corvette engine

### 12498544

#### Cylinder Head Gasket Kit (not shown)

- Two head gaskets for 2002–2004 LS1 Camaro/Firebird and Corvette engines

### 12498545

#### Cylinder Head Bolt Kit (1997–2003) (not shown)

- Kit of 15 head bolts for 1998–2003 LS1 Camaro/Firebird and 1997–2003 Corvette; and 2001–2003 LS6 Corvette
- One kit per cylinder head. Order two per engine.
- Head bolts cannot be reused on these engines

#### NOTE:

*IMPORTANT!! LS Series engines produced from January 2004 forward on have a new, "short"-style head bolt design. Earlier head bolts WILL NOT fit. Order 17800568 for engines produced from January 2004 and after.*

### 17800568

#### Cylinder Head Bolt Kit (not shown)

- Kit of 15 bolts for LS Series engines produced from January 2004 and later
- Bolts are 5mm shorter than previous design

## A. 12499217

### LS1 Cylinder Head Installation Kit (F-Car)

- Comprehensive cylinder head installation kit for 2002 Camaro and Firebird models equipped with the LS1 engine
- Kit includes two head gaskets, two valve cover gaskets, eight intake manifold gaskets, two exhaust manifold gaskets, two intake manifold-to-block seals, 16 cylinder head bolts and 14 cylinder head bolt/screws

### 12499218

### Corvette LS1/LS6 Cylinder Head Installation Kit (not shown)

- Comprehensive cylinder head installation kit for 2002–2005 Corvette models equipped with the LS1 engine, or 2002–2004 Corvette models equipped with the LS6 engine
- Kit includes two head gaskets, two valve cover gaskets, eight intake manifold gaskets, two exhaust manifold gaskets, two intake manifold-to-block seals, 16 cylinder head bolts and 14 cylinder head bolt/screws

## VALVE LIFTERS

### 12499225

#### LS Series Camshaft Lifter Kit (not shown)

- Set of 16 lifters for LS Series engines
- Same lifter used in LS2 and LS7

### 17803305

#### Lifter Guide Kit (not shown)

- Includes lifter guides and 4 bolts
- Makes for quick and easy cam swaps without having to remove the intake manifold, valley plate or heads
- Works in Gen III and IV applications (except with AFM)

## B. 88958689 NEW

### Racing Hydraulic Roller Lifter Kit

- As developed by GM Racing and GM Powertrain
- For use in Gen III and Gen IV engines where sustained high rpm's are typical
- Special reduced-mass internal components allow for higher limiting speeds with aggressive camshaft designs
- Improved valvetrain dynamics and stability will improve horsepower, and high rpm's
- Tested to 8000 rpm in GM Racing applications
- Set of 16



**A** LS1 Cylinder Head Installation Kit (F-Car)

## NEW



**B** Racing Hydraulic Roller Lifter Kit



## LS SERIES CAMSHAFTS

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
12565308	2002–2004 LS6	I: 204 E: 218	I: .550 E: .550	117.5	Cam requires valve spring P/N 12586484
12560950	2001 LS6/ Vortec engines	I: 207 E: 217	I: .525 E: .525	116	Cam requires valve spring P/N 12586484
12480110	LS1	I: 226 E: 236	I: .525 E: .525	110	Cam requires valve spring P/N 12586484; "ASA" cam for off-highway use
12480033	Hot cam kit LS6	I: 219 E: 228	I: .525 E: .525	112	Kit includes 16 LS6 valve springs P/N 12565117
88958606	Roller cam LS1 or LS6	I: 239 E: 251	I: .570 E: .570	106.5	Showroom Stock racing design; requires hollow stem intake valves P/N 12565311, hollow stem exhaust valves P/N 12565312, valve springs P/N 12586484, and aftermarket notched pistons OR machine stock pistons
12561721	LQ9: 2002–2006 LS1: 2001–2004	I: 196 E: 201	I: .467 E: .479	116	Stock cam for 2002–2006 LQ9 and 2001–2004 LS1 engines



1997–2004 Connecting Rod **C**



LS7 Connecting Rod **D**

## CAMSHAFTS

### 12499228

#### Cam Installation Kit, LS Engine (not shown)

- Complete gasket kit to make cam swaps easier
- Includes all necessary gaskets and balancer bolt

## CONNECTING RODS & COMPONENTS

### C. 12568734

#### 1997–2004 Connecting Rod

- Connecting rod for use on all 1997–2004 production Corvettes and 1998–2002 Camaro/Firebird
- 6.098" C-C length
- Sold individually

### 12577583

#### LS2 Connecting Rod (not shown)

- Connecting rod used in 2005–2007 LS2 engines has bronze bushing
- 6.098" C-C length
- Sold individually

### 11610158

#### LS6 Rod Bolts (not shown)

- Recommended for use in performance Gen III engines
- Bolts have greater strength than pre-2000 rod bolts
- One bolt per package. Order two per connecting rod.

### D. 12586258

#### LS7 Connecting Rod

- Titanium connecting rod used in 2006–2007 LS7 crate engines
- 6.067" C-C length
- Sold individually

### 11609825

#### LS7 Connecting Rod Bolt Kit

- Required for LS7 engine builds
- Includes 16 bolts

## PISTONS & RINGS

GM Performance Parts pistons are top quality and are ready for the rigors of high-performance street and competition applications. They're factory tested, so you know you're getting the right parts for your LS Series engine. Pistons are sold individually unless otherwise specified.

### LS SERIES PISTONS

Part Number	Engine Size	Bore Size	Oversize	Rod Length	Pin Type	Comp Ratio	With Chamber	Description
88984245	5.7L	3.898"	—	6.098"	Pressed	—	65	Hypereutectic LS1 & LS6 replacement
88984246	5.7L	3.898"	+010"	6.098"	Pressed	—	65	Hypereutectic LS1 & LS6 replacement
89017478	6.0L	4.000"	—	6.098"	Floated	10.9	65	Hypereutectic LS2 & LQ9 replacement
89017479	6.0L	4.000"	+020"	6.098"	Floated	10.9	65	Hypereutectic LS2 & LQ9 replacement
12602624	7.0L	4.125"	—	6.067"	Floated	11.0	70	Hypereutectic LS7 replacement, includes titanium rod
89018171	7.0L	4.125"	+020"	6.067"	Floated	11.0	70	Hypereutectic LS7 replacement

### LS SERIES RINGS

Part Number	Bore Size	Oversize	Ring Thicknesses	Description
12499234	3.898"	—	1.5, 1.5, 2.5mm	Set of 8 ring packs, standard size for LS1 & LS6
12499236	4.000"	—	1.5, 1.5, 2.5mm	Set of 8 ring packs, standard size for 1999-2005 LQ4 & LQ9
12499235	3.780"	—	1.5, 1.5, 2.5mm	Set of 8 ring packs, standard size for 1999-2005 5.3L engines
89017484	4.000"	—	1.2, 1.5, 2.5mm	Production ring pack for '05-'06 LS2, '06 L76
88894243	4.000"	—	1.5, 1.5, 2.5mm	Production ring pack for '05-'06 LQ9
89017776	4.125"	—	1.2, 1.2, 2.0mm	Production ring pack for '06 LS7
89017777	4.125"	+020"	1.2, 1.2, 2.0mm	Overdose LS7 ring pack

## CRANKSHAFTS

### A. 89017522

#### Crankshaft Assembly 1997–2004

- Nodular cast 3.622" stroke crankshaft assembly has 24X reluctor wheel installed
- Used on 1998–2002 F-cars and 1997–2005 Corvettes

### 12588612

#### LS2 Crankshaft Assembly (not shown)

- Nodular cast 3.622" stroke crankshaft assembly has 58X reluctor wheel installed
- Used on 2006–2007 Corvettes

### 12568820

#### LS7 Forged Steel Crankshaft (not shown)

- Forged 4" stroke crankshaft for LS7 engine
- Includes 58X reluctor wheel

### B. 12559353

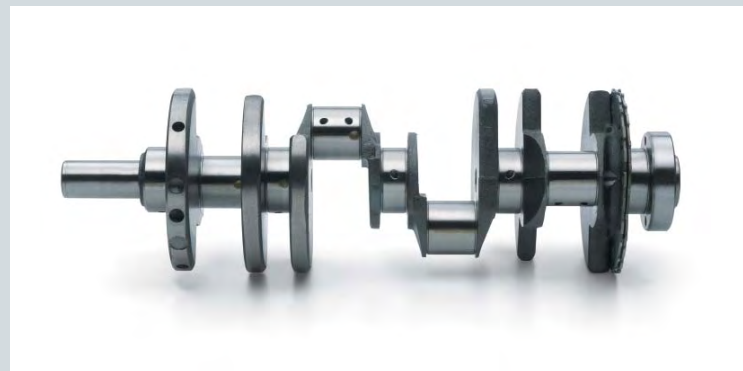
#### Reluctor Wheel, 24X

- 24-tooth crankshaft position sensor timing wheel for 1997–2005 engines

### 12586768

#### Reluctor Wheel, 58X (not shown)

- 58-tooth crankshaft position sensor timing wheel for 2006–2007 engines



**A** Crankshaft Assembly 1997–2004



**B** Reluctor Wheel, 24X

## TIMING CHAINS AND SPROCKETS

### 88958607

#### LS1, LS6 Timing Chain Dampener

- Improves timing chain life in high-rpm applications
- Will not fit LS2 and LS7 blocks
- Use only in applications as a replacement. (For new installations, use P/N 12588670.)

**NOTE:** *Some blocks require drilling and tapping; instructions included.*

### 12588670

#### LS2 Timing Chain Dampener

- Production LS2 Dampener will not fit LS1 and LS6 blocks fitted with P/N 88958607

### 12576407

#### Camshaft Sprocket

- Fits LS1, LS2 and LS6

### 12556582

#### Crankshaft Sprocket

- Fits LS1, LS2 and LS6

### 12586482

#### Chain Assembly

- Fits LS1, LS2 and LS6

## ACCESSORY DRIVE KITS

### 19155066 **NEW**

#### Serpentine Accessory Drive System, with Air Conditioning

- Fits LS1 and LS6
- Deluxe kit includes all the components and hardware necessary to install on an engine with air conditioning, including water pump, alternator, power steering pump and idler bracket. (Belt included).

#### The system includes:

12572188	Belt (water pump, alternator, and power steering)
12569528	Belt (A/C compressor)
12568181	Tensioner Assembly
12560345	A/C Belt Tensioner Assembly
12557334	A/C Compressor Idler Pulley
1137031	A/C Compressor
12556444	A/C Compressor Bracket
15261472	Power Steering Pump (reman)
12555222	Power Steering Bracket
12578068	Alternator and Power Steering Pump Bracket
12555693	Power Steering Pump Brace
12559890	Power Steering Pump Pulley
10353440	Alternator
26046502	Power Steering Reservoir

### 19155067 **NEW**

#### Serpentine Accessory Drive System, with Air Conditioning

- Fits LS2 and LS7
- Deluxe kit included all the components and hardware necessary to install on an engine with air conditioning, including water pump, alternator, power steering pump and idler bracket. (Belt included).

#### The system includes:

12579229	Belt (water pump, alternator, and power steering)
12585476	Belt (A/C compressor, LS7)
12569301	Tensioner Assembly
12595289	A/C Belt Tensioner Assembly
12568996	Idler Pulley
88958093	A/C Compressor
12569286	A/C Compressor Bracket
15261472	Power Steering Pump (reman)
26046502	Power Steering Reservoir
12578067	Alternator and Power Steering Pump Bracket
12555693	Power Steering Pump Brace
12568997	Power Steering Pump Pulley
15841234	Alternator
12579228	Belt (A/C compressor, LS2)

## INTAKE MANIFOLDS

### A. 88894339

#### LS6 Intake Manifold

- Gen III fuel injected nylon manifold used on the 2001–2004 LS6 Corvette engine
- Supplied with the intake manifold seal P/N 12560251, gasket P/N 12533587, throttle body seal P/N 12552542, MAP sensor P/N 16212460, and MAP sensor seal P/N 16194007



**A** LS6 Intake Manifold

### B. 88958675

#### LS2 4-Barrel Intake Manifold

- Allows you to install a four-barrel carburetor on a LS Series engine with cathedral ports (LS1, LS6, LS2)
- Cast aluminum open-plenum intake manifold accepts a 4150-style square-bore carburetor
- Bosses for EFI injectors for custom applications
- Bolts and instructions supplied

**NOTE:** An ignition driver is required.

#### 25534394 **NEW**

#### LS7 4-Barrel Intake Manifold (not shown)

- GM Racing design for use on LS7 heads
- As-cast design requires no porting for maximum performance
- Includes mounting bolts and instructions
- Requires aftermarket gasket
- Machined for 4150-style carburetors and has 3/8" NPT vacuum boss

**NOTE:** An ignition driver is required.



**B** LS2 Series 4-Barrel Intake Manifold

#### 25534401 **NEW**

#### L76/L92 4-Barrel Intake Manifold (not shown)

- GM Racing design for use on "as-cast" rectangle port Gen IV cylinder heads
- As-cast design requires no porting for maximum performance
- Includes mounting bolts and instructions
- Requires aftermarket gasket
- Machined for 4150-style carburetors and has 3/8" NPT vacuum boss

**NOTE:** An ignition driver is required.

### C. 88965830

#### Carburetor Spacer, Single Plane, One-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back



**C** Carburetor Spacer, Single Plane, One-Inch

### D. 88965831

#### Carburetor Spacer, Single Plane, Two-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back



**D** Carburetor Spacer, Single Plane, Two-Inch

### E. 88958679

#### LS Front Distributor Drive Cover

- Assembly is manufactured for applications where a 4-barrel carburetor and distributor are required
- Can be combined with GM's new Bowtie valve covers P/N 25534398 and P/N 25534399 for a complete traditional looking engine package

**NOTE:** Distributor and mechanical fuel pump not included. Uses small-block Ford style distributor and mechanical fuel pump.



**E** LS Front Distributor Drive Cover

#### 12568976 **NEW**

#### LS7 Production Intake Manifold Assembly (not shown)

- Gen IV fuel injection nylon manifold used on the 2006–2007 Corvette Z06 LS7 engine
- Fully assembled with injectors, fuel rail, 90mm ETC throttle body and gaskets
- For use only with LS7 cylinder heads P/N 12578449 and 25534428



Corvette Oil Pan (2002-2004 LS6) **F**



F-Car Oil Pan **G**



Magnetic Drain Plug **H**



LS7 Oil Hose Adapters **I**



Header Flange **J**



LS1 Engine Kit Installation Guide **K**



High Performance Chevy LS1/LS6 V-8's **L**

**12590123 NEW**

**L76 Production Car Intake Manifold Assembly (not shown)**

- Gen IV fuel injection nylon manifold used on the 2007 Australian Holden L76 car engine
- Fully assembled with injectors, fuel rail, 90mm ETC throttle body and gaskets
- For use only with L92/L76 cylinder heads P/N 12582713

**OIL PANS & ACCESSORIES**

**F. 12561828**

**Corvette Oil Pan (2002-2004 LS6)**

- Used on 2002-2004 Corvettes with LS6 V-8

**G. 12558762**

**F-Car Oil Pan**

- Used on 1998-2003 Camaro and Firebird LS1 V-8

**H. 23011420**

**Magnetic Drain Plug**

- Catches and holds small pieces of metal before they can cause damage

**17801830**

**High Volume LS Oil Pump Kit (not shown)**

- High Volume pump assembly for LS Series engines (except LS7 applications)
- Pump pick up seal included

**OIL FILTERS AND ADAPTERS**

**I. 25534412 NEW**

**LS7 Oil Hose Adapters**

- Kit adapts the production LS7 Oil Pan to aftermarket AN style hoses for aftermarket dry sump oil tanks
- Bolts directly to LS7 Oil Pan, and has AN male outlet for -12 AN fittings
- Includes (2) fittings, (2) bolts, and (2) sealing gaskets

**EXHAUST MANIFOLD/HEADER**

**J. 12480130**

**Header Flange**

- These 3/8" thick steel header flanges are a great way to start a fabricated set of LS series Headers for a racecar or street rod
- For stock LS1, LS2, LS6 and LS7 exhaust ports

**BOOKS & MANUALS**

**K. 88959384**

**LS1 Engine Kit Installation Guide**

- Includes notes and technical explanations for necessary parts
- Includes part numbers you can order from your GM dealer to get the job done easily

**L. 88958786**

**High Performance Chevy LS1/LS6 V-8's**

- Discusses the LS Series engine architecture and design, and parts interchangeability
- Step-by-step engine removal sequences for many GM vehicles with LS Series engines
- Shows how to build, modify and tune high-performance LS engines
- 160 pages

# Big-Block Components

**W**e learned years ago that there's no replacement for displacement, and GM Performance Parts has just what you big-inch fans have been yearning for. Our Rat-motor big-block section includes the latest heads, blocks, and components for you to build your own big-inch big-block. Buy the best parts, make the most power—it's simple when you start with GM Performance Parts.

All big-blocks are not created equal—despite what our competition has tried to convince you of. No one—and we mean no one—builds a big-block Chevy like real GM engineers who demand only the best in machining and CNC preparation. Not only are they the highest quality, highest strength cylinder blocks money can buy, GM Performance Parts has the most diverse selection of custom-manufactured, custom-machined aftermarket performance blocks on the market. Our block lineup begins with production-based blocks to replace your 427 or 454 legend. If you need more than that, take a look at the Bowtie blocks, which feature CNC machining to guarantee perfect dimensions, and manufacturing tolerances that are matched by no one. Bowtie Race Blocks feature full CNC machining, 4-bolt mains, super thick wall design, and special machining procedures not found in other aftermarket blocks. If you're a real big-block sick-o, then check out our Drag Race Competition Engine (DRCE) blocks—the same engine blocks used in NHRA Pro Stock competition—for the ultimate in big-block GM power. There are absolutely no limitations with a DRCE block—they are designed from the very start for maximum effort racing applications that call for the ultimate performance big-block.

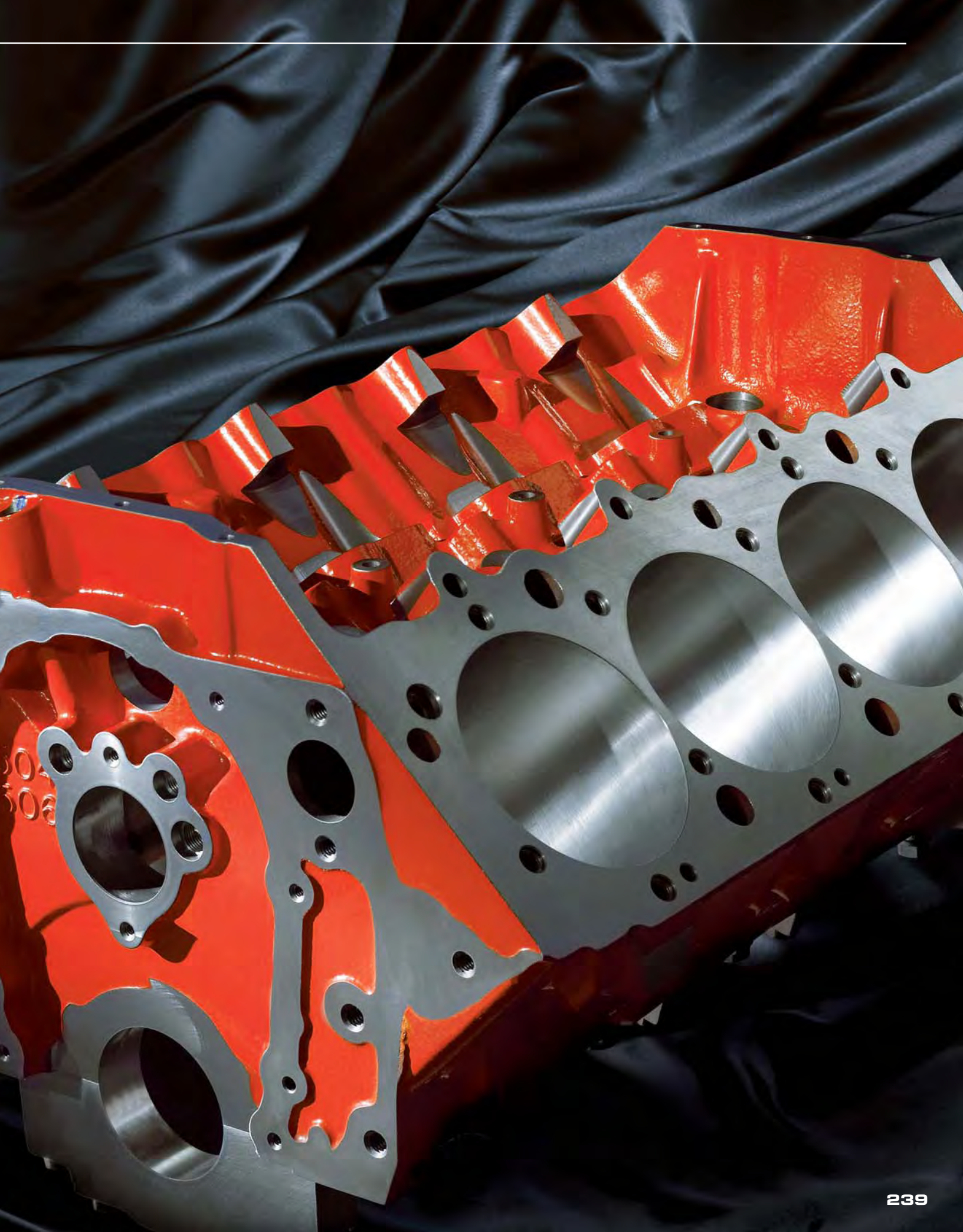
It's a big-block, so stuff that thing with as much atmosphere as a heavy-breathing monster mill deserves. The GM Performance Parts big-block cylinder head lineup begins with cast iron Service Replacement castings that are perfect for your restoration efforts. If your big-inch Rat motor was destined for the race track or serious street use, then you'll want to look at our line of high performance Bowtie Iron, Bowtie Aluminum, or NHRA Pro Stock DRCE heads. Some of these heads come as bare castings, and some are completely assembled and ready to make big numbers. All of our big-block cylinder heads are machined to the highest standards, and some are even CNC-ported to make even more power. Hey, big inches need big air—fill'em up!

From pistons, rods, fasteners, gasket sets, accessory drive systems, starters, valve covers, valve train components, high performance camshafts, intake manifolds, ignition systems, fuel systems—GM Performance parts has everything you need to build your next project big-block. Remember, these are the same parts that we use in our incredible line of GM Performance Parts crate engines including that 720-horse ZZ572 race mill!

Whichever high performance big-block part you choose, you can be certain that when you get your parts from GM Performance Parts, you are starting with the very best.







# 2006 Chevy Big-Block Quick Reference Chart

## PRODUCTION-BASED CAST IRON BLOCKS

Part Number	Casting Number	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Material	Crank Jnl Dia.	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
12561353	—	9.800"	Yes	Open	4.250"–4.310"	4	Straight	Cast Iron	2.75"	Wet	1 pc	4.25"	—	—	Street	241
10237292	—	9.800"	No	Siamese	4.470"–4.500"	4	Straight	Cast Iron	2.75"	Wet	1 pc	4.25"	269	700	Mod	241

## BOWTIE CAST IRON BIG-BLOCKS

Part Number	Casting Number	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Material	Crank Jnl Dia.	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
25534362	24502504A	9.800"	Yes	Siamese	4.494"–4.600"	4	16°	Nodular	2.75"	Wet	2 pc	4.50"	258	800	Sport	242
25534363	24502504A	9.800"	Yes	Siamese	4.494"–4.600"	4	16°	Nodular	2.75"	Wet	1 pc	4.50"	258	800	Sport	242
25534364	24502506A	10.200"	Yes	Siamese	4.494"–4.600"	4	16°	Nodular	2.75"	Wet	1 pc	4.50"	263	800	Sport	243
25534367	24502506A	10.200"	Yes	Siamese	4.494"–4.600"	4	16°	Nodular	2.75"	Wet	2 pc	4.50"	263	800	Sport	243
25534368	24502506A	10.200"	Yes	Siamese	4.560"–4.600"	4	16°	Nodular	2.75"	Wet	1 pc	4.50"	263	800	Sport	243
24502500	24502504A	9.800"	Yes	Siamese	4.240"–4.600"	4	16°	8620 steel	2.75"	Wet	2 pc	4.50"	281	1200	Pro	245
24502502	24502506A	10.200"	Yes	Siamese	4.240"–4.600"	4	16°	8620 steel	2.75"	Wet	2 pc	4.50"	296	1200	Pro	245

## ALUMINUM ZL1 BLOCK

Part Number	Casting Number	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Material	Crank Jnl Dia.	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
12370850	3946053	9.800"	Yes	Siamese	4.240"–4.300"	4	16°	8620 steel	2.75"	Wet	2 pc	4.38"	110	650	Pro	244

## DRCE BLOCKS

Part Number	Casting Number	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Material	Crank Jnl Dia.	Oiling	Seal Type	Max Stroke	Weight (lbs)	Max HP	Usage	Page Number
24502572	1A626	9.525"	No	Siamese	4.500"–4.700"	4	16°	8620 steel	2.75"	Dry	2 pc	4.60"	255	1400+	Pro	246
12480026	1A629	9.525"	No	Siamese	4.500"–4.700"	4	16°	8620 steel	2.75"	Dry	2 pc	4.60"	255	1400+	Pro	246
25534403	Grey	9.25"–9.0"	No	Siamese	4.590"–4.700"	4	22°	4140 steel	2.50"	Dry	2 pc	4.60"	N/A	1400+	Pro	247
25534406	CG	9.25"–9.0"	No	Siamese	4.590"–4.700"	4	22°	4140 steel	2.50"	Dry	2 pc	4.60"	N/A	1400+	Pro	247



Production-Based 427/454 Bare Block (front)



Production-Based 427/454 Bare Block (rear)



Straight 4-Bolt Mains



One-Piece Rear Main Seal

## PRODUCTION-BASED BLOCKS

The GM Performance Parts production-based blocks are the right choice for street car rebuilds or to start your own mild engine project. They come in the same dimensions that you are already familiar with and are produced to the high level of quality that GM is famous for. Remember, these are brand new castings that are machined to our exacting tolerances. These blocks are designed for street engines that demand good strength and a high level of durability. One of these blocks has siamesed cylinder walls<sup>1</sup> and both have four-bolt main caps<sup>2</sup> that are secured by Grade 8 bolts. Both blocks have a 9.800" deck height. These production-based blocks are a great foundation for your serious street car or drag car that makes between 350 and 500 horsepower.

### Production-Based Block Technical Notes:

- Can accept Mark IV, Gen V–VI iron and aluminum cylinder heads
- Require Gen V or Gen VI design one-piece rear main seal oil pans
- 9.800" standard deck height
- Machined for hydraulic roller or flat tappets

See chart on page 240 for complete specifications.

### 12561353

#### 427/454 Bare Block

- Production type cast iron 4-bolt block
- 4.25" rough finished bore
- **4.31"** max bore (non-siamese bore)
- Machined mechanical fuel pump pad

### 10237292

#### 502 Gen VI Bare Block

- Production type cast iron 4-bolt block
- Siamesed cylinder walls
- 4.47" rough finished bore
- **4.500"** max bore (siamese)
- No provision for mechanical fuel pump
- Reinforced deck surfaces for better sealing
- Foundation of our 502 engine assemblies

<sup>1</sup>Siamesed cylinder walls have thicker cylinder wall material with no water between the bores. This allows for a bigger bore; a bigger bore allows for more cubic inches and more power!

<sup>2</sup>Four-bolt mains have more material and more fasteners holding the crank in the block (4 bolts per main instead of just 2). Four-bolt mains help maintain the integrity of the block when you drop the hammer!

## BOWTIE SPORTSMAN BLOCKS

For the ultimate in sportsman drag racing or extreme street performance, GM Performance Parts has a full line of big-block blocks that feature full CNC-machining<sup>3</sup>, premium materials, and designs directly from GM. Our Sportsman blocks are available with tall decks<sup>4</sup>, one-piece or two-piece crankshaft seals<sup>5</sup>, splayed main caps<sup>6</sup>, and can easily be bored and stroked to 500+ cubic inches. Buy one of these blocks if you are a weekend drag racer looking to make 800 horsepower, or if you are building a serious street car with enough motor to crush the competition.

### Bowtie Sportsman Block Technical Notes:

- Available in short deck (9.800") or tall deck (10.200")
- Requires Gen V - VI design one-piece rear main seal oil pans
- Machined for hydraulic roller and flat tappets
- CNC-machined to +/- .001" tolerance
- Nodular iron 4-bolt main caps, 16° splayed on center 3 mains
- Machined mechanical fuel pump pad
- Priority main oiling system
- Siamese Cylinder bores
- Gen V & VI style front timing cover required
- All bore finishes are ready to hone to size
- Clearance for 4.500" stroke

See chart on page 240 for complete specifications.

### Standard Deck Sportsman Blocks

#### 25534363

##### Standard Deck Bowtie Sportsman Block

- 1-piece rear main seal
- CNC-machined cast iron 4-bolt block
- 4.494" finished bore
- 4.600" max bore
- Tested to 800 horsepower!

#### 25534362

##### Standard Deck Bowtie Sportsman Block

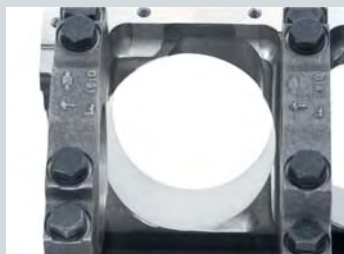
- 2-piece rear main seal
- CNC-machined cast iron 4-bolt block
- 4.494" finished bore
- 4.600" max bore
- Tested to 800 horsepower!



Bowtie Sportsman Block (front)



Bowtie Sportsman Block (rear)



Top—Splayed Main Cap  
Bottom—Machined Bottom (close-up)



Two-Piece Rear Main

<sup>3</sup>CNC or computer numerical controlled machining is an automated machining process that guarantees exact tolerances. No one offers as many CNC-machined blocks as GMPP! No one.

<sup>4</sup>Tall Deck blocks allow you to run a longer rod and/or a bigger stroke crankshaft for more cubic inches. More cubic inches means more power. Pump it up!

<sup>5</sup>A one-piece crankshaft seal is desirable to decrease the chance of oil leaks, but the two-piece seals allow for more aftermarket component attachments. You can retro-fit 2-piece seal blocks (built from 1965 to the present) for the one-piece seal.

<sup>6</sup>Our 16° splayed main caps have additional material holding the crankshaft in the block. GM Performance Parts uses splayed main caps throughout our entire line of performance-built big-blocks.



Tall Deck Sportsman Block (front)



Tall Deck Sportsman Block (rear)



Machined Lifter Valley Detail



One-Piece Rear Main

## Tall Deck Sportsman Blocks

### 25534364

#### Tall Deck Bowtie Sportsman Bare Block

- 1-piece rear main seal
- CNC-machined cast iron 4-bolt block
- 4.494" finished bore
- **4.600"** max bore
- Tested to 800 horsepower!

### 25534367

#### Tall Deck Bowtie Sportsman Bare Block

- 2-piece rear main seal
- CNC-machined cast iron 4-bolt block
- 4.494" finished bore
- **4.600"** max bore
- Tested to 800 horsepower!

### 25534368

#### Tall Deck 572 Bowtie Sportsman Bare Block

- 1-piece rear main seal
- CNC-machined cast iron 4-bolt block
- 4.560" fully honed bore
- **4.600"** max bore
- Powdercoated Chevy orange
- (5) Windage tray bolts installed
- Tested to 800 horsepower!
- This is the block used for our 572 engines

## ZL1 ALUMINUM BIG-BLOCK

The ZL1-optional '69 Corvette and Camaro were—without question—two of the most feared musclecars ever produced. The massive ZL1 427 aluminum big-block under the hood elevated these cars to instant classics the first day they hit the streets of America. Now, GM Performance Parts has re-introduced that same legendary aluminum block. It comes with state-of-the-art materials in our own flawless, blueprinted dimensions. Buy the ZL1 aluminum big-block, and you can build your own supercar!

See chart on page 240 for complete specifications.

### ZL1 Aluminum Block Technical Notes:

- 356-T6M Aluminum block
- Steel 4-bolt main caps, 16° splayed on center 3 mains, dowel located
- Siamesed cylinder walls
- Centrifugally spun cast iron sleeves
- 4.240" finished bore
- **4.300"** max bore
- **4.375"** max stroke
- Standard deck height (**9.800"**)
- Two-piece rear main seal
- Oil and water plugs are AN O-ring style
- Tested to 650 horsepower!

### 12370850

#### ZL1 Aluminum Big-Block

- 4.240" finished bore
- **4.300"** max bore
- **4.375"** max stroke
- Use sleeve P/N 12480035 (see page 249)



ZL1 Aluminum Big-Block (front)



ZL1 Aluminum Big-Block (rear)



ZL1 Aluminum Big-Block, Four-Bolt Mains



Tall Deck Bowtie Race Bare Block (front)



Bowtie Sportsman Bare Block, Nodular Four-Bolt Splayed Caps



Tall Deck Bowtie Race Bare Block (rear)

## BOWTIE RACE BLOCKS (CAST IRON)

These blocks are premium Bowtie big-block castings, designed for the engine builder who wants to machine their race block to their racing application. All of these blocks have thick deck surfaces, improved oiling, improved coolant flow, premium fasteners, premium 4-bolt steel splayed bearing caps—everything you need to start up a serious race program. If you want to build a 1200 horsepower big-block for your drag car, then buy one of these blocks and get to work. Hey, let's go racing!

See chart on page 240 for complete specifications.

### **Bowtie Race Block Technical Notes:**

- Available in short deck (9.800") or tall deck (10.200")
- Accepts Mark IV, Gen V–VI cylinder heads
- Use Gen V head gaskets with Mark IV and Gen V cylinder heads
- Use Gen VI head gaskets with Gen VI cylinder heads
- Blind tapped head bolt holes, extra inner head bolt bosses provided
- Requires Mark IV design two-piece rear main seal oil pans
- Requires Mark IV design crankshafts
- Can use Mark IV and Gen V-VI cams, timing sets, lifters and timing cover (Jesol belt drive cover may need machining for clearance)
- CNC-machined to +/- .001" tolerance
- 4-bolt SAE 8620 main caps, 16° splayed on center 3 mains
- Machined mechanical fuel pump pad
- Priority main oiling wet-sump system
- Provisions for dry sump oil line provided
- Honed cam and crankshaft bore
- Siamese Cylinder bores
- Improved cooling around No.1 cylinder
- .842" lifter bores, max 1.06", may be relocated
- Check distributor gear clearance at bottom of No.8 cylinder bore
- Each block supplied with sonic test data sheet

### **24502500**

#### **Standard Deck Bowtie Race Block**

- CNC-machined cast iron 4-bolt block
- 4.240" finished bore
- **4.600"** max bore (.250" min wall thickness)
- Standard deck height (**9.800"**)
- Tested to 1200 horsepower!

### **24502502**

#### **Tall Deck Bowtie Race Block**

- CNC-machined cast iron 4-bolt block
- 4.240" finished bore
- **4.600"** max bore (.250 min wall thickness)
- Tall deck height (**10.200"**)
- Tested to 1200 horsepower!

## BIG-BLOCK DRCE (DRAG RACE COMPETITION ENGINE) BLOCKS

Six-time NHRA Pro Stock world champion, Warren 'The Professor' Johnson, runs DRCE, why don't you? This family of blocks was specifically designed for 500 cubic inch Pro Stock drag racing competition. The camshaft has been raised, the distributor hole has been moved, and the bore spacing allows for the preferable big bore with short-stroke pistons and crankshaft for enhanced performance. The big bore design unshrouds the heads so you can run bigger valves and get more air into the engine. Even the head bolt holes are not drilled, so either Pontiac S/D, Olds DRCE, or Chevrolet bolt pattern heads can be used. Our DRCE 3 block is the latest Pro Stock block that features a raised camshaft, lighter weight, and the latest evolution of Pro Stock design from some of the best racers in the world. All of these blocks are sold 'solid', without the lifter or head bolt holes drilled and tapped, which allows Pro Stock race teams to design their own specific locations for maximum power. Whatever it takes to make you a champion, GM Performance Parts is there!

See chart on page 240 for complete specifications.

### DRCE Block Technical Notes:

- CNC-machined to +/-0.001" tolerance
- No. 2 & 4 main bearing bulkheads moved .060"
- Priority main oiling dry-sump system
- No lifter bosses, solid bar can be drilled as required
- No head bolt holes
- Siamese Cylinder bores, 4.900" bore spacing
- Bell housing bolt pattern accommodates Olds, Pontiac, & Chevy bolt patterns
- Each block supplied with sonic test data sheet
- Dual starter mounting locations
- Front engine mounts only
- Requires camshaft with distributor gear behind rear bearing
- Uses Big-Block Chevrolet crank, cam, balancer, flywheel and water pump

### A. 24502572

#### DRCE 2 Bare Block, Gray Iron

- CNC-machined iron 4-bolt block
- 9.525" deck height, may be machined to 9.000"
- Camshaft raised to 5.750"
- Cam tunnel accommodates 55mm cam bearings
- 4.500" semi-finished bore
- **4.700"** max bore
- 4-bolt SAE 8620 main caps, 16° splayed on center 3 mains
- Oil pan rails spread .400" per side for additional stroke clearance
- Tested to 1400-plus horsepower!

### 12480026

#### DRCE 2 Bare Block, Compacted Graphite<sup>®</sup>

- CNC-machined compacted graphite 4-bolt block
- 9.525" deck height, may be machined to 9.000"
- Camshaft raised to 5.750"
- Cam tunnel accommodates 55mm cam bearings
- 4.500" semi-finished bore
- **4.700"** max bore
- 4-bolt SAE 8620 main caps, 16° splayed on center 3 mains
- Oil pan rails spread .400" per side for additional stroke clearance
- Tested to 1400-plus horsepower!



**A** DRCE 2 Bare Block (front)



**A** DRCE 2 Bare Block (rear)



**A** DRCE2 Lifter Valley



**A** DRCE 2 Main Caps





DRCE 3 Bare Block (front) **B**



DRCE 3 Bare Block (bottom) **B**



DRCE 3 Lifter Valley **B**



DRCE 3 Main Caps **B**

## B. 25534403

### DRCE 3 Bare Block, Gray Iron

- CNC-machined gray iron 4-bolt block
- 9.250" deck height, can be machined to 9.000"
- Camshaft raised to 7.067"
- Cam tunnel accommodates (9) 60mm cam bearings
- Cam tunnel is closed (no oil drain to rotating assembly)
- 4.590" semi-finished bore
- **4.700"** max bore
- 2.500" crankshaft main journal
- 4-bolt SAE 4140 "doweled after assembly" main caps, 22° splayed on center 3 mains
- Highest available quality main studs
- Oil pan rails spread to 12"
- Oil and water plugs are AN O-ring style
- Tested to 1400-plus horsepower!

## 25534406

### DRCE 3 Bare Block, Compacted Graphite<sup>1</sup>

- CNC-machined compacted graphite material 4-bolt block
- 9.250" deck height, can be machined to 9.000"
- Camshaft raised to 7.067"
- Cam tunnel accommodates (9) 60mm cam bearings
- Cam tunnel is closed (no oil drain to rotating assembly)
- 4.590" semi-finished bore
- **4.700"** max bore
- 2.500" crankshaft main journal
- 4-bolt SAE 4140 "doweled after assembly" main caps, 22° splayed on center 3 mains
- Highest available quality main studs
- Oil pan rails spread to 12"
- Oil and water plugs are AN O-ring style
- Tested to 1400-plus horsepower!

<sup>1</sup>Compacted graphite is an extremely high strength material that helps the block combat bore distortion and crank deflection under heavy loads—like making 1400-plus horsepower at 10,000 rpm!

## CYLINDER BLOCK COMPONENTS

### A. 14015334

#### Four-Bolt Main Bearing Cap

- Heavy-duty iron four-bolt main cap is used on bearings #1, #2, #3 and #4
- Semi-finished cap must be machined to register the cap in the block
- Main bearing housings must be align-bored after installing new caps

### B. 6264902

#### O-Ring Seal (Sold Individually)

- Use under the rear main bearing cap on all 1991-and-newer Gen V and Gen VI 454 and 502 engines

### C. 10106460

#### Outer Main Cap Bolt, Gen V & Gen VI

- Used with Gen V and Gen VI (1991-and-newer) big-blocks with four-bolt mains
- Sold individually; order 10 per engine.

### 3859927

#### Outer Main Cap Bolt, Mark IV (not shown)

- Used with Mark IV (1965–1990) cast iron big-blocks with four-bolt mains
- Sold individually; order 10 per engine.

### D. 10106461

#### Inner Main Cap Bolt, Gen V & VI

- Used with Gen V and Gen VI (1991-and-newer) big-blocks with four-bolt mains
- Sold individually; order 10 per engine.

### 3909834

#### Inner Main Cap Bolt, Mark IV (not shown)

- Used with Mark IV (1965–1990) cast iron big-blocks with four-bolt mains
- Sold individually; order 10 per engine.

### E. 88962212

#### Main Bearings, 572 Engine

- Complete main bearing kit for 572 block with standard-size mains



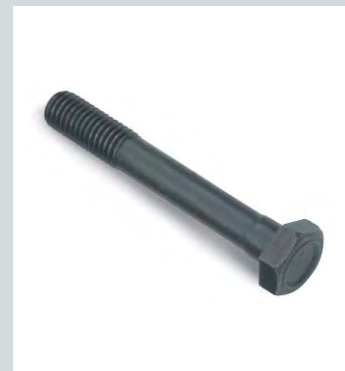
**A** Four-Bolt Main Bearing Cap



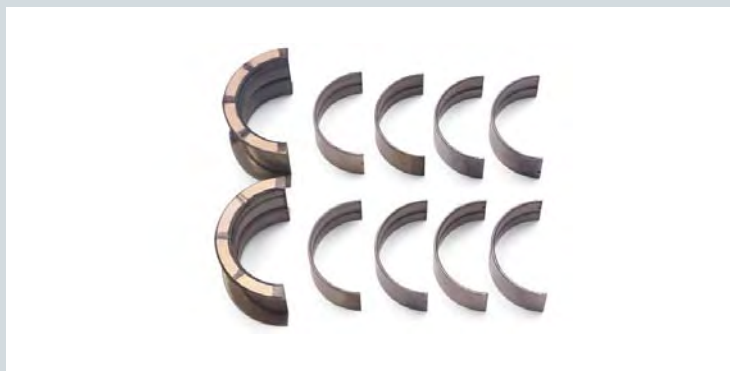
**B** O-Ring Seal



**C** Outer Main Cap Bolt



**D** Inner Main Cap Bolt



**E** Main Bearings, 572 Engine



Freeze Plug & Oil Plug Kit **F**



Freeze Plug, Brass (Gen V & Gen VI) **G**



Windage Tray Bolt, 572 **H**



Timing Chain Cover Gen V & VI **I**

**F. 12495501**

**Freeze Plug & Oil Plug Kit**

- Complete plug kit for new and rebuilt big-block engines
- Includes brass freeze plugs, cam bearing hole plug, oil galley plugs, water outlet plug, hex-head pipe plug, cylinder head and transmission dowel pins

**3743389**

**Freeze Plug, steel (Mark IV) (not shown)**

- Steel freeze plug for Mark IV (1965–1990) engines

**3826963**

**Freeze Plug, brass (Mark IV) (not shown)**

- Brass freeze plug for Mark IV (1965–1990) engines
- Suitable for marine applications

**G. 88891749**

**Freeze Plug, Brass (Gen V & Gen VI)**

- Brass freeze plug for Gen V and Gen VI (1991-and-newer) engines
- Suitable for marine applications

**12480035**

**Cylinder Sleeve (Standard) (not shown)**

- Steel cylinder sleeve for aluminum block P/N 12370850 only
- Sleeve has 4.240" bore and finish-bores to 4.250"

**3902885**

**Windage Tray Stud (not shown)**

- Used for mounting splash shield P/N 3967854

**10224104**

**Windage Tray Stud, Gen V 454 & 502 (not shown)**

- Used with Gen V 454 and 502 engines

**H. 88958656**

**Windage Tray Bolt, 572**

- Used with 572 engines

**FRONT COVERS & TIMING POINTERS**

**I. 10230954**

**Timing Chain Cover, Gen V & VI**

- Aluminum cover with timing indicator fits all 1996-and-newer Gen V & VI engines
- Currently used on 454 HO and 502 HO crate engines

## SERVICE REPLACEMENT HEADS

These heads are designed to be direct replacements for the heads that came standard on most 454" and 502" GM V-8 big-block engines from 1990–2000. They are perfect for replacing worn or damaged heads, and they are built with the same high quality standards that you have come to expect from GM.

### Service Replacement Head Technical Notes:

- Cast iron cylinder head
- Machined for 2.18"/1.88" 3/8" stem valves
- Non-adjustable rocker design
- Rectangular<sup>1</sup> intake ports
- Heat risers
- Will not work on Production Mark IV cylinder blocks

### A. 12562925

#### Bare Cast Iron Gen V & VI Cylinder Head

- Bare cast iron head
- 118cc combustion chambers
- 7/16" accessory bolt holes

### 12562926

#### Bare Cast Iron Gen V & VI Cylinder Head

- Bare cast iron head
- Machined for 2.18"/1.88" 3/8" stem valves
- 118cc combustion chambers
- 3/8" accessory bolt holes (otherwise identical to P/N 12562920)

### 12562920

#### Cast Iron Gen V & VI Cylinder Head Assembly

- Cast iron head
- Completely assembled with 2.18"/1.88" valves
- 118cc combustion chambers
- Uses P/N 12562925 bare casting

#### This head is assembled with the following components:

14097045	Intake Valves	12360874	Valve Spring Retainer & Seal Kit
14097049	Exhaust valves	3947880	Valve Locks
14097002	Valve Springs	3875916	Valve Spring Shims



**A** Bare Cast Iron Gen V & VI Cylinder Head (exhaust)



**A** Bare Cast Iron Gen V & VI Cylinder Head (intake)



**A** Bare Cast Iron Gen V & VI Cylinder Head (combustion chamber)

<sup>1</sup>Rectangular intake ports are larger in volume and designed to enhance high rpm horsepower. They are an ideal street head for those big-block enthusiasts who want more power from a street car that sees a lot of drag strip action.



Bowtie Oval Port Aluminum Cylinder Head (intake) **B**



Bowtie Oval Port Aluminum Cylinder Head (exhaust) **B**



Bowtie Oval Port Aluminum Cylinder Head (combustion chamber) **B**

## BOWTIE STREET HEADS

GM Performance Parts is pleased to offer our Bowtie line of high performance street heads. They come with rectangular<sup>1</sup> or oval<sup>2</sup> intake port configuration, thick deck surfaces, and high velocity airflow passages. These heads also offer increased machining tolerances to live up to your high performance needs. With good throttle response and mid-range torque, the Bowtie line of big-block heads are perfect for street/strip big-block fans who want good low end grunt and loads of top end power.

### Bowtie Street Head Technical Notes:

- 356-T6 Aluminum
- 9/16" thick decks
- No heat risers
- Will work on Mark IV and Gen V & VI cylinder blocks
- 1.55" Valve spring seat diameter
- Heli-coiled 7/16" screw-in rocker stud holes
- Designed for use with 3/8" pushrods
- Available as oval and rectangle ports
- As-cast intake and exhaust ports
- Use intake gasket P/N 12366985 & bolt kit P/N 12367959
- Use head gasket P/N 12363414 for bores to 4.370" & P/N 12363413 for bores 4.470" to 4.540" (Mark IV)
- Use head gasket P/N 12363412 for bores to 4.370" & P/N 12363411 for bores 4.470" to 4.540" (Gen V & VI)
- Use Head bolt kit P/N 12367779

### Oval Port Heads

#### 12363399

##### Bowtie Oval Port Aluminum Cylinder Head, Bare) (not shown)

- Fully machined
- Bronze guides can be finished to 11/32" or 3/8"
- Semi-finished for 2.19"/1.88" valves
- 290cc high-velocity oval intake ports
- 110cc exhaust ports
- 110cc semi-open combustion chambers

#### B. 12363392

##### Bowtie Oval Port Aluminum Cylinder Head Assembly

- Completely assembled with 2.19"/1.88" 11/32" stem valves
- 290cc oval intake ports
- 110cc exhaust ports
- 110cc combustion chambers

##### This head is assembled with the following components:

12366986	2.19 Intake Valves	12366990	Valve Spring Retainers
12366988	Exhaust valves	12366992	Valve Locks
12462970	Valve Springs	12495690	Valve Seals
3875916	Valve Spring Shims	3921912	Rocker Arm Studs
3860038	Pushrod Guideplates		

#### 12363390

##### Bowtie Oval Port Aluminum Cylinder Head Assembly

- Completely assembled with 2.25"/1.88" 11/32" stem valves
- 290cc oval intake ports
- 110cc exhaust ports
- 110cc combustion chambers

##### This head is assembled with the following components:

12366987	2.25" Intake Valves	12366990	Valve Spring Retainers
12366988	Exhaust valves	12366992	Valve Locks
12462970	Valve Springs	12495690	Valve Seals
3875916	Valve Spring Shims	3921912	Rocker Arm Studs
3860038	Pushrod Guideplates		

<sup>1</sup>Rectangular intake ports are larger in volume and designed to enhance high rpm horsepower. They are an ideal street head for those big-block enthusiasts who want more power from a street car that sees a lot of drag strip action.

<sup>2</sup>Oval intake ports are smaller in volume and designed to enhance low rpm torque. They are an ideal street head for those big-block enthusiasts who want tons of bottom and power.

Bowtie Street Heads Continued

## Rectangle Port Heads

### 12363408

#### Bare Bowtie Rectangular Port Aluminum Cylinder Head

This head is NHRA-legal and is a replacement for 1969 L88 cylinder heads used on 1969 Camaros and 1968-1971 Corvette big-block engines.

- Aluminum performance head
- Replacement for P/N 14011076
- Machined for 2.19"/1.88" 11/32" stem valves
- 315cc rectangular cast intake port
- 110cc exhaust port
- 118cc combustion chamber

### 12363410

#### Bowtie Rectangular Port Aluminum Cylinder Head (Bare)

- Bare aluminum performance head
- Machined for 2.19"/1.88" valves
- 300cc rectangular intake port
- 110cc exhaust port
- 118cc combustion chamber

### A. 12363400

#### Bowtie Rectangular Port Aluminum Cylinder Head Assembly

- Aluminum performance head
- Completely assembled with 2.25"/1.88" 11/32" stem valves
- 300cc rectangular intake port
- 110cc exhaust port
- 118cc combustion chamber
- Uses bare head P/N 12363410

This head is assembled with the following components:

12366987	2.25" Intake Valves	12366990	Valve Spring Retainers
12366988	Exhaust valves	12366992	Valve Locks
12462970	Valve Springs	12495690	Valve Seals
3875916	Valve Spring Shims	3921912	Rocker Arm Studs
3860038	Pushrod Guideplates		

### B. 12499255

#### Bowtie 572/620 Cylinder Head Assembly

- Aluminum head assembly
- Used in the 572/620 GMPP crate engine
- Completely assembled with 2.25"/1.88" 11/32" stem valves
- Valve springs for hydraulic roller cams for up to .632" lift
- 310cc rectangular intake port
- 118cc exhaust port – raised 5/8"
- 118cc combustion chamber
- Not recommended for engines smaller than 572 cid

This head is assembled with the following components:

12366987	2.25" Intake Valves	12366990	Valve Spring Retainers
88963128	Exhaust valves	12366992	Valve Locks
88963934	Valve Springs	88963936	Valve Seals
88963937	Valve Spring Shims	3921912	Rocker Arm Studs
88963935	Valve Spring Locators	3860038	Pushrod Guideplates

### 88961160

#### Bowtie 572/720R Cylinder Head Assembly (not shown)

- Aluminum racing head assembly
- Used in the 572/720R GMPP
- Completely assembled with 2.25"/1.88" 11/32" stem valves
- Mechanical roller valve springs – not for use with hydraulic roller cams
- Good to .720" valve lift
- 310cc rectangular intake port
- 118cc exhaust port – raised 5/8"
- 118cc combustion chamber
- Not recommended for engines smaller than 572 cid

This head is assembled with the following components:

12366987	2.25" Intake Valves	12366990	Valve Spring Retainers
88963128	Exhaust valves	12366992	Valve Locks
88963933	Valve Springs	88963936	Valve Seals
88963937	Valve Spring Shims	3921912	Rocker Arm Studs
88963935	Valve Spring Locators	3860038	Pushrod Guideplates



**A** Bowtie Rectangular Port Aluminum Cylinder Head (intake)



**A** Bowtie Rectangular Port Aluminum Cylinder Head (exhaust)



**A** Bowtie Rectangular Port Aluminum Cylinder Head (combustion chamber)



Bowtie 572/620 Cylinder Head (intake) **B**



Bowtie 572/620 Cylinder Head (exhaust) **B**



Bowtie 572/620 Cylinder Head (combustion chamber) **B**

## BOWTIE RACE HEADS

There's no question that our Bowtie line of cylinder heads are just what you need for making extreme power from your GM big-block. GM Performance Parts has added huge intake ports that are raised, larger valves, smaller combustion chambers, and even two additional head bolts to increase the clamping force on the head gaskets. The runners have been left smaller so that engine builders can modify them after purchase. If you've got a stroked-out, big-inch, monster big-block that needs more air, our Bowtie Racing heads are just what you are looking for.

### **Bowtie Race Head Technical Notes:**

- 356-T6 Aluminum
- 9/16" thick decks
- No heat risers
- Will work on Mark IV cylinder block
- Heli-coiled 7/16" screw-in rocker stud holes
- As-cast intake and exhaust ports

### **12363425**

#### **Bowtie Racing Cylinder Head (not shown)**

- Aluminum racing head
- Machined for 2.19"/1.88" valves (+.400" long required)
- 380cc rectangular intake ports—raised .100"
- 110cc exhaust port—raised .750", vanes in port floor ("W" port)
- 115cc "open chamber" combustion chamber
- Rocker cover rails raised .250"
- (2) additional head bolt holes in valley
- Pushrod guide plates P/N 3860038 must be ground for clearance
- Made from un-machined cylinder head P/N 14044876

## DRCE PRO STOCK HEADS

Six-time NHRA Pro Stock world champion, Warren "The Professor" Johnson, runs DRCE, why don't you? The GM Performance DRCE 2 aluminum cylinder head was specifically designed for DRCE 2 block P/N 24502572 and intended for NHRA Drag Racing Pro Stock competition applications. Complies with rule for 500 cubic inch engines with 4.900" cylinder bore spacing. Special features include: high capacity water jackets, symmetrical port layout, ample wall material for custom porting, thick deck surface (7/8") to facilitate angle milling, and reduced weight casting to minimize CNC machine time. Typical CNC-prepared head without valves or valve train weighs approximately 40 pounds.

### DRCE Pro Stock Race Head Technical Notes:

- T355-T7M Aluminum
- 7/8" thick decks allow for angle milling or heavy flat milling
- High capacity self-purging water jackets
- Symmetrical intake port layout
- Intake and exhaust ports are extremely small "peanut ports"
- Requires professional porting and machining
- Complies with NHRA Pro Stock 500 CID, 4.900" bore spacing rules
- Custom, aftermarket rocker arm assemblies required

### A. 24502585

#### DRCE 2 Raw Aluminum Cylinder Head

- Raw aluminum casting, not machined
- Accommodates 10°–14° x 5° intake and 5°–9° x 2.5° exhaust valve angles
- Made to work on DRCE 2 block P/N 24502572

### B. 25534404

#### DRCE 3 Aluminum Cylinder Head Casting

- Raw aluminum casting, not machined
- Newest design DRCE—rocker arm mounting pads and valve spring seat pads allow greater flexibility with valve angles and locations than DRCE 2
- Made to work on DRCE 3 block P/N 25534403 & DRCE 2 P/N 24502572

### 25534405

#### Semi-Finished DRCE 3 Aluminum Cylinder Head (not shown)

- Starts out as un-machined head P/N 25534404
- Deck, end faces, and valve cover rail with tapped mounting holes are machined
- Tapped water jacket access holes provide opportunity to plumb water near exhaust ports
- Head includes eight #8 A/N plugs and one #16 A/N plug

### 25534387

#### DRCE 3 Water Jacket Plug (not shown)

- For ends of DRCE 3 cylinder head casting P/N 25534404
- Aluminum #16 A/N with internal hex for Allen wrench
- Includes O-ring
- Sold individually; use two per head.

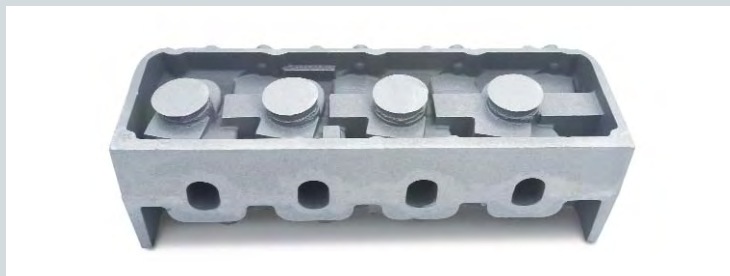
### 25534388

#### DRCE 3 Water Jacket Plug (not shown)

- For water jacket access holes of DRCE 3 cylinder head casting P/N 25534404
- Aluminum #8 A/N with internal hex for Allen wrench
- Includes O-ring
- Sold individually; use eight per head.



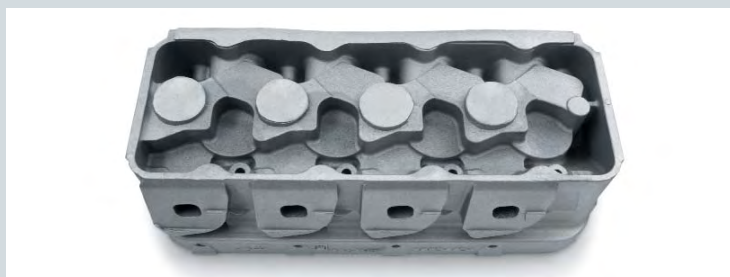
**A** DRCE 2 Raw Aluminum Cylinder Head (exhaust)



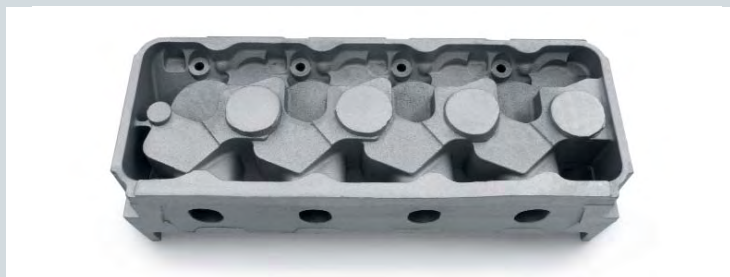
**A** DRCE 2 Raw Aluminum Cylinder Head (intake)



**A** DRCE 2 Raw Aluminum Cylinder Head (combustion chamber)



**B** DRCE 3 Aluminum Cylinder Head Casting (exhaust)



**B** DRCE 3 Aluminum Cylinder Head Casting (intake)

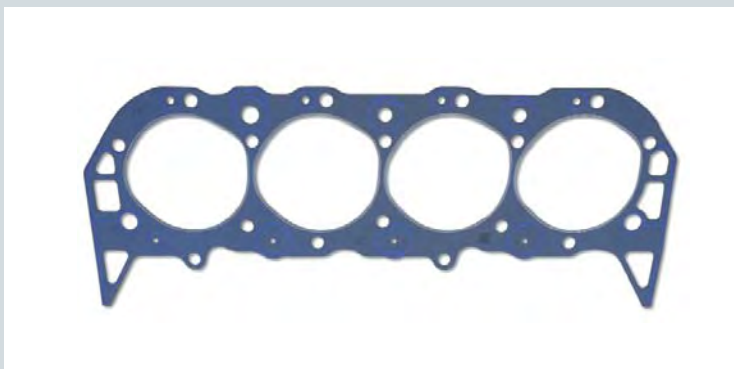


## BIG-BLOCK CYLINDER HEADS

Part Number	Description	Casting Number	Material	Port Size	Port Type	Valve Angle	Chbr CC's	Int Vlv	Exh Vlv	Exh Port	Plug Type	Heat Riser	Rocker Stud	Notes	Page Number
12562920	Gen 5,6 BBC	12562934	Iron	325	Rect	BBC	118	2.18	1.88	Square	Std	Yes	Screw-in	Ass'd 2925's	250
12562925	Gen 5,6 BBC	12562934	Iron	325	Rect	BBC	118	2.18	1.88	Square	Std	Yes	Screw-in	7/16 accy holes	250
12562926	Gen 5,6 BBC	12562934	Iron	325	Rect	BBC	118	2.18	1.88	Square	Std	Yes	Screw-in	3/8 accy holes	250
12552888	Gen 5,6 BBC	10114156	Iron	—	Round	BBC	118	2.07	1.72	Square	Std	Yes	Screw-in	HT 502 head	N/S
12363390	Oval alum	12363391	Alum	290	Oval	BBC	110	2.25	1.88	Square	Std	No	Screw-in	Semi-open, oval port	251
12363392	Oval alum	12363391	Alum	290	Oval	BBC	110	2.19	1.88	Square	Std	No	Screw-in	Semi-open, oval port	251
12363399	Oval alum	12363391	Alum	290	Oval	BBC	110	2.19	1.88	Square	Std	No	Screw-in	Bare 3392	251
12363408	NHRA L88	12363401	Alum	315	Rect	BBC	118	2.19	1.88	Square	Std	No	Screw-in	Bare, NHRA legal	252
12363400	Rect alum	12363401	Alum	315	Rect	BBC	118	2.25	1.88	Square	Std	No	Screw-in	—	252
12363410	Rect alum	12363401	Alum	315	Rect	BBC	118	2.25	1.88	Square	Std	No	Screw-in	Bare 3400	252
12363425	BBC Bowtie	14044861	Alum	380	Rect	BBC	115	2.19	1.88	Square	Std	No	Screw-in	Bare, raised int/exh	253
14044876	BBC Bowtie	14044861	Alum	380	Rect	BBC	115	2.19	1.88	Square	Std	No	Screw-in	Unmach 12363425	N/S
12492555	572/620	—	Alum	380	Rect	BBC	118	2.25	1.88	Square	Std	No	Screw-in	ZZ572/620	252
88961160	572/720	—	Alum	380	Rect	BBC	118	2.25	1.88	Square	Std	No	Screw-in	ZZ572/720R	252
10051129	Prostock BBC	—	Alum	400	—	Special	72	—	—	Square	—	No	Shaft	Unmachined 1128	N/S
22530959	DRCE 1	—	Alum	—	—	DRCE 1	—	—	—	DRCE	—	No	Shaft	Pro Stock - raw	N/S
24502585	DRCE 2	—	Alum	—	Peanut	DRCE 2	—	—	—	DRCE	—	No	Shaft	Pro Stock - raw	254
25534404	DRCE 3	—	Alum	—	Peanut	DRCE 2	—	—	—	DRCE	—	No	Shaft	Pro Stock - raw	254
25534405	DRCE 3	—	Alum	—	Peanut	DRCE 3	—	—	—	DRCE	—	No	Shaft	Semi-finished	254



DRCE 3 Aluminum Cylinder Head Casting (combustion chamber) **B**



Composition Head Gasket (1965-1990) **C**

## CYLINDER HEAD GASKETS & HEAD BOLTS

GM Performance Parts cylinder head gaskets, cylinder head bolts, and cylinder head studs are the finest quality parts available to ensure a secure seal between the engine block and cylinder heads.

**NOTE:** Gasket packages contain one gasket unless otherwise specified. Order two per engine.

Big-block cylinder head gaskets are available in a variety of materials and thicknesses. Keep engine's intended usage and minimum piston-to-head clearance in mind when selecting gaskets. Use Gen V for 1991-1992 applications.

### C. 12363414

#### Composition Head Gasket (1965-1990)

- With pre-flattened copper wire ring and permatorque/ blue stripe coating for engines with aluminum heads
- Bore sizes between **4.250" and 4.370"**
- Use with **Mark IV** (1965-1990) engines only
- Compressed thickness is **0.039"**

### 10159507

#### Composition Head Gasket (1965-1990) (not shown)

- For Mark IV 1965-1990 big-blocks with **4.440"** cylinder bores
- No sealer required
- Re-torque after engine is first run
- Use with **Mark IV** (1965-1990) engines only
- Compressed thickness is **0.039"**

### 12363413

#### Composition Head Gasket (1965-1990) (not shown)

- With pre-flattened copper wire ring and permatorque/ blue stripe coating for engines with aluminum heads and bore sizes **4.375" to 4.540"**
- Use with **Mark IV** (1965-1990) engines only
- Compressed thickness is **0.041"**

## 12363412

### Composition Head Gasket (1991–Newer) (not shown)

- For 1991-and-newer **Gen V and VI** big-blocks with aluminum heads and **4.250" to 4.370"** bore size
- Has pre-flattened wire ring and stainless core which makes it ideal for saltwater marine use
- Compressed thickness is **0.039"**

## 12555728

### Head Gasket, 454 Engine (not shown)

- Head gasket for 1991–2000 **Gen V** 454 big-blocks

## A. 12366984

### Head Gasket Kit, 502 Engine

- For all **Gen V and Gen VI** 502 big-blocks with cast iron heads
- Has additional water hole for improved cooling of siamesed cylinder walls
- Includes two gaskets (right and left) per package
- Compressed thickness is **0.041"**

## 12363411

### Composition Head Gasket (1991–Newer) (not shown)

- For **Gen V and VI** big-blocks with aluminum heads and **4.375" to 4.540"** bore size
- Has pre-flattened wire ring and stainless core which makes it ideal for saltwater marine use
- Compressed thickness is **0.039"**

## B. 88961561

### Head Gasket, 572 Engine

- With pre-flattened wire ring for all **572** big-blocks with either cast iron or aluminum heads
- Compressed thickness is **0.030"**

## 12367779

### Cylinder Head Bolt Kit (not shown)

- Universal kit for cast iron and aluminum big-block heads
- Includes (8) 7/16-14 x 2.08" bolts P/N 88960334, (24) 7/16-14 x 4.06" bolts P/N 88960333, (8) 7/16-14 x 5.06" bolts P/N 12367329, and (40) hardened washers P/N 14011040
- Use part numbers above for replacement parts
- Use thread sealant on all big-blocks except 502 due to blind bolt holes

## 3899696

### Hardened Washer (not shown)

- 0.45" I.D. x 0.86" O.D.; sold individually

## C. 3942410

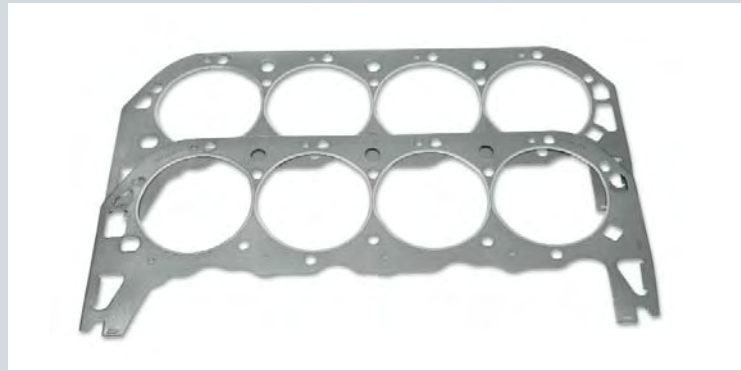
### Head Stud Nut

- Magnafluxed 1038 steel 7/16-20 hex head nut; sold individually

## D. 14044866

### Head Stud Nut

- Magnafluxed 4037 steel 7/16-20 12-point nut; sold individually



**A** Head Gasket Kit, 502 Engine



**B** Head Gasket, 572 Engine



**C** Hex Nut



**D** 12-Point Nut

## BIG-BLOCK VALVES

Part Number	Valve Size	Stem Size	Description
<b>Intake Valves</b>			
14097045	2.19"	3/8"	Stock replacement valve for Gen V & VI 454 and 502 HO engines
12366986	2.19"	11/32"	Stainless steel valve with undercut chrome plated stems, single groove design, hardened tips, used on ZZ454
12366987	2.25"	11/32"	Stainless steel valve with undercut chrome plated stems, single groove design, hardened tips, used on ZZ502 and ZZ572
<b>Exhaust Valves</b>			
14097049	1.88"	3/8"	Stock replacement valve for Gen V & VI 454 and 502 HO engines
12366988	1.88"	11/32"	Stainless steel valve with undercut chrome plated stems, single groove design, hardened tips, used on ZZ454
88963128	1.88"	11/32"	Stainless steel valve with undercut chrome plated stems, single groove design, hardened tips, used on ZZ502 and ZZ572

## BIG-BLOCK VALVE SPRINGS

Part Number	Description	Outside Diameter	Pressure at Installed Height	Solid Height	Average Rate (lbs per in)	Retainer Part Number	Valve Seal Kit	Technical Notes
3970627	Dual	1.487"	105# @ 1.88"	1.28"	267	3964264	460527	For high-performance 396/427/454 LS6 engines
12371061	Dual Kit	1.487"	105# @ 1.88"	1.28"	267	3964264	460527	Kit of 16 P/N 3970627 springs
3989354	Dual w/damper	1.538"	128# @ 1.90"	1.26"	356	3989353	Aftermarket PC-type seal	Use with cam P/N 3994094
12371062	Dual w/ damper kit	1.538"	128# @ 1.90"	1.26"	356	3989353	Aftermarket PC-type seal	Kit of 16 P/N 3989354 springs
14097002	Dual	1.487"	110# @ 1.88"	1.37"	316	14096274	12550422	Use with 454 and 502 HO engines
12495514	Dual Kit	1.487"	110# @ 1.88"	1.37"	316	14096274	12550422	Kit of 16 P/N 14097002 springs
12462970	Dual Spring	1.514"	140# @ 1.94"	1.20"	325	12366990	12495690	Use with 502/502 hp engines
12495691	Dual Spring Kit	1.514"	140# @ 1.94"	1.20"	325	12366990	12495690	Kit of 16 P/N 12462970 springs
88963934	Dual Spring	1.540"	197# @ 1.80"	N/A	N/A	12366990	88963936	Use with 572/620 hp engines
88963933	Dual Spring	1.567"	205# @ 2.30"	N/A	N/A	12366990	88963936	Use with 572/720 hp engines
366282	Dual Spring	1.525"	128# @ 1.70"	1.26"	406	366254	Aftermarket PC-type seal	For competition engines

## VALVE SPRING COMPONENTS

### 3875916

#### Spring Shim

- 55/64" I.D. x 1 31/64" O.D. x 0.015" thick

### 3731058

#### Spring Shim

- 55/64" I.D. x 1-15/16" O.D. x 0.030" thick

### 3891521

#### Spring Shim

- 55/64" I.D. x 1 31/64" O.D. x 0.065" thick

### 88963937

#### Spring Shim

- Shim for all 572 engines

### 88963935

#### Valve Spring Locator

- Valve spring locator for setting the valve spring in the right location on all 572 engines

### 12360874

#### Retainer/Seal Kit

- Kit of 16 retainers P/N 12550421 and 16 seals P/N 12550422 for 1991-and-newer Gen V and VI engines
- New design improves oil economy
- The valve guide bosses require minor machining with high-lift cams

### 12495688

#### Valve Spring Cap Kit

- Kit of 16 special machined steel performance valve spring caps P/N 12366990 for use with spring P/N 12462970 on 502 and 572 engines

### 3964264

#### Valve Spring Retainer

- Retainer and seal for valve spring P/N 3970627

### 3989353

#### Valve Spring Retainer

- Steel retainer for valve spring P/N 3989354

### 12550421

#### Valve Spring Retainer

- For 1991-and-newer Gen V and VI engines

### 3947880

#### Valve Spring Key

- Hardened steel split locks for production and racing engines
- Color-coded purple
- Sold individually. Order 32 per engine.

### 12366992

#### Valve Spring Cap Lock

- For 502 and 572 engines with aluminum heads

### 460527

#### Valve Stem Seal

- Umbrella-type team seal for all big-block engines

### 12550422

#### Valve Stem Seal

- Seal for 1991-and-newer Gen V and VI engines
- Use with valve spring P/N 12550421
- The valve guide boss must be machined slightly for seal to retainer clearance when using high-lift cams

### 12495690

#### Valve Spring Stem Seal Kit

- Kit of 16 special high-performance seals for the 502 engine kit
- Use with spring kit P/N 12495691

### 88963936

#### Valve Spring Seal

- Use with all 572 engines

## ROCKER ARMS

### Steel Rocker Arms

#### 12523976

##### Steel Rocker Arm Assembly (not shown)

- Designed for use on Gen V & Gen VI design 454 and 502 HO engines, these rocker arms have long slots for high-lift camshafts

**NOTE:** Kit includes rocker arm and ball. One rocker assembly per package; order 16 per engine.

#### 12368082

##### Steel Long Slot Rocker Arm, 1.7:1 Ratio (not shown)

- These 1.7:1 ratio hardened steel rocker arms have elongated slots to provide extra clearance for high-lift (.600" and greater) camshafts
- Use with all 396-502 big-block heads with adjustable rockers
- Each assembly includes rocker arm P/N 3959182 as well as the ball P/N 12338047 and nut P/N 3896648

**NOTE:** Can be used on any Gen V or Gen VI by using rocker stud kit P/N 12495518.

#### 12368085

##### Long Slot Rocker Arm Kit (not shown)

- Set of 16 rocker arms with the balls and nuts

**NOTE:** These long slot rocker arms are stamped "H".

### Aluminum Roller Rocker Arm for 7/16" Studs

Aluminum roller rockers have a 1.7:1 ratio for 7/16" studs. The bearings and fulcrum have an extra-wide design for load distribution and are lubricated with pressurized oil. The roller tip axle is made from 4130 steel, and the roller tip is machined and ground from 8620 steel. A Bowtie logo is machined into each rocker.

**NOTE:** Not for use with production height valve covers.

#### A. 12361323

##### Roller Rocker Arm Set, 1.7:1 Ratio

- Set of 16 1.7:1 ratio roller rocker arms and nuts for 7/16" stud
- Used on 572 engines
- Use P/N 12361330 for single replacement part



**A** Roller Rocker Arm Set, 1.7:1 Ratio



**B** Chrome Short Bowtie Valve Cover

## VALVE COVERS

Add a stylish finishing touch to your GM engine with our branded valve covers. GM Performance Parts valve covers are engineered to fit and seal perfectly. The diverse variety of designs allows personalization to suit any taste. Competition covers are designed to clear taller valvetrains.

**NOTE:** *Ordering note: Valve covers are sold in pairs unless otherwise specified.*

#### B. 12342093

##### Chrome Short Bowtie Valve Cover

- Show-quality covers embossed with the famous Bowtie insignia and Chevrolet name
- Standard height, for use with 1965–1994 engines
- May not clear brake booster on some Corvette models

#### C. 12495488

##### Custom Aluminum Valve Covers

- Die-cast aluminum valve covers are black with a brushed aluminum finish on top revealing the Chevrolet name and Bowtie insignia
- Can be finished with a custom engine designation badge (see page 260)
- For use on 1965–1994 engines
- Includes two covers, one grommet P/N 10198941, one grommet P/N 10198949, oil cap P/N 15681150, and 14 retaining bolts



**C** Custom Aluminum Valve Covers



Aluminum Competition Design Valve Covers **D**



Aluminum Competition Design Valve Covers, Black Powder Coat **E**



Aluminum Competition Design Valve Covers, Orange Powder Coat **F**



Valve Covers, "572 CHEVROLET" **G**

**D. 12371244**

**Aluminum Competition Design Valve Covers**

- Display the Chevrolet name and Bowtie insignia
- No holes for PCV or oil fill, but bosses for drilling them
- Can be used on most big-block Chevrolet cylinder heads
- Use P/N 12370836 for single replacement part

**NOTE:** Use with valve cover gasket P/N 14085759.

**E. 25534323**

**Aluminum Competition Design Valve Covers, Black Powder Coat**

- Display the Chevrolet name and Bowtie insignia in brushed aluminum on black-powder-coated covers
- No holes for PCV or oil fill, but bosses for drilling them
- Can be used on most big-block Chevrolet cylinder heads

**NOTE:** Use with valve cover gasket P/N 14085759.

**F. 25534374**

**Aluminum Competition Design Valve Covers, Orange Powder Coat**

- Similar to the Competition Design covers, but with oil fill and baffles

**NOTE:** Use gasket P/N 14085759.

**G. 12499200**

**Valve Covers, "572 CHEVROLET"**

- Used on all 572-cubic-inch crate engines and can be used on most big-blocks
- Cast aluminum with "572 CHEVROLET" as part of the casting
- One cover has oil fill and breather holes and the second cover has the breather hole only

**NOTE:** Requires push on oil cap P/N 12341993, breather P/N 25534355, and breather tube P/N 88962074 that incorporates a baffle in the tube.

## BREATHERS AND HARDWARE

### 88962074

#### Oil Baffle Tube (not shown)

- Pushes easily into most valve covers that have an oil baffle
- Requires breather P/N 25534355. (Used on ZZ572 engines.)

### A. 25534355

#### ZZ572 Breather

- Special breathers for the ZZ572 valve covers
- Chrome breathers are 1-3/8", hose-clamp-style with the Bowtie logo on top
- Use with oil baffle tube P/N 88962074
- Includes two breathers

### B. 12341993

#### Push-In Oil Filler Cap

- For valve covers with 1.22" hole

### 3894337

#### Rubber Grommet, Bowtie Valve Covers (not shown)

- Has 15/16" I.D. x 17/32" O.D.
- Can be used to plug the oil filler hole in Bowtie valve covers, or to mount a push-in breather

### 14085759

#### Valve Cover Gasket (not shown)

- Steel-reinforced gasket fits all big-block Chevy valve covers
- Sold as single piece. Order two per engine.

## VALVE COVER BADGES

Designed to fit mounting area on valve covers P/N 12495488 (see page 258), these good looking badges will fit some other big-block valve covers.

**NOTE:** One badge per package. Order two per engine.

### 12363951

Valve Cover Badge, "427 Cubic Inches" (not shown)

### 12363952

Valve Cover Badge, "454 Cubic Inches" (not shown)

### 12366995

Valve Cover Badge, "454 GM Performance Parts" (not shown)

### 12363953

Valve Cover Badge, "502 Cubic Inches" (not shown)

### C. 12366994

Valve Cover Badge, "502 GM Performance Parts"



**A** ZZ572 Breather



**B** Push-In Oil Filler Cap



**C** Valve Cover Badge, "502 GM Performance Parts"



Premium 7/16" Intake Pushrod



Intake Pushrod, Roller Lifter Style

## PUSHRODS

GM Performance Parts offers a complete line of heavy-duty pushrods for most GM engines. They are designed to deliver outstanding performance in street and competition applications and are available in two materials: mild steel, which is suitable for high-performance street cars, power boats, street rods, and limited competition applications, and 4130 chromemoly steel, for maximum-performance racing engines.

### NOTE:

Heavy-duty pushrods for big-block V-8 engines are available in standard and extended lengths. Longer pushrods can be used to restore the correct valve-train geometry when using a high-lift camshaft with a small base circle diameter. Extra-long pushrods also are recommended when valves with longer-than-stock stems are installed. GM Performance Parts pushrods are case-hardened for use with pushrod guide plates. Pushrods are available for flat tappet, hydraulic roller, and mechanical roller applications. Look under "usage" in chart below to verify proper application before ordering.

## BIG-BLOCK PUSHRODS

Part Number	Material	Diameter	Length	Useage	Port	Description
10134307	1010 steel	3/8"	8.285"	Flat tappet	Intake	(8) heavy-duty heat-treated .075" wall, hardened tip inserts. +.100 long. Use 366277 for single piece.
10134308	1010 steel	3/8"	9.256"	Flat tappet	Exhaust	(1) heavy-duty heat-treated .075" wall, hardened tip inserts. +.100 long
10134304	1010 steel	7/16"	8.285"	Flat tappet	Intake	(8) heavy-duty heat-treated .075" wall, hardened tip inserts. Standard length. Use 14044874 for single piece.
10134303	1010 steel	7/16" *	9.256"	Flat tappet	Exhaust	(1) heavy-duty heat-treated .075" wall, hardened tip inserts. Standard length.
10134306	4130 steel	7/16" *	8.285"	Flat tappet	Intake	(1) heavy-duty heat-treated .060" wall, standard length. For use in early ZZ-series engines with guide plates
10134305	4130 steel	7/16" *	9.256"	Flat tappet	Exhaust	(8) heavy-duty .060" wall, standard length. For use in 2nd design ZZ-series engines without guide plates. Use 10241740 for single piece.
14097068	1010 steel	3/8"	8.171"	Flat tappet	Intake	(1) heavy-duty .060" wall, standard length. For use in 2nd design ZZ-series engines without guide plates.
14097070	1010 steel	3/8"	9.151"	Flat tappet	Exhaust	(1) Chromemoly 1-piece design racing pushrod
10227762	1010 steel	3/8"	7.592"	Hyd. roller	Intake	(1) heavy-duty heat-treated .060" for use in Gen VI 454 and 502 engines with hydraulic roller lifters
10227763	1010 steel	3/8"	8.569"	Hyd. roller	Exhaust	(1) heavy-duty heat-treated .060" for use in Gen VI 454 and 502 engines with hydraulic roller lifters
12368081	1010 steel	3/8"	7.592"–8.569"	Hyd. roller	—	Kit of (8) P/N 10227762 and (8) P/N 10227763
88961559	4130 steel	3/8"	7.900"	Hyd. roller	Intake	Chromemoly 1-piece for 572/620 (Tall Deck Block)
88961558	4130 steel	3/8"	8.900"	Hyd. roller	Exhaust	Chromemoly 1-piece for 572/620 (Tall Deck Block)
88962284	4130 steel	3/8"	8.550"	Mech. roller	Intake	Chromemoly 1-piece for 572/620 (Tall Deck Block)
88962283	4130 steel	3/8"	9.525"	Mech. roller	Exhaust	Chromemoly 1-piece for 572/620 (Tall Deck Block)

\* Requires use of guideplate P/N 3879620

## ROCKER ARM STUDS & ACCESSORIES

### A. 3896648

#### Rocker Adjusting Nut

- Positive locking 7/16-20 nut for all big-block V-8s

### B. 12495498

#### Rocker Arm Stud Kit (1960–1990 Engines)

- Strong, 7/16" diameter screw-in studs are built to stand up to stiff valve springs and high-lift camshafts
- Suitable for all high-performance and competition applications
- Includes 16 pieces. (For single stud usage, use P/N 3921912.)

### 12495518

#### Rocker Arm Stud Kit (3/8" x 7/16") (not shown)

- Designed for 1991-and-newer Gen V and Gen VI heads when adjustable tappets are desired
- Heat-treated, 8720 steel stud has a 3/8-16 thread that screws into the head and a 7/16-20 upper shaft for the rocker arm nut
- Use with rocker arm kit P/N 12368085 only. (For single stud usage, use P/N 12368941.)

### 10114123

#### Rocker Arm Stud Kit (Gen V Style) (not shown)

- Used on the Gen V engines
- Holds the "non-adjustable" rocker arms in place

## GUIDE PLATES

### C. 3860038

#### Pushrod Guide Plate (3/8")

- Designed for all 1960–1990 iron and aluminum cylinder heads with 3/8" diameter pushrods
- Slotted style with hardened steel construction aligns rocker arms with valve stem tips on big-block's splayed-valve head
- Eight required for each engine

**NOTE:** Use with screw-in rocker stud P/N 3921912.

### 3879620

#### Pushrod Guide Plate (7/16") (not shown)

- Similar to guide plate described above, but for use with heavy-duty 7/16" diameter pushrods

### 12562369

#### Pushrod Guide Plate (Gen V 454/502 Style) (not shown)

- Used on all Gen V 454 and 502 engines with 3/8" diameter pushrods



**A** Rocker Adjusting Nut



**B** Rocker Arm Stud Kit (1960–1990 Engines)

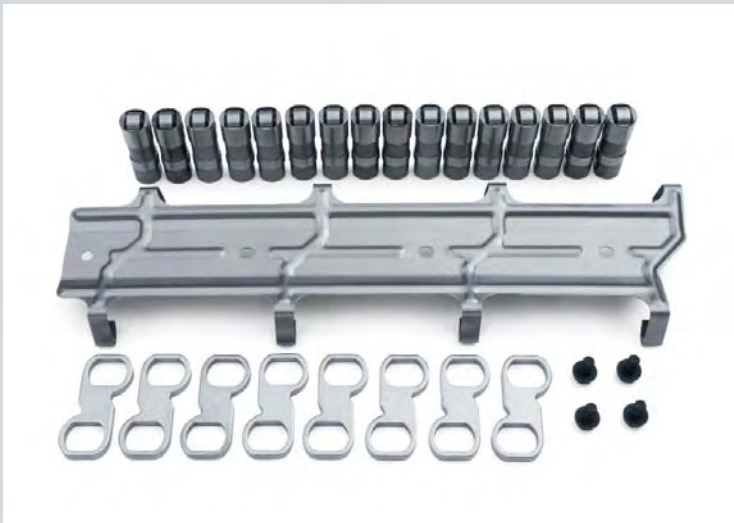


**C** Pushrod Guide Plate (3/8")





Hydraulic Roller Lifter, ZZ572/620 **D**



Hydraulic Roller Lifter Kit **E**



Mechanical Roller Lifter, ZZ572/720 **F**



Lifter Bore Repair Kit **G**

## VALVE LIFTERS & COMPONENTS

### 12371044

#### Hydraulic Lifter Kit (Set of 16) (not shown)

- For use on all 396, 427, 454, and 502 engines that use hydraulic flat tappet lifters
- For single service replacement use P/N 5232720

### 17102353

#### Lifter Assembly (Single Piece) (not shown)

- Designed for use with the Gen V 454 and 502 engines
- Used when no adjustable rocker arms are required
- Package contains one lifter assembly

### D. 17120060

#### Hydraulic Roller Lifter, ZZ572/620

- Roller valve lifters used on the ZZ572/620 engines
- Use with camshaft P/N 88961557, intake pushrod P/N 88961559, exhaust pushrod P/N 88961558, rocker arm P/N 12361323

### E. 12371056

#### Hydraulic Roller Lifter Kit

- Hydraulic roller lifter retainer kit can be used on all Gen VI 454 and 502 engines that are machined for hydraulic roller lifters
- Includes 16 of roller lifter P/N 17120061, eight lifter guides, one lifter guide retainer and four retainer bolts
- For single service replacement lifter, use P/N 17120061

**NOTE:** These lifters allow more oil to the rocker arms than the late-model truck roller lifters.

### F. 88962920

#### Mechanical Roller Lifter, ZZ572/720

- Mechanical roller valve lifters used on the ZZ572/720 horsepower engines
- Use with camshaft P/N 88962216, intake pushrod P/N 88962284, exhaust pushrod P/N 88962283, rocker arm P/N 12361323

### 12551397

#### Roller Tappet Guides (not shown)

- Roller tappet guides used with all 502 engines and 454 HO engines
- Used with roller camshaft engines
- Sold individually; order eight per engine.

### 12551399

#### Roller Tappet Guide Retainer (not shown)

- Roller tappet guide retainer used with all 502 engines and 454 HO engines
- Used with roller camshaft engines
- Order only one per engine

### G. 14044875

#### Lifter Bore Repair Kit

- Scored or leaky lifter bores can be repaired with GMPP's sleeve kit
- Recommended for competition engine builders who "blueprint" the lifter bores

**NOTE:** Drill the defective lifter bore to 1.044". Shrink the sleeve by cooling it to -40°F and insert it in the lifter bore, making sure that the bottom of the sleeve is flush with the camshaft cavity. Drill a 7/16" hole through the oil gallery and finish the sleeve ID to 0.8432"/0.8442". The sleeve can also be predrilled with a 1/2" oil hole before installing it in the block.

## CAMSHAFTS

A great camshaft delivers power and easy drivability and that's exactly what you get with GMPP's factory-engineered cams. Extensive research and development, followed by precise manufacturing standards, are behind every one of our camshafts. Our extensive array of cams includes the best one for your GM engine.



BIG-BLOCK CAMSHAFTS					
Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
10185060	Hydraulic flat tappet 454ci	I: 220 E: 220	I: .500 E: .500	115	Street high performance and marine cam as used in Gen V 454 HO engines. Advanced 5 degrees. Use spring P/N 10185058.
14096209	Hydraulic flat tappet 502ci	I: 220 E: 220	I: .500 E: .500	115	Street high performance and marine cam as used in Gen V 502 HO engines. Use spring P/N 10185058.
12366543	Steel hydraulic roller	I: 224 E: 234	I: .527 E: .544	110	For 502/502 special engine. Must use distributor gear P/N 10456413.
24502611	Steel hydraulic roller	I: 211 E: 230	I: .510 E: .540	112	For 454 and 502 HO engines. Must use distributor gear P/N 10456413.
88961447	Steel mechanical roller	I: 236 E: 232	I: .640 E: .598	I: 110 ATDC E: 109 BTDC	For ZL1 Ram Jet
88961557	Steel hydraulic roller	I: 254 E: 264	I: .632 E: .632	112	For ZZ572/620 engine
88962216	Steel mechanical roller	I: 266 E: 274	I: .714 E: .714	112	For ZZ572/720 engine

BIG-BLOCK CAMSHAFT & LIFTER KITS — INCLUDES CAMSHAFT AND 16 LIFTERS					
Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
12361314	Hydraulic flat tappet	I: 202 E: 210	I: .468 E: .485	110	Low-end truck torque cam for all big-block truck applications from normal driving to towing/hauling; suitable for computer controlled Mark IV and V engines
12361316	Hydraulic flat tappet	I: 210 E: 218	I: .485 E: .490	115	Designed for '90–'93 454SS pickup. Offers increased mid-range and top-end performance.
12353920	Hydraulic flat tappet	I: 228 E: 238	I: .540 E: .238	114 E: .540	For all 9.5-10.75 C.R. big-block V-8s including '65–'66 CA, '65–'68 Fed emissions, and '66–'92 off-highway/marine; good idle, daily performance and mild bracket racing use; 2200–5700 rpm range
12353922	Hydraulic flat tappet	I: 218 E: 228	I: .500 E: .500	114	For 8.75–10.5 C.R. 396, 427, 454, 502 big-blocks; good mid-range 2000–4500 rpm, idle, fuel efficiency, and towing capabilities
12364055	Hydraulic flat tappet	I: 214 E: 218	I: .461 E: .480	115	Blueprinted, dual pattern replacement for P/N 3883986 350 hp 396 cam; for 8.75–10.0 C.R., 1500–3800 rpm range
12364058	Mechanical lifters	I: 264 E: 269	I: .560 E: .580	112	Blueprinted, dual pattern replacement for P/N 3925535 435 hp 427 early L88 camshaft; for 11.5–12.0 C.R. and 4400–7000 rpm

**NOTE:** ***IMPORTANT!** Distributor with melonized steel gear **MUST** be used with steel camshafts or engine damage can occur.*

### Camshaft Components

#### A. 12364086

##### Cam Button Spacer

- Solid aluminum button for all 1965–1995 big-blocks
- Limits lateral movement of roller lifter camshafts when installed in engines without a cam thrust plate

#### B. 12499434

##### Camshaft Bearings, 572 Engine

- Five standard-size premium camshaft bearings for the ZZ572 engine



**A** Cam Button Spacer



**B** Camshaft Bearings, 572 Engine



Forged Steel Connecting Rod **C**



572 Connecting Rod **D**



572 Connecting Rod Bearings **E**



Hex Nut **F**



12-Point Nut **G**

## CONNECTING RODS & COMPONENTS

### C. 10198922

#### Forged Steel Connecting Rod

- Magnafluxed 4340 steel, LS6/LS7 connecting rod, including heavy-duty 7/16" rod bolts with knurled shanks
- Machined for pressed piston pins and color-coded white
- Used on Gen V 454 and 502 engines
- 6.135" c-c length
- Use rod bearing P/N 12329715

### D. 88962926

#### 572 Connecting Rod

- Premium-quality forged 4340 steel H-beam connecting rod for all 572 engines
- 6.535" c-c length
- Use rod bearing P/N 88961556

### E. 88961556

#### 572 Connecting Rod Bearings

- Standard-size, premium connecting rod bearings for 572 engines
- Includes all eight rod bearings

### 14096148

#### Connecting Rod Bolt (not shown)

- Knurled shank 7/16-20 x 2.28" bolt
- Used in LS6 and LS7 big-block engines with connecting rod P/N 10198922

### 3969864

#### Boron Steel Connecting Rod Bolt (not shown)

- Magnafluxed, ground shank, special boron steel bolts
- As used in L88/ZL1 connecting rod P/N 3969804

### F. 12366568

#### Connecting Rod Nut Set

- Set of 16 1038 steel six-point 7/16-20 nuts for all production big-block engines
- For single service replacement, use P/N 3942410

### G. 340289

#### Connecting Rod Nut

- Extra heavy-duty, aircraft quality, 6304 steel 12-point 7/16-20 nut

### 12366569

#### Connecting Rod Nut Set (not shown)

- Set of 16 aircraft quality, 6304 steel 12-point 7/16-20 nuts for all 396, 427, 454, and 502 engines
- For single service replacement use P/N 14044866

## PISTONS & RINGS

GM Performance Parts pistons are top quality and are ready for the rigors of high-performance street and competition applications. They're factory tested, so you know you're getting the right parts for your big-block engine. Pistons are sold individually unless otherwise specified. Available in standard and oversize diameters. Wrist pins included with all pistons.



**NOTE:** Part numbers are for one piston; order eight per engine.

### BIG-BLOCK PISTONS

Part Number	Engine Size	Bore Size	Oversize	Rod Length	Pin Type	Compression Ratio	Chamber Size	Ring Size	Description
10215228	454	4.250"	—	6.135"	Pressed	8.75:1	118cc	5/64, 5/64, 3/16"	Forged Gen V & VI 454 HO replacement
12529559	454	4.250"	+ .030"	6.135"	Pressed	8.75:1	118cc	5/64, 5/64, 3/16"	Forged Gen V & VI 454 HO replacement
12533507	502	4.470"	—	6.135"	Pressed	8.75:1	118cc	5/64, 1/16, 3/16"	Forged Gen V & VI 502 replacement
12533553	502	4.470"	+ .030"	6.135"	Pressed	8.75:1	118cc	5/64, 1/16, 3/16"	Forged Gen V & VI 502 replacement
6262976	454	4.250"	—	6.135"	Pressed	9.0:1	118cc	5/64, 5/64, 3/16"	1971 LS6 replacement
88962925	572	4.560"	—	6.535"	Floating	9.6:1	118cc	1/16, 1/16, 3/16"	Forged 572/620
88963227	572	4.560"	—	6.535"	Floating	12.0:1	118cc	1/16, 1/16, 3/16"	Forged 572/720R



### BIG-BLOCK PISTON RINGS

Part Number	Bore size	Oversize	Ring Thicknesses	Description
12498734	4.250"	—	5/64, 5/64, 3/16"	Standard size ring pack for ZL1
12523921	4.250"	—	5/64, 5/64, 3/16"	Standard size ring pack for Gen V 454 HO
12523923	4.250"	+ .030"	5/64, 5/64, 3/16"	Oversize ring pack for Gen V 454 HO
12524293	4.470"	—	5/64, 1/16, 3/16"	Standard size low-tension ring pack for all 502 engines
12524294	4.470"	+ .030"	5/64, 1/16, 3/16"	Oversize low-tension ring pack for all 502 engines
12499212	4.560"	—	1/16, 1/16, 3/16"	Standard size ring pack for 572 engines
12499232	4.250"	—	—	Set of 8 ring packs of P/N 12523921



Crankshaft, Forged Steel Mark IV **A**



Crankshaft, Gen V **B**



Crankshaft, 572 **C**

## CRANKSHAFTS

GM Performance Parts crankshafts listed in this section are the backbone of a high-performance engine build and are the same components that go into GMPP crate engines.

### A. 3963523

#### Crankshaft, Forged Steel (454 & 502 Cubic Inches)

- Externally balanced
- Nitride-treated 1053 forged steel with 4.00" stroke, cross-drilled 2.75" diameter main bearing journals, and 2.20" diameter rod bearing journals

**NOTE:** *Must be used with counterweighted torsional damper and flywheel or flexplate.*

### 3963524

#### Crankshaft, Forged Steel (454 & Mark IV 502 Cubic Inches) (not shown)

- Premium quality
- Externally balanced
- Nitride-treated 5140 forged steel with 4.00" stroke, cross-drilled 2.75" diameter main bearing journals, and 2.20" diameter rod bearing journals

**NOTE:** *Must be used with counterweighted torsional damper and flywheel or flexplate.*

### 14096983

#### Crankshaft, Forged Steel (Gen V & Gen VI 454) (not shown)

- Externally balanced
- Forged 1053 steel crankshaft with one-piece rear main seal

### B. 10183723

#### Crankshaft, Forged Steel (Gen V & Gen VI 502)

- Externally balanced
- Cross-drilled
- Nitride-treated forged 1053 steel crankshaft with one-piece rear main seal

### 10114186

#### Crankshaft, Forged Steel (Gen V & Gen VI 427) (not shown)

- Steel 1053 crankshaft with 3.75" stroke for 1991-and-later 427 cubic inch engine

### C. 88961554

#### Crankshaft, Forged Steel (572 Cubic Inches)

- Premium 4340 steel forging for 572 cubic inch engines

**NOTE:** *Must use main bearing P/N 88962212 and rod bearing P/N 88962926.*

## BALANCERS & PULLEYS

A smooth running engine depends on an effective balancer or torsional damper. A GM Performance Parts damper not only helps your engine run smoothly, it can extend the life of the engine.

### Pulleys

#### 3899660

##### Crankshaft Pulley, 6" (not shown)

- Two groove
- Cast iron
- High rpm, power-saving crankshaft pulley

### Balancer Bolts & Washers

#### 9419218

##### Crankshaft Bolt (not shown)

- Positive retention 1/2-20 x 1-1/2" bolt
- For engines with tapped crank snout
- Use with washer P/N 3864814

#### 3864814

##### Washer (Crankshaft Bolt) (not shown)

- 2.06" OD x 0.52" ID x 0.28" thick washer
- For crankshaft bolt

## FLYWHEELS & FLEXPLATES

Find the right part to match your engine from the easy-to-follow guides below. Select flywheels for manual transmission vehicles and flexplates for automatic transmission vehicles.

**NOTE:** ***IMPORTANT!** All Chevy small-block and big-block engines with one-piece crankshaft seal require an externally balanced flywheel or flexplate.*

### Bolts & Dowels

#### 12337973

##### Flywheel Bolt (not shown)

- Fits all Chevy small-block V-8, big-block V-8 and 90° V-6 engines
- Sold individually; six required per engine

#### 10046031

##### Flywheel Dowel (Big-Block) (not shown)

- Highly recommended for all high-performance and competition big-block engines

#### 1453658

##### Bellhousing Dowel, Clutch Housing/Transmission Dowel (Big-Block) (not shown)

- Use with big-block engine
- Sold individually; two required per engine

#### 3727207

##### Flexplate Bolt (not shown)

- Fits all Chevy small-block V-8, big-block V-8 and 90° V-6 engines
- Sold individually; six required per engine

## BIG-BLOCK BALANCERS

Part Number	Engine Application	Outside Diameter	Technical Notes
3879623	Originally used on 1967–1969 427	8"	Can be used on all engines with internally balanced crank. Use with timing pointer P/N 3991436.
10216339	454 and 502 with 4.00"-stroke crank	8"	Counterweighted for externally balanced engines. Use chrome timing pointer P/N 3991436.
88962814	572	8"	SFI-approved

## BIG-BLOCK FLYWHEELS

Part Number	Year of Engine	Outside Diameter	Crank Flange Bolt Pattern	Converter Bolt Pattern	Starter Ring Gear Teeth	Technical Notes
14085720	1965–89	12.75"	3.58"	10.4"	153	Lightweight nodular iron; weighs approximately 15 lbs. For internally balanced engines.
3963537	1979–90	12.75"	3.58"	10.4"	153	Lightweight nodular iron. Counterweighted for externally balanced 454 engines. Use with balancer P/N 3963530.
3991469	1965–69	14"	3.58"	11"	168	Use with internally balanced engines and balancer P/N 3879623.
3993827	1970–90	14"	3.58"	11"	168	Counterweighted for externally balanced Mark IV 454 engines. Use with balancer P/N 3963530.
14096987	1991–up	14"	3.58"	11"	168	Lightweight nodular iron. For external balanced engines.
12582964	1991–up	14"	3.58"	11.5"	168	Used with 572 crate engine

## BIG-BLOCK FLEXPLATES

Part Number	Year of Engine	Outside Diameter	Crank Flange Bolt Pattern	Converter Bolt Pattern	Starter Ring Gear Teeth	Technical Notes
10185034	1991–up	14"	3.58"	10.4"	168	Use with forged steel crank. Has dual-bolt pattern. Only three attaching bolts used with 4L80 transmission.
12561217	1991–up	14"	3.58"	11.75"	168	Use with 572/620 engine and crank P/N 88961554
471597	1965–69	14"	3.58"	11.75"	168	For internally balanced engines
14001992	1970–90	14"	3.58"	11.5"	168	For externally balanced engines



Timing Chain Kit, 502 (Second Design Gen VI) **A**



Timing Chain, 502 (Second Design Gen VI) **B**



Camshaft Bolt **C**

## TIMING CHAINS & SPROCKETS

The timing chain is the vital link for engine timing between the crankshaft and camshaft. GM Performance Parts' timing chains and sprockets deliver strength and accuracy for many miles of dependable service.

### A. 12371053

#### Timing Chain Kit, 502 (Second Design Gen VI)

- Heavy-duty timing chain kit for all second-design 502 Gen VI roller-lifter engines with aluminum front timing cover
- Kit includes chain P/N 10114177, crankshaft sprocket P/N 12550039, camshaft sprocket P/N 12551401, camshaft retainer and bolts
- Also used in 572

### B. 10114177

#### Timing Chain, 502 (Second Design Gen VI)

- Single-roller design for all second-design 502 Gen VI engines
- Use with crankshaft sprocket P/N 12550039 and camshaft sprocket P/N 12551401

### 12554553

#### Camshaft Dowel Pin (not shown)

### C. 9424877

#### Camshaft Bolt

- 5/16-18 x 0.75" bolt

### 3975949

#### Shim (not shown)

- Camshaft sprocket shim, 0.10" thick

## WATER PUMPS, PULLEYS & ACCESSORY DRIVE SYSTEMS

### A. 14058915

#### Aluminum Water Pump, Short-Style

- Lightweight standard-rotation pump has reinforced snout and large-diameter hub with dual bolt patterns for early- and late-model pulleys
- Has short mounting legs
- Use with early-design V-belt drive rotation

### B. 12484890

#### Cast Iron Water Pump, Long-Style

- Same standard-rotation pump used on all GMPP 454 and 502 crate engines
- Not for use with a serpentine belt system

### C. 12498733

#### Serpentine Accessory Drive Belt System, with Air Conditioning

- Deluxe kit includes all the components and hardware necessary to install on a 9.800" deck or 10.200" tall deck engine (including bolts, nuts and spacer)
- Belt included

#### The system includes:

10463415	Alternator assembly (cs130) (reman)
26010328	Power steering pump (reman)
12456326	Water pump kit
88964862	A/C compressor, R134a
10187612	A/C compressor bracket
10187613	A/C compressor bracket
10108470	Water outlet
10085753	Crankshaft pulley
88986828	Belt (water pump, A/C, alternator)
88986813	Belt (fan, water pump, A/C)
12552359	Tensioner
12552361	Idler pulley
10085760	Fan and water pump pulley
6272959	Thermal bypass hose connector
1470030	Clamp
1485552	Heater hose
12604004	Power steering pump pulley
88961892	Power steering bracket (tall deck)
10187611	Alternator bracket
10187610	Alternator/power steering bracket

### 12498741

#### Serpentine Accessory Drive Belt System, without Air Conditioning (not shown)

- Deluxe kit includes all the components and hardware necessary to install on a 9.80" deck or 10.20" tall deck engine
- Kit includes hardware and belt

#### The system includes:

10463415	Alternator assembly (cs130) (reman)
26010328	Power steering pump (reman)
12456326	Water pump kit
10108470	Water outlet
10085753	Crankshaft pulley
88986813	Belt (fan, water pump, A/C)
12552359	Tensioner
12552361	Idler pulley
10085760	Fan and water pump pulley
6272959	Thermal bypass hose connector
1470030	Clamp
1485552	Heater hose
12604004	Power steering pump pulley
88961892	Power steering bracket (tall deck)
10187611	Alternator bracket
10187610	Alternator/power steering bracket
10055890	Idler pulley



**A** Aluminum Water Pump, Short-Style



**B** Cast Iron Water Pump, Long-Style



**C** Serpentine Accessory Drive Belt System, with Air Conditioning



**D** Corvette Oil Pan (1965-1974)



**E** 6-Quart Oil Pan





6-Quart Oil Pan, Gen V & Gen VI **F**



8-Quart Oil Pan **G**



4-Quart Oil Pan Kit, Gen V & Gen VI **H**



Dipstick Tube, 6-Quart **I**



Dipstick Tube, 4-Quart **J**

## OIL PANS, OIL PUMPS, GASKETS & ACCESSORIES

GM Performance Parts oil pans deliver the perfect fit for production engines, providing peace of mind against leaks. Oil pans and components are available for street and competition engines.

Pans do not come with dipsticks or other hardware unless noted.

### D. 14091356

#### Corvette Oil Pan (1965–1974)

- Five-quart pan has a trap door baffle that controls oil slosh during cornering and heavy braking
- Windage tray is included and requires four mounting studs, P/N 3902885
- Used on LS7 engine assembly P/N 3965774

### E. 14103141

#### 6-Quart Oil Pan

- Six-quart pan fits all 1965–1990 engines

### F. 10240721

#### 6-Quart Oil Pan, Gen V & Gen VI

- Six-quart pan fits all 1991-and-newer Gen V and Gen VI, 454, 502 and 572 engines

### G. 12552968

#### 8-Quart Oil Pan

- Designed for 1991-and-newer Gen VI engines in medium-duty trucks
- Also suitable for custom, competition and marine applications

#### NOTE:

*The sump extends approximately three-quarters of the length of the pan and cannot be used in production cars without modification.*

### H. 12495360

#### 4-Quart Oil Pan Kit, Gen V & Gen VI

- Fits 1991-and-newer Gen V and Gen VI 454 and 502 engines
- Fits many early-model Chevelles and Camaros
- Includes a 4-quart oil pan, four main cap bolts, oil pump screen, oil level tube, oil level gauge, and oil pan gasket
- Requires dipstick P/N 3989391 (see below)
- Pan is not available separately

### 12557083

#### Dipstick, 6-Quart (not shown)

- For use with production 6-quart oil pan P/N 10240721 (see above)
- Use oil indicator tube P/N 12550533 and seal P/N 274244

### I. 12550533

#### Dipstick Tube, 6-Quart

- For use with production 6-quart oil pan P/N 10240721 (see above)
- Use oil indicator P/N 12557083 and seal P/N 274244

### 274244

#### Oil Dipstick Tube Seal, 6-Quart (not shown)

- For use with the production 6-quart oil pan P/N 10240721
- Use oil dip stick tube P/N 12550533 and dip stick P/N 12557083

### 3989391

#### Dipstick, 4-Quart (not shown)

- For use with 4-quart oil pan kit P/N 12495360 for all Gen V and Gen VI engines (see above)
- Use oil indicator tube P/N 329231

### J. 329231

#### Dipstick Tube, 4-Quart

- For use with 4-quart oil pan kit P/N 12495360 (see above)
- Use oil indicator P/N 3989391

Oil Pans, Oil Pumps, Gaskets & Accessories Continued

## A. 14097040

### Windage Tray

- Use with the Gen V and Gen VI 454 and 502 engines

## 3967854

### Windage Tray (not shown)

- Separates the oil from the spinning crank assembly to reduce aeration of the oil, aids in oil control, and minimizes oil slosh under hard braking
- Use with oil pan P/N 14091356
- Requires four mounting studs, P/N 3902885

## B. 88962187

### Windage Tray, 572 Engine

- Used on all 572-cubic-inch engines
- Use with oil pan P/N 14091356
- Requires four mounting studs, P/N 88958656

## 3969870

### Oil Pump & Pick-up (not shown)

- Heavy-duty pump
- 1.30" wide gears for increased volume; suitable for all Mark IV engines
- Distance from the pump mounting surface to the bottom of the pick-up tube screen is 4.94"
- Pickup tube is tack welded to the pump body
- Use with Corvette-style oil pan P/N 14091356

## 10051105

### High-Volume Oil Pump (not shown)

- Delivers 25-percent more capacity than a production pump at standard pressure
- Use with oil pan P/N 12495360 and pick-up P/N 3955281

## C. 19131250

### Oil Pump & Pick-up, 572 Engine

- For use with all 572-cubic-inch engines
- Use with oil pan P/N 10240721, oil pan gasket P/N 10106407, and windage tray P/N 88962187

## D. 3865886

### Oil Pump Shaft

- Heavy-duty all-metal
- Intermediate shaft fits all big-block engines

## 12555167

### Oil Pump & Pick-up, Gen V & Gen VI (not shown)

- For use with the Gen V and Gen VI 454 and 502 engines with one-piece rear main seal
- Pump has 1.30" gears and will fit Mark IV engines
- Distance from the mounting surface to the bottom of the screen is 5.87"

**NOTE:** Tack-welding pick-up tube to pump is recommended.

## 3955283

### Oil Pump Pick-up (not shown)

- Distance from pump mounting surface to lowest point of screen is 6.05"

**NOTE:** Weld or braze the pickup tube to the pump cover for off-highway applications.

## 3955281

### Oil Pump Pick-up (not shown)

- Distance from pump mounting surface to lowest point of screen is 4.88"

**NOTE:** Weld or braze the pickup tube to the pump cover for off-highway applications.



**A** Windage Tray



**B** Windage Tray, 572 Engine



**C** Oil Pump & Pick-up, 572 Engine



**D** Oil Pump Shaft



**E** Oil Filter Adapter



**F** Oil Cooler Bypass Valve



Engine Oil Primer **G**



Distributor **H**



Distributor, Billet HEI **I**

### 6269895

#### Oil Pump Screen (not shown)

- Distance from pump mounting surface to lowest point of screen is 4.94"

**NOTE:** *Weld or braze the pickup tube to the pump cover for off-highway applications.*

### E. 3952301

#### Oil Filter Adapter

- Mounts a spin-on cartridge oil filter
- Contains a filter bypass valve used on all V-8 engines

### F. 25013759

#### Oil Cooler Bypass Valve

- For high-performance and Bowtie big-blocks with four-bolt main bearing caps
- Must be installed in the rear hole behind the oil filter adapter bolt to route oil through the cooler

### 23011420

#### Magnetic Drain Plug (not shown)

- Catches and holds small pieces of metal before they can cause engine damage

### G. 12368084

#### Engine Oil Primer

- Use to lube engine bearings prior to starting a new or rebuilt engine
- Fits both big-block and small-block engines

## DISTRIBUTORS AND IGNITION SYSTEMS

Components in this group are interchangeable with small-block Chevrolet V-8s.

**NOTE:** *GM Performance Parts distributors cannot be used with "tall deck" Bowtie block P/N 14044808.*

### H. 93440806

#### Distributor

- Has melonized cam drive gear P/N 10456413 for steel roller camshafts
- Required on all crate engines and roller camshafts that are made of steel
- If engines are assembled not using this gear it may affect your engine warranty
- Use connector wire P/N 8917052 to ignition

### I. 88961867

#### Distributor, Billet HEI

- Most powerful and durable distributor for small- or big-block Chevrolet engines that GM Performance Parts has serviced
- For strength and high rpm stability the oversized shaft is guided by a sealed ball bearing and long sintered bushing
- Treated coating on the shaft provides low friction
- Advance assembly features chromemoly weights that slide on nylon pads for smooth, timing advancement through the entire rpm range
- Vacuum advance canister and billet aluminum housing is CNC machined for greater accuracy
- High quality cap with brass terminals

### 10456413

#### Distributor Gear (not shown)

- Melonized steel gear is required on all crate engines and roller camshafts that are made of steel
- If engines are assembled not using this gear it may affect the warranty

**NOTE:** *This gear is part of distributor assembly P/N 1104067.*

### 10093387

#### Distributor, Adjustable Slip Collar (not shown)

- Similar to P/N 10134355 but offers a slip collar that can be adjusted to make up for block or head machining, or a tall-deck Bowtie block

## INTAKE MANIFOLDS, GASKETS & COMPONENTS

### A. 14097092

#### Intake Manifold, Oval Port (Iron)

- Economical iron four-barrel intake manifold
- Fits all 396–502 engines with large oval port heads
- Use oil splash shield P/N 346243 (if required)

### B. 19131359

#### High-Rise Intake Manifold, Rectangular Port

- Aluminum, dual-plane manifold can be used with high performance cast iron or aluminum rectangular port heads
- Same as used on 454 HO and 502 HO engine assemblies

**NOTE:** Ports do not match Bowtie cylinder heads P/N 14044861 and P/N 14044862, or symmetrical port heads P/N 10051128 and P/N 10051129.

### 19170038 NEW

#### Maxshine High-Rise Intake Manifold, Rectangular Port (not shown)

- Same as P/N 19131359
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

### C. 12363420

#### High-Rise Intake Manifold, Oval Port

- Designed for all 396–502 engines with GM aluminum heads (1975 and earlier) and large oval port iron heads
- Has a dual-plane design with spread bore flange and a dual bolt pattern
- Has no provisions for a hot air choke, but will accept a divorced choke or electric choke
- Accepts air conditioning and alternator brackets
- Use intake manifold gasket P/N 12366985 and bolt kit P/N 12367959

**NOTE:** May not fit on many Corvette models. Manifold height is 6" at the rear and 4.5" in front. Check for hood clearance before ordering.

### 19170039 NEW

#### Maxshine High-Rise Intake Manifold, Oval Port (not shown)

- Same as P/N 12363420
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

### 12363421

#### High-Rise CNC-Port-Matched Intake Manifold, Oval Port (not shown)

- Similar manifold design as P/N 12363420 (see above), but it is "CNC" port-matched to GMPP oval port aluminum cylinder heads



**A** Intake Manifold, Oval Port (Iron)



**B** High-Rise Intake Manifold, Rectangular Port



**C** High-Rise Intake Manifold, Oval Port



Intake Manifold, Oval Port (Holley Carburetors) **D**



Maxshine Intake Manifold, Oval Port (Holley Carburetors) **E**



CNC-Port-Matched Intake Manifold, Oval Port (Holley Carburetors) **F**

**19170040 NEW**

**Maxshine High-Rise CNC-Port-Matched Intake Manifold, Oval Port (not shown)**

- Same as P/N 12363421
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

**D. 12363406**

**Intake Manifold, Oval Port (Holley Carburetors)**

- Same as manifold P/N 12363420 (see page 274), but designed for use with a Holley carburetor
- Dual-plane design requires bolt kit P/N 12367959, which includes 16 bolts (8740 chromemoly 3/8-16 x 1.5" with 3/8" hex head and 16 5/8" O.D. washers), and manifold gasket kit P/N 12366985
- Accepts air conditioning and alternator brackets and a late-model water neck
- Maxshine manifold (P/N 19170041) also available

**NOTE:**

*Will not fit production Corvettes, and may not fit Chevilles. Manifold carb flange height is 4.45".*

**E. 19170041 NEW**

**Maxshine Intake Manifold, Oval Port (Holley Carburetors)**

- Same as P/N 12363406
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

**F. 12363407**

**CNC-Port-Matched Intake Manifold, Oval Port (Holley Carburetors)**

- Same as P/N 12363406 (see above), except it has been CNC port-matched for GM aluminum oval port heads with large oval port heads (1975-and-older), and all aluminum heads with oval ports
- Maxshine manifold (P/N 19170042) also available

**19170042 NEW**

**Maxshine CNC-Port-Matched Intake Manifold, Oval Port (Holley Carburetors) (not shown)**

- Same as P/N 12363407
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

Intake Manifolds, Gaskets & Components Continued

## A. 88961161

### Intake Manifold, ZZ572/620 Engine

- Aluminum single plane intake manifold is used on the ZZ572/620 engine
- The carburetor flange is for a 4150-style carburetor
- Use intake gasket P/N 88962213
- For tall-deck blocks

## 19170043 NEW

### Maxshine Intake Manifold, ZZ572/620 Engine (not shown)

- Same as P/N 88961161
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

## B. 88962218

### Intake Manifold, ZZ572/720R Engine

- Aluminum single plane intake manifold is used on the ZZ572/720R engine
- The carburetor flange is for a Dominator-style carburetor
- Use intake gasket P/N 88962213
- For tall-deck blocks

## 19170044 NEW

### Maxshine Intake Manifold, ZZ572/720R Engine (not shown)

- Same as P/N 88962218
- Bright silver chrome finish with powder coated durability
- Resists discoloration from heat
- Clear top coat enhances polished aluminum look for a great appearance
- Three step Vacuum Metalizing Process: base coat, aluminum coat, and clear top coat to enhance abrasion and chemical resistance
- Offers a bright, durable, maintenance-free polished aluminum look

## C. 88965829

### Carburetor Spacer, Dual Plane, One-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back
- Spacer accepts Quadrajet style carburetors

## D. 19155949

### Carburetor Spacer, Dual Plane, Two-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back
- Spacer accepts Quadrajet style carburetors

## E. 88965830

### Carburetor Spacer, Single Plane, One-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back

## F. 88965832

### Carburetor Spacer, Single Plane, One-Inch, Dominator

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back

## G. 88965831

### Carburetor Spacer, Single Plane, Two-Inch

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back

## H. 88966018

### Carburetor Spacer, Single Plane, Two-Inch, Dominator

- Fully CNC'd from billet aluminum
- GM Performance Parts logo machined into front and back



**A** Intake Manifold, ZZ572/620 Engine



**B** Intake Manifold, ZZ572/720R Engine



**C** Carburetor Spacer, Dual Plane, One-Inch



**D** Carburetor Spacer, Dual Plane, Two-Inch



**E** Carburetor Spacer, Single Plane, One-Inch



**F** Carburetor Spacer, Single Plane, One-Inch, Dominator



Carburetor Spacer, Single Plane, Two-Inch **G**



Carburetor Spacer, Single Plane, Two-Inch, Dominator **H**



Ram Jet Fuel Injection Kit, with MEFI-4 Electronics **I**



Lower Manifold, 502 Ram Jet **J**



Upper Manifold, 502 Ram Jet **K**

## I. 12499249

### Ram Jet Fuel Injection Kit, with MEFI-4 Electronics

- Retro-fit fuel injection kit is calibrated for a 502/502 GM engine and is the same as used on the Ram Jet 502 P/N 12499121
- May be used on other big-block applications by replacing the ECM unit with an aftermarket unit with the proper calibration
- Includes brackets, sensors, bolts, nuts, gaskets, and other small parts, including:

PART	DESCRIPTION	QTY
88962744	Service manual	1
12489400	Diagnostic trouble code tool	1
12490939	Lower intake manifold	1
12555320	Intake manifold oil shield	1
12366985	Gasket package	1
12367959	Bolt/screw package	1
12490505	Upper intake manifold	1
12489372	Upper intake manifold gasket	1
12487372	Fuel feed hose	1
10216948	Tube assembly—fuel press regulator	1
88961968	Engine harness assembly	1
10456208	Knock sensor	1
12489595	Bracket assembly, transmission cable	1
12489596	Bracket assembly, transmission and throttle cable	1
12489597	Rod, throttle control	1
1104060	Distributor	2
1115491	Ignition coil	1
12464482	Lower intake manifold	1
12464484	Upper intake manifold	1
17113524	Body assembly throttle	1
12490257	Air cleaner kit	1
12569240	MAP sensor	1
25036751	Intake air temperature sensor	1
17090919	Injector assembly	8
17113222	Fuel injector retainer kit	1
17120039	Rail assembly, multi-port fuel injection	1
89060414	Fuel pressure regulator assembly	1
88962718	Module assembly engine cont.	1
15326386	Coolant temperature sensor	1

## J. 12464482

### Lower Manifold, 502 Ram Jet

- Aluminum lower portion of the intake manifold is used on Ram Jet 502 crate engine P/N 12499121
- Use with upper manifold P/N 12464484 (see below), upper manifold gasket P/N 12489372, and eight bolts P/N 12490255

## K. 12464484

### Upper Manifold, 502 Ram Jet

- Aluminum upper portion of the intake manifold is used on Ram Jet 502 crate engine P/N 12499121
- Use with lower manifold P/N 12464482 (see above), upper manifold gasket P/N 12489372, and eight bolts P/N 12490255

## MANIFOLD ACCESSORIES & GASKETS

### A. 12555320

#### Oil Shield

- Isolates hot engine oil from the air/fuel mixture

### B. 10174981

#### Gasket Kit, 1965-'81 Oval Port Heads

- This kit is used on all 1965–1981 oval port iron cylinder heads
- Includes two gaskets

### C. 12366985

#### Gasket, Aluminum Oval Port Heads

- Designed for big-block aluminum heads P/N 12363390, P/N 12363392 and P/N 12363399
- Use with manifold P/N 12363406, P/N 12363407, P/N 12363420, or P/N 12363421

### 88962213

#### Intake Manifold Gasket (not shown)

- Use on all big-block engines with rectangular intake port heads 396 through 572 cubic inch
- Includes two gaskets

### 12506106

#### Gasket, 454 & 502 Engines (not shown)

- Used on 454 and 502 engines; with restricted heat crossover passages
- One gasket per package; order two per engine.

### D. 12367959

#### Bolt Kit, Intake Manifold

- For any big-block Chevrolet engine
- Includes 16 bolts: 3/8-16 x 1.5" with wide, underhead flange with a 7/16" hex head
- Rated at 170,000 psi and will give consistent torque load
- Includes 16 hardened flat washers

**NOTE:** Four of these washers are smaller in diameter for use around the front water passages.



**A** Oil Shield



**B** Gasket Kit, 1965-'81 Oval Port Heads



**C** Gasket, Aluminum Oval Port Heads





Bolt Kit, Intake Manifold **D**



Air Cleaner, High-Performance Design **E**



Air Cleaner, Classic Design **F**

## AIR CLEANERS

### E. 12342080

#### Air Cleaner, Chevrolet-Logo High-Performance Design

- 14" round high-performance style air cleaner has chrome lid with embossed Chevrolet name
- Fits most four-barrel and two-barrel carburetors

### F. 12342071

#### Air Cleaner, Chevrolet-Logo Classic Design

- 14" round classic-style air cleaner has chromed lid with embossed Chevrolet name and Bowtie attaching nut
- Fits most four-barrel and two-barrel carburetors

**CYLINDER BLOCKS**

**A. 88958630**

**Ecotec Race Cylinder Block**

- Foundation for truly fast compacts
- Fully-machined aluminum block with 3.400" bores and 8.700" deck height
- Cylinders use steel liners machined for stainless steel O-rings and head gasket P/N 88958614
- High quality 1/2" head studs and 7/16" main studs are included

**CYLINDER HEADS**

**B. 88958640**

**Ecotec High Performance CNC Ported Cylinder Head**

- Aluminum cylinder head is fully CNC machined with high-performance-oriented ports and three-angle valve seats
- Deck surface has O-ring grooves
- Accepts a complete stock valvetrain
- Flow sheet included
- Uses head gasket kit P/N 88958614 (not included)

**88958619**

**Ecotec "Street" CNC Ported Cylinder Head (not shown)**

- Aluminum cylinder head is fully CNC machined with high-performance-oriented ports and three-angle valve seats
- Accepts a complete stock valvetrain
- Flow sheet included
- Uses stock head gasket
- Fits L61 2.2L only

**C. 88958632**

**Exhaust Header Flange**

- Use this .375"-thick steel flange as the starting point for your custom header system



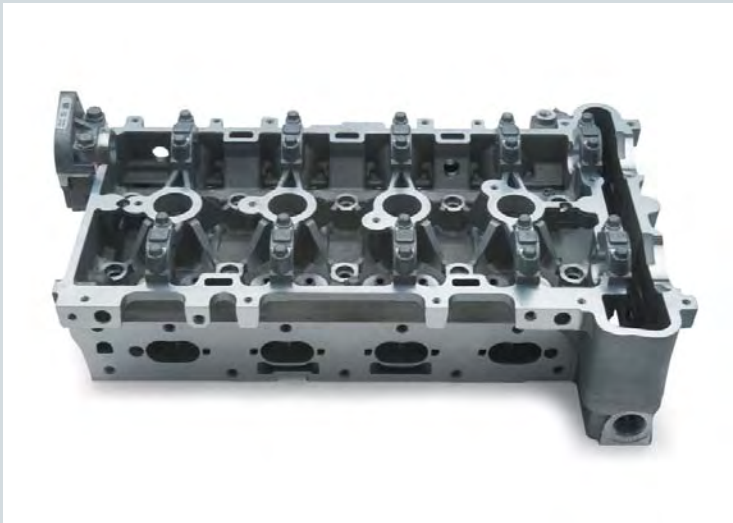
**A** Ecotec Race Cylinder Block



**B** Ecotec CNC Ported Cylinder Head, Exhaust Ports & Combustion Chambers



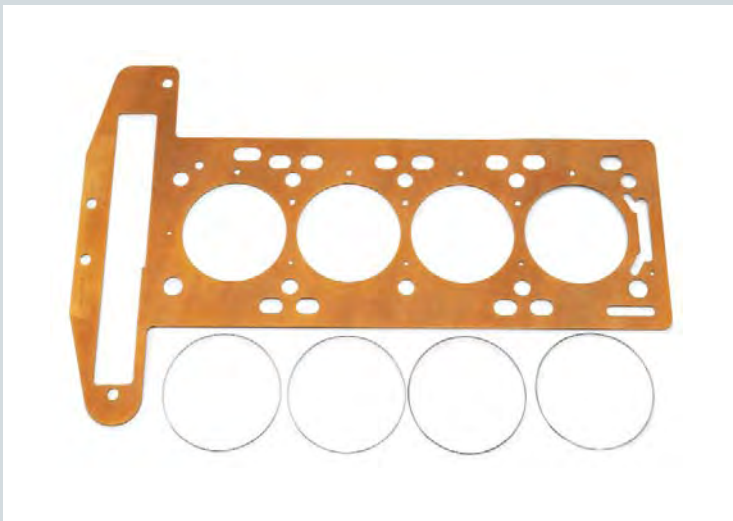
**B** Ecotec CNC Ported Cylinder Head, Intake Ports & Combustion Chambers



Ecotec CNC Ported Cylinder Head, Top View & Exhaust Ports **B**



Exhaust Header Flange **C**



Ecotec Head Gasket & O-Ring Kit **D**

## CYLINDER HEAD GASKETS & HEAD BOLTS

### D. 88958614

#### Ecotec Head Gasket & O-Ring Kit

- Reduces cylinder bore distortion and improves cylinder sealing at high horsepower/boost levels
- Requires special machining to head and blocks per included instructions
- Includes copper head gasket and four one-piece stainless steel O-rings
- For use on head P/N 88958640

### 12499222

#### 2.2L Cylinder Head Installation Kit (not shown)

- Comprehensive kit includes the gaskets and hardware necessary to install the cylinder head on the 2.2L engine
- Includes a cylinder head gasket assembly, four intake manifold gaskets, an exhaust manifold gasket, and special cylinder head bolts/screws

**CAMSHAFTS**

**88958648**

**Ecotec Performance Camshaft Set (not shown)**

- For increased power in naturally aspirated and turbocharged engines
- Duration @ 0.050" lift is 268° on the intake and 268° on the exhaust
- Maximum lift is 0.464" for the intake and 0.464" on the exhaust
- Lobe centerline is 232°

**A. 88958611**

**Ecotec Intake Camshaft Blank**

- Heat-treated camshaft blank for grinding custom-profile intake cam

**B. 88958612**

**Ecotec Exhaust Camshaft Blank**

- Heat-treated camshaft blank for grinding custom-profile exhaust cam

**C. 88958613**

**Ecotec Adjustable Cam Gear Set**

- Includes intake and exhaust
- Allows valve timing to be advanced or retarded up to 16° of crankshaft rotation

**D. 88958615**

**Ecotec Neutral Balance Shaft Set**

- High performance neutral balance shaft set (two shafts) used to replace stock balance shafts

**E. 88958618**

**Ecotec Billet Connecting Rod Set**

- Set of four machined billet 4350 steel connecting rods
- Length is 5.888", rod bearing diameter is 1.888", and floating piston pin diameter is 0.829"
- Designed for use with racing piston P/N 88958635 and billet crankshaft P/N 88958620
- For single service rod, use P/N 88958649



**A** Ecotec Intake Camshaft Blank



**B** Ecotec Exhaust Camshaft Blank



**C** Ecotec Adjustable Cam Gear Set



**D** Ecotec Neutral Balance Shaft Set



**E** Ecotec Billet Connecting Rod Set



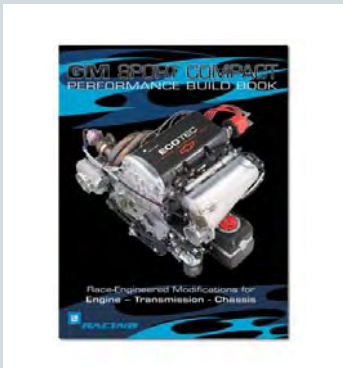
Ecotec High-Performance Piston, Rings & Pin Set **F**



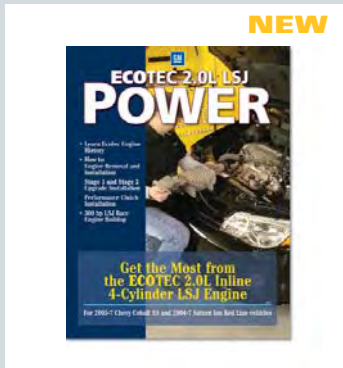
Ecotec Crankshaft, Billet Steel **G**



Fabricated Aluminum Intake Manifold **H**



Ecotec Engine Handbook **I**



Ecotec 2.0L LSJ Power Book **J**

## PISTONS & RINGS

### F. 88958634

#### Ecotec High-Performance Piston, Rings & Pin Set

- Direct replacement for stock Ecotec pistons, but designed for extremely high horsepower level
- Top compression ring lowered slightly for better high-performance durability, particularly when used with nitrous oxide and superchargers
- Use with stock bore size
- Includes four pistons, pins and rings

### 88958639

#### Ecotec Full Race Piston Pin Set (not shown)

- Designed for use with the racing piston P/N 88958635 in applications greater than 650 horsepower
- Made from H-11 tool steel to withstand more than 1,000 horsepower

## CRANKSHAFTS

### G. 88958620

#### Ecotec Crankshaft, Billet Steel

- Internally balanced, full-race, billet 4130 steel crankshaft
- 1.888" rod bearings and stock-size main bearings
- Reduced stroke of 3.505" for high rpm use

**NOTE:** Displacement is 2.0 liters with 3.400" bore.

### 88958631

#### Ecotec Crankshaft Pulley (not shown)

- Billet pulley has a reduced diameter to minimize horsepower-robbing drag of the alternator and air conditioning compressor

## INTAKE MANIFOLDS, GASKETS & COMPONENTS

### H. 88958629

#### Fabricated Aluminum Intake Manifold

- Accepts a 75mm LS1 throttle body

### 88958633

#### Ecotec Intake Manifold Flange Set (not shown)

- 0.555"-thick aluminum flanges can be used to fabricate your own custom intake manifold

## BOOKS & MANUALS

### I. 88958646

#### Ecotec Engine Handbook

- Describes all the parts and procedures needed to transform your stock Ecotec engine into a high-performance racing engine

### 88958647

#### Ecotec Engine Handbook, CD-ROM (not shown)

- All the great information of the printed handbook (see above description), but on a convenient CD-ROM format

### J. 88958686 **NEW**

#### Ecotec 2.0L LSJ Power Book

Step-by-step guide to boosting the horsepower and torque in this versatile four-cylinder powerplant.

- Detailed instructions on engine removal/reinstallation
- Special instructions on Installing Stage 1 and Stage 2 upgrade kits
- Build a 300+ horsepower Ecotec!

**A. 17802110**

**Cat-Back Exhaust Systems**

Offered in two distinct sound options: The Performance System gives your Cobalt an “aggressive growl” while the Touring System provides a “throaty purr.”

- T-304 stainless steel
- Mandrel bent tubing
- Semi-polished muffler embossed with GM Performance Parts logo
- GM-validated
- Two sound levels
- Single-outlet, production location

P/N	MODEL YEAR	DESCRIPTION
17802111	2005–06	Performance
17802110	2005–06	Touring

**NOTE:** Requires separate purchase of performance exhaust tip.

**NOTE:** Check local and state noise ordinances to ensure compliance.



**A** Cobalt Cat-Back Exhaust System and Exhaust Tip

**B. 17802112**

**Performance Exhaust Tips**

Add high-performance appearance to the Cat-Back Exhaust System on your Cobalt with one of these highly polished exhaust tips.

- Unique design
- Rolled lip
- Polished T-304 stainless steel

P/N	MODEL YEAR	DESCRIPTION
17802112	2005–06	Bowtie Logo, Angle Cut
17802113	2005–06	Bowtie Logo, Straight Cut

**NOTE:** Use only with GM Performance Parts Exhaust Systems.



**B** Performance Exhaust Tips

**C. 19131072**

**Extrude Honed Exhaust Manifold**

Provides improved flow over production exhaust manifold.

P/N	Model Year	Description
19131972	2005–06 SS	Supercharged

**NOTE:** Fits production or GM Performance Part Exhaust Systems.



**C** Extrude Honed Exhaust Manifold

**D. 17800578**

**16" Wheel**

Personalize your Cobalt with attractive wheels.

- Chromed
- Available with matching center cap and lug nuts
- Validated to GM specifications

**E. 17800195**

**18" Wheel**

P/N	MODEL YEAR	DESCRIPTION
17800578	2005–06	AZ577, 16" Cast Chrome
17800195	2005–06	AP194, 18" Forged Polished

**88958710 NEW**

**Heavy-Duty Front Steering Knuckle (not shown)**

- Chevrolet Cobalt SS, Saturn ION Red Line, Left-hand
- Designed to provide enhanced load capacity for off road use
- Designed to use the existing interfaces to the bearing, brake caliper, strut and control arm
- Installation requires caliper mounting bolts P/N 11588889, lower ball joint bolt P/N 11589341 and nut P/N 11511799 included with the kit
- Bearing spacer plate needs modification for installation
- Specific suspension point geometry—may induce increased tire wear during street duty
- LH P/N 88958710 and RH P/N 88958711



**D** 16" Wheel



**E** 18" Wheel

## SUPERCHARGER UPGRADE KITS

### 17801947

#### Stage 1 Performance Upgrade Kit: Cobalt SS/ION Red Line

Increase the performance of your 2005–2007 Chevrolet Cobalt SS or Saturn ION Red Line with our Stage 1 Performance Upgrade Kit. This kit includes a recalibrated computer and high-flow injectors to meet the demands of more rpm and higher horsepower. The Stage 1 kit takes the factory-blown 2.0L Ecotec from 205 horsepower up to 230 horse. Keep the fun rolling with a performance upgrade kit for your daily-driven supercar. *Please note: premium (93-octane) fuel is required for Stage 1.*

#### Kit Includes:

- High-flow injectors
- PCM Reprogramming

### 17803229

#### Stage 2 Performance Upgrade Kit

Make that Cobalt SS or Saturn ION Red Line sit up and beg with our Stage 2 Performance Kit. Building on the success of our Stage 1 Kit, our GM Performance Parts engineers wanted to push the overachieving four-banger just a little bit more. Stage 2 takes your Cobalt SS or ION Red Line from a stock rating of 205 horsepower all the way up to 245 horsepower.

The key to making that power is increasing the boost on the factory supercharger by swapping out the stock blower pulley. Increased boost means more air getting pumped into the high-revving Ecotec, and the increased airflow requires more fuel. That's why GM high-flow injectors are included in the kit. Together, this Performance Kit will keep your Cobalt/ION Red Line boosted ahead of the competition. *Please note: premium (93-octane) fuel is required for Stage 2.*

#### Kit Includes:

- High-flow injectors
- Supercharger pulley
- Correct length supercharger belt
- PCM Reprogramming

### 17803230

#### Stage 1 to Stage 2 Upgrade Kit

If you've already got our Stage 1 upgrade kit, and you just have to have some more, this upgrade kit is what you are looking for. This takes the 230 horse level supercharged 2.0L Ecotec to 245 horsepower.

#### Kit Includes:

- Supercharger pulley
- Correct length supercharger belt
- PCM Reprogramming

### Stage 3 Kit for Cobalt SS/ION Red Line **NEW**

Take your Cobalt SS or ION Red Line to the next level with our Stage 3 Off-Road kit! The Stage 3 kit consists of the following:

- Smaller, 76mm supercharger pulley
- 2-pass intercooler end plate
- Unique PCM which includes a calibration for the smaller pulley, an adjustable rev limiter, a 100 octane mode, and a nitrous control algorithm

Our Stage 3 kit will take your supercharged Ecotec 2.0L engine to a whole new level of performance. Stage 3 takes horsepower output to 248 hp on 93 octane fuel and to 260 horsepower on 100 octane fuel. In addition to the power increase, you'll also get an adjustable rev limiter and calibration for a 50 shot of nitrous (nitrous kit not included). For best power, we recommend also installing a high-flow exhaust.

This PCM is equipped with a user adjustable rev limit from 6750 to 8000 rpm. The rev limit is adjusted by pressing on the throttle pedal with the ignition on and engine off. At about 50% throttle the tachometer will show the current rev limit. Pressing the throttle further will adjust the rev limit in 250 rpm increments. This PCM is also equipped with a control scheme for the equivalent of a 50-horse shot of Nitrous. The PCM will automatically provide the proper spark and fuel for Nitrous up to 500 rpm below the current selected rev limit when the trigger is activated.

#### NOTE:

*The Stage 3 Kit is for off-road use only. The Stage 3 upgrades are meant for off-road use only and are not certified to be emissions legal. The vehicle's air conditioning is disabled by the Stage 3 PCM.*

#### NOTE:

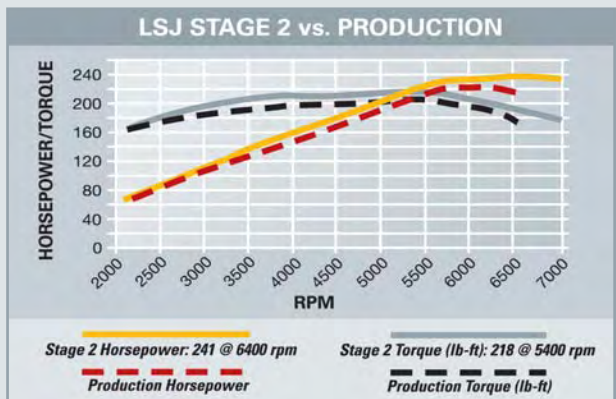
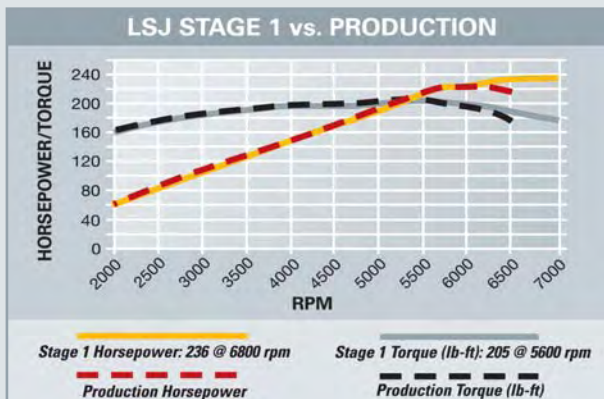
*This kit is an upgrade to Stage 2. It requires the following parts from the Stage 2 kit: high-flow fuel injectors, pulley adapter hub, and serpentine belt.*

#### Kits

<b>88958718</b>	Stage 3 Kit, 2005 Cobalt SS Supercharged
<b>88958719</b>	Stage 3 Kit, 2006–2007 Cobalt SS Supercharged
<b>88958715</b>	Stage 3 Kit, 2004 ION Red Line
<b>88958716</b>	Stage 3 Kit, 2005 ION Red Line
<b>88958717</b>	Stage 3 Kit, 2006–2007 ION Red Line

#### Parts List

<b>88958721</b>	Intercooler Endplate, 2 Pass Style
<b>12610641</b>	PCM, Stage 3, 2004 ION Red Line
<b>12610642</b>	PCM, Stage 3, 2005 ION Red Line
<b>12610643</b>	PCM, Stage 3, 2006–2007 ION Red Line
<b>12610644</b>	PCM, Stage 3, 2005 Cobalt SS Supercharged
<b>12610645</b>	PCM, Stage 3, 2006–2007 Cobalt SS Supercharged



V-6 90° ENGINE BLOCK QUICK REFERENCE CHART

Part Number	10205294	25534333	10134371	10134351
Block Material	Cast Iron	Cast iron	A356-T6 aluminum	A356-T6 aluminum
Cylinder Wall Type	Non-Siamesed	Siamesed	Siamesed	Siamesed
Cylinder Deck Height	9.025"	9.025"	9.025"	9.025"
Cylinder Bore Range	4.000"	4.000-4.155"	4.125"	4.125"
Number Bearing Cap Bolts	2	4	4	4
Cap Bolt Orientation	Straight	Splayed	Splayed (20 deg)	Splayed (20 deg)
Bearing Cap Type	Cast iron	Cast nodular	8620 steel	8620 steel
Crankshaft Journal Dia.	350 size	350 size	350 size	400 size
Oil Sump Type	Wet	Wet	Dry	Dry
Crankshaft Seal Type	2 pc	2 pc	2 pc	2 pc
Design Max Stroke	3.75"	4.00"	4.00"	4.00"
Weight (lbs; bare)	N/A	163	78	78
Intended Usage	Amateur competition	Professional competition	Professional competition	Professional competition
Non-Standard Parts Required	Has fuel pump boss	—	No mechanical fuel pump boss	No mechanical fuel pump boss

V-6 90° ENGINE BLOCKS

**25534333**

**Sportsman V-6 Bare Block (not shown)**

- Fully CNC-machined Bowtie block
- Nodular main bearing caps and Grade-8 bolts

**10134371**

**Aluminum Racing Bare Block (350 ci Main Size) (not shown)**

- Improved, new-design 90° V-6 A-356 aluminum racing block with 3.980" bores (maximum bore of 4.125")
- Will accommodate 4.000" stroke and can be built in displacements ranging from 3.0L to 5.2L
- Deck surface is 0.620" thick, with reinforced front and rear bulkheads
- Head bolt holes are blind-tapped to eliminate coolant leaks
- Four-bolt main caps are machined from 4340 chromemoly steel
- Block has an upgraded V-8-style oiling system
- Uses a two-piece rear main seal

**A. 10134351**

**Aluminum Racing Bare Block (400 ci Main Size)**

- Has the same features as block P/N 10134371 (see above), except it has 4.117" bores, a 2.65"-diameter main bearing bore and a provision for dry sump oiling
- Maximum recommended bore is 4.130"



**A** Aluminum Racing Bare Block (front)

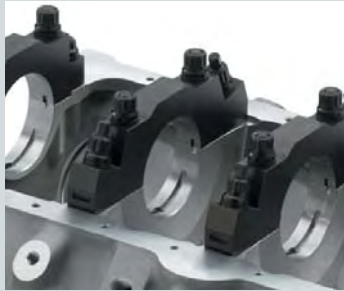


**A** Aluminum Racing Bare Block (rear)



## V-6 90° CYLINDER HEADS QUICK REFERENCE CHART

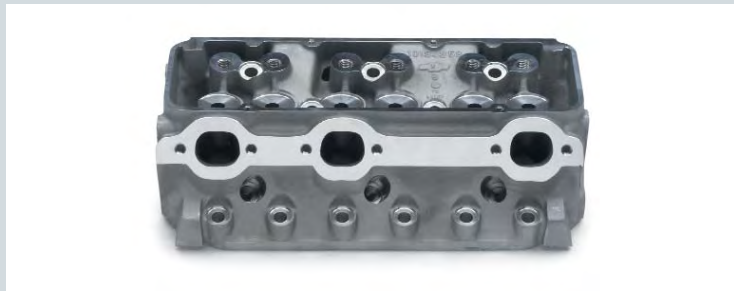
Part Number	Description	Casting Number	Material	Port Size	Port Type	Valve Angle	Chamber CC's	Int Vlv	Exh Vlv	Plug Type	Heat Riser	Rocker Stud	Notes
10134359	18° V-6	12480009	Aluminum	215	Raised	18 deg	43	2.15	1.62	Angled	No	Shaft	No seats/guides
12480009	18° V-6	12480009	Aluminum	215	Raised	18 deg	43	2.15	1.62	Angled	No	Shaft	As cast ports



Steel Four-Bolt Main Cap **A**



Two-Piece Rear Main Seal Aluminum Block **A**



18° Aluminum Cylinder Head (exhaust) **B**



18° Aluminum Cylinder Head (top/intake) **B**



18° Aluminum Cylinder Head (combustion chamber) **B**

## V-6-90° CYLINDER HEADS

### B. 10134359

#### 18° Aluminum Cylinder Head

- Low-port 18° aluminum cylinder head for maximum-effort competition engines
- Offers significant improvements over conventional head designs with 18° valve angles (vs. older 23° angles) and 43cc combustion chambers
- Spark plug holes are centrally located and valve centerlines are relocated
- Exhaust ports are high-flow
- Head face has an extra 0.080" of material for 9.1:1 compression, and up to 2.20" intake valves can be used
- Shallow wedge-shaped combustion chambers allow builders to achieve high compression ratios with small piston domes
- Heads do not include valve seats or guides
- Aftermarket shaft-mounted rocker arm assemblies and pushrods are required
- Piston domes and valve pockets must be matched to the revised combustion chamber design

### 12480009

#### 18° Aluminum Cylinder Head (not shown)

- Low-port 18° aluminum cylinder head for competition engines
- Identical to P/N 10134359 (see above), except that it has a new design intake port for Daytona Dash Racing Series

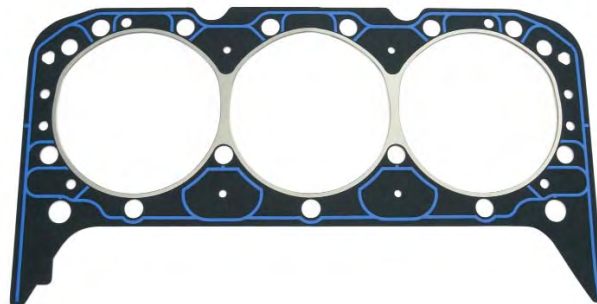
## V-6 CYLINDER HEAD GASKETS

### A. 10185081

#### Heavy-Duty Composition Head Gasket

- Teflon-coated gasket with pre-flattened wire O-rings around each cylinder
- For competition engines with cylinder bores of 4.00" to 4.125"
- Compressed thickness is 0.041"

**NOTE:** Gasket does not require re-torquing.



**A** Heavy-Duty Composition Head Gasket

## V-6 90° VALVE COVERS

### B. 12480057

#### Chevrolet 90° V-6 Valve Cover

- For 18° V-6 with CNC-ported cylinder heads P/N 24502523 or 90° V-6 Bowtie casting P/N 10134359 with revised valve cover rail
- Relocated bolt holes increase pushrod and rocker arm clearance
- Use with gasket P/N 24502557
- Sold as single piece. Order two per engine.



**B** Chevrolet 90° V-6 Valve Cover

## V-6 VALVE SPRINGS

### 12363215

#### Valve Spring (not shown)

- Moderate-performance chrome silicone wire spring, as used in the 3.4L conversion package
- Produces 105 pounds of seat pressure at an installed height of 1.70" and 296 pounds open pressure at a height of 1.20"
- Use with retainer P/N 12363216 (see below)

### 12363216

#### Valve Spring Retainer (not shown)

- Heavy-duty 4140 heat-treated steel retainer with 1.203" diameter for use with 11/32" valve stems
- Same part used in the 3.4L conversion package

## V-6 90° PUSHROD GUIDEPLATES

### C. 14011051

#### Pushrod Guide Plate (Aluminum Bowtie Head)

- Hardened steel guide plate has the correct pushrod spacing for aluminum Bowtie heads
- Should not be used with self-aligning rockers
- Pushrod slots are 0.365"



**C** Pushrod Guide Plate (Aluminum Bowtie Head)

## V-6 90° CAMSHAFTS

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
10051147	Hydraulic roller tappet	I: 222 E: 222	I: .447 E: .447	114	Excellent power and torque for engines without balance shaft. Use only with roller tappet block.
10134321	Hydraulic flat tappet	I: 224 E: 224	I: .450 E: .460	112	High performance street and marine cam for 4.3L V-6. Use only with roller tappet block.

## V-6 60° CAMSHAFTS

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
12363220	Hydraulic flat tappet	I: 204 E: 216	I: .427 E: .454	107	Performance cam for 3.4L conversion (P/N 12363230) and 3.1L and 2.8L engines. Increases mid-range torque and power. Uses valve spring P/N 12363215 and retainer P/N 12363216.
12364059	Hydraulic flat tappet kit	I: 204 E: 216	I: .427 E: .454	112	Performance cam for all 1980-1994 2.8L and 3.1L engines. Increases mid-range torque and power. Use with 8.0-9.5 C.R. Not legal for pollution-controlled vehicles. Kit includes tappets.



Spark Plug Wire Set, 90° V-6 **D**



Engine Oil Primer **E**

## V-6 90° CAMSHAFTS

### 12453171

#### Camshaft Bearing (not shown)

- Small-block V-8 bearing provides wider bearing surface than standard V-6 bearings
- Install in front and rear bearing housings with oil hole between 4- and 5-o'clock position, as viewed from front of block

## V-6 60° SPARK PLUG WIRES

### D. 12361054

#### Spark Plug Wire Set, 90° V-6 (Chevy Bowtie Logo)

- Designed for a 90° V-6, with 135° spark plug boots
- Route over the valve covers

### 12361060

#### Spark Plug Wire Set, 90° V-6 (GM Performance Parts Logo) (not shown)

- Designed for a 90° V-6, with 135° spark plug boots
- Route over the valve covers

## V-6 60° OIL PANS, OIL PUMPS, GASKETS & ACCESSORIES

### 10051104

#### High-Volume Oil Pump (not shown)

- Heavy-duty cast iron pump has longer gears than production pump, providing 25 percent more capacity
- Recommended for all off-highway 60° V-6 engines
- Pump screen is not included

### 23011420

#### Magnetic Drain Plug (not shown)

- Catches and holds small pieces of metal before they can cause engine damage

### E. 12368084

#### Engine Oil Primer

- Use to lube engine bearings prior to starting a new or rebuilt engine

## V-6 90° INTAKE MANIFOLDS, GASKETS & COMPONENTS

### A. 14097284

#### Cast Iron Intake Manifold, Four-barrel

- Low-profile, cast iron intake manifold accepts a Quadrajets four-barrel carburetor
- Designed for marine applications with no provisions for EGR

### B. 10134390

#### Aluminum Intake Manifold, Four-barrel

- High-performance aluminum manifold is used on all conventional-design 200/229/262 (3.8L and 4.3L) Chevrolet V-6 engines
- Designed to use with 390-cfm, 500-cfm, or 600-cfm 4150-style carburetors
- There is no provision for EGR
- Check manifold and carburetor-to-hood clearance before installation

**NOTE:** This manifold will not fit 18° head or 3800 V-6.

### C. 10134327

#### Manifold Deflector

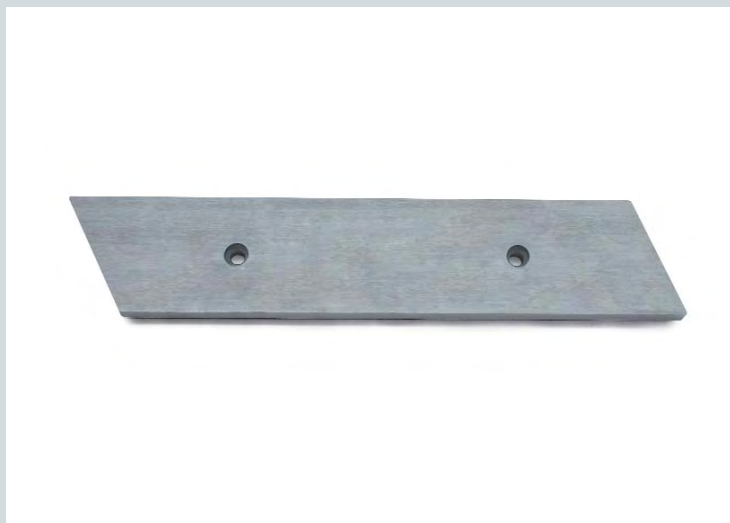
- Manifold airflow deflector is used with intake manifolds P/N 10051125 and P/N 10051126



**A** Cast Iron Intake Manifold, Four-barrel



**B** Aluminum Intake Manifold, Four-barrel



**C** Manifold Deflector



Raised Runner Intake Manifold Base **D**



Raised Runner Intake Manifold Cover **E**

#### **D. 10051125**

##### **Raised Runner Intake Manifold Base (Aluminum)**

- Cross-ram intake manifold is recommended for all maximum-performance competition engines
- Second-design box-style
- Designed for raised runner cylinder heads
- An air gap beneath the runners insulates the intake charge from engine heat

##### **NOTE:**

*An aluminum plate should be mounted between the runner entries for optimum performance; see the Chevy Power manual for information. This manifold will clear a large-diameter HEI distributor.*

#### **E. 10051126**

##### **Raised Runner Intake Manifold Cover**

- Upper cover for use with Raised Runner Intake Base P/N 10051125
- Carburetor mounting flange fits standard flange and 4500-type four-barrel carburetors
- Carb pad is not drilled to allow the carburetor to be mounted per application

#### **10185004**

##### **Splayed Valve Gasket Kit (not shown)**

- Used only with splayed-valve cylinder head P/N 10134394
- Includes two gaskets



**OLDSMOBILE**

**Books & Manuals**

**A. 12480027**

**Oldsmobile High-Performance Manual**

- Contains proven methods for building power in Olds V-8 engines
- Contains a detailed list of casting numbers for most Oldsmobile V-8 engines

**Wheels & Accessories**

**22551491**

**Olds Rocketparts Wheel Studs (not shown)**

- Long, 12mm studs have rounded ends to make tire changes quicker in the pits
- Fits all GM hubs designed for 12mm studs

**NOTE:**

*Do not use with closed-end wheel nuts; bottom of the wheel nut on the stud can cause the wheel to separate from the vehicle.*

**Valve Covers**

**B. 22525295**

**Olds V-8 Aluminum Valve Cover**

- Cast aluminum valve cover fits all production 307–455 Oldsmobile V-8 engines
- Can be used with five- and ten-bolt cylinder heads

**NOTE:**

*Sold as single piece. Order two per engine.*

**PONTIAC V-8 & SUPER-DUTY FOUR CYLINDER**

**Valve Covers**

**C. 25534420**

**301–455 Valve Covers**

- Stylish covers fit 301–455 cubic-inch Pontiac engines manufactured from 1965–1979
- Designed for stock valvetrains and may not clear aftermarket rocker arms, springs, or stud girdles
- Each cover has one 1.22" hole on left side for oil fill cap, or grommet for PCV or fresh air inlet
- Covers have a natural aluminum finish with machined PONTIAC name and insignia
- Includes two covers and Grommet Kit P/N 12341988

**10093393**

**Aluminum Valve Covers, Pontiac Logo (not shown)**

- Perfect for Pontiac-bodied vehicles powered by a Chevrolet-style small-block V-8
- Has no holes for PCV or oil fill, but has bosses for drilling them
- Designed for pre-1986 engines with perimeter hold downs
- Can be used with 18° heads



**A** Oldsmobile High-Performance Manual



**B** Olds V-8 Aluminum Valve Cover



**C** 301–455 Valve Covers



**D** Pontiac Big-Block Aluminum Valve Covers



Super-Duty Valve Cover **E**



Aluminum Valve Cover, SB2.2 "Pontiac Logo" **F**



Super-Duty Intake Manifold **G**

**D. 12341643**

**Pontiac Big-Block Aluminum Valve Covers**

- Cast aluminum competition valve covers
- Designed for the Pontiac racing cylinder head that bolts onto a Chevrolet big-block engine
- Designed to accept most roller rocker arms and support systems
- Pontiac name is on the top of the cover
- There are no holes for oil fill or PCV

**E. 10031327**

**Super-Duty Valve Cover**

- Stout, brightly polished die-cast aluminum valve cover
- Functional and stylish addition to any Super-Duty four-cylinder engine
- Top half of the cover can be removed quickly for easy valve adjustments
- O-ring seal prevents oil leaks

**F. 12480012**

**Aluminum Valve Cover, SB2.2 "Pontiac Logo"**

- Embossed with the Pontiac name

**Intake Manifolds, Gaskets & Components**

**G. 10038470**

**Super-Duty Intake Manifold**

- Single-plane aluminum intake manifold for racing only
- Mounts a single standard-flange 4150-style four-barrel carburetor
- Runners are engineered to work with Super-Duty cylinder heads

**NOTE:** Does not fit production or High Port Special head P/N 10049801.

**12371032**

**Gasket (not shown)**

- Designed for Super-Duty engines

**NOTE:** Does not fit High Port Special head P/N 10049801.

**PONTIAC V-8 CAMSHAFTS**

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
12364043	Hydraulic flat tappet	I: 215 E: 225	I: .408 E: .407	N/A	For all 1955–1981 Pontiac V-8 engines with 8.5-10.0 C.R. and 1800–4000 basic rpm range. 50-state emissions legal.
12364044	Hydraulic flat tappet	I: 230 E: 240	I: .469 E: .469	N/A	For all 1955–1981 Pontiac V-8 engines with 9.5-11.0 C.R. and 2600–5800 basic rpm range. 50-state emissions legal.

## STARTERS & ALTERNATORS

Flywheels with two different diameters are used on Chevrolet small-block, big-block, and 90° V-6 engines. Large flywheels are 14" in diameter and have 168 teeth on the starter ring gear. Small-diameter flywheels are 12.75" in diameter, with 153 teeth on the ring gear.

This difference in flywheel diameters requires two distinct starter housings. Starter noses used with large-diameter flywheels have two offset bolt holes, while starters for small flywheels have two bolt holes which are parallel to the back of the block. Most Chevy blocks are drilled for both types of starters.

### A. 12361146

#### High-Torque Mini Starter

- Gear reduction starter is designed for 1958–1996 V-8 and all 90° V-6 engines
- Compact design provides increased clearance
- Weighs only 10.5 pounds and has a gear reduction of 3.75:1
- Equipped with a dual bolt pattern for 12.75" (153-tooth) and 14" (168-tooth) flywheels
- Housing can be rotated to clear exhaust systems
- Includes starter, mounting bolts, shims, gaskets, and electrical connectors

**NOTE:** *Not recommended for competition use.*

### B. 12363128

#### High-Torque Mini Starter, Chrome

- Same as starter P/N 12361146 (see above), but with a chrome housing

### C. 10465143

#### Lightweight Starter (Remanufactured)

- Lightweight high-performance starter was originally used on 1993–1997 Camaros and Firebirds with the LT1 engine
- Can be used on any small-block or big-block engine with a 12.75", 153-tooth flywheel



**A** High-Torque Mini Starter



**B** High-Torque Mini Starter, Chrome

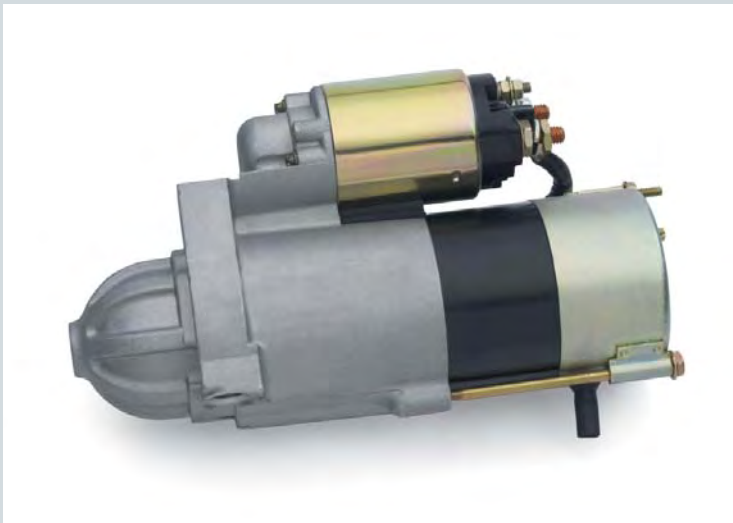


**C** Lightweight Starter 12.75" Flywheel (Remanufactured)





Lightweight Starter 14" Flywheel **D**



LS Series Starter **E**



Alternator, 74 Amp (Competition Use) **F**

**D. 9000852**

**Lightweight Starter, Big-Block and Small-Block**

- Gear reduction starter should be used on big-block and small-block engines with a 14", 168-tooth flywheel

**E. 10465385**

**LS Series Starter**

- Works with all LS Series and Gen IV V-8 engines, including the LS1, LS2, LS6, LQ9, LQ4 and LS7

**F. 1101641**

**Alternator, 74 Amp (Competition Use)**

- Has an electronic regulator assuring safe and reliable operation with positive turn-on, integral load response control and over/under voltage monitoring
- The "P" and "F" terminals permit on-board computer interface and a new bridge has passivated chips with high reliability
- Integral capacitor eliminates wiring, suppresses radio interference and uses less space
- Dynamically-balanced rotor assembly provides stable operation at speeds to 18,000 rpm

**88958690**

**Alternator, 90 Amp (Competition Use) (not shown)**

- Proven in NASCAR use
- Similar to P/N 1001641
- CS121 design housing
- Serpentine belt pulley
- Hand assembled and dyno tested

## SPARK PLUG WIRES

GM Performance Parts spark plug wire kits are designed to fit your GM engine, eliminating the guesswork in selecting the correct length.

## GM Performance Parts Logo Wires

These performance 8mm spark plug wires exhibit only 600 ohms per foot of resistance, with high noise suppression capabilities. Features include red wires with white GM Performance Parts insignia and black boots. Manufactured with double-wall silicone construction. Kits include a 10" coil wire for engines—such as the Ram Jet 350 and ZZ572 engines that have remote-coil HEI—four wire separators and HEI terminals and boots for the distributor cap.

## A. 12361056

**Spark Plug Wire Set, Small-Block**

- Designed for a small-block, with 135° spark plug boots
- Route over the valve covers

## 12361058

**Spark Plug Wire Set, Big-Block (not shown)**

- Designed for a big-block, with 135° spark plug boots
- Route over the valve covers

## 12368383

**Spark Plug Wire Set for GMPP Loom Kit, Big-Block (not shown)**

- Custom-fit set designed to be used with black wire loom P/N 12495502 or chrome wire loom P/N 12342049

## 12495078

**Spark Plug Wire Set & Loom Kit, Big-Block (not shown)**

- Supplied with wire set P/N 12368383 and black loom kit P/N 12495502

## 12361060

**Spark Plug Wire Set, 90° V-6 (not shown)**

- Designed for a 90° V-6, with 135° spark plug boots
- Route over the valve covers

## 12495519

**Spark Plug Wire Set, LS Series V-8 (not shown)**

- Direct-fit wire set with factory-style boots and terminals

## Chevrolet Bowtie Logo Wires

These red wires share the same high quality features as the GM Performance Parts wires, but have the Chevrolet Bowtie logo in white.

## 12361050

**Spark Plug Wire Set, Small-Block (135° Boot) (not shown)**

- Designed for a small-block, with 135° spark plug boots
- Route over the valve covers

## B. 12361051

**Spark Plug Wire Set, Small-Block (90° Boot)**

- Designed for a small-block, with 90° spark plug boots
- Route over the valve covers
- Recommend wire loom kit: P/N 12496806

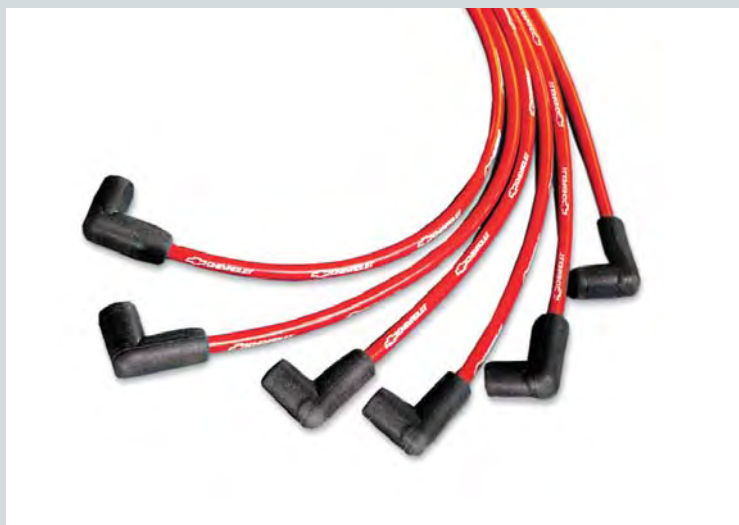
## 12361052

**Spark Plug Wire Set, Big-Block (not shown)**

- Designed for a big-block, with 135° spark plug boots
- Route over the valve covers



**A** GM Performance Parts Spark Plug Wire Set; 90° Boots shown



**B** Chevrolet Bowtie Spark Plug Wire Set, 90° Boots



**C** Spark Plug Wire Set, 135° Boot



Spark Plug Wire Set, 90° Boot **D**



Wire Loom Kit, Small-Block **E**



Wire Loom Kit, Big-Block **F**

**12368384**

**Spark Plug Wire Kit for GMPP Loom Kit, Big-Block (not shown)**

- Custom-fit set designed to be used with black wire loom P/N 12495502 or chrome wire loom P/N 12342049

**12495079**

**Spark Plug Wire Set & Loom Kit, Big-Block (not shown)**

- Supplied with wire set P/N 12368384 and black loom kit P/N 12495502

**12361054**

**Spark Plug Wire Set, 90° V-6 (not shown)**

- Designed for a 90° V-6, with 135° spark plug boots
- Route over the valve covers

**GM RACING WIRES**

**C. 24502521**

**Spark Plug Wire Set**

- Superior quality racing plug wires used by NASCAR teams
- Designed to route over the valve cover, with 135° spark plug boots
- 50 ohm/ft premium cable covered with 8mm of silicone and a black abrasive resistant cover
- Not for SB2 cylinder heads

**D. 24502522**

**Spark Plug Wire Set**

- 90° Boot Version of P/N 24502521
- Designed to route around the valve cover

**LOOM KITS**

**E. 12496806**

**Wire Loom Kit, Small-Block**

- Stainless steel supports with the Bowtie insignia laser-cut in each of the six supports
- Twelve retainers, bolts, and washers are supplied to bolt to the side of the head
- Use with spark plug wire set P/N 12361051 and P/N 12361057

**F. 12495502**

**Wire Loom Kit, Big-Block**

- Used on late-model big-block trucks
- Supplied with one left-hand support P/N 12553397, one right-hand support P/N 12553398, three four-wire retainers P/N 12132223, two three-wire retainers P/N 12047523, two two-wire retainers P/N 12132229, and two single-wire retainers P/N 12132228

## IGNITION & ELECTRONIC CONTROL MODULE SYSTEMS

### Ignition Components

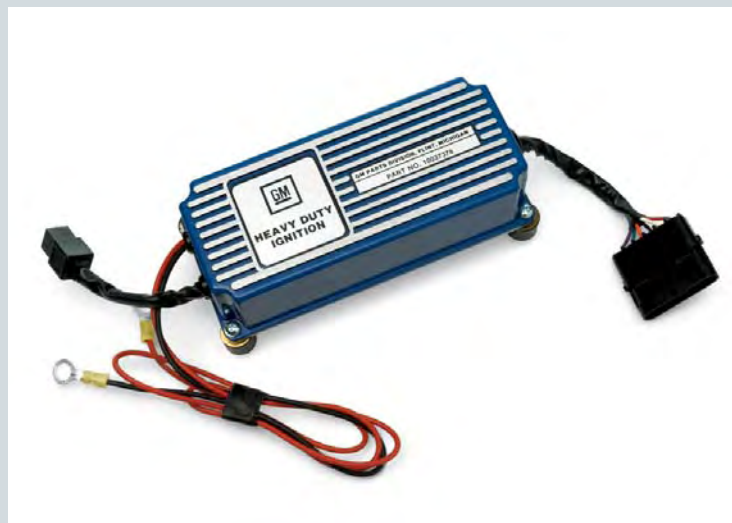
#### A. 10037378

##### Ignition Control, High-Performance CD

- Capacitive discharge ignition control can be used on four-six- or eight-cylinder racing engines
- Each spark is at full power from idle to racing rpm
- Below 3000 rpm there is a series of sparks that last for 20° of crankshaft rotation
- Ignition box is supplied with shock mounts

**NOTE:**

Use with GM heavy-duty electronic distributors P/N 10134355, P/N 10051133 and P/N 10051134. Do not use with production HEI system.



**A** Ignition Control, High-Performance CD

#### B. 10037380

##### Coil, High-Performance CD

- 100:1 turns ratio and maximum output voltage of 45,000 volts
- 0.7 ohms primary resistance and 10,500 ohms secondary resistance
- Use with ignition control P/N 10037378



**B** Coil, High-Performance CD

#### C. 10039932

##### Ignition Wire Harness (Engine Compartment-mounted)

- Will connect all GMPP heavy-duty electronic distributors to ignition control P/N 10037378 when the control box is mounted in the engine compartment



**C** Ignition Wire Harness (Engine Compartment-mounted)

#### D. 10037376

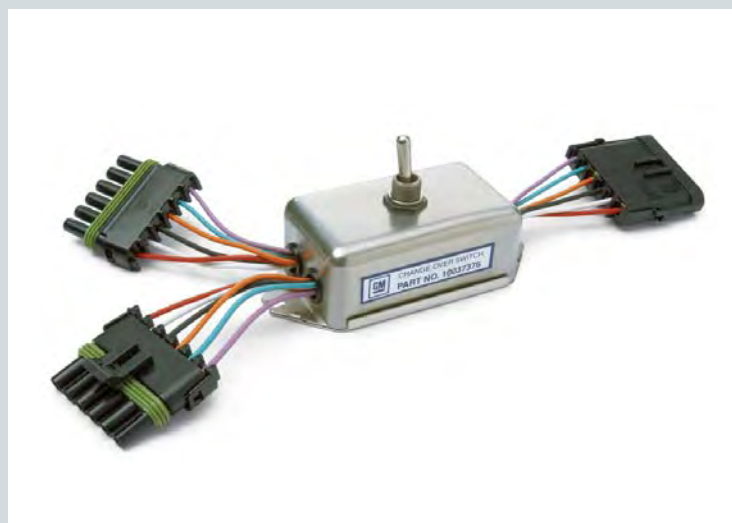
##### Change-Over Switch

- With this convenient switch, you can change between two heavy-duty ignition controls (P/N 10037378)
- Direct plug-in with Weather- Pack connectors

#### 10037379

##### Rev Limiter for CD Ignition Control (not shown)

- Plugs directly into the GM High Performance CD Ignition Control P/N 10037378
- RPM limit is set with plug-in rpm modules
- When engine reaches set limit, sparks are cut to cylinders
- Kit is supplied with 6000, 7000, and 8000 modules



**D** Change-Over Switch

#### 19166567 **NEW**

##### Controller and Wiring Harness, LS7 (not shown)

- For crate engine P/N 17802397
- Includes PCM and wiring harness
- Non-programmable
- Includes electrical throttle pedal
- Requires production electronic throttle body

#### 19166568 **NEW**

##### Controller and Wiring Harness, LS2 (not shown)

- For crate engine P/N 19156261
- Includes PCM and wiring harness
- Non-programmable
- Includes electrical throttle pedal
- Requires production electronic throttle body

## RPM LIMIT MODULE KITS

These kits are supplied with five rpm modules for the Rev Limiter P/N 10037379 (see page 298). Choose from the following:

### 10039933

#### 5000 rpm Module Kit

- Includes 5000, 5200, 5400, 5600, and 5800 rpm modules

### 10039934

#### 6000 rpm Module Kit

- Includes 6000, 6200, 6400, 6600, and 6800 rpm modules

### 10039935

#### 7000 rpm Module Kit

- Includes 7000, 7200, 7400, 7600, and 7800 rpm modules

### 10039936

#### 8000 rpm Module Kit

- Includes 8000, 8200, 8400, 8600, and 8800 rpm modules

## ELECTRONIC CONTROL MODULES & COMPONENTS

### Chevy Small-Block V-8 (Gen I & LS1-Style)

#### 12480112

##### ECM, LS1 V-8

- Calibrated for the LS1 Camaro/Firebird engine and can be used in a street rod or other early-model vehicles

**NOTE:** Use with Camaro/Firebird LS1 engine and wire harness P/N 12480113.

#### 12480054

##### ECM, LS1/ASA Racing

- LS1 ECM is similar to P/N 16238212, but is calibrated for ASA racing only
- Use with wire harness P/N 12480055

#### 12480055

##### Wire Harness, LS1, ASA Racing

- Designed for ASA racing ECM P/N 12480054 only

#### 88962717

##### MEFI 4 ECM, Ram Jet 350

- Replacement ECM for all Ram Jet 350 crate engines, MEFI 3 P/N 12495515 or MEFI 4 P/N 12499120
- MEFI 4 Ram Jet engine is a closed loop system that gives a much smoother idle and improved performance

**NOTE:** Replacing the ECM on MEFI 3 Ram Jet engine P/N 12495515 requires using new wire harness kit P/N 12499116, or use jumper wire P/N 88963118 to use MEFI 4 ECM as an open loop system.

#### 88961967

##### MEFI 4 ECM Wire Harness, Ram Jet 350

- Designed to be used with the MEFI 4 Ram Jet 350 P/N 12499120 and MEFI 4 ECM P/N 88962717

#### 12499116

##### MEFI 4 ECM & Wire Harness Kit, Ram Jet 350

- Used to convert a Ram Jet 350 from MEFI 3 to the newer MEFI 4 design, which provides a better idle through closed-loop operation
- Includes ECM module P/N 88962717, wire harness P/N 88961967, oxygen sensor P/N 25312200, intake air temp sensor P/N 25036751, oxygen sensor fitting P/N 15156588

**NOTE:** ECM is programmed with a "green mode" that controls the rpm for the break-in period. From start up to the end of first hour is 4000 rpm, second hour is 4500 rpm, and third hour is 5500 rpm.

#### 15156588

##### Fitting, Oxygen Sensor

- Used on all MEFI 4 electronic controlled ignition systems
- Should be welded into the exhaust pipe so the oxygen sensor can be screwed in to the exhaust system

#### 12489492

##### MEFI 3 ECM Wire Harness, Ram Jet 350

- Designed for use with the MEFI 3 350 Ram Jet engine P/N 12495515 using ECM P/N 12489488

### Chevy Big-Block V-8

#### 88962718

##### ECM, Ram Jet 502

- Replacement ECM for all Ram Jet 502 engines (MEFI 3 P/N 12497323 or MEFI 4 P/N 12499121)
- MEFI 4 Ram Jet engine is a closed loop system that gives a much smoother idle and improved performance

**NOTE:** Replacing the ECM on MEFI 3 Ram Jet engine P/N 12497323 requires using new wire harness kit P/N 12499117 or use jumper wire P/N 88963118 to use MEFI 4 ECM as an open loop system.

#### 12499117

##### MEFI 4 ECM & Wire Harness Kit, Ram Jet 502

- Module/harness kit is used to convert a Ram Jet 502 from MEFI 3 to the newer MEFI 4 design, which offers improved idle and performance through a closed loop system
- Includes module P/N 88962718, wire harness P/N 88961968, oxygen sensor P/N 25312200, intake air temp sensor P/N 25036751 and oxygen sensor fitting P/N 15156588

**NOTE:** The ECM is programmed with a "green mode" that controls the rpm for the break-in period. From start up to the end of first hour is 4000 rpm, second hour is 4500 rpm, third hour is 5500 rpm and fourth hour is 5800 rpm.

#### 88963118

##### Jumper Harness, MEFI 3 to MEFI 4

- Allows an MEFI 4 module to be used with an MEFI 3 wiring system (to stay as an open loop system)

#### 88958621

##### PROM, 502 Truck Conversions (1991–1993)

- Used in the 502 emission-legal engine conversions for 1991–1993 trucks

#### 88961821

##### ECM, Ram Jet ZL1, MEFI 3

- Calibrated for the Ram Jet ZL1 engine P/N 88961499 only

**NOTE:** The MEFI 3 and MEFI 4 ECM Modules cannot be reprogrammed.

#### 12489494

##### MEFI 3 ECM Harness, 502

- Designed for the MEFI 3 ECM P/N 12489493 on the MEFI 3 Ram Jet 502 engine P/N 12497323
- Part of engine kit P/N 12499121

#### 88961968

##### MEFI 4 ECM Harness, Ram Jet 502

- Used in the MEFI 4 Ram Jet 502 P/N 12499121 with the MEFI 4 closed loop oxygen sensor-equipped system
- Use with MEFI 4 ECM P/N 88962718

## DISTRIBUTORS &amp; COMPONENTS

High-quality, durable and dependable GM Performance Parts distributors optimize the performance of your GM engine. These distributors are interchangeable among standard GM small-block and big-block V-8s. For tall-deck engines, use adjustable slip collar distributor P/N 10093387.

**NOTE:**

*Melonized distributor gear P/N 10456413 is required on all GM Performance Parts crate engines, or serious damage will occur*

**A. 93440806****Distributor, HEI**

- Cast aluminum distributor for all small-block and big-block V-8 engine assemblies
- High-performance mechanical advance curve
- Vacuum advance canister included
- Use connector P/N 12167658 to attach tachometer and 12-volt power supply wire to distributor

**B. 88961867****Distributor, Billet HEI**

- CNC-machined billet aluminum housing provides great strength
- Ball bearing guide, oversized shaft and long sintered bushing for stability
- Offers mechanical advance and vacuum advance
- Includes brass terminal cap
- Use connector P/N 12167658 to attach tachometer and 12-volt power supply wire to distributor

**C. 1104060****Distributor, Ram Jet 350 & Ram Jet 502**

- Used on the fuel-injected Ram Jet 350 and Ram Jet 502
- Includes ignition module, cap, and rotor

**1103952****Distributor, Late Model EFI (not shown)**

- Used on late-model V-8 engines with fuel injection and computer controls
- Kit includes ignition module, cap, and rotor

**A** Distributor, HEI**B** Distributor, Billet HEI**C** Distributor, Ram Jet 350 & Ram Jet 502



Distributor, Adjustable Slip Collar **D**

#### D. 10093387

##### Distributor, Adjustable Slip Collar

- Similar to P/N 10134355 but offers a slip collar that can be adjusted to make up for block or head machining, or a tall-deck Bowtie block

#### 10042756

##### Distributor Cap, V-8 (not shown)

- Non-HEI cap for distributor P/N 10134355 and P/N 10093387

#### 10042757

##### Rotor (not shown)

- Suitable for all GMPP heavy-duty distributors

#### 10456413

##### Distributor Gear (not shown)

- Melonized steel gear is required on all GMPP crate engines
- Failure to use this gear will affect the engine warranty

**NOTE:** Supplied on distributor P/N 93440806.

#### 12167658

##### Connector, HEI Distributor Power & Tachometer (not shown)

- Used to attach the power and tachometer wires to the cap of the HEI distributor

## CHASSIS WIRING HARNESS

If you're building a hot rod or restoring an old muscle car, GM Performance Parts inclusive wiring harness kits make a great replacement for old, worn or damaged wires. These universal wiring kits come with the wires pre-installed on the fuse block, so wiring the vehicle is simply a matter of mounting the fuse block and routing the wires. Each wire is preprinted with the necessary application and is GM-color-coded. The kits also come with all necessary fuses, flashers, horn relay, tach leads, wire ties and grommets. High-temperature, 275°F wire is used—one size larger than factory specs. In all, it's everything you need to electrify your vintage GM car or truck!

**NOTE:**

**Installation note:** These universal systems will re-wire any car, truck or competition vehicle using a GM-keyed column. Kits come with extra-long wire to accommodate almost any vehicle.

#### 12355691

##### 12-Circuit Wiring Harness (not shown)

- Basic system is wired for: heat/air conditioning, brake lights, coil, electric fan, emergency flashers, gauges/dash instruments, headlamps, horn, radio, turn signals, wipers, dome light and third brake light

#### 12355693

##### 18-Circuit Wiring Harness (not shown)

- Includes wiring for all circuits in P/N 12355691
- Also includes: cigarette lighter, power windows, power door locks, electric fuel pump, back-up lights/cruise control and speakers

**CARBURETORS, THROTTLE BODIES & AIR CLEANERS**

GM Performance Parts has the right carburetor or throttle body to complete your new crate engine, or give life to your rebuilt engine. Then, top off your engine with one of our great looking air cleaners.

**Carburetors**

**A. 12497147**

**Carburetor, Holley 600**

- Holley 4160 style 600-cfm four-barrel carburetor
- Features polished finish, side-hung fuel bowls, vacuum secondaries and power valve blowout protection
- Suitable for street-performance small-block engines
- Bolts and gaskets included

**19170097 NEW**

**Carburetor, Holley 650 (not shown)**

- Holley 4150 style 650-cfm four-barrel carburetor
- Features show car quality polished finish
- Mechanical secondaries
- Electric choke
- Four-corner idle adjustment
- Power valve blowout protection
- Bolts and gaskets included

**B. 19170092 NEW**

**Carburetor, Holley 670**

- Holley 4160 style 670-cfm four-barrel carburetor
- Features show car quality polished finish
- Dual-feed center-hung fuel bowls
- Vacuum secondaries
- Power valve blowout protection
- Quick change adjustable vacuum secondary
- Bolts and gaskets included

**C. 12485506**

**Carburetor, Holley 750**

- Holley 4160 style 750-cfm four-barrel carburetor
- Has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke
- Suitable for small-block and big-block engines, including street, competition, towing and off-road vehicles
- Bolts and gaskets included

**19170093 NEW**

**Carburetor, Holley 770 (not shown)**

- Holley 4160 style 770-cfm four-barrel carburetor
- Features show car quality polished finish
- Dual feed, center-hung float bowls
- Vacuum secondaries
- Automatic electric choke
- Quick change adjustable vacuum secondary
- Recommended for small-block and big-block engines, including street, competition, towing and off-road vehicles
- Bolts and gaskets included

**12366996**

**Carburetor, Holley 850 (not shown)**

- Holley 4160 style 850-cfm four-barrel carburetor
- Has vacuum secondaries, dual feed, center-hung fuel bowls, and automatic electric choke
- Recommended for 502 crate engines and suitable for big-block engines, including street, competition, towing and off-road vehicles
- Bolts and gaskets included



**A** Carburetor, Holley 600



**B** Carburetor, Holley 670



**C** Carburetor, Holley 750



**NEW**



Carburetor, Holley 850 **D**

**D. 19170095 NEW**

**Carburetor, Holley 850**

- Holley 4150 style 850-cfm four-barrel carburetor
- Features show car quality polished finish
- Mechanical secondaries
- Electric choke
- Four-corner idle adjustment
- Power valve blowout protection
- Custom calibrated for the ZZ572/620 crate engine
- Recommended for 502 crate engines and suitable for big-block engines, including street, competition, towing and off-road vehicles
- Bolts and gaskets included

**NOTE:** Carburetor can be recalibrated for use with other large-displacement engines.

**88961560**

**Carburetor, Demon 850 (not shown)**

- Custom-calibrated for the ZZ572/620 crate engine
- 4150 style four-barrel carburetor is rated at 850-cfm
- Features mechanical secondaries, electric choke, power valve blowout protection, four-corner idle adjustment, glass sight window to set float levels, and billet base plate and metering blocks

**NOTE:** Carburetor can be recalibrated for use with other large-displacement engines.

**NEW**



Carburetor, Holley 870 **E**

**E. 19170094 NEW**

**Carburetor, Holley 870**

- Holley 4160 style 870-cfm four-barrel carburetor
- Features show car quality polished finish
- Dual feed, center-hung float bowls
- Vacuum secondaries
- Automatic electric choke
- Quick change adjustable vacuum secondary
- Recommended for 502 crate engines and suitable for big-block engines, including street, competition, towing and off-road vehicles
- Bolts and gaskets included

**F. 19170096 NEW**

**Carburetor, Holley Dominator 1090**

- Dominator style 1090-cfm four-barrel carburetor
- Features show car quality polished finish
- Mechanical secondaries
- Four-corner idle adjustment
- Power valve blowout protection
- Custom calibrated for the ZZ572/720R crate engine
- Bolts and gaskets included

**88962217**

**Carburetor, Demon 1090 (not shown)**

- Custom-calibrated for the ZZ572/720R crate engine
- Dominator style four-barrel carburetor is rated at 1090-cfm
- Features mechanical secondaries, power valve blowout protection, four-corner idle adjustment, glass sight window to set float levels, and billet base plate and metering blocks

**NEW**



Carburetor, Holley Dominator 1090 **F**

**Throttle Bodies**

**17096144**

**Throttle Body, Ram Jet 350 (not shown)**

- Used on the Ram Jet 350 crate engine
- Use throttle body gasket P/N 12551240 and bolt P/N 11516425 for installation

**17113524**

**Throttle Body, Ram Jet 502 (not shown)**

- Used on the Ram Jet 502 crate engine
- Use throttle body gasket P/N 10105379 and bolt P/N 11516344 for installation

**NOTE:** Also fits L98 TPI engines.

Carburetors, Throttle Bodies & Air Cleaners Continued

## Air Cleaners

### A. 12342071

#### Air Cleaner, Chevrolet-logo Classic Design

- 14" round classic-style air cleaner
- Has chromed lid with embossed Chevrolet name and Bowtie attaching nut
- Fits most four-barrel and two-barrel carburetors
- Does not fit Dominator style carburetors

### B. 12342080

#### Air Cleaner, Chevrolet-logo High-Performance Design

- 14" round high-performance style air cleaner
- Has chrome lid with embossed Chevrolet name
- Fits most four-barrel and two-barrel carburetors
- Does not fit Dominator style carburetors

### C. 12498951

#### Air Cleaner, Ram Jet 350

- Designed for use with throttle body on Ram Jet 350 crate engine
- Can be used on other applications

### 12490257

#### Air Cleaner, Ram Jet 502 (not shown)

- Designed for use with throttle body on Ram Jet 502 crate engine
- Can be used on other applications



**A** Air Cleaner, Classic Design



**B** Air Cleaner, High-Performance Design



**C** Air Cleaner, Ram Jet 350

## FUEL PUMPS AND ACCESSORIES

### D. 6415325

#### Fuel Pump, High Capacity, Small-Block

- For use on carbureted engines
- Pump has 7 psi shutoff pressure and free flowing rate of 30 gph
- Lower housing can be rotated to reposition inlet and outlet ports

### E. 12355612

#### Fuel Pump, Street Performance, Small-Block

- For use on carbureted engines
- Pump has 7 psi shutoff pressure and a free-flow rating of 110 gph
- Lower housing can be rotated to reposition inlet and outlet ports

### F. 12355613

#### Fuel Pump, Competition, Small-Block

- For use on carbureted racing engines
- Pump has 9 psi shutoff pressure and a free-flow rating of 115 gph
- Lower housing can be rotated to reposition inlet and outlet ports

### G. 12355614

#### Fuel Pump, Street Performance, Big-Block

- For use on carbureted big-block engines built from 1965 through 1990
- Pump has 7 psi shutoff pressure and a free-flow rating of 100 gph
- Lower housing can be rotated to reposition inlet and outlet ports



**D** Fuel Pump, High Capacity, Small-Block



**E** Fuel Pump, Street Performance, Small-Block



**F** Fuel Pump, Competition, Small-Block



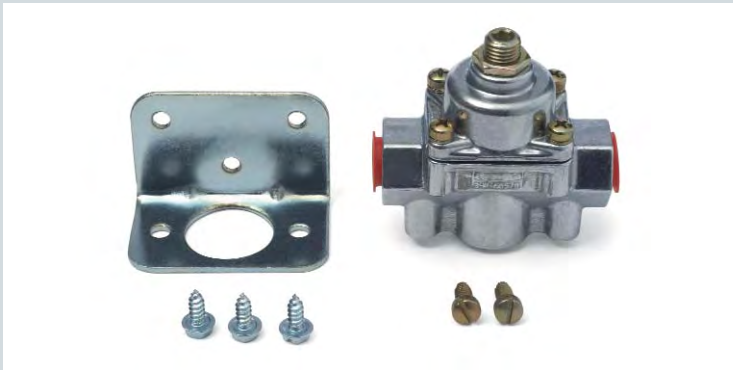
**G** Fuel Pump, Street Performance, Big-Block



Electric Fuel Pump **H**



Electric Fuel Pump, High-Output **I**



Fuel Pressure Regulator **J**



Fuel Filter **K**

**H. 6472657**

**Electric Fuel Pump**

- For use on all carbureted engines
- Flows 30–40 gph at 6–9 psi

**I. 25115899**

**Electric Fuel Pump, High-Output**

- Heavy-duty 12-volt electric rotary pump
- Flows 72 gph at 6–8 psi

**17113678**

**Fuel Pressure Regulator Kit (not shown)**

- Used on Ram Jet 502 crate engine
- Fits other fuel-injected engines

**J. 10185094**

**Fuel Pressure Regulator**

- Suitable for single- or dual-carburetor applications, as well as single-carb setups with nitrous

**K. 854619**

**Fuel Filter**

- High-capacity inline filter
- Suitable for all high-performance carbureted applications

**SUPERCHARGERS**

Turn your GM car into a true sport compact with the horsepower boost of a supercharger. By squeezing pressurized air into the engine, a supercharger dramatically increases the performance of your vehicle while maintaining excellent drivability. GM Performance Parts Roots-type supercharger systems are factory engineered and extensively tested to meet the same rigorous standards of GM's production vehicles and components. The supercharger systems are covered under the vehicle's warranty if installation is performed by a GM dealer. For the do-it-yourself installer, the parts are covered by a 12-month warranty. Kits include all mounting brackets and fasteners.

**A. 12498660**

**2.4L Twin Cam Supercharger  
(Cavalier, Sunfire, Grand Am, Alero)**

- Add up to 50 horsepower and 40 lb.-ft. of torque!
- Designed for 2000–2002 GM vehicles equipped with the 2.4L Twin Cam engine (engine code RPO LD9)
- Includes all mounting brackets, air ducts, adapters, Gen II MAP sensor and spark plugs
- Can be installed with normal hand tools
- Includes new serpentine drive belt

**NOTE:** *Recalibration of Vehicle Control Module is included, but must be performed by an authorized GM dealership.*



**A** 2.4L Twin Cam Supercharger

**B. 12498927**

**Pontiac Vibe Supercharger (Automatic Transmission)**

- Add up to 30 percent more power and 18 percent more torque to your 2003–2004 Pontiac Vibe, for new power outputs of 170 horsepower and 150 lb.-ft. compared to the stock 1.8L engine
- Supercharger produces up to 7.5 pounds of boost
- Includes mounting brackets, air ducts, serpentine drive belt, PCV hoses, new fuel injectors and add-on controller for calibration of the Vehicle Control Module



**B** Pontiac Vibe Supercharger

**12499105**

**Pontiac Vibe Supercharger (Manual Transmission)  
(not shown)**

- Same as P/N 12498927
- Includes upgraded engine mounts

**C. 17800003**

**Ecotec 2.2L Cavalier/Sunfire Supercharger Kit**

- For '03–'05 2.2L Ecotec-powered Chevrolet Cavaliers and Pontiac Sunfires
- Upgrades power to 200 hp (up from stock 145 hp)
- Includes a supercharger, all necessary hardware, brackets, gaskets, and specific E.O. performance engine calibration
- Premium fuel required
- Supercharger P/N 12584331 available separately



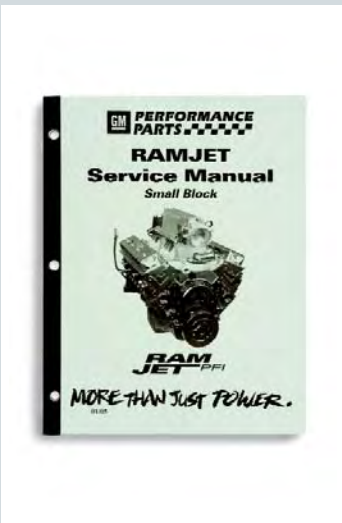
**C** Ecotec 2.2L Cavalier/Sunfire Supercharger Kit



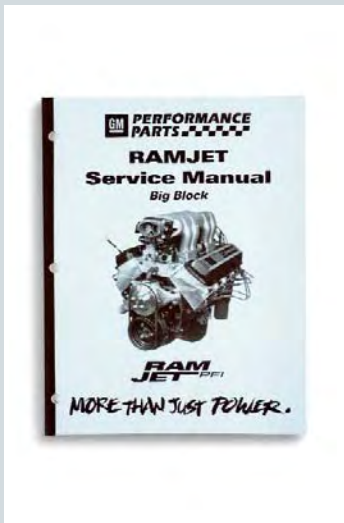
Stage 1 Performance Upgrade Kit, Cobalt SS/ION Red Line **D**



Stage 2 Performance Upgrade Kit, Cobalt SS/ION Red Line **E**



Service Manual, Ram Jet 350 (MEFI 3) **F**



Service Manual, Ram Jet 502 (MEFI 3) **G**

**D. 17801947**

**Stage 1 Performance Upgrade Kit, Cobalt SS/ION Red Line**

- For '05-'06 Saturn ION Red Line and Chevrolet Cobalt SS only
- Enhances engine performance to 236 hp (up from stock 205 hp)
- Includes high-flow injectors & specific performance engine calibration
- Premium fuel required

**E. 17803229**

**Stage 2 Performance Upgrade Kit, Cobalt SS/ION Red Line**

- For '05-'06 Saturn ION Red Line and Chevrolet Cobalt SS only
- Enhances engine performance to 241 hp (up from stock 205 hp)
- Includes high-flow injectors, supercharger pulley, new special length supercharger belt & specific performance engine calibration
- Premium fuel required

**17803230**

**Stage 1 to Stage 2 Upgrade Kit, Cobalt SS/ION Red Line (not shown)**

- For '05-'06 Saturn ION Red Line and Chevrolet Cobalt SS with Stage 1 Performance upgrade kit already installed only
- Converts your Stage 1 kit to Stage 2, increasing performance from 236 hp to 241 hp
- Includes supercharger pulley, & new special length supercharger belt
- Premium fuel required

**Stage 3 Kit for Cobalt SS/ION Red Line NEW**

**Take your Cobalt SS or ION Red Line to the next level with our Stage 3 Off-Road kit!**

The Stage 3 kit consists of the following:

- A smaller, 76mm supercharger pulley
- A 2-pass intercooler end plate
- A unique PCM which includes a calibration for the smaller pulley, an adjustable rev limiter, a 100 octane mode, and a nitrous control algorithm
- Please see page 285 for more information

**SERVICE MANUALS**

**F. 12486611**

**Service Manual, Ram Jet 350 (MEFI 3)**

- Covers the installation and service of the MEFI 3 Ram Jet 350 P/N 12495515

**88962723**

**Service Manual, Ram Jet 350 (MEFI 4) (not shown)**

- Covers the installation and service of the MEFI 4 Ram Jet 350 P/N 12499120

**G. 12486610**

**Service Manual, Ram Jet 502 (MEFI 3)**

- Covers the installation and service of the MEFI 3 Ram Jet 502 P/N 12497323

**88962724**

**Service Manual, Ram Jet 502 (MEFI 4) (not shown)**

- Covers the installation and service of the MEFI 4 Ram Jet 502 P/N 12499121

## TRANSMISSIONS & COMPONENTS

Back your GM performance engine with a genuine GM transmission and torque converter. Transmissions from GM Performance Parts are **brand-new**—not cleaned-up rebuilds—and deliver smooth, dependable performance for a variety of high-torque applications. These new transmissions are purchased outright, so there's no need to deal with messy cores. Conversion kits allow the use of electronically controlled automatic transmissions in older and vintage vehicles, giving them the drivability and economic benefits of a modern overdrive transmission. All GMPP automatic transmissions include a new torque converter. All transmissions come with a 12-month warranty.

**NOTE:** *Installing an electronic automatic transmission in an older vehicle with a mechanical speedometer will require an aftermarket signal converter. Transmission assembly includes new torque converter.*

### Transmissions

#### A. 19156259

##### Hydra-Matic 4L60-E Four-Speed Automatic Transmission (Gen III/IV)

- Electronically controlled four-speed overdrive transmission
- Suitable for engines producing up to 370 lb.-ft. of torque
- Has a two-piece case and bolts up to engines with a Chevy V-8 bellhousing bolt pattern
- Includes torque converter with stall speed of approximately 2300 rpm
- Gear ratios: 1st: 3.06, 2nd: 1.75, 3rd: 1.00, 4th: 0.70

**NOTE:** *Use with electronic controller P/N 12497316. Works with LS Series V-8 engines (LS1, LS2, LS6; works with Gen I & II-style small-block engines if adapter kit P/N 19154766 is used).*

#### B. 19156260

##### Hydra-Matic 4L65-E Four-Speed Automatic Transmission (Gen III/IV)

- Similar in design to the 4L60-E
- "L65" electronically controlled four-speed overdrive transmission is suitable for LS Series V-8 engines producing up to 380 lb.-ft. or torque
- Features heavy-duty upgrades including five-pinion gearsets, heat-treated stator shaft splines, induction-hardened turbine shaft, seven-plate clutch, shot-peened output shaft and revised valve body calibration
- Includes torque converter
- Gear ratios: 1st: 3.06, 2nd: 1.62, 3rd: 1.00, 4th: 0.70

**NOTE:** *Use with electronic controller P/N 12497316. Works with LS Series V-8 engines (LS1, LS2, LS6; works with Gen I & II-style small-block engines if adapter kit P/N 19154766 is used).*

#### C. 19156257

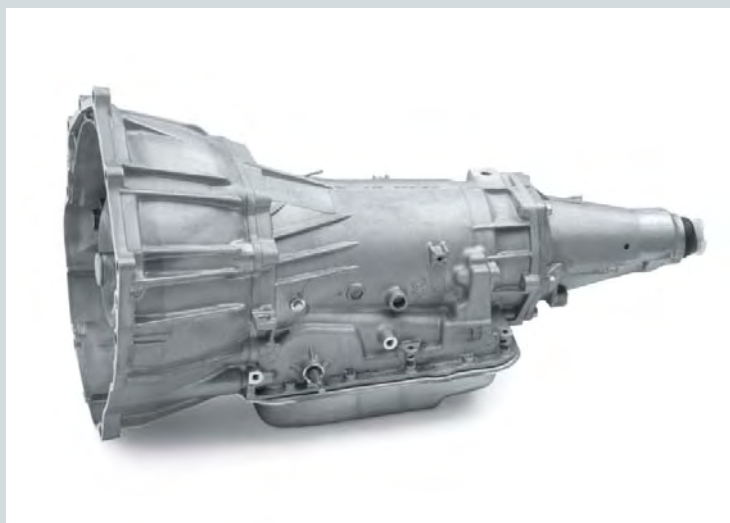
##### Hydra-Matic 4L85-E Four-Speed Automatic Transmission, 2WD

- The strongest 2WD performance transmission offered by GM Performance Parts
- Rated for a maximum torque output of 460 lb.-ft. in two-wheel-drive applications using a Gen I & II-style or big-block engine
- Die-cast aluminum case reduces weight to just 255 pounds
- Includes torque converter with stall speed of approximately 2300 rpm
- Gear ratios: 1st: 2.482, 2nd: 1.482, 3rd: 1.000, 4th: 0.750

**NOTE:** *Use with electronic controller P/N 12497316.*



**A** Hydra-Matic 4L60-E Four-Speed Automatic Transmission



**B** Hydra-Matic 4L65-E Four-Speed Automatic Transmission (LS Series V-8)



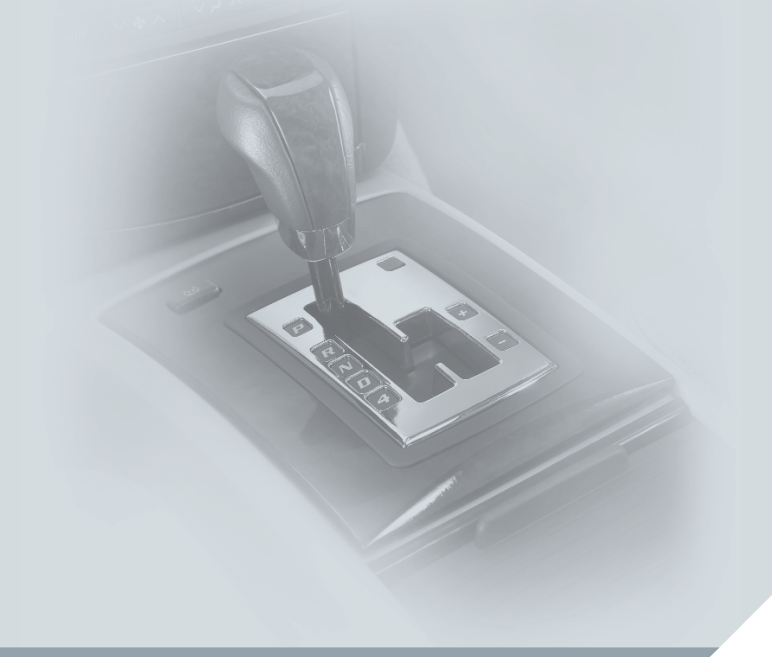
**C** Hydra-Matic 4L85-E Four-Speed Automatic Transmission, 2WD



Transmission Controller, 4L60-E, 4L65-E, 4L80-E & 4L85-E Automatic **D**



8.625" Differential Cover **E**



## Controllers & Accessories

### D. 12497316

#### Transmission Controller, 4L60-E, 4L65-E, 4L80-E & 4L85-E Automatic

- Required when using a GM electronically controlled automatic transmission (see page 308)
- Includes wiring harness, software and connector for lap-top computer
- Controller allows full programming of shifting, as well as part-throttle, wide-open throttle and shift firmness control
- Comes pre-programmed—simply enter rear tire diameter and axle ratio

### 24502513

#### 4L60/700R4 Transmission Swap Kit (not shown)

- Adapts the 4L60 or 700R4 automatic transmission (non-electronic version) for use in early-model vehicles, with or without an engine management computer
- Includes instruction sheet, throttle valve spring for carbureted engines, a normally-closed fourth-gear clutch switch and wiring connector for the torque converter

### 12563532 **NEW**

#### Crankshaft Spacer (not shown)

- For use with Gen I style (Turbo 350/400, 700R4, 4L60, 4L60E and 4L85E) transmission on Gen III- and Gen IV-engines

## DIFFERENTIAL COMPONENTS

### E. 12498974

#### 8.625" Differential Cover

- Heavy duty cast aluminum differential cover to fit your C/K 1500 series truck
- Doubles the fluid capacity of the differential allowing it to run cooler and ultimately extending the life of the differential
- Be sure to add the proper amount of fluid, see instructions

### 88958682 **NEW**

#### Torsen Differential (not shown)

- Used in GM 4T65E Racing's FWD drag racing programs
- Tested to 900+ HP
- In drag-race style, straight-line acceleration runs, this results in a close to ideal 50/50 power split to both drive wheels
- In cornering, while accelerating out of a turn, the Torsen biases power to the outside wheel, reducing inside-wheel spin
- Provides constant and infinitely variable drive
- Power is transferred automatically without the use of normal friction
- Extremely strong and durable, since it is gear operated
- No plates or clutches that can wear out
- Comes with new pinion gears already loaded

### 19154766 **NEW**

#### Transmission Adapter Kit (not shown)

- Allows installation of Gen III/IV style 4L60E/4L65E transmission onto Gen I & II engine
- Includes spacer ring, shims, dowels, bolts and flexplate
- Works on 1-piece rear main seal engines only

### 19156220 **NEW**

#### Torque Converter (not shown)

- For 4L65E transmissions

## Cadillac CTS-V

### A. 12499241

#### Shock Absorber Kit

- Performance-oriented kit consisting of two 45mm monotube front shocks and two 32mm self-leveling Nivomat rear shock absorbers
- Developed at the famed Nürburgring racetrack in Germany to work with the stock 2004–07 CTS-V suspension, providing exceptional road handling
- Nivomat rear shocks have a self-compensating hydropneumatic spring that helps maintain ride control, but also maintains level vehicle height when carrying passengers or cargo

**NOTE:** Shock absorber kit improves handling, but may result in a harsher overall ride.

### B. 88964607

#### Front Rotors

- Cross-drilled rotors for 2004–07 Cadillac CTS-V
- Sold as a pair

### C. 88964608

#### Rear Rotors

- Cross-drilled rotors for 2004–07 Cadillac CTS-V
- Sold as a pair

### 25534462 **NEW**

#### CTS-V Transmission Cooler Kit (not shown)

- Developed for SCCAT2 racing series
- Improved cooling during sustaining high speed driving

#### Kit includes:

12480081	Pump
12480118	Clamp Pump Mount
12480087	Thermostat
25534489	Cooler
25534490	Bracket (Cooler Mount)
25534491	Fastener Kit
25534492	Plumbing Kit
25534493	Harness
25534482	Filter
25534494	Instruction Sheet

### 25534463 **NEW**

#### Cadillac CTS-V Differential Cooler Kit (not shown)

- Developed for SCCAT2 racing series
- Improved cooling during sustaining high speed driving

#### Kit includes:

12480081	Pump
12480118	Clamp Pump Mount
25534477	Cooler/Differential
12480087	Thermostat
25534478	Fastener Package
25534479	Mounting Bracket
25534480	Plumbing Kit
25534481	Wiring Harness
25534482	Filter
25534483	Assembly Instructions
25534499	Fitting Differential Outlet



**A** Shock Absorber Kit



**B** Front Rotors



**C** Rear Rotors



**D** Heavy Duty Front Steering Knuckle, Left-hand



**E** Heavy Duty Front Steering Knuckle, Right-hand



**F** Strut Tower Braces



**G** Heavy-Duty Rear Stabilizer Bar





Heavy-Duty Front Stabilizer Bar **H**



Tubular Rear Trailing Arm Kit **I**



High-Performance Front Brake Upgrade Kit **J**



High-Performance Brake Pad Set **K**

**Cobalt SS, Saturn ION Red Line**

**D. 88958710**

**Heavy Duty Front Steering Knuckle for Chevrolet Cobalt SS, Saturn ION Red Line, Left-hand**

**E. 88958711**

**Heavy Duty Front Steering Knuckle for Chevrolet Cobalt SS, Saturn ION Red Line, Right-hand**

- Designed to provide enhanced load capacity for off road use
- Designed to use the existing interfaces to the bearing, brake caliper, strut and control arm
- Installation requires caliper mounting bolts P/N 11588889, lower ball joint bolt P/N 11589341 and nut P/N 11511799 included with the kit
- Bearing spacer plate needs modification for installation
- Specific suspension point geometry—may induce increased tire wear during street duty

**W-Body: 2000–2005 Monte Carlo & Impala; 1997–2003 Grand Prix**

**F. 12498648**

**Strut Tower Braces**

- Install these easy bolt-on braces on your car to reduce body flex for firmer feel when cornering
- Includes hardware and installation instructions

**G. 12498642**

**Heavy-Duty Rear Stabilizer Bar**

- For reduced body roll, install this thick, 19mm rear bar
- Includes bushings

**H. 12498643**

**Heavy-Duty Front Stabilizer Bar**

- Get the look and feel of performance with this sturdy 34mm front bar
- Includes bushings and end links

**I. 12498649**

**Tubular Rear Trailing Arm Kit**

- Replace your car's production stamped steel parts with stronger tubular steel arms
- Rear suspension performance is increased with reduction in flex under load
- Includes two trailing arms

**J. 12498644**

**High-Performance Front Brake Upgrade Kit**

- Attain increased braking performance with 12" vented disc rotors and high-performance brake pads
- Includes rotors, caliper mounting brackets, pads and bushings

**NOTE:**

*Monte Carlo and Impala models already have this system installed as standard production. Will not fit stock Grand Prix "crosslace" wheels and spare tire may not fit. Heat generated by performance brake pads can cause rotor warping if not allowed to cool sufficiently between severe uses.*

**K. 12498645**

**High-Performance Brake Pad Set**

- Same pads used in brake kit P/N 12498644 (see above)
- Can be used with stock rotors and calipers
- Includes pads and bushings

**NOTE:**

*Heat generated by performance brake pads can cause rotor warping if not allowed to cool sufficiently between severe uses.*

W-Body: 2000–2005 Monte Carlo & Impala;  
1997–2003 Grand Prix Continued

## A. 12498646

### Heavy-Duty Front Brake Caliper Brackets

- Same brackets used in brake kit P/N 12498644 (see page 311)
- Includes brackets, bushings and pins
- Rotors equivalent to P/N 12498647 must be used

## B. 12498647

### Heavy-Duty Front Brake Rotors

- Same rotors used in brake kit P/N 12498644 (see page 311)
- Can be used separately with brackets P/N 12498646



**A** Heavy-Duty Front Brake Caliper Brackets

## FACTORY ENGINEERED RACE PARTS F & Y CAR

### 3rd Gen Camaro & Firebird GM Racing Brake Components

For the racer, GM Performance Parts offers a line of superior brake components for the F-car. Originally developed for the 1996 Corvette, the brake components are modified to fit 1993–1999 Camaro and Firebird models. **They are intended for racing only and not street use.** Available components include:

#### 12480038

Mounting Bracket, Race-cut Rotor (not shown)

#### 12480039

Mounting Bracket, Full Rotor (not shown)

#### 12480041

Race-Cut Rotor, Left-hand Side (not shown)

#### 12480042

Race-Cut Rotor, Right-hand Side (not shown)

#### 12480044

Brake Pad Set, RR 1993–1997 (not shown)



**B** Heavy-Duty Front Brake Rotors

## C. 12520231

Front Brake Caliper, Left-hand Side (Production Corvette)

#### 12520232

Front Brake Caliper, Right-hand Side (Production Corvette) (not shown)

#### 12528689

Front Brake Caliper, Left-hand Side (Production Corvette Grand Sport) (not shown)

#### 12528690

Front Brake Caliper, Right-hand Side (Production Corvette Grand Sport) (not shown)



**C** Front Brake Caliper, Left-hand Side (Production Corvette)

### Lightweight Racing Aluminum Driveshaft

Lose less power transferred from the transmission to the rear axle. These lightweight aluminum driveshafts are designed for F-cars equipped with the MM6 six-speed manual transmission:

#### 12564004

Aluminum Driveshaft (not shown)

- 1998–1999 LS1 with MM6 transmission



T1 Suspension Package **D**



C5 Magnaride Suspension **E**



## Corvette

The Corvette engineering group and GM Racing collaborated to develop components that improves the durability and performance of production-based 1997–2004 Corvettes in professional Showroom Stock racing. GM Performance Parts offers these winning parts in convenient, comprehensive kits to make your Corvette's transformation from street car to racecar simple and straightforward.

**NOTE:** C5 racing parts are validated for off-road use only and are not intended for street car use. Modification with these parts will void the vehicle's warranty.

## C5 Corvette

### D. 12480062

#### T1 Suspension Package

- Developed and approved for SCCA Touring 1 racing
- Comprehensive kit dramatically improves the handling of the Corvette
- Includes front and rear springs, front and rear stabilizer bars, stabilizer bar end links and isolators, upper and lower front A-arms
- Provides maximum performance when used with the SACHS shock absorbers (see below)

### 12480094

#### SACHS Shock Absorber, Front (not shown)

- Tuned for use with the T1 suspension package (see above)
- Sold individually; order two per vehicle

### 12480095

#### SACHS Shock Absorber, Rear (not shown)

- Tuned for use with the T1 suspension package (see above)
- Sold individually; order two per vehicle

### 12480093

#### Camber Spacer Kit (not shown)

- Includes parts for one wheel

#### Kit includes one of each of the following:

<b>12480071</b> Camber Plate, Large	<b>12480076</b> Camber Plate, Small
<b>15688265</b> Bolt, Lower Control Arm	<b>11516382</b> Nut, Lower Control Arm

### 12480080

#### C5 Transmission Oil Cooler Kit (not shown)

- Intended for cars equipped with the six-speed manual transmission and has been updated for use on Z06 and export-model Corvettes
- Includes transmission pump, cooler assembly, wiring harness, plumbing kit, filter bracket, thermal switch, brackets and fasteners

## E. 12499507

### C5 Magnaride Suspension

- Upgrade your 1997–2002 Corvette with F45 suspension with Magnaride suspension
- Similar to 2003 Corvette with F55 Magnaride suspension
- Includes four shocks, controller and other components

## C6 Corvette

### 25534430

#### T1 Suspension Kit for C6 Corvette (not shown)

- Approved by the SCCA for racing in the T1 class
- Similar to the championship winning C5 kit, but made to fit the C6

#### This kit includes the following items:

<b>25534418</b> Spring-Front	<b>25534419</b> Spring-Rear
<b>12480065</b> Bar-Anti-Roll Front	<b>25534433</b> Bar-Anti-Roll Rear (4 rqd)
<b>12480067</b> Link-Anti-Roll Bar (4 rqd)	<b>12480068</b> Isolator-Front Anti-Roll Bar (2 rqd)
<b>12480069</b> Isolator-Rear Anti-Roll Bar (2 rqd)	<b>25534436</b> Arm-Front Upper LH
<b>25534437</b> Arm-Front Upper RH	<b>25534438</b> Arm-Front Lower LH
<b>25534439</b> Arm-Front Lower RH	<b>25534442</b> Arm-Rear Lower LH
<b>25534443</b> Arm-Rear Lower RH	

## WHEELS & ACCESSORIES

Perhaps nothing gives your vehicle a more distinct look than its wheels. GM Performance Parts wheels are factory engineered and give your vehicle an integrated, production appearance. And best of all, they look great!

### ZQ8 Wheels

#### A. 12498299

##### 5-Spoke Wheel Kit, 16" ZQ8-style

- Originally designed for S-trucks with the ZQ-8 suspension
- 16" x 8" aluminum wheels have a -6.4mm rim offset and look great on 1987-and-older A-body and G-body cars; 1992-and-older F-body cars; and other vehicles that have the GM-style 5" x 4.75" five-lug bolt pattern
- Includes four wheels, Bowtie-insignia center caps, valve stems, wheel nuts and wheel nut caps

#### NOTE:

*If GMC-logo center caps desired, order cap P/N 9593761 (sold individually; order four per vehicle).*

### GM Performance Parts ZQ8 Aluminum Wheel Kits

Derived from late-third-generation Camaro Z28 wheels, these attractive 16" wheels were adapted to S-trucks with the ZQ8 suspension package. Kits include four 16" x 8" wheels, center caps and wheel nuts. Order according to model year, center cap style and color:

#### 12371218

**GMPP ZQ8 Aluminum Wheel Kit, Red Chevy Bowtie (1994–1997 S-truck) (not shown)**

#### 12371219

**GMPP ZQ8 Aluminum Wheel Kit, Gold Chevy Bowtie (1994–1997 S-truck) (not shown)**

#### 12495521

**GMPP ZQ8 Aluminum Wheel Kit, Red Chevy Bowtie (1998–2004 S-truck) (not shown)**

#### 12371219

**GMPP ZQ8 Aluminum Wheel Kit, Gold Chevy Bowtie (1998–2004 S-truck) (not shown)**

#### 12371216

**GMPP ZQ8 Aluminum Wheel Kit, Red GMC-logo (1994–1997 S-truck) (not shown)**

#### 12495520

**GMPP ZQ8 Aluminum Wheel Kit, Red GMC-logo (1998–2004 S-truck) (not shown)**

### Corvette & Impala SS Wheels

#### B. 12495438

##### Impala SS Wheel Kit

- Original-equipment set of 17" wheels used on the 1994–1996 Chevy Impala SS
- Includes four 17" x 8.5" wheels, center caps, wheel nuts and valve stems
- Wheels can be ordered as a single piece P/N 12360496

### Camaro Wheel Kits

Production-style 17" x 9" aluminum wheels will fit 1993–2002 F-cars. The 10-spoke design is similar to wheels offered on 2002 Z28 models, including the 35th Anniversary model. The wheels have a 50mm offset and fit a 70.2mm hub. The kits include four wheels, four center caps, 20 wheel nuts and 20 wheel nut caps. Choose from painted or chrome. Tires not included.

#### C. 12498899

**Camaro Wheel Kit, Aluminum with Painted Insert**

#### D. 12498900

**Camaro Wheel Kit, Painted Silver**



**A** 5-Spoke Wheel Kit, 16" ZQ8-style



**B** Impala SS Wheel Kit



**C** Camaro Wheel Kit, Aluminum with Painted Insert



**D** Camaro Wheel Kit, Painted Silver



H-Car Wheel Kit, Lace-style **E**



H-Car Wheel Kit, Five-spoke **F**



H-Car Wheel Kit, Polished **G**

### Bonneville "H-Car" Wheel Kits

Production-style 17" x 7.5" aluminum wheels will fit current Bonneville and other GM H-platform Bonneville vehicles. The wheels have a 51-mm offset and fit a 70.27mm hub. The kits include four wheels, four center caps, 20 wheel nuts and 20 wheel nut caps. Choose from lace-style, five-spoke painted or polished. Tires not included.

#### **E. 12498838**

H-Car Wheel Kit, Lace-style

#### **F. 12498839**

H-Car Wheel Kit, Five-spoke

#### **G. 12499082**

H-Car Wheel Kit, Polished

### WHEEL HARDWARE & ACCESSORIES

#### **12363989**

Valve Stem Assembly, Rubber (not shown)

- Rubber valve stem has chrome metal sleeve and metal hex head

#### **14091902**

Wheel Spacer (not shown)

- Originally used on F-body and is 0.030" thick
- Fits wheels/axles with 4.75" bolt pattern

#### **22551491**

Olds Rocketparts Wheel Studs (not shown)

- Long, 12mm studs have rounded ends to make tire changes quicker in the pits
- Fits all GM hubs designed for 12mm studs

**NOTE:**

*Do not use with closed-end wheel nuts; bottom of the wheel nut on the stud can cause the wheel to separate from the vehicle.*

TOOLS

**A. 12363238**

**Engine Lift Bracket Kit**

- Bolt to the ends of cylinder heads for secure removal or installation
- Contains two 7/16" thick brackets

**NOTE:** *Must use with Grade 5 or higher bolts.*



**A** Engine Lift Bracket Kit

**B. 12364087**

**Piston Stop**

- Helps positively locate piston at Top Dead Center (TDC) during camshaft degreasing
- Made from brass with drilled center to vent cylinder pressure
- Screws into spark plug hole



**B** Piston Stop

**C. 12368084**

**Engine Oil Primer**

- Lubricates bearings prior to start-up of new or rebuilt engine
- For use on all Gen I and Gen II Chevy small-block V-8, all big-block V-8 and all V-6 engines



**C** Engine Oil Primer

**1052367**

**Engine Oil Supplement (16 oz) (not shown)**

- Designed to reduce engine wear when starting a new or rebuilt engine equipped with a new GM Performance Parts camshaft

**12346004**

**Pipe Sealant (50cc) (not shown)**

- GM-recommended sealant

**D. 88958663**

**Rocker Arm Ratio Checking Tool**

- Checks 1.5 and 1.6 aluminum rocker arm ratios
- For use only with GM Performance Parts aluminum rocker arms

**NOTE:** *Intended for use by racing sanctioning bodies.*



**D** Rocker Arm Ratio Checking Tool

**E. 12364088**

**Valvetrain Organizer Tray**

- Keeps your engine's valvetrain components correctly organized
- With provisions for rocker arms, pushrods, adjusting nuts and lifters



Valvetrain Organizer Tray **E**



E-Z UP Shelter, 10' x 10', GM Performance Parts Logo **F**



E-Z UP Shelter, 10' x 10', Bowtie Insignia **G**

## RACETRACK ACCESSORIES

### Instant Shelters

Made for GM Performance Parts by shelter manufacturer E-Z UP. Can be erected in less than 60 seconds without special assembly tools or ropes. They are available in 10' x 10', 10' x 15', and 10' x 20' sizes. Available in blue with either the Chevy Bowtie insignia or the GM Performance Parts logo. Side walls also available. See below for part numbers and descriptions:

**F. 12364231**  
E-Z UP Shelter, 10' x 10', GM Performance Parts Logo

**12364232**  
E-Z UP Shelter, 10' x 15', GM Performance Parts Logo (not shown)

**12364233**  
E-Z UP Shelter, 10' x 20', GM Performance Parts Logo (not shown)

**G. 12364234**  
E-Z UP Shelter, 10' x 10', Bowtie Insignia

**12364235**  
E-Z UP Shelter, 10' x 15', Bowtie Insignia (not shown)

**12364236**  
E-Z UP Shelter, 10' x 20', Bowtie Insignia (not shown)

**12364229**  
E-Z UP Shelter Side Walls, 10' (Blue, No Logo) (not shown)

**12364230**  
E-Z UP Shelter Side Walls, 15' (Blue, No Logo) (not shown)

BOOKS & MANUALS

Get the most from your vehicle and its GM Performance Parts. These books and manuals provide insider information and technical tips from direct sources within General Motors. They are invaluable for building an engine for the street or racetrack.

**A. 24502488**

**Chevrolet Power**

- Seventh edition of the time-tested guide to building competition engines for oval track racing, drag racing, road racing and marine applications
- Includes information on small-block, big-block, 90° V-6 and 60° V-6
- Contains more than 600 photos, illustrations, blueprints and charts

**12486611**

**Service Manual, Ram Jet 350 (MEFI 3) (not shown)**

- Covers the installation and service of the MEFI 3 Ram Jet 350 P/N 12495515

**B. 88962723**

**Service Manual, Ram Jet 350 (MEFI 4)**

- Covers the installation and service of the MEFI 4 Ram Jet 350 P/N 12499120

**C. 12486610**

**Service Manual, Ram Jet 502 (MEFI 3)**

- Covers the installation and service of the MEFI 3 Ram Jet 502 P/N 12497323

**88962724**

**Service Manual, Ram Jet 502 (MEFI 4) (not shown)**

- Covers the installation and service of the MEFI 4 Ram Jet 502 P/N 12499121

**D. 88959384**

**LS1 Engine Kit Installation Guide**

- Detailed instructions to help you install an LS1 engine in your older vehicle
- Includes notes and technical explanations for necessary parts, along with part numbers you can order from your GM dealer to get the job done easily

**E. 88958786**

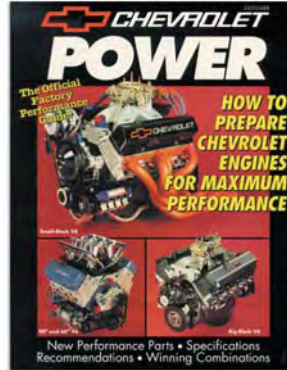
**High-Performance Chevy LS1/LS6 V-8's**

- 160 pages
- Discusses the LS Series engine architecture and design, parts interchangeability along with step-by-step engine removal sequences for many GM vehicles with LS Series engines
- Shows how to build, modify and tune high-performance LS engines

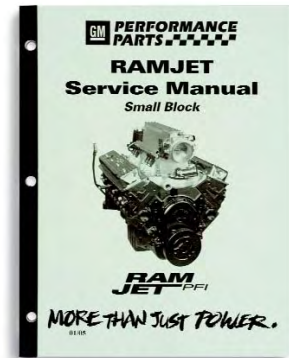
**F. 12480027**

**Oldsmobile High-Performance Manual**

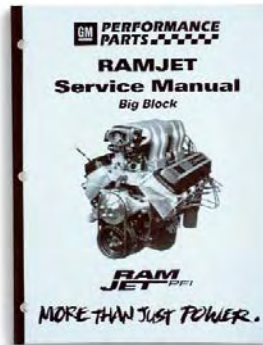
- Contains proven methods for building power in Olds V-8 engines
- Also contains a detailed list of casting numbers for most Oldsmobile V-8 engines



**A** Chevrolet Power



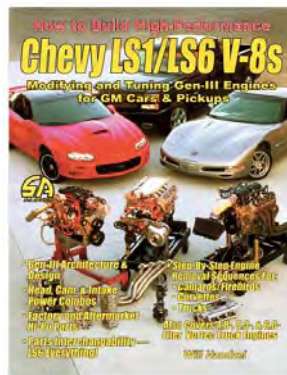
**B** Service Manual, Ram Jet 350 (MEFI 4)



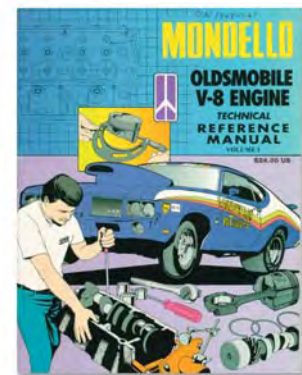
**C** Service Manual, Ram Jet 502 (MEFI 3)



**D** LS1 Engine Kit Installation Guide

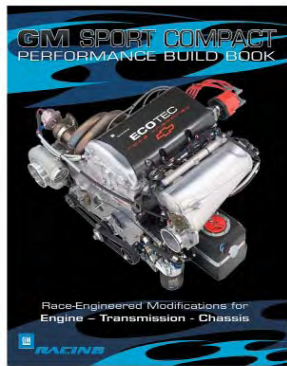


**E** High-Performance Chevy LS1/LS6 V-8's



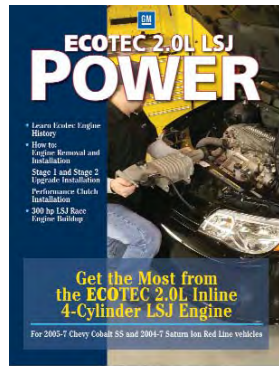
**F** Oldsmobile High-Performance Manual



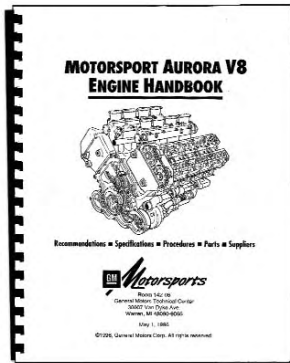


Ecotec Engine Handbook **G**

**NEW**



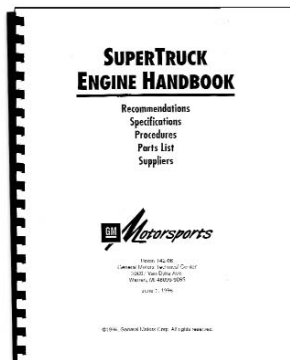
Ecotec 2.0L LSJ Power Book **H**



Motorsports Aurora V-8 Engine Handbook **I**



Busch Grand National Engine Handbook **J**



SuperTruck Engine Handbook **K**

**G. 88958646**

**Ecotec Engine Handbook**

- Describes all the parts and procedures needed to transform your stock Ecotec engine into a high-performance racing engine

**88958647**

**Ecotec Engine Handbook, CD-ROM (not shown)**

- All the great information of the printed handbook (see above description), but on a convenient CD-ROM format

**H. 88958686 NEW**

**Ecotec 2.0L LSJ Power Book**

Step-by-step guide to boosting the horsepower and torque in this versatile four-cylinder powerplant.

- Detailed instructions on engine removal/reinstallation
- Special instructions on Installing Stage 1 and Stage 2 upgrade kits
- Build a 300+ horsepower Ecotec!

**I. 24502570**

**Motorsports Aurora V-8 Engine Handbook**

- Covers component selection and recommendations, as well as engine building procedures, for engines used in specific racing series

**J. 12370848**

**Busch Grand National Engine Handbook**

- Covers component selection and recommendations, as well as assembly procedures, for building a 358-cubic-inch engine for use in the NASCAR Busch Grand National series
- Includes specifications for bore clearances, bearing clearances, etc.

**K. 12370844**

**SuperTruck Engine Handbook**

- Covers component selection and recommendations, as well as assembly procedures, for building a 358-cubic-inch engine for use in the NASCAR Craftsman Truck series
- Includes specifications for bore clearances, bearing clearances, etc.

## GM PERFORMANCE PARTS—CHROME

A GM high-performance engine is a mechanical work of art, and it's always nice to add a little sparkle to a masterpiece. GM Performance Parts chrome components are the quality way to dress up your GM engine. These parts are built to GM specifications using GM blueprints. Not all chrome parts are equal. The GM Performance Parts dress-up pieces typically have two to five times more chrome than "bargain" aftermarket chrome parts.

GM Performance Parts valve covers are made of heavy-gauge steel for better sealing and reduced likelihood of leakage from over-tightened fasteners. All valve covers are sold in pairs. Quality engineering means your parts from GM Performance Parts will look great for years to come.

### Chrome Valve Covers & Accessories

#### A. 12341670

##### Small-Block Chrome Valve Covers (standard height)

- Standard-height small-block V-8 covers with baffle and Chevrolet Bowtie logo
- Fits 1958–1986 engines with perimeter hold-downs

#### B. 12342093

##### Big-Block Chrome Valve Covers (standard height)

- Standard-height big-block V-8 covers with baffle and Chevrolet Bowtie logo
- Fits 1965–current engines

#### C. 12341986

##### Hold-Down Clamps

- Clamps to minimize distortion of valve cover flanges on 1955–1986 Chevrolet small-block V-8 and 90° V-6 engines
- Four clamps per package; order two per engine

#### D. 12341993

##### Push-In Oil Filler Cap

- Round oil filler cap with Bowtie logo for valve covers with 1.22" diameter hole

### Chrome Timing Chain Covers & Pointers

#### E. 12342089

##### Small-Block Chrome Timing Cover

- Attractive chrome cover for 1969–1991 small-block V-8 and all 90° V-6 engines
- Direct replacement for covers that use bolt-on timing pointer
- Supplied with GM oil seal
- Replacement oil seal P/N 10111769



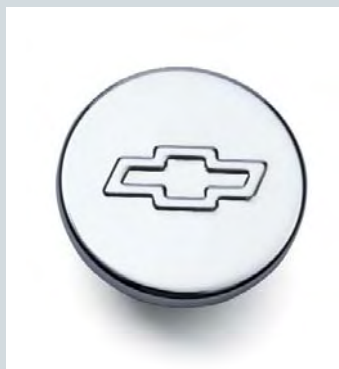
**A** Small-Block Chrome Valve Covers (standard height)



**B** Big-Block Chrome Valve Covers (standard height)



**C** Hold-Down Clamps



**D** Push-In Oil Filler Cap



**E** Small-Block Chrome Timing Cover



Air Cleaner (14"), High-Performance Style **F**



Air Cleaner (14"), Classic Style **G**



Water Neck **H**



Small-Block Fuel Pump Block-Off Plate **I**



Big-Block Fuel Pump Block-Off Plate **J**

## Chrome Air Cleaners

### F. 12342080

#### Air Cleaner (14")

- High-performance-style 14" diameter chrome air cleaner
- Top and base plates are chromed and have a great luster
- Necessary mounting hardware included

**NOTE:** Check clearance between hood and top of air cleaner. Minimum clearance is 3.75" from top of carburetor gasket area to underside of hood.

### G. 12342071

#### Air Cleaner (14")

- Classic-style 14" diameter chrome air cleaner
- Comes with Bowtie center nut

## Chrome Water Necks

### H. 12342024

#### Water Neck

- Chrome water neck with neoprene O-ring and chrome bolts
- For 1966–1975 Chevrolet, Camaro, and Chevelle V-8 engines

## Chrome Fuel Pump Block-Off Plates

### I. 12341998

#### Small-Block Fuel Pump Block-Off Plate

- Plate has stamped Bowtie logo
- Special non-asbestos gasket included

### J. 12341999

#### Big-Block Fuel Pump Block-Off Plate

- Plate has stamped Bowtie logo
- Special non-asbestos gasket included

**CHEVROLET LOGO GAUGES**

Monitor your vehicle's vital signs with these rugged, precise gauges—while flying the GM Performance Parts or Chevy Bowtie flag. A wide array of instruments in several styles is offered to better suit your vehicle. GM Performance Parts-logo gauges are designed for the rigors of high performance street use or racing. All gauges are intended for 12-volt electrical systems and feature a matte black bezel and 12-volt back-lighting. Mounting hardware is included unless otherwise noted. Don't forget mounting cups or brackets, also available from GMPP.

**NOTE:** *ATTENTION GM DEALERS: The following pages are General Motors LICENSED PRODUCTS and must be ordered from the supplier. See Bulletin number ACC06-039 for detailed instructions.*

**A. 3627-00406**

**2-1/16" Oil Pressure, 0–100 PSI Electrical Gauge**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**B. 3697-00406**

**3-3/8" Tachometer, 10,000 RPM**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers
- 4, 6 & 8 cyl compatible
- In-dash mount

**C. 3699-00406**

**5" Tachometer, 10,000 RPM with Shift Light**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount

**D. 5780-00406**

**3-3/4" Tachometer, 8,000 RPM**

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount

**E. 5891-00406**

**2-5/8" Voltmeter, 8–18 Volt**

- Red Bowtie logo
- White dial, black numbers



**A** 2-1/16" Oil Pressure, 0–100 PSI Electrical Gauge



**B** 3-3/8" Tachometer, 10,000 RPM



**C** 5" Tachometer, 10,000 RPM with Shift Light



**D** 3-3/4" Tachometer, 8,000 RPM



**E** 2-5/8" Voltmeter, 8–18 Volt



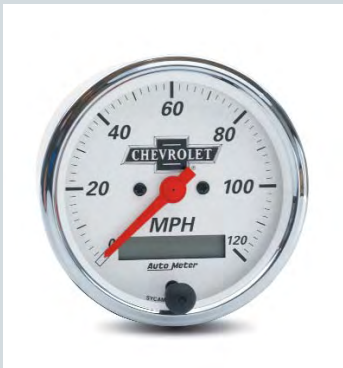
2-5/8" Fuel Level **F**



5" Tachometer, 10,000 RPM **G**



5" Tachometer, 10,000 RPM with Shift Light **H**



Five Piece Kit Box with Electrical Speedometer **I**



3-1/8" Tachometer, 7,000 RPM **J**

**F. 5814-00406**

**2-5/8" Fuel Level**

- Red Bowtie logo
- White dial, black numbers
- 0 Ohms empty, 90 Ohms full

**G. 5898-00406**

**5" Tachometer, 10,000 RPM**

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash mount

**H. 5899-00406**

**5" Tachometer, 10,000 RPM with Shift Light**

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount

**I. 1302-00408**

**Five Piece Kit Box with Electrical Speedometer**

- Vintage logo
- White dial, black logo
- Embossed logo in chrome bezel
- Orange pointer
- Includes speedometer, oil pressure, voltmeter, water temperature and fuel level gauges, and all required sensors and sending units

**J. 1398-00408**

**3-1/8" Tachometer, 7,000 RPM**

- Vintage logo
- White dial, black logo
- Embossed logo in chrome bezel
- Orange pointer
- 4, 6 & 8 cyl compatible

BOWTIE LOGO GAUGES, ELECTRICAL

**3613-00406**

**2-1/16" Fuel Level, 0–90 Ohms GM Short Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3627-00406**

**2-1/16" Oil Pressure, 0–100 PSI Short Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers
- See photo on page 322

**3637-00406**

**2-1/16" Water Temperature, 100–250° F Short Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3644-00406**

**2-1/16" Pyrometer Kit, 0–1600° F Full Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3645-00406**

**2-1/16" Pyrometer Kit, 0–2000° F Full Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3649-00406**

**2-1/16" Trans Temperature, 100–250° F Short Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3653-00406**

**2-1/16" Oil Press, 0–100 PSI**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3655-00406**

**2-1/16" Water Temperature, 100–260° F Full Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3657-00406**

**2-1/16" Trans Temperature, 100–260° F Full Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3659-00406**

**2-1/16" Boost, Vac. 30 In Hg/30 PSI**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3674-00406**

**2-1/16" Nitrous, 0–1600 PSI Full Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3675-00406**

**2-1/16" Air/fuel Ratio Full Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3688-00406**

**3-3/8" Speedometer, 160 MPH Programmable**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3690-00406**

**3-3/8" Tachometer, 10,000 RPM with Shift Light**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers
- 4, 6 & 8 cyl compatible

**3692-00406**

**2-1/16" Voltmeter, 8–18 Volt Short Sweep**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

**3697-00406**

**3-3/8" Tachometer, 10,000 RPM**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers
- 4, 6 & 8 cyl compatible
- In-dash mount
- See photo on page 322

**3699-00406**

**5" Tachometer, 10,000 RPM with Shift Light**

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount
- See photo on page 322

**5780-00406**

**3-3/4" Tachometer, 8,000 RPM**

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount
- See photo on page 322

**5795-00406**

**5" Tachometer, 10,000 RPM with Memory, Standard Ignition**

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount

**5814-00406**

**2-5/8" Fuel Level**

- Red Bowtie logo
- White dial, black numbers
- 0 Ohms empty, 90 Ohms full
- See photo on page 323

**5827-00406**

**2-5/8" Oil Pressure, 0–100 PSI**

- Red Bowtie logo
- White dial, black numbers

**5837-00406**

**2-5/8" Water Temperature, 100–250° F**

- Red Bowtie logo
- White dial, black numbers

**5889-00406**

**5" Speedometer, 160 MPH**

- Red Bowtie logo
- White dial, black numbers

## BOWTIE LOGO GAUGES, ELECTRICAL CONTINUED

### 5891-00406

#### 2-5/8" Voltmeter, 8–18 Volt

- Red Bowtie logo
- White dial, black numbers
- See photo on page 322

### 5898-00406

#### 5" Tachometer, 10,000 RPM

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash mount
- See photo on page 323

### 5899-00406

#### 5" Tachometer, 10,000 RPM, with Shift Light

- Red Bowtie logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount
- See photo on page 323

## BOWTIE LOGO GAUGES, MECHANICAL

### 3603-00406

#### 2-1/16" Boost, Vac. 30 in Hg/30 PSI

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 3604-00406

#### 2-1/16" Boost, 0–35 PSI

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 3605-00406

#### 2-1/16" Boost, 0–60 PSI

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 3607-00406

#### 2-1/16" Boost, Vac. 30 in Hg/20 PSI

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 3621-00406

#### 2-1/16" Oil Pressure, 0–100 PSI

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 3632-00406

#### 2-1/16" Water Temperature, 120–240° F

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 3663-00406

#### 2-1/16" Fuel Pressure, 0–100 PSI Full Sweep

- Red Bowtie logo
- Through-the-dial lighting
- Black dial, white numbers

### 5812-00406

#### 2-5/8" Fuel Pressure, 0–100 PSI

- Red Bowtie logo
- White dial, black numbers

### 5813-00406

#### 2-5/8" Fuel Pressure, 0–15 PSI with Isolator

- Red Bowtie logo
- White dial, black numbers

### 5821-00406

#### 2-5/8" Oil Pressure, 0–100 PSI

- Red Bowtie logo
- White dial, black numbers

### 5828-00406

#### 2-5/8" Nitrous, 0–2000 PSI

- Red Bowtie logo
- White dial, black numbers

### 5832-00406

#### 2-5/8" Water Temperature, 120–240° F

- Red Bowtie logo
- White dial, black numbers

## VINTAGE BOWTIE LOGO GAUGES

### 1300-00408

#### Five Piece Kit Box with Mechanical Speedometer

- Vintage logo
- White dial, black logo
- Embossed logo in chrome bezel
- Orange pointer
- Includes speedometer, oil pressure, voltmeter, water temperature, fuel level gauges and all required sensors and sending units

### 1303-00408

#### 5" Quad Gauge & Speedometer

- Vintage logo
- White dial, black logo
- Embossed logo in chrome bezel
- Orange pointer
- Includes speedometer, oil pressure, voltmeter, water temperature, fuel level gauges and all required sensors and sending units

### 1398-00408

#### 3-1/8" Tachometer, 7,000 RPM

- Vintage logo
- White dial, black logo
- Embossed logo in chrome bezel
- Orange pointer
- 4, 6 & 8 cyl compatible
- See photo on page 323

### 1302-00408

#### Five Piece Kit Box with Electrical Speedometer

- Vintage logo
- White dial, black logo
- Embossed logo in chrome bezel
- Orange pointer
- Includes speedometer, oil pressure, voltmeter, water temperature and fuel level gauges, and all required sensors and sending units
- See photo on page 323

GM PERFORMANCE PARTS LOGO GAUGES

**A. 5780-00407**

**3-3/4" Tachometer, 8,000 RPM**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible

**B. 5795-00407**

**5" Tachometer, 10,000 RPM with Memory, Standard Ignition**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount

**C. 5827-00407**

**2-5/8" Oil Pressure, 0–100 PSI**

- GM Performance Parts logo
- White dial, black numbers

**D. 5837-00407**

**2-5/8" Water Temperature, 100–250° F**

- GM Performance Parts logo
- White dial, black numbers



**A** 3-3/4" Tachometer, 8,000 RPM



**B** 5" Tachometer, 10,000 RPM with Memory, Standard Ignition



**C** 2-5/8" Oil Pressure, 0–100 PSI



**D** 2-5/8" Water Temperature, 100–250° F





2-5/8" Voltmeter, 8-18 Volts **E**



5" Tachometer, 10,000 RPM with Shift Light **F**



5" Tachometer, 10,000 RPM In-Dash **G**

**E. 5891-00407**

**2-5/8" Voltmeter, 8-18 Volts**

- GM Performance Parts logo
- White dial, black numbers

**F. 5899-00407**

**5" Tachometer, 10,000 RPM with Shift Light**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount

**G. 5898-00407**

**5" Tachometer, 10,000 RPM In-Dash**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible

GM PERFORMANCE PARTS LOGO GAUGES, ELECTRICAL

**5780-00407**

**3-3/4" Tachometer, 8,000 RPM**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- See photo on page 326

**5795-00407**

**5" Tachometer, 10,000 RPM with Memory, Standard Ignition**

- GM Performance Parts logo
- White dial
- Black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount
- See photo on page 326

**5814-00407**

**2-5/8" Fuel Level**

- GM Performance Parts logo
- White dial, black numbers
- 0 Ohms empty, 90 Ohms full

**5827-00407**

**2-5/8" Oil Pressure, 0–100 PSI**

- GM Performance Parts logo
- White dial, black numbers
- See photo on page 326

**5837-00407**

**2-5/8" Water Temperature, 100–250° F**

- GM Performance Parts logo
- White dial, black numbers
- See photo on page 326

**5889-00407**

**5" Speedo, 160 MPH**

- GM Performance Parts logo
- White dial, black numbers

**5891-00407**

**2-5/8" Voltmeter, 8–18 Volt**

- GM Performance Parts logo
- White dial, black numbers
- See photo on page 327

**5899-00407**

**5" Tachometer, 10,000 RPM with Shift Light**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash or pedestal mount
- See photo on page 327

**5898-00407**

**5" Tachometer, 10,000 RPM**

- GM Performance Parts logo
- White dial, black numbers
- 4, 6 & 8 cyl compatible
- In-dash mount
- See photo on page 327

GM PERFORMANCE PARTS LOGO GAUGES, MECHANICAL

**5812-00407**

**2-5/8" Fuel Pressure, 0–100 PSI**

- GM Performance Parts logo
- White dial, black numbers

**5813-00407**

**2-5/8" Fuel Pressure, 0–15 PSI with Isolator**

- GM Performance Parts logo
- White dial, black numbers

**5821-00407**

**2-5/8" Oil Press, 0–100 PSI**

- GM Performance Parts logo
- White dial, black numbers

**5828-00407**

**2-5/8" Nitrous, 0–2000 PSI**

- GM Performance Parts logo
- White dial, black numbers

**5832-00407**

**2-5/8" Water Temperature, 120–240° F**

- GM Performance Parts logo
- White dial, black numbers

GAUGE PODS & PILLAR MOUNTS

**10002-00409**

2-1/16" Four Gauge Console (Camaro '68–'69)

**10183-00409**

2-1/16" Dual Pod (Chevelle A-Body '68–'72)

**10184-00409**

2-1/16" Single Pod (Chevelle A-Body '68–'72)

**10190-00409**

2-1/16" Dual Pod (Chevy Corvette '84–'96)

**10200-00409**

2-1/16" Dual Pod ('82–'92 Camaro/Firebird)

**10204-00409**

2-1/16" Dual Pod ('95–'02 Cavalier Z24)

**10210-00409**

2-1/16" Dual Pod (Camaro/Firebird '93–'02)

**10233-00409**

2-1/16" Dual Pod (Impala/Caprice '92–'96)

**10402-00409**

2-1/16" Dual Pod (Grand Prix/Cutlass/Monte Carlo '78–'87)

**12192-00409**

2-1/16" Dual Pillar (Corvette '97–'01)

**12193-00409**

2-1/16" Dual Pillar (Corvette '03–'04)

**12194-00409**

2-1/16" Dual Pillar (Corvette '05)

**12195-00409**

2-1/16" Triple Pillar (Corvette '05)

**12200-00409**

2-1/16" Dual Pillar (Camaro/Firebird Hard Top '82–'92)

## GAUGE PODS & PILLAR MOUNTS CONTINUED

**12201-00409**

2-1/16" Triple Pillar (Camaro/Firebird Hardtop '82-'92)

**12202-00409**

2-1/16" Dual Pillar (Camaro/Firebird T-Top '82-'92)

**12203-00409**

2-1/16" Triple Pillar (Camaro/Firebird T-Top '82-'92)

**12212-00409**

2-1/16" Dual Pillar (Camaro T-Top '97-'01; Firebird '93-'01)

**12213-00409**

2-1/16" Triple Pillar (Camaro T-Top '97-'01; Firebird '93-'01)

**12234-00409**

2-1/16" Triple Pillar (Chevy Impala/Caprice '92)

**15007-00409**

2-1/16" Steering Column (C/K Truck '00-'03 Automatic)

**15008-00409**

2-1/16" Steering Column (C/K Truck '00-'03 Manual)

**15103-00409**

2-1/16" Dual Pod (C/K Truck '95-'98)

**15104-00409**

2-1/16" Dual Pod (C/K Truck '00-'03)

**15110-00409**

2-1/16" Dual Pod (S-10 '94-'02 & Blazer '95-'02)

**15113-00409**

2-1/16" Dual Pod (S-10 & Blazer '86-'93)

**17100-00409**

2-1/16" Dual Pillar (C/K Truck '88-'94)

**17101-00409**

2-1/16" Triple Pillar (C/K Truck '88-'94)

**17102-00409**

2-1/16" Dual Pillar (C/K Truck '95-'98)

**17103-00409**

2-1/16" Triple Pillar (C/K Truck '95-'98)

**17104-00409**

2-1/16" Dual Pillar (C/K Truck '00-'01)

**17105-00409**

2-1/16" Triple Pillar (C/K Truck '00-'01)

**17106-00409**

2-1/16" Dual Pillar With Speaker (C/K Truck '00-'03)

**17107-00409**

2-1/16" Triple Pillar with Speaker (C/K Truck '00-'03)

**17110-00409**

2-1/16" Dual Pillar ('94-'98 S-10 & '95-'97 Blazer)

**17113-00409**

2-1/16" Dual Pillar (S-10 '86-'93)

**17114-00409**

2-1/16" Triple Pillar (S-10 '86-'93)

**18022-00409**

2-1/16" Dual Overhead Console (C/K Truck '00-'04)

**18023-00409**

2-1/16" Triple Overhead Console (C/K Truck '00-'04)

**18024-00409**

2-1/16" Quad Overhead Console (C/K Truck '00-'04)

**2203-00409**

2-1/16" Mounting Cup Chrome Plastic Gauge

**2204-00409**

2-1/16" Mounting Cup Black Plastic Gauge

**2237-00409**

2-1/16" 2-hole Gauge Panel, Black Aluminum

**2238-00409**

2-1/16" 3-hole Gauge Panel, Black Aluminum

**2259-00410**

Electrical Cyl Head Replacement Sender

**2277-00410**

1/8" Npt To M12 X 15 Metric Adapter

**2280-00410**

Heater Hose Adapter 5/8"

**2281-00410**

Heater Hose Adapter 3/4"

**2282-00410**

Radiator Hose Adapter 1" To 1-1/4"

**2283-00410**

Radiator Hose Adapter 1-1/2"

**3201-00409**

2-5/8" Mounting Cup Press Gauge (Chrome)

**3202-00409**

2-5/8" Mounting Cup Press Gauge (Black)

**3203-00409**

2-5/8" Mounting Cup Temp Gauge (Chrome)

**3204-00409**

2-5/8" Mounting Cup Temp Gauge (Black)

**3232-00409**

2-5/8" 2-hole Gauge Panel, Black Aluminum

**3233-00409**

2-5/8" 3-hole Gauge Panel, Black Aluminum

**3284-00410**

LED Replacement Bulb Kit (Red)

**3285-00410**

LED Replacement Bulb Kit (Green)

**3286-00410**

LED Replacement Bulb Kit (Blue)

**5291-00410**

Speedometer Sender 7/8" (18THD Hall Effect, 16 Pulse)



**RCR PARTS**

GM Performance Parts has partnered with Richard Childress Racing to offer the parts needed to make your GMPP circle track racing crate engine a runner. These high-quality parts have been selected based on the standards RCR uses to choose its Cup, Busch and Truck engine parts. Race with confidence and look sharp using these RCR accessories, only from GM Performance Parts.

**NOTE:** *ATTENTION GM DEALERS: The following pages are General Motors LICENSED PRODUCTS and must be ordered from the supplier. See Bulletin number ACC06-039 for detailed instruction.*

**A. RCRAC100**

**Air Cleaner**

- Clear anodized super-light 14" aluminum drop-down air cleaner
- With element

**B. RCRAL150**

**Alternator**

- Lightweight
- 93mm housing
- 50 amp alternator from Denso
- Designed for professional motorsports use

**C. RCRAL151**

**Alternator Installation Kit**

- Complete your alternator installation with this kit
- 2.700" diameter pulley
- 25" 3 rib belt (not shown)

**D. RCRAL152**

**Alternator Mounting Hardware**

- Designed to be used with the 93mm RCRAL150 Denso alternator and the RCRFD350 Front Drive Kit



**A** Air Cleaner



**B** Alternator



**C** Alternator Installation Kit (rib belt not shown)



**D** Alternator Mounting Hardware



Distributor **E**

#### **E. RCRDS250**

##### **Distributor**

- Pro Billet HEI Distributor
- With oversized shaft sealed ball bearing and long sintered bushing
- Extra springs and bushings are included to tailor your curve
- Includes a removable vacuum advance canister

#### **F. RCRFP300**

##### **Fuel Pump**

- Professionally designed billet mechanical fuel pump
- Delivers 70 GPH at 7 PSI

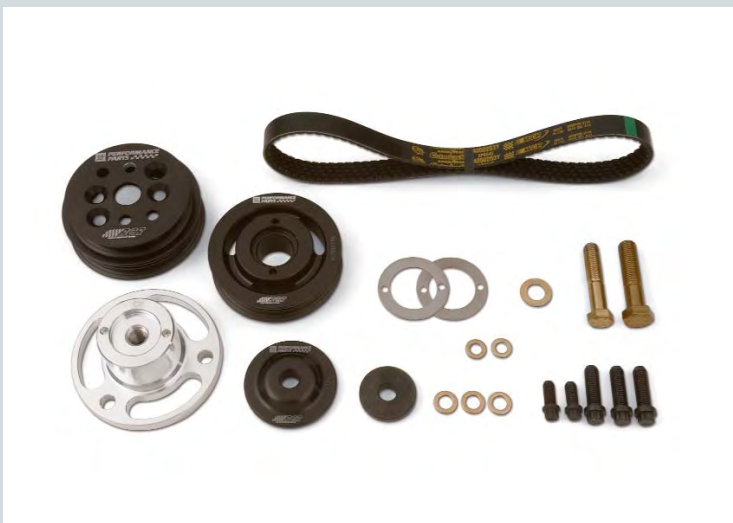
#### **G. RCRFD350**

##### **Front Drive Kit**

- Upper and lower serpentine pulley set
- Provides a 7% underdrive for the water pump
- Comes complete with drive hub, belt and necessary installation hardware



Fuel Pump **F**



Front Drive Kit **G**

RCR Parts Continued

## A. RCRSP400

### Spark Plug Wires

- 8mm spiral core spark plug wire set fitted and numbered with a wire loom kit
- Designed to route under the headers with 90° high temp spark plug boots and HEI Distributor boots

## B. RCRST450

### Starter

- 10 lb. high-torque starter will work with both 153 and 168 tooth flywheels
- 3.75 to 1 gear reduction
- 1.4 KW motor

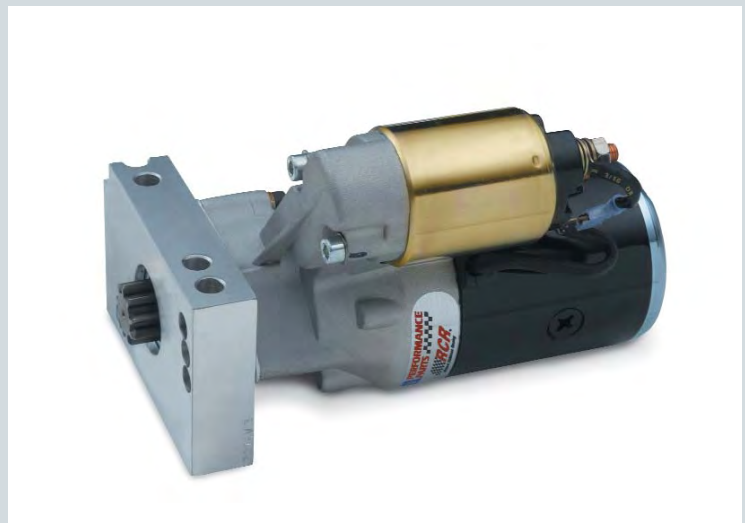
## C. RCRVC500

### Valve Covers

- Beautiful, powder-coated die cast aluminum cover set
- With breather tubes and a deep groove for good gasket retention
- Comes with retaining bolts
- Sold in pairs



**A** Spark Plug Wires



**B** Starter



**C** Valve Covers



Water Pump **D**



Power Steering Bracket **E**



Power Steering Pump Assembly **F**

#### **D. RCRWP550**

##### **Water Pump**

- Competition proven water pump
- Made from 356 T6 aluminum with heavy duty bearing and seal
- Includes an installation kit complete with gaskets, bolts and spacers

#### **E. RCRPS600**

##### **Power Steering Bracket**

- Billet aluminum power steering bracket
- Allows a low-mount for the power steering pump, RCRPS601

#### **F. RCRPS601**

##### **Power Steering Pump Assembly**

- Low drag pump designed for race applications
- Internal design adjusts fluid volume/pressure resulting in lower operating temperatures and less parasitic horsepower loss
- Comes complete with pulley and belt to work with RCRFD350 Front Drive Kit

## DRESS PARTS

The following licensed parts are built to GM specifications. Not all chrome parts are equal. The GM Performance Parts dress-up pieces typically have two to five times more chrome than "bargain" aftermarket chrome parts. Quality engineering means your parts from GM Performance Parts will look great for years to come.

**NOTE:**

**ATTENTION GM DEALERS:** The following pages are General Motors LICENSED PRODUCTS and must be ordered from the supplier. See Bulletin number ACC06-039 for detailed instructions.

### Valve Covers & Accessories

**141-133**

**Chrome Valve Cover Hold-Down Bolt (not shown)**

- Eight-piece replacement set for P/N 141-130, 141-131, 141-132, and 141-139

**A. 141-600**

**Wing Nuts**

- Wing nuts and studs for Chevrolet small- and big-block, and V-6. 1/4" x 20 threads
- Top of each wing nut has a Bowtie logo
- Four wing nuts per package

**141-615**

**Grommet Set (not shown)**

- Two grommets: one for push-in air breather and one for PCV valve

**141-617**

**Push-On Air Breather Cap (not shown)**

- 3" diameter breather
- For use on oil filler tube with 1.82" opening

**B. 141-618**

**Twist-On Air Breather Cap**

- 3" diameter breather manufactured with non-asbestos gaskets
- May be necessary to remove one gasket for proper clearance

**C. 141-619**

**Push-In Air Breather Cap**

- Rectangular breather for valve covers with 1.22" diameter grommet fitting
- Use with grommet set 141-615

**141-631**

**GM Twist-On Oil Filler Cap (not shown)**

- Large oil filler cap with white-on-blue epoxy-coated GM emblem
- Manufactured with non-asbestos gasket

**D. 141-361**

**Tall Valve Cover, Metallic Gray**

- For small-blocks
- With baffle

**E. 141-800**

**Tall Valve Cover, Fabricated Aluminum**

- For small-blocks
- Clear anodized
- No baffle
- Rigid billet aluminum mounting rail
- Designed for racing



**A** Wing Nuts



**B** Twist-On Air Breather Cap



**C** Push-In Air Breather Cap



**D** Tall Valve Cover, Metallic Gray



**E** Tall Valve Cover, Fabricated Aluminum





Tall Valve Cover, Black Crinkle **F**



Short Valve Cover, Chrome **G**



Short Valve Cover, Metallic Gray **H**



Tall Valve Cover, Chrome **I**



Tall Valve Cover, Chrome, Two-piece **J**

**F. 141-811**

**Tall Valve Cover, Black Crinkle**

- For big-blocks
- With baffle

**G. 141-812**

**Short Valve Cover, Chrome**

- For big-blocks
- Black lettering with red Bowtie emblem
- With baffle

**H. 141-814**

**Short Valve Cover, Metallic Gray**

- For big-blocks
- With baffle

**I. 141-905**

**Tall Valve Cover, Chrome**

- For small-blocks
- Black lettering with Bowtie emblem
- With baffle

**J. 141-912**

**Tall Valve Cover, Chrome, Two-piece**

- For small-blocks
- Recessed emblem
- With baffle

Dress Parts Continued

## Timing Chain Covers & Pointers

### A. 141-216

#### Big-Block Chrome Timing Cover

- Cover with oil seal for Mark IV big-block (1965–1990)
- Use replacement oil seal P/N 3860095
- Use pointer P/N 141-201 for 8" balancer

### 141-200

#### Small-Block Timing Pointer (not shown)

- Bolt-on pointer for 1969–1990 small-block V-8 or 90° V-6 with a 6.75" or 7" balancer

**NOTE:** May be used on some pre-1969 engines by relocating top dead center on balancer.

### B. 141-201

#### Big-Block Timing Pointer

- Bolt-on pointer for 1965–1991 big-block engines with an 8" balancer

## Balancer Covers

### C. 141-725

#### Small-Block Chrome Harmonic Balancer Cover, 6-3/4"

## Freeze Plug Inserts

### D. 141-232

#### Bowtie Emblem Freeze Plug Insert, Black

- Inserts with raised emblem
- 2 per package

### E. 141-233

#### Bowtie Emblem Freeze Plug Insert, Red

- Inserts with recessed red emblem
- 2 per package

**NOTE:** This is not a freeze plug replacement. It is an insert for your existing freeze plug.



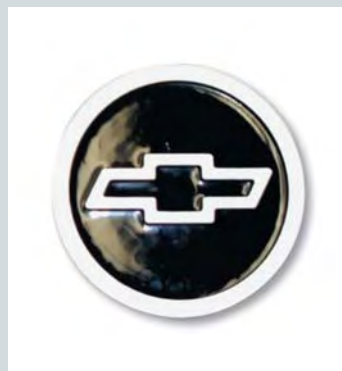
**A** Big-Block Chrome Timing Cover



**B** Big-Block Timing Pointer



**C** Small-Block Chrome Harmonic Balancer Cover, 6-3/4"



**D** Bowtie Emblem Freeze Plug Insert, Black



**E** Bowtie Emblem Freeze Plug Insert, Red



Chevy 14" Classic Air Cleaner Kit **F**



Bowtie Air Cleaner Nut **G**



Small-Block Engine Dress-Up Kit **H**



Small-Block Engine Dress-Up Kit **I**



Water Neck **J**

**Air Cleaners**

**F. 141-790**

**Chevy 14" Classic Air Cleaner Kit**

- Carbon-fiber

**G. 141-322**

**Bowtie Air Cleaner Nut**

- Small Bowtie center nut
- 1-3/4" x 3/4"

**141-323**

**Chevrolet-logo Air Cleaner Nut (not shown)**

- Large Chevrolet-logo high-tech center nut

**141-327**

**GM-logo Air Cleaner Nut (not shown)**

- Large GM-logo high-tech-style center nut

**141-328**

**GM-logo Air Cleaner Nut (not shown)**

- Small Chevrolet logo high-tech-style center nut

**Chrome Engine Dress-Up Kits**

**H. 141-001**

**Small-Block Engine Dress-Up Kit**

- Kit for 1958–1986 engines
- Includes Bowtie-logo standard-height valve covers (2), timing cover (1), wire looms (2), and push-in breather (1)
- Also includes chrome oil dipstick, timing tab for 8" balancer and two grommets

**I. 141-002**

**Small-Block Engine Dress-Up Kit**

- Kit for 1958–1986 engines
- Includes Bowtie-logo standard-height valve covers (2), grommets (2), wire looms (2), push-in breather (1)
- Also includes chrome oil dipstick, chrome hold-down clamps (4), and chrome valve cover wing nuts (8)

**NOTE:** 1978–1986 engines may require dipstick change.

**Water Necks**

**J. 141-500**

**Water Neck**

- Water neck with neoprene O-ring and chrome bolts
- For 1955–1965 Chevrolet V-8s, 1956–1963 Corvettes and 1964 Chevy II V-8

Dress Parts Continued

## Oil Dipsticks

### A. 141-550

#### Small-Block Dipstick (1977–Earlier)

- Dipstick and tube for 1977-and-earlier V-8 engines
- Handle has classic hook with Chevrolet name stamped approximately to the fill indicator mark

### B. 141-551

#### Small-Block Dipstick (1978–1981)

- Dipstick and tube for 1978–1981 V-8 engines

### C. 141-553

#### Big-Block Dipstick

- Dipstick and tube for 1965–1991 engines

## Wire Looms & Dividers

### D. 141-638

#### Small-Block Linear Looms

- Linear spark plug wire looms for 1958–1986 engines
- One pair per package

**NOTE:**

*Exhaust manifold must not be much higher than valve cover mounting flange for proper clearance.*

### E. 141-639

#### Big-Block Linear Loom

- Linear spark plug wire looms for 1965–1991 engines
- One pair per package

### F. 141-636

#### Universal Wire Loom

- Wire looms for 1958–1986 Chevrolet small-block and 1965–1991 big-block engines
- Black nylon heads on chrome stems
- Heads have red Chevrolet name and Bowtie logo
- One pair per package



**A** Small-Block Dipstick (1977–Earlier)



**B** Small-Block Dipstick (1978–1981)



**C** Big-Block Dipstick



**D** Small-Block Linear Looms



**E** Big-Block Linear Loom



**F** Universal Wire Loom



Alternator **G**



Small-Block Alternator Brackets **H**



Dual Line Single Clip Cover **I**



Dual Line Double Clip Cover **J**



Dual Line Single Clip Cover **K**



Turbo 350 Transmission Pan **L**



Chevy Small-Block Electric Water Pump, Red **M**

## Alternators and Alternator Brackets

### G. 141-657

#### Alternator

- GM Bowtie emblem
- 100 AMP
- 1-wire

### 141-402

#### Small-Block Alternator Brackets (not shown)

- Chrome upper and lower alternator brackets for small-block engines where top bracket bolts to intake manifold
- Engineered for applications with 4" between center of hole in intake and front of water pump mounting node
- Compare original bracket with catalog photo before purchase

**NOTE:** Use steel straightedge to verify belt alignment with crankshaft and water pump pulleys.

### H. 141-403

#### Small-Block Alternator Brackets

- Chrome upper and lower alternator brackets for small-block engines where top bracket bolts to water neck
- Engineered for applications with 6.75" between center of hole in water neck and front of water pump mounting node

## Master Cylinder Covers

### I. 141-225

#### Dual Line Single Clip Cover

- Cover with GM logo for power disc brake master cylinder size 5 x 2-3/8"
- Retention clip included

### J. 141-226

#### Dual Line Double Clip Cover

- Cover with GM logo for power disc brake master cylinder size 5.75" x 3"
- Includes two clips

### K. 141-227

#### Dual Line Single Clip Cover

- Cover with GM logo for power or manual disc brake master cylinder size 5-5/8" x 3"
- Retention clip included

## Transmission Oil Pans

### L. 141-250

#### Turbo 350 Transmission Pan

- Ribbed, stock-depth, chrome Turbo 350 pan with stamped GM logo and chrome drain plug

## Water Pumps

### M. 141-652

#### Chevy Small-Block Electric Water Pump, Red

- Die-cast aluminum
- Red, with Bowtie logo
- Fitting included (1" pipe to 1-3/4" hose)

## AIR BREATHER CAPS

### 141-365

- Chevy Bowtie Metallic Gray Push-in Air Breather Cap**
- 3" diameter

### 141-616

- Chevy Bowtie Push-in Air Breather Cap**
- 3" diameter
  - Use with 1.22" holes

### 141-617

- Chevy Bowtie Push-on Air Breather Cap**
- 3" diameter
  - Use with oil filler tube with 1.82" opening

### 141-618

- Chevy Bowtie Twist-on Air Breather Cap**
- 3" diameter
  - Use with Chevy style holes
  - See photo on page 334

### 141-619

- Chevy Bowtie Push-in Air Breather Cap**
- Rectangular
  - See photo on page 334

### 141-621

- Chevy Bowtie Push-in Filter Air Breather with Hood**
- 3" diameter

### 141-622

- Chevy Bowtie Push-in Filter Air Breather without Hood**
- 3" diameter

### 141-625

- Chevy Bowtie Air Breather Cap, Filter Type with Hood**
- Clamp on style
  - 1-3/8"

### 141-754

- Chevy Bowtie Black Crinkle Push-in Air Breather Cap**
- 3" diameter

## AIR CLEANER ACCESSORIES

### 141-322

- Small Chevy Bowtie Air Cleaner Center Nut**
- See photo on page 337

### 141-323

- Large Hi-tech Chevy Bowtie Air Cleaner Center Nut**

### 141-327

- Large Hi-tech GM Air Cleaner Center Nut**

### 141-328

- Small Hi-tech Chevy Bowtie Air Cleaner Center Nut**

### 141-332

- Small Hi-tech GM Air Cleaner Center Nut**

### 141-333

- Large Chevy Bowtie Air Cleaner Center Nut**

## AIR CLEANER KITS

### 141-302

- Chevy 14" Classic Air Cleaner Kit with Bowtie Center Nut**
- 3" tall air filter
  - Chrome

### 141-307

- Chevy 14" High-performance Air Cleaner Kit**
- 3" tall air filter
  - Chrome

### 141-309

- Chevy 10" Classic Air Cleaner Kit with Bowtie Center Nut**
- 2-53/64" tall air filter
  - Chrome

### 141-315

- Chevy 10" High-performance Air Cleaner Kit**
- 2-53/64" tall air filter
  - Chrome

### 141-362

- "Chevrolet & Bowtie" 14" Classic Metallic Gray Air Cleaner Kit with Bowtie Center Nut**

### 141-690

- Super Light Aluminum Air Cleaner Kit**
- 14" plain (no logo)
  - Black finish bowtie

### 141-691

- Super Light Aluminum Air Cleaner Kit**
- 14" plain (no logo)
  - Clear anodized

### 141-692

- Super Light Aluminum Air Cleaner Kit**
- 14" black with red bowtie

### 141-693

- Super Light Aluminum Air Cleaner Kit**
- 14" clear anodized with red bowtie

### 141-752

- Chevy 14" Classic, Black Crinkle, Air Cleaner Kit with Bowtie Center Nut**

### 141-790

- Chevy Bowtie Emblem 14" Classic, Air Cleaner Kit**
- Carbon fiber
  - See photo on page 337

### 141-793

- Chevy Bowtie Emblem 14" Classic Air Cleaner Kit, Silver**
- Composite fiber

### 141-906

- "Chevrolet & Bowtie" 14" Chrome Air Cleaner Kit**
- Red bowtie & black lettering

## ALTERNATORS & ACCESSORIES

### 141-402

- Chevy S/B V-8 Alternator Bracket**
- Bracket bolts to manifold

### 141-403

- Chevy S/B V-8 Alternator Bracket**
- Bracket bolts to neck
  - See photo on page 339

### 141-656

- 100% New, Chrome Alternator with Chevy Bowtie Emblem**
- GM '73-'86 with internal regulator

### 141-657

- 100% New, Chrome 1-wire Alternator with Chevy Bowtie Emblem**
- GM 100 amp
  - See photo on page 339

### 141-658

- 100% New, Chrome 1-wire Alternator with Chevy Bowtie Emblem**
- GM 60 amp

### 141-659

- 100% New, Chrome 1-wire Alternator with Chevy Bowtie Emblem**
- GM 80 amp

### 141-660

- 100% New, Chrome 1-wire Alternator with Chevy Bowtie Emblem**
- GM 120 amp

## DRESS-UP KITS

### 141-001

- Chrome Dress-up Kit with Timing Cover & Short Baffled Valve Covers**
- Chevy S/B V-8, 1958-86
  - See photo on page 337

### 141-002

- Chrome Dress-up Kit with Short Baffled Valve Covers & Wing Nuts**
- Chevy S/B V-8, 1958-86
  - See photo on page 337

### 141-360

- Dress-up Kit with Metallic Gray with Tall Baffled Valve Covers**
- Chevy S/B V-8, 1958-86
  - Includes air cleaner kit

### 141-758

- Black Crinkle Dress-up Kit with Tall Baffled Valve Covers**
- Chevy S/B V-8, 1958-86
  - Includes air cleaner kit

### 141-900

- Chrome Chevy Dress-up Kit with Red and Black Emblems**
- Chevy S/B V-8, 1958-86
  - Includes air cleaner kit

## FANS, ELECTRIC

### 141-641

- High Performance 10" Electric Fan with Bowtie Emblem**

### 141-642

- High Performance 12" Electric Fan with Bowtie Emblem**

### 141-644

- High Performance 14" Electric Fan with Bowtie Emblem**

### 141-646

- High Performance 16" Electric Fan with Bowtie Emblem**

### 141-647

- High Performance 15" Electric Fan with Thermostat and Bowtie Emblem**

## FREEZE PLUG INSERTS

### 141-232

- Bowtie Emblem Freeze Plug Insert with Raised Black Emblem**
- 2 per package
  - See photo on page 336

### 141-233

- Bowtie Emblem Freeze Plug Insert with Recessed Red Emblem**
- 2 per package
  - See photo on page 336

## MASTER CYLINDER COVERS

### 141-225

- GM Master Cylinder Cover**
- Single Clip
  - 5" x 2-3/8"
  - For power disk brakes
  - See photo on page 339

### 141-226

- GM Master Cylinder Cover**
- Double Clip
  - 5-3/4" x 3"
  - For power disk brakes
  - See photo on page 339

### 141-227

- GM Master Cylinder Cover**
- Single Clip
  - 5-3/4" x 3"
  - For power disk brakes or manual
  - See photo on page 339

MISCELLANEOUS

**141-210**

**Chevy Bowtie Fuel Pump Block-off Plate**

- Chevy S/B V-8

**141-211**

**Chevy Bowtie Fuel Pump Block-off Plate**

- Chevy B/B V-8

**141-250**

**GM Transmission Oil Pan**

- Chrome, oil drain plug
- Turbo 350
- See photo on page 339

**141-515**

**GM Hose Clamp Kit, Chrome**

**141-516**

**GM Hose Clamp Kit, Red**

**141-517**

**GM Hose Clamp Kit, Blue**

**141-615**

**Grommet Set**

- One push-in for air breather & one for PCV valve

**141-630**

**Chevy Bowtie Push-in Oil Filler Cap**

- Use with valve covers

**141-631**

**Large GM Oil Filler Cap**

- Use With Chevy Style Holes

**141-725**

**Chevy Bowtie 6-3/4" Chrome Harmonic Balancer Cover**

- Chevy S/B
- See photo on page 336

**141-726**

**Chevy Bowtie 8" Chrome Harmonic Balancer Cover**

- Chevy S/B

**141-727**

**Chevy Bowtie 6-3/4" Black Harmonic Balancer Cover**

- Chevy S/B

**141-728**

**Chevy Bowtie 8" Black Harmonic Balancer Cover**

- Chevy S/B

**141-729**

**Chevy Bowtie 8" Chrome Harmonic Balancer Cover**

- Chevy B/B

**141-730**

**Chevy Bowtie 8" Black Harmonic Balancer Cover**

- Chevy B/B

**141-916**

**Replacement Gaskets for 2-Pc S/B Valve Covers (Pair)**

OIL DIPSTICK KITS

**141-550**

**Chevy Oil Dipstick Kit**

- S/B V-8 through 1977
- See photo on page 338

**141-551**

**Chevy Oil Dipstick Kit**

- S/B V-8 1978-81
- See photo on page 338

**141-553**

**Chevy Oil Dipstick Kit**

- B/B V-8 1965-91
- See photo on page 338

TIMING COVERS & TABS

**141-200**

**Chevy S/B Timing Tab with 6-3/4" or 7" Balancer**

- Chevy 1969-90

**141-201**

**Chevy B/B Timing Tab with 8" Balancer**

- Chevy 1965-91
- See photo on page 336

**141-202**

**Chevy S/B Timing Tab with 8" Balancer**

- Chevy 1969-91

**141-215**

**Chevy Bowtie Timing Chain Cover**

- Chevy S/B V-8 1969-91 and V6/90°

**141-216**

**Chevy Bowtie Timing Chain Cover**

- Chevy B/B 1965-90
- See photo on page 336

**141-217**

**Chevy Bowtie Die Cast Timing Chain Cover**

- Polished
- Chevy S/B 1965-90

**141-218**

**Chevy Bowtie Die Cast Timing Chain Cover**

- Chrome Plated
- Chevy S/B 1965-90

**141-363**

**"Chevrolet & Bowtie" Metallic Gray S/B Timing Chain Cover**

**141-753**

**"Chevrolet & Bowtie" Timing Chain Cover**

- Black Crinkle
- Chevy S/B V-8 1969-91 and V-6/90°

**141-904**

**"Chevrolet & Bowtie" Chrome S/B Timing Chain Cover, Red Bowtie & Black Lettering**

- Chevy S/B V-8 1969-91



## VALVE COVER ACCESSORIES

### 141-133

#### Replacement Hold-down Bolts with Rubber Washers & Steel Washers

- 8 pieces each
- For P/N 141-130, P/N 141-131, P/N 141-132, P/N 141-139

### 141-364

#### Chevy Metallic Gray Valve Cover Wing Nuts

- 4 per package

### 141-366

#### Chevy Metallic Gray Valve Cover Hold Down Clamps

- 4 per package

### 141-600

#### Chevy Bowtie Chrome Valve Cover Wing Nuts

- See photo on page 334

### 141-610

#### Chevy Chrome Valve Cover Hold-down Clamps

- Chevy S/B V-8 & V-6/90° through 1986

### 141-756

#### Chevy Bowtie Black Crinkle Valve Cover Wing Nuts

- S/B, B/B & V-6

### 141-757

#### Chevy Bowtie Black Crinkle Valve Cover Hold-down Clamps

### 141-902

#### Chevy Red Bowtie Chrome Valve Cover Wing Nuts

### 141-903

#### Chevy Red Bowtie Chrome Hold Down Clamps

#### NOTE:

Hold-down clamps fit Chevrolet small-block V-8 and V-6/90° engines through 1986. Wing nuts fit all small and big-blocks 1/4" x 20 threads. All 4 per package.

## VALVE COVERS, BIG-BLOCK

### 141-114

#### "Chevrolet & Bowtie" Chrome Stamped Valve Covers, Short

- Chevy B/B V-8 1965-later

### 141-115

#### "Chevrolet & Bowtie" Chrome Stamped Valve Covers, Tall with Baffle

- Chevy B/B V-8 1965-later

### 141-140

#### "Chevrolet & Bowtie" Die-cast Valve Covers, 1965-Later, Tall

- Chrome

### 141-141

#### "Chevrolet & Bowtie" Die-cast Valve Covers, 1965-Later, Tall

- Black crinkle

### 141-142

#### "Chevrolet & Bowtie" Die-cast Valve Covers, 1965-Later, Tall

- Polished

### 141-805

#### "Chevrolet & Bowtie" Fabricated Aluminum Valve Cover, No Baffle

- Clear Anodized

### 141-806

#### "Chevrolet & Bowtie" Fabricated Aluminum Valve Cover, No Baffle

- Black

### 141-807

#### "Chevrolet & Bowtie" Fabricated Aluminum Valve Covers

- Black

### 141-808

#### "Chevrolet & Bowtie" Fabricated Aluminum Valve Covers

- Clear Anodized

### 141-810

#### "Chevrolet & Bowtie" Stamped Valve Covers, Short

- Black crinkle

### 141-811

#### "Chevrolet & Red Bowtie" Stamped Valve Covers, Tall

- Black crinkle
- See photo on page 335

### 141-812

#### "Chevrolet & Red Bowtie" Stamped Valve Covers, Short

- Chrome
- Red bowtie
- See photo on page 335

### 141-813

#### "Chevrolet & Red Bowtie" Stamped Valve Covers, Tall

- Chrome
- Red bowtie

### 141-814

#### "Chevrolet & Blue Bowtie" Stamped Valve Covers, Short

- Metallic gray
- Blue bowtie
- See photo on page 335

### 141-815

#### "Chevrolet & Blue Bowtie" Stamped Valve Covers, Tall

- Metallic gray
- Blue bowtie

#### NOTE:

All valve covers have baffles unless otherwise stated. All sold in pairs. Fits V-8, 1965 and later.

VALVE COVERS, SMALL BLOCK

**NOTE:** All valve covers have baffles unless otherwise stated.  
All sold in pairs. Fits V-8, 1958–86, unless otherwise stated.

**141-101**

“Chevrolet & Bowtie” Chrome Stamped Valve Covers, Tall, No Baffle

**141-102**

“Chevrolet & Bowtie” Chrome Stamped Valve Covers, Short

**141-103**

“Chevrolet & Bowtie” Chrome Stamped Valve Covers, Tall

**141-107**

Red Bowtie Chrome Stamped Valve Covers Center Bolt

- Chevy S/B V-8 1987–later

**141-108**

“Chevrolet & Bowtie” Die Cast Valve Covers

- Polished
- With oil drippers

**141-116**

“Chevrolet & Bowtie” Die Cast Valve Covers

- Black crinkle
- With oil drippers

**141-117**

“Chevrolet & Bowtie” Die Cast Valve Covers

- Chrome plated
- With oil drippers

**141-130**

“Chevrolet & Bowtie” Die Cast Valve Covers Center Bolt

- S/B V-8 1987–later
- Polished

**141-131**

“Chevrolet & Bowtie” Die Cast Valve Covers Center Bolt

- S/B V-8 1987–later
- Black crinkle

**141-132**

“Chevrolet & Bowtie” Die Cast Valve Covers Center Bolt

- S/B V-8 1987–later
- Chrome

**141-139**

Chevy Die Cast Center Bolt Circle Track Valve Covers, Plain with Vent Tubes

- S/B V-8 1987–later
- Polished
- No logo

**141-361**

“Chevrolet & Bowtie” Stamped Valve Covers, Tall

- See photo on page 334
- Metallic Gray

**141-750**

“Chevrolet & Bowtie” Stamped Valve Covers, Short

- Black crinkle

**141-751**

“Chevrolet & Bowtie” V-8 Stamped Valve Covers

- Tall with baffle
- Black crinkle

**141-800**

“Chevrolet & Bowtie” Fabricated Aluminum Valve Cover, No Baffle

- See photo on page 334
- Clear Anodized

**141-801**

“Chevrolet & Bowtie” Fabricated Aluminum Valve Cover

- Clear Anodized

**141-802**

“Chevrolet & Bowtie” Fabricated Aluminum Valve Cover, No Baffle

- Black

**141-803**

“Chevrolet & Bowtie” Fabricated Aluminum Valve Cover

- Black

**141-899**

“Chevrolet & Bowtie” Chrome Short Valve Covers, Red Bowtie & Black Lettering

**141-905**

“Chevrolet & Bowtie” Chrome Tall Valve Covers, Red Bowtie & Black Lettering

- See photo on page 335

**141-907**

Chevy Red Bowtie Center Hold-down Stamped Valve Covers

- Black

**141-908**

Chevy Red Bowtie Center Hold-down Stamped Valve Covers

- Gray

**141-910**

Chevrolet Bowtie 2-piece Valve Cover Set, Recessed Emblem, Polished

- Patent pending

**141-911**

Chevrolet Bowtie 2-piece Valve Cover Set, Recessed Emblem, Black

- Patent pending

**141-912**

Chevrolet Bowtie 2-piece Valve Cover Set, Recessed Emblem, Chrome

- See photo on page 335
- Patent pending

**141-913**

Chevrolet Bowtie 2-piece Valve Cover Set, Raised Emblem, Polished

- Patent pending

**141-914**

Chevrolet Bowtie 2-piece Valve Cover Set, Raised Emblem, Black

- Patent pending

**141-915**

Chevrolet Bowtie 2-piece Valve Cover Set, No Emblem, Polished

- Patent pending

## WATER NECKS

### 141-500

#### Chevy Water Neck with O-ring

- V-8 1955–65; Chevy II V-8 1964; Corvette 1956–63
- See photo on page 337

### 141-501

#### Chevy Water Neck V-8 with O-ring

- Chevy, Camaro, & Chevelle V-8 1966–1975

## WATER PUMPS, ELECTRIC

### 141-650

#### "Chevrolet & Bowtie" S/B Aluminum Electric Water Pump, Aluminum Fitting Included, Chrome

### 141-651

#### "Chevrolet & Bowtie" S/B Aluminum Electric Water Pump, Aluminum Fitting Included, Black

### 141-652

#### "Chevrolet & Bowtie" S/B Aluminum Electric Water Pump, Aluminum Fitting Included, Red

- See photo on page 339

### 141-653

#### "Chevrolet & Bowtie" S/B Aluminum Electric Water Pump, Aluminum Fitting Included, Blue

### 141-654

#### "Chevrolet & Bowtie" S/B Aluminum Electric Water Pump, Aluminum Fitting Included, Polished

### 141-670

#### "Chevrolet & Bowtie" B/B Aluminum Electric Water Pump, Aluminum Fitting Included, Polished

### 141-671

#### "Chevrolet & Bowtie" B/B Aluminum Electric Water Pump, Aluminum Fitting Included, Chrome

### 141-672

#### "Chevrolet & Bowtie" B/B Aluminum Electric Water Pump, Aluminum Fitting Included, Red

### 141-673

#### "Chevrolet & Bowtie" B/B Aluminum Electric Water Pump, Aluminum Fitting Included, Blue

### 141-674

#### "Chevrolet & Bowtie" B/B Aluminum Electric Water Pump, Aluminum Fitting Included, Black

## WIRE HOLDERS

### 141-636

#### "Chevrolet & Bowtie" Wire Looms

- Chevy S/B V-8 1959–86; Chevy B/B V-8 1965–91
- 2 per package
- See photo on page 338

### 141-638

#### Chevy Bowtie Linear Wire Looms

- Chevy S/B V-8 1959–86
- 2 per package
- See photo on page 338

### 141-639

#### Chevy Bowtie Linear Wire Looms

- Chevy B/B 1965–91
- 2 per package
- See photo on page 338

## Start-up and Break-in Procedures

1. After installing the engine, ensure the crankcase has been filled with the correct (refer to instruction sheets that come with the crate engine) motor oil (non-synthetic) to the recommended oil fill level on the dipstick. Also check and fill as required any other necessary fluids such as coolant, power steering fluid, etc.
2. The engine should be primed with oil prior to starting. Do this by using an engine oil priming tool. If you do not have one, one can be obtained through GM, part number 12368084. Follow the instructions enclosed with the tool. This is the sure way to get oil to the bearings before you start the engine for the first time. Also, prime the engine if it sits for extended periods of time.
3. Safety first. If the vehicle is on the ground, be sure the emergency brake is set, the wheels are chocked and the car cannot fall into gear.
4. Start the engine and adjust the initial timing. Set the ignition timing to timing specified in the instruction sheet and the engine idle to the speed as specified in the instruction sheet. Rotate the distributor counterclockwise to advance the timing. Rotate the distributor clockwise to retard the timing. Leave the vacuum advance disconnected.
5. When possible, you should always allow the engine to warm up prior to driving. It is a good practice to allow the oil sump and water temperature to reach 180°F before towing heavy loads or performing hard acceleration runs.
6. Once the engine is warm, set the total advance timing as specified in the instruction sheet.
7. The engine should be driven at varying loads and conditions for the first 30 miles or one hour without wide open throttle (WOT) or sustained high RPM accelerations.
8. Run five or six medium throttle (50%) accelerations to about 4000 RPM and 55 MPH (if application is a vehicle), and back to idle (0% throttle) in gear.
9. Run two or three hard throttle (WOT 100%) accelerations to about 5000 RPM and 55 MPH (if application is a vehicle), and back to idle (0% throttle) in gear.
10. Change the oil and filter. Replace with 20w50 racing motor oil (not synthetic) and an ACDelco oil filter. Inspect the oil and the oil filter for any foreign particles to ensure that the engine is functioning properly.
11. Drive the next 500 miles (or 12 to 15 engine hours) under normal conditions. Do not run the engine at its maximum rated engine speed. Also, do not expose the engine to extended periods of high load.
12. Change the oil and filter. Again, inspect the oil and oil filter for any foreign particles to ensure that the engine is functioning properly.
13. Do not use synthetic oil for break-in. It would only be suitable to use synthetic motor oil after the second recommended oil change and mileage accumulation.

## Small Block Universal Parts List

These parts are used on all Small-Block Engines

Part No.	Description	Qty
12561388	Main Bearing Cap Bolt Outer	10
3877669	Main Bearing Cap Bolt Inner	6
12561389	Main Bearing Cap Stud Inner	3
9442946	Main Bearing Cap Nut For Windage Tray	1
12453170	Camshaft Bearing—Camshaft #1	1
12453171	Camshaft Bearing—Camshaft #2	1
12453172	Camshaft Bearing—Camshaft #3, 4	2
10241154	Camshaft Plug—Rear	1
88891749	Freeze Plug, Cup—Brass 41.1mm	8
10120990	Main Bearing (Std) #1, 2, 3, 4 (All Small Blocks Except 383)	4
10120993	Main Bearing (Std) Rear (All Small Blocks Except 383)	1
1453658	Transmission Dowel Pin 5/8" X 1 3/16"	2
12554553	Front Dowelpin 1/4" X 5/8"	2
585927	Dowel Pin 5/16" X 9/16"	4
14081701	1/4" Pipe Plug (Thread Socket Head)	4
14091563	Oil Galley, Steel Cup Plug (.476")	4
9441003	Rear Seal Housing Locator Pin 7/16" X 9/16"	1
14084945	Block Drain Plug (1/4-18 X .56) Threaded	2
14088556	Rear Seal Retainer	1
10088158	Rear Crank Seal 1-Pc Style	1
14080362	Oil Pan Stud—Outboard	1
12555771	Rear Adapter Gasket to Block	1
14101058	Adapter Stud	2
14088561	Adapter Bolt—Torx Upper	1
9439915	Hex Nut, Adapter To Stud 1/4-20 X .234	1
14088562	Adapter Bolt, Torx Thru Loc Pin 1/4-20 X .75	1
10121044	Rear Seal (2-Piece Seal Design)	1
12513961	Front Cover, Sheet Metal With Welded Pointer	1
10108435	Front Cover Gasket—Sheet Metal Cover	1
10243247	Front Crank Seal—Sheet Metal Cover	1
12562818	Cover, Engine Front w/o Pointer ZZ4 Design Engines	1
10228655	Front Crank Seal	1
9439930	Front Cover Bolt	10
10213293	Front Cover Bolt	6
12551135	Front Cover Bolt	2
10213294	Eng Frt Cover Bolt Grommet	8
14090911	Plug (3/8-18 Threaded)	ar
10168527	Head Bolt—Short	4
10168526	Head Head—Medium	20
10168525	Head Head—Long	4
10089648	Rocker Arm—w/Nut & Ball (Use With All Steel Rockers)	ar
10088128	Camshaft Retainer 1st Des 3.620 Bolt Pattern	1
10168501	Camshaft Retainer 2nd Des 3.294 Bolt Pattern	1
14093637	Camshaft Bolt Retainer (Torx)	2
12554553	Camshaft Sprocket Locator Pin To Cam 1/4 X 5/8	1
9424877	Camshaft Bolt Sprocket 5/16-18 X 3/4 300m	3

Part No.	Description	Qty
10108688	Connecting Rod—All Except 383 Engines	ar
461372	Connecting Rod Bolt—All Except 383 Engines	ar
225854	Connecting Rod Nut—All Except 383 Engines	ar
12523924	Connecting Rod Bearing (Std) Except 383 Engine	ar
10046031	Flywheel Locator Pin 7/16 X 7/8	1
14061685	Clutch Pilot Bearing All With Manual Trans.	1
106751	Damper Key—Front Of Crankshaft (Woodruff)	1
3754587	Water Pump Gasket	2
9442012	Water Pump Bolts 3/8-16/ 2 1/4	4
14088753	Water Outlet	1
10198997	Water Outlet Bolts	2
10105135	Water Outlet Gasket	1
10207373	Thermostat, 195 Deg	1
10202456	Thermostat, 180 Deg	1
10108676	Oil Pan Gasket (1-Pc Des)	1
11518377	Oil Pan Drain Plug 12mm	1
3536966	Oil Pan Drain Plug O-ring Seal	1
3921988	Oil Pan Drain Plug, 1/2	1
14090908	Oil Pan Drain Plug Gasket	1
12553058	Oil Pan Reinforcement LH	1
12553059	Oil Pan Reinforcement RH	1
9440033	Oil Pan Bolt 1/4-20 X 5/8	14
12338130	Oil Pan Nut 5/16-18	2
9424877	Oil Pan Bolt 5/16-18 X 3/4	2
12551154	Oil Tube Indicator	1
12551144	Oil Tube Indicator	1
3952301	Oil Filter Adapter w/Bypass Valve	1
3951644	Oil Filter Adapter Bolt 5/16-18 X 1 1/8	2
3764554	Oil Pump Shaft Retainer (Nylon)	1
12525810	Intake Manifold Gasket Set (For ZZ4 Engines)	1
89017465	Intake Manifold Gasket (For Vortec Design Heads)	1
12550027	Bolt, Intake Manifold (All With Vortec Design Heads)	8
88891769	Bolt, Intake (3/8-16 X 1 1/2 ) ZZ4 Design Engines	4
14091544	Bolt, Intake (3/8-16 X 1 1/8 ) ZZ4 Design Engines	4
9439918	Bolt, Intake (3/8-16 X 1 3/8 ) ZZ4 Design Engines	4
6269414	Manifold, Egr Cover, ZZ4 Engine	1
12554530	EGR Gasket ZZ4 Engine	1
9442184	EGR Cover Bolt T/w 9439571 Washer	2
14094792	Manifold, Choke Cover ZZ4 Engine	1
14096848	Manifold Choke Cover Gasket ZZ4 Engine	1
14094069	Fuel Pump Block Off Plate	1
12560223	Fuel Pump Cover Gasket	1
3719599	Fuel Pump Adapter Plate	1
9440033	Bolts, Fuel Pump 1/4-20 X 5/8	2
9442963	Bolts, Fuel Pump 3/8-16 X .3/4	2
3704817	Fuel Pump Push Rod	1

## 350/290 hp Service Parts List

12499529

Part No.	Description
10066034	Block, Bare (Cast Iron—4-bolt Main with 2-Pc Rr Seal)
12453170	Camshaft Bearing #1
12453171	Camshaft Bearing #2 & Rear
12453172	Camshaft Bearing #3, 4
10120990	Crankshaft Main Bearing (Std) #1, 2, 3, 4
10120993	Crankshaft Main Bearing (Std) Rear
458625	Crankshaft Rear Main Seal (2-Pc Design)
12531283	Front Engine Cover (Sheet Metal With Pointer)
93438649	Cylinder Head—With Valves (Cast Iron—76cc)
93438648	Cylinder Head, Bare
3814692	Stud, Rocker Stud Pressed
10241743	Intake Valve 1.94"
12550909	Exhaust Valve 1.50"
3911068	Valve Spring, Valve w/Damper
14042575	Cap Rotator
14003974	Valve Spring Cap
24503856	Key, Valve Keeper
10212810	Intake Valve Stem Oil Seal
12564852	Exhaust Valve Stem Oil Seal
10105117	Head Gasket
93438952	Valve Cover
93412642	Valve Cover

Part No.	Description
3933964	Rocker Cover Gasket (Perimeter Hold Down)
14095256	Push Rod
5232720	Lifter, Hydraulic (Flat)
3896962	Camshaft, Hydraulic (Flat Tappet)
10108688	Connecting Rod
93422884	Piston, Std with Ring
88894219	Piston Ring
93426651	Crankshaft (Nodular Iron—2-Pc Seal Design)
14088783	Timing Chain
14088785	Camshaft Sprocket
14088784	Crankshaft Sprocket
9424877	Camshaft Sprocket Bolt
12523924	Rod Bearing (Std)
12523925	Rod Bearing (.001)
10066039	Oil Pan (4-qt)
12553059	Oil Pan Reinforcement
10066041	Oil Pan Reinforcement
10089606	Oil Pan Gasket
3951600	Oil Level Tube (Lower)
93442037	Oil Pump (.742" Dia Tube)
12551165	Oil Pump Screen (.742" Dia Tube)

## Small Block 350/330-350 hp Service Parts List

Part No.	Description				
		88958602	12496968	12499711	12486041
Part No.	Description	CT	DLX	TK	Base
10105123	Block Cast Iron (4-Bolt,1-Pc Rr Seal)	x	x	x	x
12342089	Cover, Front Engine (Chrome)	x	x	x	x
12342011	Tab, Engine Timing (Chrome)	x	x	x	
12558060	Cylinder Head with Valves (Complete)	x	x	x	x
12529093	Cylinder Head (Bare with Studs)	x	x	x	x
10241743	Intake Valve 1.94"	x	x	x	x
12550909	Exhaust Valve 1.50"	x	x	x	x
10212811	Valve Spring	x	x	x	x
10212810	Intake Valve Stem Seal	x	x	x	x
12564852	Exhaust Valve Stem Seal	x	x	x	x
10241744	Valve Spring Cap	x	x	x	x
10105117	Head Gasket	x	x	x	x
10089648	Rocker Arm (w/Ball & Nut)	x	x	x	x
12355350	Rocker Cover (Chrome—Pair)		x	x	x
25534359	Rocker Cover (Circle Track Only)	x			
19131218	Air Breather w/Cover (Chrome)			x	
25534355	Breather, Crank Case Vent Valve Circle Track Engine	x			
14095256	Push Rod—Valve	x	x	x	x
5232720	Lifter, Hydraulic (Flat Tappet)	x	x	x	x
24502476	Camshaft, Hydraulic (Flat Tappet)	x	x	x	x
10108688	Connecting Rod	x	x	x	x
12514101	Piston, Std (with Piston Rings)	x	x	x	x
14088526	Crankshaft (Nodular Iron—1-Pc Seal)	x	x	x	x
88960604	Balancer, Crankshaft	x	x	x	
14088765	Flywheel Asm		x	x	
14087014	Timing Chain	x	x	x	x

Part No.	Description				
		88958602	12496968	12499711	12486041
Part No.	Description	CT	DLX	TK	Base
340235	Camshaft Sprocket	x	x	x	x
10128346	Crankshaft Sprocket	x	x	x	x
88894341	Water Pump (Normal Rotation)		x		
88894005	Water Pump (Reverse Rotation)			x	
12557558	Oil Pan (w/Deflector & Gasket—5-qt)	x	x	x	x
25534353	Oil Pan, 350 hp 8-qt. Circle Track Engine, with Drain Plug # 25534356	x			
12554816	Windage Tray		x	x	x
25534360	Reinforcement LH, For Circle Track Pan	x			
12553058	Reinforcement LH, Oil Pan		x	x	x
12553059	Reinforcement RH, Oil Pan	x	x	x	x
10055724	Oil Dip Stick Tube		x	x	x
10077153	Oil Dip Stick (Black Handle)		x	x	x
93442037	Oil Pump (.742" Dia Tube 2nd Design)		x	x	x
12550042	Oil Pump Screen (2nd Design)	x	x	x	
93440806	Distributor Asm	x	x	x	
19157986	Spark Plug (R44Its)		x	x	
12361057	Wire Kit, Spark Plug		x	x	
12496820	Intake Manifold Vortec Dual Plane Design	x	x		
12366573	Intake Manifold Vortec Single Plane	x			
89017465	Gasket Intake Manifold	x	x	x	
12550027	Bolt, Intake Manifold	x	x	x	
12497147	Carburetor (Holley 600 cfm 4bbl)		x	x	
12342080	Air Cleaner (Classic 14")		x	x	
10465143	Starter Motor (Reman)			x	
6415325	Fuel Pump (High Performance)			x	
12496968	Serpentine Belt Drive Accessory Kit			x	

**Small Block ZZ Engines (350-345 & 355 hp)**  
**ZZ Series Engines Service Parts List**

Part No.	Description												
		ZZZ	ZZ1	ZZ3	ZZ4	TK	Base	ZZZ	ZZ1	ZZ3	ZZ4	TK	Base
12561723	Partial Engine (ZZ4)	x	x	x	x	x	x						
10105123	Block, Bare Cast Iron 4-Bolt Main	x	x	x	x	x	x						
12513961	Front Engine Cover w/Pointer	x	x	x									
12562818	Front Engine Cover (Plastic W/Pointer)				x	x	x						
12556463	Head, Complete w/Valves—alm	x	x	x	x	x	x						
12550909	Intake Valve 1.94"	x	x	x	x	x	x						
10241743	Exhaust Valve 1.50"	x	x	x	x	x	x						
10134358	Valve Springs, Hi Perf (Orange)	x	x	x									
12551483	Valveprings, LT4				x	x	x						
10185066	Shim/Spacer, Under Spring	x	x	x									
10212809	Shim/Spacer, Under Spring (LT4)				x	x	x						
14003974	Valve Spring Cap	x	x										
10045007	Valve Spring Cap			x									
10212808	Valve Spring Cap (LT4)				x	x	x						
24503856	Key, Valve Keeper	x	x	x	x	x	x						
10168410	Rocker Arm Stud	x	x	x									
12552126	Rocker Arm Stud				x	x	x						
10111771	Push Rod Guide Plate	x	x	x									
460483	Seal, Intake Stem	x	x	x									
10147883	Seal, Exhaust Stem	x	x	x									
10214034	Seal, Int & Exh Valve Guide (ZZ4)				x	x	x						
10212810	Seal, Int & Exh Valve Stem	x	x	x	x	x	x						
10007818	Shield, Valve Stem	x	x										
12557236	Head Gasket (.051" Thick)	x	x	x	x	x	x						
10089648	Rocker Arm w/Nut & Ball (Steel)	x	x	x	x	x	x						
25534352	Rocker Arm Nut (Circle Track Engine)											x	
12555269	Rocker Cover—painted, Ctr Bolt (RH & LH)	x	x	x	x	x							
25534359	Rocker Cover Circle Track Engine											x	
25534355	Rocker Cover Breather Circle Track											x	
10241740	Push Rod	x	x	x	x	x	x						
5234890	Valve Lifter, Hyd Roller Design	x	x	x	x								
17120735	Valve Lifter, Hyd Roller Design					x	x						
10134334	Camshaft, Hyd (Roller Design)	x	x										
10185071	Camshaft, Hyd (Roller Design)			x	x	x	x						
10108688	Connecting Rod (Powdered Metal)	x	x	x	x	x	x						
10181390	Piston, Std—w/Pin (Hypereutectic)							x	x				
10159436	Piston, Std—w/Pin ( Cast 10:1)									x	x	x	
88894219	Piston Ring (Std) Single Cylinder	x	x	x									
12528817	Piston Ring (Std) Single Cylinder									x	x	x	
14096036	Crankshaft (Forged Steel)	x	x	x									
12556307	Crankshaft (Forged Steel)									x	x	x	
12551537	Damper (6-3/4" Dia)	x	x	x									
88960604	Damper (8" Dia)				x	x	x						
14088765	Flywheel, Automatic 12-3/4"	x	x	x	x	x	x						
14088783	Timing Chain (Roller Design)	x	x	x	x	x	x						
12552129	Camshaft Sprocket (Roller Design)	x	x	x	x	x							
12552128	Crankshaft Sprocket (Roller Design)		x										
14088784	Crankshaft Sprocket (Roller Design)	x		x	x	x	x						
88894341	Water Pump (Long Leg, Iron)	x	x	x	x	x	x						
25534354	Oil Pan Circle Track Engine												x
25534346	Oil Pan Fil Hole Plug (Circle Track Engine)												x
12557558	Oil Pan Kit w/Baffle (5-qt)	x	x	x	x	x							
12553058	Oil Pan Reinforcement ZZ4 Engine	x	x	x	x	x							
125534360	Oil Pan Reinforcement (Circle Track Engine)												x
12553059	Oil Pan Reinforcement All Late Model	x	x	x	x	x	x						
10077153	Oil Dip Stick	x	x	x									
12551144	Oil Dip Stick									x	x		
10055724	Oil Pan Dip Stick Tube	x	x	x									
12551154	Oil Pan Dip Stick Tube									x	x		
12555284	Oil Pump (.620" Dia Tube)	x	x	x									
93442037	Oil Pump (.742" Dia Tube)									x	x		
14044872	Oil Pump Circle Track Engine											x	
3855152	Screen, Oil Pump Pick-up (.620" Dia)	x	x	x	x	x							
12550042	Screen, Oil Pump Pick-up (.742" Dia)	x	x										
12554816	Windage Tray									x	x	x	x
93440806	Distributor, Complete (HEI)	x	x	x	x	x	x						
10185063	Manifold, Intake	x	x	x	x	x	x						
10148096	Gasket, Intake Set	x	x	x	x	x	x						



# Ram Jet 350 Service Parts List

Part No.	Description			Part No.	Description		
		12495515	12499120			12495515	12499120
12556121	Engine, Partial	x	x	17113168	Idle Air Bolt Kit	x	x
93800970	Front Engine Cover Asm	x	x	12570168	Throttle Body Gasket	x	x
12558060	Cylinder Head (Cast Iron)	x	x	11517591	Throttle Body Bolt	x	x
10241743	Intake Valve	x		17124248	Fuel Injector	x	x
12550909	Exhaust Valve	x	x	12553918	Multi-port Fuel Injection Rail Asm	x	x
10212811	Valve Spring	x	x	17123897	Fuel Pressure Regulator	x	x
24503856	Valve Stem Key	x	x	9439930	Fuel Pressure Regulator Bolt	x	x
10212810	Intake Valve Stem Oil Seal	x	x	12557247	Fuel Pressure Regulator Hose	x	x
12564852	Exhaust Valve Stem Oil Seal	x	x	12489599	Fuel Line Connector	x	x
10241744	Valve Spring Cap	x	x	12489600	Fuel Line Connector Seal	x	x
14096405	Cylinder Head Gasket	x	x	24454610	Fuel Injection Bolt	x	x
12367346	Valve Rocker Arm (1.6 Alum Roller)	x	x	15306045	Fuel Pump Relay Connector	x	x
12355350	Valve Rocker Cover Asm (Pair)	x	x	12193601	Fuel Pump Relay	x	x
10241740	Push Rod	x	x	1115498	Ignition Coil	x	x
17120735	Valve Lifter Asm	x	x	11507041	Coil Bracket Bolt	x	x
14097395	Camshaft Asm	x	x	10180301	Coil Bracket Nut	x	x
10108688	Connecting Rod	x	x	12097982	Ignition Coil Wire	x	x
88894280	Piston Asm—w/Pin (Std)	x	x	15156508	O2 Sensor (Use With MEFI 4 Ignition System Only)		x
12522848	Piston Ring Kit (Std)	x	x	15156588	ECM Pipe Fitting O2 Sensor (Requires Welding)		x
10243068	Crankshaft	x	x	12489488	ECM Module Asm—MEFI 3 (Engine P/N 12495515)	x	
12557231	Crankshaft Oil Deflector	x	x	88962717	ECM Module Asm—MEFI 4 (Engine P/N 12499120)		x
10243271	Balancer Asm—Crankshaft	x	x	12499116	ECM Ignition (Conversion Kit From MEFI 3 To MEFI 4)	x	
10105832	Flywheel (Manual Trans)	x	x	12489584	ECM Mounting Bracket	x	x
14088783	Timing Chain	x	x	11509024	ECM Bracket Mounting Nut	x	x
12552129	Camshaft Sprocket	x	x	10456126	Knock Sensor	x	x
14088784	Crankshaft Sprocket	x	x	9359409	Map Sensor	x	x
12594658	Water Pump Asm—w/Gasket (Iron)	x	x	16194007	Map Sensor Seal	x	x
10242245	Oil Pan	x	x	12489583	Map Sensor Bracket	x	x
12550042	Oil Pump Screen	x	x	12489598	Map Sensor Bracket Bolt	x	x
93442037	Oil Pump Asm	x	x	15326386	Engine Coolant Temp Sensor	x	x
3998287	Oil Pump Drive Shaft	x	x	25312200	HTD Oxy Sensor— (Use With MEFI 4 Only)		x
12562818	Front Engine Cover Asm	x	x	10029398	Multiuse Fuse Bracket	x	x
10228655	Crankshaft Front Seal Asm	x	x	25171792	Fuel Filter	x	x
1104060	Distributor	x	x	12181943	Throttle Body Harness Asm	x	x
10482830	Distributor Module	x	x	12129228	Engine Control Connector Module	x	x
5614210	Spark Plug (Mr 43lts)	x	x	12129231	Retainer, ECM Wiring Harness	x	x
12489371	Intake Manifold	x	x	12489492	Wire Harness ECM (MEFI 3)	x	
12529094	Intake Manifold Gasket	x	x	88961967	Wire Harness ECM (MEFI 4)		x
12550027	Intake Manifold Bolt	x	x	12129234	ECM Wiring Harness Retainer	x	x
14082470	Intake Manifold Vacuum Fitting	x	x	12129232	ECM Wiring Harness Retainer	x	x
25036751	Intake Air Temp Sensor (Use With MEFI 4 Only)		x	12129233	ECM Wiring Harness Retainer	x	x
17096144	Throttle Body	x	x	12102746	Fuse Connector	x	x
17123852	Throttle Position Sensor	x	x	12186406	Engine Wire Harness Fuse Cover	x	x
17113209	Idle Air Control Valve	x	x	88909753	Wire Harness Fuse Asm	x	x
17082049	Idle Air Control Valve Seal	x	x				

**Fast Burn 385 350ci-385/400 hp Service Parts List**

Part No.	Description				Part No.	Description			
		12496769	12499710	88958604			12496769	12499710	88958604
12561723	Partial Engine	x	x	x	88960604	Damper (8" Dia)	x	x	x
10105123	Block, Bare Cast Iron 4-Bolt Main	x	x	x	14088765	Flywheel, Automatic 12-3/4	x	x	
12562818	Front Engine Cover (Plastic w/Pointer)	x	x	x	12552129	Camshaft Sprocket	x	x	x
12464298	Cylinder Head Complete (Fastburn Alum) (64cc)	x	x	x	14088783	Timing Chain	x	x	x
12497186	Cylinder Head Bare	x	x	x	14088784	Crankshaft Sprocket	x	x	x
12555331	Intake Valve 2.00"	x	x	x	88894341	Water Pump (Long Le—Iron)	x	x	
12551313	Exhaust Valve 1.55"	x	x	x	12528916	Oil Pan Kit W/baffle (5-qt)	x	x	
12551483	Valve Springs LT4 Design	x	x	x	25534354	Oil Pan Kit (Race Design 8-qt w/Screen)			x
10212809	Valve Spring/Spacer, Under Spring	x	x	x	12553058	Oil Pan Reinforcement (All)	x	x	x
10212808	Valve Spring Cap	x	x	x	12553059	Oil Pan Reinforcement, Oil Pan	x	x	
24503856	Key, Valve Keeper	x	x	x	25534360	Oil Pan Reinforcement (Race Pan Only)			x
12552126	Rocker Arm Stud	x	x	x	12551154	Oil Dip Stick Tube	x	x	
10214034	Intake & Exhaust Valve Guide Seal	x	x	x	12551144	Oil Dip Stick	x	x	
10212810	Intake & Exhaust Valve Stem Seal	x	x	x	93442037	Oil Pump (.742" Dia Tube)	x	x	
12557236	Head Gasket	x	x	x	14044872	Oil Pump (High Volume)			x
10089648	Rocker Arm w/Nut & Ball (Steel)	x	x		12550042	Oil Pump Screen (.742" Dia Tube)	x	x	
12370838	Rocker Arm Kit (Includes 16 Alum Roller Rockers)			x	5614210	Spark Plug (Mr43ts)	x	x	x
12555269	Rocker Cover, Painted, Ctr Bolt (RH & LH)	x	x		12361057	Spark Plug Wires		x	
25534359	Rocker Cover (Circle Track Racing Only)			x	93440806	Distributor, Complete (HEI)	x	x	
25534355	Rocker Cover Breather (Circle Track Racing Only)			x	12366573	Intake Manifold, (Vortec-dual Plane)	x	x	
10046089	Rocker Cover Gasket, Valve Cover	x	x	x	12496822	Intake Manifold, (Vortec-single Plane)			x
10241740	Valve Push Rod	x	x	x	89017465	Intake Gasket (Vortec Design)	x	x	x
17120735	Lifter, Hyd Roller Valve	x	x	x	12550027	Intake Manifold Bolt	x	x	x
10185071	Camshaft, Hyd Roller	x	x	x	6415325	Fuel Pump (Manual HP)		x	
10108688	Connecting Rod	x	x	x	12485506	Carburetor (Holley 750 cfm)		x	
12523924	Rod Bearing (Std)	x	x	x	12342080	Air Cleaner		x	
10159436	Piston, Std—w/Pin (Cast 10:1)	x	x	x	12497698	Accessory Drive Pkg.		x	
12556307	Crankshaft (Forged Steel)	x	x	x	10465143	Starter (Reman)		x	

## 383 Engine Service Parts List

Part No.	Description				Part No.	Description			
		12497317	12499101	12498772			12497317	12499101	12498772
12499106	Partial Engine 383 ci	x	x	x	12499108	Bearing, Rod (Std)	x	x	x
88962516	Block, Bare Cast Iron 4-Bolt Main	x	x	x	12489437	Piston, Std—First Design	x		
12499102	Crankshaft Main Bearing Kit (#1 Thru #5)	x	x	x	88962542	Piston, Std—Second Design		x	x
12562818	Front Engine Cover	x	x	x	12499103	Piston, Std—Second Design (Set of 8)		x	x
12558060	Cyl Head w/Valves (340 hp Engine) "Iron"	x	x		12522848	Rings, Piston (Std) First Design (Single Cyl Set)	x		
12464298	Cyl Head w/Valves (425 hp Engine) "Alum"			x	12499135	Rings, Piston (Std) Second Design (Single Cyl Set)		x	x
10241743	• Intake Valve 1.94"	x	x		12499107	Rings, Piston (Std) Second Design (Set of 8)		x	x
12555331	• Intake Valve 2.00"			x	12489436	Crankshaft (4340 Steel 3.80" Stroke)	x	x	x
12550909	• Exhaust Valve 1.50"	x	x		12498008	Balancer	x	x	x
12551313	• Exhaust Valve 1.55"			x	14088765	Flywheel, Automatic 12-3/4"	x	x	x
10212811	• Valve Spring	x	x		14088783	Timing Chain	x	x	x
12551483	• Valve Spring			x	12552129	Camshaft Sprocket	x	x	x
10241744	• Valve Spring Cap	x	x		14088784	Crankshaft Sprocket	x	x	x
10212808	• Valve Spring Cap			x	88894341	Water Pump (Long Leg) (Iron)	x	x	x
24503856	• Key, Valve Keeper	x	x	x	12557558	Oil Pan Kit	x	x	x
3814692	• Rocker Arm Stud .003 O.S.	x	x		x10108676	Oil Pan Gasket	x	x	x
12552126	• Rocker Arm Stud			x	12553058	Reinforcement, Oil/Pan	x	x	x
10212810	• Seal, Int & Exh Valve Stem	x	x	x	12553059	Reinforcement, Oil/Pan	x	x	x
12564852	• Exhaust Stem Oil Seal	x	x		93442037	Oil Pump	x	x	
12557326	Head Gasket (.051" Thick) (340 hp Engine)	x	x		12550042	Oil Pump Screen	x	x	x
10105117	Head Gasket (.028" Thick) (425 hp Engine)			x	3998287	Oil Pump Shaft	x	x	x
10089648	Rocker Arm w/Nut & Ball (Steel)	x	x		3784554	Oil Pump Shaft Retainer	x	x	x
12370838	Rocker Arm Kit (16 Alum Roller)			x	10077153	Oil Dip Stick	x	x	x
12555269	Rocker Cover, Valve—painted, Ctr Bolt (RH & LH)	x	x		10055724	Oil Dip Stick Tube	x	x	x
10241740	Push Rod	x	x	x	12554816	Deflector, Cr. Shf Oil (Windage Tray)	x	x	x
17120735	Valve Lifter	x	x	x	12496820	Intake Manifold Vortec Design (340 hp Engine)	x	x	
14097395	Camshaft	x	x		89017465	Intake Manifold Gaskets	x	x	x
12370846	Camshaft			x	12550027	Intake Manifold Bolts	x	x	x
12497624	Connecting Rod	x	x	x					

# Chevrolet 454ci Big Block Service Parts List

Part No.	Description				Part No.	Description			
		24502618	12568774	12498777			24502618	12568774	12498777
12561353	Block, Bare Cast Iron (4-Bolt Main, 1-Pc Rear Seal)	x	x	x	12363392	Cylinder Head with Valves (Alum)			x
10230954	Front Engine Cover w/Pointer (6-Bolt)	x	x	x	12363399	Cylinder Head, Bare (Alum)			x
17120061	Lifter, Hyd (Roller Design)	x	x	x	14097045	• Intake Valve 2.19"	x	x	
10227762	Push Rod (Intake)	x	x	x	12366986	• Intake Valve 2.19" (11/32 Stem)			x
10227763	Push Rod (Exhaust)	x	x	x	14097049	• Exhaust Valve, 1.88"	x	x	
24502611	Camshaft	x	x	x	12366988	• Exhaust Valve 1.88" (11/32 Stem)			x
10114177	Timing Chain	x	x	x	14097002	• Valve Springs, Hi Perf, Double	x	x	
12560176	Camshaft Sprocket	x	x	x	12495691	• Valve Spring Kit (Engine Set)			x
12560177	Crankshaft Sprocket	x	x	x	3860038	• Push Rod Guide Plate			x
10198922	Connecting Rod Asm (4340 Steelforged)	x	x	x	3875916	• Valve Spring Shim, Spacer, Under Spring	x	x	x
10215228	Piston w/Pin (Std) (8.75 To 1 Comp)	x	x	x	12550422	• Valve Stem Seal	x	x	
12523921	Ring, Piston (Std)	x	x	x	12495690	• Valve Stem Seal Kit (Engine Set)			x
14096983	Crankshaft (1053 Steel)	x	x	x	12550421	• Valve Spring Cap, (w/Seal)	x	x	
10216339	Damper (8" Dia)	x	x	x	12495688	• Valve Spring Cap Kit (Engine Set)			x
10185034	Flywheel (Automatic)	x	x	x	12366992	• Valve Spring Keeper Kit (Engine Set)			x
10240721	Oil Pan, (6-quart)	x	x	x	3947880	• Key, Valve Keeper	x	x	
14097040	Oil Baffle	x	x	x	12555728	Head Gasket	x	x	x
10106407	Oil Pan Gasket	x	x	x	12484890	Water Pump (Long Leg)	x	x	x
3921912	Rocker Stud			x	19145286	Spark Plug (Rapid Fire #4)	x	x	x
12508879	Rocker Arm, with Ball (Steel)	x	x		19131359	Intake Manifold (Holley Sq Flange Design)	x	x	
10213466	Rocker Arm Ball	x	x		12363420	Intake Manifold Oval Port Design			x
12368082	Rocker Arm (w/Ball (Steel)			x	12506106	Intake Manifold Gasket	x	x	
12553666	Rocker Cover, LH (Alum)	x	x	x	12366985	Intake Manifold Gasket			x
12553667	Rocker Cover, RH (Alum)	x	x	x	12367959	Intake Manifold Bolt Kit	x	x	x
10126727	Valve Cover Gasket	x	x	x	12366985	Intake Manifold Gasket Kit	x	x	x
12562920	Cylinder Head, with Valves (Cast Iron)	x	x		12555320	Oil Splash Shield (Engine Valley)	x	x	x
12562925	Cylinder Head, Bare (Iron)	x	x						

# 502-450 & 502 hp Big Block Service Parts List

Part No.	Description								Part No.	Description							
		10185085	24502620	12568778	12371204	12371171	124969631	2496962			10185085	24502620	12568778	12371204	12371171	124969631	2496962
12568782	Partial 502	x	x	x	x	x	x	x	12562925	• Cylinder Head, Bare Iron with Seats & Guides	x	x	x				
10237292	Block, Bare Cast Iron, 4-Bolt Main	x	x	x	x	x	x	x	14097045	• Intake Valve (2.19")	x	x	x				
10230954	Cover, Front Engine with pointer (6-Bolt)	x	x	x	x	x	x	x	14097049	• Exhaust Valve (1.88")	x	x	x				
17120061	Lifter, Hyd Roller	x	x	x	x	x	x	x	12550421	• Valve Spring Cap w/Seal	x	x	x				
10227762	Push Rod (Intake)	x	x	x	x	x	x	x	3947880	• Key, Valve Keeper	x	x	x				
10227763	Push Rod (Exhaust)	x	x	x	x	x	x	x	12550422	• Valve Stem Seal	x	x	x				
14096209	Camshaft	x							14097002	• Valve Spring, Hi-Perf (Double)	x	x	x				
24502611	Camshaft		x	x					3875916	• Valve Spring Shim/Spacer —Under Spring	x	x	x	x	x	x	
12366543	Camshaft w/Pin				x	x	x	x	12363390	Cylinder Head, with Valves (Alum)			x	x	x	x	
10114177	Timing Chain	x	x	x	x	x	x	x	12363399	• Cylinder Head, Bare (Alum)			x	x	x	x	
12551401	Camshaft Sprocket				x	x	x	x	12366987	• Intake Valve (2.25")			x	x	x	x	
12560176	Camshaft Sprocket				x	x	x	x	12366988	• Exhaust Valve (1.88")			x	x	x	x	
12550039	Crankshaft Sprocket	x	x	x					12495690	• Valve Stem Seal Kit			x	x	x	x	
12560177	Crankshaft Sprocket				x	x	x	x	12495691	• Valve Spring Kit (Set of 16)			x	x	x	x	
10198922	Connecting Rod	x	x	x	x	x	x	x	12495688	• Valve Spring Retainer Kit (Set of 16)			x	x	x	x	
12533507	Piston w/Pin & Rings x (Std, 8.75 To 1 Comp)	x	x	x	x	x	x	x	12495689	• Key, Valve Spring Cap Kit (Set of 16)			x	x	x	x	
12524293	• Rings, Piston (Std)	x	x	x	x	x	x	x	3921912	• Rocker Arm Stud (7/16)			x	x	x	x	
10183723	Crankshaft (1053 Steel)		x	x	x	x	x	x	3860038	• Push Rod Guide Plate			x	x	x	x	
10216339	Damper (8" Dia)	x	x	x	x	x	x	x	93440806	Distributor (HEI)				x		x	
10185034	Flywheel (Automatic)	x	x	x	x	x	x	x	25164642	Spark Plug (Rapid Fire #4)	x	x	x	x	x	x	
10240721	Oil Pan (6-quart)	x	x	x	x	x	x	x	12495078	GM Perf Parts Spark Plug Wire Kit with retainer				x		x	
14097040	Oil Deflector (Baffle)	x	x	x	x	x	x	x	12368383	• Spark Plug Wire Kit (7mm Wires)				x		x	
10106407	Oil Pan Gasket	x	x	x	x	x	x	x	12132223	• Retainer, Spark Plug Wire (4 Hole)				x		x	
12368084	Oil Pump Primer (Pre-lube Tool)				x	x	x	x	12047523	• Retainer, Spark Plug Wire (3 Hole)				x		x	
12557083	Oil Dip Stick	x	x	x	x	x	x	x	12132228	• Retainer, Spark Plug Wire (1 Hole)				x		x	
12550533	Oil Dip Stick Tube	x	x	x	x	x	x	x	12132229	• Retainer, Spark Plug Wire (2 Hole)				x		x	
274244	O-ring Seal For Indicator Tube	x	x	x	x		x	x	12553397	• Support, Spark Plug Wire Loom (LH)				x		x	
12555167	Oil Pump (w/Pick-up Screen)	x	x	x	x	x	x	x	12553398	• Support, Spark Plug Wire Loom (RH)				x		x	
14097001	Head Gasket	x	x	x					19131359	Intake Manifold (Holley Only/aluminum)	x	x	x				
12363411	Head Gasket				x	x	x	x	12363407	Intake Manifold (Alum Hi-rise Oval Port)				x		x	
12367779	Cylinder Head Bolt Kit (w/Washers—Complete Set)				x		x		12555320	Intake Manifold Splash Shield				x		x	
12523976	Rocker Arm (w/Ball)		x	x	x				12506106	Intake Manifold Gasket	x	x	x				
12368082	Rocker Arm (w/Ball & Nut)				x	x	x	x	12366985	Intake Manifold Gasket				x		x	
12368085	Rocker Arm (w/Ball & Nut) (Set Of 16 Arms)			x	x	x	x		12367959	Intake Manifold Bolt Kit (Engine Set)				x		x	
12553666	Valve Cover, w/Gasket (LH)	x	x	x					12366996	Carburetor (Holley 850 cfm)				x		x	
12553667	Valve Cover, w/Gasket (RH)	x	x	x					12484890	Water Pump (Long Leg Iron)	x	x	x				
12495488	Valve Cover, w/Gasket (Pair)				x	x	x	x	14058915	Water Pump (Short Leg Aluminum)				x		x	
14085759	Rocker Cover Gasket				x	x	x	x	9000852	Starter (New)				x		x	
12366994	Decal, Eng Display (502 w/Perf Parts Logo)				x	x	x	x									
12562920	Cylinder Head (with Valves—Iron)	x	x	x													

## 502 Truck Engines Chevrolet Big Block Service Parts List

Part No.	Description					Part No.	Description				
		12371054	12360893	88890533	88890534			12371054	12360893	88890533	88890534
12568782	Partial 502	x	x	x	x	3947880	• Key, Valve Stem	x	x	x	x
10237292	Bare Block, Cast Iron, 4-Bolt Main	x	x	x	x	10114119	• Valve Stem Seal	x	x	x	x
10230954	Front Engine Cover w/Pointer (6-Bolt)	x	x	x	x	10240899	• Exhaust Valve Rotator	x	x	x	x
17120061	Lifter, Hyd Roller	x	x	x	x	14097001	Head Gasket	x	x	x	x
10227762	Push Rod (Intake)	x	x	x	x	12563976	Rocker Arm w/Ball	x	x	x	x
10227763	Push Rod (Exhaust)	x	x	x	x	10213466	• Rocker Ball	x	x	x	x
12552296	Camshaft	x	x	x	x	12553666	Valve Cover, w/Gasket (LH)	x	x	x	x
10114177	Timing Chain	x	x	x	x	12553667	Valve Cover, w/Gasket (RH)	x	x	x	x
12560176	Camshaft Sprocket	x	x	x	x	10126727	Valve Cover Gasket	x	x	x	x
12560177	Crankshaft Sprocket	x	x	x	x	25520079	Valve Cover Bolt (1/4-20 X.87)	x	x	x	x
10198922	Connecting Rod	x	x	x	x	12366994	Engine Displacement *502 Perf. Decal			x	x
12533507	Piston w/Pin & Rings (Std, 8.75 To 1 Comp)	x	x	x	x	10181398	Intake Manifold Gasket			x	x
12524293	• Rings, Piston (Std)	x	x	x	x	25163473	Fuel Pump			x	x
10183723	Crankshaft (1053 Steel)	x	x	x	x	17113186	Fuel Pressure Regulator			x	x
10216339	Damper (8" Dia)	x	x	x	x	25055461	Fuel Pump Strainer			x	x
10185034	Flywheel (Automatic)	x	x	x	x	12546252	Aux. Transmission Oil Cooler Kit			x	x
10240721	Pan, Oil (6-quart)	x	x	x	x	24200161	Auto Transmission Wire Harness Package			x	x
14097040	Baffle, Oil Deflector	x	x	x	x	8685921	Transmission Pan Kit with Gasket			x	x
10106407	Gasket, Oil Pan	x	x	x	x	12547190	Catalyst Converter			x	x
12555167	Pump, Oil w/Pick-up Screen	x	x	x	x	25166816	Oxy Sensor			x	x
12562917	Cylinder Head Asm With Valves (Iron)	x	x	x	x	12366555	Oxy Sensor Jumper Wire			x	x
12562923	• Head, Bare (Iron)	x	x	x	x	88958621	Calibrator Prom			x	x
10240894	• Intake Valve, (2.07")	x	x	x	x	15637053	Muffler (Incl Tail Pipe)			x	x
14081040	• Exhaust Valve, (1.72")	x	x	x	x	15654904	Exhaust Muffler Front Hanger			x	x
10240898	• Valve Spring	x	x	x	x	10457708	Distributor Shaft Gear Kit			x	x
10213464	• Valve Spring Cap	x	x	x	x	12485976	Vacuum Hose			x	x

# Ram Jet 502 Service Parts List

Part No.	Description	12497323		12499121		Part No.	Description	12497323		12499121	
		x	x	x	x			x	x	x	x
12568782	Partial 502	x	x			12464482	Intake Manifold, Lower	x	x		
10237292	Block, Bare Cast Iron, 4-Bolt Main	x	x			12555320	Intake Manifold Oil Shield	x	x		
10230954	Front Engine cover, w/Pointer (6-Bolt)	x	x			12366985	Intake Gasket Kit Lower	x	x		
17120061	Lifter, Hydraulic Roller	x	x			12367959	Intake Manifold Bolt Package	x	x		
10227762	Push Rod (Intake)	x	x			12464484	Intake Manifold, Upper	x	x		
10227763	Push Rod (Exhaust)	x	x			12489372	Intake Manifold Gasket, Upper	x	x		
12366543	Camshaft w/Pin	x	x			12497460	Intake Manifold Bolt Kit, Upper	x	x		
10114177	Timing Chain	x	x			1104060	Distributor Asm	x	x		
12560176	Camshaft Sprocket	x	x			25164642	Spark Plug (Rapid Fire #4)	x	x		
12560177	Crankshaft Sprocket	x	x			12368383	Spark Plug Wire Kit	x	x		
10198922	Connecting Rod	x	x			12495502	Spark Plug Wire Retainer	x	x		
12533507	Piston w/Pin & Rings (Std, 8.75 To 1 Comp)	x	x			17090919	Fuel Injector	x	x		
12524293	Piston Ring, Std (One Cyl Only)	x	x			17113222	Fuel Injector Retainers	x	x		
10183723	Crankshaft (1053 Steel)	x	x			17120039	Fuel Injector Rail (w/Port Fuel Injection)	x	x		
10216339	Damper (8" Dia)	x	x			17113536	Fuel Pressure Regulator	x	x		
10185034	Flywheel (Automatic)	x	x			25179285	Fuel Pressure Regulator Retainer	x	x		
10240721	Pan, Oil (6-quat)	x	x			12570618	Fuel Pressure Regulator			x	
12557083	Oil Dip Stick	x	x			12489493	Engine Control Module	x			
12550533	Oil Dip Stick Tube	x	x			88962718	Engine Control Module				x
14097040	Oil Deflector (Baffle)	x	x			12489494	Wire Harness For ECM	x			
10106407	Oil Pan Gasket	x	x			88961968	Wire Harness For ECM				x
12555167	Oil Pump (w/Pick-up Screen)	x	x			10456208	Knock Sensor	x	x		
12363390	Cylinder Head, w/Valves (Alum/oval Port)	x	x			15326386	Engine Cool Temp Sensor	x	x		
12363399	• Cylinder Head, Bare w/Semi Finished	x	x			12494151	Water Pump	x	x		
12366987	• Intake Valve (2.25")	x	x			12489595	Transmission Cable Bracket	x	x		
12366988	• Exhaust Valve (1.88")	x	x			17113524	Throttle Body	x	x		
12495690	• Valve Stem Seal Kit	x	x			12490257	Air Cleaner	x	x		
12495691	• Valve Spring Kit	x	x			12569240	Map Sensor	x	x		
12495688	• Valve Spring Retainer Kit	x	x			25312200	HTD Osy Sensor			x	
12495689	• Key, Valve Spring Cap Kit	x	x			15156588	Exhaust Pipe Fitting (O2 Sensor )				x
12366992	• Key, Valve Spring Cap	x	x			14082470	Emis Control Vacuum Harness Connector	x	x		
3875916	• Shim, Valve Spring	x	x			12489596	Trans & Throttle Cable Bracket	x	x		
3860038	• Push Rod Guide Plate	x	x			12489597	Throttle Control Rod	x	x		
12367779	Head Bolt Kit, w/Washers (Complete Set)	x	x			9411893	Throttle Rod Nut	x	x		
12363411	Head Gasket	x	x			12498334	Ignition Coil	x	x		
12368082	Rocker Arm w/Ball & Nut	x	x			9000852	Starter Motor	x	x		
12495488	Rocker Cover (Pair)	x	x			12368084	Oil Pump Primer	x	x		
12366994	Decal, Eng Display (502 w/Perf Parts Logo)	x	x			12486610	Service Manual	x			
10227762	Intake Push Rod	x	x			88962724	Service Manual				x
10227763	Exhaust Push Rod	x	x			12489400	Diagnostic Trouble Code Tool	x	x		

## Ram Jet 502 Service Parts List

Part No.	Description					Part No.	Description				
		12498792	12498793	12498826	12498827			12498792	12498793	12498826	12498827
12499190	Partial 572/620 hp	x	x			88958658	Valve Cover, w/Gasket (RH)	x	x	x	x
12498825	Partial 572/720 hp			x	x	14085759	Rocker Cover Gasket	x	x	x	x
25534368	Block, Bare (Iron—4-Bolt Main)	x	x	x	x	25534355	Valve Cover Breather	x	x	x	x
10230954	Front Engine Cover w/Pointer (6-Bolt)	x	x	x	x	88962074	Oil Fill Baffle	x	x	x	x
17120060	Lifter, Hydraulic Roller	x	x			12499255	Cylinder Head (Alum)	x	x		
88962920	Lifter, Mechanical Roller (Engine Set)			x	x	88961160	Cylinder Head (Alum)			x	x
88961559	Push Rod (Intake)	x	x			12366987	• Intake Valve (2.25")	x	x	x	x
88961558	Push Rod (Exhaust)	x	x			88963128	• Exhaust Valve (1.88")	x	x	x	x
88962284	Push Rod (Intake)			x	x	88963934	• Valve Spring	x	x		
88962283	Push Rod (Exhaust)			x	x	88963933	• Valve Spring			x	x
88961557	Camshaft	x	x			12495690	• Valve Stem Seal Kit (Engine Set)	x	x	x	x
88962216	Camshaft			x	x	12366990	• Valve Spring Retainer	x	x	x	x
10114177	Timing Chain	x	x	x	x	12495689	• Key, Valve Spring Cap Kit (Set of 16)	x	x	x	x
12551401	Camshaft Sprocket	x	x	x	x	12366992	• Key, Valve Spring Cap	x	x	x	x
12550039	Camshaft Sprocket	x	x	x	x	3921912	• Rocker Arm Stud (7/16)	x	x	x	x
88962926	Connecting Rod	x	x	x	x	3860038	• Push Rod Guide Plate	x	x	x	x
88962925	Piston	x	x			88960332	Head Bolt (7/16-14 X 5.18)	x	x	x	x
88963227	Piston			x	x	88960333	Head Bolt (7/16-14 X 4.15)	x	x	x	x
88969212	Piston Ring Kit—Std (Engine Set)	x	x	x	x	88960334	Head Bolt (7/16-14 X 2.15)			x	x
88961554	Crankshaft (4340 Forged Steel)	x	x	x	x	88962919	Head Bolt (Cylinder Head Valley—Req. 4)			x	x
88962814	Damper (8" Dia)	x	x	x	x	88961867	Distributor (HEI)		x		
12561217	Flywheel	x	x			10093387	Distributor				x
10240721	Oil Pan (6-quart)	x	x	x	x	5613878	Spark Plug (R45XLS)	x	x	x	x
88962187	Oil Deflector (Baffle)	x	x	x	x	12499211	Spark Plug Wires		x		x
10106407	Oil Pan Gasket	x	x	x	x	88961161	Intake Manifold (Holley Only/Aluminum)		x		
12557083	Oil Dip Stick	x	x	x	x	88962218	Intake Manifold (Alum Hi-Rise Oval Port)				x
12550533	Oil Dip Stick Tube	x	x	x	x	88962213	Intake Manifold Gasket		x		x
274244	O-Ring Seal For Indicator Tube	x	x	x	x	12367959	Intake Manifold Bolt Kit (Engine Set)		x		x
19131250	Oil-Pump (w/Pick-up Screen)	x	x	x	x	88961560	Carburetor (Holley 850 cfm)		x		
88961561	Head Gasket	x	x	x	x	88962217	Carburetor (Holley 1090 cfm)				x
12361323	Rocker Arm (Alum Roller Design)	x	x	x	x	14058915	Water Pump (Short Leg Aluminum)		x		x
88958657	Valve Cover, w/Gasket (LH)	x	x	x	x						



# AUTHORIZED DEALERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
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## USA

### Alaska

Alaska Sales & Service	Ken Mortens	1201 Hay St.	Wasilla	AK	99654	907-352-3115	907-352-3127		
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### Alabama

Bill Heard Chevrolet	Mike Abell	4930 University Dr.	Huntsville	AL	35816	256-830-1600	256-830-4233		
Dewey Barber Chevrolet	Eddie Smith	9694 Hwy 31 N.	Warrior	AL	35180	205-647-0538	205-647-0873	www.deweybarber.com	parts@deweybarber.com
Ivan Leonard Chevrolet	Bill Karr	1620 Montgomery Hwy.	Hoover	AL	35216	205-823-5120	205-979-4226	www.drivinwithivan.com	ILParts@yahoo.com

### Arizona

Brown & Brown	David Priest	145 E. Main St.	Mesa	AZ	85201	480-827-3376	480-827-3371	www.shopchevy.com	priestd@autonation.com
Chapman Wholesale Warehouse Dist.	Henry Simmons	1717 E. Baseline Rd.	Tempe	AZ	85283	800-365-5805	602-730-6745		
Courtesy Chevrolet	Phil Graziano	1233 E. Camelback Rd.	Phoenix	AZ	85014	888-604-3003	602-604-3099	www.houseofcourtesy.com	pgraziano@houseofcourtesy.com
Coury Buick Pontiac GMC	Tony Avigliano	6315 E. Auto Park Dr.	Mesa	AZ	85206	480-924-0123	480-924-8173		
Midway Auto Team	Matt Mylan	2201 W. Bell Rd.	Phoenix	AZ	85023	602-866-6656	602-866-6643	www.midwayautoteam.com	midwayparts@gmail.com
Midway Chevrolet Co.	Casey Dahmen	2323 W. Bell Rd.	Phoenix	AZ	85023	602-866-0102		www.midwaypartsteam.com	midwayparts@gmail.com
North Scottsdale Buick Pontiac GMC	Richard Brown	15333 N. Hayden Rd.	Scottsdale	AZ	85260	480-367-1234	480-889-6707	www.sunpontiacgmc.com	
O'Rielly Chevrolet	Phil Allen	6100 E. Broadway	Tucson	AZ	85711	520-747-8000	520-571-7210	www.orielly.com	dwarren@orielly.com
Power Chevrolet Camelback	Dan Bieber	2646 W. Camelback Rd.	Phoenix	AZ	85017	800-222-4389	602-249-7321	www.powerdealers.com	bieberd@autonation.com
Sands Motor Company	Henry Walker	5418 N. W. Grand Ave.	Glendale	AZ	85301	623-931-9349	623-842-5205	www.sandschevrolet.com	parts@sandschevrolet.com
Watson Chevrolet	Bob Valencia	625 W. Auto Mall Dr.	Tucson	AZ	85705	520-292-1500	520-292-3252	www.watsonchevrolet.com	bobv@watsonchevrolet.com

### Arkansas

Bale Chevrolet	Greg Clinton	13101 Chenal Pkwy.	Little Rock	AR	72211	501-221-9191	501-221-3304	www.balechevrolet.com	partsmanager@balechevrolet.com
Smith Chevrolet	Larry Didway	1215 Highway 71 S.	Ft. Smith	AR	72901	479-646-7301	479-648-0439		

### California

Bonander Pontiac Buick GMC	Phil Bailey	231 S. Center St.	Turlock	CA	95380	209-632-8871	209-633-4749		
Center Chevrolet	Dan Burg	1355 South "E" St.	San Bernardino	CA	92408	909-889-8561	909-383-1738	www.centerchevrolet.com	danburg@centerchevrolet.com
City Chevrolet	Dan Perry	2111 Morena Blvd.	San Diego	CA	92110	619-276-6171	619-276-2414	www.chevyproshop.com	parts@citychevroletvw.com
Classic Chevrolet	Roger McFarland	1001 Weir Canyon Rd.	Anaheim Hills	CA	92807	714-283-5400	714-283-5420	www.classicchev.com	
Clippinger Performance Center	Jerry Morgan	137 W. San Bernardino	Covina	CA	91723	800-537-4711	626-967-3432		jmorgan@westcovinamotors.com
Coachella Valley Pontiac Buick GMC	Gary Mathiason	78960 Varner Rd.	Indio	CA	92203	760-772-9788	760-772-9799	www.i10gm.com	gary@i10gm.com
Colma Buick Pontiac GMC	Don Walrod	707 Serramonte Blvd.	Colma	CA	94014	650-757-4237	650-757-4250		
Connell Chevrolet	David Hardy	2828 Harbor Blvd.	Costa Mesa	CA	92626	714-546-9400	714-979-3578	www.wearegm.com	wearegm@aol.com
Cormier Chevrolet	Tom Dewitt	2201 E. 223 St.	Long Beach	CA	90810	310-830-5100	310-549-1146		
Courtesy Chevrolet	Jeff Jensen	3610 Thousand Oaks	Thousand Oaks	CA	91360	805-497-8631	805-497-6643	www.courtesy-chevrolet.com	parts@courtesy-chevrolet.com
						818-889-1358			
Courtesy Chevrolet Center	Chuck Tricoli	750 Camino Del Rio North	San Diego	CA	92108	619-297-3961	619-297-4023		
Crest Chevrolet	Don Young	909 W. 21st St.	San Bernardino	CA	92405	909-883-8833	909-882-4661	www.crestchevy.com	parts@crestchevy.com
Crossroads Auburn	Trish Smith	2725 Grass Valley Hwy.	Auburn	CA	95603	530-823-6111	530-823-5877	www.fleetclub.com	parts@crossroadsauto.com
Crown Chevrolet	John Vinci	7544 Dublin Blvd.	Dublin	CA	94568	925-828-8251	925-829-2941		
DeLillo Chevrolet	John Cloud	18211 Beach Blvd.	Huntington Beach	CA	92648	714-847-6088	714-375-9307	www.delillo.com	
Diamond Hills Auto group	Brian Yates	4545 W. Ramsey	Banning	CA	92220	951-849-7861	951-849-0970	www.diamondhillsautogroup.com	byyates@yahoo.com
Don Steves Chevrolet	Gilbert Gonzales	1001 E. Whittier Blvd.	La Habra	CA	90631	800-996-3227	562-691-2455	www.donsteveschevrolet.com	dscparts@aol.com
FH Dailey	Peter Chin	800 Davis St.	San Leandro	CA	94577	800-424-6727	510-614-9220	www.fhdailey.com	fhdperformance@aol.com
Fitzpatrick Chevrolet-Buick	John Betsekas	2121 Diamond Blvd.	Concord	CA	94520	800-824-6116	925-686-3635	www.fitzpatrickchevy.com	
Foothill Ranch Chevrolet	Bob Mortensen	70 Auto Centre Dr.	Foothill Ranch	CA	92610	949-457-2000	949-457-2022	www.foothillranchperformance.com	mike@foothillranchperformance.com
Good Chevrolet	Ray Lloyd	1630 Park St.	Alameda	CA	94501	510-522-9221	510-865-8125		quikbrd@aol.com
Guaranty Chevrolet	Carl Lutes	711 E. 17th St.	Santa Ana	CA	90807	714-973-1711	714-543-3387	www.guarantychevrolet.com	clutes@guarantychevrolet.com
Hardin GM Performance Center	Jeff Bass	1315 Claudina St.	Anaheim	CA	92805	800-576-8388	714-533-2370	www.hardin.com	gmparts@hardin.com

# AUTHORIZED DEALERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
John L. Sullivan Chevrolet	Dave Cobb	700 Automall Dr.	Roseville	CA	95661	916-784-0382	916-773-4699	www.chevyworld.com	davidc@rcsis.com
Kitahara Pontiac Buick & GMC	Ryan Fullenkamp	5515 N. Blackstone	Fresno	CA	93710	559-431-3410	559-431-3169	www.kitahara.net	rfullenkamp@kitahara.net
Liberty Chevrolet	Richard Neil	2755 Auto Mall Dr.	Selma	CA	93662	559-891-5171	559-891-5182	www.libertychevrolet.net	chevroletpartsMgr@autobuypower.com
Lithia Chevrolet	Todd Sills	200 E. Cypress	Redding	CA	96002	530-223-1132	530-221-2734		tsills@lithia.com
Los Gatos Chevrolet	Rich Quinn	15600 Los Gatos Blvd.	Los Gatos	CA	95032	408-356-9229	408-356-4003	www.losgatoschevrolet.com	onerunrich@aol.com
Mark Christopher Auto Center	Doug Reeves	2131 Convention Center	Ontario	CA	91764	909-390-2900	909-390-4677	www.markchristopher.com	dreeves@markchristopher.com
Martin Cadillac-Pontiac GMC	Gary Garter	12101 W Olympic Blvd.	Los Angeles	CA	90046	310-820-3611	310-207-8429	www.martincad.com	garyc@martincad.com
Martin Chevrolet	Dan Muller	23505 Hawthorne Blvd.	Torrance	CA	90505	310-378-0211	310-375-9279	www.martinchevrolet.com	parts@martinchevrolet.com
Mike Daugherty Chevrolet	Jerry Belluomini	2449 Fulton Ave.	Sacramento	CA	95825	916-482-1600	916-487-3525	www.mikescars.com	jbelluomini@hotmail.com
Motor City Auto Center	Keith Adams	3101 Pacheco Rd.	Baker's Field	CA	93313	661-836-9999	805-827-9937		gmparts@motorcitywest.com
Nicholas Chevrolet	Manny Patel	10150 Trask Ave.	Garden Grove	CA	92843	714-534-2700	714-638-8976	www.nicholaschevrolet.com	parts@nicholaschevrolet.com
Oakland Truck Center	George Ferris	8099 S. Coliseum Way	Oakland	CA	94621	510-577-5555	510-577-5501	www.tectrucks.com	parts@tectrucks.com
Paradise Chevrolet	Richard Anguiano	6350 Leland St.	Ventura	CA	93003	805-642-0134	805-644-7214		ranguian@paradisechevrolet.com
Performance Chevrolet	Doug Ballance	4811 Madison Ave.	Sacramento	CA	95841	916-331-6777	916-338-5477	www.performancechevy.com	ballance@performancechevy.com
Power Chevrolet Irvine	Darrall Hamilton	21 Auto Center Dr.	Irvine	CA	92618	949-768-7222	949-768-0268		
Putnam Chevrolet-Cadillac-Hummer	Rick Corso, Jr.	198 California Dr.	Burlingame	CA	94010	650-342-9500	650-342-8791	www.putnamgm.com	
Rally Chevrolet	Mario Zamudio	39012 Carriage Way	Palmdale	CA	93551	800-585-0551	661-266-1881	www.4rally.com	mzamudio@4rally.com
Rush GMC Truck Center	John DeMelo	8464 Miramar Rd.	San Diego	CA	92126	858-566-2605	858-566-3877	www.rushtruckcenters.com	demelo@rush-enterprises.com
Stowasser Pontiac Buick GMC	Robert Gilliland	600 E. Betteravia Rd.	Santa Maria	CA	93456	805-9258-9565	805-938-3645		
Sunset Auto Center	Pat Phelps	1300 N. H. Street	Lompoc	CA	93436	805-736-7577	805-735-7318	www.sunsetautocenter.com	sunsetpat89@yahoo.com
Taylor Motors	Cliff Mayne	2525 Churn Creek Rd.	Reeding	CA	96002	530-222-1207	530-722-1089	www.taylormotorsreeding.com	em4taylors@hotmail.com
Victory Chevrolet	Adrian Smith	1360 Auto Center Dr.	Petaluma	CA	94952	707-765-3068	707-762-7606	www.victory-vehicles.com	jethydro@comcast.net
Weseloh & Sons Chevrolet	Frank Belk	33633 Camino Capistrano	San Juan Capistrano	CA	92675	949-276-2035	949-276-2084	www.weselohsonshevy.com	fbelk@weselohsonshevy.com
Winter Chevrolet	Ray Shields	2101 Railroad Ave.	Pittsburg	CA	94565	925-439-8222	925-427-3082		
Billings Chevrolet	Rich Sublette	600 Barber Lane	Milpitas	CA	95035	800-627-9888	408-473-9995	www.billingschevrolet.com	
Mullahey Chevrolet	John Boimilla	600 Commonwealth	Fullerton	CA	92632	714-871-9110	714-738-0665	www.mullaheychevrolet.com	

## Colorado

Champion Chevrolet	Aaron Edwards	9050 Hwy. 392	Windsor	CO	80550	970-686-2575	970-686-5552		wsmith@frii.com
Daniels Chevrolet	Rick Nicholson	670 Automotive Dr.	Colorado Springs	CO	80906	800-332-3850	719-228-3578	www.danielschevrolet.com	JeffW@DanielsChevrolet.com
Ed Bozarth Chevrolet	Michael Briscoe	2595 Highway 6 & 50	Grand Junction	CO	81505	800-332-4893	970-243-1888	www.edbozarth.com	johnnyj@edbozarth.com
Fisher Chevrolet	David Gano	6025 Arapahoe Ave.	Boulder	CO	80303	303-443-8411	303-443-8826	www.fisherauto.com	parts@fisherauto.com
John Elway Chevrolet	John Dickinson	7320 N. Broadway	Denver	CO	80221	303-428-4887	303-427-8603		
Stevinson Chevrolet	John Hofstetter	15000 W. Colfax	Lakewood	CO	80401	303-279-2111	303-279-1726	www.stevinsonauto.com	jjhofstetter@stevinsonauto.com
Team Chevrolet	Kerry White	230 N. Academy Blvd.	Colorado Springs	CO	80909	800-332-8031	719-570-9918	www.teamchevy-vw.com	kwhite@teamchevy-vw.com
Burt Chevrolet	Ken Casey Jr.	5200 S. Broadway	Englewood	CO	80110	800-345-5744	303-789-6737	www.burt.com	kcasey@burt.com

## Deleware

Nucar Performance Parts	Bob Corrado	174 N. Dupont Pkwy.	New Castle	DE	19720	302-322-2438	302-322-6710	www.nucar.com	bcorrado@nucar.com
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## Florida

Abraham Chevrolet-Miami	Juan Huerta	4181 S. W. 8th St.	Miami	FL	33134	305-446-7000	305-448-2670		
Autoway Chevrolet-Tampa	Earl Simmons	1700 E Hillsborough Ave.	Tampa	FL	33610	813-238-8861	813-237-4383	autowaychevolettampa.com	
Bill Branch Chevrolet	Dave Marlet	3980 Fowler St.	Ft. Myers	FL	33901	941-936-1541	941-936-9218	www.branchchevy.com	partsdave@aol.com
Bill Heard Chevrolet	John Gerstner	127 N. Oregon St.	Sanford	FL	32771	800-826-1946	866-665-6566	www.orlandochevy.com	jgerstner@billheard.com
Ed Morse Chevrolet	Don Macinnes	2677 Northlake Blvd.	Lake Park	FL	33408	561-844-5262	561-842-7671	www.edmorse.com	CHVN_PARTSDEPT@EDMORSE.COM
Jon Hall Chevrolet	Scott Bowser	551 N. Nova	Daytona Beach	FL	32114	386-947-0620	386-947-0615	www.jonhall.com	parts@jonhall.com
Main Street Chevrolet	Kim Stamper	2600 N. Main St.	Gainesville	FL	32609	800-338-8096	352-378-8035	www.mainstreetchevy.com	kstamper@mainstreetchevy.com
Maroone Chevrolet	Riley Alter	8600 Pines Blvd.	Pembroke Pines	FL	33024	954-433-3368	954-447-2121		
Palm Chevrolet	John Zurakowski	2300 S. W. College	Ocala	FL	34474	352-629-8011	352-690-2248	www.palmchevrolet.com	zurakowski@palmchevrolet.com
Pineview Chevrolet, Inc.	Richard Ferry	273 East Macclenny Ave.	Maccleny	FL	32063	904-259-6117	904-259-4887	www.pineviewchevy.com	lmchamp17@gmdealer.net
Roger Holler Chevrolet	John Sambor	1970 S. R. 436	Winter Park	FL	32792	407-645-1234	407-645-2074	www.hollerchevrolet.com	jsambor@asmail.com
Sam Taylor Buick-Cadillac	Jason Cromer	329 Miracle Strip Pkwy.	Ft. Walton Beach	FL	32548	877-726-8295	850-244-4633	www.samtaylor.com	gmparts@staylor.gccoxmail.com
Sunset Chevrolet, Inc.	Dale Davis	1800 Bay Rd.	Sarasota	FL	34239	800-749-2438	941-957-3023	www.sunsetautogroup.com	chevyproshop@sunsetautogroup.com
Wallace Cadillac Oldsmobile	Rick Hover	3555 S. E. Federal Hwy.	Stuart	FL	34997	888-308-6555	561-746-2337	www.fischerautos.com	

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
<b>Georgia</b>									
Andean Chevrolet	Bobby Roberts	527 Atlanta Rd.	Cumming	GA	30040	770-887-2320	770-887-2320	www.andeanchevy.com	bobby.roberts@andeanchevy.com
Bill Heard Chevrolet-Buford	Butch Rowllins	4490 South Lee St.	Buford	GA	30518	770-945-4981	678-686-2185		
Bill Heard Chevrolet GM Parts	Mike Able	6301 Veterans Pkwy.	Columbus	GA	31909	800-241-7898	706-596-6608		
Bob Richards Chevrolet Parts Div	Randy Armstrong	2031 Gordon Hwy.	Augusta	GA	30909	800-735-2481	706-481-5019		
Boomershine Pontiac Buick GMC	Ricky Garmon	2150 Cobb Pkwy.	Smyrna	GA	30080	770-618-7216	770-618-7185		
Cobb Parkway Chevrolet	Steve Barker	2155 Cobb Pkwy.	Smyrna	GA	30080	770-953-0100	770-952-7159		
Dan Vanden Chevrolet	Steve Quattlebaum	9393 Abercorn Expwy.	Savannah	GA	31406	912-925-9393	912-920-5150	www.danvandenchevy.com	
Hardy Chevrolet	Chip Youngblood	1249 Charles Hardy Pkwy.	Dallas	GA	30157	770-445-9411	770-443-2224		chipyoungblood@yahoo.com
Jay Pontiac Buick GMC Inc.	R. O. Watson	1661 Whittlesey Rd.	Columbus	GA	31904	706-324-1234	706-323-4215		
Nash Chevrolet	George Pittman	630 Scenic Hwy.	Lawrenceville	GA	30045	770-963-9266	770-822-6671	www.nashchevy.com	gkpittman@yahoo.com
NeSmith Chevrolet	David Anderson Sr.	P.O. Box 828	Claxton	GA	30417	912-739-1744	912-739-7000	www.no-hassle.com	gmparts3@yahoo.com
Snider Chevrolet	G. Earl Snider	416 Tripp St.	Americus	GA	31709	229-924-9038	229-924-7047		
Tom Jumper Chevrolet	Steve Sullens	7475 Roswell Rd.	Atlanta	GA	30328	800-648-5576	770-351-2713	www.tomjumperchevy.com	ssullens@billheard.com
Wayne Neal Chevrolet	Barry Livingston	123 South Elm St.	Commerce	GA	30529	706-335-3196	706-335-2313	www.wayneal.com	barrylivingston@wayneal.com
Woody Folsom Chevrolet	Mike Maltby	225 Lumber City Hwy.	Hazelhurst	GA	31539	912-375-2503	912-379-1246		

## Idaho

Dave Smith Motors	Aaron Legard	210 N. Division	Kellogg	ID	83837	877-572-7870	208-786-1200	www.davesmithmotors.com	aaron1@usautosales.com
Rob Green Pontiac Buick GMC	Ron Stone	1427 Blue Lakes Blvd. N	Twin Falls	ID	83301	208-733-1823	208-734-6814	www.greenautogroup.com	

## Illinois

Bill Jacobs Chevrolet	Steve Schoenrock	2001 W. Jefferson	Joliet	IL	60435	815-725-7110	815-725-5666		
Geo. R. Gibson Chevrolet	Bob Ravesloot	1533 East 162nd St.	South Holland	IL	60473	708-339-7400	708-339-7592		
Jack Schmitt Chevrolet	Mike Bolandis	127 Regency Park Dr.	O'Fallon	IL	62269	618-628-1900	618-628-9943	www.jackschmitt.com	parts@jackschmitt.com
Jim McComb Chevrolet	Bill Brouch	3622 N. University	Peoria	IL	61604	309-686-2500	309-686-0121	www.jimmccomb.com	billbrouch@jimmccomb.com
Lattof Chevrolet Inc.	Mike Morgan	800 E. Northwest Hwy.	Arlington Hts.	IL	60004	847-259-4100	847-255-2038	www.crateenginedepot.com	parts@lattof.org
McGrath Motors	Terry Meyers	1421 E. Main St.	St. Charles	IL	60174	630-584-6400	630-584-0208	www.gmparts1.com	
Northside Chevrolet	Keith Winchester	2400 N. Heidelbach Ave.	Evansville	IL	47711	812-421-0077	812-429-0318	www.northsidechevy.com	kwinchester@nschevy.com
Rizza Chevrolet	Mark Way	8200 S. Harlem Ave.	Bridgeview	IL	60455	708-924-5723	708-594-6226	www.rizzaworld.com	rizza@rizzaworld.com
Weir Chevrolet	Chris Lutman	1107 S. Main St.	Red Bud	IL	62278	618-282-3111	618-282-3993	www.weirchevyolds.com	weirinet@htc.net

## Indiana

Bill Estes Chevrolet	James Harden	4105 W. 96th St.	Indianapolis	IN	46268	317-872-1692	317-337-0541	www.billestes.com	
Christenson Chevrolet	Scott Seger	9700 Indianapolis Blvd.	Highland	IN	46322	219-924-3466	219-922-2115	www.christensonchevy.com	
Courtesy Motors	Mark Lee	1313 S. 13th St.	Decatur	IN	46733	260-724-8525	260-724-8054	www.courtesymotors.com	mark.lee@courtesymotors.com
Gates Chevy World	Rick Waldron	636 W. McKinley Ave.	Mishawaka	IN	46545	800-686-3031	574-258-7039	www.gatesautomotive.com	gatesparts@yahoo.com
Harbor Olds GMC	Allen Wildrick	6100 S. US Hwy. 6	Portage	IN	46368	219-763-2500	219-764-4510	www.harborautomotive.com	allenwildrick@harbourautomotive.com
Hubler Chevrolet, Inc.	Kasey Dillman	8220 South US 31	Indianapolis	IN	46227	317-882-4389	317-882-4719	www.drivehubler.com	kdillman@drivehubler.com
Mike Raiser Pontiac	Leonard Wachs	2912 E. Main St.	Lafayette	IN	47904	765-448-4582	765-447-3237	www.raisor.com	lwachs@raisor.com
Ray Skillman Oldsmobile	Gary Pollard	8424 US 31 South	Indianapolis	IN	46227	800-736-6537	317-887-5184	www.racing-mart.net	gm_parts@rayskillman.net
Shepherd's Chevrolet-Buick-Pontiac-Cadillac	Brandon DeLorenzo	1520 East Ninth St.	Rochester	IN	46975	574-224-7278	574-223-2718	www.shepherdsgm.net	badbjd@hotmail.com

## Iowa

Karl Chevrolet	Jason Roach	1101 S. E. Oralabor	Ankeny	IA	50021	800-383-2367	515-299-4380	www.karlchevrolet.com	parts@karlchevrolet.com
Knoepeler Chevrolet Co.	Bill Knoepeler	100 Jackson St.	Sioux City	IA	51101	712-279-7150	712-279-0316	www.kchev.com	parts@kchev.com
Rydell Chevrolet	Travis Wibben	1325 E. San Marnan Dr.	Waterloo	IA	50702	319-234-4601	319-234-4815	www.rydellauto.com	parts@rydellauto.com

## Kansas

Ed Bozarth Chevrolet	Noel Zimmerman	3731 S Topeka Blvd.	Topeka	KS	66609	785-266-5151	785-266-3820	www.edbozarth.com	
Henderson, Inc.	Randall Bland	512 W. 5th St.	Scott City	KS	67871	800-242-9607	620-872-3904		henderson.parts@wbsnet.org
John Elliott, Inc.	Jim Hazuka	2501 10th	Great Bend	KS	67530	620-793-5463	620-793-3543		jeiparts@yahoo.com
Superior Chevrolet	Jeff Kopp	8300 W. 63rd St.	Merriam	KS	66202	800-728-8267	913-789-1005	www.superchevyperformance.com	parts@superchevyperformance.com

# AUTHORIZED DEALERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
<b>Kentucky</b>									
Alex Montgomery Chevrolet GMC	Darrell Scott	1349 S. Main St.	Burkesville	KY	42717	800-766-9600	270-433-7881	www.alexmontgomery.com	dscott@alexmontgomery.com
Bachman Chevrolet	Tom Finley	9650 Bluegrass Pkwy.	Louisville	KY	40299	800-334-3041	800-499-8330		
Piles Chevrolet	Scott Williams	1240 N Main St.	Williamstown	KY	41097	800-227-4755	859-824-6088	www.pilesgm.com	scottw@pilesgm.com
Bob Hook Chevrolet	Jack Tillman	4144 Bardstown Rd.	Louisville	KY	40218	502-499-8060	502-499-0917	www.bobhook.com	jtillman@bobhook.net

<b>Louisiana</b>									
Banner Chevrolet	Carmine Costantini	5950 Chef Menteur Hwy.	New Orleans	LA	70126	800-477-8603	504-253-8590	www.bannerchevy.com	
Chevyland	Jeral Lawler	7500 Youree Dr.	Shreveport	LA	71105	800-551-8189	318-425-1705	www.chevyland.com	ghowell@chevyland.com
Gerry Lane Chevrolet	Gerald Appe	6505 Florida Blvd.	Baton Rouge	LA	70805	225-926-4600	225-925-9613	www.gerrylane.com	chevyparts@gerrylane.com
Leson Chevrolet, Inc.	Craig Guidry	1501 Westbank Expwy.	Harvey	LA	70058	800-649-4394	504-374-0203	www.lesonchevy.com	cguidry@lesonchevy.com
Service Chevrolet Inc.	Ted Bourque	4313 Cameron St.	Lafayette	LA	70506	318-234-9411	337-233-4161		

<b>Maine</b>									
Augusta Chevrolet Olds Cadillac	Scott Lessard	340 State St.	Augusta	ME	04330	207-621-2152	207-622-9455	www.leeautomall.com	slessard@leeautomall.com
O'Connor GMC Buick	Andy Stairs	187 Riverside Dr.	Augusta	ME	04330	800-452-1911	207-622-7170		

<b>Maryland</b>									
Capitol Pontiac GMC	Fred Steward	6500 Capitol Dr.	Greenbelt	MD	20770	301-441-9600	301-474-2019	www.ecapitol.com	parts@ecapitol.com
Courtesy Chevrolet	Jon Blake	2531 N. Salisbury Blvd.	Salisbury	MD	21801	800-204-7278	410-749-4257	www.courtesychevroletcadillac.com	chevyparts-courtesy@hotmail.com
Criswell Chevrolet Inc	Kevin Burdette	503 Quince Orchard Rd.	Gaithersburg	MD	20878	888-466-9101	301-670-0936	www.criswellauto.com	chevyparts@criswellauto.com
Jerry's Chevrolet	Vince Poling	1940 E. Joppa Rd.	Baltimore	MD	21234	410-661-9100	410-513-0196	www.jerryschevrolet.com	vpoling@jerryschevrolet.com
Koons Chevrolet	Mike Robinson	10207 Philadelphia Rd.	White Marsh	MD	21162	410-931-8600	410-931-7891	www.koons.com	
Miller Brothers	Greg Brown	91035 Baltimore National Pike	Ellicott City	MD	21042	800-859-0123	410-465-2713		www.millerbrosinc@yahoo.com
Ourisman's Rockmont Chevrolet	Bruce Jones	15301 Fredrick Rd.	Rockville	MD	20855	301-424-5900	301-294-6381	www.ourisman.com	brucejones@ourismanautomotive.com

<b>Massachusetts</b>									
Puritan Pontiac GMC	Michael King	90 High School Rd.	Hyannis	MA	02601	800-858-1977	508-775-0068	www.puritanautos.com	puritanparts@capecod.com
Regency Olds Pontiac GMC	Ken Theroux	342 E. Main St.	Westfield	MA	01085	413-572-1465	413-562-1304	www.regencypontiac.com	
Tom Chevrolet	Brad	391 Providence Hwy. P.O. Box 548	Norwood	MA	02062	800-559-9210	800-991-1009	www.tomchevrolet.com	parts@tomchevrolet.com

<b>Michigan</b>									
Al Serra Chevrolet	Ed Holmes	G-6167 S. Saginaw	Flint	MI	48439	810-694-0750	810-694-4311	www.alserra.com	gropp@alserra.com
Berger Chevrolet	Gerry Rozeboom	2425 28th Street, S.E.	Grand Rapids	MI	49512	800-878-2121	616-949-0679	www.bergerchevy.com	parts@bergerchevy.com
De Nooyer Bros.	Brian Drews	5800 Stadium Dr.	Kalamazoo	MI	49009	800-718-7112	616-372-0045	www.chevroletpart.com	
Delehanty Pontiac	Matt Rau	1510 E. Pierson Rd.	Flushing	MI	48433	810-659-5687	810-659-2210	www.delehantypontiac.com	
Ed Rinke Chevrolet	Jim Hensley	26125 Van Dyke	Center Line	MI	48015	800-717-1020	810-754-5030		
Jay Chevrolet	Greg Conner	3372 W. Highland Rd.	Highland	MI	48357	248-887-8645	248-889-5351		
Milnes Chevrolet, Olds, Pontiac	Frank J. Keinz	1900 S. Cedar St.	Imlay City	MI	48444	810-724-0561	810-724-8112	www.milnes.com	fkeinz@massnet1.net
Red Holman Pontiac	Eric Scott	35300 Ford Rd.	Westland	MI	48185	800-482-3032	734-721-6910	www.redholman.com	
Shaheen Chevrolet	Todd Finison	632 American Rd.	Lansing	MI	48911	800-678-9561	517-394-6305	www.shaheenchevrolet.com	
Todd Wenzel Chevrolet	Todd Halsey	3615 Highland Dr.	Hudsonville	MI	49426	616-669-6683	616-669-8010	www.toddwenzelautomotive.com	thalsey@toddwenzelautomotive.com
Todd Wenzel Pontiac Buick GMC	Todd Halsey	2727 28th St. SE	Grand Rapids	MI	49512	616-949-7700	616-975-3681	www.toddwenzelautomotive.com	thalsey@toddwenzelautomotive.com
Wayland Chevrolet	Jason Eaton	1134 W. 135th St.	Wayland	MI	49348	616-792-2274	616-792-3904	www.waylandchevy.com	
Champion Chevrolet	Kenneth Darabos	5000 E. Grand River	Howell	MI	48843	517-545-8800	517-545-3314	www.champchev.com	parts@champion-chev.com

<b>Minnesota</b>									
Friendly Chevrolet	Jerry Martini	7501 NE Hwy. 65	Fridley	MN	55432	763-786-6100	763-786-1823	www.friendlychev.com	parts@friendlychev.com
Iten Chevrolet Co.	Matt Mraz	6701 Brooklyn Blvd.	Brooklyn Center	MN	55429	763-561-9221	763-585-7502	www.itenchev.com	mmraz@itenchev.com
Luther Brookdale Buick-Pontiac-GMC	Floyd Norton	8188 Brooklyn Blvd.	Brooklyn Park	MN	55445	763-549-1560	763-549-1551	www.brookdalepontiac.com	
Ranger Chevrolet	Scott Arens	1502 E. Howard	Hibbing	MN	55746	218-263-7578	213-263-7576	www.rangergm.com	rangergm.scott@yahoo.com
Village Chevrolet	Steve Davis	16200 Wayzata	Wayzata	MN	55391	612-449-6740	612-449-6796	www.villagechev.com	

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
<b>Mississippi</b>									
Turan-Foley Buick, Cadillac, Chevrolet	Joe May	11123 Hwy 49N	Gulfport	MS	39503	228-861-3381	228-539-5689	www.turanfoley.com	joemay@turanfoley.com
<b>Missouri</b>									
Cable Dahmer Chevrolet	Roger Hines	1834 S. Noland Rd.	Independence	MO	64055	800-892-3261	816-461-0955	www.cabledahmer.com	
Griffith Motor Company	Mike Compton	1300 W. Harmony	Neosho	MO	64850	800-268-5915	417-451-3626	www.griffithmotor.com	gmparts@griffithmotor.com
Lou Fusz Chevrolet	Steve Geringer	5120 N. Service Rd.	St Peters	MO	63376	800-325-1492	314-595-2790	www.fusz.com	seanspeer@fusz.com
Reliable Chevrolet	Dean Jones	3655 S. Campbell Ave.	Springfield	MO	65807	800-444-2236	417-887-4012	www.reliablechevy.com	
Van Chevrolet	Leon Schmitz	100 N. W. Vivion Rd.	Kansas City	MO	64118	816-454-1442	816-452-6248		lschmitz@vtiag.com
Weber Chevrolet	Elmer Breece	12015 Olive Blvd.	St. Louis	MO	63141	800-325-4764	314-567-3088	www.weberchevrolet.com	
<b>Montana</b>									
Eisinger Motors	Cody Harbour	1000 W. Idaho	Kalispell	MT	59901	406-755-5556	406-755-5655		eisinger_parts@yahoo.com
J. C. Billion	Jeff Dandy	1919 W. Main	Bozeman	MT	59718	406-582-7777	406-582-7761	home.jcbillion.com	jcbillionparts@gmail.com
Karl Tyler Chevrolet	Mike Bergman	3663 N. Reserve	Missoula	MT	59808	406-721-2438	406-541-2420	www.montanachevy.com	parts@karltylerchevrolet.com
<b>Nebraska</b>									
Friesen Chevrolet, Inc.	Jon Pedersen	P.O. Box 524	Sutton	NE	68979	402-773-5538	402-773-5639	www.friesenchevy.com	info@friesenchevy.com
H&H Chevrolet	Tim Hurlbutt	4645 S. 84th St.	Omaha	NE	68127	402-596-2711	402-596-2719	www.hhchevy.com	parts@hhchevy.com
Huber Chevrolet, Inc.	Frank Gavin	11102 W. Dodge Rd.	Omaha	NE	68154	402-496-5469	402-496-0129	www.huberchevrolet.com	gpegg@huberchevrolet.com
Miller Bros. inc.	Greg Brown	121 W. 2nd St.	Valentine	NE	69201	402-376-1750	402-376-1760		millerbrosinc@yahoo.com
<b>Nevada</b>									
Bill Heard Chevrolet	Dave Rundell	444 S. Decatur Blvd.	Las Vegas	NV	89107	702-870-9444	702-870-2579		
Fairway Chevrolet	Brad Oaks	3100 E Sahara Ave.	Las Vegas	NV	89104	702-641-1440	702-641-5866	www.fairwaychevy.com	bradoaks@fairwaychevy.com
Henderson Chevrolet	Dennis Strobehn	240 N Gibson Rd.	Henderson	NV	89014	800-210-8566	702-558-2444	www.partsguys.com	dennis@partsguys.com
Pat Clark Pontiac GMC	Jason Sears	2575 E. Sahara Ave.	Las Vegas	NV	89104	702-457-1885	702-432-0657	www.patclarkpontiacgmc.com	parts@patclarkpontiacgmc.com
Riverton-Elko GM Superstore	Brian Kidwell	3750 E. Idaho	Elko	NV	89801	800-765-3629	775-738-9558	www.rivertonmotors.com	briank@rivertonmotor.com
Vista Chevrolet	John Michaels	5501 Drexel Rd.	Las Vegas	NV	89130	702-967-5659	702-967-5582	www.vistachevy.net	jmichaels@billheard.com
Winkel Pontiac-GMC	John D Ambrosio	900 Keitzke Ln.	Reno	NV	89502	775-329-0831	775-786-1513	www.winkelmotors.com	parts@winkelmotors.com
<b>New Hampshire</b>									
Dobles GM Parts Depot	Dave Provencher	1250 South Willow St.	Manchester	NH	03103	800-842-9600	800-641-5554	www.doblesgmpartsdepot.com	parts@dobles.com
<b>New Jersey</b>									
Asplundh Buick Pontiac	Daniel Williams Sr.	444 Route 72	Manahawkin	NJ	08050	609-597-4700	609-597-8714	www.asplundh.com	servicedirector@asplundhpg.com
Beyer Bros. Corp.	Steve Church	109 Broad Ave.	Fairview	NJ	07022	201-943-3101	201-943-8902	www.beyerbros.com	schurch@beyerbros.com
Bob Maguire Parts Center	Bill Curren	Route 206 North	Bordentown	NJ	08505	800-524-0096	609-298-0231	www.bobmaguire.com	
Crane Chevrolet	Claudio Tommolillo	999 Route 46 East	Clifton	NJ	07015	973-472-5517	973-472-0899		
Jay Fisher Pontiac & GMC Truck	Jay Fisher	415 Chestnut St.	Elmer	NJ	08318	856-358-6611	856-358-2150		slapsht25@comcast.net
New Norris Chevrolet	Chris Moscaritolo	433 North Ave. East	Westfield	NJ	07090	908-789-6776	908-233-6063	www.newnorrischevrolet.com	norchev@aol.com
Richard Lucas Chevrolet	Vito Marchiano	1077 Route 1 South	Woodbridge	NJ	07001	732-634-1900	732-634-8666	www.richardlucasautogroup.com	vmarchiano@verizon.net
<b>New Mexico</b>									
Bravo Chevrolet	Travis Patterson	1601 S. Main	Las Cruces	NM	88005	505-527-3896	505-527-3877	www.bravochevrolet.com	parts@bravochevrolet.com
Galles GM Parts Center	Richard Redridge	1601 Lomas Blvd. NE	Albuquerque	NM	87102	505-766-6924	505-242-0350	www.galles.com	
<b>New York</b>									
Bast Chevrolet, Inc.	Kevin Moore	3660 Sunrise Hwy.	Seaford	NY	11783	516-785-4100	516-679-0464	www.bastchevy.com	
Bresee Chevrolet	Al Koster	604 Old Liverpool Rd.	Liverpool	NY	13088	315-233-0333	315-233-0347	www.breseechevrolet.com	alk@breseechevrolet.com
Buzz Chew Chevrolet Olds Cadillac	Bill Sacher	656 County Rd. 39	Southampton	NY	11968	631-287-0770	631-287-2067		
Eagle Chevrolet	Richie Ferrer	96 Main Rd.	Riverhead	NY	11901	631-727-1900	631-727-1161	www.eagleautomall.com	gmparts@eagleautomall.com
Eagle Chevrolet Cadillac	Peter Provenzano	Route 30A, 108 S. Comrie Ave.	Johnstown	NY	12095	518-762-5555	518-762-4012		eaglechev@aol.com

# AUTHORIZED DEALERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
Gillogly Chevrolet, Inc.	Rob Brostko	1777 Union Rd.	West Seneca	NY	14224	800-445-5645	716-674-8802	www.gilloglychev.com	rbrostko@gilloglychev.com
Huntington Chevrolet	Tom Doner	370 Oakwood Rd.	Huntington Station	NY	11746	631-427-0946	631-427-1332	www.thechevystoreny.com	tdoner@thechevystoreny.com
R M Burritt Motors	Jim Garbus	340 State Rte. 104	Oswego	NY	13126	315-343-8337	315-343-8146	www.burrittmotors.com	rmbparts@hotmail.com
Ramp Chevrolet	Mitch Dobshinsky	1395 Rte. 112	Pt Jefferson Station	NY	11776	631-473-6100	631-331-3094	www.rampchevy.com	mdobshinsky@rampmotors.org
Villa Marin	Joe Potter	2582 Hylan Blvd.	Staten Island	NY	10306	718-351-3300	718-351-9366		

## North Carolina

An-Ton Chev Olds Buick Pontiac	Ted Rhodes	750 Champion Dr.	Canton	NC	28716	800-521-0907	828-648-6580		anderson-parts@charter.net
Bobby Murray Chevrolet, Inc.	Scott Tilley	1820 Capital Blvd.	Raleigh	NC	27604	919-833-9771	919-832-1603	www.bobbymurray.com	parts@bobbymurray.com
Burnsville Chevrolet Buick	Mike Canipe	627 W. Main St.	Burnsville	NC	28714	828-682-6141	828-678-3481	www.burnsvillechevy.com	mikecanipe@bellsouth.net
Chevrolet	Chris Knight	5101 E. Industrial Blvd.	Charlotte	NC	28212	800-763-2489	704-568-7422	www.citycratemotors.com	cknight@hendauto.com
Confederate Motors	Steve Lowder	2307 Highway 52 North P.O. Box 669	Albemarle	NC	28001	800-255-6587	704-982-3134		
Dick Shirley Chevrolet Cad-Olds	Freddie Jordan	2616 Alamance Rd.	Burlington	NC	27215	800-273-0542	336-222-5935		sales@dickshirley.com
Doug Henry Chev-Buick-Pontiac-GMC	Elmer Dubrey	210 W. Marlboro Rd.	Farmville	NC	27828	252-753-7700	252-753-7088	www.doughenry.net	doughenry2@earthlink.net
Everett Chevrolet	Ted Brewer	161 Hwy. 70 SE	Hickory	NC	28601	828-327-9171	828-327-6335	www.everettchevy.com	info@highperformanceparts.net
Flow Buick	Chris Porter	1400 S. Stratford Rd.	Winston-Salem	NC	27103		336-760-7074	www.flowauto.com	gmparts@flowauto.com
Flow Cadillac-Olds-Hummer	Chris Porter	1400 S. Stratford Rd.	Winston-Salem	NC	27103	336-760-7037	336-760-7074	www.flowauto.com	
Flow Chevrolet	Chris Porter	1400 S. Stratford Rd.	Winston-Salem	NC	27103		336-760-7074	www.gmpartsdirect.com	customerservice@gmpartsdirect.com
Fowler Chevrolet	Chris Hege	201 Newsome Rd.	King	NC	27023	336-983-5181	336-983-5183	www.modernautonet.com	chege@modernautonet.com
Marine Chevrolet	Chris Fountain	1408 Western Blvd.	Jacksonville	NC	28546	910-455-2121	910-455-4703	www.marinechevy.com	fisherd@RR412518.reyrey.net
Modern Chevrolet Co., Inc.	Ivil Porter	5955 University Pkwy.	Winston-Salem	NC	27105	800-334-0165	336-727-4809	www.modernautomotive.com	iporter@modernautonet.com
Performance Chevrolet	Jim Hall	1005 W. Ehringhaus	Elizabeth City	NC	27909	888-335-9468	252-384-0279		
Randy Marion Chevrolet	Chris Addario	220 W. Plaza Dr.	Mooreville	NC	28115	704-664-3303	704-664-7792	www.randymarion.com	info@randymarion.com
Rooster Bush Pontiac	Carl Warren	145 Bush Dr.	Morganton	NC	28655	828-433-0115	828-432-8262	www.roosterbush.com	rbparts@hotmail.com
Stevenson Chevrolet	Amy Hicks	758 West Corbett Ave.	Swansboro	NC	28584	910-326-1804	910-326-3068	www.stevensonchevrolet.com	parts@stevensonchevrolet.com
University Automotive	Danny Hicks	3737 Chapel Hill Blvd.	Durham	NC	27707	919-489-8346	919-419-4367		gmpartshicks@aol.com

## Ohio

Bill Harris Auto Center	Steve Nadler	2245 Claremont Ave.	Ashland	OH	44805	419-289-2000	419-281-6636	www.billharrisauto.com	stevenadler@billharrisauto.com
Burt Greenwald Chevrolet, Inc.	Doug Beasley	1490 Wooster Ave.	Akron	OH	44320	800-362-9650	330-836-4074	www.bgperformanceparts.com	info@bgperformanceparts.com
Classic Chevrolet	Joe Wolfe	6877 Center St.	Mentor	OH	44060	800-352-7276	800-352-7275		joew@classicauto-campus.com
Classic Olds Pontiac GMC	Ken Marckese	1700 Mentor Ave.	Painesville	OH	44077	440-639-4522	440-639-4511		kmackese@driveclass.com
Coughlin Chevrolet of Pataskala	Jerry Rine	9000 E Broad St.	Pataskala	OH	43025	800-948-7272		www.coughlinautomotive.com	parts@coughlinautomotive.com
Dave White Chevrolet	Bruce Nimmo Mike Teeman	5880 Monroe St.	Sylvania	OH	43560	419-885-4444 800-392-4389	419-824-7602		partseller@aol.com
Frank Z Chevrolet	Jeff Yeomans	1620 Brown St.	Dayton	OH	45409	937-223-9961	937-224-2610	www.frankzchevrolet.com	bhouse@frankzauto.com
Fred Martin Chevrolet	Pet Candill	333 E. Market St.	Akron	OH	44303	330-535-4161	330-535-6948	www.fredmartinsuperstore.com	ebay@fmcars.com
Germain Chevrolet	Roger Caminiti	3101 Morse Rd.	Columbus	OH	43231	614-471-8282	614-471-7261	www.germainchevrolet.com	rcaminiti@germainchevrolet.com
Greenwood Chevrolet, Inc.	Marc Briel	4695 Mahoning Ave.	Youngstown	OH	44515	800-926-4977	330-792-2101	www.greenwoodchevy.com	parts@greenwoodchevy.com
Jeff Wyler Chevrolet	Chris Hoffman	1117 St. Rt. 32	Batavia	OH	45103	513-752-3447	513-752-1945		choffman@wyler.com
Jim Pace GM Parts Warehouse	Chuck Fitch	430 Youngstown Warren Rd.	Niles	OH	44446	800-748-3791	330-652-7484	www.paceparts.com	parts@paceparts.com
Roby Auto Group	Rich Wallace	15801 US Rte. 36	Marysville	OH	43040	937-644-9000	937-644-3000	www.robyautogroup.com	rwallace@robyautogroup.com
Tim Lally Chevrolet	Mike Relozsky	19000 Rockside Rd.	Bedford	OH	44146	440-232-2000	440-232-2104	www.timlally.com	

## Oklahoma

Blue Ribbon Chevrolet	Jesse Ruark	1701 S. Kerr Blvd.	Sallisaw	OK	74955	918-775-7190	918-775-9578	www.blueribbonautos.com	
Danny Beck Chevrolet	Andy Boyce	8300 New Sapulpa Rd.	Tulsa	OK	74131	918-224-7109	918-224-7655		andyb@dannybeckchevy.com
Hudiburg Chevrolet	Zach Hines	6000 Tinker Diagonal	Widwest City	OK	731010	405-737-8918	405-739-0636	www.hudiburg.com	hudiburgparts@earthlink.net
Jerry Ferguson Pontiac GMC	Jimmy Easton	1601 N. Elm Place	Broken Arrow	OK	74012	800-728-5538	918-251-6435	www.fergusondeal.com	gmparts@fergusondeal.com
Jim Glover Chevrolet	Doug Foster	8130 East Skelly Dr.	Tulsa	OK	74129	918-663-2300	918-664-1135		
NorthCutt Chevrolet	Robert Kiles	3201 W. Garriott Rd.	Enid	OK	73703	580-234-5171	580-233-6747	www.northcuttauto.com	parts@northcuttauto.com
Smicklas Chevrolet	Ron Kimbrough	3501 N. Sante Fe.	Oklahoma City	OK	73112	405-525-4402	405-525-4484	www.smicklaschevrolet.com	rkimbrough@bobhowardauto.com
Speedway Chevrolet, Inc.	Andy T. Boyce	2301 North Aspen Ave.	Broken Arrow	OK	74012	800-658-1545	918-259-9354	www.speedwaychevy.com	

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
<b>Oregon</b>									
Airport Chevrolet	Larry Lavada	3001 Biddle Rd.	Medford	OR	97504	541-770-1300	541-772-8079	www.airportchevy.com	parts@airportchevy.com
Capitol Chevrolet	Tom Dalton	2711 Mission S.E.	Salem	OR	97302	503-316-4230 / 800-888-1397	503-316-4223		
Carr Chevrolet	Rob Scott	15005 SW Tualatin Valley	Beaverton	OR	97076	800-888-6793	503-520-4125	www.carrparts.com	
Franklin Chevrolet Cadillac	Mike Romig	846 Goodpasture Island Rd.	Eugene	OR	97401	800-452-5059	541-335-6895	www.chevypartsguys.com	mail@chevypartsguys.com
Lassen Chevrolet	Mark Flogstad	1205 Price Rd. SE	Albany	OR	97321	541-926-4236	541-926-3440		lassensvc@hotmail.com
Miles Chevrolet	Mike Collins	3001 W. Newberg Hwy.	Woodburn	OR	97301	503-981-9511	503-982-8300	www.milesauto.com	mikec@milesauto.com
Ron Tonkin Chevrolet	Kurt Gross	122 N.E. 122nd Ave.	Portland	OR	97230	800-547-8769	503-254-4518	www.tonkin.com	
Sallee Chevrolet Performance Parts	Tom Sallee	1003 S. Main St.	Milton-Freewater	OR	97862	800-545-0048	541-938-5580	www.sallee-chevrolet.com	parts@sallee-chevrolet.com
Wentworth Chevrolet	Darrin Rea	107 S.E. Grand Ave.	Portland	OR	97214	800-238-8097	503-234-3374	www.wentworthchevrolet.com	
Weston Pontiac Buick GMC	Don Shade	22555 S.E. Stark	Gresham	OR	97030	503-665-2166	503-665-3742	www.westonpontiac.com	

## Pennsylvania

A W Golden, Inc.	Scott Schaeffer	801 Lancaster Ave.	Reading	PA	19607	610-777-4103	610-777-6652	www.awgoldenparts.com	scottschaeffer@awgoldenparts.com
Apple GM Parts	Bob Burdette	1200 Loucks Rd.	York	PA	17404	717-848-1300	717-843-5730	www.applechevrolet.com	rburdette@appleauto.com
Dames Chevrolet	Tim Conrad	525 High St.	Pottstown	PA	19464	610-326-8055	610-970-2054	www.dameschevrolet.com	dameschevy@aol.com
E-Town Chevrolet Olds Pontiac	Jason Heber	2005 S. Market St.	Elizabethtown	PA	17022	717-367-1256	717-367-2834	www.hondruauto.com	jheber@hondruauto.com
Fred Beans	Dave Wittlinger	131 Doyle St.	Doylestown	PA	18901	877-942-3267	888-822-3267	www.fbparts.com	dwittlinger@fredbeans.com
Fred Beans Pontiac Buick GMC	Gene Culley	40 Auto Park Blvd.	Limerick	PA	19468	610-495-1700	610-495-1888	www.fredbeans.com	gculley@fredbeans.com
Graham Motor Company	Joe Dorsey	1402 Holly Pike	Carlisle	PA	17013	717-243-3066	717-249-7998	www.grahammotors.com	parts@grahammotors.com
Hoover Motor Company	Bill Woodworth	50 E. Penn Ave.	Wernersville	PA	19565	610-678-3471	610-678-8247	www.hoovermotors.com	parts@hoovermotors.com
Jim Crivelli Chevrolet	Carl Masciola	108 Mckees Rocks Plaza	McKees Rocks	PA	15136	412-331-0134	412-331-0605		carl@jimcrivelli.com
Jones GM Parts Center	John Shuman	1335 Manheim Pike	Lancaster	PA	17604	800-827-0129	717-394-1752	www.gojones.com	gmparts@gojones.com
Ken Carr Pontiac Cadillac GMC	Kyle Neumeyer	480 N. West End Blvd.	Quakertown	PA	18951	215-536-5670	215-536-4421	www.kencarr.com	parts@kencarr.com
Kleinfelter Chevrolet	Rod Teter	451 Jonestown Rd.	Jonestown	PA	17038	717-865-2158	717-865-2157		parts@kleinchev.com
Sutliff Chevrolet	Troy White	13th @ Paxton	Harrisburg	PA	17105	717-232-1976	717-234-8825	www.sutliffmparts.com	gmparts@sutliff.net
Tom Henry Chevrolet, Inc.	Stan Lorence	5886 William Flynn Hwy.	Bakerstown	PA	15007	724-443-1575	724-443-5080	www.tomhenrychevy.com	gmparts@nauticom.net
Tom Oates Chevrolet	Woody Garber	1001 Route 113	Chester Springs	PA	19425	610-827-0821	610-827-3049		parts@tomoateschevy.com

## South Carolina

John Newsome Inc	Fred Bowker	1510 S. 5th St.	Hartsville	SC	29550	843-339-2719	843-339-2715		fbowker@newsomeparts.com
Kevin Whitaker Chevrolet	Dale Gaddis	3136 N. Pleasantburg Dr.	Greenville	SC	29609	864-271-2277	864-271-6079		daleg3@aol.com
Love Chevrolet	Jim DeVold	1255 Knox Abbott Dr.	West Columbia	SC	29033	803-794-9002	803-791-9286	www.lovechevy.com	
Sonic Newsome Chevy World	Fred Bowker	4013 W. Beltline Blvd.	Columbia	SC	29204	800-771-0825	803-256-8575		

## South Dakota

Billion Automotive	Dale Zimmer	600 West 41st.	Sioux Falls	SD	57105	605-333-3436	605-333-3459	www.billionauto.com	zimmer@billionauto.com
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## Tennessee

Alexander Chevrolet Olds Cadillac	Jeff Pansa	1422 N. W. Broad St.	Murfreesboro	TN	37129	615-893-6600	615-890-9921		
Beaman Pontiac	Bobby Deakins	1525 Broadway	Nashville	TN	37203	615-251-8481	615-324-4559	www.beamanautomotive.com	deak1015@aol.com
Bill Heard Chevrolet	Joey Jacquez	4605 Bailey Station Rd.	Collierville	TN	38017	901-473-1132	901-473-1150	www.billheard.com	
Bill Heard Chevrolet	Allen Sellers	5333 Hickory Hollow Pkwy.	Antioch	TN	37013	800-365-2996	877-731-3477	www.billheardparts.net	asellers@billheardparts.net
Carl Black Chevrolet	Matt Bates Beverly Carter	600 Murfreesboro Rd.	Nashville	TN	37210	615-748-8580	615-748-8571	www.carlblack.com	vsanders@carlblack.com
Chuck Hutton Chevrolet	Gene Langdon	2471 Mt. Moriah	Memphis	TN	38115	901-369-0750	901-369-0771	www.gmpart.com	parts@checkhutton.com
Dave Kirk Automotive	Charles Jones	2955 N. Main St.	Crossville	TN	38555	931-484-5151	931-484-7226	www.davekirk.com	cejones@davekirk.com
Jim Reed Chevrolet Co.	Gerry Daniels	1512 Broadway	Nashville	TN	37203	800-522-2207	615-329-2656	www.jimreed.com	parts@jimreed.com
Serra Chevrolet	Rusty Mayton	7850 Hwy. 64	Bartlett	TN	38133	901-382-5644	901-383-2514		
Stinnett Chevrolet Pontiac Buick	Dean Ball	1041 W. Hwy. 25 -70	Newport	TN	37821	423-623-3023	423-623-1382	www.stinnettautogroup.com	larrysane@hotmail.com
West Chevrolet	Jerry Walker	3450 Airport Hwy.	Alcot	TN	37701	865-970-9378	865-970-4559	www.westchevrolet.com	johnparker@westchevrolet.com

# AUTHORIZED DEALERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
Bill Heard Chevrolet	David Matzas	13115 S. W. Frwy. @ 90A	Sugar Land	TX	77478	800-304-4249	281-243-1193	www.billheardsugarland.com	davidm@pdq.net
Charlie Thomas Chevrolet	Wayne Knap	13800 Gulf Fwy.	Houston	TX	77034	281-481-6680	281-929-3258	www.charliethomasparts.com	knapew@autonation.com
Friendly Chevrolet	Wesley Walker	2854 N. Stemmons Fwy.	Dallas	TX	75207	214-920-4100	214-920-4138	www.friendlychevy.com	partsmgr@friendlychevy.com
Henna Chevrolet	Terry Hoefling	8805 N. I. H. 35	Austin	TX	78753	512-832-2335	512-832-2355	www.henna.com	thoefling@henna.com
Lawrence Marshall GMC Pontiac	Chuck Wilson	8811 Lakes & 610 Dr.	Houston	TX	77043	713-218-2727	713-218-2728	www.lawrencemarshall.com	parts@lawrencemarshall.com
Lone Star Chevrolet		18900 N. W. Fwy.	Jersey Village	TX	77065	866-567-2787	281-517-7002	www.lawrencemarshall.com	
Norman Frede Chevrolet	Len Shaw	16801 Feather Craft Ln.	Houston	TX	77058	281-486-2245	281-486-6926	www.fredechevrolet.com	
Patriot Pontiac-GMC	Billie Cox	4600 E. Central Texas Expwy.	Killeen	TX	76547	254-690-7000	254-690-7325		
Powell Chevrolet Olds	Randy Thorn	8008 Marvin D Love Fwy.	Dallas	TX	75237	972-298-4911	972-780-3369	www.powellchev.com	
Pruitt Chevrolet Pontiac	Mark Alexander	905 Sheppard Rd.	Burkburnett	TX	76354	800-787-7337	940-569-2582		marka@pruittcountry.com
Scoggin-Dickey Chevrolet	Nicky Fowler	5901 Spur 327	Lubbock	TX	79424	800-456-0211	806-798-4086		
Vara Chevrolet	Jose R. Gonzalez	8011 I-H 35 South	San Antonio	TX	78224	210-924-2000		www.vara.com	service@vara.com
West Point Parts Center	Doug Clement	11666 Old Katy Rd.	Houston	TX	77043	281-596-1270	281-596-1254		
Wiesner-Huntsville	Kenny Yates	230 I-45 North	Huntsville	TX	77340	800-859-1245	936-291-6623		
Young Chevrolet Co. Inc.	Rick Tibbets	9301 E. R L Thorton Fwy.	Dallas	TX	75228	214-328-9111	214-328-6675		

## Utah

Larry H Miller Chevrolet	Grant Martin	5650 S. State	Murray	UT	84107	801-264-3330	801-264-3336	www.LHM Chevy.com	gmartin@LHM.com
Young Chevrolet	Jay Frye	645 N. Main	Layton	UT	84041	800-234-0559	801-546-7087	www.youngchev.com	parts@youngchev.com

## Virginia

Casey Chevrolet Buick	Ronnie Friend	11700 Jefferson Ave.	Newport News	VA	23606	757-591-1600	757-591-1649	www.caseyauto.com	chevybuick_parts@caseyauto.com
Charlie Obaugh Pontiac Buick GMC	Frank Battaglia	3155 S. Main St.	Harrisonburg	VA	22801	540-434-6749	540-437-7385	www.gmproshopofharrisonburg.com	
Colonial Auto Center	Tim Breeden	100 Myers Dr.	Charlottesville	VA	22901	434-951-1060	434-951-1066	www.colonialautocenter.com	partsmgr@colonialnet.com
Heritage Chevrolet, Inc.	Bill Moats	12420 Jefferson Davis	Chester	VA	23831	800-523-6137	804-748-9770		wmoats@aol.com
Hutchens Chevrolet Inc.	Mike Smith	12920 Jefferson Ave.	Newport News	VA	23608	757-874-7561	757-874-7696	www.hutchenschevrolet.net	parts@hutchenschevrolet.net
Jack Evans Chevrolet Cadillac Inc	Scott Burner	125 South Royal Ave.	Front Royal	VA	22630	540-635-2153	540-635-5668	www.JE Chevy.com	jechevyparts@adelphia.net
Mike Nelms Champion Chevrolet	Tim Raynor	14011 James Monroe Hwy.	Culpeper	VA	22701	540-547-3700	540-543-2408	www.champion.net	timbuc2s@yahoo.com
Mike Pallone Chevrolet	Scott Lee	7722 Backlick Rd.	Springfield	VA	22150	703-451-4511	703-451-3878		palloneparts@hotmail.com
Patrick Chevrolet	Brian Spence	4810 Nine Mile Rd.	Richmond	VA	23223	804-236-5699	804-236-5694	www.patrickauto.com	parts@patrickchevy.com
Pinkerton Chevrolet	Chris Helmer	925 N. Electric Rd.	Salem	VA	24153	540-562-1337	540-562-4129	www.pinkertonchevy.com	parts@pinkertonchevy.com
R.K. Chevrolet	Louis	2661 Virginia Beach Blvd.	Virginia Beach	VA	23452	800-752-8867	757-431-6661		
Shelor Chevrolet	Tony Parrish	270 Jarrett Dr.	Christiansburg	VA	24068	540-382-2981	540-382-8422	www.shelor.com	tparrish@shelor.com

## Washington

Appleway Chevrolet	Jim Potts	S 311 Dishman & Mica Rd.	Spokane	WA	99206	800-876-4412 Ext. 1321	509-927-1089	www.appleway.com	potts@autonation.com
Camp Auto Parts Whse.	Sam Phillips	101 E. Montgomery	Spokane	WA	99207	509-456-7890	509-458-3792		sphillips@lithia.com
Chevrolet of Puyallup	Richard Keim	400 River Rd.	Puyallup	WA	98371	253-845-9566	253-286-2029	www.1stchevroletdealer.com	rickeim@hotmail.com
Don Sangster Motors	Jerry Maxey	912 N. Miller St.	Wenatchee	WA	98801	800-450-3600	509-662-6137	www.sangstermotors.com	jmaxey@sangstermotors.com
Hall Chevrolet	Lynn Channel	314 6th St.	Prosser	WA	99350	800-676-4255	509-786-0239	www.hallchevbuick	parts@hallchevbuick.com
Jet Chevrolet	Steve Haase	35700 Enchanted Pkwy. S	Federal Way	WA	98003	800-257-6655	253-952-7419	www.jetchevrolet.com	parts@jetchevrolet.com
Speedway Chevrolet, Inc.	Greg White	16957 W. Main St.	Monroe	WA	98272	360-794-1155	360-863-9356	www.speedwaychevrolet.com	gwhite@speedwaychevrolet.com
Sunset Chevrolet Inc.	Bruce Douglass	910 Traffic St.	Sumner	WA	98390	800-201-4444	253-862-7983	www.sunsetchev.com	parts@sunsetchev.com



Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
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### Wisconsin

Bud Weiser Motors	Brad Schrock	2676 Milwaukee Rd.	Beloit	WI	53511	608-364-6340	608-364-6355		
Ivan Gandrud Chevrolet	Chris Slack	919 Auto Plaza Dr.	Green Bay	WI	54302	920-468-6800	920-468-3673	www.gandrud.com	parts@gandrud.com
Stark Chevrolet	Joe Topp	PO Box 276	Stoughton	WI	53589	608-873-3545	608-873-1303	starkauto.com	
Thorstad Chevrolet	John Knippel	1702 S. Park St.	Madison	WI	53713	800-236-2033	608-256-1650	www.thorstad.com	
Wehrs Chevy	Larry Rudser	I-90 & Hwy 162 P.O. Box 409 Bangor		WI	54614	800-562-0907	608-486-4407		

### Wyoming

Great Western Autoplex	Nick Bertgnolla	2100 Elk St.	Rock Springs	WY	82901	307-362-5671	307-382-9631	gmaccessories.net/greatwesternauto/	nick@greatwesternauto.com
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### Puerto Rico

Car & Truck Outlet	Carlos Guzman	Ave. Las Americas 2030	Ponce	PR	00734	787-848-8000	787-848-0110		
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# AUTHORIZED DEALERS

Company Name	Contact Name	Address	City	PR	Postal Code	Phone	Fax	Internet Site	Email Address
<b>Canada</b>									
<b>Alberta</b>									
Shaganappi Motors	Kevin Craig	4720 Crowchild Trail NW	Calgary	AB	T3A 2N2	403-288-0555	403-288-4720	www.shaganappi.com	partsdepartment@shaganappi.com
Jack Carter Chevrolet Cadillac	Cameron Klem	6711 MacLeod Trail South	Calgary	AB	T2H 2C5	403-258-6300	403-258-6363	www.jackcarterchev.gmcanada.com	jackcarterchev@gmcanada.com
Devon Chevrolet	Robin Oetiker	7 Saskatchewan Ave.W.	Devon	AB	T9G 1B2	780-987-2433	780-987-2535	www.devonchev.gmcanada.com	devonchev@gmcanada.com
South Gate Pontiac Buick GMC	Carla Calhour	9751 34 Ave.	Edmonton	AB	T6E 5X9	780-435-4000	780-435-5420	www.southgatepontiac.gmcanada.com	southgatepontiac@gmcanada.com
Ken Sargent Pontiac Buick GMC Ltd.	Gord Nellis	12308 100 St.	Grande Prairie	AB	T8V 4H7	780-532-8865	780-532-8807	www.kensargentpontiac.gmcanada.com	kensargentpontiac@gmcanada.com
Kipp Scott Pontiac Buick Ltd.	Gerry Paquette	6841 50th Ave.	Red Deer	AB	T4N 4E2	403-343-6633	403-350-2205	www.scottsville.com	kspbparts@scottsville.com
Ron Hodgson Pontiac Buick Ltd.	Pete Robinson	5 Galarneau Place	St. Albert	AB	T8N 2Y3	780-458-7100	780-418-6553	www.ronhodgson.com	parts@ronhodgson.com
Petersen Pontiac Buick GMC	Randy Koberstein	P.O. Box 3320	Sherwood Park	AB	T8A 2A6	780-464-5123	780-467-5851	www.petersenpontiac.gmcanada.com	petersenpontiac@gmcanada.com
Murray Chevrolet	Ron Donald	1270 Trans Canada Way	Medicine Hat	AB	T1B 1J5	403-527-1141	403-526-7753	www.murraychevmedicinehat@gmcanada.com	rondonald@murraychev.ca
<b>British Columbia</b>									
Bretts Chev Olds Cadillac Ltd.	Stan Zink	46125 Olds Dr. Box 100	Chilliwack	BC	V2P 6H7	604-792-1391	604-792-9177	www.brettsgm.com	szink@barneswheatongm.com
Barnes Wheaton GM	Richard Edwards	6280 120th St.	Surrey	BC	V3X 1X7	604-594-2277	604-594-0275	www.barneswheatongm.com	parts.surrey@barneswheatongm.com
Gold Key Pontiac Buick Ltd.	Jim Spark	19545 #10 Hwy.	Surrey	BC	V3S 6K1	604-534-8617	604-534-6910	www.goldkeypontiac.gmcanada.com	goldkeypontiac@gmcanada.com
Tyee Chevrolet, Olds, Cadillac	Bill Dennett	570 13th Ave.	Campbell River BC	BC	V9W 4G8	250-287-9511	250-287-3851	www.tyeechev.gmcanada.com	tyeechev@gmcanada.com
Zimmer Wheaton Pont Buick GMC Ltd.		685 Notre Dame Dr.	Kamloops	BC	V2C 5N7	250-374-1139	250-374-3650	www.zimmerwheatongm.com	zimmerwheatonpontiac.kamloops@gmcanada.com
Jacobsen Pontiac Buick Ltd.	Jim Patterson	2727 Hwy. 97N	Kelowna	BC	V1X 4J8	250-860-3568	250-860-4999	www.jacobsenpontiac.gmcanada.com	parts@jacobsenexcellence.com
Preston Chev Olds Cadillac	Larry McKinney	19990 #10 Hwy.	Langley	BC	V3A 4Y1	604-534-4154	604-532-4598	www.prestongm.com	lmckinney@prestongm.com
Carter Chevrolet	Andrew Thorp	1991 Lougheed Hwy.	Port Coquitlan	BC	V3B 1A6	604-941-5455	604-941-0849	www.carterchevpoco.com	parts@carterchevpoco.com
Cornell Chev-Olds	Harvey Wallis	3050 Douglas St.	Victoria	BC	V8T 4N4	250-386-3481	250-995-4310		parts@cornellvictoria.com
Don Folk Chevrolet Inc.	Joey Stychin	2350 Hwy 97 N.	Kelowna	BC	V1X 4H8	250-860-6050	250-860-7189	www.donfolkchev@gmcananda.com	
<b>New Brunswick</b>									
J. Clark & Son Limited	Keith Grant	820 Prospect St. W., Box 188	Fredericton	NB	E3B 4Z2	506-452-1010	506-457-3619	www.clark.fred.gmcanada.com	kgant@clarks.ca
Lounsbury Chevrolet Ltd.	David Steeves	2155 West Main St.	Moncton	NB	E1C 9P2	506-857-4300	506-857-4308	lounsbury.nb.ca	david.steeves@lounsbury.nb.ca
MacDonald Pontiac	Craig Champion	111 Baig Blvd. Box 1460	Moncton	NB	E1C 8T6	506-853-6200	506-853-6210	www.macdonaldpontiac.com	parts@macdonaldpontiac.com
Seaside Chev Olds Ltd.	Jacques P. Bourque	P.O. Box 5138	Shediac	NB	E4P 8T8	506-532-6666	506-532-1432	www.seasidechev.com	jacques.bourque@seasidechev.com
<b>Newfoundland</b>									
Hickman Motors Limited (Main Loc)	Peter Cheeseman	85 Kenmount Rd., Box 8340	St. John's	NFLD	A1B 3N7	709-726-6990	709-726-0323	hickmanmotors.stjohns.gmcanada.com	pcheeseman@hickmanmotors.ca
<b>Nova Scotia</b>									
Bordertown Pontiac Buick GMC (1991)	Scott Bishop	112 South Albion St.	Amherst	NS	B4H 2X3	902-667-8788	902-667-2644	www.bordertownpontiac.gmcanada.com	bordertownpontiac@gmcanada.com
Forbes Chevrolet	Jarrett Fowler	580 Portland St.	Dartmouth	NS	B2Y 3Y7	902-434-4000	902-462-7343	www.forbeschev.com	parts@forbeschev.com
Carroll Pontiac Buick GMC Hummer	Peter Dickens	44 Bedford Hwy.	Halifax	NS	B3M 2J2	902-445-5575	902-443-5474	www.carrollgm.com	peterd@carrollgm.ca
MacPhee Pontiac Buick GMC Ltd.	Mark Cheverie	P.O. Box 875	Dartmouth	NS	B2Y 3Z5	902-434-4100	902-435-2270	www.macpheepontiac.com	macphee@accesswave.ca
Ron May Pontiac Buick GMC Ltd.	Peter J. Macdonald	147 Prince St.	Sydney	NS	B1P 6J7	902-539-6494	902-539-3183	www.ronmaypontiac.gmcanada.com	ronmaypontiac@gmcanada.com
<b>Ontario</b>									
Heuvelmans Chevrolet Cadillac Limited	Al Pellerin	7555 Grand Avenue West	Chatham	ON	N7M 5L1	519-354-3550	519-352-5080	www.heuvelmanschev.gmcanada.com	heuvelmanschev@gmcanada.com
Forbes Motors Inc.	Dave Stanley	165 Weber St. S.	Waterloo	ON	N2J 4A6	519-742-4463	519-743-5623	www.forbesauto.com	dstanley@forbesmotors.com
Ray Cullen Chevrolet Ltd.	Wade Webb	730 Wharmcliffe Rd. S.	London	ON	N6J 2N4	519-686-7282	519-686-2642	www.raycullen.com	parts@raycullen.com
Brian Finch Pontiac Buick GMC Ltd.	Steve Williams	300 Southdale Rd.	London	ON	N6C 5Y7	519-649-7779	519-685-2756	www.brianfinchpontiac.gmcanada.com	brianfinchpontiac@gmcanada.com
MacMaster Chevrolet Ltd.	Brad Walker	1470 Dundas St. East	London	ON	N5W 3B9	519-455-1365	519-455-1886	www.macmaster.on.ca	brad@macmaster.on.ca
Wallis Pontiac Buick GMC Ltd	Jim Rops	1103 Confederation St.	Sarnia	ON	N7S 3Y4	519-336-4060	519-332-5068		parts@wallismotors.com
Stratford Motor Products (1984) Ltd.	Steve Court	824 Ontario St.	Stratford	ON	N5A 3K1	519-271-5900	519-271-6320	www.stratfordmotorproducts.com	stevecourt@stratfordmotorproducts.com
Foster Pontiac Buick Incorporated	Tammy Elson	3445 Sheppard Ave E.	Scarborough	ON	M1T 3K5	416-291-7733	416-291-6322	www.fosterpontiac.gmcanada.com	fosterpontiac@gmcanada.com
Boyer Chevrolet (Alliston) Ltd.	Wayne Dudgeon	217 Victoria St. West	Alliston	ON	L9R 1W1	705-435-7777	705-435-9801	www.boyerchev.gmcanada.com	boyerchev@gmcanada.com
Greavette Chevrolet	Ron Wood	375 Ecclestone Dr.	Bracebridge	ON	P1L 1T6	705-645-2242	705-645-8993		ronw@greavettepontiac.com
Pontiac Buick Cadillac GMC Ltd									

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John Bear Pontiac Buick Cadillac Ltd.	Nikki Cupit	1200 Upper James St.	Hamilton	ON	L9C 5S2	905-575-9400	905-575-4428	www.johnbear.com	parts@johnbear.com
Briar Wood Chevrolet Ltd.	Caesar Desilva	321 Lakeshore Road West	Mississauga	ON	L5H 1G9	905-278-6116	905-891-2313	www.briarwoodchev.com	briarwoodchev@gmcanada.com
Slessor Motors (Newmarket 1979) Limited	Chris Lauzon	17645 Yonge St.	Newmarket	ON	L3Y 5H6	905-895-3923	905-895-8486	www.slessormotors.com	chrislauzon@slessormotors.com
MacMaster Pontiac	Jeff Marshall Paul Darch	Highway #9, East	Orangeville	ON	L9W 2Z5	888-279-9922	519-941-6107	www.macmasterpontiac.com	parts@macmasterpontiac.com
Ontario Motors Sales Limited	Parts Department	140 Bond St.	Oshawa	ON	L1H 7L8	905-728-9476	905-436-7445	www.ontariomotorsales.com	parts@ontariomotorsales.com
Quantrill Chevrolet Cadillac Ltd.	Dean Longyear	265 Peter St.	Port Hope	ON	L1A 3Z4	905-885-1499	905-885-6141	www.quantrillchev.gmcanada.com	quantrillchev@gmcanada.com
Lauria Pontiac Buick GMC Limited	Jason Clark Rick Monteith	50 Benson Court	Port Hope	ON	L1A 2V6	905-885-8154	905-885-7770	www.lauriapontiac.gmcanada.com	lauriapontiac@gmcanada.com
Crosstown Chevrolet Ltd.	Donovan Proulx	280 Falconbridge Rd.	Sudbury	ON	P3A 5K3	705-566-9000	705-566-9723	crosstownchev.gmcanada.com	crosstownchev@gmcanada.com
Alex Irvine Motors Limited	Mark Mercer	2655 Lawrence Ave. E.	Scarborough	ON	M1P 2S3	416-751-1440	416-751-8966	www.irvinechev.com	parts@irvinechev.com
Courtesy Chevrolet Ltd.	Tom Magyar Trevor Janes	1635 The Queensway	Etobicoke	ON	M8Z 1T8	416-251-5211	416-251-8873	www.courtesychevolds.com	courtesychev@gmcanada.com
Golden Mile Motors Limited	Dominic Colamartino	1765 Eglinton Ave. E.	Scarborough	ON	M4A 1J8	416-759-2201	416-752-4812	www.goldenmilemotors.gmcanada.com	goldenmilemotors@gmcanada.com
Niagara Motors Limited	Dennis Willms	1537 Hwy. 55 P.O. Box 70	Virgil	ON	L0S 1T0	905-468-4204	905-468-4454	www.niagaramotors.com	nmgm@direct.com
Roy Foss Motors Ltd.	Steve Barclay	7200 Yonge St.	Thornhill	ON	L4J 1V8	905-886-2947	905-886-9418	www.royfossmotors.gmcanada.com	sbarclay@royfoss.com
P.H. Armstrong Motors Limited	Reg Toupin	88 Lakeshore Rd.	New Liskeard	ON	P0J 1P0	705-647-8141	705-647-6290	www.pharmstrongmotors.gmcanada.com	pharmstrongmotors@gmcanada.com
Mews Chevrolet Limited	Mark Reid	1875 St Joseph Blvd.	Orleans	ON	K1C 7J2	613-834-6397	613-837-4533	www.mewschevolds.com	mewschev@gmcanada.com
Jim Tubman Motors	Wayne Soutar	1770 Bank St.	Ottawa	ON	K1V 7Y6	613-733-5483	613-733-9164	www.jimtubmanmotors.com	wsoutar@jimtubmanmotors.com
Timmins Garage Incorporated	Mitch Cloutier	1395 Riverside Dr.	Timmins	ON	P4R 1A6	705-268-4122	705-264-1540	www.timminsgarage.com	timminsgarage@gmcanada.com

## Quebec

Accent Chev Olds	Sebastien Legault	740 Route 117	Piedmont	PQ	J0R 1K0	450-227-4649	450-227-8528	www.accentchev.gmcanada.com	accentchev@gmcanada.com
Parkway Pontiac GMC Buick, Inc.	Gilles Normand	9595 Trans Canada Hwy.	St. Laurent	PQ	H4S 1T6	514-333-7070	514-333-6547	www.parkway.ca	gnormand@parkway.ca
Ste-Therese Autos Inc.	Bernard Lavigone	105 Est Desjardins	Ste-Therese	PQ	J7E 1C5	450-430-6660	450-430-9397	www.stethereautos.gmcanada.com	info@ste-therese-autos.com

## Saskatchewan

Nelson GM	David Dolomount	Box 1360	Assiniboia	SK	S0H 0B0	306-642-5995	306-642-3009		partsguy@shaw.ca
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Company Name	Address	City	State	Postal Code	Phone	Fax
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## Australia

Eagle Auto Parts	92 Gippsland Hwy.	Dandenong	Victoria	3175	03 87103000	03 97933082
Eagle Auto Parts	8 Marigold Place	Revesby	New South Wales	2212	02 97715566	02 97715599
Amcap Distribution Centre	13-39 Pilbara St.	Welshpool	Western Australia	6106	08 93514735	08 93516619

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## General Information

The purpose of this catalog is to provide a list of the GM Performance Parts products which are available from General Motors dealers and authorized centers. This catalog is not intended to replace current GM parts catalogs, but rather to provide supplemental information on components which are of interest to performance enthusiasts, engine builders, and racers.

GM Performance Parts has tried to make this catalog as comprehensive and factual as possible. However, since the time of printing, some of the information it contains may have been updated. The right is reserved to make changes at any time, without notice, in equipment, specifications, and materials, or to discontinue items.

The parts listed in this catalog are intended primarily for use in "off-highway" vehicles only. Federal law restricts the removal or modification of any part of Federally required emission control systems on a car or truck. \* Further, many states have enacted laws with various penalties for tampering with, or otherwise modifying any required emission or noise control system. Vehicles which are not used on public streets or highways may be exempt from most regulations, but check your own local and state statutes to be sure.

*\*Section 203(a)(3) of Title II of the Clean Air Act of 1977 provides that the following acts and the causing thereof are prohibited:*

" . . . for any person to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulation under this title prior to its sale and delivery to the ultimate purchaser, or for any manufacturer or dealer to knowingly remove or render inoperative any such device or element of design after such sale and delivery to the ultimate purchaser."

" . . . for any person engaged in the business of repairing, servicing, selling, leasing or trading motor vehicles or motor vehicle engines, or who operates a fleet of motor vehicles, knowingly to remove or render inoperative any device or element of design installed on or in a motor vehicle or motor vehicle engine in compliance with regulations under this title following its sale and delivery to the ultimate purchaser."

The Clean Air Act defines "motor vehicle" as a self-propelled vehicle designed for transporting persons or property on a street or highway.

## Special Parts Notice

Many of the parts described or listed herein are merchandised for off-highway application only, and are tagged with the following "Special Parts Notice:"

### Special Parts Notice

This part has been specifically designed as a GM Performance Parts component and is recommended for off highway application only. Since the installation of this part may either impair your vehicle's emission control performance or be uncertified under current Motor Vehicle Safety Standards, it should not be installed in a vehicle used on any street or highway. Additionally, any such application could adversely affect the warranty coverage on such an on-street or highway vehicle.

## Warranty

Due to the nature and intended usage of GM Performance Parts components, the parts in this catalog, except for engines and partial engines, are sold without any express or any implied warranty of merchantability or fitness for a particular purpose. The entire risk as to the performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor, or retailer, assumes the entire cost of all necessary servicing, repair, damage or loss to property and consequential damage.

## Engine and Partial Engine Warranty

General Motors Performance Parts warrants to the original retail purchaser for the time and/or mileage indicated below, that it will repair or replace, at its option, using new or remanufactured parts, any GM Performance Parts engine or partial engine, including partial engines in kits, that fail due to defect in material or workmanship. To obtain warranty repairs, take your vehicle to any authorized GM dealer.

APPLICATION	WARRANTY PERIOD	WARRANTY BEGINS
Passenger Car and Light-duty Truck	<b>Effective with Purchases on or after 12/01/03:</b> 12 months or 12,000 miles (whichever occurs first), parts and labor	On date of original retail sale

## This Warranty Does Not Cover:

- Damage due to improper installation, negligence, alteration, or accident.
- Damage due to improper use or an application that is not approved by General Motors; including use related to racing or competition, marine or motorcycle applications, or for other non vehicle usage.
- Damage caused by a turbocharger, supercharger, nitrous oxide or similar product which is not an approved GM Performance Parts component or Accessory.
- GM Performance Parts engines where the vehicle odometer has been disconnected or the mileage reading has been altered.
- Damage caused by lack of proper maintenance as described in the vehicle's original Maintenance Schedule/Owner's Manual, failure to follow Maintenance Schedule intervals, or failure to use or maintain proper type and levels of fluids, fuel, oil and lubricants recommended in the Maintenance Schedule/Owner's Manual. Proof of proper maintenance is the owner's responsibility. Keep all receipts and be prepared to make them available if questions arise about maintenance.
- Towing, rental vehicles, loss of time, inconvenience, loss of use, or other economic loss.
- GM Performance Parts engines installed on vehicles registered and/or normally operated outside of the United States and Canada.

## Obtaining Repairs

**GM Dealer Installation**—The GM dealer who initially installed the GM Performance Parts engine assembly or any GM dealer may perform the repairs. You must allow a reasonable period of time for repairs following delivery of the vehicle to the GM dealer's place of business.

**Independent Repair Center Installation**—The independent repair center that installed the GM Performance Parts engine assembly or any GM dealer may perform repairs. However, before any repairs can be performed under warranty by an independent repair center, a GM dealer must first inspect, and authorize needed repairs as a sublet service.

## Documentation Requirements

The GM dealer or independent repair center must be furnished with the purchaser's original repair order or sales slip, and this warranty certificate (properly completed). This warranty is transferable to subsequent owners by providing the above-required documents to any purchaser of the vehicle in which the GM Performance Parts engine assembly was originally installed.

## Other Terms

This warranty gives you specific legal rights, and you may also have other rights, which vary from state to state. General Motors does not authorize any person to create for it any other obligations or liability in connection with these GM Performance Parts engines.

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Revised October 12, 2004

# It Helps To Have a Professor in Your Corner

For the first time ever, Warren "The Professor" Johnson has been asked to help GM Performance Parts develop a production high-performance engine block just for you. Called the "LSX Bowtie Block," Warren's latest creation brings his championship part design strategy to the streets, with features that you'll only find from GM Performance Parts. Watch for more LSX-specific engine components to be developed by Warren Johnson, including camshafts, cylinder heads, and intake manifolds. For now, get an LSX Bowtie Block, and discover for yourself why Warren Johnson has put a lifetime of racing experience into one engine block.



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