

2006



**PERFORMANCE
PARTS** 

2006 CATALOG



ALL YOU NEED TO KNOW IS *WHERE* TO GO!



Bango GmbH · Stadlauerstr. 6 · 1220 Wien · Tel: 01/285 34 31 · Fax: 01/285 34 54 · info@chromwerk.at · www.chromwerk.at

Welcome to the 2006 GM Performance Parts Catalog

Welcome to the 2006 GM Performance Parts catalog, and thank you for considering genuine GM Performance Parts for your next project. On the following pages, you will find high performance parts designed and tested by our engineers to the highest of standards. From engine blocks, cylinder heads, small components, and full crate engines, GM Performance Parts has exactly what you are looking for or dreaming of for your next automotive project. Please, read our new catalog carefully as we have added several new crate engines, as well as improving several of our most popular parts.

The employees at GM Performance Parts have worked tirelessly to offer you the very best high performance parts for your given application. Our parts have been engineered with special features to add value and save you money. Every part in this catalog has survived the longest durability and validation testing procedure in the industry. If we find a part that fails our tests, it simply will not be offered in the GM Performance Parts catalog. This is time consuming and expensive, but we want only the very best parts to be offered to our customers.

We want you to buy your GM Performance Parts crate engine with the confidence that it is backed by our one-year warranty. Again, our testing and validation procedures allow us to confidently stand behind our products when other companies leave you standing alone. With the backing of the largest car company in the world, only GM Performance Parts can offer you high performance engines guaranteed for one year.

The quality of our parts is vital, but just as important are the people who stand behind them. All of the employees at GM Performance Parts are car enthusiasts just like you. We've restored American musclecars, we've built hotrods, and we've raced GM cars at tracks all over the world. We promise you that we will never sell you a part that we wouldn't use in our own GM performance car or truck.

Above all, we want to thank our customers for making GM Performance Parts one of the most successful aftermarket performance companies in the world. We love our GM performance vehicles, and we want only the very best for yours.

We are GM Performance Parts, and we are more than just power!

The GM Performance Parts Team



Online

Visit the GMPP website to see the 572 ci engine video and latest updates to our portfolio. Check us out at goodwrench.com and click through to the GMPP website at the lower-right corner of the Goodwrench page.

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Great Racers Choose GM Performance Parts



He is the six-time NHRA Pro Stock World Champion with more national event wins (an astounding 95) than any driver in the history of the class, and we are proud to announce that **Warren Johnson**, at the age of 62 years, is going to be a part of the GM Performance Parts family for another three years! That's right, "The Professor" has put his retirement party on hold, as he will continue to "school" the competition in his GM Performance Parts Pontiac GTO.

That news was released at the 2005 NHRA Mac Tools US Nationals in Indianapolis, Ind., to the delight of drag racing fans around the world. Jim Moloney, General Director of Marketing for GM Service and Parts Operations, made the announcement that Warren Johnson will drive for GM Performance Parts through the 2007 season with an option to drive in 2008 as he searches for his successor.

When GM Performance Parts started this sponsorship in 1986, no one would have imagined the success that both Warren Johnson and GM Performance Parts would enjoy from it. NHRA's wildly competitive Pro Stock pits naturally aspirated 500 cubic inch big blocks from all manufacturers against each other in heads-up drag racing competition. Since the beginning of this partnership, Johnson has gone on to become the most decorated driver in the history of Pro Stock, while GM Performance Parts has become the leader in high performance aftermarket automotive components.

Unique to his class, Warren not only drives his Pro Stock car, but he also acts as crew chief and engine builder. Widely recognized as an engineering genius, Johnson has provided critical technical concepts to the GM Performance Parts engineers who in turn have developed our line of NHRA Pro Stock engine components including the GM

Warren Johnson will drive for GM Performance Parts through the 2007 season with an option to drive in 2008 as he searches for his successor.

Drag Race Competition Engine (DRCE) blocks and heads — now in their third generation of development. Johnson has worked tirelessly with GM Performance Parts to push the technology of these factory Hot Rods to the point that 6.70s at 205 mph is commonplace.

Johnson was recently quoted by The Auto Channel as saying, "GM Performance Parts has played an essential role in the success of my racing business. The technical and financial resources that GM Performance Parts brings to our program enable us to compete

successfully in the most competitive category in motorsports. In turn, the parts that we develop in Pro Stock become available to racers and performance enthusiasts through GM Performance Parts authorized dealers. I know that I can count on GM Performance Parts to produce the components we need to win."

Another racer who GM Performance Parts is proud to sponsor is the amazing **Tony Stephenson**. His skills at building and racing NHRA Competition Eliminator drag cars is second to none, and his resume reads like a Who's Who guide to sportsman drag racing.



We spoke with Tony at the end of the heated 2005 NHRA Competition Eliminator championship points race. And, despite some of the fiercest competition in the history of the class, Tony had once again positioned himself in the top five of the class.

Tony had this to say about his involvement with GM Performance Parts: "GM Performance Parts is more dedicated to the sportsman racer — as well as the professional racer — than any other manufacturer that I deal with. As for the quality of parts, if anybody wants to be consistently fast, use GM Performance Parts. They are very reliable, dependable, very little breakage — I don't have any problem at all with them."

Tony's 316 cubic inch small-block Chevy runs the 15-degree Chevy head and the short deck Bowtie Racing Block that you can find exclusively at GM Performance Parts. These parts have helped Tony make well over 800 horsepower and run 7.78 seconds in the quarter mile at over 174 mph in his Cavalier. Now, that is GM Performance Parts power!

As you can see, GM Performance parts is more than just power. We back the best racers in the business with the best parts in the industry. At GM Performance Parts, we build winners!

Summer School '70 Chevelle

Eight students from Washtenaw Community College (WCC) in Michigan had a unique answer to the age-old question, "How did you spend your summer vacation?" when they headed back to school this fall. That's because they spent the summer modernizing a '70 Chevelle.

The students — seven men and one woman — worked as a team and were selected based on their skills. Half are advanced students; the other half beginners. Some are specializing in mechanics, some in welding, and some in auto body. They put their skills to use installing a new drivetrain, a new interior, and of course, a new custom paint job.

Their goal: have it ready in time for the 2005 Specialty Equipment Market Association (SEMA) show in Las Vegas. "The students had to make things happen in a compressed timeframe," said Eric Cunningham, Marketing Director. "They received a lot of help from GM Performance Parts, but really came through by working together. It was a great learning process for all."

Today's automotive techs are much more than mechanics; they are highly skilled professionals who need a passion for vehicles as well as analytical and cognitive skills.

In addition to being a featured vehicle in the SEMA show, the student's work was showcased on "Rides," the popular vehicle customization TV show carried by The Learning Channel (TLC).

The team installed larger disc brakes on all four corners and upgraded the wheels from 15" steel to 18" front and 19" rear five-spoke forged



**As Seen
On "Rides"!**

aluminum mags. They also upgraded the original vehicle's ride and handling with a Hotchkiss front and rear suspension.

The Summer School '70 Chevelle is powered by a 620-horsepower, 650 lb.-ft. of torque ZZ572 GM Performance Parts engine mated to a GMPP Hydra-Matic 4L85-E four-speed automatic transmission. The electronic transmission is directed by a controller from GMPP, as well. The engine, transmission and controller are readily available from any GM dealership for enthusiasts wishing to do their own "resto-mod" muscle car.

"With the shortage of qualified automotive technicians, we felt a project like the Summer School '70 Chevelle would give these students a broader understanding of modern vehicle technology," said Lisa Reffett, GM Performance Parts' Marketing Manager. "Today's automotive techs are much more than mechanics; they are highly skilled professionals who need a passion for vehicles as well as analytical and cognitive skills. This project certainly brought out that passion."

VEHICLE HIGHLIGHTS

ZZ572 GM Performance Parts engine (P/N 12498793)

620 hp @ 5500 rpm

650 lb-ft of torque @ 4500 rpm

Hydra-Matic 4L85-E four-speed automatic transmission (P/N 17801260)

Transmission controller (P/N 12497316)

GMPP Serpentine belt accessory drive conversion (P/N 12498733)

GMPP Bowtie gauges

GMPP Performance Muffler

Custom paint (Oh So Orange!) by PPG

Complete new black leather interior

Disc brakes on all four wheels

Forged aluminum 18" (front) and 19" (rear) wheels



GM Performance Parts Unleashes the Ultimate Small-Block Crate Engine

Introduced to the public at Detroit's North American International Auto Show in January of 2005, the 2006 Chevrolet Corvette Z06 is quite simply the most amazing performance vehicle ever produced by General Motors. This stunning automobile will run 198 mph, cover the quarter mile in 11.5 seconds at 127 mph, and rip from zero to 60 mph in only 3.5 seconds. The heart of all of this performance is the incredible LS7 small-block V8 offered to the general public for the first time in crate engine form as part number 17802397.

Calling the LS7 a small-block just doesn't seem right as it displaces a familiar 427 cubic inches and cranks out 505 horsepower at 6300 rpm with an accompanying 470 lb.-ft. of torque. Based on the modern LS Family of small block V-8s, the LS7 has taken pushrod technology to the next level. CNC-ported, high-performance cylinder heads with a 70 cc combustion chamber lead the intake charge along with a high-lift (.591") hydraulic roller camshaft that revs to redline

The 2006 Chevrolet Corvette Z06 is quite simply the most amazing performance vehicle ever produced by General Motors.

faster than imaginable. The valve train consists of 1.8:1 rocker arms (offset on the intake side), titanium 2.20" intake valves, and 1.61", sodium-filled exhaust valves. The bottom end is a fortified masterpiece featuring a 6-bolt main aluminum block, forged steel crankshaft, aluminum pistons, titanium connecting rods, and a custom internal dry sump oiling system — pure race car stuff unleashed on the streets of America.

These hand-assembled engines are individually hot-tested and validated before they ever leave the factory. They also feature a pump-gas-friendly final compression ratio of 11:1, which makes them both amazingly powerful while streetable at the same time. Designed



LS7

from the ground up to dominate the competition, the LS7 small block is the ultimate in efficiency on the street or strip.

When you buy an LS7 crate engine, you are getting the largest production cubic-inch small block that GM has ever produced along with the most advanced engine technology ever offered to the general public. The LS7 crate engine is available immediately from GM Performance Parts authorized dealers and sells for around \$16,995.

Ecotec Pounds the Salt Flats

Nothing matches Utah's Bonneville Salt Flats for testing the absolute limits of man and machine. Each year, teams from around the world converge on this natural wonder to demonstrate their engineering talents and prove their designs at absolute maximum speed. In 2005, GM Performance Parts was well represented at the Salt Flats with three teams of hopeful racers looking to shatter records with their Ecotec-powered machinery.

Don Sherman drove the GM Performance Division's Ecotec Lakester to 189.205 mph speed record in G/BGL (G Class/Blown Gas Lakester) including one 203 mph rip. The Lakester uses a modified Ecotec 2.0 liter supercharged and inter-cooled GM Performance Parts crate engine that pushes 312 horsepower. The 2006 Chevrolet Southern California HHR is a monster! It is loaded up with an 800+ horsepower, four-cylinder Ecotec that pushed the 3200 HHR to an amazing 208 mph pass. This HHR not only looks hot, but it will back up those good looks. And, the Chevrolet California Street Rods Student Project Cobalt SS is just as



impressive, and assembled by four female engineering students. It went 140 mph in testing and is powered by 230 horsepower version of a turbocharged 16-valve Ecotec four cylinder.

Testing and refinement continue to make the Ecotec one of the most technologically advanced four-cylinder engines in the industry. You'll find them available as crate engines from GM Performance Parts.

GM Performance Parts On Air

Setting records at race tracks, helping you win on Saturday night, and making your Hot Rod that much more enjoyable—GM Performance Parts is everywhere. Now, GM Performance Parts can even be found on your television!

HorsePower TV

Part of the weekend “Power Block” on SPIKE TV, this show presents a variety of performance features. GM Performance Parts participated in a feature story on crate engines, which included segments on “How It’s Built” at GM facilities that described the “birth—validation—testing—and building” of the powerful ZZ572/620 crate engine. We also were able to provide a sneak peek at the all-new 505 HP, 427 CID, LS7 small-block, built in the GM Performance Build Center. Additional projects included a ZZ502 crate engine used in a supercharged Chevelle project and a complete build-up of an all fiberglass ‘55 Chevrolet sedan featuring a 502 RamJet engine, coupled to a 4L85-E 4-speed automatic from GM Performance Parts.



TRUCKS! TV

Also part of the “Power Block,” this show features all varieties of pickup trucks and how to modify them. In 2005, TRUCKS! ran a segment celebrating the 50 years of Small-Block power, using footage shot at the GM Performance Build Center. It also featured the famous “Copperhead” restoration project that focused on the installation of the very first ZZ572/620 built by GM Performance Parts into a beautifully restored 1968 Chevy half-ton truck.



Extreme 4 X 4

New to the “Power Block” in 2005 is a show featuring radical, mostly off-road 4WD vehicles. Two projects received special attention as GM Performance Parts partners: Project “AJ” which stands for Aluminum Jeep, and “Poison Bruiser,” which is a purpose-built buggy utilizing the latest technology from GM



Performance Parts. This ground-up project features a new LS1 5.7L crate engine coupled to a 4L65-E 4WD transmission installed in a lightweight tube-frame chassis.

Muscle Cars

In 2006, look for GM Performance Parts to be an active partner in the new “Muscle Car” show, dedicated exclusively to American Muscle Cars.



Rides! and Overhulin’

In 2004, GM Performance Parts became a frequent partner in two very popular shows on TLC (The Learning Channel): Overhulin’ and Rides! Overhulin’ has a format that mixes drama, intrigue and car restoration. The plot line has a different car “stolen” each week, with the vehicle receiving an extreme makeover in just seven days. Working around the clock, members of designer Chip Foose’s Overhulin’ crew completely tear down and rebuild the car, often using a GM Performance Parts crate engine to meet the deadline. GM Performance Parts participated in several projects this year ranging from a 1953 Chevy half-ton to a ‘70 Nova to a 1964 Corvette.

The sister show, “Rides,” follows car projects from design to completion. The “Summer School Chevelle,” which you can read about in our other News story on page 3, was featured prominently.

American Hot Rod

Using a formula that proved very successful with “American Chopper,” the Discovery Channel developed a four-wheeled version called “American Hot Rod.” Filmed in Boyd Coddington’s Southern California shop, this series captures many of the personal dynamics (and drama) that come into play when building a car. GM Performance Parts first appeared on the show as the power plant of choice for the “Junkyard Dog” series, featuring a ‘56 Chevy sedan brought back from the dead with a RamJet 502.

2006 GM Performance Parts Drag Racing Overview

NHRA

Founded in 1951, the Extreme Motorsport delivers the fastest and most spectacular form of entertainment on wheels. Who doesn’t get excited by the sound of revving engines and smoking tires? GM has been the primary enabler, having built over 95 million small block Chevys in the last 50 years, as well as a whole bunch of big blocks. A fair number of these have found their way into race cars. GM Performance Parts, through GM Racing, has provided many of the parts that have been the foundation of performance since 1967 through today. In formal competition, GM has sponsored Warren Johnson’s Pro Stock team since 1986, developing the race-only DRCE parts used in the class today.

Recognizing that not everyone can (or wants) to go over 200 mph in under 7 seconds, GMPP has supported many classes of racers using GM-built blocks, heads and complete crate engines. Paying contingency for our product use is our way of rewarding the winners! Check your rules listings for products eligible for GMPP contingency dollars in 2006.



NMCA

Catering more to the grass-roots racer, this organization hosts a series of 8 events around the country that is anything but amateur. With more liberal rules and racer-friendly classes, the NMCA appeals to the “Outlaw” gene present in a racer’s DNA. With a great variety of “door-slammers” in the pits, GMPP is the standard for many. In recognition of the “Bowtie guys,” GMPP will pay contingency awards for engine blocks and other components in 2006.



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*Cash only accepted in advance
 via cashier's check*



Granite/Latte Navy/Bay Blue Khaki/Latte



Companion Polo

Embroidered with GM Performance Parts Logo on Left Chest

Men's: PP-87A069970
 (70) Yellow, (00) White, (20) Navy
\$34.00 Each
 Sizes S-3XL
 (2XL, 3XL add **\$2.00**).

Ladies': PP-87A069917
 (70) Yellow, (00) White, (20) Navy
\$34.00 Each
 Sizes S-XL

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 **\$2.00**).

PP-39632 (Ladies')

PP-39627 (Men's)

\$34.50 Each



Microtech Jacket

Black with GM Performance Parts Embroidered on Left Chest

PP-87A08098135
\$35.00 Each
 Sizes S-3XL
 (2XL, 3XL add **\$2.00**).



Ocean/Stone Navy/White Oatmeal/Charcoal

Birdseye Plaid Trim Pique Polo

Available in Ocean/Stone, Navy/White (shown), and Oatmeal/Charcoal.

XS-3XL (2XL, 3XL add **\$2.00**).

PP-39637 (Ladies')

PP-39630 (Men's)

\$27.80 Each



Executive Twill Shirt

Available in Navy (shown), White, Black and Stone.
 XS-3XL (2XL,3XL add \$2.00).
PP-39640
\$29.25 Each

Navy **White** **Black** **Stone**



Classic Fleece Vest

Available in Black (shown) and Navy.
 XS-3XL (2XL,3XL add \$2.00).
PP-39649
\$36.11 Each

Black **Navy**

Quarter Zip Fleece Pullover

Available in Black, Chili, Dark Forest (shown), Charcoal, and Navy.
 XS-3XL (2XL, 3XL add \$2.00).
PP-39648
\$42.70 Each

Black **Chili** **Dark Forest** **Charcoal** **Navy**



Women's 3/4 Sleeve V-Neck Polo

Available in Dijon (shown), Black, and Bay Blue.
 XS-3XL (2XL, 3XL add \$2.00).
PP-39633
\$28.75 Each

Dijon **Black** **Bay Blue**



Women's Color Wash V-Neck

Available in Wave Blue, Turquoise, Fuchsia (shown), and Lemon.
 S-XL.
PP-39661
\$11.95 Each

Wave Blue **Turquoise** **Fuchsia** **Lemon**



Polynosic Camp Shirt

Available in Black, Bone, Mineral Blue, Navy or Pale Olive.

Men's Sizes S-3XL.
 (2XL add \$2.00, 3XL add \$3.50.)

PP-30275
\$42.75 Each

Ladies' Sizes S-2XL,
 (2XL add \$2.00)

PP-30274
\$42.75 Each





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888-821-4646
Visa/MasterCard accepted
*Cash only accepted in advance
 via cashier's check*



Men's Pigment Fleece Hoody

Available in Ivy, Ink, Wine (shown), Coal.
 S-3XL (3XL add \$1.50).
PP-17B02
\$39.80



Women's Fleece Hoody

Available in Blush Pink, Sun, Columbia Blue, Aquamarine (shown), Orangina.
 S-2XL
PP-17B07
\$39.80 Each



Yellow Ball Cap

Cotton poly twill with embroidered Performance Parts Logo
PP-7174-01
\$7.00 Each



Washed Twill Cap

100% Cotton Sanded Twill
 Black with Embroidered Performance Parts Logo
PP-7174-02
\$7.50 Each



Six Panel, Structured, Brushed Heavy Cotton with Razor Embroidery

Grey/White/Black
PP-57A06
\$8.95 Each
 Minimum Quantity: 6

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

Black/Gold/Red
PP-57A05
\$8.95 Each
 Minimum Quantity: 6



Skull Cap

100% Acrylic, Black with Embroidered Performance Parts Logo
PP-12A03
\$9.50 Each



**QUANTITIES
& SIZES
LIMITED**



**White Ultimate
T-Shirt**

With *More than Just
Power* Graphics
Sizes Small-2XL
PP-3697-04
\$7.50 Each



Shirt Back

Power T-Shirt Black

With *More than Just Power* Graphics
Sizes Small-2XL
PP-3697-05
\$9.75 Each



CD Holder

(Holds 6) Black with 2-Color
Performance Parts Logo
PP-17201
\$5.35 Each



**6 Pack Hard Case
Cooler**

Blue with White
Performance Parts Logo
PP-33A06
\$17.50 Each

Carabiner Keychain

With Strap; Performance
Parts Logo on strap
PP-17501
\$5.25 Each



12" Wall Clock

With Performance
Parts Logo
PP-49004
\$32.25 Each



What's Hot for 2006



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350 HO Turn-Key Crate Engine



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ZZ4 Turn-Key Crate Engine



12499710 Page 42
Fast Burn 385 Turn-Key Crate Engine



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LS7/7.0L Crate Engine



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LC3/4.4L Crate Engine



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Intake Manifold, spider design, SB2.2



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Intake Manifold, spider design, SB2.2



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LS7 Aluminum Cylinder Block



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19155401	CTS-V LS2 Engine Cover	*
17800105	CTS-V LS2 Radiator Support Cover	*
17801276	CTS-V LS2 Tower-to-Tower Strut Brace	*
88965829	Carb Spacer, Dual plane, one inch	*
19155949	Carb Spacer, Dual plane, two inch	*
88965830	Carb Spacer, Single plane, one inch	*
88965832	Carb Spacer, Single plane, one inch, dominator	*
88965831	Carb Spacer, Single plane, two inch	*
88966018	Carb Spacer, Single plane, two inch, dominator	*

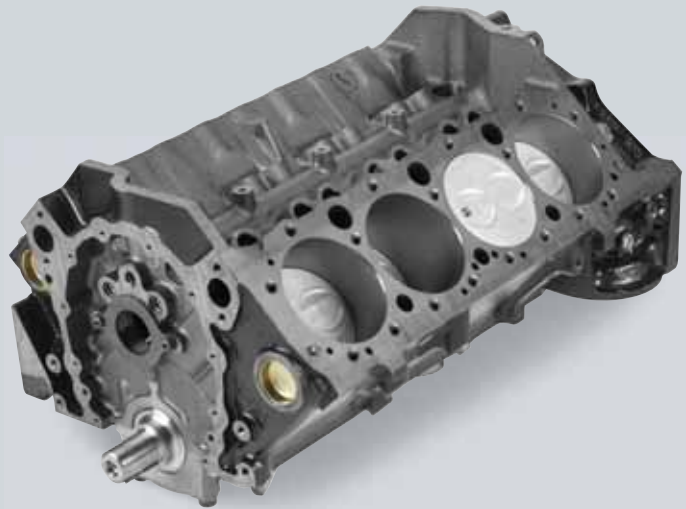
*See your GM Performance Parts Authorized Center

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.

Crate Engines

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

Let 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	26
12499711	350 HO Turn-Key - with Iron Vortec Heads	350 cu in	330	380	30
12496968	350 HO Deluxe - with Iron Vortec Heads	350 cu in	330	380	32
12486041	350 HO Base- with Iron Vortec Heads	350 cu in	330	380	32
12499712	ZZ4 Turn-Key - with Aluminum Heads	350 cu in	355	405	34
24502609	ZZ4 Base - with Aluminum Heads	350 cu in	355	405	36
12561723	ZZ4 Partial Engine	350 cu in	N/A	N/A	36, 44
12499120	Ram Jet 350 - PFI with Iron Vortec Heads	350 cu in	350	400	38
12499710	Fast Burn 385 Turn-Key - with Aluminum Vortec Heads	350 cu in	385	385	42
12496769	Fast Burn 385 Base - with Aluminum Vortec Heads	350 cu in	385	385	44
12499101	HT 383 Base - Performance Engine	383 cu in	340	435	46
12499106	383 Partial Engine	383 cu in	N/A	N/A	48, 52
12498772	ZZ383/425 - High Performance Engine	383 cu in	425	449	50
88958602	Circle Track 350/350	350 cu in	350	390	56
88958603	Circle Track 350/355	350 cu in	355	405	58
88958604	Circle Track 350/400	350 cu in	400	400	60

LS SERIES SMALL-BLOCK V-8

Part Number	Description	Engine Size	HP	Torque	Page
17801267	LS1 without ECM and Wire Harness	5.7L	350	365	64
25534322*	LS1 - Fuel Injected Engine with Computer (Aluminum Block)	5.7L	350	365	66
17801268	LS6 - 2004 Corvette Z06 Gen III V-8	5.7L	405	400	68
12498399	LS6 - Service Engine with Camaro Oil Pan Kit (Aluminum Block)	5.7L	405	400	70
19156261	LS2 - 2006 Corvette Gen IV V-8	6.0L	400	400	72
19159564	LS2 - 2005 Gen IV V-8 GTO-style Oil Pan	6.0L	400	400	72
17802134	LS 364/440 - Carbureted LS2	6.0L	440	412	74
19156262	LQ9 - Used in Cadillac Escalade and Chevy Silverado SS	6.0L	345	380	78
17802397	LS7 - 2006 Corvette Z06	7.0L	505	470	80

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	86
12498778	454 Partial Engine	454 cu in	N/A	N/A	88, 92
12498777	ZZ454/440 - 440 Horsepower with Aluminum Heads	454 cu in	440	500	90
88890534	HT502 - truck replacement engine	502 cu in	338	512	94
12568782	ZZ502 Partial Engine	502 cu in	N/A	N/A	96, 100, 104, 108
88890533	502 Truck Conversion - Emission Legal Truck	502 cu in	320	515	96
12568778	502 HO - with Iron Heads and Roller Cam	502 cu in	450	550	98
12496963	ZZ502 Base Engine, with Aluminum Heads	502 cu in	502	567	102
12371204	ZZ502 Base Kit, with Aluminum Heads	502 cu in	502	567	104
12496962	ZZ502 Deluxe - (Deluxe/Assembled) with Aluminum Heads	502 cu in	502	567	106
12371171	ZZ502 Deluxe Kit, with Aluminum Heads	502 cu in	502	567	108
12499121	Ram Jet 502 - PFI with Aluminum Heads	502 cu in	502	565	110
12498793	ZZ572/620 Deluxe	572 cu in	620	650	114
12498792	ZZ572/620 Base	572 cu in	620	650	116
12499190	572/620 Partial Engine	572 cu in	N/A	N/A	116
12498827	ZZ572/720R Deluxe	572 cu in	720	685	118
12498826	ZZ572/720R Base	572 cu in	720	685	120
12498825	572/720 Partial Engine	572 cu in	N/A	N/A	120

RPO, GM ECOTEC FOUR CYLINDER

Part Number	Description	Engine Size	HP	Torque	Page
12499679	Ecotec 2.2 - Naturally Aspirated Engine	2.2L	145	155	123
12499466	Ecotec 2.0 SC - Cobalt SS Supercharged and Saturn ION Red Line	2.0L	205	200	124

RPO, GM V-6

Part Number	Description	Engine Size	HP	Torque	Page
12363230	HT 3.4 - V-6 S10 Truck Repower	3.4L	160	194	125
12499469	3800 Series II SC - Supercharged V-6 used in Monte Carlo and Park Avenue	3.8L	240	280	126
12499470	3800 Series III SC - Supercharged V-6 used in 2004 Pontiac Grand Prix GTP	3.8L	260	280	127

RPO, CADILLAC NORTHSTAR V-8

Part Number	Description	Engine Size	HP	Torque	Page
12499468	4.6 Northstar VVT - Used in Cadillac XLR and SRX	4.6L	320	310	128
17802896	LC3 Northstar - Used in Cadillac STSV and XLRV	4.4L	469	439	129

*Part number has been discontinued. Limited dealer stock still available.

Is 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.

Dressed for success

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. Like what you see? Make it yours with the following GM Performance Parts:

350/290 HP engine	12499529
Intake manifold	10185063
Intake gasket kit	10147994
Choke hole cover	14094792
EGR valve cover	6269414
Chrome front cover	12342089
Timing pointer	3991435
Harmonic damper	6272221
HEI Distributor	93440806
Chrome tall valve covers	12341670
Chrome valve cover hold-downs	14044820
Chrome push-in breather	12341989
Chrome water neck	12342024
Fuel pump	6415325
Deluxe accessory drive kit	12497698
Spark plug wire kit	12361057
Wire loom kit	12496806
600 CFM Holley Carburetor	12497147
High-performance air cleaner	12342080
Bowtie air cleaner nut	12341985
Starter	10465143



To learn more about this engine, please turn to page 26

350/290 HP



Goes, with everything

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. Like what you see? Make it yours with the following GM Performance Parts:

350 HO Turn-Key engine	12499711
Chrome water neck	12342024
Black crinkle valve covers	12497979
Valve cover bolt kit	12497980
Chrome push-in oil fill cap	12341993
Chrome push-in breather	12341989
Bowtie air cleaner nut	12341985

To learn more about this engine, please turn to page 30



350 HO



Dressed to the nines

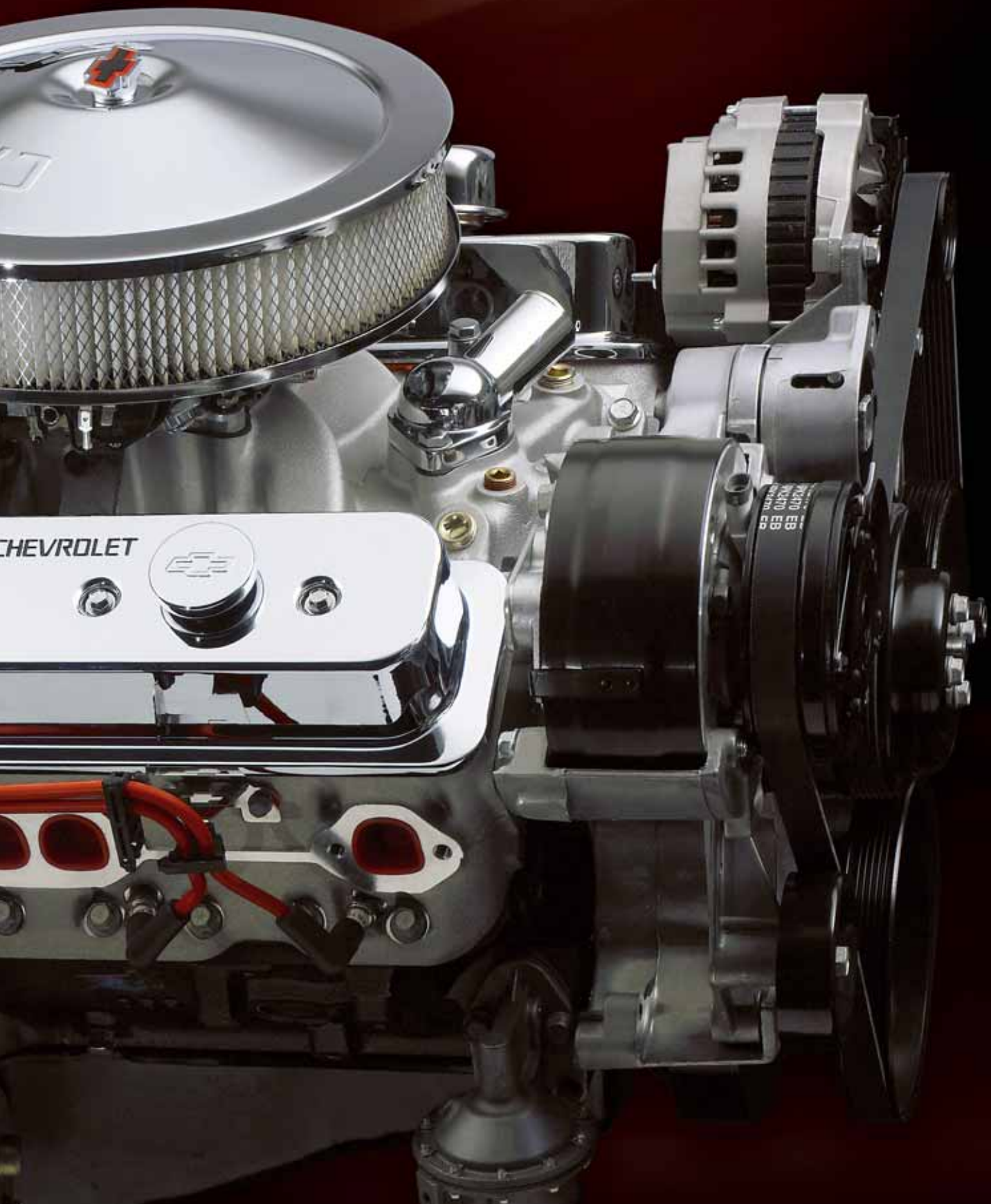
It's everything you've always wanted in your small-block engine, but you never quite got around to it. Have it all with a ZZ4 small block crate engine – aluminum heads, hydraulic roller camshaft, and 355 horsepower. Like what you see? Make it yours with the following GM Performance Parts:

ZZ4 350 Turn-Key engine	12499712
Chrome water neck	12342024
Chrome center-bolt valve covers	12497985
Valve cover bolt kit	12497980
Chrome push-in oil fill cap	12341993
Chrome push-in breather	12341989
Bowtie air cleaner nut	12341985

To learn more about this engine, please turn to page 34



ZZ4 350



The rugged, handsome look

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! Like what you see? Make it yours with the following GM Performance Parts:

Ram Jet 350 engine	12499120
Deluxe accessory drive kit	12497698
Chrome water neck	12342024
Polished center-bolt valve covers	12497978
Valve cover bolt kit	12497980
Chrome push-in oil fill cap	12341993
Chrome push-in breather	12341989
Wire loom kit	12496806

To learn more about this engine, please turn to page 38



Ram Jet 350



Looks that thrill

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. Like what you see? Make it yours with the following GM Performance Parts:

Fast Burn 385 Turn-Key engine	12499710
Chrome water neck	12342024
Chrome center-bolt valve covers	12497985
Valve cover bolt kit	12497980
Chrome push-in oil fill cap	12341993
Chrome push-in breather	25534355
Bowtie air cleaner nut	12341985

To learn more about this engine, please turn to page 42



Fast Burn 385





12499529

350/290 HP

WHAT'S HOT?

■ **Amazing value**

■ **Amazing performance**

■ **Four-bolt mains**

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 GM V-8 without going broke. The 350/290 is an answer to those car crafters who demand maximum return on their money. But, just because its 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 Chevy 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 and affordably.



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:

Part Number:	12499529
Engine type:	Chevy small-block V-8
Displacement (cu in):	350
Bore x stroke (in):	4.00 x 3.48
Block (P/N 10066034):	Cast iron with 4-bolt main caps
Crankshaft (P/N 93426651):	Nodular iron
Connecting rods (P/N 10108688):	Powdered metal steel
Pistons (P/N 12514101):	Cast aluminum
Camshaft type (P/N 3896962):	Hydraulic flat tappet
Camshaft lift (in):	.450 intake / .460 exhaust

Camshaft duration (@.050 in):	222° intake / 222° exhaust
Cylinder heads (P/N 93438648):	Iron; 76 cc chambers
Valve size (in):	1.94 intake / 1.50 exhaust
Compression ratio:	8.5:1
Rocker arms (P/N 10089648):	Stamped steel
Rocker arm ratio:	1.5:1
Recommended fuel:	87 octane
Ignition timing:	34° total BTDC
Maximum rpm:	5100

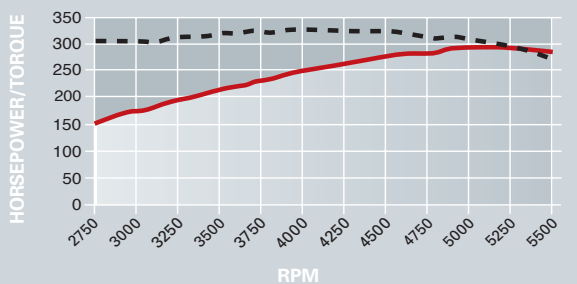


POSSIBLE APPLICATIONS*

- 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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

350/290 HP DYNO CHART



Horsepower: 290 @ 5100 rpm Torque (lb-ft): 326 @ 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 600-cfm carburetor P/N 12497147 (not included).
- Intended for pre-1977 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!

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.



3991435
Timing Pointer

Bolt-on steel pointer for 6.75" and 7" balancers.



10185063
Intake Manifold

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



12497147
Carburetor, Holley 600

Holley model 4160 600-cfm four-barrel carburetor features polished finish, side-hung float bowls, vacuum secondaries and power valve blowout protection. Suitable for street-performance small-block engines. Bolts and gaskets included.



12361146
High-Torque Mini-Starter

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



12371208
Valve Covers

Die-cast, black crinkle painted covers with red Bowtie and Chevrolet logos.



93440806
HEI Distributor

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



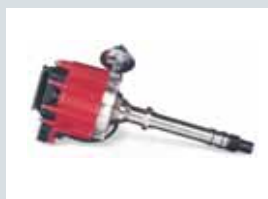
10185064
Tall Aluminum Valve Covers

Competition racing valve cover displays the Chevrolet name and Bowtie insignia. It 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.



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.



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.



12341671
Chrome Tall Valve Covers

Tall 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

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



12363970
Polished Aluminum Die-Cast Valve Covers

Tall die-cast covers have Chevrolet name Bowtie logo cast on the top. Each cover is polished to give a chrome-like appearance. Designed for pre-1986 engines with perimeter hold downs.



19156259**4L60-E Automatic Transmission**

Hydra-Matic 4L60-E four-speed electronically controlled automatic with 3.06 first gear and 2300-rpm stall speed converter.

**12497316****Transmission Controller**

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.

**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**

Serpentine Accessory Drive Belt System, without air conditioning (not shown)	12497697
Harmonic Dampener	6272221
Polished Aluminum Die-Cast Valve Covers	12363970
Aluminum Water Pump, long-style	12495826
Roller Rocker Arm Set, 1.5:1 ratio	12370838
Oil Filter Adapter	3952301
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)	12563127
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

NEW

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.



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

350 HO TECH SPECS:

Part Number:	12499711	Cylinder heads (P/N 12558060):	Vortec iron; 64 cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	1.94 intake / 1.50 exhaust
Displacement (cu in):	350	Compression ratio:	9.1:1
Bore x stroke (in):	4.00 x 3.48	Rocker arms (P/N 10089648):	Stamped steel
Block (P/N 10105123):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 14088526):	Nodular iron	Water pump (P/N 88894341):	Cast iron, long-style
Connecting rods (P/N 10108688):	Powdered metal steel	Flexplate (P/N 14088765):	14"
Pistons (P/N 12514101):	Cast aluminum	Recommended fuel:	92 octane
Camshaft type (P/N 24502476):	Hydraulic flat tappet	Ignition timing:	10° BTDC @ 700 rpm
Camshaft lift (in):	.435 intake / .460 exhaust	Maximum rpm:	5500
Camshaft duration (@.050 in):	212° intake / 222° exhaust		

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

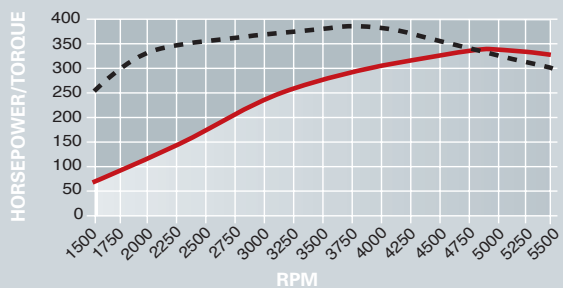


POSSIBLE APPLICATIONS*

- **Replace that 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 320 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 171.
- Has right-side oil dipstick.
- Intended for pre-1977 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 pre-assembled 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-1977 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-1977 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.



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 and replacement bolt and seal kit P/N 12497980.



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 and replacement bolt and seal kit P/N 12497980.



10465143 Lightweight Starter (remanufactured)

This lightweight high-performance starter was originally used on 1993-1997 Camaros and Firebirds with the LT1 engine. It 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 and replacement bolt and seal kit P/N 12497980.



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.



12497316 Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



12368084 Engine Oil Primer

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



ALSO AVAILABLE

Spark Plug Wires, Red GM Performance 90° Boot	12361057	Bolt (motor mount – 2 req)	460308
Spark Plug Wires, Red GM Performance 135° Boot	12361056	Transmission mount (700R4)	22188145
4L60-E Automatic Transmission	19156259	Transmission mount (TH400)	17990778
Roller Rocker Arm Set, 1.5:1 ratio	12370838	Transmission mount (4L60 & 4L80)	15767858
Oil Filter Adapter	3952301	Fan Clutch (serpentine belt)	15671898
Serpentine Accessory Drive Belt System, w/o A/C	12497697	Fan Clutch (V-belt)	88961767
Engine Oil Supplement (16 oz)	1052367	Fan 19.5" (serpentine belt)	12563127
Magnetic Drain Plug	23011420	Fan 19.5" (V-belt)	15644302
Standard starter (straight bolt holes)	10496873	Fan Studs – 4 req (serpentine belt)	12338107
Standard starter (offset bolt holes)	10496871	Fan Studs – 4 req (V-belt)	382919
Motor mount – 2 req (truck)	15731260	Fan Stud Nuts (4 req)	12338130
Motor mount – 2 req (car)	22188497	Fan bolts (4 req)	9440224



12499712

NEW

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 750-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.

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

ZZ4 350 TECH SPECS:

Part Number:	12499712	Cylinder heads (P/N 12556463):	Aluminum; 58cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	1.94 intake / 1.50 exhaust
Displacement (cu in):	350	Compression ratio:	10:1
Bore x stroke (in):	4.00 x 3.48	Rocker arms (P/N 10089648):	Stamped steel
Block (P/N 10105123):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 12556307):	Forged steel	Recommended fuel:	92 octane
Connecting rods (P/N 10108688):	Powdered metal steel	Ignition timing:	10° BTDC @ 800 rpm
Pistons (P/N 10159436):	High-silicon aluminum with offset pins		32° total @ 4000 rpm with vacuum advance disconnected
Camshaft type (P/N 10185071):	Steel hydraulic roller	Maximum rpm:	5800
Camshaft lift (in):	.474 intake / .510 exhaust		
Camshaft duration (@.050 in):	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.

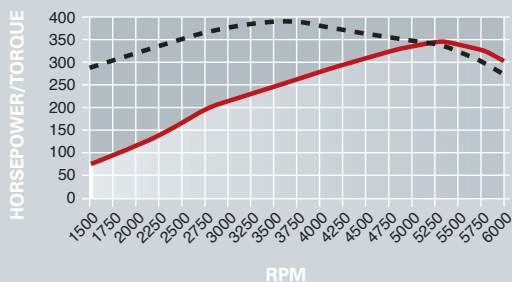


POSSIBLE APPLICATIONS*

- 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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

ZZ4 350 DYNO CHART



Horsepower: 355 @ 5250 rpm **Torque (lb-ft): 405 @ 3500rpm**

INSTALLATION NOTES

- Comes with 12.75" externally balanced automatic transmission flexplate; change to externally balanced flywheel for manual transmission applications. See chart on page 171.
- Intended for pre-1977 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.



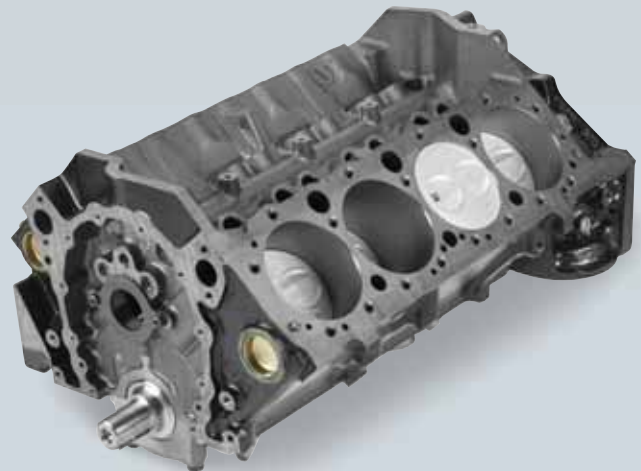
GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

NOTE: Intended for pre-1977 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-1977 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.



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 and replacement bolt and seal kit /N 12497980.



12497316 Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



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 and replacement bolt and seal kit P/N 12497980.



10465143 Lightweight Starter (remanufactured)

This lightweight high-performance starter was originally used on 1993-1997 Camaros and Firebirds with the LT1 engine.



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 and replacement bolt and seal kit P/N 12497980.



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.



12485506 Carburetor, Holley 750-cfm four barrel

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



12368084 Engine Oil Primer

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



ALSO AVAILABLE

Spark Plug Wires, Red GM Performance 90° Boot	12361057	Motor mount – 2 req (truck)	15731260
Fuel Pump	6415325	Motor mount – 2 req (car)	22188497
Wire Loom Kit, Small-Block	12496806	Bolt (motor mount – 2 req)	460308
350 Hot Cam Kit	12480002	Transmission mount (700R4)	22188145
Spark Plug Wires, Red GM Performance 135° Boot	12361056	Transmission mount (TH400)	17990778
4L60-E Automatic Transmission	19156259	Transmission mount (4L60 & 4L80)	15767858
Roller Rocker Arm Set, 1.5:1 ratio	12370838	Fan Clutch (serpentine belt)	15671898
Roller Rocker Arm Set, 1.6:1 ratio	12370839	Fan Clutch (V-belt)	88961767
Serpentine Accessory Drive Belt System, w/o A/C	12497697	Fan 19.5" (serpentine belt)	12563127
Oil Filter Adapter	3952301	Fan 19.5" (V-belt)	15644302
Magnetic Drain Plug	23011420	Fan Studs – 4 req (serpentine belt)	12338107
Chrome Air Cleaner	12342080	Fan Studs – 4 req (V-belt)	382919
Standard starter (straight bolt holes)	10496873	Fan Stud Nuts (4 req)	12338130
Standard starter (offset bolt holes)	10496871	Fan bolts (4 req)	9440224



12499120

Ram Jet 350

WHAT'S HOT?

■ **Modern Fuelie**

■ **Exceptional throttle response**

■ **Hydraulic roller cam**

Port fuel injection meets a small-block classic.

Restification—blending the best of the old with the best of the new is the hottest trend in hot rodding today. GM Performance Parts has just what you need to put a modern 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 it does in the Ram Jet 350 crate engine.

The Ram Jet 350 has a styled intake plenum that feeds 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 1976-or-earlier vehicle originally equipped with a carburetor.



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:

Part Number:	12499120	Camshaft duration (@.050 in):	196° intake / 206° exhaust
Engine type:	Chevy small-block V-8	Cylinder heads (P/N 12558060):	Vortec iron; 64cc chambers
Displacement (cu in):	350	Valve size (in):	1.94 intake / 1.50 exhaust
Bore x stroke (in) :	4.00 x 3.48	Compression ratio:	9.4:1
Block:	Cast iron with 2-bolt main caps	Rocker arms (P/N 12367346):	Aluminum roller style
Crankshaft (P/N 10243068):	Cast iron	Rocker arm ratio:	1.6:1
Connecting rods (P/N 10108688):	Powdered metal steel	Recommended fuel:	92 octane
Pistons (P/N 88894280):	Hypereutectic aluminum	Ignition timing:	10 degrees BTDC @ 700 rpm
Camshaft type:	Hydraulic roller	Maximum rpm:	5500
Camshaft lift (in) (P/N 14097395):	.431 intake / .451 exhaust		

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

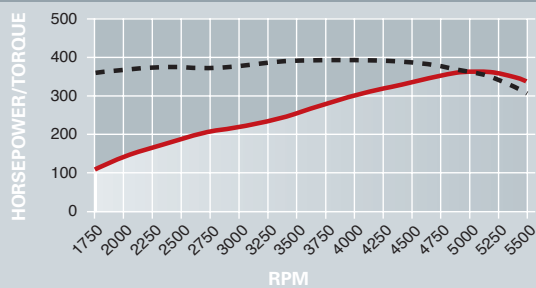


POSSIBLE APPLICATIONS*

- Update the Stingray
- 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 320 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 171.
- Installer to supply 12-volt power source and fuel.
- See instructions for fuel pump recommendation.
- Intended for pre-1977 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

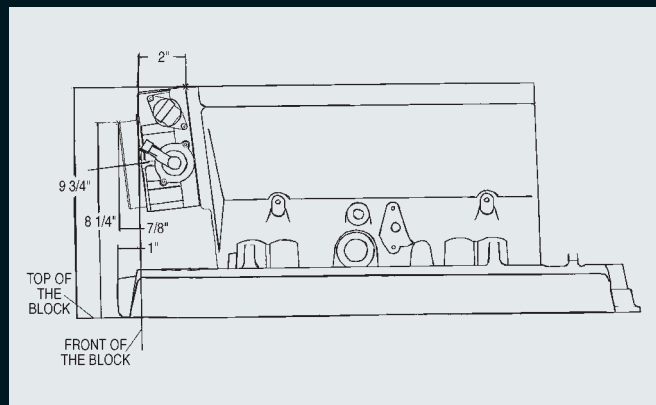


The Ram Jet 350 makes it easy to have electronic fuel injection on any 1976 and older vehicle originally equipped with a carburetor. The secret is the industry leading MEFI 4 controller. This new controller fits in the palm of your hand and was originally developed by GM Powertrain engineers for marine applications. MEFI 4 is ideally suited for use in street rods, street machines, and sportsman racing applications. Installation is simple as the Ram Jet 350 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. *Engine must be equipped with Vortec heads.*

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 and replacement bolt and seal kit P/N 12497980.



12497316 Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



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 and replacement bolt and seal kit P/N 12497980.



12368084 Engine Oil Primer

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



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 and replacement bolt and seal kit P/N 12497980.



10465143 Lightweight Starter (remanufactured)

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



12361056 Spark Plug Wires

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



19156259 4L60-E Automatic Transmission

Hydra-Matic 4L60-E four-speed electronically controlled automatic with 3.06 first gear and 2300-rpm stall speed converter.



ALSO AVAILABLE

Serpentine Accessory Drive Belt System, w/o A/C	12497697	Transmission mount (TH400)	17990778
Spark Plug Wires, Red GM Performance 90° Boot	12361057	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)	12563127
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
Transmission mount (700R4)	22188145		



12499710

NEW

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 that 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 more quickly and completely—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 750-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.

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

FAST BURN 385 TECH SPECS:

Part Number:	12499710	Cylinder heads (P/N 12464298):	Fast Burn aluminum; 62cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	2.00 intake / 1.55 exhaust
Displacement (cu in):	350	Compression ratio:	9.6:1
Bore x stroke (in):	4.00 x 3.48	Rocker arms (P/N 10089648):	stamped steel
Block (P/N 10105123):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 12556307):	Forged steel	Recommended fuel:	92 octane
Connecting rods (P/N 10108688):	Powdered metal steel	Ignition timing:	32° total @ 4000 rpm with vacuum advance disconnected
Pistons (P/N 10159436):	Hypereutectic aluminum	Maximum rpm:	5800
Camshaft type (P/N 10185071):	Hydraulic roller		
Camshaft lift (in):	.474 intake / .510 exhaust		
Camshaft duration (@.050 in):	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.

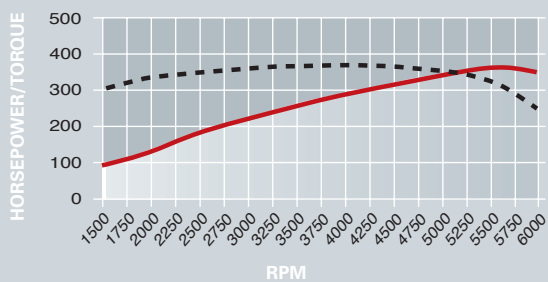


POSSIBLE APPLICATIONS*

- 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 320 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 171.
- Intended for pre-1977 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.



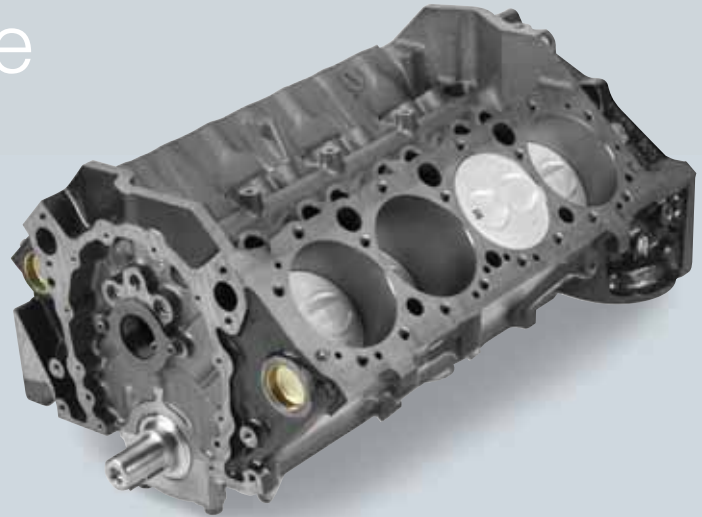
GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

NOTE: Intended for pre-1977 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-1977 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 and replacement bolt and seal kit P/N 12497980.



12485506 Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



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 and replacement bolt and seal kit P/N 12497980.



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.



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 and replacement bolt and seal kit P/N 12497980.



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.



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.



10465143 Lightweight Starter (remanufactured)

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



ALSO AVAILABLE

Spark Plug Wires, Red GM Performance 135° Boot	12361056	Bolt (motor mount – 2 req)	460308
Spark Plug Wires, Red GM Performance 90° Boot	12361057	Transmission mount (700R4)	22188145
350 Hot Cam Kit	12480002	Transmission mount (TH400)	17990778
Fuel Pump	6415325	Transmission mount (4L60 & 4L80)	15767858
4L60-E Automatic Transmission	19156259	Fan Clutch (serpentine belt)	15671898
Transmission Controller	12497316	Fan Clutch (V-belt)	88961767
Standard starter (straight bolt holes)	10496873	Fan 19.5" (serpentine belt)	12563127
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
Chrome Air Cleaner	12342071	Fan Studs – 4 req (V-belt)	382919
Oil Filter Adapter	3952301	Fan Stud Nuts (4 req)	12338130
Motor mount – 2 req (car)	22188497	Fan bolts (4 req)	9440224



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 383 stroker forged steel 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.

The 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:

Part Number:	12499101	Cylinder heads (P/N 12558060):	Vortec iron; 64cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	1.94 intake / 1.50 exhaust
Displacement (cu in):	383	Compression ratio:	9.1:1
Bore x stroke (in):	4.00 x 3.80	Rocker arms (P/N 10089648):	Stamped steel
Block (P/N 88962516):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 12489436):	Forged steel	Water pump (P/N 88894341):	Cast iron
Connecting rods (P/N 12497624):	Heavy-duty PM steel	Recommended fuel:	87 octane
Pistons (P/N 12499103):	Hypereutectic aluminum	Ignition timing:	32° total @ 4000 rpm with vacuum advance disconnected
Camshaft type (P/N 14097395):	Hydraulic roller	Maximum rpm:	5000
Camshaft lift (in):	.431 intake / .451 exhaust		
Camshaft duration (@.050 in):	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.

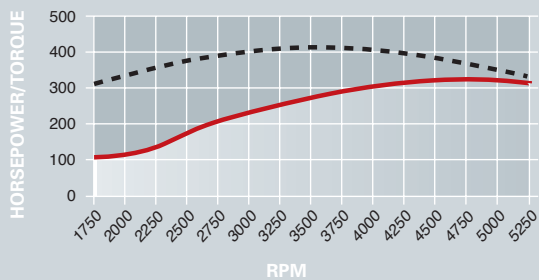


POSSIBLE APPLICATIONS*

- 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 320 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**

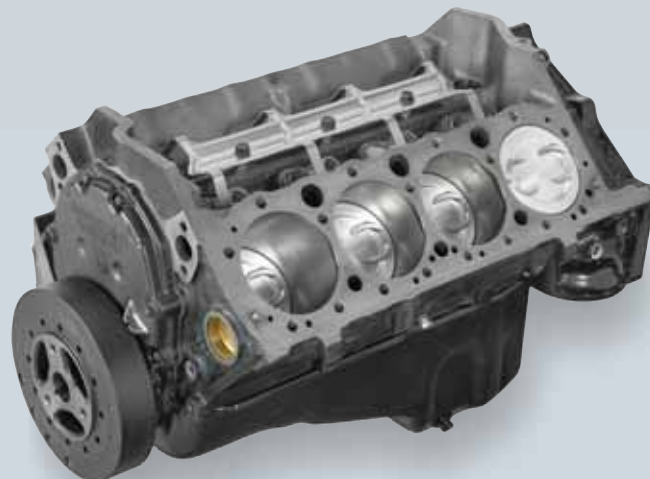
INSTALLATION NOTES


- Requires addition of carburetor, ignition and starter (not included).
- Rochester Quadrajet or Holley 750-cfm carburetor recommended.
- Comes with 12.75" automatic transmission flexplate. Requires externally balanced flywheel for manual transmission. See chart on page 171.
- Has right-side oil dipstick.
- Intended for pre-1977 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-1977 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-1977 street vehicles and all off-road vehicles. Not intended for marine use.

P/N	DESCRIPTION	QTY
12499101	HT383 Engine	1
12355350	Valve Covers	1
93440806	Distributor	1
11515758	Distributor Bolt	1
10096197	Distributor Hold Down	1
12497698	Accessory Drive Kit	1
6415325	Fuel Pump	1
88891769	Fuel Pump Bolts	2
12551502	Fuel Pump Gasket	1
3704817	Fuel Pump Pushrod	1
3719599	Fuel Pump Adapter	1
9440033	Bolt, Wiring Harness	2
12342080	Air cleaner kit	1
6487779	Valve, crankcase vent	1
88964766	Hose, PCV	1
12485506	Carburetor, 750 Holley	1
19131218	Breather, Crankcase	1

P/N	DESCRIPTION	QTY
10465143	Starter	1
14097279	Starter bolt	1
14097278	Starter bolt	1
1485552	Heater hose	1
6272959	Connector, bypass hose	2
1470030	Clamp, worm type	2
12361057	Spark Plug Wire Kit	1
12496806	Spark Plug Wire Retainer	1
14090911	Plug, Water Outlet	1
25522466	Plug	1
10198918	Engine Lift Bracket	2
12551144	Dipstick	1
12551154	Dipstick Tube	1
10202456	Thermostat	1
10108470	Thermostat Housing	1
10198997	Thermostat Bolts	2
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.



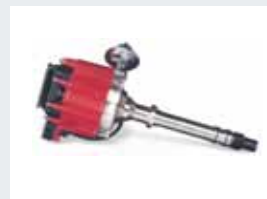
12497978 Polished Aluminum Valve Covers, Center Bolt Design

Approximately 1/4" taller than production covers. Kit includes bolts, washers and seals. NOTE: Use valve cover gasket P/N 10046089 and replacement bolt and seal kit P/N 12497980.



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.



12355350 Chrome Valve Covers, Center Bolt Design

Short-style chrome valve covers with baffle for use on 1986-and-newer engines with center hold-downs. Red Chevy Bowtie logo is embossed in on top.



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 and replacement bolt and seal kit P/N 12497980.



12485506 Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



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 and replacement bolt and seal kit P/N 12497980.



12497316 Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



ALSO AVAILABLE

Serpentine Accessory Drive Belt System, w/o A/C	12497697	Transmission mount (TH400)	17990778
Spark Plug Wires, Red GM Performance 135° Boot	12361056	Transmission mount (4L60 & 4L80)	15767858
Chrome Air Cleaner	12342080	Fan Clutch (serpentine belt)	15671898
4L60-E Automatic Transmission	19156259	Fan Clutch (V-belt)	88961767
Standard starter (straight bolt holes)	10496873	Fan 19.5" (serpentine belt)	12563127
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



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 can add 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 modified 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:

Part Number:	12498772	Cylinder heads (P/N 12464298):	Fast Burn aluminum; 62cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	2.00 intake / 1.55 exhaust
Displacement (cu in):	383	Compression ratio:	9.6:1
Bore x stroke (in):	4.00 x 3.80	Rocker arms (P/N 12367345):	Aluminum roller style
Block (P/N 88962516):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 12489436):	Forged steel	Recommended fuel:	92 octane
Connecting rods (P/N 12497624):	Heavy-duty PM steel	Ignition timing:	32° total @ 3000 rpm with vacuum advance disconnected
Pistons (P/N 12499103):	Hypereutectic aluminum	Maximum rpm:	6000
Camshaft type (P/N 12370846):	Hydraulic roller		
Camshaft lift (in):	.509 intake / .528 exhaust		
Camshaft duration (@.050 in):	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.

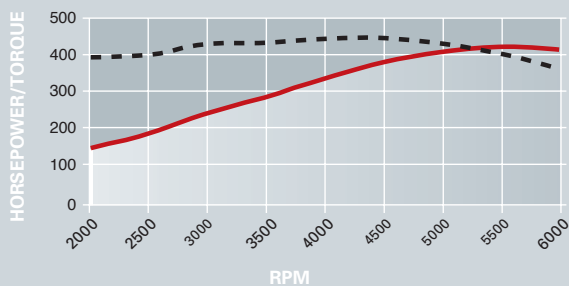


POSSIBLE APPLICATIONS*

- 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 320 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 750-cfm Demon 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 171.
- Intended for pre-1977 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.



W 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-1977 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-1977 street vehicles and all off-road vehicles. Not intended for marine use.

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
12551502	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
12485506	Carburetor, 750 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.



12496822 Intake Manifold, Eliminator Vortec Design

Designed to deliver the most power and torque with Vortec cylinder head P/N 12529093, 12558060, 12497186 or 12464298. Use intake manifold gasket—P/N 12529094 and eight special manifold bolts P/N 12550027.



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 and replacement bolt and seal kit P/N 12497980.



93440806 HEI Distributor

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



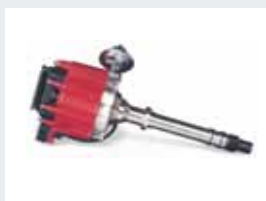
12355350 Chrome Valve Covers, Center Bolt Design

Short-style chrome valve covers with baffle for use on 1986-and-newer engines with center hold-downs. Red Chevy Bowtie logo is embossed in on top.



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.



12485506 Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



12497316 Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



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
4L60-E Automatic Transmission	19156259	Fan 19.5" (serpentine belt)	12563127
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
Transmission mount (700R4)	22188145		

Circle Track

It's more than just our name. At GM Performance Parts, we are the leaders in performance crate engines and components for your circle track racecar. After years of on-track testing in weekend racing venues and Late Model sanctioning bodies, our circle track engines have seen it all. We know that you eat, sleep, and breathe racing, and our circle track crate engines are designed to keep you at the front of the pack lap after lap.

The GM Performance Parts engineers have studied the classes, talked with racers, and gotten feedback from team owners.

We know that you want reliability, consistency, and value. Our crate engines offer all of that and more, with top-shelf racing parts, precision machining and assembly, and unmatched engineering at the ground level. Like all of the GM Performance Parts crate engines, these engines have been tested for 50 hours at maximum hp/tq RPM—a validation process that no one in the industry can match.

The bottom line is that when you win, we win. So, go with a proven winner—a GM Performance Parts crate engine!



2006 Racing Overview



CIRCLE TRACK RACING

The last three years have seen a remarkable evolution in “grass-roots,” local short track stock-car racing. As the cost of racing has skyrocketed in many areas, one answer to part of that dilemma has emerged: the sealed crate racing engine from GM Performance Parts. Developed, tested and proven to GM’s very high standards, the circle track racer now has an option for reliable, durable power at an affordable price. Here are a few examples of sanctioning bodies that have embraced the concept of a factory-sealed racing engine. There are many individual tracks and other sanctioning bodies that specify sealed crate engines, as well. For great entertainment, check out these growing series and support your local race track.

FASTRAK Champions Series

FASTRAK Champions is a touring late-model series that focuses on fairness, equality and cost reduction to deliver a great show for the fans. This fast-growing series will have three regions in 2006, covering much of the country east of the Mississippi river. Using the sealed crate engines available from GMPP, FASTRAK is proving they have the right product (affordable racing and exciting entertainment), at the right time. Especially noteworthy in 2005 was a race at Eldora, where the FASTRAK “crate cars” ran prior to a Nextel Cup field of Super Late Models. This fan-friendly series is worth the price of admission if they visit a track in your area.

IMCA

The International Motor Car Association (IMCA), organized in 1915, is the oldest active automobile racing sanctioning body in the United States. IMCA is based on enforcing fair and consistent rules that promote affordability as the foundation of racing in America. Through the promotion of the “grass roots” weekly racer, IMCA has continued to see remarkable growth throughout the last decade.

In 2005 IMCA introduced the Sport Mod class which is the perfect racecar for a tight economy. The sealed CT350 engine from GMPP is approved as an option, and was very successful in the inaugural year. At the IMCA SuperNationals, a SportMod driven by Carl Fredrickson, editor for **Speedway Illustrated**, took the checkered flag with a GMPP #88958602 between the frame rails.

ASA Late Model Series

Formed in 2002 as USPRO Cup, this late-model touring series was designed to have stability, reliability, cost effectiveness and performance make up the cornerstone of the organization that merged with the former American Speed Association in 2003. The crate motor and template body package has proven to be extremely appealing to drivers and race tracks alike.

It is considered to be one of the most cost-effective traveling series around. Running Late Model chassis and bodies, with the CT400 sealed (#88958604) engine as the powerplant of choice. Operating as a single series in the upper Midwest in 2005, ASALMS will expand in 2006 to include a southern division as well as a new Challenge Division that will be covered by the Outdoor Channel. The fast-growing series is destined to be a showcase for young drivers aspiring to drive for developmental teams, and beyond!



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:

Part Number:	88958602	Cylinder heads (P/N 12558060):	Vortec iron; 64cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	1.94 intake / 1.50 exhaust
Displacement (cu in):	350	Compression ratio:	9.1:1
Bore x stroke (in):	4.00 x 3.48	Rocker arms (P/N 10089648):	Stamped steel
Block (P/N 10105123):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 14088526):	Nodular iron	Recommended fuel:	92 octane
Connecting rods (P/N 10108633):	Powdered metal steel	Ignition timing:	32° total @ 4000 rpm with vacuum advance disconnected
Pistons (P/N 12514101):	Hypereutectic aluminum	Maximum rpm:	5500
Camshaft type (P/N 24502476):	Hydraulic flat tappet		
Camshaft lift (in):	.435 intake / .460 exhaust		
Camshaft duration (@.050 in):	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.

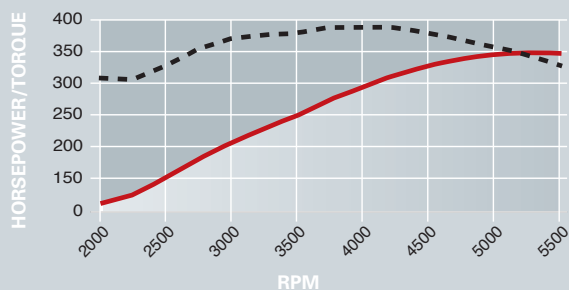


OUR "STREET-STOCK" ENGINE*

- 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 171 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 interview!



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

CIRCLE TRACK 350/355 TECH SPECS:

Part Number:	88958603	Cylinder heads (P/N 12556463):	Aluminum; 58cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	1.94 intake / 1.50 exhaust
Displacement (cu in):	350	Compression ratio:	10:1
Bore x stroke (in)	4.00 x 3.48	Rocker arms (P/N 10089648):	Stamped steel
Block (P/N 10105123):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 12556307):	Forged steel	Recommended fuel:	92 octane
Connecting rods (P/N 10108688):	Powdered metal steel	Ignition timing:	10° BTDC @ 800 rpm
Pistons (P/N 10159436):	Hypereutectic aluminum		32° total @ 4000 rpm with
Camshaft type (P/N 10185071):	Steel hydraulic roller		vacuum advance disconnected
Camshaft lift (in):	.474 intake / .510 exhaust	Maximum rpm:	5800
Camshaft duration (@.050 in)	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.

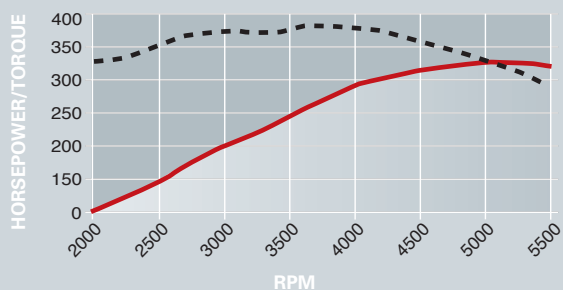


OUR "LIMITED LATE-MODEL" ENGINE*

- 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 171 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

■ Hypereutectic aluminum pistons

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-degree, Fast Burn aluminum heads enable tremendous power in the small-block V-8 because of a unique chamber design that quickly and completely burns all of the air/fuel mixture—giving you maximum power all the time.

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:

Part Number:	88958604	Cylinder heads (P/N 12464298):	Aluminum; 62cc chambers
Engine type:	Chevy small-block V-8	Valve size (in):	2.00 intake / 1.55 exhaust
Displacement (cu in):	350	Compression ratio:	9.6:1
Bore x stroke (in)	4.00 x 3.48	Rocker arms (P/N 12367345):	Aluminum; roller style
Block (P/N 10105123):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.5:1
Crankshaft (P/N 12556307):	Forged steel	Recommended fuel:	92 octane
Connecting rods (P/N 10108688):	Powdered metal steel	Ignition timing:	10° BTDC @ 800 rpm
Pistons (P/N 10159436):	Hypereutectic aluminum		32° total @ 4000 rpm with
Camshaft type (P/N 10185071):	Steel hydraulic roller		vacuum advance disconnected
Camshaft lift (in):	.474 intake / .510 exhaust	Maximum rpm:	5800
Camshaft duration (@.050 in)	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.

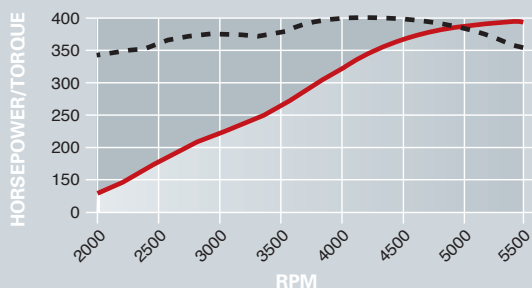


OUR "LATE-MODEL" ENGINE*

- 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 171 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.

Small Block LS Series

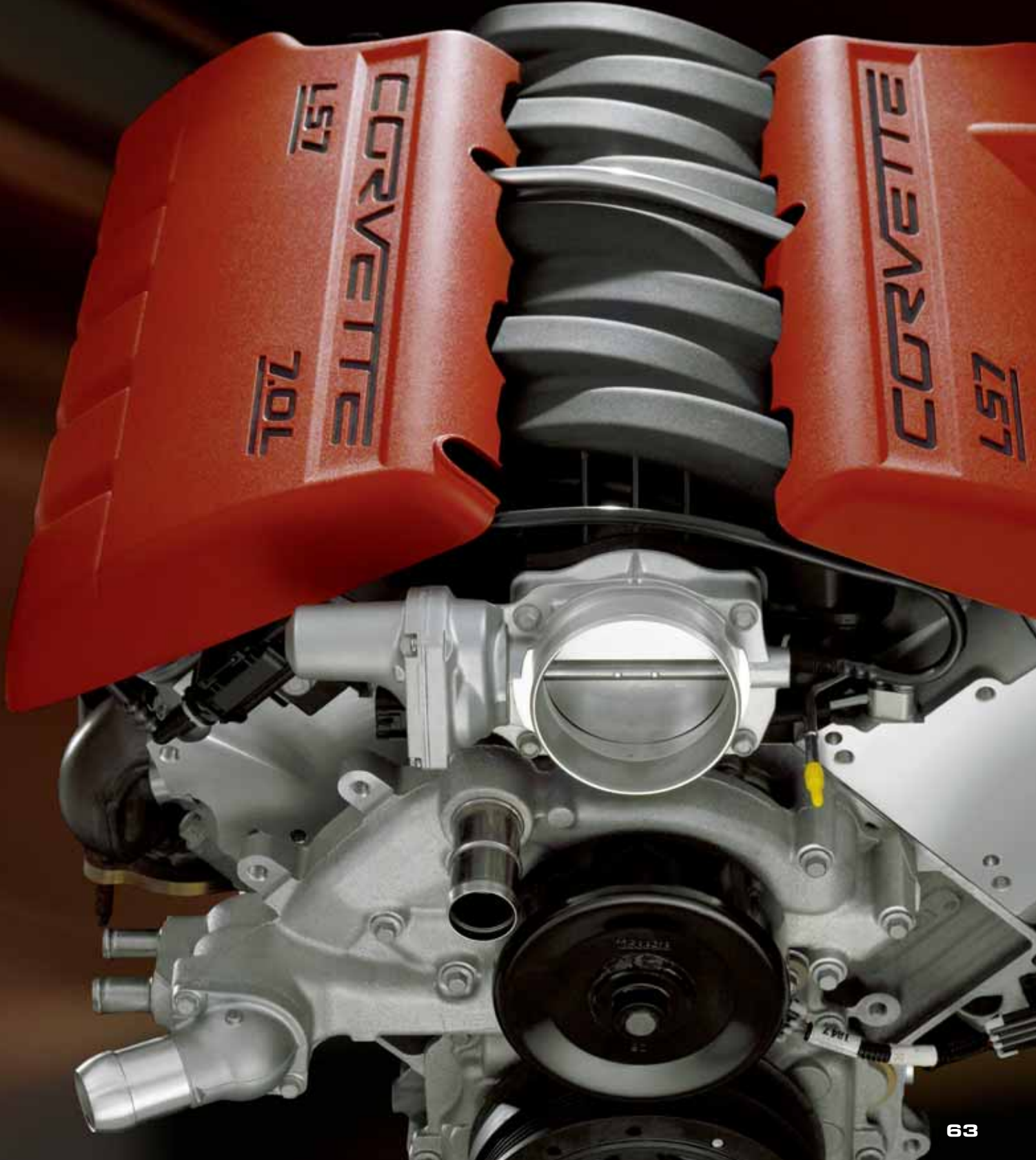
In 1997, GM introduced the world to the next generation of small-block V-8 performance engines. Dubbed the Gen III V-8, this family of engines was immediately met with unanimous approval by the automotive press. Enthusiasts have embraced the LS because they have powered some of the most spectacular performance cars ever produced—including the incomparable LS7-powered 2006 ZO6 Corvette.

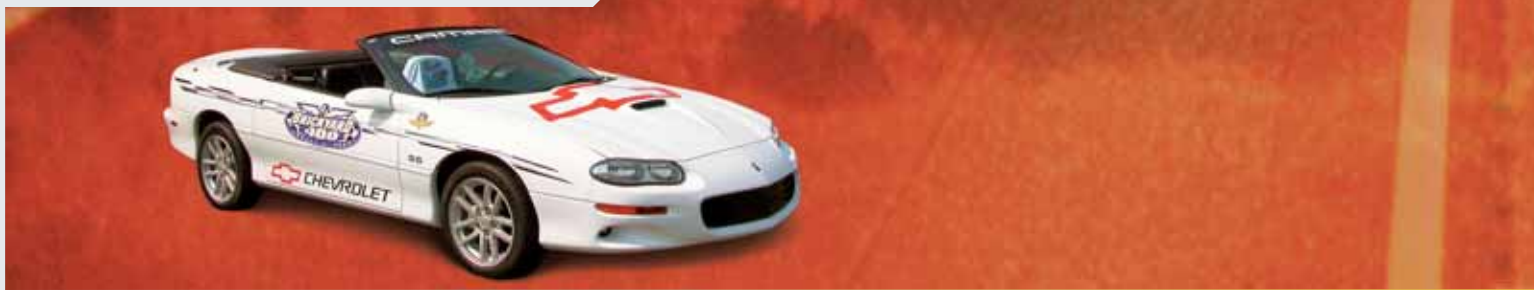
Key to the success of the LS Family of engines is the world-leading technology that comes from GM in every engine. These are pushrod small-block V-8s that feature near perfect efficiency in design and amazing power output—you'll swear it isn't a small-block! The advantages of the LS Family of engines over previous small-block V-8s include 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. Our LS Family of engines has been tested for 300 hours at maximum hp/tq RPM—a validation process that no one in the industry can match. Besides that, they start, idle, and cruise with none of the constant maintenance that some other engine designs require.

GM Performance Parts now offers these exciting engines to you as a full line of LS Family crate engines. Pick the right LS engine for your application, order it up, and we'll ship one of the most technologically advanced small-block V-8s to your door.







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 a uncompromised performer.

The engine is rated at 350 horsepower and 365 lb.-ft. of torque. The engine includes a GTO-style 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 66) 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:

Part Number:	17801267	Camshaft lift (in):	.500 intake / .500 exhaust
Engine type:	LS Series small-block V-8	Camshaft duration (@.050 in)	200° intake / 203° exhaust
Displacement (cu in):	346 (5.7L)	Cylinder heads (P/N 12559855):	Aluminum, symmetrical port
Bore x stroke (in)	3.90 x 3.62 (99 x 92 mm)	Valve size (in):	2.00 intake / 1.55 exhaust
Block (P/N 12561166):	Cast aluminum with 6-bolt, cross-bolted main caps	Compression ratio:	10.25:1
Crankshaft (P/N 89017522):	Nodular iron	Rocker arms (P/N 10214664):	Investment cast, roller trunnion
Connecting rods (P/N 12568734):	Powdered metal steel	Rocker arm ratio:	1.7:1
Pistons (P/N 88984245):	Hypereutectic aluminum	Recommended fuel:	92 octane
Camshaft type (P/N 12560965):	Hydraulic roller	Maximum rpm:	6000
		Reluctor wheel:	24X

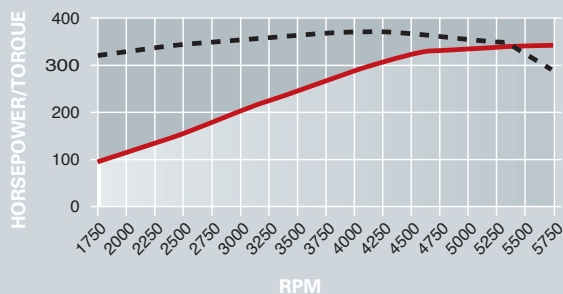


POSSIBLE APPLICATIONS*

- The perfect replacement engine for your Gen 4 Z28
- Add a high-tech twist to an old friend
- Discover the potential of a fuel-injected small-block Chevy

**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 320 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

- Crate engine kit includes ECM (shown) and wire harness that allows the engine to be installed with a four-speed (4L60 or similar) automatic transmission in a pre-1977 vehicle.
- 14" automatic transmission flexplate included.


25534322*


LS1 with ECM and Wire Harness

GM Performance Parts offers this complete LS1 engine assembly, with electronics and wire harness. It provides a quick and easy way to get great power on the ground with a minimum of hassle.

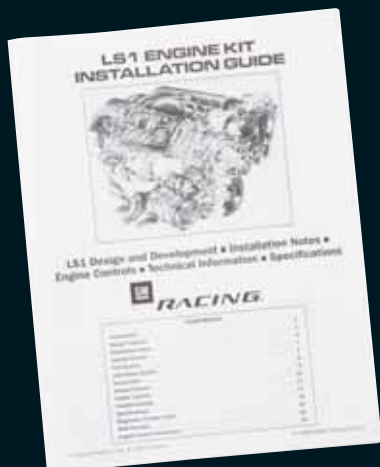
The LS1 crate engine comes complete with a composite intake manifold, single-bore throttle body, fuel rail with injectors, balancer, log-style exhaust manifolds, water pump and a 14" flexplate for automatic transmissions. It has the popular F-car (Camaro/Firebird) oil pan installed. The LS1 is easily adapted to older cars and street rods.



 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.

**This PN has been discontinued. Limited dealer stock still available.*



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 LS1 Crate Engine

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

12564824

LS6 Cylinder Head Assembly

Breathe deeper with LS6 cylinder heads—the same as used on the 405-horsepower 2004 Corvette Z06. It has hollow-stem valves.



88958679

LS Front Distributor Drive Cover

For applications with a 4-bbl carburetor and distributor.



88958665

LS6 CNC Ported Cylinder Head

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



12480025

Valve Cover

Aluminum valve cover designed for racing cylinder head P/Ns 12480005 and 12480090. Fits center-bolt LS Series cylinder heads. Sold individually.



88894339

LS6 Intake Manifold

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



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



88958675

Intake Manifold - Carburetor

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



12485506

Carburetor, Holley 750

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



12497316

Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



88958786

High Performance Chevy LS1/LS6 V-8's

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



ALSO AVAILABLE

Cylinder Head Bolt Kit (1997-2003 long-style)	12498545	Valve Spring (2002–2006 LS6 & LS2)	12586484
Cylinder Head Bolt Kit (2004 short-style)	17800568	LS6 Valve Spring Kit	12499224
Cylinder Head Installation Kit (F-Car)	12499217	Hot Camshaft Kit	12480033
Cylinder Head Installation Kit (Gen III Corvette LS1 & LS6)	12499218	Gen III Starter	10465385
LS6 Camshaft	12565308	4L65E Transmission	19156260
Valve Spring (2001 LS6)	12565117	Spark Plug Wire Set	12495519



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
- It's a Corvette Z06 engine!

Corvette Z06 performance straight out of the crate!

Nothing says performance like engine code LS6! Producing more than 400 horsepower, the LS6 transformed the Corvette Z06 into a world-beating sports car. GM Performance Parts now offers this ultimate small-block performer in a complete crate engine package—just the extra muscle your Corvette or F-car road racer needs to sweep off the competition.

The 5.7-liter LS6 builds on the inherent strengths of the Corvette's 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, improved intake and higher-rate valve springs.

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

The LS6 is also a great choice for older cars and street rods whose owners are looking for high-tech performance and fuel-injected dependability!

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:

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

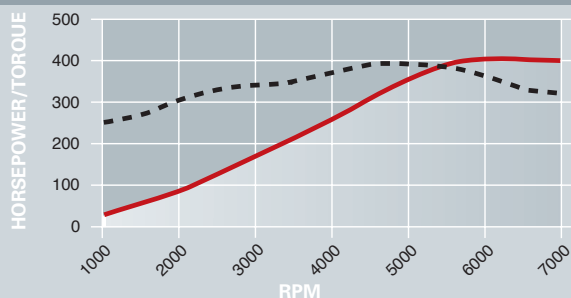


POSSIBLE APPLICATIONS*

- The perfect replacement engine for your late model Camaro or Firebird
- Add a small-block LS6 to your vintage Chevelle
- Add a Corvette motor 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 320 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

- Assembly includes 14" flywheel.
- Assembly does not include any electronics.

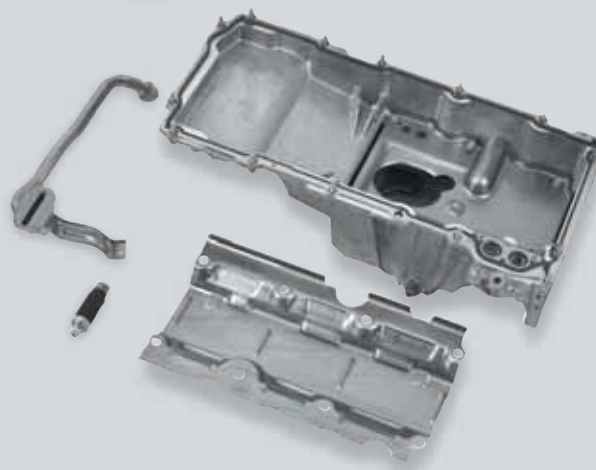
12498399

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.

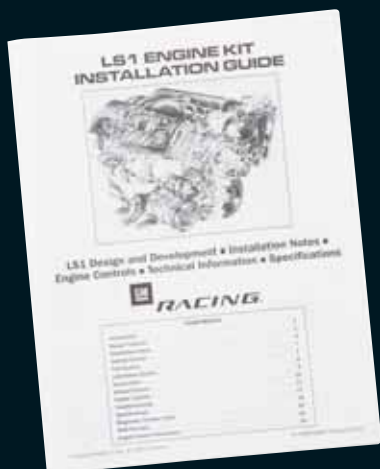
Customize it to your tastes—knowing that it has the heart of a 405 hp titan. Includes hollow-stem valves, and the powerful reciprocating parts found on the LS6.



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-bbl 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. Sold individually.



88958675
Intake Manifold - Carburetor

LS Series 4-barrel Combination 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



12497316
Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L65-E transmission.



12485506
Carburetor, Holley 750

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



88958786
High Performance Chevy
LS1/LS6 V-8's

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



ALSO AVAILABLE

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



19156261

2006 Model Year,
has 58X reluctor wheel

19159564

2005 Model Year,
has 24X reluctor wheel

LS2 6.0L without ECM and Wire Harness

WHAT'S HOT?

- **It's King Kong in a small-block**
- **6.0 litre 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-'06 Corvette—as well as the '05-'06 Chevy SSR and '05-'06 Pontiac GTO—the 6.0-liter 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 design, 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 90 mm throttle body, fuel rail with injectors, balancer, exhaust manifolds, water pump and a 14" flexplate for automatic transmissions. PN 19156261 comes with a Corvette oil pan installed and PN 19159564 comes with a GTO-style oil pan installed. The LS2 can be adapted to older cars and street rods. A handy reference guide (see page 70) is available to help install the engine in older cars 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:

Part Number:	19156261 ('06 Model Year) 19159564 ('05 Model Year)	Camshaft lift (in):	500 intake / .500 exhaust
Engine type:	LS Series small-block V-8	Camshaft duration (@.050 in):	200° intake / 203° exhaust
Displacement (cu in):	364 (6.0L)	Cylinder heads (P/N 12564825):	Aluminum, symmetrical port
Bore x stroke (in):	4.00 x 3.62 (101.6 x 92 mm)	Valve size (in):	2.00 intake / 1.55 exhaust
Block (P/N 12568950):	Cast aluminum with 6-bolt, cross-bolted main caps	Compression ratio:	10.9:1
Crankshaft (P/N 12570249):	Nodular iron	Rocker arms (P/N 10214664):	Investment cast, roller trunnion
Connecting rods (P/N 12577583):	Powdered metal steel	Rocker arm ratio:	1.7:1
Pistons (P/N 89017478):	Cast aluminum	Recommended fuel:	92 octane
Camshaft type (P/N 12574519):	Hydraulic roller	Maximum rpm:	6000
		Reluctor wheel:	58X ('06 Model Year) 24X ('05 Model Year)

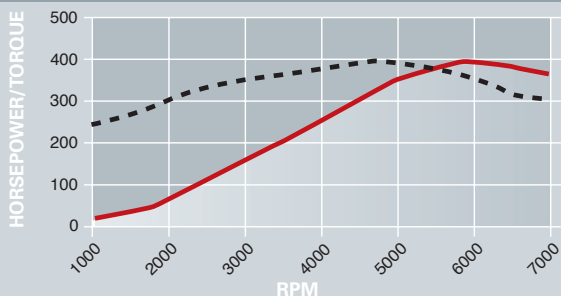


POSSIBLE APPLICATIONS*

- 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 320 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.



17802134

NEW

LS 364/440

WHAT'S HOT?

■ Aluminum LS block

■ Six-bolt mains

■ 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. 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 blast from the past—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. The LS 364/440 is rated at 440 horsepower and 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:

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

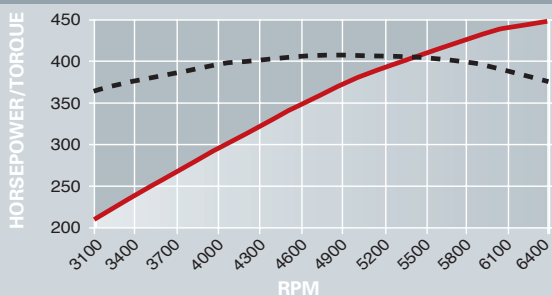


POSSIBLE APPLICATIONS*

- 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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

LS 364/440 DYNO CHART



Horsepower: 446 @ 6200 rpm Torque (lb-ft): 412 @ 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-1977 street vehicles and all off-road vehicles

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. 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.



88958675

Intake Manifold - Carburetor

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



12485506

Carburetor, Holley 750

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



12497316

Transmission Controller

Fully programmable controller, wiring harness, software, and laptop hookup for use with the 4L60-E transmission.



88958786

High Performance Chevy

LS1/LS6 V-8's

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



88958679

LS Front Distributor Drive Cover

For applications with a 4BBL carburetor and distributor.



12342071

Air Cleaner (14")

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



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.



12341993
Push-In Oil Filler Cap

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



19156260
Hydra-Matic 4L65-E Four-Speed Automatic Transmission (LS Series V-8)

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



25115899
Electric Fuel Pump, High-Output

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



89017479
LS2 Piston

Standard type LS2 piston, oversized .020 to add a few more cubic inches, or if you are rebuilding your worn out stock engine. (Require boring the block). Use with rings P/N 89017485.



88961560
Carburetor, Demon 850

4150 style 4-bbl carburetor rated at 850 cfm, features mechanical secondaries, electric choke, power valve blowout protection, four-corner idle adjustment, glass sight window, and billet base plate and metering blocks.



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. (Require boring the block). Use with pistons P/N 89017479.



10185094
Fuel Pressure Regulator

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



12341985
Bowtie Air Cleaner Nut

Large Bowtie center nut. Fits 1/4-20 and 5/16-18 studs.



854619
Fuel Filter

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





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 6.0-liter 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 Cadillac Escalade AWD. 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 276) 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:

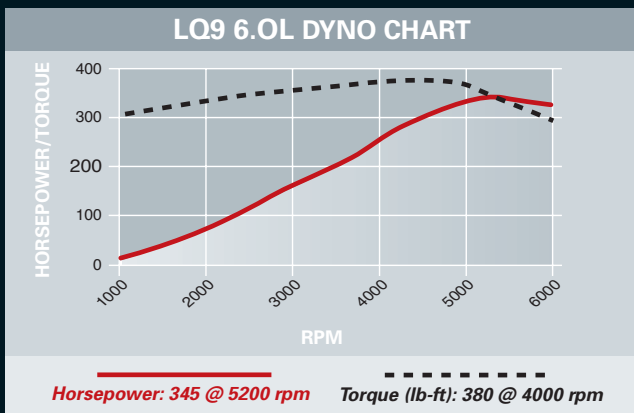
Part Number:	19156262	Camshaft lift (in):	.467 intake / .479 exhaust
Engine type:	LS Series V-8	Camshaft duration (@.050 in):	196° intake / 201° exhaust
Displacement (cu in):	364 (6.0L)	Cylinder heads (P/N 12562319):	Aluminum, symmetrical port
Bore x stroke (mm)	101.6 x 92	Valve size (in):	2.00 intake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



POSSIBLE APPLICATIONS*

- 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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*



INSTALLATION NOTES

- Crate engine kit does not include wiring, electronics or ECM.
- 14" automatic transmission flexplate included.



17802397

NEW

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 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 7.0-liter 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 2006 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:

Part number:	17802397	Camshaft Duration:	211° intake / 230° exhaust
Engine type:	Cam-in-block 90-degree V8	Cylinder heads (P/N 12578450):	CNC Ported LS7 specific pattern
Displacement (cu in):	427 (7.0L)		70 cc CNC combustion chambers
Bore x Stroke (in):	4.125 x 4.00 (104.8 mm x 101.6 mm)	Valve size (in):	2.20" titanium intake, 1.61" sodium filled exhaust
Block P/N 17802854:	Cast aluminum w/6-bolt steel main bearing caps	Compression ratio:	11.0:1
Crankshaft (P/N 12568819):	Forged steel	Rocker arms:	Investment cast, roller trunnion
Connecting rods (P/N 12586258):	Forged titanium	Rocker arm ratio:	1.8:1 (offset intake only)
Pistons (P/N89017774):	Hypereutectic aluminum	Recommended Fuel:	91 octane
Camshaft type(P/N 12571251):	Hydraulic roller	Maximum rpm:	7,000
Camshaft lift:	.591" (15 mm) Intake and Exhaust	Reluctor wheel:	58X

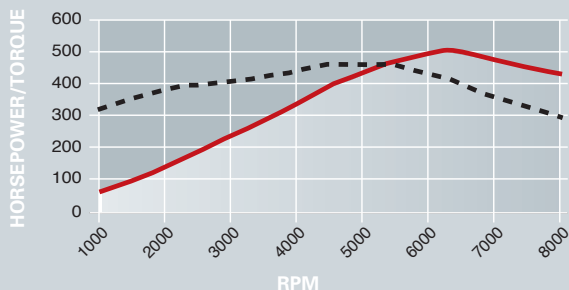


POSSIBLE APPLICATIONS*

- 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 320 for specific warranty information.

LS7 DYNO CHART



Horsepower: 505 @ 6300 rpm **Torque (lb-ft): 470 @ 4800 rpm**

INSTALLATION NOTES

- Designed for pre-'77 street vehicles or all off-road vehicles.
- Emission legal only as a replacement for '06 Corvette Z06.
- Crate engine does not include wiring harness, electronics, or ECM.
- Comes assembled with 14" Corvette Z06 168 tooth flywheel.
- Comes with new '06 58X reluctor wheel and camshaft sensing and is not compatible with pre-'06 ECMs. Requires aftermarket ECM for any application other than '06 Corvette Z06.
- LS7 is the same size and mounts the same as previous LS series engines.

Nothing 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 imbedded 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.

All things considered

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! Like what you see? Make it yours with the following GM Performance Parts:

ZZ502 Deluxe engine	12496962
Deluxe accessory drive kit	12498733
Billet HEI distributor	88961867
Chrome Tall Bowtie valve covers	12342099
Chrome water neck	12342024
Chrome push-in oil fill cap	12341993
Chrome push-in breather	12341989
High-performance air cleaner	12342080
Bowtie air cleaner nut	12341985

To learn more about this engine, please turn to page 102



ZZ 502/502



572/720R

Beauty skin deep—and beyond

Our first big-block crate engine designed to race is also our most powerful crate engine—the Earth-rotating ZZ572/720R! Designed to drop into your favorite race car, the ZZ572/720R features our aluminum rectangle-port cylinder heads, 12:1 compression forged pistons, and a raucous big-lift camshaft that promotes heavy breathing—both by the engine and the driver.

Our tall-deck Bowtie block is the foundation for 572 cubic inches. In the bottom end, you'll find four-bolt mains, a forged steel crank, forged steel rods, and the strength that only a big-block Rat can provide. With 720 horse and 685 lb.-ft. of torque, it's the race Rat that you've always dreamed of having in your car.

The GM Performance Parts ZZ572/720R—are you man enough?

ZZ572/720R Deluxe engine

12498827

To learn more about this engine, please turn to page 118







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 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 GMPP 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:

Part Number:	12568774	Cylinder heads (P/N 12562920):	Iron rectangular port; 118 cc chambers
Engine type:	Chevy big-block V-8	Valve size (in):	2.19 intake / 1.88 exhaust
Displacement (cu in):	454	Compression ratio:	8.75:1
Bore x stroke (in):	4.25 x 4.00	Rocker arms (P/N 12523976):	Stamped steel
Block (P/N 12561353):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.7:1
Crankshaft (P/N 14096983):	Forged steel	Water pump (P/N 12484890):	Cast iron, long-style
Connecting rods (P/N 10198922):	Forged steel	Flexplate (P/N 10185034):	14"
Pistons (P/N 10215228):	Forged aluminum	Recommended fuel:	92 octane
Camshaft type (P/N 24502611):	Hydraulic roller	Ignition timing:	4° BTDC
Camshaft lift (in):	.510 intake / .540 exhaust	Maximum rpm:	5500
Camshaft duration (@.050 in)	211° 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. GMPP HEI distributor P/N 93440806 is recommended.

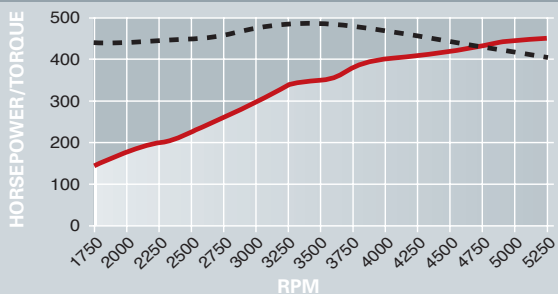


POSSIBLE APPLICATIONS*

- 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 320 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-1977 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-1977 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 (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
4L85-E Transmission	19156257	Fan Clutch (serpentine)	12383418
Transmission Controller	12487316	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
Transmission Mount (700R4)	22188145		

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.



12485506 Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



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, 7/16" stud.



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.



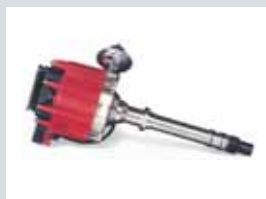
12368084 Engine Oil Primer

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



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.



25534323 Black Powder-Coated Valve Covers

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



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 help make 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:

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

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.

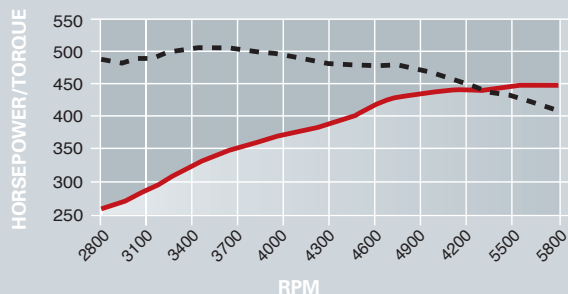


POSSIBLE APPLICATIONS*

- 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 320 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: 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-1977 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-1977 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 (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
4L85E Transmission	19156257	Fan Clutch (serpentine)	12383418
Transmission Controller	12487316	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
Transmission Mount (700R4)	22188145		

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.



12485506 Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



25534323 Black Powder-Coated Valve Covers

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



12361323 Roller Rocker Arm Set, 1.7:1 ratio

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



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.



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. Connector 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.



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.



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 2800 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 1976-and-older trucks that need to tow or work hard.

The HT502 is stuffed with a 4.00" forged stroker crankshaft, 4.47" forged aluminum pistons, forged rods, and a 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 2800 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:

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

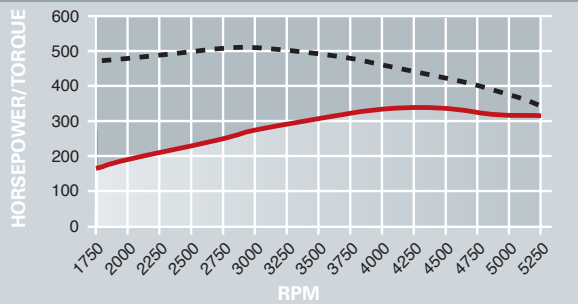


POSSIBLE APPLICATIONS*

- **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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

HT502 DYNO CHART



Horsepower: 338 @ 4500 rpm Torque (lb-ft): 512 @ 2800 rpm

INSTALLATION NOTES

- Designed for pre-1977 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 electronic fuel injection because heavy loads and/or high altitude condition could cause lean fuel mixture.
- Not intended for marine applications.


88890533

HT502

Emission Legal Truck Conversion Kit


Our HT502 Emission Legal (50 state) Conversion Kit is designed for 1991-93 Chevrolet and GMC 10-, 20-, and 30-series trucks with two-wheel drive, originally equipped with a 454 TBI engine and 4L80E automatic overdrive transmission. This kit will dramatically improve the towing capabilities of your truck, as the HT502 is a direct bolt-in replacement for any high-mileage 454. With more cubic inches, improved efficiency, and more horsepower and torque, the HT502 will give your aged GM truck substantially more torque than the factory 454 ever delivered.

The HT502 engine comes assembled with an oil pan, timing set, valvetrain, valve covers, and damper. You simply swap the outgoing engine's TBI manifold and throttlebody, ignition system, and other components onto this engine. A new PROM electronic control module (ECM) chip is included, along with a detailed instruction guide. Additionally, the kit includes transmission, exhaust, and fuel system upgrades to make the swap easy and complete.

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



Technical Note: This kit will not work on four-wheel drive trucks, due to an exhaust interference.


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

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.

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



NOTE: Intended for pre-1977 street vehicles and all off-road vehicles. Not intended for marine use.

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

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

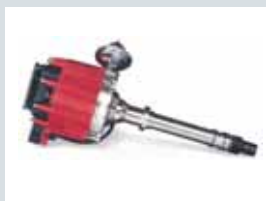
Aluminum covers with raised Bowtie insignia and Chevrolet name.



88961867

Distributor, Aluminum Billet HEI

CNC-machined housing, ball bearing guide, oversized shaft and long sintered bushing. Mechanical and vacuum advance. Brass terminal cap. Connector 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.



12485506

Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



14058915

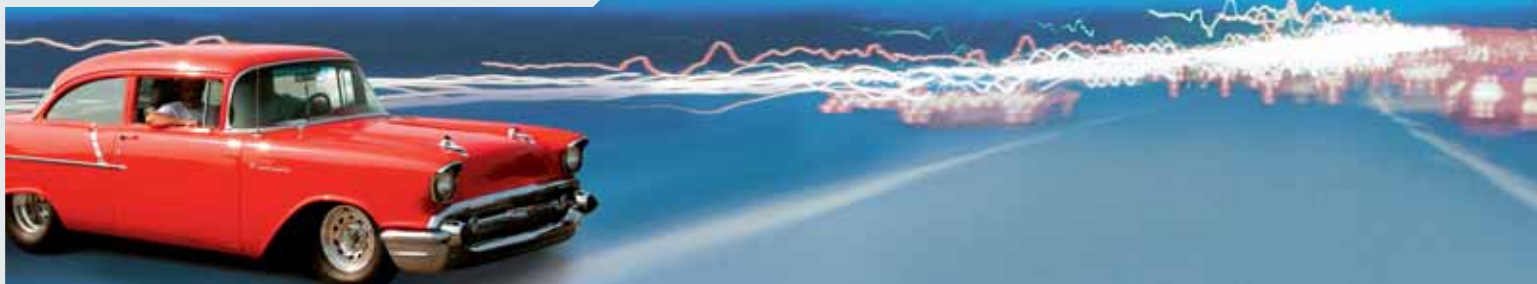
Aluminum Water Pump, short-style

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



ALSO AVAILABLE

Roller Rocker Arm Set	12361323	Transmission Mount (700R4)	22188145
Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
Fuel Pump, Street Performance (Chevy Big-Block)	12355614	Fan Clutch (serpentine)	12383418
4L85E Transmission	19156257	Fan Clutch (V-belt)	15699657
Transmission Controller	12487316	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		



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 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:

Part Number:	12568778	Cylinder heads (P/N 12562920):	Iron rectangular port; 118cc chambers
Engine type:	Chevy big-block V-8	Valve size (in):	2.19 intake / 1.88 exhaust
Displacement (cu in):	502	Compression ratio:	8.75:1
Bore x stroke (in):	4.47 x 4.00	Rocker arms (P/N 12523976):	Stamped steel
Block (P/N 10237292):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.7:1
Crankshaft (P/N 10183723):	Forged steel	Water pump (P/N 12484890):	Cast iron, long-style
Connecting rods (P/N 10198922):	Forged steel, shot peened	Flexplate (P/N 10185034):	14"
Pistons (P/N 12533507):	Forged aluminum	Recommended fuel:	92 octane
Camshaft type (P/N 24502611):	Hydraulic roller	Ignition timing:	36° total @ 3600 rpm, with vacuum advance disconnected
Camshaft lift (in):	.510 intake / .540 exhaust	Maximum rpm:	5500
Camshaft duration (@.050 in)	211° intake / 230° exhaust		

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.

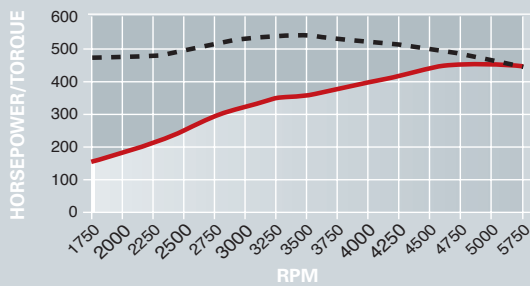


POSSIBLE APPLICATIONS*

- **A hot Chevy that deserves a stroked 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 320 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-1977 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, without A/C	12498741	Transmission Mount (TH400)	17990778
Spark Plug Wires and Loom Kit	12495078	Transmission Mount (4L60 & 4L80)	15767858
4L85-E Transmission	19156257	Fan Clutch (serpentine)	12383418
Transmission Controller	12487316	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
Transmission Mount (700R4)	22188145		

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.



12485506 Carburetor, Holley 750-cfm

Holley model 4160 four-barrel has polished finish, center-hung fuel bowls, dual feed, vacuum secondaries, and automatic electric choke. Bolts and gaskets included.



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.





12496963

ZZ502/502 Base

WHAT'S HOT?

■ 502 horsepower

■ Forged steel crank

■ Four-bolt mains

Build-it-yourself kit of 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 110 cc 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:

Part Number:	12496963	Camshaft duration (@.050 in):	224° intake / 234° exhaust
Engine type:	Chevy big-block V-8	Cylinder heads (P/N 12363390):	Aluminum oval port; 110cc chambers
Displacement (cu in):	502	Valve size (in):	2.25 intake / 1.88 exhaust; stainless steel
Bore x stroke (in):	4.47 x 4.00	Compression ratio:	9.6:1
Block (P/N 10237292):	Cast iron with 4-bolt main caps	Rocker arms (P/N 12368082):	Stamped steel
Crankshaft (P/N 10183723):	Forged steel	Rocker arm ratio:	1.7:1
Connecting rods (P/N 10198922):	Forged steel, shot peened	Recommended fuel:	92 octane
Pistons (P/N 12533507):	Forged aluminum	Ignition timing:	8° BTDC @ 800 rpm; 36° total @ 5000 rpm
Camshaft type (P/N 12366543):	Hydraulic roller	Maximum rpm:	5800
Camshaft lift (in):	.527 intake / .544 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.

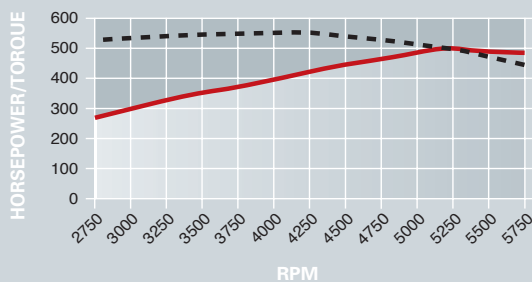


POSSIBLE APPLICATIONS*

- 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 320 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

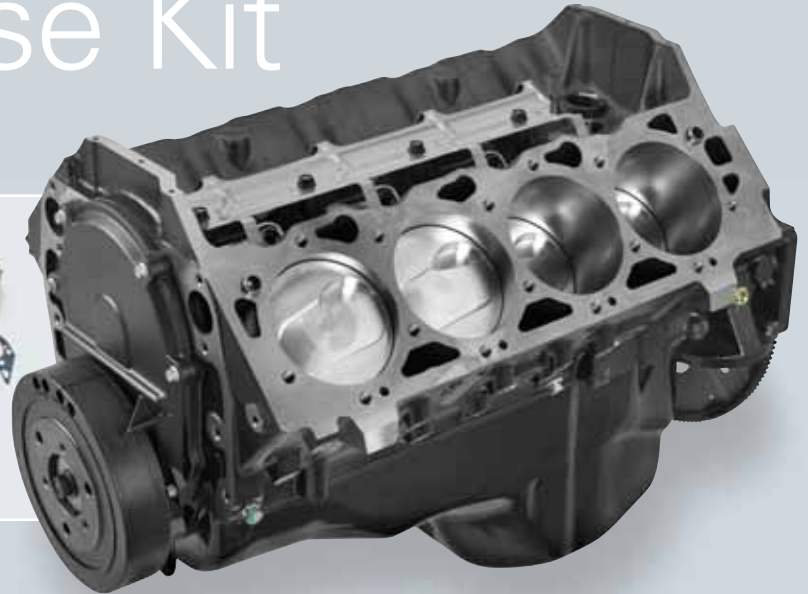
- Clutch linkage boss is cast into block, but must be drilled and tapped. When using cast iron exhaust manifolds, lower head bolts may need to be replaced with bolts with shorter heads, for clearance.
- Requires electric fuel pump because Gen VI block has no mechanical pump boss
- Comes with a 14" automatic transmission flexplate.
- Intended for pre-1977 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-1977 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-1977 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, 7/16" stud.



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.



12371244 Natural Finish Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



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.



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.



12341985 Bowtie Air Cleaner Nut

Large Bowtie center nut. Fits 1/4-20 and 5/16-18 studs.



ALSO AVAILABLE

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (TH400)	17990778
4L85E Transmission	19156257	Transmission Mount (4L60 & 4L80)	15767858
Transmission Controller	12487316	Fan Clutch (serpentine)	12383418
Motor Mount (2 req)	15529452	Fan Clutch (V-belt)	15699657
Motor Mount Bracket (2 req)	14067103	Fan Blade - 5 blade (serpentine)	15989194
Motor Mount Bolt (2 req)	460308	Fan Blade - 5 blade (V-belt)	15734247
Transmission Mount (700R4)	22188145	Fan Studs - (serpentine - 4 req)	382919



12496962

ZZ502/502 Deluxe

WHAT'S HOT?

■ 502 cubic inches


■ 502 horsepower!

■ 567 lb.-ft. of torque!

The ultimate crate engine kit for a 502" big-block.

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 completely assembled from the factory. It includes a Holley 850-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:

Part Number:	12496962	Compression ratio:	9.6:1
Displacement (cu in):	502	Rocker arms (P/N 12368082):	Stamped steel
Bore x stroke (in):	4.47 x 4.00	Rocker arm ratio:	1.7:1
Block (P/N 10237292):	Cast iron with 4-bolt main caps	Distributor (P/N 93440806):	HEI type
Crankshaft (P/N 10183723):	Forged steel	Carburetor (P/N 12366996):	850 cfm
Connecting rods (P/N 10198922):	Forged steel, shot peened	Water pump (P/N 14058915):	Aluminum, short-style
Pistons (P/N 12533507):	Forged aluminum	Spark plugs & wires:	Included
Camshaft type (P/N 12366543):	Hydraulic roller	Starter (P/N 9000852):	Included
Camshaft lift (in):	.527 intake / .544 exhaust	Flexplate (P/N 10185034):	14"
Camshaft duration (@.050 in):	224° intake / 234° exhaust	Recommended fuel:	92 octane
Cylinder heads (P/N 12363390):	Aluminum oval port; 110cc chambers	Ignition timing:	8° BTDC @ 800 rpm; 36° total @ 5000 rpm
Valve size (in):	2.25 intake / 1.88 exhaust; stain less steel	Maximum rpm:	5800

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.

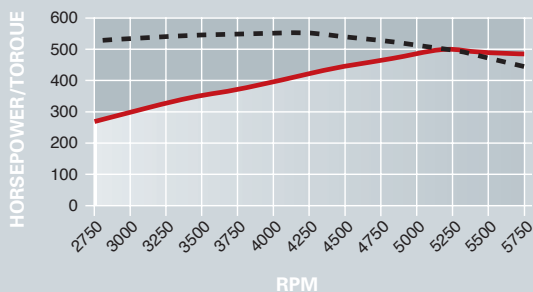


POSSIBLE APPLICATIONS*

- Anything that you want to have over 500 horsepower in
- 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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.

ZZ502/502 DYNO CHART



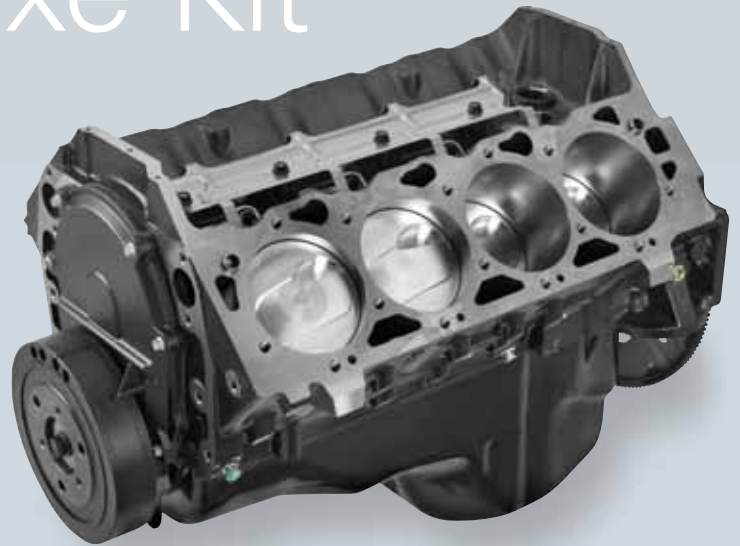
Horsepower: 502 @ 5200 rpm **Torque (lb-ft): 567 @ 4200 rpm**

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-1977 street vehicles or all off-road vehicles.
- Not intended for marine applications.

12371171

ZZ502 Deluxe Kit



Building on the very popular ZZ502/502 Base engine kit, GM Performance Parts offers you the Deluxe 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 850-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-1977 street vehicles and all off-road vehicles. Not intended for marine use.



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

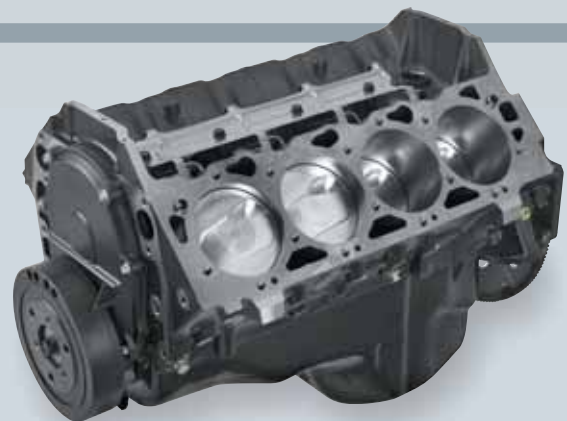


GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

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-1977 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, 7/16" stud.



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.



12371244 Natural Finish Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



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.



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.



12341985 Bowtie Air Cleaner Nut

Large Bowtie center nut. Fits 1/4-20 and 5/16-18 studs.



ALSO AVAILABLE

Serpentine Accessory Drive Belt System, w/o A/C	12498741	Transmission Mount (TH400)	17990778
4L85E Transmission	19156257	Transmission Mount (4L60 & 4L80)	15767858
Transmission Controller	12487316	Fan Clutch (serpentine)	12383418
Motor Mount (2 req)	15529452	Fan Clutch (V-belt)	15699657
Motor Mount Bracket (2 req)	14067103	Fan Blade - 5 blade (serpentine)	15989194
Motor Mount Bolt (2 req)	460308	Fan Blade - 5 blade (V-belt)	15734247
Transmission Mount (700R4)	22188145	Fan Studs -(serpentine - 4 req)	382919



12499121

Ram Jet 502

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 GMPP 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 neck-snapping 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" forged crankshaft, 4.47" forged aluminum pistons, forged rods, and a 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.



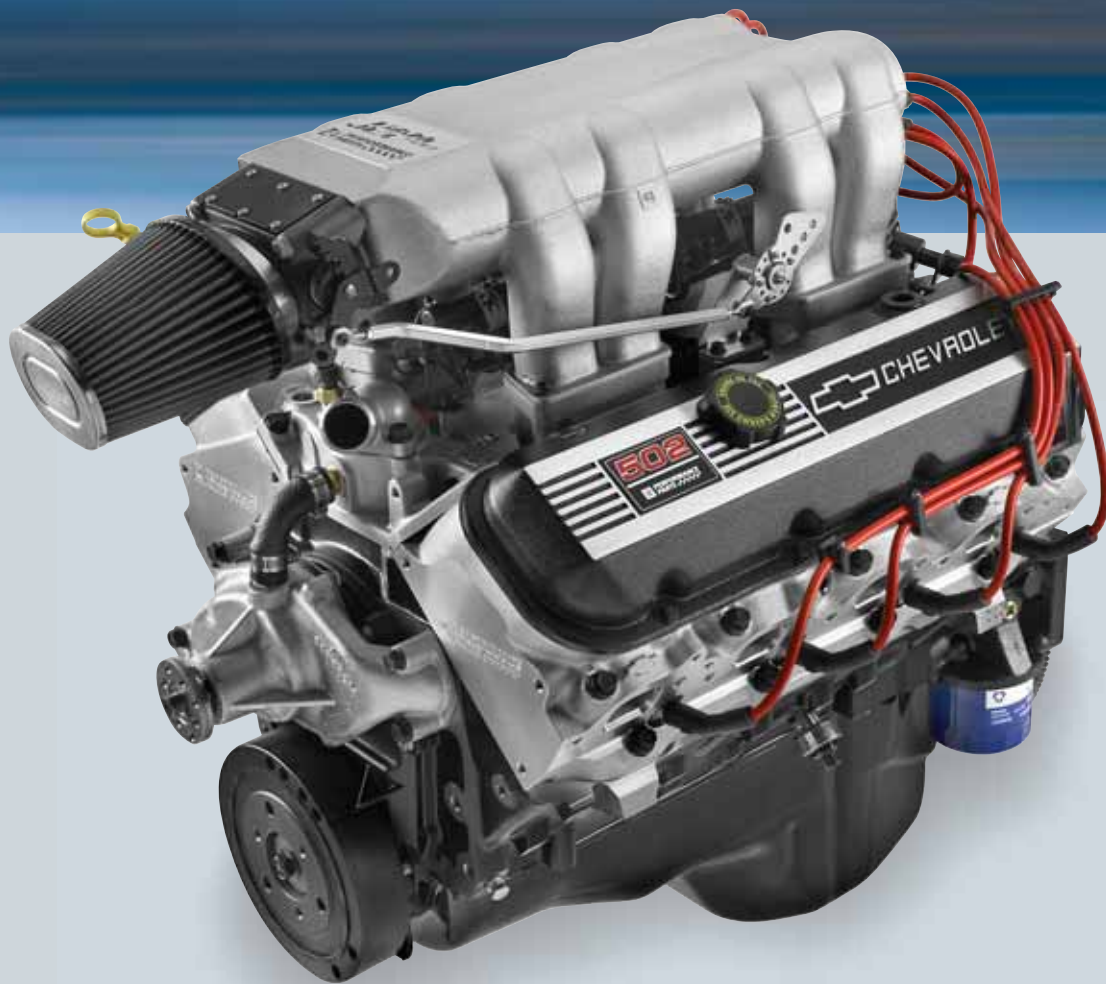
GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.



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

RAM JET 502 TECH SPECS:

Part Number:	12499121	Compression ratio:	9.6:1
Engine type:	Chevy big-block V-8	Rocker arms (P/N 12368082):	Stamped steel
Displacement (cu in):	502	Rocker arm ratio:	1.7:1
Bore x stroke (in):	4.47 x 4.00	Distributor (P/N 1104060):	HEI type
Block (P/N 10237292):	Cast iron with 4-bolt main caps	Throttle body (P/N 17113524):	Included
Crankshaft (P/N 10183723):	Forged steel	Water pump (P/N 14058915):	Aluminum, short-style
Connecting rods (P/N 10198922):	Forged steel, shot peened	Spark plugs & wires:	Included
Pistons (P/N 12533507):	Forged aluminum	Starter (P/N 9000852):	Included
Camshaft type (P/N 12366543):	Hydraulic roller	Flexplate (P/N 10185034):	14"
Camshaft lift (in):	.527 intake / .544 exhaust	Recommended fuel:	92 octane
Camshaft duration (@.050 in):	224° intake / 234° exhaust	Ignition timing:	8° BTDC @ 800 rpm; 36° total @
Cylinder heads (P/N 12363390):	Aluminum oval port; 110cc chambers		5000 rpm
Valve size (in):	2.25 intake / 1.88 exhaust; stainless steel	Maximum rpm:	5800

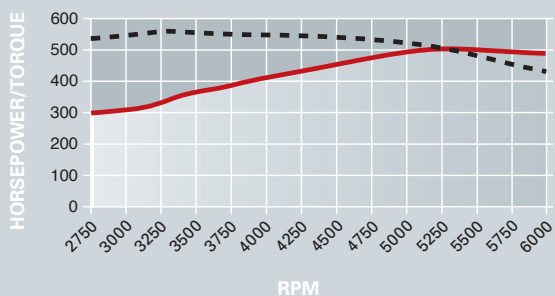


POSSIBLE APPLICATIONS*

- 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 320 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

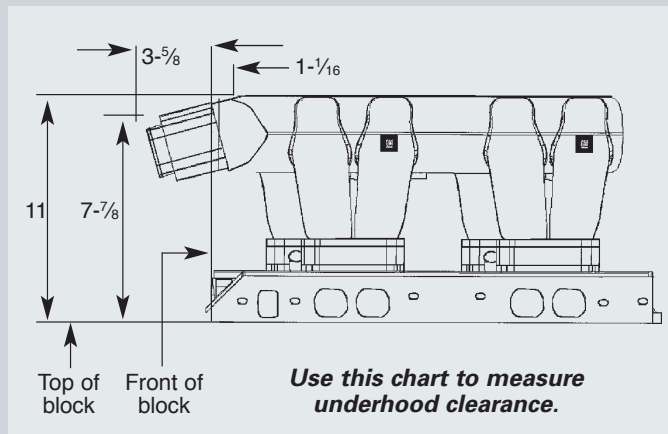
INSTALLATION NOTES

- 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.

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 1976 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, 7/16" stud.



25534323 Black Powder-Coated Valve Covers

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



12342024 Chrome Waterneck

Chrome water neck with neoprene O-ring and chrome bolts for 1966-1975 Chevrolet, Camaro, and Chevelle V-8 engines.



12371244 Natural Finish Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



12341989 Push-in Breather Cap

Round, 3" diameter with Bowtie logo for covers with 1.22" diameter hole. Use with grommet set P/N 12341892.



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	12498741	Transmission Mount (TH400)	17990778
4L85E Transmission	19156257	Transmission Mount (4L60 & 4L80)	15767858
Transmission Controller	12487316	Fan Clutch (serpentine)	12383418
Motor Mount (2 req)	15529452	Fan Clutch (V-belt)	15699657
Motor Mount Bracket (2 req)	14067103	Fan Blade - 5 blade (serpentine)	15989194
Motor Mount Bolt (2 req)	460308	Fan Blade - 5 blade (V-belt)	15734247
Transmission Mount (700R4)	22188145	Fan Studs - (serpentine - 4 req)	382919



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" lift perimeters 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 Demon 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:

Part Number:	12498793	Valve size (in):	2.25 intake / 1.88 exhaust; stainless steel
Engine type:	Chevy big-block V-8	Compression ratio:	9.6:1
Displacement (cu in):	572	Rocker arms (P/N 12361323):	Aluminum roller style
Bore x stroke (in):	4.560 x 4.375	Rocker arm ratio:	1.7:1
Block (P/N 25534368):	Cast iron with 4-bolt main caps	Distributor (P/N 88961867):	HEI
Crankshaft (P/N 88961554):	Forged steel	Carburetor (P/N 88961560):	850 cfm
Connecting rods (P/N 88962926):	Forged steel, shot peened	Water pump (P/N 14058915):	Aluminum, short-style
Pistons (P/N 88962925):	Forged aluminum	Spark plugs & wires:	Included
Camshaft type (P/N 88961557):	Hydraulic roller	Flexplate (P/N 12561217):	14"
Camshaft lift (in):	.632 intake / .632 exhaust	Recommended fuel:	92 octane
Camshaft duration (@.050 in)	254° intake / 264° exhaust	Ignition timing:	36° total @ 5000 rpm
Cylinder heads (P/N 12499255):	Aluminum rectangular port, 118 cc chambers	Maximum rpm:	6000

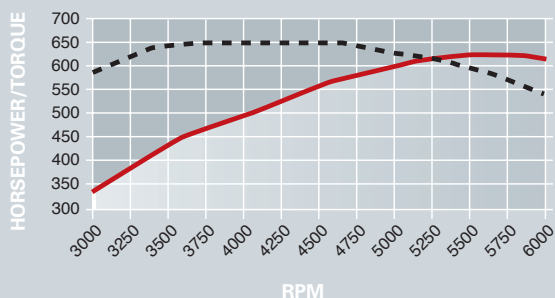


POSSIBLE APPLICATIONS*

- 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 320 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-1977 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 drives the stainless steel valves. Chromemoly retainers, roller rocker arms and dual valve springs help make the valvetrain virtually bullet-proof.



NOTE: Intended for pre-1977 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-1977 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.



25534374 Orange Powder-Coated Valve Covers

Aluminum covers with raised Bowtie insignia and Chevrolet name.



88962217 Carburetor, Demon 1090

Get that 572/720 look, with all the street ability of the 620. Some tuning will be required.



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	12498741	Fuel Pressure Regulator Kit	17113678
Black Powder-Coated Valve Covers	25534223	Fuel Filter	859619
Chrome Tall Bowtie Valve Cover	12342099	Motor Mount (2 req)	15529452
4L85E Transmission	19156257	Motor Mount Bracket (2 req)	14067103
Transmission Controller	12487316	Motor Mount Bolt (2 req)	460308
Classic Air Cleaner	12342071	Transmission Mount (700R4)	22188145
Bowtie Air Cleaner Nut	12341985	Transmission Mount (TH400)	17990778
Chrome Wire Loom Kit	12342049	Transmission Mount (4L60 & 4L80)	15767858
Electric Fuel Pump, High Output	25115899		



12498827

ZZ572/720R Deluxe

WHAT'S HOT?

■ R stands for RACE!

■ Designed to RACE!


■ Orange just looks fast!


The ultimate beast!

When our GM Performance Parts engineers sat down and designed the ZZ572/720R, we told them to build something nasty. We think they accomplished that mission with 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.

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.

The ZZ572/720R is rated at 720 horsepower at 6250 rpm and 685 lb.-ft. of gut-wrenching torque at 4500 rpm. The short block is built with 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 1090-cfm Demon four-barrel carburetor, tall-deck single-plane intake manifold, HEI distributor, aluminum short-style water pump, and 8 mm spark plug wires. Distinctive "572" cast aluminum valve covers complete the package. 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:

Part Number:	12498827	Valve size (in):	2.25 intake / 1.88 exhaust
Engine type:	Chevy big-block V-8		stainless steel
Displacement (cu in):	572	Compression ratio:	12:1
Bore x stroke (in):	4.560 x 4.375	Rocker arms (P/N 12361323):	Aluminum roller style
Block (P/N 25534368):	Cast iron with 4-bolt main caps	Rocker arm ratio:	1.7:1
Crankshaft (P/N 88961554):	Forged steel	Distributor (P/N 10093387):	HEI
Connecting rods (P/N 88962926):	Forged steel, shot peened	Carburetor (P/N 88962217):	1090 cfm
Pistons (P/N 88963227):	Forged aluminum	Water pump (P/N 14058915):	Aluminum, short-style
Camshaft type (P/N 88962216):	Mechanical roller	Spark plugs & wires:	Included
Camshaft lift (in):	.714 intake / .714 exhaust	Recommended fuel:	110 octane race gas
Camshaft duration (@.050 in):	266° intake / 274° exhaust	Ignition timing:	36° total @ 5000 rpm
Cylinder heads (P/N 88961160):	Aluminum rectangular port, 118 cc chambers	Maximum rpm:	6750

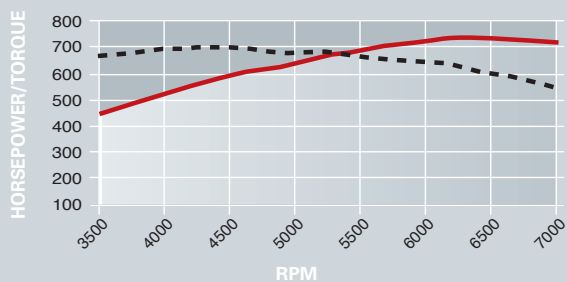


POSSIBLE APPLICATIONS*

- **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 320 for specific warranty information. Some applications may not be emission legal; check state and local ordinances.*

ZZ 572/720 DYNO CHART



Horsepower: 720 @ 6250 rpm

Torque: 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 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-1977 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, minus the water pump, carburetor, intake manifold, distributor, and spark plug wires. This gives you the option of using a carb you already have.

GM Performance Parts integrated, durability-tested, and validated this combination and determined it works best with the Deluxe version's 1090-cfm Demon four-barrel carburetor, tall-deck single-plane intake manifold, HEI distributor, aluminum short-style water pump, and 8 mm spark plug wires. Order all the parts to complete the engine from your GM Performance Parts dealer or finish with your custom parts.

 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.





NOTE: Intended for pre-1977 street vehicles and all off-road vehicles. Not intended for marine use.

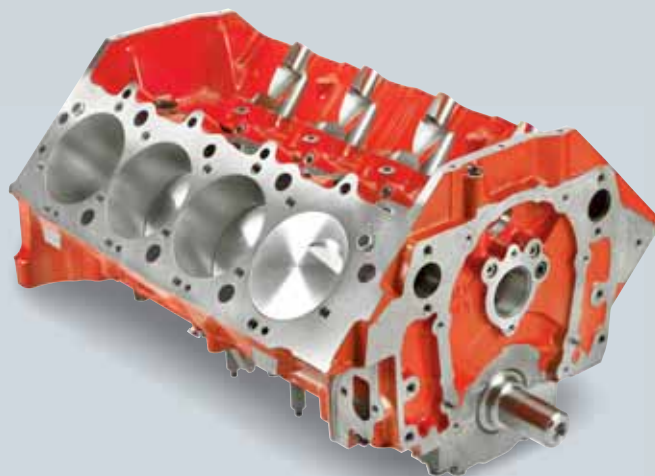
12498825

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 dealer or finish it off with your own custom parts. Don't forget to order the special "572 CHEVROLET" cast aluminum valve covers.

 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.



NOTE: Intended for pre-1977 street vehicles and all off-road vehicles. Not intended for marine use.

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	12498741	Motor Mount Bolt (2 req)	460308
Black Powder-Coated Valve Covers	25534223	Transmission Mount (700R4)	22188145
4L85E Transmission	19156257	Transmission Mount (TH400)	17990778
Transmission Controller	12487316	Transmission Mount (4L60 & 4L80)	15767858
Fuel Pressure Regulator	10185094	Fan Clutch (serpentine)	12383418
Fuel Filter	854619	Fan Clutch (V-belt)	15699657
Black valve covers	25534223	Fan Blade – 5 blade (serpentine)	15989194
Lightweight starter	9000852	Fan Blade – 5 blade (V-belt)	15734247
Motor Mount (2 req)	15529452	Fan Studs – (serpentine – 4 req)	382919
Motor Mount Bracket (2 req)	14067103		

RPO Engines

General 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-cylinders, including the exciting 205 hp, supercharged 2.0-liter engine found in today's Cobalt SS. GM Performance Parts also offers

two versions of the 3.8 liter supercharged V6 engine that powers the late model Buick Regal GS and Pontiac Grand Prix GTP to such amazing performance levels. In addition, you can choose the 4.6-liter Northstar or 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 2.2 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.

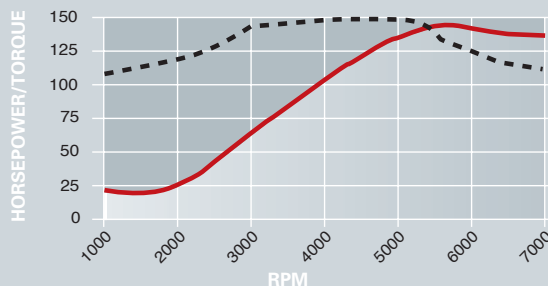


GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

ECOTEC 2.2L TECH SPECS:

Part Number:	12499679
Engine type:	DOHC inline four-cylinder
Displacement (cu in):	134 (2189 cc)
Bore x stroke (in):	3.39 x 3.72 (86 mm x 94.6 mm)
Block:	Cast aluminum
Cylinder heads:	Aluminum
Compression ratio:	10.0:1
Fuel system:	Sequential port injection
Maximum rpm:	6450

ECOTEC 2.2L DYNO CHART



Horsepower: 145 @ 5400 rpm **Torque (lb-ft): 155 @ 4000 rpm**



19156264

Ecotec 2.0L Supercharged


Forced induction fun for your sport compact!


There are just three words to describe the addition of a supercharger to the already-potent Ecotec four-cylinder: Sport compact supremacy!

Standard equipment in the Saturn ION Redline and 2005 Chevy Cobalt SS Supercharged, the Ecotec 2.0L Supercharged engine is a compact powerhouse that devours the competition with the instantaneous power that only a Roots-type supercharger delivers. With the blower and a specially prepared reciprocating assembly—including a tough, forged-steel crankshaft—the engine produces 205 horsepower and 200 lb.-ft. of torque—more than enough to provide a "civics" lesson to smug competitors.

This brand-new GMPP crate engine is delivered in production trim, for easier installation.



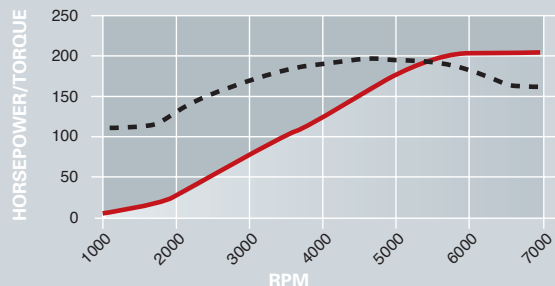
 GM Performance Parts crate engines include a twelve-month, 12,000-mile warranty.

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

ECOTEC 2.0L SUPERCHARGED TECH SPECS:

Part Number:	12499466
Engine type:	DOHC inline four-cylinder
Displacement (cu in):	122 (1996 cc)
Bore x stroke (in):	3.39 x 3.39 (86 mm x 86 mm)
Block:	Cast aluminum
Cylinder heads:	Aluminum
Compression ratio:	9.5:1
Fuel system:	Sequential port injection
Maximum rpm:	6500

ECOTEC 2.0L SC DYNO CHART



Horsepower: 205 @ 5600

Torque (lb-ft): 200 @ 4400 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, etc., 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.

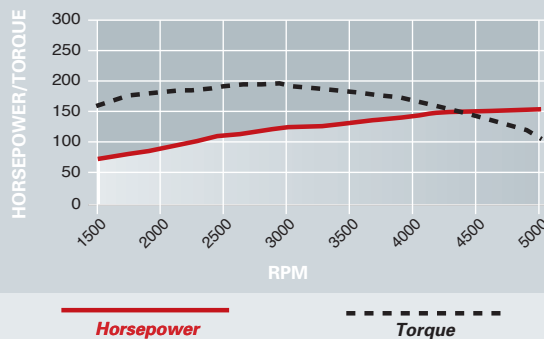
HT 3.4 V-6 TECH SPECS:

Part Number:	12363230
Engine type:	OHV V-6
Displacement (cu in):	204
Bore x stroke (in):	3.62 x 3.31
Block:	Iron
Cylinder heads:	Iron
Compression ratio:	9.0:1
Maximum rpm:	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.



12499469

3800 Series II Supercharged

GM's legendary supercharged six-cylinder packs V-8-style power!

The supercharged 3800 V-6 has been a staple of GM's mid-size and full-size sedans for nearly 15 years! Thanks to the Roots-type supercharger, the compact 3800 Series II V-6 delivers the satisfying power of a V-8 with the economy of a six-cylinder.

Delivered in production-style trim, this crate engine is similar to that found in the 2005 Chevy Impala SS, Chevy Monte Carlo SS Supercharged and '03 Buick Regal GS and '03 Grand Prix GTP. The assembly includes items such as the exhaust manifolds, injectors, fuel rails and supercharger already installed.

This brand-new 3.8L 3800 Series II Supercharged V-6 makes a great alternative to salvage and rebuilt engines. It also is a leader in performance value!



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

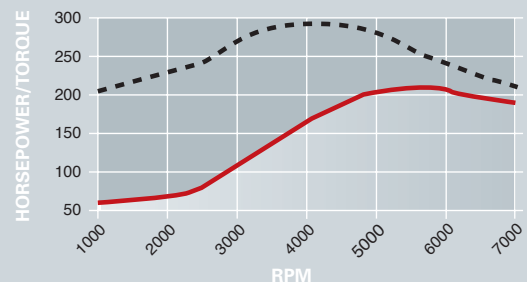


GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

3.8L 3800 SERIES II TECH SPECS:

Part Number:	12499469
Engine type:	OHV V-6
Displacement (cu in):	231
Bore x stroke (in):	3.8 x 3.4
Block:	Iron
Cylinder heads:	Iron
Compression ratio:	8.5:1
Fuel system:	Sequential port injection
Maximum rpm:	6000

3800 SERIES II SC DYNO CHART



Horsepower: 240 @ 5200

Torque (lb-ft): 280 @ 3600 rpm



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.



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 II TECH SPECS:

Part Number:	12499470
Engine type:	OHV V-6
Displacement (cu in):	231
Bore x stroke (in):	3.8 x 3.4
Block:	Iron
Cylinder heads:	Iron
Compression ratio:	8.5:1
Fuel system:	Sequential port injection
Maximum rpm:	5900

3.8L 3800 SERIES III SC DYNO CHART



Horsepower: 260 @ 5400 rpm **Torque (lb-ft): 280 @ 3600 rpm**



19156265

4.6L Northstar V-8 VVT

The Cadillac of crate engines!

When it comes to refinement and high-tech sophistication, you can't beat the 4.6L Northstar V-8 VVT. It is standard equipment in the popular Cadillac XLR sports car and is available in both the Cadillac SRX crossover vehicle and all-new STS performance sedan.

An all-aluminum dual-overhead cam engine with four valves per cylinder, this is the redesigned 4.6L Northstar for rear-wheel-drive applications. It employs variable valve timing to optimize performance and economy at every rpm level and for every driving condition. A low-restriction intake manifold and special cylinder head intake ports draw air from an electronically controlled throttle body.

This crate engine is delivered in production trim, including the exhaust manifolds, fuel rails, injectors and water pump. An all-new engine, it makes a great alternative to salvage and rebuilt engines. It's high-tech look and smooth performance make it ideal for street rods and kit-assembled vehicles.



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

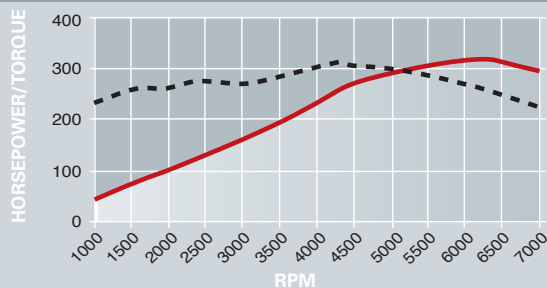


GM Performance Parts *does not* utilize any used or remanufactured parts in this crate engine.

4.6L NORTHSTAR V-8 VVT SPECS:

Part Number:	12499468
Engine type:	DOHC V-8
Displacement (cu in):	278 (4565 cc)
Bore x stroke (in)	3.66 x 3.30 (93 mm x 84 mm)
Block:	Aluminum
Cylinder heads:	Aluminum
Compression ratio:	10.5:1
Fuel system:	Port fuel injection
Maximum rpm:	6450

4.6L NORTHSTAR V-8 DYNO CHART



Horsepower: 320 @ 6400 rpm Torque (lb-ft): 310 @ 4400 rpm



17802896

NEW

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 (1.65 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.

Simply put, Cadillac's new supercharged Northstar 4.4L (LC3) V-8 is a showcase of advanced engine technology. Cadillac engineers held nothing back when building the exciting new LC3 supercharged V-8. They wanted an excellent idle, smooth throttle response, and exhilarating top end power. To do this, they developed a new inter-cooled roots-style supercharger to work with the Northstar's infinitely 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.

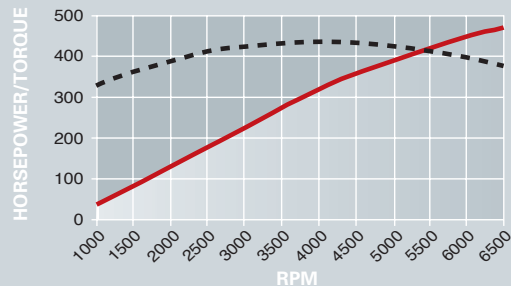


GM Performance Parts does not utilize any used or remanufactured parts in this crate engine.

LC3 NORTHSTAR TECH SPECS:

Part Number:	17802896
Engine type:	DOHC V-8
Displacement (cu in):	267 (4.4L)
Bore x stroke (in)	3.58 x 3.31 (91mm x 84mm)
Block:	Aluminum
Cylinder heads:	Aluminum
Compression ratio:	9.0:1
Fuel system:	Sequential fuel injection
Maximum rpm:	6700

LC3 NORTHSTAR DYNO CHART



Horsepower: 469 @ 6400 rpm Torque (lb-ft): 439 @ 3900 rpm

Small-Block Components

It 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.

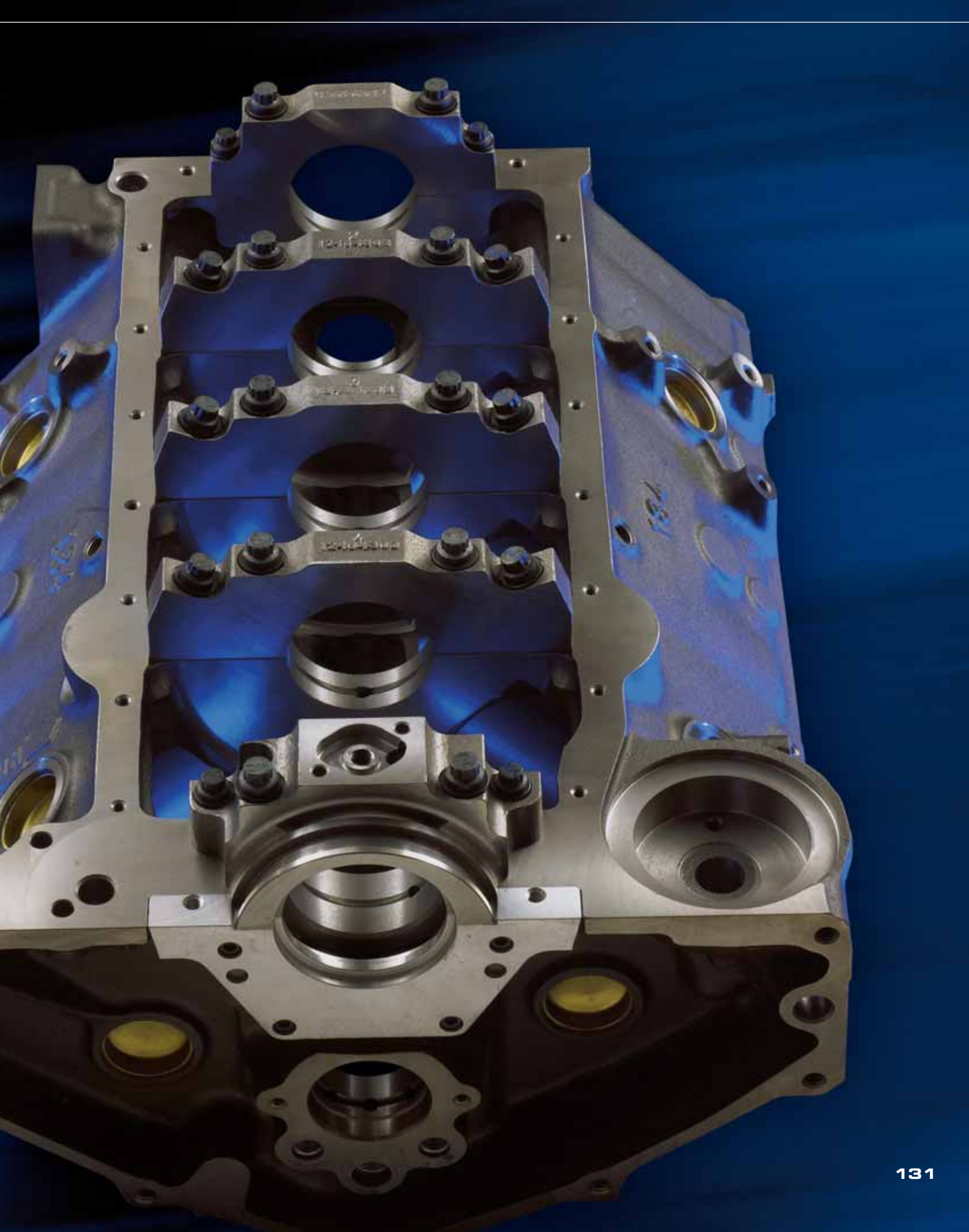
The block is the foundation of any high performance engine build, and GM Performance Parts has the most diverse selection of custom-manufactured, custom-machined after-market performance blocks on the market! Whether you are looking for a cast iron Production block for a quick rebuild, a Bowtie Block 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 No.	Deck Height	F Pump Boss	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
10105123	14093638	9.025	Std	Open	4.000-4.030	4	Straight	Grey Iron	350 size	Wet	1 Pc	3.75	181	350	Street	133
88962516		9.025	Std	Open	4.005-4.030	4	Straight	Grey Iron	350 size	Wet	1 Pc	3.80	181	450	Street	133
10066034		9.025	Std	Open	4.000-4.030	4	Straight	Grey Iron	350 size	Wet	2 Pc	3.75		350	Street	133
10051183	10051184	9.025	Std	Siamese	4.000-4.090	2	Straight	Grey Iron	350 size	Wet	1 Pc	3.75	187	400	Street	134
10185047	10051184	9.025	Std	Siamese	3.980-4.090	4	Straight	Grey Iron	350 size	Wet	1 Pc	3.75	182	450	Amateur	135
12480174	10051184	9.025	Std	Siamese	3.980-4.155	4	20 Deg	Nodular	350 size	Wet	1 Pc	3.75	196	500	Amateur	135
12480047	10051184	9.025	Std	Siamese	3.980-4.155	4	20 Deg	Nodular	350 size	Wet	2 Pc	3.75	208	500	Amateur	135
12480175	10051184	9.025	Std	Siamese	4.117-4.155	4	20 Deg	Nodular	350 size	Wet	1 Pc	3.75	196	500	Amateur	135
12480157	10051184	9.025	Std	Siamese	4.117-4.155	4	20 Deg	Nodular	350 size	Wet	2 Pc	3.75	196	500	Amateur	135
12480049	10051184	9.025	Std	Siamese	3.980-4.155	4	20 Deg	Nodular	400 size	Wet	2 Pc	3.75	208	500	Amateur	135
12480159	10051184	9.025	Std	Siamese	4.117-4.155	4	20 Deg	Nodular	400 size	Wet	2 Pc	3.75	196	500	Amateur	135
24502501	10051182	9.025	Std	Open	3.875-4.030	4	20 Deg	8620 Stl	350 size	Wet	2 Pc	3.75	190	650	Pro	136
24502503	10051184	9.025	Std	Siamese	3.980-4.155	4	20 Deg	8620 Stl	350 size	Wet	2 Pc	3.75	208	700	Pro	137
12480045	10051184A	9.025	Std	Siamese	4.116-4.185	4	17 Deg	4140 Stl	283 size	Dry	2 Pc	3.75	192	800	Pro	138
12480046	10051184A	9.025	Std	Siamese	4.116-4.185	4	17 Deg	4140 Stl	350 size	Dry	2 Pc	3.75	192	800	Pro	138

SHORT DECK CAST IRON BLOCK

Part Number	Cast No.	Deck Height	F Pump Boss	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
12480050	12480050	8.700	Std	Siamese	3.980-4.190	4	20 Deg	8620 Stl	283 size	Dry	2 Pc	3.48	216	800	Pro	137
24502650	24502650C	8.325	Std	Siamese	3.980-4.185	4	20 Deg	8620 Stl	283 size	Dry	2 Pc	3.25	167	800	Pro	137

SB2.2 BLOCKS

Part Number	Cast No.	Deck Height	F Pump Boss	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
12480097	10051184A	9.025	SB2.2	Siamese	4.116-4.185	4	17 Deg	4140 Stl	283 size	Dry	2 Pc	3.75	192	800	Pro	138
12480098	10051184A	9.025	SB2.2	Siamese	4.116-4.185	4	17 Deg	4140 Stl	350 size	Dry	2 Pc	3.75	192	800	Pro	138

ROX SB2.2 BLOCK

Part Number	Cast No.	Deck Height	F Pump Boss	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
25534453	25534351	9.025	None	Siamese	4.166-4.250	4	17 Deg	4140 Stl	283 size	Dry	2 Pc	3.75	196	800	Pro	139

ROX NON SB2.2 BLOCK

Part Number	Cast No.	Deck Height	F Pump Boss	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
25534452	25534351	9.025	None	Siamese	4.166-4.250	4	17 Deg	4140 Stl	283 size	Dry	2 Pc	3.75	196	800	Pro	139

ROCKET BLOCK

Part Number	Cast No.	Deck Height	F Pump Boss	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
22551788		9.025	Std	Siamese	4.000-4.180	4	18 Deg	Steel	350 size	Wet	2 Pc	4.125	200	500	Pro	140

ALUMINUM SMALL-BLOCKS

Part Number	Cast No.	Deck Height	F Pump Boss	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
10185075	10134398	9.025	Std	Siamese	3.986-4.135	4	20 Deg	8620 Stl	350 size	Wet	2 Pc	3.75	90	800	Pro	141
10134400	10134398	9.025	Std	Siamese	4.117-4.135	4	20 Deg	8620 Stl	400 size	Dry	2 Pc	3.75	89	800	Pro	141
24502495	24502495	9.525	Std	Siamese	4.117-4.135	4	20 Deg	8620 Stl	400 size	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 132 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
- Clearanced 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 walls¹ and four-bolt main caps² 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 132 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)

¹ 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!

² 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 (rear)



A Two-Bolt Rear Main (no seal adapter)



A Two-Bolt Main Block



Sportsman Block (front) **B**



Sportsman Block (rear). No rear seal adapter. **B**



One-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—that is competition tested in NASCAR BUSCH and NHRA Competition Eliminator! Only GM Performance Parts can offer you such a huge selection of race blocks that have been precision, CNC-machined³ with tighter tolerances than our Bowtie blocks before you even get them. These blocks feature full race-prep machining, 4-bolt splayed⁴ 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 132 for complete specifications.

GM Performance Parts 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!
- 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 the use 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
- Oil galleries for dry sump system are oversized and tapped for pipe plugs
- Supplied with sonic data sheet
- Tested to over 650 horsepower!

³ 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.

⁴ 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 (detail)



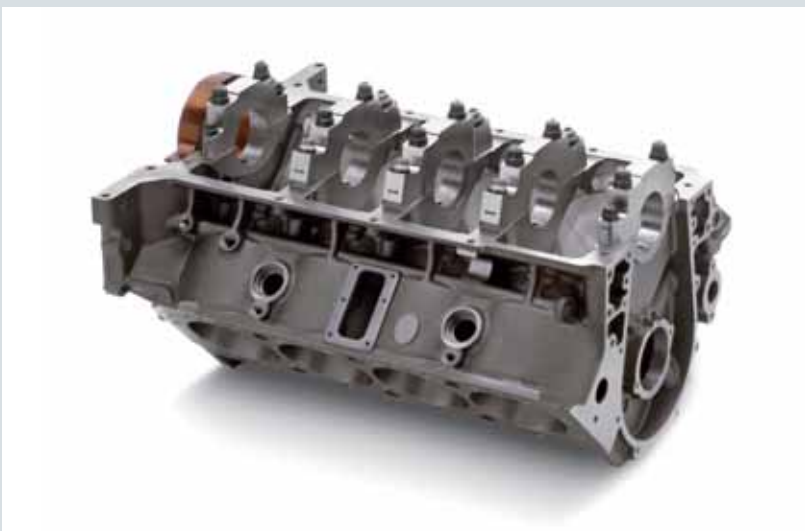
Two-Piece Rear Main Seal (detail)



ROX Race Block (front)



ROX Race Block (rear)



ROX Race Block (bottom)

GM PERFORMANCE PARTS ROX RACE BLOCKS NEW

The new GM small-block ROX 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 ROX 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 132 for complete specifications.

GM Performance Parts ROX Block Technical Notes:

- CNC-machined, Cast iron competition block
- 7/16" Priority main oil system
- 9.025" deck height
- 4-bolt ROX-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, ROX Series Block SB2.2 Lifter Pattern

- CNC-machined
- SB2.2 lifter pattern for P/N 88958667 cylinder head

25534452

283 Main, ROX Series Block Gray Iron

- CNC-machined
- Can be machined for standard, SB2 and splayed valve lifter patterns
- No lifter holes

While Supplies Last!

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 132 for complete specifications.



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 132 for complete specifications.

GM Performance Parts Aluminum 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!
- 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 spin 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-365 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-365 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

Universal-fit brackets are designed to bolt to the end of cylinder heads for removal and installation of the engine. Brackets are made from 0.200" steel and have .88" x 1.00" hook slots. Use with 3/8" or 7/16" bolts. Package includes two brackets and two 7/16" bolts.



A Universal Engine Lift Brackets

B. 88891749

Freeze Plug, 1 5/8" brass

This corrosion-resistant brass freeze plug is recommended for marine applications.

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. 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".



B Freeze Plug, 1 5/8" brass

12480018

Oil Galley Plugs, aluminum blocks (not shown)

Replacement oil galley plugs for all GM aluminum engine blocks, size AN-6.



C Cylinder Sleeve (standard)

D. 12495500

Freeze Plug & Dowel Pin Kit

Use this kit for all Chevy Gen I, and II-style small-block V-8 and 90° V-6 engines. Kit includes eight brass freeze plugs, one cam plug, five 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

This strong main bearing cap has the outer holes angled toward the oil pan rails, tying it to the strongest part of the block for greater strength and reliability in competition engines. It also 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. It is designed for blocks with 2.45" main bearings.

NOTE: Consult Chevy Power manual P/N 24502488 for machining instructions when installing played caps on blocks originally equipped with two-bolt or production-style four-bolt caps.



E Billet Steel Four-Bolt Main Cap



Billet Steel Two-Bolt Front Bearing Cap **F**



Main Bearing Kit, 383 engine **G**



Main Bearing Bolt Kit, Sportsman blocks **H**



Timing Pointer, 6.75\"/>



Small-Block Chrome Timing Cover **J**

F. 14011052

Billet Steel Two-Bolt Front Bearing Cap

Steel front main bearing cap replaces the gray iron front bearing cap on small-block V-8 and 90° V-6 blocks with 2.45\"/>

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

These sturdy main bearing cap bolts were 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\"/>

Steel timing pointer bolts on to engines with 6.75\"/>

3991436

Timing Pointer, 8\"/>

Steel timing pointer bolts on to small-block with an 8\"/>

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 to replace 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

A. 10159552

Bare Cast Iron Cylinder Head

- Bare cast iron head, no additional parts
- 64 cc combustion chamber
- Center two intake bolts are at 72° angle

93438649

Cylinder Head Assembly with valves for 290 HP

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.

- 76 cc 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

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.

B. 12558060

Cast Iron Vortec Cylinder Head Assembly

- Completely assembled with 1.94"/1.50" valves
- Uses bare head 12529093
- 64 cc 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 Bare Cast Iron Cylinder Head



B Cast Iron Vortec Cylinder Head (exhaust)



B Cast Iron Vortec Cylinder Head (intake)



B Cast Iron Vortec Cylinder Head (combustion chamber)



Bare Large Valve Cast Iron High-Performance Head (exhaust) **C**



Bare Large Valve Cast Iron High-Performance Head (intake) **C**



Bare Large Valve Cast Iron High-Performance Head (combustion chamber) **C**

PERFORMANCE NON-VORTEC REPLACEMENT HEADS

The legendary "double hump" or "Camel Back" cylinder head design was first introduced on the 1960 Corvette 283 V-8 and later used on high performance small-blocks, such as the 327 F.I. Corvette and 302 Z/28. GM Performance Parts has updated and improved it, and brought it back as a replacement head alternative.

Performance Non-Vortec Head Technical Notes:

- Cast iron cylinder head
- 64 cc combustion chamber
- Straight spark plugs
- Heat risers
- Requires early model intake manifolds
- .530" Max valve lift
- Use P/N 12495497 studs for 3/8" rocker arms
- Use P/N 3921912 studs for 7/16" rocker arms
- Use P/N 3973418 guide plates for hardened pushrods
- Valve seats can be machined for 2.02" intake valves
- Valve spring seat diameter is 1.48"

C. 12480092

Bare Large Valve Cast Iron High-Performance Head

- Machined for 2.02"/1.60" valves
- Completely bare, no studs or guide plates

88958692

Bare Cast Iron High Performance Leaded Fuel Head

- Machined for 1.94"/1.60" valves
- Non-heat-treated exhaust seats must use leaded fuel
- Completely bare, no studs or guide plates
- Same casting as P/N 12480092

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.

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 heat treated
- Valve spring seat is machined for 1.50" competition springs
- 184 cc intake runner
- 64 cc 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 66 cc combustion chamber, which offer tremendous low-lift flow numbers. They offer you Fast Burn performance in an affordable cast iron head that are often used for short-track racing applications.

Vortec Head Technical Notes:

- Cast iron small runner or large runner heads
- 66 cc 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
- 185 cc intake port
- 65 cc 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
- 215 cc intake port
- 84 cc 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)

¹Larger 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)



ZZ4 Aluminum Cylinder Head Assembly (exhaust)



ZZ4 Aluminum Cylinder Head Assembly (combustion chamber)

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 port², high-velocity intake runners, and centrally-located spark plugs³. The applications are endless.

12556463

ZZ4 Aluminum Cylinder Head Assembly

- Aluminum performance head—used on ZZ4 engines
- Completely assembled with 1.94"/1.50" valves
- 163 cc intake port
- 58 cc 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 (rollers!)

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		

²D-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!

³Centrally-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 the perfect starting point for you to build a high horsepower version of one of these engines.

12363287

LT4 Aluminum Cylinder Head Assembly (not shown)

- Aluminum performance head
- **Can only be used on 1992–newer LT1 and LT4 engines**
- Completely assembled with 2.00"/1.55" valves
- 195 cc intake port
- 54.4 cc 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 (rollers!)

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

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 (62 cc) 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 ZZ383 crate engine!

A. 12464298

Aluminum Fast Burn Cylinder Head Assembly

- CNC-machined aluminum performance head
- Completely assembled with 2.00"/1.55" valves
- 210 cc intake port, roof raised .240"
- 78 cc D-shaped exhaust ports, raised .200", requires Fel-pro gasket #1470 (may require minor trimming)
- 62 cc 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:

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 Fast Burn Cylinder Head (intake)



A Fast Burn Cylinder Head (exhaust)



A Fast Burn Cylinder Head (combustion chamber)



15°/18° Cylinder Head (exhaust)



15°/18° Cylinder Head (intake)



15°/18° Cylinder Head (combustion chamber)

LATE MODEL ALUMINUM SHORT TRACK AND NHRA COMP ELIMINATOR RACING HEADS

No one knows more about making power than GM Performance Parts! 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, thicker manifold flange areas, powerful combustion chambers, 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, (14 mm, 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"
- 60 cc "as-cast" combustion chambers
- Designed for up to 2.20"/1.625" valves
- 215 cc "as-cast" intake ports
- .080" extra material on deck face, and .055" on intake face

12370855

Semi-Finished, X-rayed 18° Cylinder Head

- Fully machined, semi-finished, **no seats or guides**
- X-ray inspected to assure quality
- Non-CNC ports and combustion chamber are "as-cast"
- 60 cc "as-cast" combustion chambers
- Designed for up to 2.20"/1.625" valves
- 215 cc "as-cast" intake port
- Based on P/N 24502580 cylinder head

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°
- 210 cc "as-cast" intake ports
- 35-37 cc "as-cast" combustion chamber
- Capable of over 900 horsepower
- Multi-NHRA world records

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
- 45 cc "as-cast" combustion chambers
- .240" Extra material around ports for professional porting
- Revised location angled spark plugs, (14 mm, 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

- 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
- 240 cc "as-cast" intake ports
- 78 cc "as-cast" exhaust ports
- 45 cc "as-cast" combustion chambers

12480147

Semi-Machined Splayed-Valve Aluminum Cylinder Head

- 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
- 240 cc "as-cast" intake ports
- 78 cc "as-cast" exhaust ports
- 45 cc "as-cast" combustion chambers
- Same casting as P/N 12480146

A. 24502517

Splayed-Valve Aluminum Cylinder Head

- Semi-machined aluminum race head
- 240 cc "as-cast" intake ports
- 78 cc "as-cast" exhaust ports
- 45 cc "as-cast" combustion chambers
- Same casting as P/N 12480146

B. 12480153 NEW

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
- 240 cc "as-cast Peanut" intake ports
- 78 cc "as-cast Peanut" exhaust ports
- 40 cc "as-cast" combustion chambers

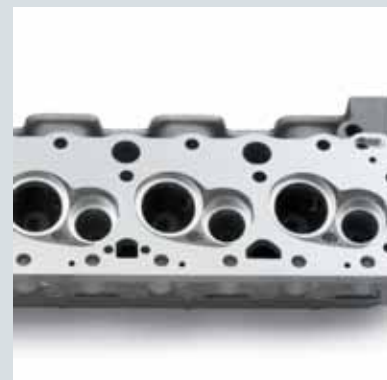
*Splayed valves point the intake and exhaust valves at the center of the cylinder bore. As the valves open, they move away from the edges of the cylinder bore, allowing a larger valve to be installed in the same bore size while dramatically increasing airflow.



A Splayed-Valve (exhaust)



A Splayed-Valve (intake)



A Splayed-Valve (combustion chamber)

NEW



B Splayed Valve R0X (exhaust)

NEW

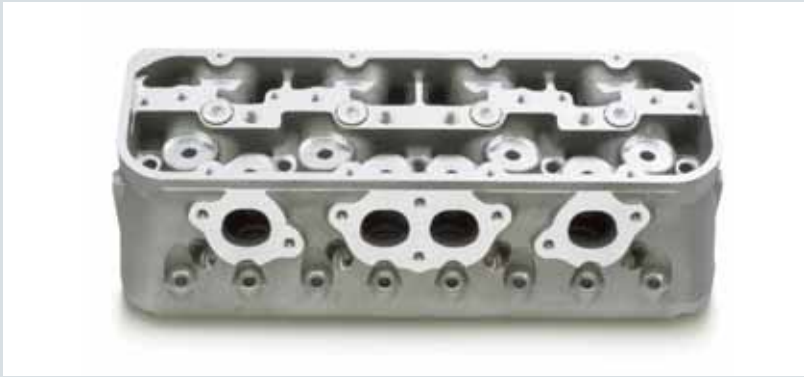


B Splayed Valve R0X (intake)

NEW



B Splayed Valve R0X (combustion chamber)



SB2.2 Cylinder Head (exhaust) **C**



SB2.2 Cylinder Head (intake) **C**



SB2.2 Cylinder Head (combustion chamber) **C**



Semi-finished SB2.2 Design ROX Aluminum Cylinder Head (exhaust) **D**



ROX SB2.2 Head (intake) **D**



ROX SB2.2 Head (combustion chamber) **D**

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 48 cc, 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, (14 mm, 5/8" hex, 3/4" reach, gasketed plugs)
- "Mirror" design intake ports are angled toward center of engine for single 4-bbl 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

C. 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
- 48 cc "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
- 48 cc "as-cast" combustion chamber

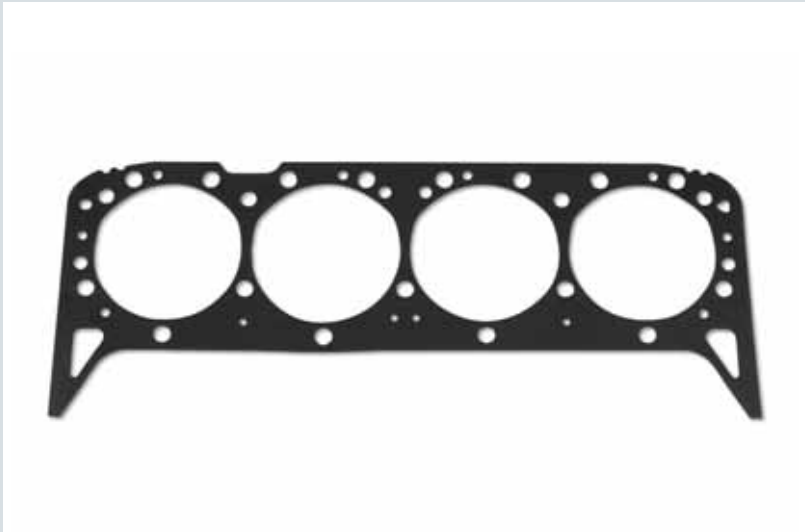
D. 88958667 **NEW**

Semi-finished SB2.2 Design ROX Aluminum Cylinder Head

- Fully CNC-machined aluminum race head
- Has cast ports and combustion chambers for professional finishing
- Machined for 4.500" bore center ROX 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
- 28 cc "as-cast" combustion chambers

SMALL-BLOCK HEADS

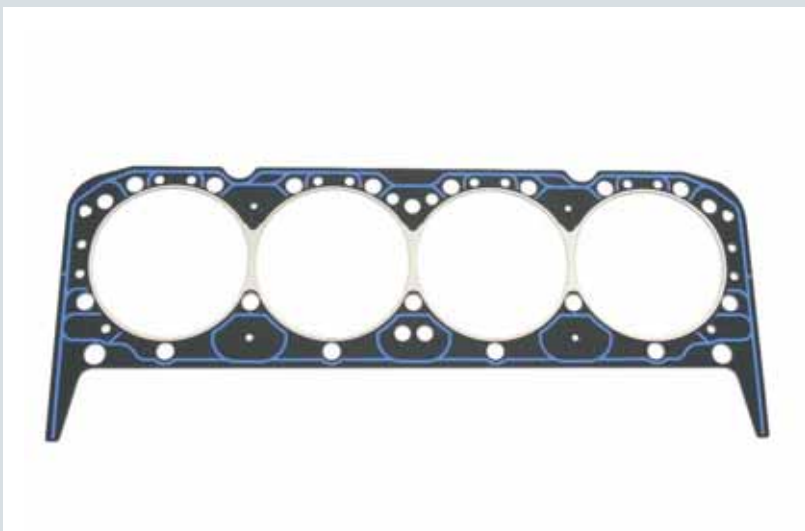
Part Number	Description	Casting Number	Mat'l	Port Size	Port Type	Valve Angle	Chbr CC's	Int Vlv	Exh Vlv	Exh port	Plug Type	Heat Riser	Rocker Stud	Notes
12480092	Camel back	3991492	Iron	157		23	64	2.02	1.60		Straight	Yes	Screw-in	Bare
88958692	Camel back	3991492	Iron	157		23	64	1.94	1.60		Straight	Yes	Screw-in	Leaded' 12480092
10125377	Gen II	14101083 or 14096217	Iron	-		23	64	1.94	1.50		Straight	Yes	Press	Assy
10159552	Gen II	141010837 or 1409621	Iron	-		23	64	1.94	1.50		Straight	Yes	Press	Bare 10125377
12363287	LT4	12555690	Alum	195		23	54.4	2.00	1.55	LT4	Angled	No	Screw-in	For LT1 or LT4
12480034	Bowtie Phase III	12480034	Iron	184		23	64	2.02	1.60		Angled	No	Screw-in	Phase 3 Bowtie
12497186	Fast burn	12367713	Alum	210	Vortec	23	62	2.00	1.55	LT4	Angled	No	Screw-in	Bare 12464298
12464298	Fast burn	12367713	Alum	210	Vortec	23	62	2.00	1.55	LT4	Angled	No	Screw-in	Assy
12556463	ZZ4	10088113	Alum	163		23	58	1.94	1.50	LT4	Angled	No	Screw-in	ZZ4 assy
12529093	Vortec	10239906 or 12558062	Iron	170	Vortec	23	64	1.94	1.50	LT4	Straight	No	Press	Bare 12558060
12558060	Vortec	10239906 or 12558062	Iron	170	Vortec	23	64	1.94	1.50	LT4	Straight	No	Press	Assy
25534351	SPVB	25534351c	Iron	185	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Bare 4421
25534371	LPVB	25534371c	Iron	215	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Bare 4431
25534421	SPVB	25534351c	Iron	185	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Assy
25534431	LPVB	25534371c	Iron	215	Vortec	23	66	2.00	1.55	LT4	Straight	No	Screw-in	Assy
24502580	18 degree semi	10134363	Alum	215	18 deg	18	60	-	-	18 deg	Angled	No	Shaft	No seats/guides
24502615	15 degree	10134363	Alum	210	18 deg	15	35-37	-	-	18 deg	Angled	No	Shaft	No seats/guides
12480129	SB2.2	12480011	Alum	-	SB2.2	SB2.2	48	2.15	1.625	SB2.2	Angled	No	Shaft	No seats/guides
12480011	SB2.2 bare	12480011	Alum	-	SB2.2	SB2.2	48	2.15	1.625	SB2.2	Angled	No	Shaft	No seats/guides
12480021	SB2.2 fully CNC	12480011	Alum	287	SB2.2	SB2.2	54	2.15	1.625	SB2.2	Angled	No	Shaft	No seats/guides
88958667	ROX SB2.2	88958667	Alum	-	SB2.2	SB2.2	28	2.15	1.625	SB2.2				
12480146	Rough bare Splay	10185040	Alum	-	Splayed	Splay	45	2.20	1.65	Splayed	Angled	No	Shaft	Rough mach 24502517
12480147	Semi mach splay	10185040	Alum	-	Splayed	Splay	45	2.20	1.65	Splayed	Angled	No	Shaft	Semi mach 12480146
24502517	Splayed valve	10185040	Alum	-	Splayed	Splay	45	2.20	1.65	Splayed	Angled	No	Shaft	No seats/guides
12480153	ROX splayed	12480153	Alum	-	Splayed	Splay				Splayed				



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.

Gasket packages contain one gasket unless otherwise specified. Order two per engine.

NOTE: *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 and cast iron or aluminum heads. Compressed thickness is **0.028"**.

3830711

Steel Shim Head Gasket

Gasket for stock and mildly modified engines with **4.00"** cylinder bores. Compressed thickness is **0.026"**.

12557236

Composition Head Gasket

Head gasket with stainless steel fire rings for cast iron or aluminum heads. Used on ZZ4 and 350 HO engines. Compressed thickness is **0.051"**.

B. 10185054

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: *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 with pre-flattened steel fire rings and **4.200"** bore for Bowtie, 400 small-blocks, and aluminum blocks with cast iron or aluminum heads. Gasket has revised coolant hole pattern, but no steam holes for production 400 engines. Compressed thickness is **0.038"**.

NOTE: *Gasket does not require re-torquing.*

10159455

Composition Head Gasket

Composition gasket with stainless steel jacket for 302–400 engines with bore diameters between **4.00 and 4.125"**. Compressed thickness is **0.039"**.

14096405

Composition Head Gasket

Composition gasket with stainless steel on one side and graphite on the other. Compressed thickness is **0.028"**.

12553160

LT1 Head Gasket

Composition gasket for 1994–2001 iron head LT1 engines. Compressed thickness is **0.028"**.

10168457

LT1 Head Gasket (aluminum head)

Composition gasket for 1992–2001 aluminum head LT1 engines. Compressed thickness is **0.050"**.

12551488

LT4 Head Gasket

Composition gasket for 1996 aluminum head LT4 engines. Compressed thickness is **0.043"**.

A. 12499223

Cylinder Head Installation Kit (5.7L L31 engine)

This is a comprehensive kit that includes two cylinder head gaskets, two valve cover gaskets, two intake manifold gasket sets and two exhaust manifold gaskets.

HEAD BOLTS AND STUDS

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.

B. 12495499

Cylinder Head Bolt Kit

Kit for iron or aluminum heads and includes 14 of P/N 10168525, four of P/N 10168526, 16 of P/N 1016852, and thread sealant.

C. 14011040

Hardened Washer

Washer 0.45" I.D. x 0.778" O.D. Sold individually.

D. 10051155

Hardened Washer

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

Set of 16 magnafluxed 1038 steel 7/16-20 hex head P/N 3942410 nuts for aftermarket head studs. Kit is complete for one cylinder head. Order two per engine.

12366569

Cylinder Head Nut Kit

Set of 16 magnafluxed 4037 steel 7/16-20 twelve-point P/N 14044866 nuts for aftermarket head studs. Kit is complete for one cylinder head. Order two per engine.

E. 3942410

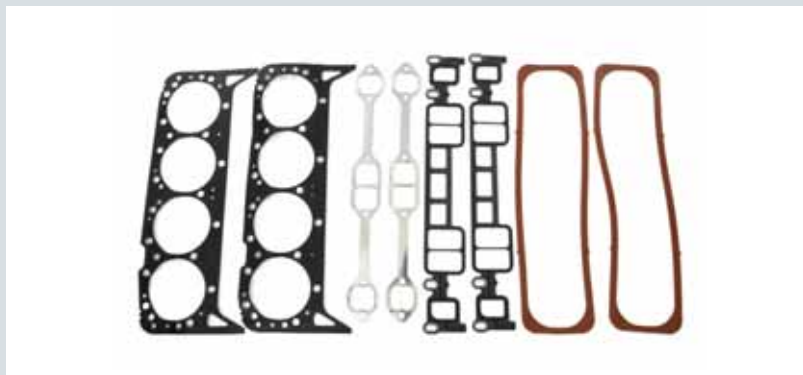
Cylinder Head Stud Nut

Magnafluxed hex head 1038 steel 7/16-20 nut. Sold individually.

F. 14044866

Cylinder Head Stud Nut

Magnafluxed 12-point 4037 steel 7/16-20 nut. Sold individually.



A Cylinder Head Installation Kit



B Cylinder Head Bolt Kit



C Hardened Washer



D Hardened Washer



E Hex Nut



F 12-Point Nut



2.02" Intake Valve



1.55" Exhaust Valve

SMALL-BLOCK VALVES

Part Number	Valve Size	Stem Size	Description
Intake Valves			
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
Exhaust Valves			
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 w/damper 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	NA	1992–1993 LT1 production Corvette engine
12551483	Single Spring	1.32"	101# @ 1.78"	1.22"	332	10212808	NA	1996 LT4 Corvette and Z24 engines; not for cams with lift over 0.525"
12495494	Single Spring Kit	1.32"	101# @ 1.78"	1.22"	332	10212808	NA	Kit of 16 springs P/N 12551483 (see above)

VALVE SPRINGS AND SHIMS



Steel Valve Spring Retainer

12484788

Intake Valve Seat

Heat-treated, iron alloy intake valve seat for fast burn cylinder head P/N 12464298. Seat diameter is 2.149" O.D. and 1.85" I.D. +/- 0.0005" and is 0.312" thick +/- 0.002".

12484789

Exhaust Valve Seat

Heat-treated, iron alloy exhaust valve seat for Fast Burn cylinder head P/N 12464298. Seat diameter is 1.688" O.D. and 1.330" I.D. +/- 0.0005" and is 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

Seal used on LT4 heads and GM Performance Parts head assemblies P/N 25534421, 25534431, 12363287 and 12464298.



Titanium Valve Spring Retainer

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 ZZ3, ZZ1, ZZ2, 350/300 HP, and 350/290 HP engines. These are the 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 ZZ3, 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 Z24, Fast Burn, LT4, and iron Vortec Bowtie heads.

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 (set of 16) **A**



Roller Rocker Arm Set **B**



Standard Roller Rocker Arm **B**



Standard Roller Rocker Arm **B**

ROCKER ARMS

A. 12495490

Rocker Arm Kit, 1.5 ratio (set of 16)

These self-aligning, high-quality rockers have a nominal 1.5:1 ratio. Kit 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. These arms offer about 2 lb.-ft. in rotation torque for a quieter idle. 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)

This 3/8" adjustment nut is 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, known as "kool nuts," are used on GM circle track engines. Package 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 ratio 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 ratio 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. It 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° and 15° heads. Use P/N 10185052 for single service part.

B. 12480127

Short Aluminum Valve Covers

This 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. It 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.

D. 24502466

Tall Valve Cover, 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.*



A Tall Aluminum Valve Covers



B Short Aluminum Valve Cover



C Tall Aluminum Valve Covers, Pontiac logo



D Tall Valve Cover, no logo



Bowtie Tall Valve Cover (unfinished steel) **E**



Chrome Short Valve Covers **F**



Chrome Tall Valve Covers **G**



Polished Aluminum Die-Cast Valve Covers **H**



Black Crinkle-Finish Aluminum Die-Cast Valve Covers **I**

E. 10134316

Bowtie Tall Valve Cover, unfinished steel

You can paint this unplated cover to match a custom color scheme, or modify it for a competition engine by welding on breathers or fittings. The Chevrolet name and Bowtie logo are embossed on the top. (Similar design to P/N 12341671.

NOTE: Sold as single piece. Order two per engine.

F. 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.

G. 12341671

Chrome Tall Valve Covers

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

H. 12363970

Polished Aluminum Die-Cast Valve Covers

Tall die-cast covers have Chevrolet name Bowtie logo cast on the top. Each cover is polished to give a chrome-like appearance. Designed for pre-1986 engines with perimeter hold downs.

NOTE: Covers are equipped with oil drippers and will not fit when using 1.6 roller rockers.

I. 12371208

Black Crinkle-Finish Aluminum Die-Cast Valve Covers

Similar to P/N 12363970 (above), but painted with black-painted crinkle finish with red logo.

NOTE: Covers are equipped with oil drippers and will not fit when using 1.6 roller rockers.

A. 12355350

Chrome Valve Covers, Center Bolt Design

Short-style chrome valve covers with baffle for use on 1986-and-newer engines with center hold-downs. Red Chevy Bowtie logo is embossed in on top.



A Chrome Valve Covers, Center Bolt Design

B. 12497978

Polished Aluminum Valve Covers, Center Bolt Design

Die-cast aluminum valve covers are polished to a bright shine. They are 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 Polished Aluminum Valve Covers, Center Bolt Design

C. 12497979

Aluminum Black Crinkle Valve Covers, Center Bolt Design

Die-cast aluminum valve covers have black crinkle finish. They are 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 Aluminum Black Crinkle Valve Covers, Center Bolt Design

D. 12497985

Chrome-Finish Aluminum Valve Covers, Center Bolt Design

Die-cast aluminum valve covers have a chrome finish. They are 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.



D Chrome-Finish Aluminum Valve Covers, Center Bolt Design

E. 25534359

Circle Track Valve Covers, Center Bolt Design

Sheet metal valve cover kit designed for Gen 1 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.



E Circle Track Valve Covers, Center Bolt Design



Cast Aluminum Valve Cover, Splayed-Valve V-8 **F**

F. 10185045

Cast Aluminum Valve Cover, Splayed-Valve V-8

For use only with splayed-valve V-8 cylinder head P/N 24502517. Cover has Chevrolet name and Bowtie logo.

NOTE: Sold as single piece. Order two per engine.



Aluminum Valve Cover, SB2.2 "Chevrolet Logo" **G**

G. 12480006

Aluminum Valve Cover, SB2.2 "Chevrolet Logo"

Attractive cast aluminum valve cover with Chevrolet name is used only on SB2.2 cylinder head.

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.

H. 12480012

Aluminum Valve Cover, SB2.2 "Pontiac Logo"

Similar to P/N 1248006 described above, but embossed with the Pontiac name. Sold as single piece.

88958653

ROX Aluminum Valve Cover (not shown)

Fits ROX head P/N 88958667. Sold as single piece.



Aluminum Valve Cover, SB2.2 "Pontiac Logo" **H**

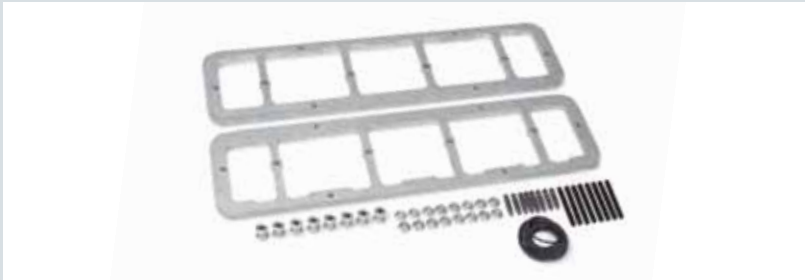
ADAPTERS, HARDWARE AND BREATHERS

I. 24502540

Adapter, Center Bolt Design to Flange Mount

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.

NOTE: Use replacement O-ring gasket P/N 12480023.



Adapter, Center Bolt Design to Flange Mount **I**

J. 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 is 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 is 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.



Bolt Kit, Center Bolt Design **J**

88962074

Oil Baffle Tube

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

These special breathers are for circle track valve covers and are 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.



A Circle Track Breather

B. 12341989

Push-In Air Breather Cap

Three-inch-diameter breathers for use in valve covers with grommets fitting 1.22" holes. Use with Grommet Set P/N 12341892.

C. 12341993

Push-In Oil Filler Cap

For valve covers with 1.22" hole.



B Push-In Air Breather Cap



C Push-In Oil Filler Cap

3894337

Rubber Grommet, Bowtie Valve Covers

Has 15/16" I.D. x 17/32" O.D. and can be used to plug the oil filler hole in Bowtie valve covers, or to mount a push-in breather.

D. 14082321

Spring Bar Retainer

Clamp down on oil leaks by installing these special steel retainers under the valve cover bolts. They distribute the clamping force over a large area and prevent deformation of the flanges. These narrow retainers are engineered to fit pre-1986 engines with perimeter-style hold downs.

NOTE: Package contains one retainer. Order four per valve cover.

E. 14044820

Spring Bar Retainer, Chrome Plated

Similar to retainer P/N 14082321 described above, but chrome plated to match chrome valve covers.

NOTE: Package contains one retainer. Order four per valve cover.



D Spring Bar Retainer

3933964

Valve Cover Gasket

Cork-type gasket fits all valve covers with perimeter hold-down bolts. One gasket per package.

10185043

Valve Cover Gasket, Splayed Valve Head

Used with on splayed-valve V-8 cylinder head P/N 24502517. Kit includes two gaskets.



E 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 chrome-moly 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
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.
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.
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"	7.796"	Special	(1) Chromoly 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.

ROCKER ARM STUDS

12495497

Screw-In Rocker Stud Kit (3/8")

These 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. Unlike pressed studs, these screw-in studs won't pull out of their bosses under high load. Kit includes 16 pieces. For single stud usage, use P/N 10168410. The lower thread section is 7/16".

NOTE:

Screw-in studs can be installed on heads originally equipped with pressed studs by machining and tapping the stud bosses.

F. 12371058

Screw-In Rocker Stud Kit (LT1, LT4 style)

These 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. The lower thread section is 7/16".

3921912

Screw-In Rocker Stud (7/16", big-block style)

Beefy 7/16" big-block V-8 rocker studs improve the 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.



Screw-In Rocker Stud Kit (LT1, LT4 style) **F**

VALVE LIFTERS

A. 14044875

Lifter Bore Repair Kit

Don't scrap an expensive engine block because of a damaged lifter bore! Scored or leaky lifter bores can be repaired with GMPP's sleeve kit. Lifter bore sleeves are 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.

B. 88958652

Valve Lifter Guide, "Quick Cam"

This 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. For use with hydraulic roller lifters only. The design of the lifter guide makes it possible to remove the camshaft without removing the intake and lifters. There is just 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.

C. 12371042

Hydraulic Roller Lifter Kit

This roller lifter kit is designed for 1986-and-later engines. These second-design lifters are used in late-model 350 HO engines and use a higher checkball spring preload. The kit 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 will convert 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

12371044

Hydraulic Lifter Kit (set of 16)(not shown)

This hydraulic lifter kit is used on 1986-and-older Gen I and II-style engines. The kit includes 16 hydraulic 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.



A Lifter Bore Repair Kit



B Valve Lifter Guide, "Quick Cam"



C Hydraulic Roller Lifter Kit



C Flat tappet lifter detail



C Hydraulic roller lifter detail

CAMSHAFTS



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 ZZ3 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	Hydraulic roller (LT4 hot cam)	I: 218 E: 228	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 for converting production LT1 engine for showroom stock racing or to improve small-block originally equipped with roller tappet camshaft. Significant horsepower gains are possible with 1.6 roller rockers, lightweight valve spring caps, special valve springs, and "Hot" camshaft. Kit includes camshaft, 16 roller rocker arms, 16 valve springs, 16 valve spring caps, 16 valve spring keys, and 16 valve spring shims. Roller tappets are not included.

This kit includes the following items:

24502586	One 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 NEW

5.7L LT1 Camshaft Install Kits

A convenient, inclusive kit that includes two water pump gaskets, an 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. Bearings fit 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 when installed in 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. These rods replace the old "pink rods" and are the same rods used in LT1 and LT4 Corvette engines. Kit includes eight P/N 10108688 rods, available separately.

12497870

383 Connecting Rod Kit (not shown)

Set of 8 steel 5.70" PM connecting rods used in 383-cubic-inch engines. Rods are notched to clear camshaft in most stroked small-block engines. 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.

F. 12499108

Connecting Rod Bearing Kit, 383 engine (standard)

Eight heavy-duty chamfered bearings for all 383-cubic-inch engines.

12499137

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.

12461372

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	76 cc	Standard	Pressed	290 hp 350
10181389	350	9.8:1	58 cc	Standard	Pressed	5.7L HO; second design with ZZ1, 2, 3 ID; hypereutectic aluminum
10181390	350	9.8:1	58 cc	Standard high limit	Pressed aluminum	5.7L HO; second design with ZZ1, 2, 3 ID; hypereutectic aluminum
10181392	350	9.8:1	58 cc	+0.030	Pressed	5.7L HO; second design with ZZ1, 2, 3 ID; hypereutectic aluminum
10159436	350	10:1	58 cc	Standard	Pressed	5.7L HO, ZZ4 and LT1; high silicon aluminum
10159437	350	10:1 9.6:1	58 cc 62 cc	Standard high limit	Pressed	5.7L HO, ZZ4 and LT1; high silicon aluminum
10159438	350	10:1 9.6:1	58 cc 62 cc	+0.030	Pressed	5.7L HO, ZZ4 and LT1; high silicon aluminum
12371059	350	10:1 9.6:1	58 cc 62 cc	Standard high limit	Pressed	Kit containing 8 of P/N 10159437
12371060	350	10:1 9.6:1	58 cc 62 cc	+0.030	Pressed	Kit containing 8 of P/N 10159438
12514101	350	9.1:1	64 cc	Standard	Pressed	350-cid 300 hp & 330 hp service engine with "SP" ID
12514102	350	9.1:1	64 cc	+0.001	Pressed	350-cid 300 hp & 330 hp service engine with "SP" ID
12514103	350	9.1:1	64 cc	+0.030	Pressed	350-cid 300 hp & 330 hp service engine with "SP" ID
12489437	383	9.1:1	64 cc	Standard	Pressed	383 crate engine, first design
12497879	383	9.1:1	64 cc	+0.030	Pressed	383 crate engine, first design
88962542	383	9.1:1 9.7:1	64 cc* 62 cc*	Standard	Pressed	383 engine, second design
88962748	383	9.1:1 9.7:1	64 cc* 62 cc*	+0.005	Pressed	383 engine, second design
88962749	383	9.1:1 9.7:1	64 cc* 62 cc*	+0.030	Pressed	383 engine, second design
12499103	383	9.1:1 9.7:1	64 cc* 62 cc*	+0.005	Pressed	Kit containing 8 of P/N 88962748
12499104	383	9.1:1 9.7:1	64 cc* 62 cc*	+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, 2.5 mm	Set of 8 ring packs of P/N 88894243



Crankshaft (forged steel) **A**



Crankshaft Forging **B**



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

This is a nodular cast iron, 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 and standard 350 mains for 350 HO engines with one-piece rear seal and 3.00" flywheel flange bolt circle. Used on ZZ3, ZZ2 and ZZ3 engines.

NOTE: *Requires counterweighted flywheel.*

12556307

Crankshaft, forged steel (used in late-style ZZ4 engine)

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

Forged 4340 steel crankshaft used to create 383-cubic-inch engines with 3.800" stroke. Rod journals are 2.10" and mains are standard 350 size.

NOTE: *Should be used with connecting rods P/N 12497870, 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

Exceptionally strong and durable 4340 steel raw forging ideal for machining to custom stroke dimensions from 3.20" to 4.00". The 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

Crankshaft Seal Adapter

Allows installation of early-style, two-piece seal crankshaft in block machined for one-piece rear seal. Adapter 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.

12367601

Balancer Timing Tape (not shown)

Balancer timing tape for all 8" dampers.



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 10 degrees before keyway centerline. Do not use pointer P/N 3991436 unless TDC mark is adjusted.
88960604	1970-74 350; ZZ4 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	7.74"	NASCAR-approved and specially tuned up to 9000 rpm. Uses standard crank hub diameter. Accepts standard pulleys.
24502535	All racing	7.74"	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

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

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. Kit 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

Performance single-roller timing chain kit for all 1987-and-newer engines with roller lifter camshaft, except LT1 and LT4. Kit 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

Performance upgrade, extreme-duty timing chain kit for 1995-and-newer LT1 and LT4 engines. Kit 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

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

Single-roller-type for ZZ-design 350 HO engine.

12552129

Camshaft Sprocket

Single-roller-type for ZZ-design 350 HO engine.

B. 9424877

Camshaft Bolt

5/16-18 x 0.75" bolt.

12555886

LT4 Crankshaft Sprocket

For all LT4 engines.

12555885

LT4 Camshaft Sprocket

For all LT4 engines.

12554553

Camshaft Dowel Pin

12555887

LT4 Timing Chain

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**



Serpentine Accessory Drive Belt System **E**

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.*

3720616

Water Pump Pulley Reinforcement (not shown)

Increases stiffness of water pump pulley; use with pulley P/N 3770245 (see above).

3942992

Water Pump Pulley (not shown)

Fits 1971-and-newer and short-leg water pumps with large hubs.

NOTE: *Must be modified to fit water pump with 3/4" shaft.*

Accessory Drive Belts

E. 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	Generator assembly (reman.)
12117361	Generator connector (with lead)
10055798	Drive Belt Tensioner Assembly
10085752	Belt (fan, water pump, A/C pump, and generator)
10105212	Generator & power steering bracket
26010328	Power steering pump
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	Generator assembly (reman.)
12117361	Generator connector (with lead)
10055798	Drive belt tensioner assembly
10085752	Belt (fan, water pump, A/C pump, and generator)
10105212	Generator & power steering bracket
26010328	Power steering pump
14102096	Power steering pulley

Accessory Drive Belts Continued

12497869

Serpentine Accessory Drive Belt System, base system with brackets & bolts (not shown)

Kit includes pulleys and hardware to install on engine. Does not include water pump, alternator or power steering pump. Belt not included.

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. The belt runs around crankshaft and water pump only.

Water Pumps & Components

88894341

Water Pump, long-style (not shown)

Late-style cast iron pump with long mounting legs, reinforced snout and 3/4" diameter shaft. The end of the shaft is reduced to 5/8" diameter. Use with 350 HO, 383 and ZZ4 engines.

A. 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.

B. 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.

C. 12497986

Aluminum Water Pump, long-style serpentine

Reverse-rotation pump for use with late-style 1995-2002 engines with a serpentine belt system, including 90° V-6.

NOTE:

Will not fit LT1 or LT4 engines.



A Aluminum Water Pump, short-style



B Aluminum Water Pump, long-style



C Aluminum Water Pump, long-style serpentine



Oil Pan, 1986-1992 F-car & ZZ4 **D**



Oil Pan, Z28-style **E**



Oil Pan, 1986-1996 Corvette-style **F**



CircleTrack "Late Model" Oil Pan **G**

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.

ABOUT SMALL-BLOCK CHEVY OIL PANS: Production Chevrolet small-block V-8 and 90° V-6 engines were redesigned in 1986 to include a one-piece rear main seal, resulting in a new oil pan design. For pre-1986 engines there is also a newer one-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 one-piece rear seal, you must use an oil pan and gasket designed for 1986-and-newer engines.

D. 12557558

Oil Pan, 1986-1992 F-car & ZZ4

Five-quart pan used on ZZ4 crate engines and 1986-92 Camaro and Firebird. Has internal baffling and right-hand dipstick. Designed for one-piece rear main and one-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).

E. 360450

Oil Pan, Z28-style (two-piece rear main seal)

Five-quart oil pan fits 1970-79 Camaro and 1979 Corvette. Has internal baffling and a left-hand dipstick. Use with two-piece rear main seal on 1955-1979 blocks. Requires gasket P/N 14079399.

F. 10055765

Oil Pan, 1986-1996 Corvette-style (one-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 factory stock engine P/N 88958602. Eight-inch sump has a single 3.5" kickout on the right-hand side. Includes a fully louvered windage tray, oil scraper, three trap doors and an oil level plug. Includes a 3/4" oil pick-up tube. 8" deep.

G. 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. Seven-inch 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 and an oil level plug. Includes a 5/8" oil pick-up tube. 7" deep.

10108676

Oil Pan Gasket, one-piece rear main seal (not shown)

Neoprene one-piece gasket for 1986-and-newer engines.

3927136

Windage Tray (not shown)

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.

Oil Pans, Gaskets & Accessories Continued

A. 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.

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.

B. 14044872

Oil Pump, High Volume

High-volume pump has 1.50" gears for increased volume to produce approximately 25-percent more capacity than a production pump at standard pressure. Pick-up not included.

Order The Following 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)

This spring (color-coded white) 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.

3952301

Oil Filter Adapter (not shown)

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.



A Windage Tray



B Oil Pump, High Volume



C Engine Oil Primer



D HEI Distributor



Intake Manifold, ZZ Series **E**



Intake Manifold, Vortec Head Design **F**



Aluminum Intake Manifold, Vortec Head Design (dual pattern carb mount) **G**



Intake Manifold, Vortec Design for TBI **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 and also can be used on all small-blocks through 1986. Dual-pattern carburetor flange is approximately 1/2" lower than the LT-1 intake, while producing 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. 12366573

Intake Manifold, Vortec Head Design

Designed for 283–400-cubic-inch engines using Vortec cylinder heads P/N 12464298 or 12558060. This manifold only has four bolts per side to attach it to these cylinder heads. High-rise design maximizes horsepower and delivers a broad torque curve. It accepts a square-bore 4150-style carburetor and includes externally plumbed hot water crossover passage. Use manifold gasket P/N 12529094 and eight attachment bolts, P/N 12550027.

NOTE: *Vortec heads were originally released on truck engines; check for hood clearance, especially with Corvette.*

G. 12496820

Aluminum Intake Manifold, Vortec Head Design (dual pattern carb mount)

This dual bolt pattern manifold can be used with Vortec cylinder heads P/N 12529093, P/N 12558060, P/N 12497186 or P/N 12464298 and will accept Holley or Quadrajet-style carburetors. Manifold will accept an EGR, P/N 17052693. Requires intake manifold gasket P/N 12529094 and eight special manifold bolts, P/N 12550027.

H. 12496821

Intake Manifold, Vortec Design for TBI

Designed for throttle body fuel injection, this 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.*

Intake Manifolds, Gaskets & Components Continued

A. 12496822

Intake Manifold, Eliminator Vortec Design

Designed to deliver the most power and torque with Vortec cylinder head P/N 12529093, 12558060, 12497186 or 12464298. Use intake manifold gasket—P/N 12529094 and eight special manifold bolts P/N 12550027.

B. 24502592

LT1 Aluminum Intake Manifold

Fits 1992–1996 Gen II LT1 engines and permits the use of a carburetor. Long runners increase engine torque by 30 lb-ft without sacrificing top end horsepower. There are no water coolant holes on this manifold.

NOTE: Similar casting to 24502574 (see below).

C. 24502574

LT4 Aluminum Intake Manifold

Similar to LT1 manifold P/N 24502592 (see above), but used with 1996 LT4 engines or cylinder heads. The intake ports are .0100" higher than the LT1-design engine. Use intake manifold gasket P/N 1236777.

D. 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. This unit is 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

350 Ram Jet Intake Manifold

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.



A Intake Manifold, Eliminator Vortec Design



B LT1 Aluminum Intake Manifold



C LT4 Aluminum Intake Manifold



D Ram Jet Fuel Injection Manifold Kit (less electronics)



Cast Iron Intake Manifold (1987–newer) **E**



Cast Iron, High-Rise Intake Manifold **F**



Bowtie Intake Manifold (raised runner) **G**



Bowtie Intake Manifold (standard runner) **H**

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.

F. 14096011

Cast Iron, High-Rise Intake Manifold

Cast iron version of the aluminum high rise Z28 intake manifold and designed for budget builds, racing classes that mandate a cast iron intake, and marine applications. It accepts both standard and spread bore four-barrel carburetors. The manifold is identified by orange Bowtie insignia.

G. 10051103

Bowtie Intake Manifold, raised runner

The 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.

H. 10051102

Bowtie Intake Manifold, standard runner

This standard-runner manifold is based on the raised-runner intake P/N 10051103 (see below) and is designed for use on small-blocks using heavy-duty Bowtie cylinder heads P/N 10134392 and 14011049.

Bowtie Competition Manifolds

A. 24502481

Intake Manifold, 18° Competition

Developed for NASCAR's shorter tracks and works well on Trans-Am-series engines. It features smaller runners and less plenum volume than the P/N 10185053 (see below), which enhances mid-range torque. Aluminum intake fits 18° heads casting P/N 10134363 and P/N24502569. This 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.

B. 24502487

Intake Manifold, 18° Updated Design

This is a 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.

C. 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), is designed for use with the 18° cylinder heads with a date code of June 1996 or newer.

D. 24502654

Valley Plate Assembly

This universal aluminum valley plate is designed for use with 18° cylinder heads. It 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. The valley plate assembly consists of: the valley plate P/N 24502652, the inspection cover P/N 24502651, O-ring material, and eight retaining bolts. The valley plate has cast-in integral passages to equalize coolant flow from the front and the rear of the cylinder heads. It fits heads dated June 1996 and later.

NOTE:

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: FEI-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.



A Intake Manifold, 18° Competition



B Intake Manifold, 18° Updated Design



C Intake Manifold, Spider Design, 18° Design



D Valley Plate Assembly



Intake Manifold, spider restrictor design—SB2.2 **E**



Intake Manifold, spider design—SB2.2 **F**



Intake Manifold, spider design—SB2.2 **G**



Valley Plate Assembly, SB2.2 **H**

BOWTIE COMPETITION MANIFOLDS

Part Number	Weight	Volume	Notes
24502481	22.5 lbs	2700 cc	Smaller cross-section for short tracks, (620 cc, small-displacement engines, square plenum opening)
24502487	21 lbs	3000 cc	Revised version of 10185053, (700 cc improved "line of sight" path, thicker walls, plenum) with square plenum opening
24502579	11.5 lbs	2700 cc	Smaller cross-section (620 cc, 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

E. 12480096

Intake Manifold, spider restrictor design—SB2.2

This aluminum manifold has more material in the runners and plenum to accept more flexibility in porting. It is designed for NASCAR restrictor plate racing and is used with Valley Cover Assembly P/N 12370840 (see below).

F. 88958617 **NEW**

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. This manifold must be used with valley plate P/N 12370840 or P/N 88958659.

G. 88958691 **NEW**

Intake Manifold, spider design—SB2.2

This manifold is closer to net shape for 390-cfm carburetor applications. This 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. It has the same carb height and plenum floor as P/N 88958617. This manifold must be used with valley plate P/N 12370840 or P/N 88958659.

12370840

Valley Plate Assembly, SB2.2

Aluminum valley cover is used with manifold runners P/N 12480096 and P/N 88958617 on SB2.2 cylinder heads for NASCAR racing.

H. 88958659 **NEW**

Valley Plate Assembly, SB2.2

Aluminum valley cover is used with manifold runners P/N 12480096, P/N 88958617 and P/N 88958691. This valley cover 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 **NEW**

Intake Manifold, ROX Spider Design

Fits P/N 88958667 ROX heads.

88958670 **NEW**

Valley Plate Assembly, ROX

Fits ROX manifold P/N 88958666 and ROX head P/N 88958667.

Intake Manifolds, Gaskets & Components Continued

Covers and Plugs

A. 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.

6269414

Cover, EGR Valve (not shown)

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.

B. 12556596

Plug, EGR Pipe Hole

This 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

C. 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. Package includes two gaskets.

D. 12497760

Gasket Kit, Vortec Design

This kit is designed for Vortec heads P/N 12529093, P/N
12558060, P/N 12464298—and 12497186 only. Gasket thick-
ness is 0.120" (1/8"), post size is 1.08" x 2.16" with tapered
wall, and it has both early style six-bolt pattern and Vortec
four-bolt pattern. Package includes two gaskets.

E. 89017465

Gasket Kit, Production Vortec Design

This is the 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. Package includes two gaskets.

12528884

Gasket Kit, LT4 (not shown)

Used on the LT4 kit engine P/N 12371172. Package 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. Package 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. Package includes two gaskets.

12524653

Gasket Kit, LT1 four-barrel conversion (not shown)

Required when installing a four barrel manifold on any
LT1 engine. Package includes two gaskets.

F. 12367777

Gasket Kit, LT4

This gasket 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 Choke Hole Cover



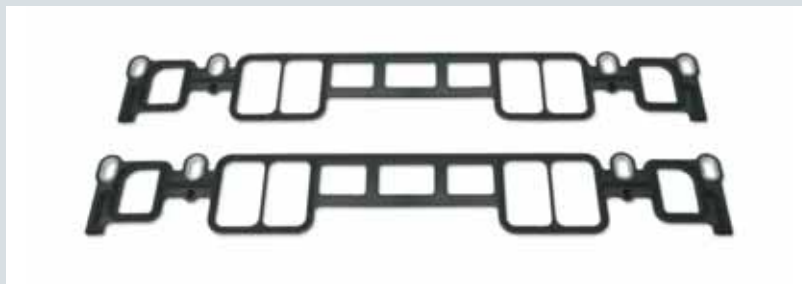
B Plug, EGR Pipe Hole



C Gasket Kit, 1971-86 & ZZ350



D Gasket Kit, Vortec Design



E Gasket Kit, Production Vortec Design



F Gasket Kit, LT4



Air Cleaner, High-Performance Design **G**



Air Cleaner, Classic Design **H**



Bowtie Air Cleaner Nut **I**



Air Cleaner, 350 Ram Jet **J**

AIR CLEANERS

G. 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.

H. 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.

I. 12341985

Bowtie Air Cleaner Nut
Large Bowtie center nut. Fits 1/4-20 and 5/16-18 studs.

J. 12498951

Air Cleaner, 350 Ram Jet
Designed for use with throttle body on 350 Ram Jet crate engine, but can be used on other applications.

LS SERIES BLOCKS

Part Number	Material	Deck Height	Bore	Main Bolt	Cap Material	Cranks Jnl Dia.	Oiling	Seal	Max Stk	Max Hp	Usage	Origin
12561166	Alum	9.240	3.89	6	Nodular	Std. LS (2.56)	Wet	1 Pc	4.00	450	Street	LS1/LS6
12572808	Iron	9.240	3.98	6	Nodular	Std. LS (2.56)	Wet	1 Pc	4.00	500	Street	LQ9
12568950	Alum	9.240	4.00	6	Nodular	Std. LS (2.56)	Wet	1 Pc	4.00	450	Street	LS2
17802854	Alum	9.240	4.125	6	Steel	Std. LS (2.56)	Wet	1 Pc	4.00	500	Street	LS7
12480030	Alum	9.240	4.117-4.160	6	Steel	Std. LS (2.56)	Wet	1 Pc	4.00	900	Pro	C5R

LS SERIES BLOCKS

GM took a chance with the LS engine. They stayed true to the pushrod small-block and continued to push the 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 C5R racing block designed to support over 900 horsepower!

A. 12561166

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
- For use with LS1/LS6 cylinder heads only
- 3.89" finished bore (99.0 mm)
- No provision for 'Displacement On Demand'
- 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
- For use only with LS1, LS6, LS2 and L76 cylinder heads
- 4.00" finished bore (101.6 mm)
- No provision for 'Displacement On Demand'
- Tested to over 500 hp!

12568950 **NEW**

LS2 Aluminum 6.0L Bare Block

- Direct replacement for 2005–2006 LS2 Corvette, SSR, and GTO 6.0L
- Production 319-T5 aluminum block with iron sleeves
- Production oiling system
- 6-bolt iron main bearing caps
- 9.240 deck height
- For use only with LS1, LS6, LS2 and L76 cylinder heads
- 4.00" finished bore (101.6 mm)
- Provisions for 'Displacement On Demand'
- Great for stroker cranks for even more cubes
- Tested to over 450 hp!

12584727

L92 Aluminum 6.2L Bare Block

- 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
- For use with LS1, LS6, LS2 and L76 cylinder heads
- 4.065" finished bore (103.25 mm)
- Great for stroker cranks for even more cubes



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**

17802854 **NEW**

LS7 7.0L Corvette Bare Block

- Direct replacement for 2006 7.0L LS7 engine
- Production 319-T5 aluminum block with 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
- No provision for 'Displacement On Demand'
- Based on C5R block development
- Tested to over 500 hp!

Parts required to complete your LS7 Block

PART	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

12480030

Aluminum C5R Racing Block

This is the ultimate race version of the LS block, which enjoys the state-of-the-art technology necessary to build an LS engine to over 440 cubic inches! Our C5R race block has seen serious race time (including wins at LeMans, GTS, 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 block for you.

- Premium "hipped" and x-rayed 356-T6M aluminum block
- Production oiling system
- 6-bolt SAE 8620 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 Cam shaft 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!

THE LS FAMILY ALUMINUM HEAD

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 ZO6 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, (14 mm, 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 1997-2006 LS Family engine*
- 2.00" Hollow stem intake, and 1.55" sodium filled exhaust valves
- .570" max valve lift
- 210 cc "Cathedral port" intake ports
- 70 cc D-shaped exhaust ports
- 65 cc combustion chambers
- Bare head p/n 12564825 available separately

88958665

CNC-Ported LS6 Cylinder Head Assembly

- CNC-ported aluminum performance head
- Fits any 1997-2006 LS family engine*
- 2.00" Hollow stem intake, and 1.55" sodium filled exhaust valves
- .570" max valve lift
- 250 cc CNC'd "Cathedral port" intake ports
- 85 cc CNC'd D-shaped exhaust ports
- 65 cc CNC'd combustion chambers
- Bare head p/n 12564825 available separately

88958622

CNC-Ported LS6 Racing Cylinder Head Assembly

- CNC-ported aluminum racing head
- 2.00" Hollow stem intake, and 1.55" sodium filled exhaust valves
- .570" max valve lift
- 250 cc CNC'd "Cathedral port" intake ports
- 85 cc CNC'd D-shaped exhaust ports
- 61.9 cc 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	24503856	Valve Locks



A LS6 Cylinder Head Assembly (exhaust)



A LS6 Cylinder Head Assembly (intake)



A LS6 Cylinder Head Assembly (combustion chamber)

* GMPP heads will not fit 4.8L & 5.3L engines due to bore sizes that are too small.

NEW



CNC-Ported LS2 Cylinder Head Assembly (exhaust) **B**

12576063 NEW

LS2 Cylinder Head Assembly (not shown)

- Lower cost alternative to the LS6 CNC head
- Fits any 1997-2006 LS family engine*
- 2.00" Solid stem intake, and 1.55" solid stem exhaust valves
- .570" max valve lift
- 210 cc "Cathedral port" intake ports
- 70 cc D-shaped exhaust ports
- 65 cc combustion chambers
- Bare head p/n 12564825 available separately

B. 88958765 NEW

CNC-Ported LS2 Cylinder Head Assembly

- CNC-ported aluminum performance head
- Lower cost alternative to the CNC LS6 head
- Fits any 1997-2006 LS family engine*
- 2.00" Solid stem intake, and 1.55" solid stem exhaust valves
- .570" max valve lift
- 250 cc CNC'd "Cathedral port" intake ports
- 85 cc CNC'd D-shaped exhaust ports
- 65 cc CNC'd combustion chambers
- Bare head p/n 12564825 available separately

NEW



CNC-Ported LS2 Cylinder Head Assembly (intake) **B**

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	24503856	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

12582713

L76/L92 Cylinder Head Assembly

- Aluminum performance head
- Higher flow than standard 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
- As-cast "rectangle port" intake ports
- D-shaped exhaust ports
- As-cast combustion chambers
- Uses are head P/N 12582714

NEW



CNC-Ported LS2 Cylinder Head Assembly (chamber) **B**

The LS Family Aluminum Head 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 race block
- 210 cc "as-cast" intake ports
- 70 cc "as-cast" exhaust ports, same as production LS6
- 30 cc "as-cast" combustion chambers
- All fasteners are metric
- Valve cover rails have O-ring groove for .125" O-ring
- Capable of over 800 horsepower!

12578450 NEW

LS7 Bare Cylinder Head (not Shown)

- 356-T6 Aluminum head
- Fully CNC'd ports and chambers
- C5R/LS7 Rectangle port design – requires rectangle port intake manifolds
- Machined for 2.20"/1.61" valves
- Valve angle revised to 12°
- Designed for big bore LS7/C5R race block (min 4.065" bore)
- 270 cc CNC'd intake ports
- 85 cc CNC'd exhaust ports
- 70 cc CNC'd combustion chambers
- All fasteners are metric
- Capable of over 500 horsepower

12578449 NEW

LS7 Cylinder Head Assembly (not shown)

- Based from 12578450 bare head
- Assembled with 2.20" Titanium Intake and 1.61" Sodium Filled Exhaust Valves
- Capable of over 500 horsepower

This head is assembled with the following components:

12591644	Intake Valves	12596508	Valve Spring Retainers
12578455	Exhaust Valves	12482063	Intake Valve Stem Seals
12578457	Valve Springs	12482062	Exhaust Valve Stem Seals
10166345	Valve Locks	12596509	Intake Valve Lash Cap

LS7 Head Flow data:

Lift	0.1	0.2	0.3	0.4	0.5	0.55	0.6	0.7
Intake	71.0	145.0	222.0	271.0	315.0	332.0	348.0	352.0
Exhaust	60.0	120.0	159.0	192.0	207.0	214.0	219.0	221.0

17801930 NEW

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 (chamber)

LS SERIES CYLINDER HEADS

Part Number	Description	Mat'l	Port Size	Port Type	Valve Angle	Chbr Cc's	Int Vlv	Exh Vlv	Exh Port	Plug Type	Heat Riser	Rocker Stud	Notes
12480005	C5R 1st design	Aluminum	210	Rec	11	38	2.18	1.63		Angled	No	Shaft	As-cast, no seats/guides
12480090	C5R 2nd design	Aluminum	210	Rec	11	30	2.18	1.63		Angled	No	Shaft	As-cast, no seats/guides
88958622	CNC LS6	Aluminum	250	Cath	15	61.9	2.00	1.55		Angled	No	Bolt	11.2 compression
88958665	CNC LS6	Aluminum	250	Cath	15	65	2.00	1.55		Angled	No	Bolt	10.5 compression
12564824	Stock LS6	Aluminum	210	Cath	15	64.5	2.00	1.55		Angled	No	Bolt	Hollow/sodium filled valves
12564825	Bare LS2 & LS6	Aluminum	210	Cath	15	64.5	2.00	1.55		Angled	No	Bolt	Bare LS2/LS6
12576063	Stock LS2	Aluminum	210	Cath	15	64.5	2.00	1.55		Angled	No	Bolt	Solid stem valves
88958765	CNC LS2	Aluminum	250	Cath	15	64.5	2.00	1.55		Angled	No	Bolt	Solid stem valves
12578450	Bare LS7	Aluminum	270	Rec	12	70	2.20	1.61		Angled	No	Bolt	Bare LS7
12578449	Stock LS7	Aluminum	270	Rec	12	70	2.20	1.61		Angled	No	Bolt	Titanium/sodium filled valves



Valve Cover, Corvette **B**



NEW

LS Center-Bolt Competition Valve Cover (with breather hole) **C**



NEW

LS Center-Bolt Competition Valve Cover **D**



NEW

LS1 Cylinder Head Installation Kit (F-Car) **E**

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 **NEW**

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 **NEW**

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, as well as the 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 **NEW**

Cylinder Head Bolt Kit (not shown)

Kit of 15 bolts for LS Series engines produced from January 2004 and later. Bolts are 5 mm shorter than previous design.

E. 12499217 **NEW**

LS1 Cylinder Head Installation Kit (F-Car)

This comprehensive cylinder head installation kit is for Camaro and Firebird models equipped with the LS1 engine. The 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 **NEW**

Corvette LS1/LS6 Cylinder Head Installation Kit (not shown)

This comprehensive cylinder head installation kit is for 1997–2004 Corvette models equipped with the either the LS1 or LS6 engine. The 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)

An inclusive set of 16 lifters for LS Series engines. Newly redesigned for high RPM LS7 useage.

17803305

Lifter Guide Kit (not shown)

CAMSHAFTS

12499228

Cam Installation Kit, LS Engine (not shown)

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 stock pistons OR machine to use with aftermarket notched 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.

CONNECTING RODS & COMPONENTS

A. 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. Order eight per engine.

12577583

LS2 Connecting Rod (not shown)

Connecting rod used in 2005-2006 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.

12586258 **NEW**

LS7 Connecting Rod (not shown)

Titanium connecting rod used in 2006 LS7 crate engines. 6.067" C-C length sold individually.



A 1997-2004 Connecting Rod

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 and LS6 replacement
88984246	5.7L	3.898	+010"	6.098"	Pressed	-	65	Hypereutectic LS1 and 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
89017774	7.0L	4.125	-	6.067"	Floated	11.0	70	Hypereutectic LS7 replacement
89017775	7.0L	4.125	+020"	6.067"	Floated	11.0	70	Hypereutectic LS7 replacement

LS SERIES RINGS

Part No.	Bore size	Oversize	Ring Thicknesses	Description
88958601	3.898	+005"	1.5, 1.5, 2.5 mm	LS1 and LS6 ring pack, file-to-fit.
88958610	3.898	.015"	1.5, 1.5, 2.5 mm	LS1 and LS6 ring pack, .010 oversize, file-to-fit.
12499234	3.898	-	1.5, 1.5, 2.5 mm	Set of 8 ring packs, standard size for LS1 & LS6.
12499236	4.000	-	1.5, 1.5, 2.5 mm	Set of 8 ring packs, standard size for 1999-2005 LQ4 & LQ9.
12499235	3.780	-	1.5, 1.5, 2.5 mm	Set of 8 ring packs, standard size for 1999-2005 5.3L engines.
89017484	4.000	-	1.2, 1.5, 2.5 mm	Production ring pack for '05-'06 LS2, '06 L76.
88894243	4.000	-	1.5, 1.5, 2.5 mm	Production ring pack for '05-'06 LQ9.
89017776	4.125	-	1.2, 1.2, 2.0 mm	Production ring pack for '06 LS7.
89017777	4.125	+020"	1.2, 1.2, 2.0 mm	Overize LS7 ring pack.



Crankshaft Assembly 1997-2004 **B**



24X Reluctor Wheel **C**

CRANKSHAFTS

B. 89017522

Crankshaft Assembly 1997-2004

Nodular cast 3.622" stroke crankshaft assembly has 24X reluctor wheel installed. Assembly is used on 1998-2002 F-cars and 1997-2005 Corvettes.

12588612

LS2 Crankshaft Assembly

Nodular cast 3.622" stroke crankshaft assembly has 58X reluctor wheel installed. Assembly is used on 2006 Corvettes.

12568820 **NEW**

LS7 Forged Steel Crankshaft (not shown)

Forged 4" stroke crankshaft for LS7 engine. Includes 58X reluctor wheel.

C. 12559353

Reluctor Wheel, 24X

24-tooth crankshaft position sensor timing wheel for 1997-2005 engines.

12586769 **NEW**

Reluctor Wheel, 58X (not shown)

58-tooth crankshaft position sensor timing wheel for 2006 engines.

TIMING CHAINS AND SPROCKETS

12576408

Timing Chain Kit LS1, LS2, LS6 (not shown)

Timing kit includes cam and crank sprockets, and timing chain.

88958607

LS1, LS6 Timing Chain Dampener (not shown)

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 **NEW**

LS2 Timing Chain Dampener (not shown)

Production LS2 Dampener will not fit LS1 and LS6 blocks. Fitted with P/N 88958607.

INTAKE MANIFOLDS

A. 88894339

LS6 Intake Manifold

This is the Gen III fuel injected nylon manifold used on the 2001–2004 LS6 Corvette engine. The manifold is 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.

B. 88958675

LS2 4-bbl Intake Manifold

This intake allows you to install a four-barrel carburetor on a LS Series engine with cathedral ports (LS1, LS6, LS2). This cast aluminum open-plenum intake manifold accepts a 4150-style square-bore carburetor. There are also bosses for EFI injectors for custom applications. Bolts and instructions supplied.

NOTE: An ignition driver is required.

C. 88958679 **NEW**

LS Front Distributor Drive Cover

The GM 88958679 front cover assembly is manufactured for applications where a 4-bbl carburetor and distributor are required. It can be combined with GM's new Bowtie valve covers p/n 25534398 & 25534399 for a complete traditional looking engine package.

NOTE: Distributor and mechanical fuel pump not included.



A LS6 Intake Manifold



B LS Series 4-Barrel Carburetor Manifold



C LS Front Distributor Drive Cover



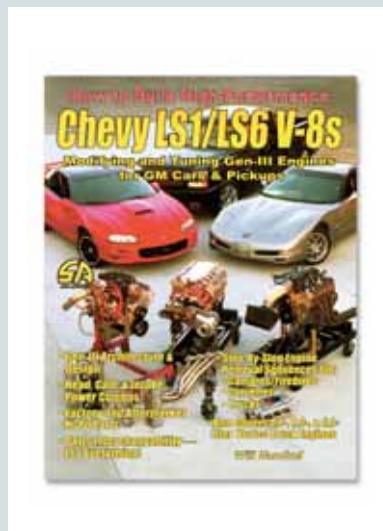
F-Car Oil Pan **D**



Magnetic Drain Plug **E**



LS1 Engine Kit Installation Guide **F**



Information Manual on LS1/LS6 and LQ9 **G**

OIL PANS & ACCESSORIES

12561828

Corvette Oil Pan (2002-04 LS6) (not shown)

Used on 2002-2004 Corvettes with LS6 V-8.

D. 12558762

F-Car Oil Pan

Used on 1998-2003 Camaro and Firebird LS1 V-8.

E. 23011420

Magnetic Drain Plug

Catches and holds small pieces of metal before they can cause damage.

17801830 **NEW**

High Volume LS Oil Pump Kit (not shown)

High Volume pump assembly for your LS Series engine (except LS7 applications). Pump pick up seal included.

OIL FILTERS AND ADAPTERS

25534412

LS7 Oil Hose Adapters (not shown)

This kit is to adapt 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. Kit includes (2) fittings, (2) bolts, and (2) sealing gaskets.

EXHAUST MANIFOLD/HEADER

12480130

Header Flange (not shown)

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. These are for stock LS1, LS2 and LS6 exhaust ports.

BOOKS & MANUALS

F. 88959384

LS1 Engine Kit Installation Guide

Installing an LS1 engine in your older vehicle? You need this guide before turning the first wrench. It 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.

G. 88958786 **NEW**

High Performance Chevy LS1/LS6 V-8's

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. 160 pages.

Big-Block Components

We 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.

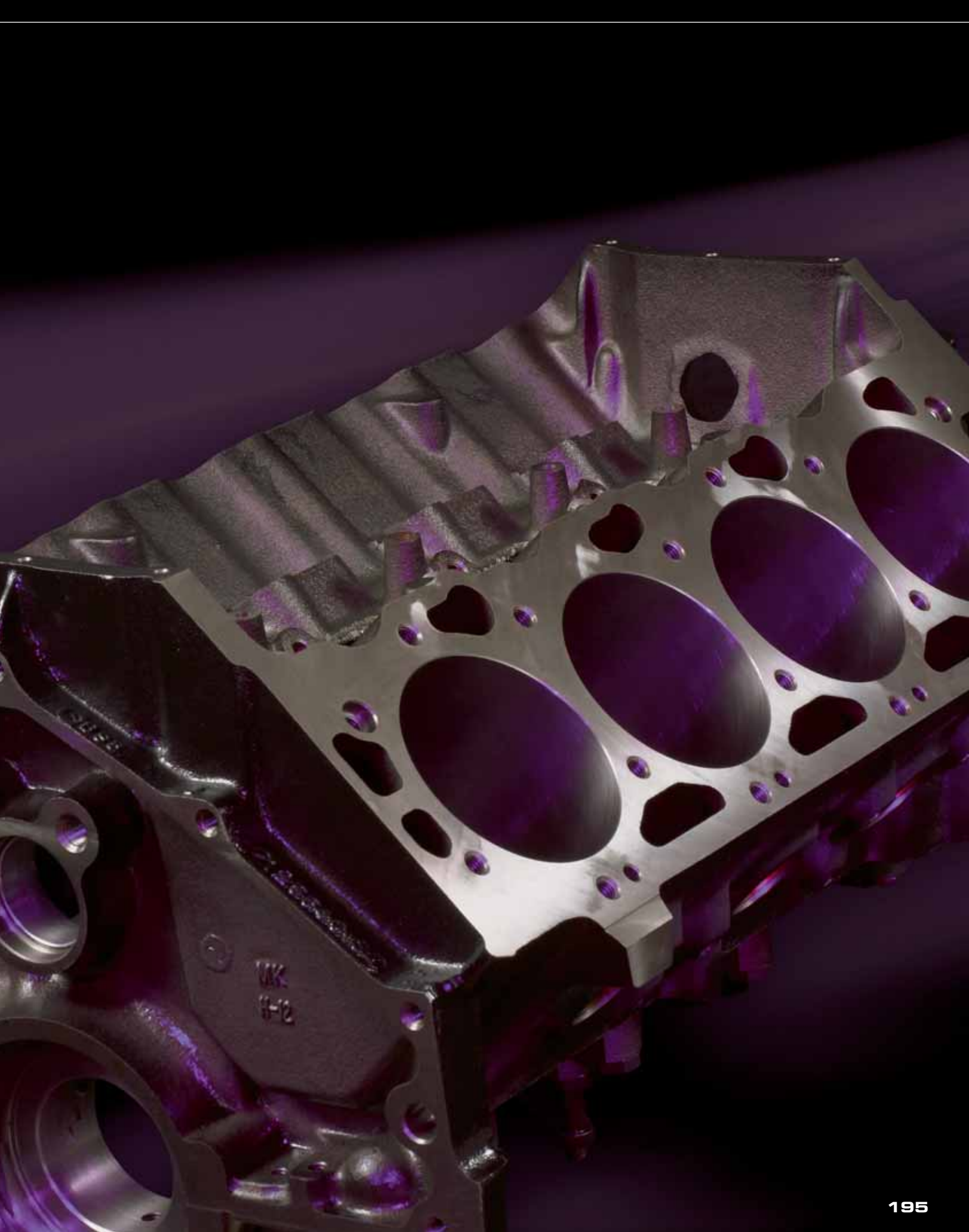
All big-blocks are not created equal—despite what our competition has tried to convince you of. No one—and we mean no one—builds a big-block Chevy like real GM engineers who demand only the best in machining and CNC preparation. Not only are they the highest quality, highest strength cylinder blocks 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.





UK
H-2

2006 Chevy Big-Block Quick Reference Chart

PRODUCTION BASED CAST IRON BLOCKS

Part Number	Casting No.	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Mtl	Crank Jnl Dia.	Oiling	Seal Type	Max Stk	Weight Lbs.	Max HP	Usage	Page
12561353		9.800	Yes	Open	4.250-4.310	4	Straight	Cast Iron	2.75	Wet	1 PC	4.25			Street	197
10237292		9.800	No	Siamese	4.470-4.500	4	Straight	Cast Iron	2.75	Wet	1 PC	4.25	269	700	Mod	197

BOWTIE CAST IRON BIG-BLOCKS

Part Number	Casting No.	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Mtl	Crank Jnl Dia.	Oiling	Seal Type	Max Stk	Weight Lbs.	Max HP	Usage	Page
25534362	24502504A	9.800	Yes	Siamese	4.494-4.600	4	16°	Nodular	2.75	Wet	2 PC	4.500	258	800	Sport	198
25534363	24502504A	9.800	Yes	Siamese	4.494-4.600	4	16°	Nodular	2.75	Wet	1 PC	4.500	258	800	Sport	198
25534364	24502506A	10.200	Yes	Siamese	4.494-4.600	4	16°	Nodular	2.75	Wet	1 PC	4.500	263	800	Sport	199
25534367	24502506A	10.200	Yes	Siamese	4.494-4.600	4	16°	Nodular	2.75	Wet	2 PC	4.500	263	800	Sport	199
25534368	24502506A	10.200	Yes	Siamese	4.560-4.600	4	16°	Nodular	2.75	Wet	1 PC	4.500	263	800	Sport	199
24502500	24502504A	9.800	Yes	Siamese	4.240-4.600	4	16°	8620 STL	2.75	Wet	2 PC	4.500	281	1200	Pro	201
24502502	24502506A	10.200	Yes	Siamese	4.240-4.600	4	16°	8620 STL	2.75	Wet	2 PC	4.500	296	1200	Pro	201

ALUMINUM ZL1 BLOCK

Part Number	Casting No.	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Mtl	Crank Jnl Dia.	Oiling	Seal Type	Max Stk	Weight Lbs.	Max HP	Usage	Page
12370850	3946053	9.800	Yes	Siamese	4.240-4.300	4	16°	8620 STL	2.75	Wet	2 PC	4.375	110	650	Pro	200

DRCE BLOCKS

Part Number	Casting No.	Deck Height	F Pump Boss	Cyl Wall	Bore Range	Main Bolt	Main Blt Degree	Cap Mtl	Crank Jnl Dia.	Oiling	Seal Type	Max Stk	Weight Lbs.	Max HP	Usage	Page
24502572	1A626	9.525	No	Siamese	4.500-4.700	4	16°	8620 STL	2.75	Dry	2 PC	4.60	255	1400+	Pro	202
12480026	1A629	9.525	No	Siamese	4.500-4.700	4	16°	8620 STL	2.75	Dry	2 PC	4.60	255	1400+	Pro	202
25534403	Grey	9.25-9.0"	No	Siamese	4.590-4.700	4	22°	4140 STL	2.50	Dry	2 PC	4.60	N/A	1400+	Pro	203
25534406	CG	9.25-9.0"	No	Siamese	4.590-4.700	4	22°	4140 STL	2.50	Dry	2 PC	4.60	N/A	1400+	Pro	203



Production-Based Bare Block (front)



Production-Based 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 walls¹ and both have four-bolt main caps² 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 196 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)
- Reinforced deck surfaces for better sealing
- Foundation of our 502 engine assemblies

¹Siamesed 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!

²Four-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, GMPP has a full line of big-block blocks that feature full CNC-machining³, premium materials, and designs directly from GM. Our Sportsman blocks are available with tall decks⁴, one-piece or two-piece crankshaft seals⁵, feature splayed main caps⁶, and can easily be 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 196 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—Four-Bolt Cap
Bottom—Machined Bottom (close-up)



Two-Piece Rear Main

³CNC 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.

⁴Tall 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!

⁵A 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.

⁶Our 16° splayed main caps have additional material holding the crankshaft in the block. Unlike our competition, 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 rarest 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 from state-of-the-art materials to our own flawless, blueprinted dimensions. Buy the ZL1 aluminum big-block, and you can build your own supercar!

See chart on page 196 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 800 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 205)



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, built 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 make 1200 big-block horsepower for your drag car, then buy one of these blocks and get to work. Hey, let's go racing!

See chart on page 196 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 cylinder head 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 196 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

- 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 Lifter Valley View



A DRCE 2 Main Caps



DRCE 3 Bare Block (front) **B**



DRCE 3 Bare Block (bottom) **B**



Lifter Valley View **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) 60 mm 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 graphite⁷

- 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) 60 mm 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!

⁷Compacted 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

CYLINDER BLOCK COMPONENTS

14015334

Four-Bolt Main Bearing Cap (not shown)

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.

A. 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.

B. 10106460

Outer Main Bearing 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 Bearing 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.

C. 10106461

Inner Main Bearing 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 Bearing 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. 88962212

Main Bearings, 572 engine

Complete main bearing kit for 572 block with standard-size mains.

E. 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.



A O-Ring Seal



B Outer Main Bearing Bolt



C Inner Main Bearing Bolt



D Main Bearings, 572 Engine



E Freeze Plug & Oil Plug Kit



Freeze Plug, brass (Gen V & Gen VI) **F**



Windage Tray Bolt, 572 **G**



Timing Chain Cover Gen V & VI **H**



Mark IV Big-Block Chrome Timing Cover **I**

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.

F. 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.

G. 88958656

Windage Tray Bolt, 572

Used with 572 engines.

FRONT COVERS & TIMING POINTERS

H. 10230954

Timing Chain Cover

Aluminum cover with timing indicator fits all 1996-and-newer Gen V & VI engines; currently used on 454 HO and 502 HO crate engines.

I. 12342091

Big-Block Chrome Timing Cover

Cover with oil seal for Mark IV big-block (1965–1990). Use replacement oil seal P/N 10191640.

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 to replace 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" valves
- Non-adjustable rocker design
- Rectangular intake ports
- Heat risers
- Will not work on Mark IV cylinder blocks

A. 12562925

Bare Cast Iron Gen V & VI Cylinder Head

- Bare cast iron head
- 118 cc 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" stemmed valves
- 118 cc 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
- 118 cc 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)



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 oval¹ or rectangular² 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 4.37" & P/N 12363413 for bores 4.47" to 4.54" (Mark IV)
- Use head gasket P/N 12363412 for bores to 4.37" & P/N 12363411 for bores 4.47 to 4.54" (Gen V & VI)
- Use Head bolt kit P/N 12367779

Oval Port Heads

12363399

Bowtie Oval Port Aluminum Cylinder Head (bare)

- Fully machined
- Bronze guides can be finished to 11/32" or 3/8"
- Semi-finished for 2.19"/1.88" valves
- 290 cc high-velocity oval intake ports
- 110 cc exhaust ports
- 110 cc semi-open combustion chambers

B. 12363392

Bowtie Oval Port Aluminum Cylinder Head Assembly

- Completely assembled with 2.19"/1.88" valves
- 290 cc oval intake ports
- 110 cc exhaust ports
- 110 cc 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" valves
- 290 cc oval intake ports
- 110 cc exhaust ports
- 110 cc 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		

¹Oval 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.

²Rectangular 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.

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" valves
- 315 cc rectangular cast intake port
- 110 cc exhaust port
- 118 cc combustion chamber

12363410

Bowtie Rectangular Port Aluminum Cylinder Head (bare)

- Bare aluminum performance head
- Machined for 2.19"/1.88" valves
- 300 cc rectangular intake port
- 110 cc exhaust port
- 118 cc combustion chamber

A. 12363400

Bowtie Rectangular Port Aluminum Cylinder Head Assembly

- Aluminum performance head
- Completely assembled with 2.25"/1.88" valves
- 300 cc rectangular intake port
- 110 cc exhaust port
- 118 cc 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" valves
- Valve springs for hydraulic roller cams for up to .632" lift
- 310 cc rectangular intake port
- 118 cc exhaust port – raised 5/8"
- 118 cc 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 crate engine
- Completely assembled with 2.25"/1.88" valves
- Mechanical roller valve springs – not for use with hydraulic roller cams
- Good to .720" valve lift
- 310 cc rectangular intake port
- 118 cc exhaust port – raised 5/8"
- 118 cc 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 want.

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)
- 380 cc rectangular intake ports – raised .100"
- 110 cc exhaust port—raised .75", vanes in port floor ("W" port)
- 115 cc "open chamber" combustion chamber
- Rocker cover rails raised .25"
- (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

10051129

Unmachined Symmetrical Port

Bowtie Racing Cylinder Head (Not Shown)

- Originally designed for Pro Stock drag racing
- Four equally-spaced, symmetrical intake ports
- Round 400 cc intake ports – raised .950"
- .240" minimum wall thickness
- Round exhaust runners – raised 1.15"
- Revised valve angles – 18° x 2.5° intake, 10° x 2.5° exhaust
- No valve seats or guides, +.800" long valves required
- 72 cc combustion chambers with centrally located spark plugs
- Requires custom fabricated intake, aftermarket shaft rockers
- Requires aftermarket head studs or bolts, and special pistons

DRCE PRO STOCK HEADS

Six-time NHRA Pro Stock world champion, Warren "The Professor" Johnson, runs DRCE, why don't you? 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:

- 357-T6 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

24502585

DRCE 2 Raw Aluminum Cylinder Head (not shown)

- Raw aluminum casting, not machined
- Accommodates 10-14° x 5° intake and 5-9° x 2.5° exhaust valve angles
- Raw casting, not machined
- Made to work on DRCE 2 block P/N 24502572

A. 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 25534404
- Deck, end faces, and valve cover rail with taped 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)

Plug for ends of DRCE 3 cylinder head casting P/N 25534404. Plug is 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)

Plug for water jacket access holes of DRCE 3 cylinder head casting P/N 25534404. Plug is aluminum #8 A/N with internal hex for Allen wrench. Includes O-ring. Sold individually. Use eight per head.



A DRCE 3 Aluminum Cylinder Head Casting (exhaust)



A DRCE 3 Aluminum Cylinder Head Casting (intake)



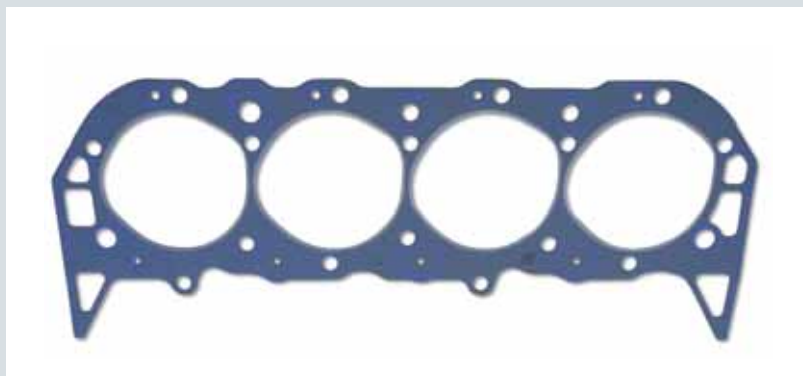
A DRCE 3 Aluminum Cylinder Head Casting (combustion chamber)

BIG BLOCK HEADS

Part Number	Description	Casting Number	Mat'l	Port Size	Port Type	Valve Angle	Chbr CC's	Int Vlv	Exh Vlv	Exh Port	Plug Type	Heat Riser	Rocker Stud	Notes
12562920	Gen 5,6 BBC	12562934	Iron	325	Rect	BBC	118	2.18	1.88	Square	Std	Y	Screw-in	Ass'd 2925's
12562925	Gen 5,6 BBC	12562934	Iron	325	Rect	BBC	118	2.18	1.88	Square	Std	Y	Screw-in	7/16 accy holes
12562926	Gen 5,6 BBC	12562934	Iron	325	Rect	BBC	118	2.18	1.88	Square	Std	Y	Screw-in	3/8 accy holes
12552888	Gen 5,6 BBC	10114156	Iron	-	Round	BBC	118	2.07	1.72	Square	Std	Y	Screw-in	HT 502 head
12363390	Oval Alum	12363391	Alum	290	Oval	BBC	110	2.25	1.88	Square	Std	N	Screw-in	Semi-open, oval port
12363392	Oval Alum	12363391	Alum	290	Oval	BBC	110	2.19	1.88	Square	Std	N	Screw-in	Semi-open, oval port
12363399	Oval Alum	12363391	Alum	290	Oval	BBC	110	2.19	1.88	Square	Std	N	Screw-in	Bare 3392
12363408	NHRA L88	12363401	Alum	315	Rect	BBC	118	2.19	1.88	Square	Std	N	Screw-in	Bare, NHRA legal
12363400	Rect Alum	12363401	Alum	315	Rect	BBC	118	2.25	1.88	Square	Std	N	Screw-in	
12363410	Rect Alum	12363401	Alum	315	Rect	BBC	118	2.25	1.88	Square	Std	N	Screw-in	Bare 3400
12363425	BBC Bowtie	14044861	Alum	380	Rect	BBC	115	2.19	1.88	Square	Std	N	Screw-in	Bare, raised int/exh
14044876	BBC Bowtie	14044861	Alum	380	Rect	BBC	115	2.19	1.88	Square	Std	N	Screw-in	Unmach 12363425
12499255	572/620		Alum	380	Rect	BBC	118	2.25	1.88	Square	Std	N	Screw-in	ZZ572/620
88961160	572/720		Alum	380	Rect	BBC	118	2.25	1.88	Square	Std	N	Screw-in	ZZ572/720R
10051128	Prostock BBC		Alum	400		Special	72			Square		N	Shaft	No seats/guides
10051129	Prostock BBC		Alum	400		Special	72			Square		N	Shaft	Unmachined 1128
22530959	DRCE 1		Alum				DRCE 1			DRCE		N	Shaft	Pro Stock - raw
24502585	DRCE 2		Alum		Peanut		DRCE 2			DRCE		N	Shaft	Pro Stock - raw
25534404	DRCE 3		Alum		Peanut		DRCE 2			DRCE		N	Shaft	Pro Stock - raw
25534405	DRCE 3		Alum		Peanut		DRCE 3			DRCE		N	Shaft	Semi-finished



Steel Shim Head Gasket (1965-1990) **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 insure 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.

B. 14015351

Steel Shim Head Gasket (1965-1990)

Beaded steel gasket for 1965-1990 cast iron heads and big-blocks with **4.250"** cylinder bores. Install with head gasket sealer or aluminum paint. Use with **Mark IV** (1965-1990) engines only. Compression thickness is **.022"**.

C. 12363414

Composition Head Gasket (1965-1990)

Composition head gasket with pre-flattened copper wire ring with permatorque/blue stripe coating for engines with aluminum heads and bore sizes between **4.250"** and **4.370"**. Compressed thickness is **0.039"**. Use with **Mark IV** (1965-1990) engines only.

10159507

Composition Head Gasket (1965-1990)

Composition head gasket for Mark IV 1965-1990 big-blocks with **4.440"** cylinder bores. Compressed thickness is **0.039"**. No sealer required. Re-torque after engine is first run. Use with **Mark IV** (1965-1990) engines only.

12363413

Composition Head Gasket (1965-1990)

Composition head gasket with pre-flattened copper wire ring with permatorque/blue stripe coating for engines with aluminum heads and bore sizes **4.375"** to **4.540"**. Compressed thickness is **0.041"**. Use with **Mark IV** (1965-1990) engines only.

12363412

Composition Head Gasket (1991–newer, not shown)

Composition head gasket for 1991-and-newer **Gen V and VI** big-blocks with aluminum heads and **4.250" to 4.370"** bore size. Gasket 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

Head gasket for all **Gen V and Gen VI** 502 big-blocks with cast iron heads. Gasket has additional water hole for improved cooling of siamesed cylinder walls. Compressed thickness is **0.041"**. Kit includes two gaskets (right and left) per package.

12363411

Composition Head Gasket (1991–newer, not shown)

Composite head gasket for **Gen V and VI** big-blocks with aluminum heads and **4.375" to 4.540"** bore size. Gasket 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 (not shown)

Composite head gasket 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 12367331, (24) 7/16-14 x 4.06" bolts P/N 12367330, (8) 7/16-14 x 5.06" bolts P/N 12367329, and (40) hardened washers P/N 14011040. For single service replacement bolts use above part numbers. Use thread sealant on all big-blocks except 502 due to blind bolt holes.

25534347

Cylinder Head Stud Kit (not shown)

Cylinder head studs for current design 454, 502, and 572 big-block aluminum heads.

3899696

Hardened Washer (not shown)

Washer 0.45" I.D. x 0.86" O.D. Sold individually.

C. 3942410

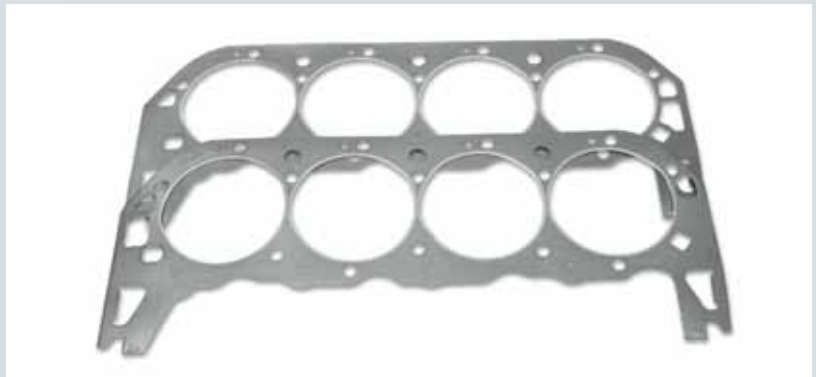
Head Stud Nut

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
Intake Valves			
3969815	2.19"	3/8"	Hard chromed standard stem diameter.
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.
3879618	2.30"	3/8"	Standard stem diameter, valve seats need to be reworked for this valve.
Exhaust Valves			
3946077	1.88"	3/8"	Stock replacement valve used in discontinued heads 6260482, 14011076, 14044862, 14096801, & 14096802.
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 #3970627 springs
3916164	Dual w/damper	1.487"	116# @ 1.88"	1.10"	358	3964264	460527	Used with HD 427/454 engines; L88, ZL1, LS7
12495496	Dual w/damper kit	1.487"	116# @ 1.88"	1.10"	358	3964264	460527	Kit of 16 #3916164 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 #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 #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 #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
12366567	Dual Spring Kit	1.525"	128# @ 1.70"	1.26"	406	366254	Aftermarket PC-type seal	Kit of 16 #366282 springs

VALVE SPRING COMPONENTS

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.

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. This 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

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; use "tall" covers (see page 106).

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.

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. 12342099

Chrome Tall Bowtie Valve Cover

Show-quality covers embossed with the famous Bowtie insignia and Chevrolet name. Covers are taller than production parts to clear stud girdles and racing valvetrain components. For use on 1965-1994 engines and all Bowtie cylinder heads.

NOTE: Covers may not clear alternator and air conditioning compressor when installed on production engines.



A Roller Rocker Arm Set, 1.7:1 ratio



B Chrome Short Bowtie Valve Cover



C Chrome Tall Bowtie Valve Cover



D Custom Aluminum Valve Covers



Aluminum Competition Design Valve Covers **E**



Aluminum Competition Design Valve Covers, Black Powder Coat **F**



Aluminum Competition Design Valve Covers, Orange Powder Coat **G**



Valve Cover, "572 CHEVROLET" **H**

D. 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. Finish them off with a custom engine designation badge (see next page). For use on 1965–1994 engines. Kit includes two covers, one grommet P/N 10198941, one grommet P/N 10198949, oil cap P/N 15681150, and 14 retaining bolts.

E. 12371244

Aluminum Competition Design Valve Covers

Competition racing valve covers display the Chevrolet name and Bowtie insignia. Covers have no holes for PCV or oil fill, but have bosses for drilling them. Can be used on most big-block Chevrolet cylinder heads.

NOTE: Use with valve cover gasket P/N 14085759.

F. 25534323

Aluminum Competition Design Valve Covers, Black Powder Coat

Competition racing valve cover displays the Chevrolet name and Bowtie insignia in brushed aluminum on black-powder-coated covers. Covers have no holes for PCV or oil fill, but have bosses for drilling them. Can be used on most big-block Chevrolet cylinder heads.

NOTE: Use with valve cover gasket P/N 14085759.

G. 25534374

Aluminum Competition Design Valve Covers, Orange Powder Coat

These orange powder coated covers are similar to the Competition Design covers, but have oil fill and baffles.

NOTE: Use gasket P/N 14085759.

H. 12499200

Valve Cover, "572 CHEVROLET"

These orange powder coated valve covers are used on all 572-cubic-inch crate engines and can be used on most big-blocks. They are 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

These special breathers are 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. Kit includes two breathers.

B. 12341989

Push-In Air Breather Cap

Three-inch-diameter breathers for use in valve covers with grommets fitting 1.22" holes. Use with grommet set P/N 12341892.

C. 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. and 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 above), 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)

D. 12366994

Valve Cover Badge, "502 GM Performance Parts"



A ZZ572 Breather



B Push-In Air Breather Cap



C Push-In Oil Filler Cap



D Valve Cover Badge, "502 GM Performance Parts"

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: mild steel, which is suitable for high-performance street cars, power boats, street rods, and limited competition applications, and 4130 chrome-moly steel, for maximum-performance racing engines.



Premium 7/16" Intake Pushrod



Intake Pushrod, Roller Lifter Style

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 No.	Material	Diameter	Length	Usage	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) Chromoly 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	Chromoly 1-piece for 572/620 (Tall Deck Block)
88961558	4130 steel	3/8"	8.900"	Hyd. Roller	Exhaust	Chromoly 1-piece for 572/620 (Tall Deck Block)
88962284	4130 steel	3/8"	8.550"	Mech. Roller	Intake	Chromoly 1-piece for 572/620 (Tall Deck Block)
88962283	4130 steel	3/8"	9.525"	Mech. Roller	Exhaust	Chromoly 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. Kit 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 and 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



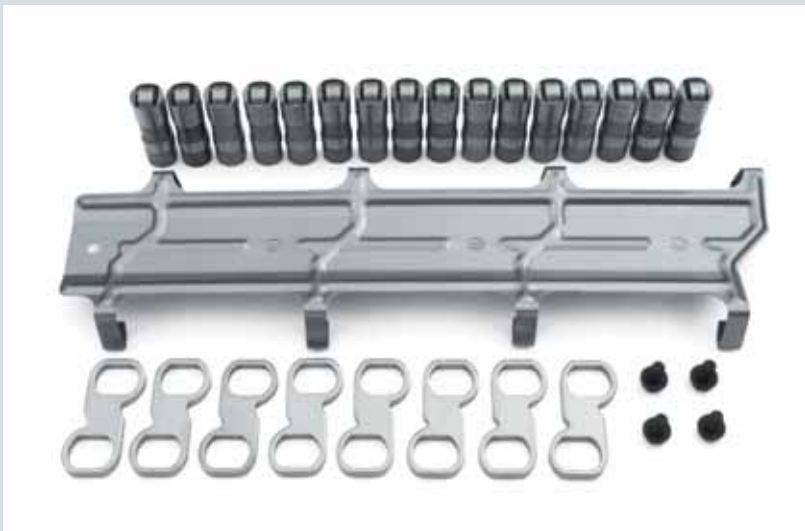
B Rocker Arm Stud Kit (1960-1990 engines)



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)

This hydraulic lifter kit is used on 1986-and-older Gen I and II-style engines. The kit includes 16 hydraulic 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.

17102353

Lifter Assembly (single piece) (not shown)

Designed for use with the Gen V 454 and 502 engines, these lifters are used when no adjustable rocker arms are required. Package contains one lifter assembly.

D. 17120060

Hydraulic Roller Lifter, ZZ572/620

These hydraulic roller valve lifters are used on the ZZ572/620 engines. Use with camshaft P/N 88961554, intake pushrod P/N 88961559, exhaust pushrod P/N 88961558, rocker arm P/N 12361323.

E. 12371056

Hydraulic Roller Lifter Kit

This hydraulic roller lifter retainer kit can be used on all Gen VI 454 and 502 engines that are machined for hydraulic roller lifters. The kit 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

These mechanical roller valve lifters are 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)

These roller tappet guides are used with all 502 engines and 454 HO engines. They are used with roller camshaft engines. Sold individually. Order eight per engine.

12551399

Roller Tappet Guide Retainer (not shown)

This roller tappet guide retainer is used with all 502 engines and 454 HO engines. It is used with roller camshaft engines. Order only one per engine.

G. 14044875

Lifter Bore Repair Kit

Don't scrap an expensive engine block because of a damaged lifter bore! Scored or leaky lifter bores can be repaired with GMPP's sleeve kit. Lifter bore sleeves are 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.*



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: .540	114	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.

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.*

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



572 Connecting Rod **C**



572 Connecting Rod Bearings **D**



12-Point Nut **E**



Hex Nut **F**

CONNECTING RODS & COMPONENTS

10198922

Forged Steel Connecting Rod (not shown)

Magnafluxed 4340 steel, LS6/LS7 connecting rod, including heavy-duty 7/16" rod bolts with knurled shanks. Rod is machined for pressed piston pins and is color-coded white. Used on Gen V 454 and 502 engines. 6.135" C-C length. Use rod bearing P/N 12329715.

C. 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.

D. 88961556

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.

E. 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.

F. 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

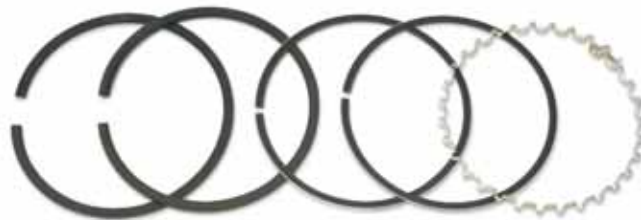
Available in standard and oversize diameters. Wrist pins included with all pistons.

NOTE: Part numbers fit one piston; order eight per engine.



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	118 cc	5/64, 5/64, 3/16"	Forged Gen V & VI 454 HO replacement
12529559	454	4.250"	+ .030"	6.135"	Pressed	8.75:1	118 cc	5/64, 5/64, 3/16"	Forged Gen V & VI 454 HO replacement
12533507	502	4.470"	-	6.135"	Pressed	8.75:1	118 cc	5/64, 1/16, 3/16"	Forged Gen V & VI 502 replacement
12533553	502	4.470"	+ .030"	6.135"	Pressed	8.75:1	118 cc	5/64, 1/16, 3/16"	Forged Gen V & VI 502 replacement
6262976	454	4.250"	-	6.135"	Pressed	9.0:1	118 cc	5/64, 5/64, 3/16"	1971 LS6 replacement
88962925	572	4.560"	-	6.535"	Floated	9.6:1	118 cc	1/16, 1/16, 3/16"	Forged 572/620
88963227	572	4.560"	-	6.535"	Floated	12.0:1	118 cc	1/16, 1/16, 3/16"	Forged 572/720R

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.



BIG-BLOCK PISTON RINGS				
Part No.	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**



Gen V Crankshaft **B**



572 Crankshaft **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)

Premium quality, externally balanced, nitride-treated 5140 forged steel with 4.00" stroke, cross-drilled 2.75" diameter main 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"

Two groove, cast iron, high rpm, power-saving crankshaft pulley.

Balancer Bolts & Washers

9419218

Crankshaft Bolt

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)

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

Fits all Chevy small-block V-8, big-block V-8 and 90° V-6 engines. Sold individually; six required per engine.

3701679

Flywheel dowel (big-block)

Highly recommended for all high-performance and competition big-block engines.

1453658

Bellhousing dowel, clutch housing/transmission dowel (big-block)

Use with big-block engine. Sold individually; two required per engine.

3727207

Flexplate bolt

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	Convertor Bolt Pattern	Starter Ring Gear Teeth	Technical Notes
14085720	1965-89	12.75"	3.58"	10.4"	153	Lightweight nodular iron; weighs approximately 15 pounds. 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.
12555135	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	Convertor 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.

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.

B. 12498733

Serpentine Accessory Drive Belt System, with air conditioning

Deluxe kit includes all the components and hardware necessary to install on a 9.80" deck or 10.20" tall deck engine (including bolts, nuts and spacer). Belt included.

The system includes:

10463415	Generator Asm-remn CS130
26010328	Pump Asm-Power steering
12456326	Pump Kit, Wat
01134343	Compressor Asm, A/C R4
10187612	Bracket-A/C Cm0pr
10187613	Bracket-A/C Cmpr
10108470	Outlet-Water
10085753	Pulley Asm-cr/shf
88986828	Belt, W/Pump and A/C Cmpr and Generator
88986813	Belt, Fan, W/Pmp, and A/C Cmpr
12552359	Tensioner Asm-Drv Belt
12552361	Pulley Asm-Belt Idler
10085760	Pulley-Fan and W/Pump
6272959	2 Connector-Therm Bypass Hoses
1470030	2 Clamps, Worm Type (11/16" to 15)
1485552	Hose Water Heater .750 ID
12573728	Pulley Asm-P/S Pump
88961892	Bracket, Tall Deck Power Steer
10187611	Bracket-Gen Fr
10187610	Bracket-Gen and P/S Pump

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. Belt included.

The system includes:

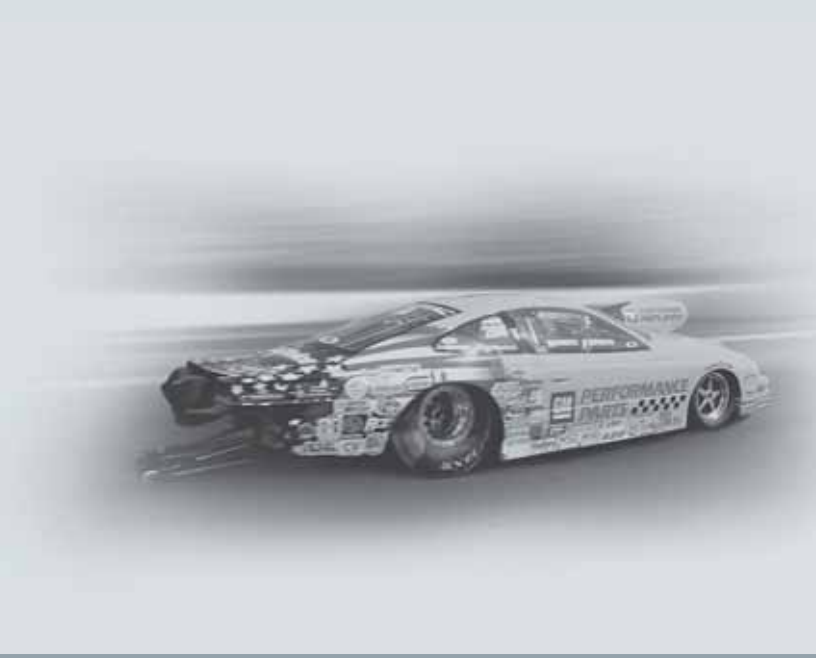
10463415	Generator Asm-remn CS130
26010328	Pump Asm-Power steering
12456326	Pump Kit, Wat
10108470	Outlet-Water
10085753	Pulley Asm-cr/shf
88986813	Belt, Fan W/Pmp, and A/C Cmpr
12552359	Tensioner Asm-Drv Belt
12552361	Pulley Asm-Belt Idler
10085760	Pulley-Fan and W/Pump
6272959	2 Connector-Therm Bypass Hoses
1470030	2 Clamps, Worm Type (11/16" to 15)
1485552	Hose Water-Heater .750 ID
12573728	Pulley Asm-P/S Pump
88961892	Bracket, Tall Deck Power Steer
10187611	Bracket-Gen Fr
10187610	Bracket-Gen and P/S Pump
10055890	Pulley, Idler



A Aluminum Water Pump, short-style



B Serpentine Accessory Drive Belt System, with air conditioning





Corvette Oil Pan (1965-1974) **C**



8-Quart Oil Pan **D**



4-Quart Oil Pan Kit, Gen V & Gen VI **E**

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.

C. 14091356

Corvette Oil Pan (1965-1974)

Five-quart pan has a trap door baffle that controls oil slosh during cornering and heavy braking. A windage tray is included and requires four mounting studs, P/N 3902885. Used on LS7 engine assembly P/N 3965774.

14103141

6-Quart Oil Pan

Six-quart pan fits all 1965-1990 engines.

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.

D. 12552968

8-Quart Oil Pan

Originally designed for 1991-and-newer Gen VI engines in medium-duty trucks, but is 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.

E. 12495360

4-Quart Oil Pan Kit, Gen V & Gen VI

Fits 1991-and-newer Gen V and Gen VI 454 and 502 engines. Should fit most early-model Chevelles and Camaros. Kit 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

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.

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

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

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.

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

14097040

Oil Baffle Assembly (not shown)

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, aid in oil control, and minimize oil slosh under hard braking. Use with oil pan P/N 14091356. Requires four mounting studs, P/N 3902885.

A. 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 and is suitable for all Mark IV engines. The distance from the pump mounting surface to the bottom of the pick-up tube screen is 4.94". The 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.

B. 88963707

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.

C. 3865886

Oil Pump Shaft

Heavy-duty all-metal oil pump 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. The 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.

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.



A Windage Tray, 572 engine



B Oil Pump & Pick-up, 572 Engine



C Oil Pump Shaft



Oil Filter Adapter **D**

D. 3952301

Oil Filter Adapter

Mounts a spin-on cartridge oil filter. Contains a filter bypass valve used on all V-8 engines.

25013759

Oil Cooler Bypass Valve (not shown)

High-performance and Bowtie big-blocks with four-bolt main bearing caps have provisions for oil cooler lines. This oil filter bypass valve 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.

E. 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.



Engine Oil Primer **E**

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.

F. 93440806

Distributor

This distributor has the melonized cam drive gear P/N 10456413 for steel roller camshafts. This distributor 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 your engine warranty. Use connector wire P/N 8917052 to ignition.

88961867

Distributor, Billet HEI (not shown)

This is the 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. The treated coating on the shaft provides low friction. The advance assembly features chrome moly weights that slide on nylon pads for smooth, timing advancement through the entire RMP 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)

This 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 your engine's warranty.

NOTE: This gear is part of distributor assembly P/N 1104067.

10093387

Distributor (not shown)

Used on 572/720R engine.



Distributor **F**

INTAKE MANIFOLDS, GASKETS & COMPONENTS

A. 14097092

Intake Manifold, Oval Port (iron)

This economical iron four-barrel intake manifold will fit 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 and is the 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.

C. 12363420

High-Rise Intake Manifold, Oval Port

This manifold is designed for all 396-502 engines with GM aluminum heads (1975 and earlier) and large oval port iron heads. It has a dual-plane design with spread bore flange and a dual bolt pattern. It has no provisions for a hot air choke, but will accept a divorced choke or electric choke. It 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.

12363421

High-Rise CNC-Port-Matched Intake Manifold, Oval Port

Similar manifold design as P/N 12363420 (see above), but it is "CNC" port-matched to GMPP oval port aluminum cylinder heads.

D. 12363406

Intake Manifold, Oval Port (Holley carburetors)

Same as manifold P/N 12363420 (see above), but it is designed for use with a Holley carburetor. The dual-plane design requires bolt kit P/N 12367959, which includes 16 bolts (8740 chrome moly 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. It accepts air conditioning and alternator brackets and a late-model water neck.

NOTE:

Will not fit production Corvettes, and may not fit Chevilles. Manifold carb flange height is 4.45".

E. 12363407

CNC-Port-Matched Intake Manifold, Oval Port (Holley carburetors)

This manifold is the 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.

F. 88961161

Intake Manifold, ZZ572/620 engine

This 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.

G. 88962218

Intake Manifold, ZZ572/720R engine

This 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.



A Intake Manifold, Oval Port (iron)



B High-Rise Intake Manifold, Rectangular Port



C High-Rise Intake Manifold, Oval Port



D Intake Manifold, Oval Port (Holley Carburetors)



CNC-Port-Matched Intake Manifold, Oval Port (Holley Carburetors) **E**



Intake Manifold, ZZ572/620 engine **F**



Intake Manifold, ZZ572/720R engine **G**

12499249

Ram Jet Fuel Injection Kit, with MEFI-4 Electronics (not shown)

This 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. It may be used on other big-block applications by replacing the ECM unit with an aftermarket unit with the proper calibration. This kit 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
12570618	Fuel pressure regulator assembly	1
88962718	Module assembly engine cont.	1
15326386	Coolant temperature sensor	1

12464482

Lower Manifold, 502 Ram Jet (not shown)

This aluminum lower portion of the intake manifold is used on Ram Jet 502 P/N 12497323. Use with upper manifold P/N 12464484 (see below), upper manifold gasket P/N 12489372, and eight bolts P/N 12490255.

12464484

Upper Manifold, 502 Ram Jet (not shown)

This aluminum upper portion of the intake manifold is used on Ram Jet 502 P/N 12497323. Use with lower manifold P/N 12464484 (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 1965-81 oval port iron cylinder heads. Package includes two gaskets.

C. 12366985

Gasket, Aluminum Oval Port Heads

This gasket is 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

This bolt kit is for any big-block Chevrolet engine. The kit includes 16 bolts: 3/8-16 x 1.5" with wide, underhead flange with a 7/16" hex head. These bolts are 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



D Bolt Kit, Intake Manifold



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



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



Bowtie Air Cleaner Nut **G**

AIR CLEANERS

E. 12342080

Air Cleaner, Chevrolet-logo High-Performance Design (not shown)

Fourteen-inch 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 (not shown)

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.

G. 12341985

Bowtie Air Cleaner Nut

Large Bowtie center nut. Fits 1/4-20 and 5/16-18 studs.

CYLINDER BLOCKS

A. 88958630

Ecotec Race Cylinder Block

The 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.

C. 88958632

Exhaust Header Flange

Use this .375"-thick steel flange as the starting point for your custom header system.

CYLINDER HEAD GASKETS & HEAD BOLTS

D. 88958614

Ecotec Head Gasket & O-Ring Kit

Head gasket and 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. Kit includes copper head gasket and four one-piece stainless steel O-rings. For use on head P/N 88958640.

12499222 NEW

2.2L Cylinder Head Installation Kit (not shown)

A comprehensive kit that includes the gaskets and hardware necessary to install the cylinder head on the 2.2L engine. The kit includes a cylinder head gasket assembly, four intake manifold gaskets, an exhaust manifold gasket, and special cylinder head bolts/screws.



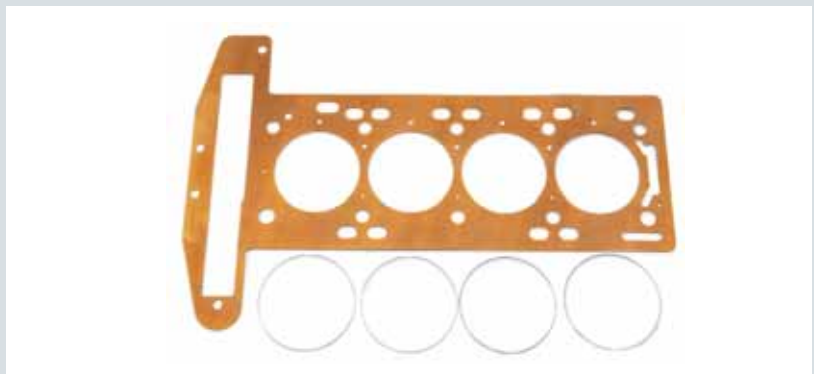
A Ecotec Race Cylinder Block



B Ecotec High Performance CNC Ported Cylinder Head



C Exhaust Header Flange



D Ecotec Head Gasket & O-Ring Kit



Ecotec Intake Camshaft Blank **E**



Ecotec Exhaust Camshaft Blank **F**



Ecotec Adjustable Cam Gear Set **G**



Ecotec Billet Connecting Rod Set **H**

CAMSHAFTS

88958648

Ecotec Performance Camshaft Set (not shown)

Performance camshaft kit 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°.

E. 88958611

Ecotec Intake Camshaft Blank

Heat-treated camshaft blank for grinding custom-profile intake cam.

F. 88958612

Ecotec Exhaust Camshaft Blank

Heat-treated camshaft blank for grinding custom-profile exhaust cam.

G. 88958613

Ecotec Adjustable Cam Gear Set

Adjustable cam gear set (includes intake and exhaust) allows valve timing to be advanced or retarded up to 16° of crankshaft rotation.

88958615

Ecotec Neutral Balance Shaft Set (not shown)

High performance neutral balance shaft set (two shafts) used to replace stock balance shafts.

H. 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.

PISTONS & RINGS

A. 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. Kit includes four pistons, pins and rings.

88958651

Ecotec High-Performance Piston, Rings & Pin (single piece) (not shown)

Same as P/N 88958634 (see above), but includes only one piston, rings and pin.

B. 88958635

Ecotec Racing Piston & Pin Set

Designed for use with connecting rod P/N 88958618 and crankshaft P/N 88958620 to create an engine with 2.0 liters of displacement and 10.5:1 compression. Pistons have 1.5-mm compression ring grooves and a 4.5-mm oil ring groove. Set comes only with the first oil ring, which uses a locator to specifically fit the piston. Engine builder must supply remaining rings. Set includes 21-mm-diameter floating pins, but for applications greater than 650 horsepower, use pin set P/N 88958639. Kit includes four pistons, pins and oil rings.

NOTE: GM Racing team uses Total Seal ring set P/N 466502001 for turbo applications.

88958650

Ecotec Racing Piston & Pin (single piece) (not shown)

Same as P/N 88958635 (see above), but includes only one piston, oil ring and pin.

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

C. 88958620

Ecotec Crankshaft, billet steel

Internally balanced, full-race, billet 4130 steel crankshaft with 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.



A Ecotec High-Performance Piston, Rings & Pin Set



B Ecotec Racing Piston & Pin Set



C Crankshaft, billet steel



Fabricated Aluminum Intake Manifold **D**



Fabricated Aluminum Intake Manifold **D**



NEW

Ecotec Engine Handbook **E**

INTAKE MANIFOLDS, GASKETS & COMPONENTS

D. 88958629

Fabricated Aluminum Intake Manifold

This fabricated aluminum intake manifold accepts a 75 mm LS1 throttle body.

88958633

Ecotec Intake Manifold Flange Set (not shown)

These 0.555"-thick aluminum flanges can be used to fabricate your own custom intake manifold.

BOOKS & MANUALS

E. 88958646 **NEW**

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.

CHEVROLET V6-90° ENGINE BLOCK QUICK REFERENCE CHART

Part Number	10205294	10185051	25534333	10134371	10134351
Block Material	Iron	Cast Iron	Cast Iron	A356-T6 Aluminum	A356-T6 Aluminum
Cylinder Wall Type	Non-Siamesed	Siamesed	Siamesed	Siamesed	Siamesed
Cylinder Deck Height	9.025	9.025	9.025	9.025	9.025
Cylinder Bore Range	4.000"	4.000-4.155"	4.000-4.155"	4.125"	4.125"
No. Bearing Cap Bolts	2	4	4	4	4
Cap Bolt Orientation	Straight	Splayed	Splayed	Splayed (20 deg.)	Splayed (20 deg.)
Bearing Cap Type	Cast Iron	8620 Steel	Cast Nodular	8620 Steel	8620 Steel
Crankshaft Journal Dia.	350 size	350 size	350 size	350 size	400 size
Oil Sump Type	Wet	Wet	Wet	Dry	Dry
Crankshaft Seal Type	2 piece	2 piece	2 piece	2 piece	2 piece
Design Max Stroke	3.75"	4.00"	4.00"	4.00"	4.00"
Weight (lbs - bare)	N/A	163	163	78	78
Intended Usage	Amateur Comp.	Professional Comp.	Professional Comp.	Professional Comp.	Professional Comp.
Non-Standard Parts Required	Has fuel pump boss			No mechanical fuel pump boss	No mechanical fuel pump boss

V-6 90° ENGINE BLOCKS

10205294

Cast Iron Bare Block

Cast iron bare block as used in production 4.3L 90° V-6 engines with 4.00" cylinder bores and two-bolt main bearing caps. Uses one-piece rear main seal and is machined for either roller or flat tappets. Has two oil galleries and an open lifter valley. It cannot be converted to V-8 style lubrication.

NOTE: Heavy-duty and pre-1986 production crankshafts with two-piece rear seals can be installed using seal adapter P/N 10051118.

A. 10185051

Bowtie V-6 Bare Block

Fully CNC-machined block with siamesed 3.980" cylinder bores that can be bored to 4.155". Deck height is 9.025". Features 8620 steel main caps, priority main oiling, 2.00" O.D. cam bearings and wet sump oiling.

25534333

Sportsman V-6 Bare Block

This is a fully CNC-machined Bowtie block similar in size, dimensions and features to block P/N 10185051 (see above), except it has nodular main bearing caps and Grade 8 bolts.



A Bowtie V-6 Bare Block (rear)



A Bowtie V-6 Bare Block (front)



Aluminum Racing Bare Block (rear) **B**



Aluminum Racing Bare Block (front) **B**



Nodular Four-Bolt Splayed Cap **A**



Steel Four-Bolt Main Cap **B**



Two-Piece Rear Main Seal **A**



Two-Piece Rear Main Seal **B**

10134371

Aluminum Racing Bare Block (350 ci main size)

Improved, new-design 90° V-6 A-356 aluminum racing block with 3.980" bores (maximum bore of 4.125"). Block 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 chrome-moly steel. Block has an upgraded V-8-style oiling system. It uses a two-piece rear main seal.

B. 10134351

Aluminum Racing Bare Block (400 ci main size)

This block 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. The maximum recommended bore is 4.130".

90° V-6 CYLINDER HEADS QUICK REFERENCE CHART

Part Number	Description	Casting Number	Mat'l	Port Size	Port Type	Valve Angle	Chbr CC's	Int Vlv	Exh Vlv	Plug Type	Heat Riser	Rocker Stud	Notes
10134359	18° V-6	12480009	Aluminum	215	Raised	18°	43	2.15	1.62	Angled	No	Shaft	No seats/guides
12480009	18° V-6	12480009	Aluminum	215	Raised	18°	43	2.15	1.62	Angled	No	Shaft	As cast ports
10134394	Splayed valve V-6		Aluminum	240	Splayed	Splayed	45	2.20	1.65	Angled	No	Shaft	As cast ports

V-6-90° CYLINDER HEADS

A. 10134359

18° Aluminum Cylinder Head

Low-port 18° aluminum cylinder head for maximum-effort competition engines. These heads offer significant improvements over conventional head designs with 18° valve angles (vs. older 23° angles) and 43 cc combustion chambers. Spark plug holes are centrally located, valve centerlines are relocated, and the exhaust ports are high-flow. Head face has an extra 0.080" of material for 9.1:1 compression. 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 that is identical to P/N 10134359, except that it has a new design intake port for Daytona Dash Racing Series.

10134394

Splayed Valve Bowtie Cylinder Head (not shown)

The splayed-valve Bowtie cylinder head with 45 cc chambers represents a radical change from conventional V-6 90° cylinder head designs. GM engineers adopted the big-block Chevrolet V-8's free-breathing valve layout to the Chevrolet V-6. The intake and exhaust valves are inclined in two axes relative to the cylinder bore centerline. This compound valve angle moves the valve head away from the cylinder wall as the valve opens. This design minimizes valve shrouding and promotes airflow at high lift.

NOTE:

This cylinder head uses rocker arm mounting bar P/N 10134395, intake manifold gasket P/N 10185004 and rocker cover gasket P/N 10185008. Also required are aftermarket manifolds, valvetrain components and build your own valve covers.



A 18° Aluminum Cylinder Head (exhaust)



A 18° Aluminum Cylinder Head (top/intake)



A 18° Aluminum Cylinder Head (combustion chamber)



Heavy-Duty Composition Head Gasket **B**



Chevrolet 90° V-6 Valve Cover **C**



Pushrod Guide Plate (aluminum Bowtie head) **D**

V-6 CYLINDER HEAD GASKETS

B. 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: *Drill steam holes when used on 400 ci small-blocks. Gasket does not require re-torquing.*

V-6 90° VALVE COVERS

C. 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.

V-6 VALVE SPRINGS

12363215

Valve Spring (not shown)

This is a moderate-performance chrome silicone wire spring, as used in the 3.4L conversion package. Spring 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. This is same part used in the 3.4L conversion package.

V-6 90° PUSHROD GUIDEPLATES

D. 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".

V-6 60° CRANKSHAFTS

10224877

Crankshaft, 4.3L Cast Iron Even-Fire (not shown)

Cast iron crankshaft with 3.48" stroke and 3.00" diameter flywheel flange bolt pattern for 1986-and-later 4.3L V-6 engines with one-piece rear main bearing seal.

NOTE: *Requires counterweighted flywheel.*

V-6 90° CAMSHAFTS

Part Number	Description	Duration @ .050" Lift (deg)	Maximum Lift (in)	Lobe Centerline (deg)	Technical Notes
10051165	Hydraulic flat tappet	I: 222 E: 222	I: .447 E: .447	114	Excellent power and torque for engines without balance shaft.
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 with 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.

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 o'clock and 5 o'clock position, as viewed from front of block.

V-6 60° SPARK PLUG WIRES

A. 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.



A Spark Plug Wire Set, 90° V-6

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.

B. 12368084

Engine Oil Primer

Use to lube engine bearings prior to starting a new or rebuilt engine.



B Engine Oil Primer

V-6 90° INTAKE MANIFOLDS, GASKETS & COMPONENTS

C. 14097284

Cast Iron Intake Manifold, four-barrel

This low-profile, cast iron intake manifold accepts a Quadrajets four-barrel carburetor. It is designed for marine applications with no provisions for EGR.



Cast Iron Intake Manifold, four-barrel **C**



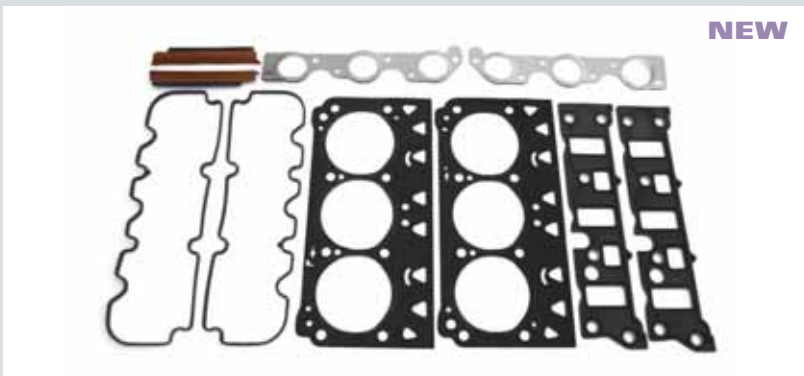
Aluminum Intake Manifold, four-barrel **D**



Raised Runner Intake Manifold Base **E**



Raised Runner Intake Manifold Cover **F**



Cylinder Head Installation Kit, supercharged engine **G**

D. 10134390

Aluminum Intake Manifold, four-barrel

This high-performance aluminum manifold is used on all conventional-design 200/229/262 engines (3.8L and 4.3L) Chevrolet V-6 engines. It is 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.

10134327

Manifold Deflector (not shown)

This manifold airflow deflector is used with intake manifolds P/N 10051125 and P/N 10051126.

E. 10051125

Raised Runner Intake Manifold Base

This cross-ram intake manifold is recommended for all maximum-performance competition engines. Its second-design box-style aluminum intake manifold is 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.

F. 10051126

Raised Runner Intake Manifold Cover

Upper cover for use with Raised Runner Intake Base P/N 10051125. The carburetor mounting flange fits standard flange and 4500-type four-barrel carburetors. The carb pad is not drilled to allow the carburetor to be mounted per application.

10134325

Gasket, Raised Runner Base and Cover (not shown)

Used to seal intake manifold base P/N 10051125 and cover P/N 10051126.

10185004

Splayed Valve Gasket Kit (not shown)

Used only with splayed-valve cylinder head P/N 10134394. Package includes two gaskets.

3800 V-6

G. 12499471 NEW

Cylinder Head Installation Kit, supercharged engine

Premium-quality kit for 3800 Series II and Series III supercharged engines. The kit includes two head gaskets, two valve cover gaskets, two intake manifold gasket sets, two exhaust manifold gaskets and two intake-to-block seals.

12499220 NEW

Head Gasket Kit, non-supercharged engine (not shown)

This is a premium replacement head gasket kit for non-supercharged 3800 V-6 engines. The kit includes two head gaskets, two valve cover gaskets, two intake manifold gasket sets, two exhaust manifold gaskets and two intake-to-block seals.

VORTEC 4.3L V-6

12499219 NEW

Cylinder Head Installation Kit (not shown)

This is a premium replacement gasket kit for Vortec 4.3L V-6 engines. The kit includes two head gaskets, two valve cover gaskets, intake manifold and exhaust manifold gaskets.

OLDSMOBILE

Books & Manuals

A. 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 Oldsmobile High Performance Manual

Wheels & Accessories

22551491

Olds Rocketparts Wheel Studs (not shown)

Long, 12 mm studs have rounded ends to make tire changes quicker in the pits. Fits all GM hubs designed for 12 mm 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 and can be used with five-bolt and ten-bolt cylinder heads.

NOTE:

Sold as single piece. Order two per engine.



B Olds V-8 Aluminum Valve Cover

PONTIAC V-8 & SUPER DUTY FOUR CYLINDER

Head Gaskets

10031324

Iron Head Gasket (not shown)

Teflon-coated composition head gasket for Super Duty engines with cast iron cylinder head. Gasket has solid wire O-rings around each cylinder bore. Compressed thickness is 0.038". Gasket does not require re-torquing.

10038952

Aluminum Head Gasket (not shown)

Specially engineered composite gasket for aluminum Super Duty cylinder heads. Wide portion of stainless steel fire rings face cylinder head to increase sealing area and prevent brinelling of head's deck surface.



C 301-455 Valve Covers

Valve Covers

C. 25534420

301-455 Valve Covers

Stylish, new covers fit 301–455 cubic-inch Pontiac engines manufactured from 1965–1979. They are 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. Kit 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. It 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.



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 were designed for the Pontiac racing cylinder head that bolts onto a Chevrolet big block engine. The covers are designed to accept most roller rocker arms and support systems. The 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 is a functional and stylish addition to any Super Duty four-cylinder engine. The top half of the cover can be removed quickly for easy valve adjustments and an O-ring seal prevents oil leaks.

F. 12480012

Aluminum Valve Cover, SB2.2 "Pontiac Logo"

Similar to P/N 1248006 described above, but embossed with the Pontiac name.

Intake Manifolds, Gaskets & Components

G. 10038470

Super Duty Intake Manifold

This single-plane aluminum intake manifold is for racing only. It mounts a single standard-flange 4150 style four-barrel carburetor and its 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**

This gear reduction starter is designed for 1958–1996 V-8 and all 90° V-6 engines. It has a compact design that provides increased clearance, weighs only 10.5 pounds and has a gear reduction of 3.75:1. It is equipped with a dual bolt pattern for 12.75" (153-tooth) and 14" (168-tooth) flywheels, and the housing can be rotated to clear exhaust systems. Kit includes starter, mounting bolts, shims, gaskets, and electrical connectors.

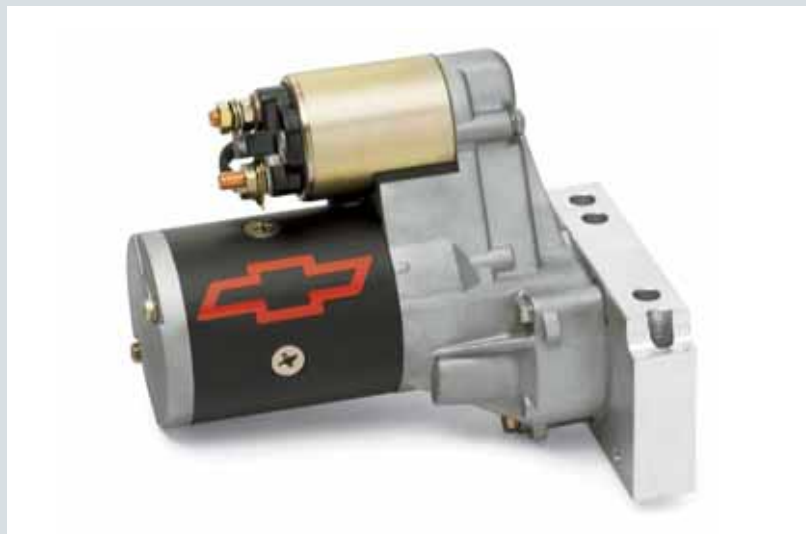
NOTE: *Not recommended for competition use.*

B. 12363128**High-Torque Starter, chrome**

Same as starter P/N 12361146 (see above), but with a chrome housing.

C. 10465143**Lightweight Starter (remanufactured)**

This lightweight high-performance starter was originally used on 1993–1997 Camaros and Firebirds with the LT1 engine. It 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 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

This gear reduction starter should be used on big-block and small block engines with a 14", 168-tooth flywheel.

E. 10465385

LS Series Starter

This 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)

GM Performance Parts' alternator 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. An integral capacitor eliminates wiring, suppresses radio interference and uses less space. This dynamically-balanced rotor assembly provides stable operation at speeds to 18,000 rpm.

12497025

Alternator Adapter Bracket

Used for installation of late-model alternators, such as P/N 22551517, to an early-model car or truck.

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 8 mm 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 (135° boot)

Designed for a small-block, with 135° spark plug boots. Route over the valve covers.

12361058

Spark Plug Wire Set, Big-Block

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

This custom-fit set is 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

Supplied with wire set P/N 12368383 and black loom kit P/N 12495502.

12361060

Spark Plug Wire Set, 90° V-6

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

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)

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

Designed for a big-block, with 135° spark plug boots. Route over the valve covers.

12368384

Spark Plug Wire Kit for GMPP Loom Kit, Big-Block

This custom-fit set is 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

Supplied with wire set P/N 12368384 and black loom kit P/N 12495502.

12361054

Spark Plug Wire Set, 90° V-6

Designed for a 90° V-6, with 135° spark plug boots. Route over the valve covers.



A GM Performance Parts Spark Plug Wire Set



B Chevrolet Bowtie Spark Plug Wire Set



C Wire Loom Kit, Small-Block



D Wire Loom Kit, Big-Block



Ignition Control, High-Performance CD **E**



Coil, High-Performance CD **F**



Ignition Wire Harness (engine compartment-mounted) **G**



Change-Over Switch **H**

GM RACING NASCAR WIRES

24502521

Spark Plug Wire Set—NASCAR (not shown)

Superior Quality Racing Plug Wires Used by NASCAR Teams Designed to route over the valve cover with 135° boots on spark plug end. 50 ohm/ft premium cable covered with 8 mm of silicon and an abrasive resistant cover. Black in color.

24502522

Spark Plug Wire Set—NASCAR (not shown)

90° Boot Version of 24502521.

LOOM KITS

C. 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.

D. 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

E. 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.

F. 10037380

Coil, High-Performance

This performance coil has a 100:1 turns ratio and a maximum output voltage of 45,000 volts. It has .7 ohms primary resistance and 10,500 ohms secondary resistance. Use with amplifier P/N 10037378.

G. 10039932

Ignition Wire Harness (engine compartment-mounted)

This harness will connect all GMPP heavy-duty electronic distributors to ignition control P/N 10037378 when the control box is mounted in the engine compartment.

H. 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)

This device plugs directly into the GM High Performance CD Ignition Control P/N 10037378. The rpm limit is set with plug-in rpm modules. When the engine reaches the set limit, sparks are cut to cylinders. Kit is supplied with 6000, 7000, and 8000 modules.

RPM LIMIT MODULE KITS

These kits are supplied with five rpm modules for the Rev Limiter P/N 10037379 (see previous page). 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 1 & LS1-Style)**12480112****ECM, LS1 V-8**

This ECM is calibrated for the LS1 Camaro/Firebird engine and can be used in a street rod or other early-model vehicles. This ECM is part of the engine kit.

NOTE: Use with Camaro/Firebird LS1 engine and wire harness P/N 12480113.

12480054**ECM, LS1/ASA Racing**

This LS1 ECM is similar to P/N 16238212 (see above), 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. The 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**

This module/harness kit is 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. It 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: 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, and third hour is 5500 rpm.

15156588**Fitting, Oxygen Sensor**

This fitting is used on all MEFI 4 electronic controlled ignition systems. It 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). The 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**

This 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. It 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**

This jumper harness 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)**

This prom is used in the 502 emission-legal engine conversions for 1991-1993 trucks.

88961821**ECM, Ram Jet ZL1**

This ECM is 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. This wire harness is part of engine kit P/N 124973238.

88961968**MEFI 4 ECM Harness, Ram Jet 502**

This ECM wire harness is used in the MEFI 4 Ram Jet 502 P/N 12499121 with the MEFI 4 closed loop oxygen sensor-equipped system. Use with MEFI 4ECM P/N 88962718.



Distributor, HEI **A**



Distributor, Billet HEI **B**



Distributor, Late Model EFI **C**



Distributor, Adjustable Slip Collar **D**

DISTRIBUTORS & 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

Distributor 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)

Complete distributor is used on late-model V-8 engines with fuel injection and computer controls. Kit includes ignition module, cap, and rotor.

10134355

Distributor, Competition (not shown)

Designed primarily for competition use. Billet aluminum housing, ball bearing guide, and adjustable mechanical advance assembly. Magnetic pickup provides accurate trigger signals to GMPP Heavy Duty Ignition P/N 10037378 (not included). Uses a standard Chevrolet V-8 cap and rotor. Will clear most induction systems.

NOTE: *Does not have a mechanical tach drive; use tachometer P/N 10185001 or P/N 10185002.*

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)

This 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)

Connector is 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, GMPP's 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° 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 (not shown)**18-Circuit Wiring Harness**

Includes wiring for all circuits in P/N 12355691 but also includes: cigarette lighter, power windows, power door locks, electric fuel pump, back-up lights/cruise control and speakers.

GAUGE MOUNTING ACCESSORIES

10038475**Mounting Bracket, 5" Tachometer**

Mounts large, 5" tachometer in the dashboard, with the instrument held in place with a rubber shock liner. Recommended for oval-track racecars. Requires a 4-1/8" dashboard hole.

12361398**Braided Stainless Tubing Kit**

For use with mechanical fuel pressure and oil pressure gauges. Includes 6' of tubing.

12361406**Mounting Bracket, 1-Hole (2-1/8")**

Holds one 2-1/8" gauge.

12361407**Mounting Bracket, 2-Hole (2-1/8")**

Holds two 2-1/8" gauges.

12361408**Mounting Bracket, 3-Hole (2-1/8")**

Holds three 2-1/8" gauges.

12361409**Mounting Bracket, 1-Hole (2-5/8")**

Holds one 2-5/8" gauge.

12361410**Mounting Bracket, 2-Hole (2-5/8")**

Holds two 2-5/8" gauges.

12361411**Mounting Bracket, 3-Hole (2-5/8")**

Holds three 2-5/8" gauges.

12361398**Fuel Pressure Gauge Installation Kit**









For use with Chevrolet-logo P/N 12361404 and GM Performance Parts-logo P/N 1236196 (see charts).

12371529**Fuel Gauge Sender Unit**

For use for non-GM-type fuel gauges. Combine with gauge P/N 12371179 (see Chevrolet-logo gauges chart).

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 liquid-filled and 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.

Gauge	Part Number	Description	Size	Display Layout	Technical Notes
	10185001	Tachometer, 3-3/4"	3-5/8" deep x 4-5/8" tall	Black face with white numerals and red Bowtie insignia.	Compact 8,000-rpm electronic tach with adjustable red-line pointer. Can be used with eight-, six-, and four-cylinder engines with a 12-volt power source. Compatible with most points-type, HEI and high-performance electronic racing ignitions. Mounting bracket and 12-volt lighting source included.
	12371181	Tachometer, 3-3/4"	3-5/8" deep x 4-5/8" tall	White face with red Bowtie insignia.	Similar to P/N 10185001 (next page).
	12371174	Tachometer, 3-3/4" dash mount	3-5/8" deep x 3-3/4" tall	White face with red Bowtie insignia.	10,000-rpm readout. Designed for in-dash mounting. Matches speedometer P/N 12371173 (see below).
	10185002	Tachometer, 5" Memory	4-1/4" deep x 5-3/4" tall	Black face with white numerals and red Bowtie insignia.	Large 8,000-rpm electronic tach with adjustable red-line pointer. Can be used with eight-, six-, and four-cylinder engines with a 12-volt power source. Compatible with most points-type, HEI and high-performance electronic racing ignitions. Mounting bracket and 12-volt lighting source included.
	12371173	Speedometer	3-5/8" deep x 3-3/4" tall	White face with red Bowtie.	0-120 mph readout with odometer and trip odometer. Matches tachometer P/N 12371174 (previous page).
	12371175	Oil Pressure	2-5/8"	White face with red Bowtie insignia.	Electric gauge with 0-100 psi readout.
	12371176	Voltmeter	2-5/8"	White face with red Bowtie insignia.	8 to 18 volts readout.
	12371177	Water Temperature	2-5/8"	White face with red Bowtie insignia.	Electric gauge with 100-250 F readout.

CHEVROLET LOGO GAUGES (CONT.)

Gauge	Part Number	Description	Size	Display Layout	Technical Notes
	12371178	Fuel Gauge (GM-specific)	2-5/8"	White face with red Bowtie insignia.	Electric gauge for use with production GM sender.
	12371180	Clock	2-5/8"	White face with red Bowtie insignia.	Dependable time keeper matches other electric Bowtie logo gauges.
	12361400	Oil Pressure	2-1/8"	Black face with red Bowtie insignia.	Mechanical 0-100 psi readout. Kit includes fittings and 6 feet of tubing.
	12361401	Oil Temperature	2-1/8"	Black face with red Bowtie insignia.	Calibrated 140°-280° F readout. Kit includes 6 feet of tubing.
	12361402	Water Temperature	2-1/8"	Black face with red Bowtie insignia.	Calibrated 140°-280° F readout.
	12361403	Voltmeter	2-1/8"	Black face with red Bowtie insignia.	Calibrated 8-18 volts readout. Requires hook-up wire.
	12361404	Fuel Pressure	2-1/8"	Black face with red Bowtie insignia.	Calibrated 0-15 psi readout. Designed for in-dash mounting when used with installation kit P/N 12361398. Kit includes isolator and 4 feet of braided stainless tubing.
	12361405	Boost	2-1/8"	Black face with red Bowtie Insignia.	Calibrated 0-20 psi and 0-30 in of vacuum. Kit includes installation hardware.
	12371179	Fuel Gauge (non-GM-specific)	2-5/8"	White face with red Bowtie insignia.	Electric gauge requires sender P/N 12371529.

GM PERFORMANCE PARTS-LOGO LIQUID FILLED GAUGES – SUITABLE FOR COMPETITION USE

Gauge	Part Number	Description	Size	Display Layout	Technical Notes
	12361392	Oil Pressure	2-5/8"	Black face with white numerals and GM Performance Parts logo.	Liquid-filled. Calibrated 0-100 psi readout. Kit includes fittings and 6 feet of nylon tubing.
	12361393	Oil Temperature	2-5/8"	Black face with white numerals and GM Performance Parts logo.	Liquid-filled. Calibrated 140°-280° F readout. Kit includes fitting and 6 feet of capillary tubing.
	12361394	Water Temperature	2-5/8"	Black face with white numerals and GM Performance Parts logo.	Liquid-filled. Calibrated 140°-280° F readout. Kit includes fittings and 6 feet of capillary tubing.
	12361395	Voltmeter	2-5/8"	Black face with white numerals and GM Performance Parts logo.	Calibrated 8-18 volts readout. Requires hook-up wire. This gauge is not liquid-filled.
	12361396	Fuel Pressure	2-5/8"	Black face with white numerals and GM Performance Parts logo.	Liquid-filled. Calibrated 0-15 psi readout. Designed and for in-dash mounting with installation kit P/N 12361398. Kit includes isolator and 4 feet of braided stainless tubing.
	12361397	Boost	2-5/8"	Black face with white numerals and GM Performance Parts logo.	Liquid filled. Calibrated 0-20 psi and 0-30 in of vacuum. Kit includes installation hardware.

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 float bowls, vacuum secondaries and power valve blowout protection. Suitable for street-performance small-block engines. Bolts and gaskets included.

B. 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.

C. 12366996

Carburetor, Holley 850

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 750



C Carburetor, Holley 850



Carburetor, Demon 850 **D**



Carburetor, Demon 1090 **E**



Throttle Body **F**

D. 88961560

Carburetor, Demon 850

Custom-calibrated for the ZZ572/620 crate engine. This 4150 style 4-bbl carburetor is rated at 850 cfm and 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.

E. 88962217

Carburetor, Demon 1090

Custom-calibrated for the ZZ572/720R crate engine. This Dominator style 4-bbl carburetor is rated at 1090 cfm and 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.

Throttle Bodies

F. 17096144

Throttle Body, Ram Jet 350

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

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, 350 Ram Jet

Designed for use with throttle body on 350 Ram Jet crate engine, but can be used on other applications.

12490257

Air Cleaner, 502 Ram Jet (not shown)

Designed for use with throttle body on 502 Ram Jet crate engine, but can be used on other applications.

FUEL PUMPS AND ACCESSORIES

6415325

Fuel Pump, High Capacity, Small Block (not shown)

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.

D. 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.

12355613

Fuel Pump, Competition, Small-Block (not shown)

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.

12355614

Fuel Pump, Street Performance, Big-Block (not shown)

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.



A Air Cleaner, Chevrolet-logo Classic Design



B Air Cleaner, Chevrolet-logo High-Performance Design



C Air Cleaner, 350 Ram Jet



D Fuel Pump, Street Performance



Electric Fuel Pump **E**



Electric Fuel Pump, High-Output **F**



Fuel Pressure Regulator **G**



Fuel Filter **H**

E. 6472657

Electric Fuel Pump

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

F. 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.

G. 10185094

Fuel Pressure Regulator

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

H. 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 2.4-liter Twin Cam engine (engine code RPO LD9). Kit 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.

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 1.8-liter engine. Supercharger produces up to 7.5 pounds of boost. Kit includes mounting brackets, air ducts, serpentine drive belt, PCV hoses, new fuel injectors and add-on controller for calibration of the Vehicle Control Module.

12499105

**Pontiac Vibe Supercharger (manual transmission)
(not shown)**

Same as P/N 12498927. Includes upgraded engine mounts.

17800003 NEW

Ecotec 2.2L Cavalier/Sunfire Supercharger Kit

For '03-'05 2.2L Ecotec powered Chevrolet Cavaliers and Pontiac Sunfires. This kit upgrades power to 200 hp (up from stock 145 hp). Kit includes a supercharger, all necessary hardware, brackets, gaskets, and specific E.O. performance engine calibration. Premium fuel required. **Supercharger P/N 12584331 available separately.**

17801947 NEW

**Stage 1 Performance Upgrade Kit, Cobalt SS/ION Redline
(not shown)**

For '05-'06 Saturn ION Redline and Chevrolet Cobalt SS only. This kit enhances engine performance to 236 hp (up from stock 205 hp). Includes high-flow injectors & specific performance engine calibration. Premium fuel required.

17803229 NEW

**Stage 2 Performance Upgrade Kit, Cobalt SS/ION Redline
(not shown)**

For '05-'06 Saturn ION Redline and Chevrolet Cobalt SS only. This kit 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.

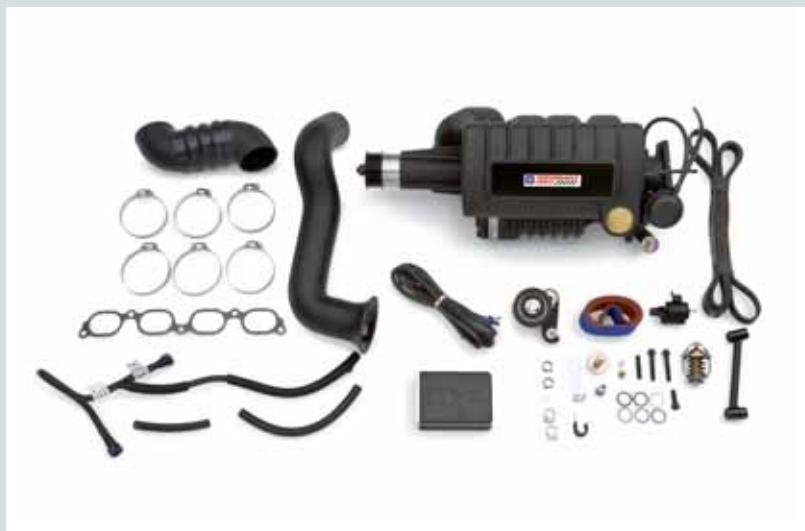
17803230 NEW

**Stage 1 to Stage 2 Upgrade Kit, Cobalt SS/ION Redline
(not shown)**

For '05-'06 Saturn ION Redline and Chevrolet Cobalt SS with Stage 1 Performance upgrade kit already installed only. This kit converts your Stage 1 kit to Stage 2, increasing performance from 236 hp to 241 hp. Includes supercharger pulley, new special length supercharger belt & specific performance engine calibration. Premium fuel required.



A 2.4L Twin Cam Supercharger



B Pontiac Vibe Supercharger





Service Manual, 350 Ram Jet (MEFI 3) **C**



Service Manual, 502 Ram Jet (MEFI 3) **D**



Corvette Fuel Injection by the Numbers **E**

SERVICE MANUALS

C. 12486611

Service Manual, 350 Ram Jet (MEFI 3)

Covers the installation and service of the MEFI 3 Ram Jet 350 P/N 12495515.

88962723

Service Manual, 350 Ram Jet (MEFI 4)

Covers the installation and service of the MEFI 4 Ram Jet 350 P/N 12499120.

D. 12486610

Service Manual, 502 Ram Jet (MEFI 3)

Covers the installation and service of the MEFI 3 502 Ram Jet P/N 12497323.

88962724

Service Manual, 502 Ram Jet (MEFI 4)

Covers the installation and service of the MEFI 4 502 Ram Jet P/N 12499121.

E. 12497977

Corvette Fuel Injection by the Numbers

Covers production Corvette fuel injection system from 1982 through 2001, including L83, L98, LT1, LT4, LT5 (ZR-1), LS1 and LS6.

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

Electronically controlled four-speed overdrive transmission is suitable for engines producing up to 370 lb.-ft. of torque. It 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.

B. 19156260

Hydra-Matic 4L65-E Four-Speed Automatic Transmission (LS Series V-8)

Similar in design to the 4L60-E, the "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: 0.070.

NOTE: Use with electronic controller P/N 12497316. Works with LS Series V-8 engines (LS2, LS6; it will not work with Gen I & II-style small-block engines).

C. 19156257

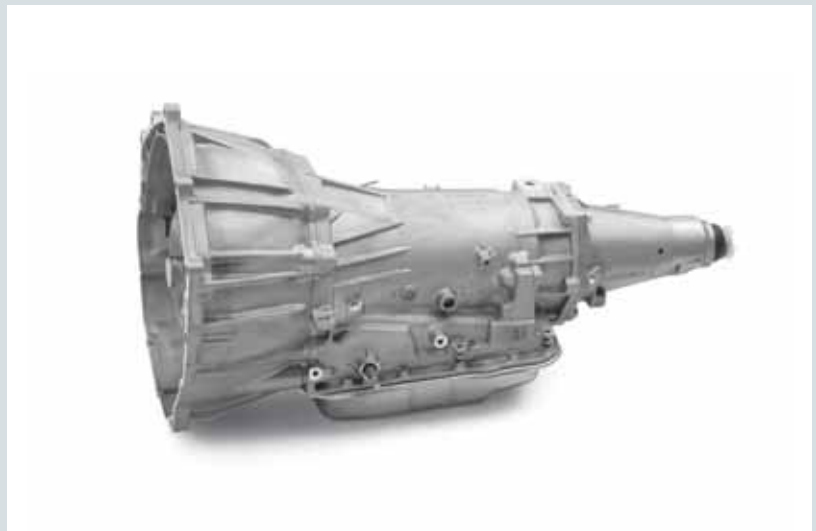
Hydra-Matic 4L85-E Four-Speed Automatic Transmission, 2WD

The strongest 2WD performance transmission offered by GMPP. Rated for a maximum torque output of 460 lb.-ft. in two-wheel-drive applications using a Gen I & LS-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



Hydra-Matic 4L85-E Four-Speed Automatic Transmission, 4WD **D**



T56 Six-Speed Manual Transmission—C5 Corvette **E**



Transmission Controller, 4L60-E, 4L65-E, 4L80-E & 4L85-E Automatic **F**

D. 19156258

Hydra-Matic 4L85-E Four-Speed Automatic Transmission, 4WD

The strongest 4WD performance transmission offered by GMPP. Rated for a maximum torque output of 460 lb.-ft. in four-wheel-drive applications using a Gen I & LS-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 1249736.

E. 88958729

T56 Six-Speed Manual Transmission—C5 Corvette

The modern equivalent of the famous Rock Crusher transmission, including the same helix angle of the gears for added strength. This racing close-ratio six-speed manual transmission has tighter gear ratios splits to keep engine in the power band under hard acceleration and deceleration. Designed to fit the transaxle of 1997–2004 Corvette models. Will not fit F-car. Gear ratios: 1st: 2.29, 2nd: 1.61, 3rd: 1.27, 4th: 1.00, 5th: 0.85, 6th: 0.75.

Controllers & Accessories

F. 12497316

Transmission Controller, 4L60-E, 4L65-E, 4L80-E & 4L85-E Automatic

Required when using a GM electronically controlled automatic transmission (see above). Kit 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

Adapts the 4L60 or 700R4 automatic transmission (non-electronic version) for use in early-model vehicles, with or without an engine management computer. Kit includes instruction sheet, throttle valve spring for carbureted engines, a normally-closed fourth-gear clutch switch and wiring connector for the torque converter.

DIFFERENTIAL COMPONENTS

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.

GM PERFORMANCE PARTS EXHAUST SYSTEMS

GM Performance Parts is now your source for high performance cat-back exhaust systems and exhaust tips. Our cat-back exhaust systems replace the factory-installed system, providing you with improved performance via a freer flowing exhaust, as well as a sound befitting a performance vehicle. These exhaust systems are made from high quality, T-304 stainless steel to not only look great but guarantee a long life. Exhaust options include alternative exhaust sounds as well as adjustable and interchangeable exhaust tips. The Touring System provides a sporty tone; the Performance System provides an aggressive sound, while still meeting all federal decibel requirements. The gorgeous, stainless steel exhaust tips come with official GM logos to further enhance their appeal.

These are the only GM-approved cat-back systems, and they come with a lifetime limited warranty. Check the following chart for your application and buy your high performance exhaust system with the confidence that the same people that designed your automobile also designed your custom exhaust system.

Visit or call your dealer if you don't see your system!

TRUCK SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

SILVERADO/SIERRA SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

Part Number	Vehicle Application	Part Description	Comments
17801961	2001-06 Chevrolet Silverado, GMC Sierra 1500 4.8L/5.3L RC/SB	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17801923	2001-06 Chevrolet Silverado, GMC Sierra 1500 4.8L/5.3L RC/SB	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17801963	2001-06 Chevrolet Silverado, GMC Sierra 1500 4.8L/5.3L EC/SB	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17801962	2001-06 Chevrolet Silverado, GMC Sierra 1500 4.8L/5.3L EC/SB	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17801965	2001-06 Chevrolet Silverado, GMC Sierra 1500 4.8L/5.3L CC/SB	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17801964	2001-06 Chevrolet Silverado, GMC Sierra 1500 4.8L/5.3L CC/SB	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800769	2001-06 Chevrolet Silverado, GMC Sierra 2500 6.0L EC/SB	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800768	2001-06 Chevrolet Silverado, GMC Sierra 2500 6.0L EC/SB	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800767	2002-06 Chevrolet Silverado, GMC Sierra 1500 HD 6.0L CC/SB	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800766	2002-06 Chevrolet Silverado, GMC Sierra 1500 HD 6.0L CC/SB	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800771	2001-06 Chevrolet Silverado, GMC Sierra 2500 6.0L CC/SB	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800770	2001-06 Chevrolet Silverado, GMC Sierra 2500 6.0L CC/SB	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800765	2003-06 Chevrolet Silverado SS	Cat-Back Exhaust System - Performance	Single Outlet, Production Location

SILVERADO/SIERRA EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17801924	2001-06 Chevrolet Silverado	Exhaust Tip, Bowtie Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17801926	2001-06 Chevrolet Silverado	Exhaust Tip, Bowtie Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17801928	2001-06 Chevrolet Silverado	Exhaust Tip, Bowtie Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
17801925	2001-06 GMC Sierra, GMC Denali	Exhaust Tip, GMC Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17801927	2001-06 GMC Sierra, GMC Denali	Exhaust Tip, GMC Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17801929	2001-06 GMC Sierra, GMC Denali	Exhaust Tip, GMC Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
17802141	2003-06 Chevrolet Silverado SS	Exhaust Tip, SS Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17802142	2003-06 Chevrolet Silverado SS	Exhaust Tip, SS Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17802143	2003-06 Chevrolet Silverado SS	Exhaust Tip, SS Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location

TAHOE/SUBURBAN/YUKON/AVALANCHE/DENALI SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

19155036	2001-06 Chevrolet Tahoe, GMC Yukon	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800752	2001-06 Chevrolet Tahoe, GMC Yukon	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
19155035	2001-06 Chevrolet Suburban, Chevrolet Avalanche, GMC Yukon XL	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800754	2001-06 Chevrolet Suburban, Chevrolet Avalanche, GMC Yukon XL	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800756	2001-06 GMC Denali XL	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800758	2001-06 GMC Denali	Cat-Back Exhaust System - Touring	Single Outlet, Production Location

TAHOE/SUBURBAN/YUKON/AVALANCHE/DENALI EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17801924	2001-06 Chevrolet Tahoe, Chevrolet Suburban, Chevrolet Avalanche	Exhaust Tip, Bowtie Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17801926	2001-06 Chevrolet Tahoe, Chevrolet Suburban, Chevrolet Avalanche	Exhaust Tip, Bowtie Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17801928	2001-06 Chevrolet Tahoe, Chevrolet Suburban, Chevrolet Avalanche	Exhaust Tip, Bowtie Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
17801925	2001-06 GMC Yukon, GMC Yukon XL, GMC Denali, GMC Denali XL	Exhaust Tip, GMC Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17801927	2001-06 GMC Yukon, GMC Yukon XL, GMC Denali, GMC Denali XL	Exhaust Tip, GMC Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17801929	2001-06 GMC Yukon, GMC Yukon XL, GMC Denali, GMC Denali XL	Exhaust Tip, GMC Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location

SIERRA/SILVERADO DIESEL SINGLE OUTLET EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

17800673	2001-05 Chevrolet Silverado, GMC Sierra Diesel EC/SB	Exhaust System - Diesel	Single Outlet, Production Location
17800672	2001-05 Chevrolet Silverado, GMC Sierra Diesel CC/SB	Exhaust System - Diesel	Single Outlet, Production Location
17800670	2001-05 Chevrolet Silverado, GMC Sierra Diesel CC/LB & CC/LB DRW	Exhaust System - Diesel	Single Outlet, Production Location
17800671	2001-05 Chevrolet Silverado, GMC Sierra Diesel EC/LB & EC/LB DRW	Exhaust System - Diesel	Single Outlet, Production Location

SIERRA/SILVERADO DIESEL EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17800675	2001-05 Chevrolet Silverado, GMC Sierra Diesel	Exhaust Tip, 5", Duramax Logo, Single Wall, Angle Cut	Single Outlet, Production Location
17800676	2001-05 Chevrolet Silverado, GMC Sierra Diesel	Exhaust Tip, 6", Duramax Logo, Single Wall, Angle Cut	Single Outlet, Production Location

SIERRA/SILVERADO DIESEL DOWNPIPES

Note: The following downpipe fits both production and GM Performance Parts exhaust systems (off-road use only)

17802109	2001-05 Chevrolet Silverado, GMC Sierra Diesel	Kit, Downpipe (off-road use only) all applications	Fits Production GMPP Exhaust
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SIERRA/SILVERADO DIESEL SINGLE OUTLET EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

19156370	2006 Chevrolet Silverado, GMC Sierra Diesel EC/SB	Exhaust System - Diesel	Single Outlet, Production Location
19156372	2006 Chevrolet Silverado, GMC Sierra Diesel CC/SB	Exhaust System - Diesel	Single Outlet, Production Location
19156373	2006 Chevrolet Silverado, GMC Sierra Diesel CC/LB & CC/LB DRW	Exhaust System - Diesel	Single Outlet, Production Location
19156371	2006 Chevrolet Silverado, GMC Sierra Diesel EC/LB & EC/LB DRW	Exhaust System - Diesel	Single Outlet, Production Location

SIERRA/SILVERADO DIESEL EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17800675	2006 Chevrolet Silverado, GMC Sierra Diesel	Exhaust Tip, 5", Duramax Logo, Single Wall, Angle Cut	Single Outlet, Production Location
17800676	2006 Chevrolet Silverado, GMC Sierra Diesel	Exhaust Tip, 6", Duramax Logo, Single Wall, Angle Cut	Single Outlet, Production Location

SIERRA/SILVERADO DIESEL DOWNPIPES

Note: The following downpipe fits both production and GM Performance Parts exhaust systems (off-road use only)

19156381	2006 Chevrolet Silverado, GMC Sierra Diesel	Kit, Downpipe (off-road use only) all applications	Fits Production GMPP Exhaust
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TAHOE/SUBURBAN/YUKON/AVALANCHE/DENALI/ESCALADE SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

19156346	2007 Chevrolet Tahoe, GMC Yukon	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
19156345	2007 Chevrolet Tahoe, GMC Yukon	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
19156352	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Cat-Back Exhaust System - Performance	Single Outlet Production Location
19156351	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
19156344	2007 Chevrolet Suburban, GMC Yukon XL, Chevrolet Avalanche	Cat-Back Exhaust System - Performance	Single Outlet Production Location
19156343	2007 Chevrolet Suburban, GMC Yukon XL, Chevrolet Avalanche	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
19156353	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Cat-Back Exhaust System - Touring	Single Outlet Production Location
19156354	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Cat-Back Exhaust System - Performance	Single Outlet, Production Location

TAHOE/SUBURBAN/YUKON/AVALANCHE/DENALI/ESCALADE EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17801924	2007 Chevrolet Tahoe, Chevrolet Suburban, Chevrolet Avalanche	Exhaust Tip, Bowtie Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17801926	2007 Chevrolet Tahoe, Chevrolet Suburban, Chevrolet Avalanche	Exhaust Tip, Bowtie Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17801928	2007 Chevrolet Tahoe, Chevrolet Suburban, Chevrolet Avalanche	Exhaust Tip, Bowtie Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
17801925	2007 GMC Yukon, GMC Yukon XL	Exhaust Tip, GMC Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
17801927	2007 GMC Yukon, GMC Yukon XL	Exhaust Tip, GMC Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17801929	2007 GMC Yukon, GMC Yukon XL	Exhaust Tip, GMC Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
19156360	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Exhaust Tip, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
19156357	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Exhaust Tip, Dual Wall, Strait Cut, Polished	Single Outlet, Production Location
19156355	2007 Cadillac Escalade, EXT, ESV, GMC Denali, GMC Denali XL	Exhaust Tip, Dual Wall, Oval, Polished	Single Outlet, Production Location

COLORADO/CANYON SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

17800781	2004-06 Chevrolet Colorado, GMC Canyon RC	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800780	2004-06 Chevrolet Colorado, GMC Canyon RC	Cat-Back Exhaust System - Touring	Single Outlet, Production Location
17800783	2004-06 Chevrolet Colorado, GMC Canyon EC & CC	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17800782	2004-06 Chevrolet Colorado, GMC Canyon EC & CC	Cat-Back Exhaust System - Touring	Single Outlet, Production Location

COLORADO/CANYON EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

19155550	2004-06 Chevrolet Colorado	Exhaust Tip, Bowtie Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
19155552	2004-06 Chevrolet Colorado	Exhaust Tip, Bowtie Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
19155554	2004-06 Chevrolet Colorado	Exhaust Tip, Bowtie Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location
19155551	2004-06 GMC Canyon	Exhaust Tip, GMC Logo, Single Wall, Angle Cut, Polished	Single Outlet, Production Location
19155553	2004-06 GMC Canyon	Exhaust Tip, GMC Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
19155555	2004-06 GMC Canyon	Exhaust Tip, GMC Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location

TRUCK DUAL OUTLET CAT-BACK EXHAUST SYSTEMS

H3 DUAL OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

Part Number	Vehicle Application	Part Description	Comments
19154703	2006 Hummer H3	Cat-Back System - Performance	Dual Outlet, Under Rear Bumper
17802015	2006 Hummer H3	Cat-Back Exhaust System - Touring	Dual Outlet, Under Rear Bumper

H3 EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems. Two tips required.

17802016	2006 Hummer H3	Exhaust Tip, H3 Logo, Single Wall, Angle Cut, Polished	Dual Outlet, Under Rear Bumper
17802017	2006 Hummer H3	Exhaust Tip, H3 Logo, Dual Wall, Straight Cut, Polished	Dual Outlet, Under Rear Bumper
17802018	2006 Hummer H3	Exhaust Tip, H3 Logo, Dual Wall, Angle Cut, Polished	Dual Outlet, Under Rear Bumper

CAR SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

COBALT SINGLE OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

Part Number	Vehicle Application	Part Description	Comments
17802111	2005-06 Chevrolet Cobalt	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
17802110	2005-06 Chevrolet Cobalt	Cat-Back Exhaust System - Touring	Single Outlet, Production Location

COBALT EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17802113	2005-06 Chevrolet Cobalt	Exhaust Tip, Bowtie Logo, Dual Wall, Straight Cut, Polished	Single Outlet, Production Location
17802112	2005-06 Chevrolet Cobalt	Exhaust Tip, Bowtie Logo, Dual Wall, Angle Cut, Polished	Single Outlet, Production Location

COBALT EXTRUDE HONED MANIFOLD

Note: The following exhaust manifold fits both production and GM Performance Parts exhaust systems.

19131972	2005-06 Chevrolet Cobalt SS (with LSJ engine)	Exhaust, Manifold, Extrude Honed	Works with production and GMPP exhaust
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SOLSTICE SINGLE CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

17802058	2006 Pontiac Solstice	Cat-Back Exhaust System - Performance	Single Outlet, Production Location
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SOLSTICE EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17802059	2006 Pontiac Solstice	Exhaust Tip, Pontiac Logo, Fully Rolled Lip, Dual Wall, Angle Cut	Single Outlet, Production Location
17802060	2006 Pontiac Solstice	Exhaust Tip, Pontiac Logo, Half Rolled Lip, Dual Wall, Angle Cut	Single Outlet, Production Location

CAR DUAL OUTLET EXHAUST SYSTEMS

CORVETTE DUAL OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

Part Number	Vehicle Application	Part Description	Comments
17801884	2005-06 Chevrolet Corvette (with LS2 engine)	Cat-Back System - Performance	Dual Outlet, Production Location
19154780	2005-06 Chevrolet Corvette (with LS2 engine)	Cat-Back System - Competition Off-Road	Dual Outlet, Production Location

CORVETTE DUAL OUTLET EXHAUST TIPS

Note: These GM Performance Parts exhaust tips are not designed to fit production exhaust systems and should only be used with GM Performance Parts Cat-back exhaust systems.

17801885	2005-06 Chevrolet Corvette (with LS2 engine)	Exhaust Tip, Twin, GCA Logo, Dual Wall, Angle Cut, Polished	Dual Outlet, Production Location
17801886	2005-06 Chevrolet Corvette (with LS2 engine)	Exhaust Tip, Twin, GCA Logo, Dual Wall, Angle Cut, Polished	Dual Outlet, Production Location
17801887	2005-06 Chevrolet Corvette (with LS2 engine)	Exhaust Tip, Bigmouth, GCA Logo, Dual Wall, Angle Cut	Dual Outlet, Production Location

CORVETTE DUAL OUTLET CAT-BACK EXHAUST PIPE

Instructions: The following x-pipes fit both production and GM Performance Parts exhaust systems.

19154781	2005-06 Chevrolet Corvette (with LS2 engine)	Exhaust, X-Pipe
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GRAND PRIX, MONTE CARLO AND IMPALA DUAL OUTLET CAT-BACK EXHAUST SYSTEMS

Instructions: These GM Performance Parts Cat-back exhaust systems are sold without exhaust tips. Select the correct Cat-back system...then choose the personalized tip that fits your style!

12498617	1997-2003 Pontiac Grand Prix, 2000-2004 Chevrolet Monte Carlo, Impala	Cat-Back Exhaust System - Performance	Dual Outlet, GP/MC/Impala
12498653	1997-2003 Pontiac Grand Prix, 2000-2005 Chevrolet Monte Carlo, Impala	Dual Exhaust Conversion Kit, use w/exhaust system. P/N 12498617	Convert single outlet exhaust to dual kit. Kit includes hardware and instructions.

EXHAUST TIPS FOR PRODUCTION EXHAUST SYSTEMS

TRUCKS

Part Number	Vehicle Application	Part Description
12499344	2005-06 Chevrolet Equinox	Exhaust Tip
12499344	2005-06 Pontiac Torrent	Exhaust Tip
12499343	2003-06 Cadillac Escalade	Exhaust Tip
17802979	2001-06 Chevrolet Silverado, GMC Sierra Diesel	Exhaust Tip, 5" Duramax logo
17802980	2001-06 Chevrolet Silverado, GMC Sierra Diesel	Exhaust Tip, 6" Duramax logo

CARS

12498010	2005-06 Pontiac G6	Exhaust Tip
12499352	2006 Chevrolet Monte Carlo (with LZ9 engine)	Exhaust Tip
12499352	2006 Chevrolet Impala (with LZ9 engine)	Exhaust Tip
12499351	2005-06 Chevrolet Cobalt (exc TV5, TY8)	Exhaust Tip
12499351	2006 Chevrolet HHR	Exhaust Tip
12499351	2003-05 Chevrolet Malibu	Exhaust Tip
12499345	2006 Buick Lucerne (exc CSX)	Exhaust Tip

CHASSIS, SUSPENSION & BRAKES

Performance isn't just horsepower and torque numbers. GMPP has you covered when the road throws you a curve. Factory-engineered suspension and brake parts—including GM—modified production-spec components—were designed and tested on the racetrack, so you know they deliver the best balance of seat-tugging performance, durability and refinement.

Corvette

The Corvette engineering group and GM Racing collaborated to develop components proven to improve the durability and performance of production-based 1997–2004 C5 Corvettes in professional Showroom Stock racing. GMPP 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.

12480062

T1 Suspension Package (For C5 Corvette)

Developed and approved for SCCA Touring 1 racing, this comprehensive kit dramatically improves the handling of the Corvette. Kit includes front and rear springs, front and rear stabilizer bars, stabilizer bar end links and isolators, upper and lower front A-arms. This kit provides maximum performance when used with the SACHS shock absorbers (see below).

12480094

SACHS Shock Absorber, front

Tuned for use with the T1 suspension package (see above). Sold individually. Order two per vehicle.

12480095

SACHS Shock Absorber, rear

Tuned for use with the T1 suspension package (see above). Sold individually. Order two per vehicle.

Additional components used to provide complete Corvette performance include:

12480071

Camber Plate, large

12480076

Camber Plate, small

15688265

Bolt, lower control arm

11516382

Nut, lower control arm

12480080

C5 Transmission Oil Cooler Kit

This kit is intended for cars equipped with the six-speed manual transmission and has been updated for use on Z06 and export-model C5 Corvettes. Kit includes transmission pump, cooler assembly, wiring harness, plumbing kit, filter bracket, thermal switch, brackets and fasteners.

Camaro & Firebird GM Racing Brake Components

For the racer, GMPP 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

12480039

Mounting Bracket, full rotor

12480041

Race-Cut Rotor, left-hand side

12480042

Race-Cut Rotor, right-hand side

12480044

Brake Pad Set, RR 1993-1997

12520231

Front Brake Caliper, left-hand side (production Corvette)

12520232

Front Brake Caliper, right-hand side (production Corvette)

12528689

Front Brake Caliper, left-hand side (production Corvette, Grand Sport)

12528690

Front Brake Caliper, right-hand side (production Corvette, Grand Sport)

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:

10085375

Aluminum Driveshaft, 1993-1997 LT1 with MM6 transmission

12564004

Aluminum Driveshaft, 1998-1999 LS1 with MM6 transmission

Cadillac CTS-V

A. 12499241 **NEW**

Shock Absorber Kit

Performance-oriented kit consisting of two 45-mm monotube front shocks and two 32-mm self-leveling Nivomat rear shock absorbers. This kit was developed at the famed Nurburgring racetrack in Germany to work with the stock 2004-06 CTS-V suspension, providing exceptional road handling. The 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.*

88964607

Front Rotors (not shown)

Cross-drilled rotors for 2004-06 Cadillac CTS-V. Sold as a pair.

88964608

Rear Rotors (not shown)

Cross-drilled rotors for 2004-06 Cadillac CTS-V. Sold as pair.

W-Body: 2000-2005 Monte Carlo & Impala; 1997-2003 Grand Prix

12498648

Strut Tower Braces (not shown)

Install these easy bolt-on braces on your car to reduce body flex for firmer feel when cornering. Kit includes hardware and installation instructions.

B. 12498642

Heavy-Duty Rear Stabilizer Bar

For reduced body roll, install this thick, 19 mm rear bar. Kit includes bushings.

C. 12498643

Heavy-Duty Front Stabilizer Bar

Get the look and feel of performance with this sturdy, 34 mm front bar. Kit includes bushings and end links.

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. Kit includes two trailing arms.

D. 12498354

Adjustable Strut/Lowering Spring Kit

Higher-rate coil springs and adjustable struts allow for firmer, sportier suspension tuning, while lowering the vehicle 0.9" in the front and 0.7" in the rear. Strut adjustments range from soft (close to production setting) to firm for maximum handling performance. Kit includes all necessary components and hardware.

NOTE: *Not recommended for vehicles carrying high occupant or cargo loads, or tow vehicles.*

12499665

Knob, Adjustable Strut

Replacement knob for Strut Kit P/N 12498354.

12498521

Front Strut Service Part

Single replacement front strut for kit P/N 12498354 (see above). Includes strut, plastic washer and adjuster knob.

NEW



A Shock Absorber Kit "NEW!"



B Heavy-Duty Rear Stabilizer Bar



C Heavy-Duty Front Stabilizer Bar



D Adjustable Strut/Lowering Spring Kit



High-Performance Front Brake Upgrade Kit **E**



High-Performance Brake Pad Set **F**



Heavy-Duty Front Brake Caliper Brackets **G**



Heavy-Duty Front Brake Rotors **H**



ZQ8 Extreme Sport Suspension Kit **I**

12498522

Rear Strut Service Part

Single replacement rear strut for kit P/N 12498354 (see above). Includes strut, plastic washer and adjuster knob.

E. 12498644

High-Performance Front Brake Upgrade Kit

Attain increased braking performance with 12" vented disc rotors and high-performance brake pads. The kit 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.

F. 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. Kit includes pads and bushings.

NOTE:

Heat generated by performance brake pads can cause rotor warping if not allowed to cool sufficiently between severe uses.

G. 12498646

Heavy-Duty Front Brake Caliper Brackets

Same brackets used in brake kit P/N 12498644 (see above). Kit includes brackets, bushings and pins. Rotors equivalent to P/N 12498647 must be used.

H. 12498647

Heavy-Duty Front Brake Rotors

Same rotors used in brake kit P/N 12498644 (left). Can be used separately with brackets P/N 12498646.

S-Truck

I. 12371217

ZQ8 Extreme Sport Suspension Kit

Turn your 1994-98 S-truck into a real corner carver! GMPP offers all the factory-engineered components of the popular ZQ8 sport suspension in a convenient, all-encompassing kit. Included is front and rear springs, 46 mm de Carbon gas-charged shocks, 33 mm front stabilizer bar, 22 mm rear stabilizer bar, fast-ratio 12.7:1 steering box and all necessary mounting hardware. The ZQ8 suspension will lower most trucks approximately 2". Finish your new sport suspension with a set of ZQ8 wheels (not included, but shown below). Check out the Wheels section, as they're available with Chevy or GMC center caps.

NOTE:

***Application note:** Kit is designed for 1994-98 regular cab and extended cab 2WD pickups with the 4.3L V-6 and power steering or four-cylinder model with power steering and air conditioning.*

C5 Corvette

12499507

C5 Magnaride Suspension (not shown)

Upgrade your 1997-2002 Corvette with F45 suspension with Magnaride suspension. Similar to 2003 Corvette with F55 Magnaride suspension. Kit includes four shocks, controller and miscellaneous components.

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, these 16" x 8" aluminum wheels have a -6.4-mm 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. Kit 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 959376 (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)

12371219

GMPP ZQ8 Aluminum Wheel Kit, gold Chevy Bowtie (1994-1997 S-truck)

12371221

GMPP ZQ8 Aluminum Wheel Kit, red Chevy Bowtie (1998-2004 S-truck)

12371222

GMPP ZQ8 Aluminum Wheel Kit, gold Chevy Bowtie (1998-2004 S-truck)

12371216

GMPP ZQ8 Aluminum Wheel Kit, red GMC-logo (1994-1997 S-truck)

12371220

GMPP ZQ8 Aluminum Wheel Kit, red GMC-logo (1998-2004 S-truck)

Corvette & Impala SS Wheels

B. 12497217

C5 Corvette Magnesium Wheel Kit (front)

Unique, lightweight 17" wheels used on some 1998-1999 Corvettes. Kit includes two 17" x 8.5" front wheels, center caps, wheel nuts and wheel nut caps.

12497218

C5 Corvette Magnesium Wheel Kit (rear)

Unique, lightweight 18" wheels used on some 1998-1999 Corvettes. Kit includes two 18" x 9.5" rear wheels, center caps, wheel nuts and wheel nut caps.



A 5-Spoke Wheel Kit, 16" ZQ8-style



B C5 Corvette Magnesium Wheel Kit (front)



C Impala SS Wheel Kit

NEW



D Camaro Wheel Kit, aluminum with painted insert.



Camaro Wheel Kit, painted silver **E**



H-Car Wheel Kit, lace-style **F**



H-Car Wheel Kit, five-spoke **G**



H-Car Wheel Kit, polished **H**

C. 12495438

Impala SS Wheel Kit

Original-equipment set of 17" wheels used on the 1994–1996 Chevy Impala SS. Kit 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 NEW

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 50 mm offset and fit a 70.2 mm 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.

D. 12498899

Camaro Wheel Kit, aluminum with painted insert.

E. 12498900

Camaro Wheel Kit, painted silver

Bonneville "H-Car" Wheel Kits NEW

Production-style 17 x 7.5" aluminum wheels will fit current Bonneville and other GM H-platform vehicles. The wheels have a 51-mm offset and fit a 70.27 mm 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.

F. 12498838

H-Car Wheel Kit, lace-style

G. 12498839

H-Car Wheel Kit, five-spoke

H. 12499082

H-Car Wheel Kit, polished

WHEEL HARDWARE & ACCESSORIES

12364132

Valve Stem Assembly, chrome-plated metal (not shown)

Kit includes chrome-plated metal valve stem, two rubber washers and metal hex head. Fits one wheel.

12363989

Valve Stem Assembly, rubber (not shown)

Rubber valve stem has chrome metal sleeve and metal hex head.

12363935

15-mm Rear Jounce Bumper Spacer Kit (not shown)

Use with 1993 Camaro and Firebird with 17" or 18" wheels.

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, 12-mm studs have rounded ends to make tire changes quicker in the pits. Fits all GM hubs designed for 12 mm 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.

FACTORY ENGINEERED RACE PARTS F & Y CAR

**3rd Tier Camaro & Firebird GM Racing
Brake Components**

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12480038

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12480039

Mounting Bracket, full rotor

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Race-Cut Rotor, left-hand side

12480042

Race-Cut Rotor, right-hand side

12480044

Brake Pad Set, RR 1993-1997

A. 12520231

Front Brake Caliper, left-hand side (production Corvette)

12520232

Front Brake Caliper, right-hand side (production Corvette)

12528689

Front Brake Caliper, left-hand side (production Corvette Grand Sport)

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10085375

Aluminum Driveshaft, 1993-1997 LT1 with MM6 transmission.

12564004

Aluminum Driveshaft 1998-1999 LS1 with MM6 transmission.

Camshafts

B. 12480002

Hot Cam Kit, Gen I Small-Block

Want more power? This kit adds up to 40 horsepower! Kit includes cam, 1.6 roller rockers, valve springs, caps, keys, and shims.

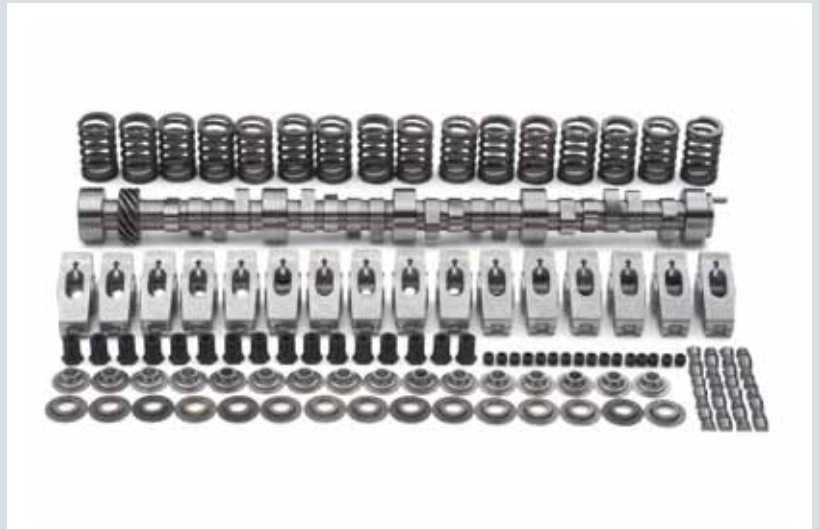
12480033

Hot Cam Kit, LS Engines

Kit includes camshaft and 16 LS6 valve springs P/N 12565117.



A Front Brake Caliper, left-hand side (production Corvette)



B Hot Camshaft Kit



C T1 Suspension Package



LS1/LS6 Corvette Bare Block (side) **D**



LS1/LS6 Corvette Bare Block (rear) **D**



LS Series 6-Bolt Main Cap **D**



LS Series 6-Bolt Main Cap **D**

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C. 12480062

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D. 12561166

LS1/LS6 Corvette Bare Block

Aluminum block (iron sleeves) with 3.98" (99 mm) bores. Used on 2001–2004 LS1 and LS6 Corvette 5.7L engines.

17802854 **NEW**

LS7 7.0L Corvette Bare Block

- Direct replacement for 2006 7.0L LS7 engine
- Production 319-T5 aluminum block with 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
- No provision for 'Displacement On Demand'
- Based on C5R block development
- Tested to over 500 hp!

TOOLS

A. 12363238

Engine Lift Bracket Kit

Universal lift brackets bolt to the ends of cylinder heads for secure removal or installation. Kit 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.

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.



C Engine Oil Primer

12346004

Pipe Sealant (50 cc) (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 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.



E Valvetrain Organizer Tray



E-Z UP Shelter, 10 x 10, GM Performance Parts logo **F**



E-Z UP Shelter, 10 x 10, Bowtie insignia **G**



GM Performance Parts Decals **H**

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-foot x 10-foot, 10-foot x 15-foot, and 10-foot x 20-foot 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

12364233
E-Z UP Shelter, 10 x 20, GM Performance Parts logo

G. 12364234
E-Z UP Shelter, 10 x 10, Bowtie insignia

12364235
E-Z UP Shelter, 10 x 15, Bowtie insignia

12364236
E-Z UP Shelter, 10 x 20, Bowtie insignia

12364229
E-Z UP Shelter Side Walls, 10-foot (blue, no logo)

12364230
E-Z UP Shelter Side Walls, 15-foot (blue, no logo)

H. GM Performance Parts Decals

Let them know you've got the best under the hood. Great promotional hand-outs, too. Quality vinyl, pressure-sensitive decals are available in a variety of sizes. See below for part numbers, sizes and package quantities:

12365415
GM Performance Parts Decals, 3" x .75" (25 qty)

12365416
GM Performance Parts Decals, 6" x 1.25" (25 qty)

12365417
GM Performance Parts Decals, 12" x 2.5" (25 qty)

12365418
GM Performance Parts Decals, 18" x 3.7" (25 qty)

12365419
GM Performance Parts Decals, 24" x 5" (5 qty)

12365420
GM Performance Parts Decals, 35" x 7.5" (5 qty)

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.

B. 12363286

Chevrolet & GMC Light Truck Owner's Bible

Written by Moses Ludel, this comprehensive source of information on the history and performance of GM light trucks is a must for owners. Chapters include basic maintenance and tune-ups to performance modifications.

C. 12497977

Corvette Fuel Injection by the Numbers

Covers production Corvette fuel injection system from 1982 through 2001, including L83, L98, LT1, LT4, LT5 (ZR-1), LS1 and LS6.

D. 12486611

Service Manual, 350 Ram Jet (MEFI 3)

Covers the installation and service of the MEFI 3 Ram Jet 350 P/N 12495515.

88962723

Service Manual, 350 Ram Jet (MEFI 4) (not shown)

Covers the installation and service of the MEFI 4 Ram Jet 350 P/N 12499120.

E. 12486610

Service Manual, 502 Ram Jet (MEFI 3)

Covers the installation and service of the MEFI 3 502 Ram Jet P/N 12497323.

88962724

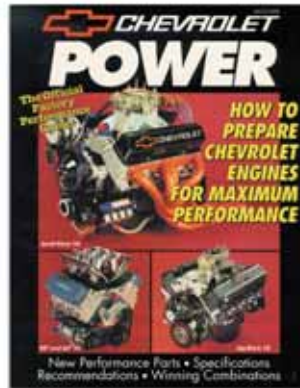
Service Manual, 502 Ram Jet (MEFI 4) (not shown)

Covers the installation and service of the MEFI 4 502 Ram Jet P/N 12499121.

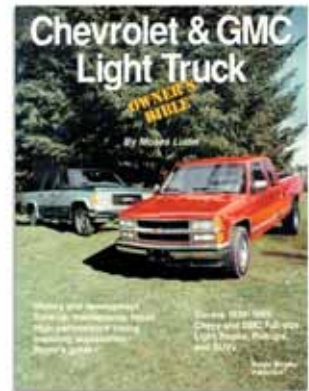
F. 88959384

LS1 Engine Kit Installation Guide

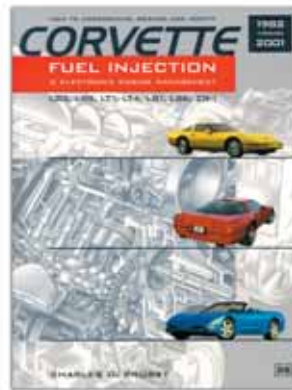
Installing an LS1 engine in your older vehicle? You need this guide before turning the first wrench. It includes notes and technical explanations for necessary parts, along with part numbers you can order from your GM dealer to get the job done easily.



A Chevrolet Power



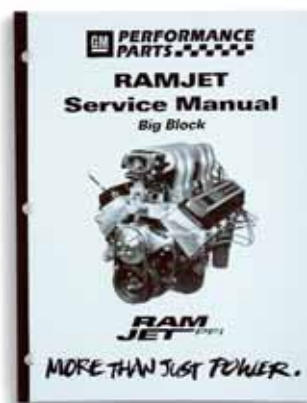
B Chevrolet & GMC Light Truck Owner's Bible



C Corvette Fuel Injection by the Numbers



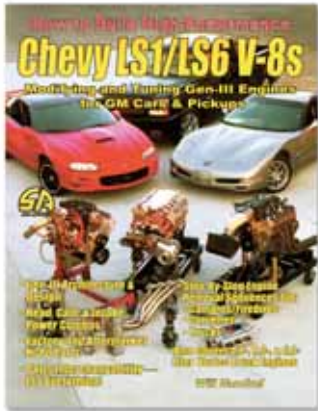
D Service Manual, 350 Ram Jet (MEFI 3)



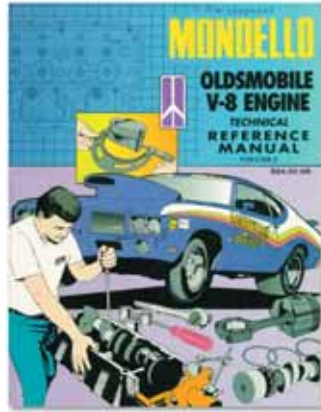
E Service Manual, 502 Ram Jet (MEFI 3)



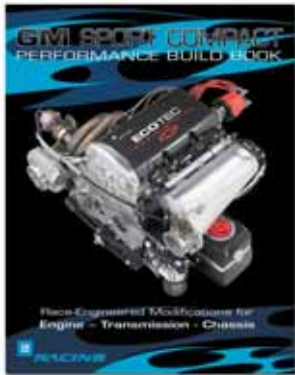
F LS1 Engine Kit Installation Guide



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



Oldsmobile High Performance Manual **H**



Ecotec Engine Handbook **I**



Motorsports Aurora V-8 Engine Handbook **J**



Busch Grand National Engine Handbook **K**



SuperTruck Engine Handbook **L**

G. 88958786

High Performance Chevy LS1/LS6 V-8's

160-page book. 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.

H. 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.

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. 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.

K. 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.

L. 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. Valve covers are often available in standard production height (short) and tall height to clear performance valvetrain components. All valve covers are sold in pairs. Quality engineering means your parts from GM Performance Parts will look great for years to come.

NOTE: *ATTENTION GM DEALERS: The following four pages of CHROME PARTS are now again serviced by GM Performance Parts.*

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. 12341671

Small-Block Chrome Valve Covers (tall height)

Tall small-block V-8 covers with baffle and Chevrolet Bowtie logo. Fits 1958-1986 engines with perimeter hold-downs.

C. 12355350

Small-Block Chrome Valve Covers (center-bolt hold-downs)

Short, center-bolt-design covers with ribs and red Bowtie logo. Fits 1987-and-newer engines.

D. 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.

E. 12342099

Big-Block Chrome Valve Covers

Tall big-block V-8 covers with baffle and Chevrolet Bowtie logo. Fits 1965-current engines.



A Small-Block Chrome Valve Covers (standard height)



B Small-Block Chrome Valve Covers (tall height)



C Small-Block Chrome Valve Covers (center-bolt hold-downs)



D Big-Block Chrome Valve Covers (standard height)



E Big-Block Chrome Valve Covers (tall height)



Hold-Down Clamps **F**



Chrome Spring Bar Retainer **G**



Push-In Breather Cap **H**



Push-In Oil Filler Cap **I**



Small-Block Chrome Timing Cover **J**



Small-Block Timing Pointer (8" balancer) **K**

F. 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.

G. 14044820

Chrome Spring Bar Retainer

Special steel valve cover retainer clamp that distributes clamping force over a large area. Engineered for Bowtie valve covers. One retainer per package.

H. 12341989

Push-In Breather Cap

Round, 3" diameter with Bowtie logo for covers with 1.22" diameter hole. Use with grommet set P/N 12341892.

I. 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

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.

K. 12342011

Small-Block Timing Pointer (8" balancer)

Bolt-on pointer for 1969–1990 small-block V-8 or 90° V-6 with an 8" balancer.

NOTE: *May be used on some pre-1969 engines by relocating top dead center on balancer.*

Chrome Air Cleaners

A. 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.

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.

B. 12342071

Air Cleaner (14")

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

C. 12341985

Bowtie Air Cleaner Nut

Large Bowtie center nut. Fits 1/4-20 and 5/16-18 studs.



A Air Cleaner (14")



B Air Cleaner (14")



C Bowtie Air Cleaner Nuts



Water Neck **D**

Chrome Water Necks

D. 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

E. 12341998

Small-Block Fuel Pump Block-Off Plate

Plate has stamped Bowtie logo. Special non-asbestos gasket included.

F. 12341999

Big-Block Fuel Pump Block-Off Plate

Plate has stamped Bowtie logo. Special non-asbestos gasket included.



Small-Block Fuel Pump Block-Off Plate **E**



Big-Block Fuel Pump Block-Off Plate **F**

LICENSED CHROME 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 four pages of CHROME PARTS are General Motors LICENSED PRODUCTS and must be ordered from the supplier.*

Chrome Valve Covers & Accessories

12356818

Chrome Valve Cover Hold-Down Bolt (not shown)

Chrome rocker cover bolt for 1986-and-newer stamped steel center hold-down design valve covers. One bolt per package. Four bolts required per valve cover.

A. 12341987

Wing Nuts

Wing nuts and studs for Chevrolet small-block V-8 and 90° V-6 engines with 1/4-20 threads in cylinder heads.

Top of each wing nut has a Bowtie logo. Four wing nuts per package. Order two packages per engine.

12341990

Push-On Air Breather Cap (not shown)

3" diameter breather for use on oil filler tube P/N 12341898 or 1.82" opening.

B. 12341991

Twist-On Air Breather Cap

3" diameter breather manufactured with non-asbestos gaskets, but it may be necessary to remove one gasket for proper clearance.

C. 12341992

Push-In Air Breather Cap

Rectangular breather for valve covers with 1.22" diameter grommet fitting. Use with grommet set P/N 12341898.

12342056

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.

12341988

Grommet Set (not shown)

Two grommets: one for push-in air breather and one for PVC valve.

Chrome Timing Chain Covers & Pointers

D. 12342091

Big-Block Chrome Timing Cover

Cover with oil seal for Mark IV big-block (1965–1990). Use replacement oil seal P/N 10191640. Use pointer P/N 12342000 for 7" balancer and P/N 12342011 for 8" balancer.

12342000

Small-Block Timing Pointer (6.75-in & 7-in balancers)

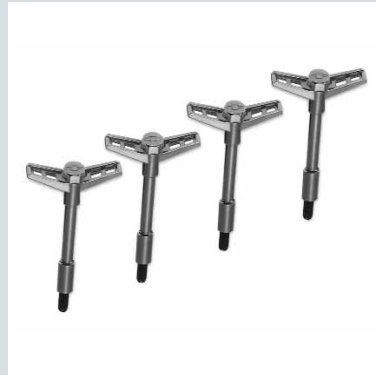
Bolt-on pointer for 1969–1990 small-block V-8 or 90° V-6 with a 6.75" or 7" balancer.

NOTE: *May be used on some pre-1969 engines by relocating top dead center on balancer.*

E. 12342001

Big-Block Timing Pointer

Bolt-on pointer for 1965–1991 big-block engines with an 8" balancer.



A Wing Nuts



B Twist-On Air Breather Cap



C Push-In Air Breather Cap



D Big-Block Chrome Timing Cover



E Big-Block Timing Pointer



Bowtie Air Cleaner Nut **F**



Small-Block Engine Dress-Up Kit **G**



Small-Block Engine Dress-Up Kit **H**



Water Neck **I**

Chrome Air Cleaners

F. 12351117

Bowtie Air Cleaner Nut
Small Bowtie center nut.

12342503

Chevrolet-logo Air Cleaner Nut (not shown)
Large Chevrolet-logo high-tech wing nut.

12342562

GM-logo Air Cleaner Nut (not shown)
Large GM-logo high-tech-style wing nut.

12342564

GM-logo Air Cleaner Nut (not shown)
Small GM-logo high-tech-style wing nut.

Chrome Engine Dress-Up Kits

G. 12361310

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). Kit also includes chrome oil dipstick, timing tab for 8" balancer and two grommets.

H. 12361311

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), push-in breather (1). Kit 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.

Chrome Water Necks

I. 12342023

Water Neck

Chrome water neck with neoprene O-ring and chrome bolts for 1955-1965 Chevrolet V-8s, 1956–1963 Corvettes and 1964 Chevy II V-8.

Licensed Chrome Parts Continued

Chrome Oil Dipsticks

A. 12342007

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. 12342014

Small-Block Dipstick (1978-1981)

Dipstick and tube for 1978-1981 V-8 engines.

C. 12342008

Big-Block Dipstick

Dipstick and tube for 1965-1991 engines.

Chrome Wire Looms & Dividers

D. 12342031

Small-Block Linear Looms

Linear spark plug wire looms with Bowtie logo (one pair per package) for 1958-1986 engines.

NOTE: Exhaust manifold must not be much higher than valve cover mounting flange for proper clearance.

12342049

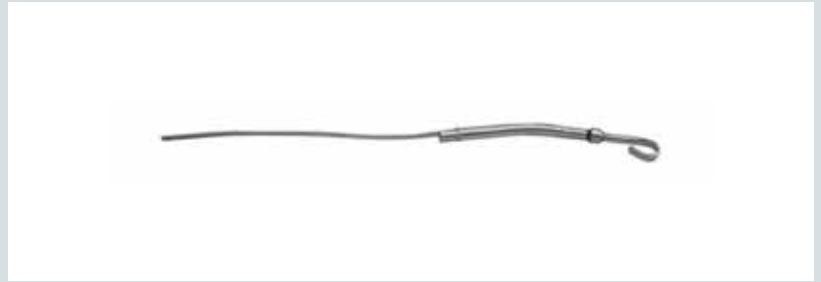
Big-Block Linear Loom

Linear spark plug wire looms for 1965-1991 engines. One pair per package.

E. 12341997

Universal Wire Loom

Wire looms for 1958 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.



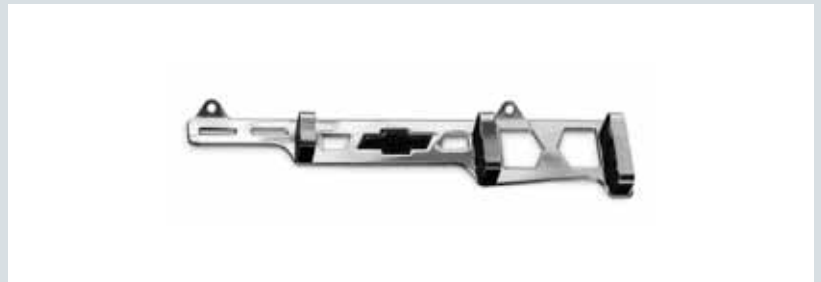
A Small-Block Dipstick (1977-earlier)



B Small-Block Dipstick (1978-1981)



C Big-Block Dipstick



D Small-Block Linear Looms



E Universal Wire Loom



Small-Block Alternator Brackets **F**



Dual Line Single Clip Cover **G**



Dual Line Double Clip Cover **H**



Dual Line Single Clip Cover **I**



Turbo 350 Transmission Pan **J**

Chrome Alternator Brackets

12342020

Small-Block Alternator Brackets

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.

F. 12342021

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.

Chrome Master Cylinder Covers

G. 12342002

Dual Line Single Clip Cover

Cover with GM logo for power disc brake master cylinder size 5 x 2-3/8". Retention clip included.

H. 12342003

Dual Line Double Clip Cover

Cover with GM logo for power disc brake master cylinder size 5.75" x 3". Includes two clips.

I. 12342004

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

Chrome Transmission Oil Pans

J. 12342016

Turbo 350 Transmission Pan

Ribbed, stock-depth, chrome Turbo 350 pan with stamped GM logo and chrome drain plug.

Chrome Battery Hold-Down Wing Nuts

12342012

Battery Hold-Down Wing Nuts

J-hook-style battery hold-down nuts for use with cross brackets with 3/8" holes. GM logo stamped on top of wing nuts.

Small Block Universal Parts List
These Parts Are Used On All Small-Block Engines

Service	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	
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

Small Block Universal Parts List (continued)
These Parts Are Used On All Small-Block Engines

Service	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 (1pc Des)	1
88891787	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	
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

Service Parts List 12499529 350/290 hp

Part #	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
3933964	Rocker Cover Gasket (Perimeter Hold Down)
14095256	Push Rod
5232720	Lifter, Hydraulic (Flat)
3896962	Camshaft, Hyd (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)
14082340	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 350/330-350hp
Service Parts List**

88958602 - 12496968 - 12499711 - 12486041

88958602
12496968
12499711
12486041

Part#	Description	CT	DLX	TK
10105123	Block Cast Iron (4-Bolt,1pc 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
340235	Camshaft Sprocket	x	x	x x
10128346	Crankshaft Sprocket	x	x	x x
88894341	Water Pump		x	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
5613611	Spark Plug (R44LTS)		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 650 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

ZZ Engines (350 - 345 & 355HP) Small Blocks ZZ Seires Engines Service Parts List		10134338 (ZZZ)	10185025 (ZZ1)	10185072 (ZZ3)	24502609 (ZZ4)	12499712-Turn key	88958603-Cirle track
Part #	Description	ZZZ	ZZ1	ZZ3	ZZ4	TK	CT
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

ZZ Engines (350 - 345 & 355HP) Small Blocks ZZ Seires Engines Service Parts List (cont.)		10134338 (ZZZ)	10185025 (ZZ1)	10185072 (ZZ3)	24502609 (ZZ4)	12499712-Turn key	88958603-Cirle track
Part #	Description	ZZZ	ZZ1	ZZ3	ZZ4	TK	CT
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	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 Eng)						x
12557558	Oil Pan Kit w/Baffle (5qt)	x	x	x	x	x	
12553058	Oil Pan Reinforcement ZZ4 Engine	x	x	x	x	x	
125534360	Oil Pan Reinforcement (Cirle Track Eng)						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 Circke 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 12495515 & 12499120		12495515	12499120
Service #	Description		
12556121	Engine, Partial	x	x
93800970	Front Engine Cover Asm	x	x
12558060	Cylinder Head (Cast Iron)	x	x
10241743	Intake Valve	x	
12550909	Exhaust Valve	x	x
10212811	Valve Spring	x	x
24503856	Valve Stem Key	x	x
10212810	Intake Valve Stem Oil Seal	x	x
12564852	Exhaust Valve Stem Oil Seal	x	x
10241744	Valve Spring Cap	x	x
14096405	Cylinder Head Gasket	x	x
12367346	Valve Rocker Arm (1.6 Alum Roller)	x	x
12355350	Valve Rocker Cover Asm (Pair)	x	x
10241740	Push Rod	x	x
17120735	Valve Lifter Asm	x	x
14097395	Camshaft Asm	x	x
10108688	Connecting Rod	x	x
88894280	Piston Asm - w/Pin (Std)	x	x
12522848	Piston Ring Kit (Std)	x	x
10243068	Crankshaft	x	x
12557231	Crankshaft Oil Deflector	x	x
10243271	Balancer Asm - Crankshaft	x	x
10105832	Flywheel (Manual Trans)	x	x
14088783	Timing Chain	x	x
12552129	Camshaft Sprocket	x	x
14088784	Crankshaft Sprocket	x	x
12594658	Water Pump Asm - w/Gasket (Iron)	x	x
10242245	Oil Pan	x	x
12550042	Oil Pump Screen	x	x
93442037	Oil Pump Asm	x	x
3998287	Oil Pump Drive Shaft	x	x
12562818	Front Engine Cover Asm	x	x
10228655	Crankshaft Front Seal Asm	x	x
1104060	Distributor	x	x
10482830	Distributor Module	x	x
5614210	Spark Plug (MR 43LTS)	x	x
12489371	Intake Manifold	x	x
12529094	Intake Manifold Gasket	x	x
12550027	Intake Manifold Bolt	x	x
14082470	Intake Manifold Vacuum Fitting	x	x
25036751	Intake Air Temp Sensor (Use With MEFI 4 Only)		x
17096144	Throttle Body	x	x
17123852	Throttle Position Sensor	x	x
17113209	Idle Air Control Valve	x	x
17082049	Idle Air Control Valve Seal	x	x

Ram Jet 350 (continued) Service Parts List 12495515 & 12499120		12495515	12499120
Service #	Description		
17113168	Idle Air Bolt Kit	x	x
12570168	Throttle Body Gasket	x	x
11517591	Throttle Body Bolt	x	x
17124248	Fuel Injector	x	x
12553918	Multi-port Fuel Injection Rail Asm	x	x
17123897	Fuel Pressure Regulator	x	x
9439930	Fuel Pressure Regulator Bolt	x	x
12557247	Fuel Pressure Regulator Hose	x	x
12489599	Fuel Line Connector	x	x
12489600	Fuel Line Connector Seal	x	x
24454610	Fuel Injection Bolt	x	x
15306045	Fuel Pump Relay Connector	x	x
12193601	Fuel Pump Relay	x	x
1115498	Ignition Coil	x	x
11507041	Coil Bracket Bolt	x	x
10180301	Coil Bracket Nut	x	x
12097982	Ignition Coil Wire	x	x
15156508	O2 Sensor (Use With MEFI 4 Ignition System Only)		x
15156588	ECM Pipe Fitting O2 Sensor (Requires Welding)		x
12489488	ECM Module Asm - MEFI 3 (Engine P/N 12495515)	x	
88962717	ECM Module Asm - MEFI 4 (Engine P/N 12499120)		x
12499116	ECM Ignition (Conversion Kit From MEFI 3 To MEFI 4)	x	
12489584	ECM Mounting Bracket	x	x
11509024	ECM Bracket Mounting Nut	x	x
10456126	Knock Sensor	x	x
9359409	Map Sensor	x	x
16194007	Map Sensor Seal	x	x
12489583	Map Sensor Bracket	x	x
12489598	Map Sensor Bracket Bolt	x	x
15326386	Engine Coolant Temp Sensor	x	x
25312200	HTD Oxy Sensor - (Use With MEFI 4 Only)		x
10029398	Multiuse Fuse Bracket	x	x
25171792	Fuel Filter	x	x
12181943	Throttle Body Harness Asm	x	x
12129228	Engine Control Connector Module	x	x
12129231	Retainer, ECM Wiring Harness	x	x
12489492	Wire Harness ECM (MEFI 3)	x	
88961967	Wire Harness ECM (MEFI 4)		x
12129234	ECM Wiring Harness Retainer	x	x
12129232	ECM Wiring Harness Retainer	x	x
12129233	ECM Wiring Harness Retainer	x	x
12102746	Fuse Connector	x	x
12186406	Engine Wire Harness Fuse Cover	x	x
88909753	Wire Harness Fuse Asm	x	x

**Fast Burn 385 350ci-385/400hp
12496769 - 12499710 - 88958604
Service Parts List**

Part #	Description	12496769	12499710	88958604
12561723	Partial Engine	x	x	x
10105123	Block, Bare Cast Iron 4-Bolt Main	x	x	x
12562818	Front Engine Cover (Plastic w/Pointer)	x	x	x
12464298	Cylinder Head Complete (Fastburn Alum) (64cc)	x	x	x
12497186	Cylinder Head Bare	x	x	x
12555331	Intake Valve 2.00"	x	x	x
12551313	Exhaust Valve 1.55"	x	x	x
12551483	Valve Springs LT4 Design	x	x	x
10212809	Valve Spring/Spacer, Under Spring	x	x	x
10212808	Valve Spring Cap	x	x	x
24503856	Key, Valve Keeper	x	x	x
12552126	Rocker Arm Stud	x	x	x
10214034	Intake & Exhaust Valve Guide Seal	x	x	x
10212810	Intake & Exhaust Valve Stem Seal	x	x	x
12557236	Head Gasket	x	x	x
10089648	Rocker Arm w/Nut & Ball (Steel)	x	x	
12370838	Rocker Arm Kit (Includes 16 Alum Roller Rockers)			x
12555269	Rocker Cover, Painted, Ctr Bolt (Rh & Lh)	x	x	
25534359	Rocker Cover (Circle Track Racing Only)			x
25534355	Rocker Cover Breather (Circle Track Racing Only)			x
10046089	Rocker Cover Gasket, Valve Cover	x	x	x
10241740	Valve Push Rod	x	x	x
17120735	Lifter, Hyd Roller Valve	x	x	x
10185071	Camshaft, Hyd Roller	x	x	x
10108688	Connecting Rod	x	x	x
12523924	Rod Bearing (Std)	x	x	x
10159436	Piston, Std - W/pin (Cast 10:1)	x	x	x
12556307	Crankshaft (Forged Steel)	x	x	x
88960604	Damper (8 Dia)	x	x	x
14088765	Flywheel, Automatic 12 3/4	x	x	
12552129	Camshaft Sprocket	x	x	x
14088783	Timing Chain	x	x	x
14088784	Crankshaft Sprocket	x	x	x
88894341	Water Pump (Long Le - Iron)	x	x	
12528916	Oil Pan Kit W/baffle (5qt)	x	x	
25534354	Oil Pan Kit (Race Design 8 Qt w/Screen)			x
12553058	Oil Pan Reinforcement (All)	x	x	x
12553059	Oil Pan Reinforcement, Oil Pan	x	x	
25534360	Oil Pan Reinforcement (Race Pan Only)			x
12551154	Oil Dip Stick Tube	x	x	
12551144	Oil Dip Stick	x	x	
93442037	Oil Pump (.742 Dia Tube)	x	x	
14044872	Oil Pump (High Volume)			x
12550042	Oil Pump Screen (.742 Dia Tube)	x	x	
5614210	Spark Plug (MR43LTS)	x	x	x
12361057	Spark Plug Wires	x	x	
93440806	Distributor, Complete (HEI)	x	x	
12366573	Intake Manifold, (Vortec-dual Plane)	x	x	
12496822	Intake Manifold, (Vortec-single Plane)			x
89017465	Intake Gasket (Vortec Design)	x	x	x
12550027	Intake Manifold Bolt	x	x	x
6415325	Fuel Pump (Manual Hp)	x		
12485506	Carburetor (Holley 750 cfm)			x
12342080	Air Cleaner		x	
12497698	Accessory Drive Pkg.		x	
10465143	Starter (Reman)		x	

**383 Engines Service Parts List
12497317 - 12499101 - 12498772**

Service #	Description	12497317	12499101	12498772
12499106	Partial Engine 383 ci	x	x	x
88962516	Block, Bare Cast Iron 4-Bolt Main	x	x	x
12499102	Crankshaft Main Bearing Kit (#1 Thru #5)	x	x	x
12562818	Front Engine Cover	x	x	x
12558060	Cyl Head w/Valves (340 hp Engine) "Iron"	x	x	
12464298	Cyl Head w/Valves (425 hp Engine) "Alum"			x
10241743	• Intake Valve 1.94"	x	x	
12555331	• Intake Valve 2.00"			x
12550909	• Exhaust Valve 1.50"	x	x	
12551313	• Exhaust Valve 1.55"			x
10212811	• Valve Spring	x	x	
12551483	• Valve Spring			x
10241744	• Valve Spring Cap	x	x	
10212808	• Valve Spring Cap			x
24503856	• Key, Valve Keeper	x	x	x
3814692	• Rocker Arm Stud .003 O.S.	x	x	
12552126	• Rocker Arm Stud			x
10212810	• Seal, Int & Exh Valve Stem	x	x	x
12564852	• Exhaust Stem Oil Seal	x	x	
12557326	Head Gasket (.051" Thick) (340 hp Engine)	x	x	
10105117	Head Gasket (.028" Thick) (425 hp Engine)			x
10089648	Rocker Arm w/Nut & Ball (Steel)	x	x	
12370838	Rocker Arm Kit (16 Alum Roller)			x
12555269	Rocker Cover, Valve-painted, Ctr Bolt (Rh & Lh)	x	x	
10241740	Push Rod	x	x	x
17120735	Valve Lifter	x	x	x
14097395	Camshaft	x	x	
12370846	Camshaft			x
12497624	Connecting Rod	x	x	x
12499108	Bearing, Rod (Std)	x	x	x
12489437	Piston, Std - First Design	x		
88962542	Piston, Std - Second Design		x	x
12499103	Piston, Std - Second Design (Set of 8)		x	x
12522848	Rings, Piston (Std) First Design (Single Cyl Set)	x		
12499135	Rings, Piston (Std) Second Design (Single Cyl Set)		x	x
12499107	Rings, Piston (Std) Second Design (Set of 8)		x	x
12489436	Crankshaft (4340 Steel 3.80 Stroke)	x	x	x
12498008	Balancer	x	x	x
14088765	Flywheel, Automatic 12 3/4"	x	x	x
14088783	Timing Chain	x	x	x
12552129	Camshaft Sprocket	x	x	x
14088784	Crankshaft Sprocket	x	x	x
88894341	Water Pump (Long Leg) (Iron)	x	x	x
12557558	Oil Pan Kit	x	x	x
x10108676	Oil Pan Gasket	x	x	x
12553058	Reinforcement. Oil/Pan	x	x	x
12553059	Reinforcement. Oil/Pan	x	x	x
93442037	Oil Pump	x	x	
12550042	Oil Pump Screen	x	x	x
3998287	Oil Pump Shaft	x	x	x
3784554	Oil Pump Shaft Retainer	x	x	x
10077153	Oil Dip Stick	x	x	x
10055724	Oil Dip Stick Tube	x	x	x
12554816	Deflector, Cr. Shf Oil (Windage Tray)	x	x	x
12496820	Intake Manifold Vortec Design (340 hp Engine)	x	x	
89017465	Intake Manifold Gaskets	x	x	x
12550027	Intake Manifold Bolts	x	x	x

**Chevrolet 454ci Big-Block
Service Parts List
24502618 - 12568774 - 12498777**

Part #	Description	24502618	12568774	12498777
12561353	Block, Bare Cast Iron (4-Bolt Main, 1 Pc Rear Seal)	x	x	x
10230954	Front Engine Cover w/Pointer (6-bolt)	x	x	x
17120061	Lifter, Hyd (Roller Design)	x	x	x
10227762	Push Rod (Intake)	x	x	x
10227763	Push Rod (Exhaust)	x	x	x
24502611	Camshaft	x	x	x
10114177	Timing Chain	x	x	x
12560176	Camshaft Sprocket	x	x	x
12560177	Crankshaft Sprocket	x	x	x
10198922	Connecting Rod Asm (4340 Steelforged)	x	x	x
10215228	Piston w/Pin (Std) (8.75 To 1 Comp)	x	x	x
12523921	Ring, Piston (Std)	x	x	x
14096983	Crankshaft (1053 Steel)	x	x	x
10216339	Damper (8 Dia)	x	x	x
10185034	Flywheel (Automatic)	x	x	x
10240721	Oil Pan, (6 Quart)	x	x	x
14097040	Oil Baffle	x	x	x
10106407	Oil Pan Gasket	x	x	x
3921912	Rocker Stud			x
12508879	Rocker Arm, with Ball (Steel)	x	x	
10213466	Rocker Arm Ball	x		
12368082	Rocker Arm (w/Ball (Steel)			x
12553666	Rocker Cover , Lh (Alum)	x	x	x
12553667	Rocker Cover, Rh (Alum)	x	x	x
10126727	Valve Cover Gasket	x	x	x
12562920	Cylinder Head, with Valves (Cast Iron)	x	x	
12562925	Cylinder Head, Bare (Iron)	x	x	
12363392	Cylinder Head with Valves (Alum)			x
12363399	Cylinder Head, Bare (Alum)			x
14097045	• Intake Valve 2.19"	x	x	
12366986	• Intake Valve 2.19" (11/32 Stem)			x
14097049	• Exhaust Valve, 1.88"	x	x	
12366988	• Exhaust Valve 1.88" (11/32 Stem)			x
14097002	• Valve Springs, Hi Perf , Double	x	x	
12495691	• Valve Spring Kit (Engine Set)			x
3860038	• Push Rod Guide Plate			x
3875916	• Valve Spring Shim, Spacer, Under Spring	x	x	x
12550422	• Valve Stem Seal	x	x	
12495690	• Valve Stem Seal Kit (Engine Set)			x
12550421	• Valve Spring Cap, (W/seal)	x	x	
12495688	• Valve Spring Cap Kit (Engine Set)			x
12366992	• Valve Spring Keeper Kit (Engine Set)			x
3947880	• Key, Valve Keeper	x	x	
12555728	Head Gasket	x	x	x
12484890	Water Pump (Long Leg)	x	x	x
25164642	Spark Plug (Rapid Fire #4)	x	x	x
19131359	Intake Manifold (Holley Sq Flange Design)	x	x	
12363420	Intake Manifold Oval Port Design			x
12506106	Intake Manifold Gasket	x	x	
12366985	Intake Manifold Gasket			x
12367959	Intake Manifold Bolt Kit	x	x	x
12366985	Intake Manifold Gasket Kit	x	x	x
12555320	Oil Splash Shield (Engine Valley)	x	x	x

502 - 450 & 502 hp Big-Block Service Parts List

Part #	Description						
		10185085	24502620	12568778	12371204	12371171	12496963
12568782	Partial 502	x	x	x	x	x	x
10237292	Block, Bare Cast Iron, 4-Bolt Main	x	x	x	x	x	x
10230954	Cover, Front Engine W/pointer (6-Bolt)	x	x	x	x	x	x
17120061	Lifter, Hyd Roller	x	x	x	x	x	x
10227762	Push Rod (Inake)	x	x	x	x	x	x
10227763	Push Rod (Exhaust)	x	x	x	x	x	x
14096209	Camshaft	x					
24502611	Camshaft		x	x			
12366543	Camshaft w/Pin				x	x	x
10114177	Timing Chain	x	x	x	x	x	x
12551401	Camshaft Sprocket				x	x	x
12560176	Camshaft Sprocket				x	x	x
12550039	Crankshaft Sprocket	x	x	x			
12560177	Crankshaft Sprocket				x	x	x
10198922	Connecting Rod	x	x	x	x	x	x
12533507	Piston w/Pin & Rings (Std, 8.75 To 1 Comp)	x	x	x	x	x	x
12524293	• Rings, Piston (Std)	x	x	x	x	x	x
10183723	Crankshaft (1053 Steel)		x	x	x	x	x
10216339	Damper (8" Dia)	x	x	x	x	x	x
10185034	Flywheel (Automatic)	x	x	x	x	x	x
10240721	Oil Pan (6 Quart)	x	x	x	x	x	x
14097040	Oil Deflector (Baffle)	x	x	x	x	x	x
10106407	Oil Pan Gasket	x	x	x	x	x	x
12368084	Oil Pump Primer (Pre-lube Tool)				x	x	x
12557083	Oil Dip Stick	x	x	x	x	x	x
12550533	Oil Dip Stick Tubex	x	x	x	x	x	
274244	O-ring Seal For Indicator Tube	x	x	x	x		x
12555167	Oil Pump (w/Pick-up Screen)	x	x	x	x	x	x
14097001	Head Gasket	x	x	x			
12363411	Head Gasket				x	x	x
12367779	Cylinder Head Bolt Kit (w/Washers - Complete Set)				x		x
12523976	Rocker Arm (w/Ball)		x	x	x		
12368082	Rocker Arm (w/Ball & Nut)				x	x	x
12368085	Rocker Arm (w/Ball & Nut) (Set Of 16 Arms)			x	x	x	x
12553666	Valve Cover, w/Gasket (Lh)	x	x	x			
12553667	Valve Cover, w/Gasket (Rh)	x	x	x			
12495488	Valve Cover, w/Gasket (Pair)				x	x	x
14085759	Rocker Cover Gasket				x	x	x
12366994	Decal, Eng Display (502w/Perf Parts Logo)				x	x	x

502 - 450 & 502 hp Big-Block Service Parts List (continued)

Part #	Description						
		10185085	24502620	12568778	12371204	12371171	12496963
12562920	Cylinder Head (With Valves - Iron)	x	x	x			
12562925	• Cylinder Head, Bare Iron w/Seats & Guides	x	x	x			
14097045	• Intake Valve (2.19")	x	x	x			
14097049	• Exhaust Valve (1.88")	x	x	x			
12550421	• Valve Spring Cap W/seal	x	x	x			
3947880	• Key, Valve Keeper	x	x	x			
12550422	• Valve Stem Seal	x	x	x			
14097002	• Valve Spring, Hi-Perf (Double)	x	x	x			
3875916	• Valve Spring Shim/Spacer - Under Spring	x	x	x	x	x	x
12363390	Cylinder Head, with Valves (Alum)				x	x	x
12363399	• Cylinder Head, Bare (Alum)				x	x	x
12366987	• Intake Valve (2.25")				x	x	x
12366988	• Exhaust Valve (1.88")				x	x	x
12495690	• Valve Stem Seal Kit				x	x	x
12495691	• Valve Spring Kit (Set of 16)				x	x	x
12495688	• Valve Spring Retainer Kit (Set of 16)				x	x	x
12495689	• Key, Valve Spring Cap Kit (Set of 16)				x	x	x
3921912	• Rocker Arm Stud (7/16)				x	x	x
3860038	• Push Rod Guide Plate				x	x	x
93440806	Distributor (HEI)					x	x
25164642	Spark Plug (Rapid Fire # 4)	x	x	x	x	x	x
12495078	GM Perf Parts Spark Plug Wire Kit W/ret					x	x
12368383	• Spark Plug Wire Kit (7mm Wires)					x	x
12132223	• Retainer, Spark Plug Wire (4 Hole)					x	x
12047523	• Retainer, Spark Plug Wire (3 Hole)					x	x
12132228	• Retainer, Spark Plug Wire (1 Hole)					x	x
12132229	• Retainer, Spark Plug Wire (2 Hole)					x	x
12553397	• Support, Spark Plug Wire Loom (Lh)					x	x
12553398	• Support, Spark Plug Wire Loom (Rh)					x	x
19131359	Intake Manifold (Holley Only/aluminum)	x	x	x			
12363407	Intake Manifold (Alum Hi-rise Oval Port)					x	x
12555320	Intake Manifold Splash Shield					x	x
12506106	Intake Manifold Gasket	x	x	x			
12366985	Intake Manifold Gasket					x	x
12367959	Intake Manifold Bolt Kit (Engine Set)					x	x
12366996	Carburetor (Holley 850 cfm)					x	x
12484890	Water Pump (Long Leg Iron)	x	x	x			
14058915	Water Pump (Short Leg Aluminum)					x	x
9000852	Starter (New)					x	x

**502 Truck Engines Chevrolet Big Block
Service Parts List P/N 12371054 -
12360893 - 88890533 - 88890534**

Part #	Description	12371054	12360893	88890533	88890534
12568782	Partial 502	x	x	x	x
10237292	Bare Block, Cast Iron, 4-Bolt Main	x	x	x	x
10230954	Front Engine Cover w/Pointer (6-Bolt)	x	x	x	x
17120061	Lifter, Hyd Roller	x	x	x	x
10227762	Push Rod (Intake)	x	x	x	x
10227763	Push Rod (Exhaust)	x	x	x	x
12552296	Camshaft	x	x	x	x
10114177	Timing Chain	x	x	x	x
12560176	Camshaft Sprocket	x	x	x	x
12560177	Crankshaft Sprocket	x	x	x	x
10198922	Connecting Rod	x	x	x	x
12533507	Piston w/Pin & Rings (Std, 8.75 To 1 Comp)	x	x	x	x
12524293	• Rings, Piston (Std)	x	x	x	x
10183723	Crankshaft (1053 Steel)	x	x	x	x
10216339	Damper (8" Dia)	x	x	x	x
10185034	Flywheel (Automatic)	x	x	x	x
10240721	Pan, Oil (6 Quart)	x	x	x	x
14097040	Baffle, Oil Deflector	x	x	x	x
10106407	Gasket, Oil Pan	x	x	x	x
12555167	Pump, Oil w/Pick-up Screen	x	x	x	x
12562917	Cylinder Head Asm With Valves (Iron)	x	x	x	x
12562923	• Head, Bare (Iron)	x	x	x	x
10240894	• Intake Valve, (2.07")	x	x	x	x
14081040	• Exhaust Valve, (1.72")	x	x	x	x
10240898	• Valve Spring	x	x	x	x
10213464	• Valve Spring Cap	x	x	x	x
3947880	• Key, Valve Stem	x	x	x	x
10114119	• Valve Stem Seal	x	x	x	x
10240899	• Exhaust Valve Rotator	x	x	x	x
14097001	Head Gasket	x	x	x	x
12563976	Rocker Arm W/ Ball	x	x	x	x
10213466	• Rocker Ball	x	x	x	x
12553666	Valve Cover, w/Gasket (Lh)	x	x	x	x
12553667	Valve Cover, w/Gasket (Rh)	x	x	x	x
10126727	Valve Cover Gasket	x	x	x	x
25520079	Valve Cover Bolt (1/4-20 X.87)	x	x	x	x
12366994	Engine Displacement *502 Perf. Decal		x		x
10181398	Intake Manifold Gasket		x		x
25163473	Fuel Pump		x		x
17113186	Fuel Pressure Regulator		x		x
25055461	Fuel Pump Strainer		x		x
12546252	Aux. Transmission Oil Cooler Kit		x		x
24200161	Auto Transmission Wire Harness Package		x		x
8685921	Transmission Pan Kit With Gasket		x		x
12547190	Catalyst Converter		x		x
25166816	Oxy Sensor		x		x
12366555	Oxy Sensor Jumper Wire		x		x
88958621	Calibrator Prom		x		x
15637053	Muffler (Incl Tail Pipe)		x		x
15654904	Exhaust Muffler Front Hanger		x		x
10457708	Distributor Shaft Gear Kit		x		x
12485976	Vacuum Hose		x		x

Ram Jet 502 Service Parts List
124973237 - 12499121

12497323
12499121

Part #	Description	12497323	12499121
12568782	Partial 502	x	x
10237292	Block, Bare Cast Iron, 4-Bolt Main	x	x
10230954	Front Engine cover, w/Pointer (6-Bolt)	x	x
17120061	Lifter, Hydraulic Roller	x	x
10227762	Push Rod (Intake)	x	x
10227763	Push Rod (Exhaust)	x	x
12366543	Camshaft w/Pin	x	x
10114177	Timing Chain	x	x
12560176	Camshaft Sprocket	x	x
12560177	Crankshaft Sprocket	x	x
10198922	Connecting Rod	x	x
12533507	Piston w/Pin & Rings (Std, 8.75 To 1 Comp)	x	x
12524293	Piston Ring, Std (One Cyl Only)	x	x
10183723	Crankshaft (1053 Steel)	x	x
10216339	Damper (8 Dia)	x	x
10185034	Flywheel (Automatic)	x	x
10240721	Pan, Oil (6 Quart)	x	x
12557083	Oil Dip Stick	x	x
12550533	Oil Dip Stick Tube	x	x
14097040	Oil Deflector (Baffle)	x	x
10106407	Oil Pan Gasket	x	x
12555167	Oil Pump (w/Pick-up Screen)	x	x
12363390	Cylinder Head, w/Valves (Alum/oval Port)	x	x
12363399	• Cylinder Head, Bare w/Semi Finished	x	x
12366987	• Intake Valve (2.25")	x	x
12366988	• Exhaust Valve (1.88")	x	x
12495690	• Valve Stem Seal Kit	x	x
12495691	• Valve Spring Kit	x	x
12495688	• Valve Spring Retainer Kit	x	x
12495689	• Key, Valve Spring Cap Kit	x	x
12366992	• Key, Valve Spring Cap	x	x
3875916	• Shim, Valve Spring	x	x
3860038	• Push Rod Guide Plate	x	x
12367779	Head Bolt Kit, w/Washers (Complete Set)	x	x
12363411	Head Gasket	x	x
12368082	Rocker Arm w/Ball & Nut	x	x
12495488	Rocker Cover (Pair)	x	x
12366994	Decal, Eng Display (502 w/Perf Parts Logo)	x	x
10227762	Intake Push Rod	x	x
10227763	Exhaust Push Rod	x	x

Ram Jet 502 Service Parts List
124973237 - 12499121 (continued)

12497323
12499121

Part #	Description	12497323	12499121
12464482	Intake Manifold, Lower	x	x
12555320	Intake Manifold Oil Shield	x	x
12366985	Intake Gasket Kit Lower	x	x
12367959	Intake Manifold Bolt Package	x	x
12464484	Intake Manifold, Upper	x	x
12489372	Intake Manifold Gasket, Upper	x	x
12497460	Intake Manifold Bolt Kit, Upper	x	x
1104060	Distributor Asm	x	x
25164642	Spark plug (Rapid Fire #4)	x	x
12368383	Spark Plug Wire Kit	x	x
12495502	Spark Plug Wire Retainer	x	x
17090919	Fuel Injector	x	x
17113222	Fuel Injector Retainers	x	x
17120039	Fuel Injector Rail (M/Port Fuel Injection)	x	x
17113536	Fuel Pressure Regulator	x	x
25179285	Fuel Pressure Regulator Retainer	x	x
12570618	Fuel Pressure Regulator		x
12489493	Engine Control Module	x	
88962718	Engine Control Module		x
12489494	Wire Harness For ECM	x	
88961968	Wire Harness For ECM		x
10456208	Knock Sensor	x	x
15326386	Engine Cool Temp Sensor	x	x
12494151	Water Pump	x	x
12489595	Transmission Cable Bracket	x	x
17113524	Throttle Body	x	x
12490257	Air Cleaner	x	x
16137039	Map Sensor	x	x
25312200	HTD Osy Sensor		x
15156588	Exhaust Pipe Fitting (O2 Sensor)		x
14082470	Emis Control Vacuum Harness Connector	x	x
12489596	Trans &throttle Cable Bracket	x	x
12489597	Throttle Control Rod	x	x
9411893	Throttle Rod Nut	x	x
12498334	Ignition Coil	x	x
9000852	Starter Motor	x	x
12368084	Oil Pump Primer	x	x
12486610	Service Manual	x	
88962724	Service Manual		x
12489400	Diagnostic Trouble Code Tool	x	x

572 Big Block Service Parts List
P/N 12498792 - 12498793 -
12498826 - 12498827

Part #	Description	12498792	12498793	12498826	12498827
		DLX	DLX	DLX	DLX
12499190	Partial 572/620 hp	x	x		
12498825	Partial 572/720 hp			x	x
25534368	Block, Bare (Iron - 4-Bolt Main)	x	x	x	x
10230954	Front Engine Cover w/Pointer (6-Bolt)	x	x	x	x
17120060	Lifter, Hyd Roller	x	x		
88962920	Lifter, Mechanical Roller (Engine Set)			x	x
88961559	Push Rod (Intake)	x	x		
88961558	Push Rod (Exhaust)	x	x		
88962284	Push Rod (Intake)			x	x
88962283	Push Rod (Exhaust)			x	x
88961557	Camshaft	x	x		
88962216	Camshaft			x	x
10114177	Timing Chain	x	x	x	x
12551401	Camshaft Sprocket	x	x	x	x
12550039	Camshaft Sprocket	x	x	x	x
88962926	Connecting Rod	x	x	x	x
88962925	Piston	x	x		
88963227	Piston			x	x
88969212	Piston Ring Kit - Std (Engine Set)	x	x	x	x
88961554	Crankshaft (4340 Forged Steel)	x	x	x	x
88962814	Damper (8" Dia)	x	x	x	x
12561217	Flywheel	x	x		
10240721	Oil Pan (6 Quart)	x	x	x	x
88962187	Oil Deflector (Baffle)	x	x	x	x
10106407	Oil Pan Gasket	x	x	x	x
12557083	Oil Dip Stick	x	x	x	x
12550533	Oil Dip Stick Tube	x	x	x	x
274244	O-Ring Seal For Indicator Tube	x	x	x	x
88963707	Oil-Pump (w/ Pick-up Screen)	x	x	x	x
88961561	Head Gasket	x	x	x	x
12361323	Rocker Arm (Alum Roller Design)	x	x	x	x
88958657	Valve Cover, w/Gasket (Lh)	x	x	x	x
88958658	Valve Cover, w/Gasket (Rh)	x	x	x	x
14085759	Rocker Cover Gasket	x	x	x	x
25534355	Valve Cover Breather	x	x	x	x
88962074	Oil Fill Baffle	x	x	x	x
12499255	Cylinder Head (Alum)	x	x		
88961160	Cylinder Head (Alum)			x	x
12366987	• Intake Valve (2.25")	x	x	x	x
88963128	• Exhaust Valve (1.88")	x	x	x	x
88963934	• Valve Spring	x	x		
88963933	• Valve Spring			x	x
12495690	• Valve Stem Seal Kit (Engine Set)	x	x	x	x
12366990	• Valve Spring Retainer	x	x	x	x
12495689	• Key, Valve Spring Cap Kit (Set of 16)	x	x	x	x
12366992	• Key, Valve Spring Cap	x	x	x	x
3921912	• Rocker Arm Stud (7/16)	x	x	x	x
3860038	• Push Rod Guide Plate	x	x	x	x
88960332	Head Bolt (7/16-14 X 5.18)	x	x	x	x
88960333	Head Bolt (7/16-14 X 4.15)	x	x	x	x
88960334	Head Bolt (7/16-14 X 2.15)			x	x
88962919	Head Bolt (Cylinder Head Valley - Req. 4)			x	x
88961867	Distributor (HEI)		x		
10093387	Distributor				x
5613878	Spark Plug (R45XLS)	x	x	x	x
12499211	Spark Plug Wires		x		x
88961161	Intake Manifold (Holley Only/Aluminum)		x		
88962218	Intake Manifold (Alum Hi-Rise Oval Port)				x
88962213	Intake Manifold Gasket		x		x
12367959	Intake Manifold Bolt Kit (Engine Set)		x		x
88961560	Carburetor (Holley 850 cfm)		x		
88962217	Carburetor (Holley 1090 cfm)				x
14058915	Water Pump (Short Leg Aluminum)		x		x

AUTHORIZED CENTERS

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 Drive	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

Arkansas

Smith Chevrolet	Larry Didway	1215 Highway 71 S.	Ft. Smith	AR	72901	479-646-7301	479-648-0439		
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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 Drive	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
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

California

Bonander Pontiac Buick GMC	Phil Bailey	231 S. Center Street	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@citychevroletw.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 Bernadino	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@crossroadsautocenter.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	
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 Drive	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	
Hardin GM Performance Center	Jeff Bass	1315 Claudina Street	Anaheim	CA	92805	800-576-8388	714-533-2370	www.hardin.com	gmparts@hardin.com
John L. Sullivan Chevrolet	Dave Cobb	700 Automall Drive	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 Drive	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
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

AUTHORIZED CENTERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
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	
Motor City Auto Center	Keith Adams	3101 Pacheco Rd.	Bakersfield	CA	93313	805-836-9999	805-827-9937		
Nicholas Chevrolet	Manny Patel	10150 Trask Avenue	Garden Grove	CA	92843	714-534-2700	714-638-8976	www.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		
Performance Chevrolet	Doug Ballance	4811 Madison Ave.	Sacramento	CA	95841	916-331-6777	916-338-5477	www.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 Drive	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	
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	
Taylor Motors	Cliff Mayne	2525 Churn Creek Road	Reeding	CA	96002	530-222-1207	530-722-1089	www.taylormotorsreeding.com	
Victory Chevrolet	Adrian Smith	1360 Auto Center Dr.	Petaluma	CA	94952	707-765-3068	707-762-7606	www.victory-vehicles.com	
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		
Daniels Chevrolet	Rick Nicholson	670 Automotive Drive	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	
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	
Team Chevrolet	Kerry White	230 N Academy Blvd.	Colorado Springs	CO	80909	800-332-8031	719-570-9918	www.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

Delaware

Nucar Performance Parts	Bob Corrado	174 N Dupont Pky	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	autowaychevrolettampa.com	
Bill Branch Chevrolet	Dave Marlet	3980 Fowler St	Ft. Myers	FL	33901	941-936-1541	941-936-9218	www.branchchevy.com	parts@dave@aol.com
Bill Heard Chevrolet	John Gerstner	127 N. Oregon Street	Sanford	FL	32771	800-826-1946	866-665-6566	www.orlandochevy.com	jgerstner@billheard.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 Street	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	
Pineview Chevrolet, Inc.	Richard Ferry	273 East Macclenny Ave	Maccleny	FL	32063	904-259-6117	904-259-4887	www.pineviewchevy.com	
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 Road	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	

Georgia

Andean Chevrolet	Bobby Roberts	527 Atlanta Rd.	Cumming	GA	30040	770-887-2320	770-887-2320	www.andeachevy.com	bobby.roberts@andeachevy.com
Atlanta Nalley GM Parts	Jason Wheeler	2555 Stewart Ave SW	Atlanta	GA	30315	800-282-4500	404-766-5541	www.atachevy.com	
Bill Heard Chevrolet - Buford	Butch Rowins	4490 South Lee Street	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		

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
Boomershine Pontiac Buick GMC	Ricky Garmon	2150 Cobb Parkway	Smyrna	GA	30080	770-618-7216	770-618-7185		
Cobb Parkway Chevrolet	Steve Barker	2155 Cobb Parkway	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		
NeSmith Chevrolet	David Anderson Sr.	PO Box 828	Claxton	GA	30417	912-739-1744	912-739-7000	www.no-hassle.com	
Tom Jumper Chevrolet	Steve Sullens	7475 Roswell Rd	Atlanta	GA	30328	800-648-5576	770-351-2713	www.tomjumperchevy.com	
Wayne Neal Chevrolet	Barry Livingston	123 South Elm Street	Commerce	GA	30529	706-335-3196	706-335-2313	www.wayneneal.com	barrylivingston@wayneneal.com
Woody Folson Chevrolet	Mike Maltby	225 Lumber City Hwy	Hazlehurst	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	

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

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 Street	South Holland	IL	60473	708-339-7400	708-339-7592		
Jack Schmitt Chevrolet	Mike Bolandis	127 Regency Park Drive	O'Fallon	IL	62269	618-628-1900	618-628-9943	www.jackschmitt.com	parts@jackschmitt.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. Heidelberg 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 Street	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 Street	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 Street	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	
Harbor Olds GMC	Allen Wildrick	6100 S. US Hwy 6	Portage	IN	46368	219-763-2500	219-764-4510	www.harborautomotive.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 Raisor Pontiac	Leonard Wachs	2912 E. Main Street	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

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 Street	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

Kentucky

Alex Montgomery Chevrolet GMC	Darrell Scott	1349 S. Main Street	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	
Bob Hook Chevrolet	Jack Tillman	4144 Bardstown Rd	Louisville	KY	40218	502-499-8060	502-499-0917	www.bobhook.com	jtillman@bobhook.net

AUTHORIZED CENTERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
Louisiana									
Banner Chevrolet	Carmine Costantini	5950 Chef Menteur Hwy	New Orleans	LA	70126	800-477-8603	504-253-8590	www.bannerchevy.com	
Chevyland	Bob Morrison	7500 Youree Drive	Shreveport	LA	71105	800-551-8189	318-425-1705	www.chevylandonline.com	parts@chevylandonline.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	
Service Chevrolet Inc.	Ted Bourgue	4313 Cameron Street	Lafayette	LA	70506	318-234-9411	337-233-4161		

Massachusetts

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 Street	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

Maryland

Capitol Pontiac - GMC	Fred Steward	6500 Capitol Drive	Greenbelt	MD	20770	301-441-9600	301-474-2019	www.ecapitol.com	parts@ecapitol.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
Koons Chevrolet	Mike Robinson	10207 Philadelphia Road	White Marsh	MD	21162	410-931-8600	410-931-7891	www.koons.com	
Lustine GM Parts Distributors	Rob Spiegel	5139 Lawrence Place	Hyattsville	MD	20781	800-638-0514	800-382-7278	www.lustineparts.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	

Maine

Augusta Chevrolet Olds Cadillac	Scott Lessard	340 State Street	Augusta	ME	04330	207-621-2152	207-622-9455	www.leeautomall.com	slessard@leeautomall.com
O'Connor GMC Buick	Andy Stairs	187 Riverside Drive	Augusta	ME	04330	800-452-1911	207-622-7170		

Michigan

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 Street	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 Drive	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

Minnesota

Friendly Chevrolet	Jerry Martini	7501 NE Highway 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	
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	rangergmsscott@yahoo.com
Village Chevrolet	Steve Davis	16200 Wayzata	Wayzata	MN	55391	612-449-6740	612-449-6796	www.villagechev.com	

Missouri

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	636-397-2000	636-397-2059	www.fusz.com	stevegeringer@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		
Weber Chevrolet	Elmer Breece	12015 Olive Blvd	St. Louis	MO	63141	800-325-4764	314-567-3088	www.weberchevrolet.com	

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
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Montana

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@karlyltylchevrolet.com

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
City 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-Pontic-GMC	Elmer Dubrey	210 W. Marlboro Road	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 Road	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 Road	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 Parkway	Winston-Salem	NC	27105	800-334-0165	336-727-4809	www.modernautomotive.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 Drive	Mooresville	NC	28115	704-664-3303	704-664-7792	www.randymarion.com	info@randymarion.com
Rooster Bush Pontiac	Carl Warren	145 Bush Drive	Morgantown	NC	28655	828-433-0115	828-432-8262	www.roosterbush.com	rbparts@hotmail.com
Stevenson Chevrolet	Amy Hicks	758 West Corbett Avenue	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

Nebraska

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 Street	Omaha	NE	68127	402-596-2711	402-596-2719	www.hhchevy.com	parts@hhchevy.com
Huber Chevrolet, Inc.	Frank Gavin	11102 W. Dodge Road	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

New Hampshire

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
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New Jersey

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 Street	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

New Mexico

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 Blv NE	Albuquerque	NM	87102	505-766-6924	505-242-0350	www.galles.com	

Nevada

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
Winkel Pontiac - GMC	John D Ambrosio	900 Keitzke Ln	Reno	NV	89502	775-329-0831	775-786-1513	www.winkelmotors.com	parts@winkelmotors.com

AUTHORIZED CENTERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
New York									
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 Road	Liverpool	NY	13088	315-233-0333	315-233-0347	www.freseechevrolet.com	alk@breseechevrolet.com
Buzz Chew Chevrolet Olds Cadillac	Bill Sacher	656 County Road 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
Gillogly Chevrolet, Inc.	Rob Brostko	1777 Union Rd	West Seneca	NY	14224	800-445-5645	716-674-8802	www.gilloglychev.com	
Huntington Chevrolet	Tom Doner	370 Oakwood Road	Huntington Station	NY	11746	631-427-0946	631-427-1332	www.thechevystoreny.com	tdoner@thechevystoreny.com
R M Burritt Motors	Jim Garbus	340 State Route 104	Oswego	NY	13126	315-343-8337	315-343-8146	www.burrittmotors.com	
Ramp Chevrolet	Mitch Dobshinsky	1395 Rte 112	Pt Jefferson Station	NY	11776	631-473-6100	631-331-3094	www.rampchevy.com	
Villa Marin	Joe Potter	2582 Hylan Blvd.	Staten Island	NY	10306	718-351-3300	718-351-9366		

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 Street	Mentor	OH	44060	800-352-7276	1-800-352-7275		joew@classicauto-campus.com
Classic Olds Pontiac GMC	Ken Marckese	1700 Mentor Ave.	Painesville	OH	44077	440-639-4522	440-639-4511		kmarckese@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 Street	Dayton	OH	45409	937-223-9961	937-224-2610	www.frankzchevrolet.com	
Germain Chevrolet	Roger Caminiti	3101 Morse Road	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.robautogroup.com	rwallace@robautogroup.com
Tom Lally Chevrolet	Mike Relozsky	19000 Rockside Rd	Bedford	OH	44146	440-232-2000	440-232-2104	www.timlally.com	
Van Devere, Inc.	Calvin Holderbaum	301 Market St.	Akron	OH	44303	330-253-6137	330-253-1370		

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 Road	Tulsa	OK	74131	918-224-7109	918-224-7655		andyb@dannybeckchevy.com
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 Drive	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
Speedway Chevrolet, Inc.	Andy T. Boyce	2301 North Aspen Ave.	Broken Arrow	OK	74012	800-658-1545	918-259-9354	www.speedwaychev.com	

Oregon

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 SE	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	
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	
Romania Chevrolet	Mike Romig	2020 Franklin Blvd.	Eugene	OR	97403	800-452-5057	541-485-6061	www.chevypartsguys.com	mail@chevypartsguys.com
Ron Tonkin Chevrolet	Kurt Gross	122 NE 122nd Ave	Portland	OR	97230	800-547-8769	503-254-4518	www.tonkin.com	
Sallee Chevrolet	Tom Sallee	1003 S Main St	Milton-Freewater	OR	97862	800-545-0048	541-938-5580	www.sallee-chevrolet.com	parts@sallee-chevrolet.com
Performance Parts									
Wentworth Chevrolet	Darrin Rea	107 SE Grand Ave.	Portland	OR	97214	800-238-8097	503-234-3374	www.wentworthchevrolet.com	
Weston Pontiac Buick GMC	Don Shade	22555 SE Stark	Gresham	OR	97030	503-665-2166	503-665-3742	www.westonpontiac.com	

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
Pennsylvania									
A W Golden, Inc.	Scott Schaeffer	801 Lancaster Avenue	Reading	PA	19607	610-777-4133	610-777-6652	www.awgoldenparts.com	
Apple GM Parts	Bob Burdette	1200 Loucks Rd	York	PA	17404	717-848-1300	717-843-5730	www.applechevrolet.com	
Dames Chevrolet	Tim Conrad	525 High Street	Pottstown	PA	19464	610-326-8055	610-970-2054	www.dameschevrolet.com	dameschevy@aol.com
Dan Phelps Buick-GMC Trucks	Brad Swavely	100 S. Museum Rd.	Shillington	PA	19607	610-777-1300	610-775-5061		
E-Town Chevrolet Olds Pontiac	Jason Heber	2005 S. Market Street	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		
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.sutliffgmparts.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@tomatoeschevy.com

Puerto Rico

Car & Truck Outlet	Carlos Guzman	Ave. Las Americas 2030	Ponce	PR	00734	787-848-8000	787-848-0110		
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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		
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		

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	Allen Sellers	5333 Hickory Hollow Pkwy	Antioch	TN	37013	800-365-2996	877-731-3477	www.billheardparts.net	asellers@billheardparts.net
Bill Heard Chevrolet	Joey Jacquez	4605 Bailey Station Rd	Collierville	TN	38017	901-473-1132	901-473-1150	www.billheard.com	
Carl Black Chevrolet	Matt Bates	600 Murfreesboro Road	Nashville	TN	37210	615-748-8580	615-748-8571	www.carlblack.com	vsanders@carlblack.com
	Beverly Carter								
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 Street	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	

Texas

Bill Heard Chevrolet	David Matzas	13115 S. W. Freeway@ 90A	Sugar Land	TX	77478	800-304-4249	281-243-1193	www.billheardsugarland.com	davidm@pdq.net
Buz Post Motors	Tommy Eddelman	1500 I-20	Arlington	TX	76107	817-784-1717	817-784-3323		
Charlie Thomas Chevrolet	Wayne Knape	13800 Gulf Freeway	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		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 Drive	Houston	TX	77043	713-218-2727	713-218-2728	www.lawrencemarshall.com	parts@lawrencemarshall.com
Lone Star Chevrolet		18900 N. W. Freeway	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		
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		

AUTHORIZED CENTERS

Company Name	Contact Name	Address	City	ST	Zip	Phone	Fax	Internet Site	Email Address
Utah									
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 Street	Harrisonburg	VA	22801	540-434-6749	540-437-7385	www.gmproshopofharrisonburg.com	
Colonial Auto Center	Tim Breeden	100 Myers Drive	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		
Hutchens Chevrolet Inc.	Mike Smith	12920 Jefferson Ave	Newport News	VA	23608	757-874-7561	757-874-7696	www.hutchenschvrolet.net	parts@hutchenschvrolet.net
Mike Nelms Champion Chevrolet	Tim Raynor	14011 James Monroe Hwy	Culpeper	VA	22701	540-547-3700	540-543-2408	www.champion.net	
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 Road	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 Drive	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	509-927-1089	www.appleway.com	
						Ext. 1321			
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 Road	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 Street	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
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 Auto Plex	Nick Bertgnolla	2100 Elk Street	Rock Springs	WY	82901	307-362-5671	307-382-9631	gmaccessories.net/greatwesternauto/	nick@greatwesternauto.com

Company Name	Contact Name	Address	City	PR Postal Code	Phone	Fax	Internet Site	Email Address
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Canada

Alberta

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 Chev Olds	Cameron Klem	6711 MacLeod Trail South	Calgary	AB T2H 2C5	403-258-6300	403-258-6363	www.jackcarterchev.gmcanada.com	jackcarterchev@gmcanada.com
Devon Chev Geo Olds Ltd.	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 Street	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

British Columbia

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 Highway	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	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 Highway 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
Cornell Chev-Olds	Harvey Wallis	3050 Douglas Street	Victoria	BC V8T 4N4	250-386-3481	250-995-4310		parts@cornellvictoria.com

New Brunswick

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	kgrant@clarks.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

Newfoundland

Hickman Motors Limited	Peter Cheeseman	85 Kenmount Road	St. John's	NFL A1B 3N7	709-726-6990	709-726-0323	hickmanmotors.stjohns.gmcanada.com	pcheeseman@hickmanmotors.ca
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Nova Scotia

Bordertown Pontiac Buick GMC (1991)	Peter Lirette	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 Street	Dartmouth	NS B2Y 3Y7	902-434-4000	902-462-7343	www.forbeschev.com	parts@forbeschev.com
MacPhee Pontiac Buick GMC Ltd.	Mark Cheverie	P.O. Box 875	Dartmouth	NS B2Y 3Z5	902-434-4100	902-435-2270	www.macpheepontiac.com	macpheepontiac@gmcanada.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
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

Ontario

Heuvelmans Chevrolet Cadillac Ltd.	Al Pellerin, Rick Postma, Roy Bedford	7555 Grand Avenue West	Chatham	ON N7M 5L1	519-354-3550	519-352-5080	www.heuvelmanschev.gmcanada.com	heuvelmanschev@gmcanada.com
Ray Cullen Chev Olds	Wade Webb	730 Wharncliffe Rd. S.	London	ON N6J 2N4	519-686-7282	519-686-2642	www.raycullen.com	parts@raycullen.com
Brian Finch Pontiac Buick GMC	Steve Williams	300 Southdale Rd.	London	ON N6C 5Y7	519-649-7779	519-685-2756	www.brianfinchpontiac.gmcanada.com	brianfinchpontiac@gmcanada.com
MacMaster Chevrolet Oldsmobile Cadillac Ltd.	Brad Walker	1470 Dundas St. East	Hamilton	ON N5W 3B9	519-455-1365	519-455-1886	www.macmaster.on.ca	brad@macmaster.on.ca
Stratford Motor Products	Steve Court	824 Ontario St.	Stratford	ON N5A 3K1	519-271-5900	519-271-6320	www.stratfordmotorproducts.com	stevecourt@stratfordmotorproducts.com
Foster Pontiac Buick Inc.		3445 Sheppard Ave E.	Scarborough	ON M1T 3K5	416-291-7733	416-291-6322	www.fosterpontiac.gmcanada.com	fosterpontiac@gmcanada.com
Boyer Chev Olds Ltd.	Wayne Dudgeon	217 Victoria St. West	Alliston	ON L9R 1W1	705-435-7777	705-435-9801	www.boyerchev.gmcanada.com	boyerchev@gmcanada.com
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 Chev Olds	Caesar Desilva	321 Lakeshore Road West	Mississauga	ON L5H 1G9	905-278-6116	905-891-2313	www.briarwoodchev.com	briarwoodchev@gmcanada.com
Westwood Chev Olds Ltd.	Gord Guerin	5500 Dixie Road Unit # G	Mississauga	ON L4W 4N3	905-238-4943	905-602-4135	www.westwoodchev.com	asloane@westwood chev.com
Ontario Motors Sales	Parts Department	140 Bond St.	Oshawa	ON L1H 7L8	905-728-9476	905-436-7445	www.ontariomotorsales.com	parts@ontariomotorsales.com
J.E. Quantrill Chev Olds Cadillac	Dean Longyear Darren Graham	265 Peter St.	Port Hope	ON L1A 3Z4	905-885-1499	905-885-6141	www.quantrillchev.gmcanada.com	quantrillchev@gmcanada.com
Frank Lauria Pontiac Buick Ltd.	Jason Clark Tony O'Neil	152 Peter St	Port Hope	ON L1A 1C6	905-885-8154	905-885-7770	www.lauriapontiac.gmcanada.com	lauriapontiac@gmcanada.com

AUTHORIZED CENTERS

Company Name	Contact	Address	City	PR	Postal Code	Phone	Fax	Internet Site	Email Address
Crosstown Olds Chev Ltd.	Donovan Proulx	280 Falconbridge Road	Sudbury	ON	P3A 5K3	705-566-9000	705-566-9723	crosstownchev.gmcanada.com	crosstownchev@gmcanada.com
Alex Irvine Motors Ltd.	John Fortune	2655 Lawrence Ave E.	Scarborough	ON	M1P 2S3	416-751-2021	416-751-5376	www.irvinechev.com	parts@irvinechev.com
	Jeremey Cumming								
Courtesy Chev Geo Olds Ltd.	Tom Magyar	1635 The Queensway	Etobicoke	ON	M8Z 1T8	416-251-5211	416-251-8873	www.courtesychevolds.com	courtesychev@gmcanada.com
	Trevor Janes								
Golden Mile Motors Ltd.	David Deane	1897 Eglington Ave E.	Scarborough	ON	M1L 2L6	416-759-4171	416-759-8623	www.goldenmilemotors.gmcanada.com	goldenmilemotors@gmcanada.com
Niagara Motors Ltd.	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 Ltd.	Reg Toupin	88 Lakeshore Rd.	New Liskeard	ON	P0J 1P0	705-647-8141	705-647-6290	www.pharmstrongmotors.gmcanada.com	pharmstrongmotors@gmcanada.com
Mews Chev Olds Ltd.	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 Soutan	1770 Bank Street	Ottawa	ON	K1V 7Y6	613-733-5483	613-733-9164	www.jimtubmanmotors.com	jimtubmanmotors@gmcanada.com
Timmins Garage Inc.	Doug Didine	1395 Riverside Dr.	Timmins	ON	P4R 1A6	705-268-4122	705-264-1540	www.timminsgarage.com	timminsgarage@gmcanada.com
MacMaster PontiacBuick	Jeff Marshall	Highway #9, East	Orangeville	ON	L9W 2Z5	519-941-6107	519-941-6107		parts@macmasterpontiac.com
Wallis Pontiac Buick GMC Ltd	Jim Rops	1103 Confederation Street	Sarnia	ON	N7S 3Y4	519-336-4060	519-332-5068		parts@wallismotors.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 Highway	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.stethereseautos.gmcanada.com	info@ste-therese-autos.com

Saskatchewan

Nelson GM	David Dolomont	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 Highway	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 Street	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.

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.

ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE APPLICABLE TO GM PERFORMANCE PARTS ENGINES OR PARTS IS LIMITED IN DURATION TO THE DURATION OF THIS WRITTEN WARRANTY. THE PERFORMANCE OF REPAIRS OR REPLACEMENT IS THE EXCLUSIVE REMEDY UNDER THIS WRITTEN WARRANTY OR ANY IMPLIED WARRANTY. GM SHALL NOT BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES RESULTING FROM BREACH OF THIS WRITTEN WARRANTY OR ANY IMPLIED WARRANTY.

Some states do not allow limitation on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, therefore the above limitation or exclusions may not apply. These engines and partial engines are not designed or approved by General Motors for marine use. Installation of GM Performance Parts may adversely affect GM New Vehicle Warranty. Please consult your dealer for terms and conditions.

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Service Parts Operations,
General Motors Corporation
Grand Blanc, MI 48439
Revised October 12, 2004

APPLICATION	WARRANTY PERIOD	WARRANTY BEGINS
Passenger Car and Light-duty Truck	Effective with Purchases on or after 12/01/03: 12 months or 12,000 miles (whichever occurs first), parts and labor	On date of original retail sale