73 chevy

Here are some drive train specs for - Chevy trucks. This info was gathered from many sources. I know of no other source on the web with this info displayed as clearly, all in one place. Hope it helps! From - Chevy trucks had a 13 digit VIN. If your - body style has a VIN located on the dashboard, with 17 digits, then it is between and model. If your truck has the VIN on the dash, but it is not 17 digits, then it is a or model. Your VIN can also be found on the factory options decal , located in the glove box. Here's a list of engine specs. Meant to show what was available When, and in what models. Here's a list of transmissions offered, with available engines. Gear ratios are listed too Finally, what rear ends came in what models, and what ratios were available. A well kept secret For Automotive Literature it is hard to beat E Bay! GM Factory Service Manuals include full detailed instructions for replacing body panels. Every nut bolt and screw location, torque specs, and a ton more. These books are 2" thick, and often include full wiring diagrams too! Get over to E Bay! E Bay Motors - I have gotten many manuals there. The older manuals didn't include wiring. I just also won a bid on a GM Dealer Album. It includes all pricing for all Chevrolet vehicles, the cost of all options, all the separate optional equipment catalogs and believe me there are lots even a brochure for the Blazer Chalet. There are paint chips, and fabric samples. It is jam packed with info. You can also find truck parts as well. Factory Service Manuals! GM considers anything 1 ton or under to be a "Light Duty" vehicle. So if you plan on restoring a car or truck, get your hands on a factory service manual, you will not be disappointed! Our Other Sites: Snowplowing-Contractors. Author: Chuck Smith. Click On A Book. The Chevrolet straight-six engine was Chevrolet's sole engine from when it replaced their cubic-inch 2. It was completely phased out in North America by ; in Brazil, GM held on to their fuel-injected version through the model year. It was replaced by more recently developed V6 and four-cylinder engines. Many popular cars and trucks, including the Chevrolet Camaro , Chevrolet Impala , and Chevrolet Suburban used the inline-six as the base engine. Chevrolet did not offer another inline-six until the General Motors Atlas engine 's debut in the Chevrolet TrailBlazer. The first mass-produced GM inline 6 was introduced in on Chevrolet cars and trucks, replacing the company's first inline Richard Grant Chevrolet marketing executive insisted that the new design boast overhead valves, developed by Buick who held the patent for OHV engines and was already building the OHV Buick Straight-6 engine since the early s. Chevrolet had long been known for its " valve-in-head " four-cylinder engines which were also engineered by Buick. William S. Knudsen 's cast-iron wonder was produced through Toyota's first engine built the similar It was This engine used a forged steel crankshaft with three bearings and cast-iron pistons. Bore and stroke was 3. The was shared with Chevrolet and GMC trucks for and A balanced crankshaft was introduced for , while a higher 5. A cubic-inch 3. The Chevrolet "Master Deluxe" series used this engine, as did all Chevrolet passenger cars. For and , they used Oldsmobile's ci L-head engine. The next-generation Chevrolet inline 6 was introduced in in the US and in Brazil, and phased out in in the US, and in Brazil. It is often known as the "Blue Flame" engine, although that name was only officially applied beginning in , and then only for one certain model of the engine: the ci with 3 carburetors applied in Corvettes. This engine had a A four-bearing crankshaft was added, along with 6. This generation did not use a fully pressurized oiling system. The connecting rods were oiled using an "oil trough" built into the oil pan that had spray nozzles that squirted a stream of oil at the connecting rods which were equipped with "dippers" , thus supplying oil to the rod bearings. Rod bearings were made of babbitt cast integral with the rod. The bearing was adjustable for wear by removing copper shims placed between the rod cap and connecting rod. In this way specified oil clearance could be maintained. If the crankshaft were to be turned undersized, or if the bearing was damaged or worn out, rod and bearing were replaced as a unit, typically at the dealership. This engine was also used in GM's British Bedford truck. In the late s rival Austin decided to get into the ton truck "lorry" market and in a crash program based the design on the basic architecture of this "Stove Bolt" engine, except that they added detachable shell main and con-rod bearings and pressurized lubrication. That Austin engine, in six-cylinder form, post war, went on to power cars such as the Austin Sheerline and Princess , and the Jensen Interceptor and Austin also lopped off two cylinders and in that form various versions, with various capacities, powered cars such as the Austin 16 , A70 Hampshire and Hereford , A90 Atlantic , the Austin-Healey -4 and the Austin Gipsy , a generation of commercial vans, as well as some models of the iconic London black taxi FX3 and FX4. In , a Both the bore and stroke of 3. This engine also had an oil "dipper system" as described above , in reference to the oiling system, as in the This cubic-inch 3. Hydraulic lifters were used in the Powerglide and a fully pressurized lubrication system was introduced in , but only in cars ordered with the "Powerglide" transmission. The cubic-inch 3. The "Blue Flame" moniker had been used in Chevrolet advertising since A blue rather than yellow flame within the cylinder meant that perfect combustion was achieved, promised GM's ad men. From to , the high-pressure engine with mechanical valve lifters was used in some

trucks. From to , all engines used in cars had hydraulic lifters. The original Corvette engine was the high-pressure engine equipped with mechanical lifters. The Corvette was equipped with the same slightly higher-lift camshaft as used in the truck engine and used triple side draft, single barrel, Carter Model YH carburetors mated to a PowerGlide transmission and dual exhaust manifold. The Chevrolet cubic inches 3. It was gradually replaced by the third generation , beginning in Canadian-production GMC trucks used the and Chevrolet straight-six engines as their base light-duty truck powerplant in the late s and early s in Canada, not the United States. The was used from to , and the was used in light-duty trucks only. This engine was very similar to the engine, except for a different block casting with a larger piston bore of 3. This engine was offered as a step up from the starting in It was offered in parallel with the GMC V6 engine in until , when it was discontinued. The US truck engine had mechanical lifters and was available from to The â€" Canadian full-size Pontiac car had a standard cubic-inch engine that had hydraulic lifters. This engine was not sold in the US, but was very similar to the US truck The engines were also used in light trucks and the Chevrolet Veraneio from to in Brazil. Chevrolet's third-generation inline six was introduced in and was produced through Although the exterior dimensions were similar to previous Chevrolet OHV inline six-cylinders, this generation was lighter and had a different cast-in bell housing pattern it shares with all Chevrolet engines designed and produced after , including the modern LS-series "small-block" and "big-block" V8s. By the time the third-generation 6-cylinders were being designed and developed, Chevrolet was the most popular brand of vehicles in the world, and sales and production of vehicles and engines were into the millions of units per year with increasing markets for Chevrolet engines both within General Motors and outside the company in the industrial, commercial, agricultural, military, or transportation markets both in the U. The first use was in the newly introduced Chevy II ; the following year, Chevrolet passenger cars adopted it alongside Checker Marathons since and used this it until for Camaros , Novas, and full size Chevrolets. A cubic-inch 2. After several years of steadily declining sales just 3, units in the model year , [2] the straight six was dropped from Chevrolet's full-sized cars for , for the first time since ; it would be restored in Overseas, the third generation of the inline six was mass-produced in Brazil. It was used in the Chevrolet Opala from to It was already used in light trucks as the A and Chevrolet Veraneio. Brazilian produced sixes manufactured to the model year gained multipoint fuel injection, unlike the US-manufactured sixes, which retained the Rochester Monojet one-barrel carburetor. These inline sixes and their four-cylinder siblings were converted for marine usage by Mercruiser and Volvo Penta , and also used in stationary applications such as power generation and in Clark forklifts. Besides Brazil, the six was also manufactured in Argentina and South Africa. The or 3. Bore and stroke are 3. General Motors' Argentinian subsidiary also developed a One oddity is the crankshaft bolt pattern - in lieu of the Chevrolet V8 bolt pattern also shared with the rest of the third generation six the Pontiac V8 bolt pattern is used. It was also used by Chevrolet and GMC trucks, primarily for the half-tons. It was also built in Latin America and was in production in South Africa until at least , where it powered a multitude of different cars. Between and , an integrated cylinder head was produced intake manifold and cylinder head were a single casting with a bolt on exhaust manifold , with one-barrel intakes for passenger cars, and two-barrel intakes for trucks after The "integrated" cylinder head and intake manifold claimed to have resulted in increased low end torque and fuel economy inclusive of a smoother operation which pre-dated NVH noise, vibration, and harshness. Some pundits consider the integrated cylinder head as a relic of the malaise era when it was phased out of production in prior to the introduction of the 4. During the mids, the Buick and 4. Brazil held on to the known as the 4. It was used in Brazil until in Chevrolet Silverado when the engine line was discontinued. The Brazilian produced sixes gained multipoint fuel injection, distributorless ignition system and redesigned cylinder heads which had smaller intake ports. It was also used for a number of large sedans by Chevrolet of South Africa. When the long duration races restarted in Brazil, in , the Opala found a great competitor, the Ford Maverick , which was powered by an engine almost one liter larger in displacement. By coincidence, engine development manager Roberto B. Beccardi was working on this engine hop-up project out of his own initiative, but lacked factory support or approval. This impulse came right from these two pilots. It was slightly different from the version launched two years later: the project engine was similar to the four-cylinder units, did not get a vibration damper, and used the cooling fan from the standard , with four blades instead of six. It quickly homologated a version with four-barrel carburetor, called "Quadrijet" in Brazil no relationship to GM's own Rochester Quadrajet , with performance roughly equivalent to the The L22 was a cubic-inch 4. The LD4 was a cubic-inch 4. The LE3 was a cubic-inch 4. The cubic-inch 4. Production of the engine was shifted to Mexico in , and later variants of this engine were marketed as the "L25". The retained the separate intake with a Rochester Monojet carburetor and exhaust manifolds as used with the short deck motors GMC

it affected Buick's release of the new OHV Buick V8 engine. A shortcoming of the was its lack of any provision for oil filtration built into the block, instead relying on an add-on filter mounted on the thermostat housing, and that was an "option only". In spite of its novel green sand foundry construction, the '55 block's lack of adequate oil filtration leaves it typically only desirable to period collectors. The first motors used the stock blocks. However, the overbore to these blocks resulted in thin cylinder walls. Future blocks were recast to accept the 3. This was the third U. Besides being available in the Chevrolet line, it was optional in Checker Taxis beginning in All s had large 2. Pistons used with the share the same pin height as the but retaining the s bore size prior to it was possible to stroke a into a where aftermarket pistons had to be used. All engines in this family share the same block dimensions and sometimes even the same casting number; the latter meaning engines were of the same block, but with different strokes e. This engine family was updated in for the use of 2. The first engine in this family was the small journal in and the last being s medium journal in pickup trucks and commercial vehicles. The used the same nodular cast-iron crankshaft as the , with a forged steel crank that was also produced. DZ Its solid-lifter cam, known as the " Duntov" cam named after its 0. It used the " 2. Unlike the Corvette, the exhaust manifolds were the more restrictive rear outlet 'log' design to clear the Camaro chassis's front cross-member. It had a chrome oil filler tube in the front of the intake manifold next to the thermostat housing from to The first year had unique chrome valve covers with Chevrolet stamped into them without an engine displacement decal pad. A 'divorced' exhaust crossover port heated well-choke thermostat coil was used to provide cleaner and faster engine warm-up. Its single-point distributor had an ignition point cam designed to reduce point bounce at high rpm along with a vacuum diaphragm to advance ignition timing at idle and part- throttle for economy and emissions. Pulleys for the balancer, alternator , water- pump , as well as optional power steering , were deep- groove to retain the drive belt s at high rpm. In , the shared the finned cast aluminium valve covers with the LT-1 Corvette engine. It was available only as off-road service parts purchased over the Chevrolet dealership parts counter. Chevrolet went so far as to carry the positive crankcase ventilation system PCV over to the cross-ram induction system to retain emissions compliance mandated for US-produced cars beginning in , that also provided full-throttle crankcase pressure venting to the intake air to burn its vapors. Another popular service-parts-only component used on the was the magnetic-pulse Delco transistor - ignition ball bearing distributor. It eliminated the production breaker-point ignition allowing greater spark energy and more stable ignition timing at all engine speeds including idle. This was one of the least talked about yet most transformative and comprehensive performance and durability upgrades of its time. Many of the s off-road service parts were the development work of racers like Roger Penske. Every part in a SCCA Trans-Am engine had to be available through local Chevrolet parts departments to encourage their use by anyone who wanted them. The engine was also popular in Formula racing around the world, especially in Australia and New Zealand where it proved more powerful than the Repco -Holden V8. Reminiscing about the series, mids Australian F driver Bruce Allison said, "We never used first gear at the start. We started in second, and even then there was so much torque , you'd get wheelspin through third and fourth gears. The exact displacement is This block is one of three displacements that underwent a major change in when the main journal size was increased from 2. In Chevrolet released the now-legendary L , which was nothing more than an L In , Checker began offering the as an option. The was fitted in the English Gordon-Keeble. It was also installed in many Isos , until when General Motors started demanding cash in advance and the Italian manufacturer switched to the Ford Cleveland V8. The car had modified suspension just before release to also be used in local Series Production racing Australian Group E. It was a lower compression version of the engine first used on the HK GTS, and was dressed as a engine sporting all parts. One year later it was made available in the Chevrolet Nova , and finally in the rest of the Chevrolet line could be ordered with a As had been the case with earlier versions of the small-block, the was available in the Beaumont sold by Pontiac Canada, which unlike its US counterparts, used Chevrolet chassis and drivelines. The L46 became an optional engine for the Chevrolet Corvette. Compression ratio was The compression ratio of the L48 was lowered to 8. This is indicated by the fifth digit in the VIN being a K. The L48 engine was exported to Australia, where it appeared in the Holden Monaro from through , and in the Statesman from through The L48 V8 was the standard engine in the â€" Chevrolet Corvette. It was basically the 2bbl version of the L48 It was produced until the model year. Throughout its lifespan, it used mechanical ignition points, electronic, or computer-controlled spark system, and conventional or feedback carburetors. The LM1 was superseded by the LU5 powerplant after Post blocks possibly had a lower nickel content but thicker cylinder deck, and post heads of the small block Chevrolet used less iron, and were lighter weight, crack-prone, and were less powerful because of the lower compression ratios

used. It used solid lifters, Redline was 6, rpm but power fell off significantly past 6, rpm. The â€" L82 was a "performance" version of the that still used the casting number 76cc chamber "2. Its cast-aluminum LT-1 valvecovers were painted crinkle-black contrasting with the aluminum manifold and distributor housing. The L81 was the only 5. A version using a closed-loop carburetor was used with the California emissions package in its final years. Most of the small block engines in this timeframe were built at either the Flint engine plant in south Flint, Michigan or at St. Catharines, Ontario. The Flint plant was producing about 5, engines per day in the mids, and had a slower, separate line for the TPI engines used in the Camaro and Corvette. Source: Chevrolet Truck Data Book. Years: [14]. The LT-9 served as GM's truck-based heavy emissions [15] variant of the 5. Since GM did not assign a model year to production Corvettes, there was no L83 for The L83 added "Cross-Fire" fuel injection twin throttle-body fuel injection. The new L98 added tuned-port fuel injection "TPI", which was standard on all â€" Corvettes. Aluminum cylinder heads Corvette only were released part way through the model run, modified for with D-ports, and continued through the end of L98 Corvette production in still used on ZZx crate engines until when the ZZ6 received the fast burn heads. Compression was up again in to 9. The L05 was also used in the G van models and the P30 step vans. Additionally, the L05 was used in 9C1-optioned police package Caprices, and in the following vehicles:. L05s were used primarily with casting number 64cc combustion chambers cylinder heads with swirled intake ports - the intake ports were designed for fuel economy the design was also shared with the heads used on the 4. The swirl ports known to GM as a vortex chamber along with the irregular shape of the combustion chambers limit the airflow and horsepower output where they did not provide a fast burn, later phased in with the Vortec heads. A majority of the L05s used with the trucks and vans had conventional flat tappet camshafts, while the Caprice 9C1 â€"93 had a roller cam. A single belt serpentine belt accessory drive was introduced on the L05, the 5. In mid the L05 was equipped with heads used in the G In February , a Wisconsin businessman reported that his Chevrolet C pickup had logged over 1 million miles without any major repairs to its L05 engine. Source: The Flint Journal , February 17, The article also mentioned that the Flint engine plant that built the engine, had produced 45 million engines in its year history, before closing in It is Chevrolet's last production Generation I small-block. The cylinder heads feature combustion chambers and intake ports very similar to those of the LT1 V8, but lacking the LT1's reverse-flow cooling and higher compression. As such, the L31 head is compatible with all older small-blocks, and is a very popular upgrade. It offers the airflow of more expensive heads, at a much lower cost. It does, however, require a specific intake manifold A 5. Chevrolet's L31 was replaced by GM's 5. It is still [when? Volvo Penta and Mercury Marine also still produce the L The "Marine" intake, despite its cast iron construction, is an L31 upgrade that allows use of common Bosch-style injectors with various flow rates while still maintaining emission compliance. It has a 4. The differed from other small blocks in that the cylinders were siamesed and therefore required 'steam' holes in the block, head gaskets , and heads to help alleviate 'hot-spots' in the cooling system at the point above the siamesed cylinders. Overheating and damage are likely if head gaskets or heads without 'steam' holes are used on a block. The is the only engine that uses a 2. The connecting rod was also specific being 5. The was made in 4-bolt main journal from to and in 2-bolt main journal from to The can have either 2 or 3 freeze-plugs per side though all blocks have the provisions for a 3rd freeze-plug on each side. The engine was available in midsize A-Body and full-size B-Body passenger cars until the end of the model year. All s came with a two-barrel carburetor until A four-barrel carburetor option became available in It was also used for the limited production Avanti for a few years in the s. The was replaced by the for the model year. This was Chevrolet's second 4. Designed and built during the era of the gas embargo, CAFE mandates, and tighter emissions, this engine family was designed to become Chevrolet's cost-effective, all-purpose "economy V8" engine line. It was intended to fill the gap where the venerable and had been. Bore and stroke were 3. This new engine family would provide better gas economy than the , share its basic architecture and many parts with the thus reducing production costs , and provide customers with more horsepower and torque than Chevrolet's s-era inline 6 and V6 engines. During the early s, when GM was streamlining their engine lineups, the Chevrolet would rise to prominence as General Motors' "corporate" engine, signified by being the standard and often only V8 in many GM vehicles. Through much of the 80's, the became General Motors' most common V8, followed closely by Oldsmobile's Crankshafts used with the had the same casting number as the with one discernible difference - the crank is lighter in weight to compensate for engine balancing. As a result, the counterweights are smaller, which makes it unsuitable for use in a where metal would have to be welded back on. The Chevrolet is a reliable, fuel efficient V8, easily capable of , miles, if maintained. From onward into the early s, these engines were prone to wearing out their camshaft lobes prematurely due to a combination of improper manufacturing and poor

quality controls a result of GM cost-cutting measures. The is sometimes dismissed in performance circles because of its lackluster performance, small bore size, and difficulty flowing large volumes of air at high rpms. However, two variants of the to were notable performers: the to L69 High Output 5. After , its usage was limited to light trucks and SUVs until the model year while vans and commercial vehicles continued until The was sold as a crate motor under the Mr. Goodwrench brand as a replacement motor and as a boat engine for Mercury Marine until late when it was discontinued. The first iteration of the , the LG3 was introduced in This variant used a Rochester 2GC carburetor from to All years had an 8. It was discontinued in introduced in , the LG4 was essentially an LG3 with the addition of a 4-bbl carburetor and larger valves. The engine saw a series of gradual improvements, increasing reliability, mpg, and power output through its production run. In the ignition system, CCC was fully responsible for the timing curve; mechanical and vacuum advances were eliminated from the distributor. The more precise spark timing provided by the CCC made possible a series of increases in compression ratio from a pre-CCC 8. In , Chevrolet replaced the cast-iron intake with an aluminum version and used either "" or "" heads with 1. For , the 4-valve-relief, flat top pistons from the L69 were added to the LG4, which resulted in another increase in compression. Also added was a knock sensor to allow the "CCC" engine management system to compensate for the increase in compression and a more aggressive spark-timing map in the ECM. For , Chevrolet changed over to a one-piece rear main seal engine block design to minimize leaks and warranty claims; however, some early blocks retained a two-piece rear main seal. For , Chevrolet once again made some revisions to increase overall reliability, many of them borrowed from the TBI L03 , which was to replace the LG4. The coil-in-cap HEI distributor was retired, and an all-new electronic distributor design was used. The intake manifold to head bolt pattern was redesigned to improve gasket integrity - four of the center intake manifold bolts were drilled at 72 degrees instead of 90 degrees for the cast iron cylinder heads. Changes to the valve covers were also made. Ribbing was added to the top of the valve covers to increase surface area, acting as a heat sink. To improve intake gasket sealing, the mounting bolts were relocated to the valve cover centerline, placing all sealing pressure evenly upon the mounting flange perimeter. Thus, these became known as centerbolt valve covers, first introduced in on the LB4 4. Some early engines have lifter retainer provisions, but use the older, non-roller camshaft. Unlike, the original '69 version, Chevrolet did not place it in the trunk for owners to install. Fuel was supplied by the two TBI units, set diagonally apart from each other, atop the unique, aluminum intake manifold. Unfortunately, the system was placed atop the basic LG4 and lacked any significant performance capability. A cubic inch version was also used in the Corvette from to Since it was fairly early into GM's electronic engine management development and electronic fuel injection programs, few dealerships had the technology, equipment, or properly trained mechanics capable of dealing with these engines. In a very short time, these engines obtained the notorious nickname; "Ceasefire Engine". Thanks mostly to a somewhat cult-like following, a number of aftermarket performance parts are also available through Crossfire-specialized manufacturers. The L69 High Output 5. The L69 features a compression ratio of 9. Additionally, the engines came equipped with a functional cold air induction hood on the Trans Am, a dual snorkel air cleaner assembly on the Camaro Z28 and IROC-Z and Trans Am, a large, single snorkel on the Monte Carlo SS also, rare optional dual snorkel in , an aluminum intake manifold, high stall torque converter on the Monte Carlo SS and F-bodies, or a lightweight flywheel on T-5 equipped F-bodies. The LE9 5. At its core was the stout L69 shortblock and it used the same aggressive L69 camshaft profile. The induction system was unlike any system used previously by GM. It featured a large plenum made of cast aluminum, with individual runners made of tubular aluminum, feeding air to each cylinder. And each cylinder had its own fuel injector fed by a fuel rail mounted above each bank. This engine used the TBI throttle-body fuel injection. The LB4 4. The L03 used hydraulic roller lifters, which allowed it to recover some of the lost horsepower from its factory design, while further increasing efficiency reduced rotational drag. Despite downfalls in its aspiration restrictions, the L03 had one thing going for it: reliability F-bodies that carry the L03 did not use a rev limiter. They used dished pistons with a 9. The L03 TBI featured a 3. Performance junkies would bore these engines to 3. However it is advised not to overbore these blocks more than 30 thousandths, as the cylinder wall thickness is dangerously decreased beyond that point. The Vortec L30 is a V8 truck engine. Displacement is 5, cc, The compression ratio is 9. It was replaced by the 4. The engine uses a hydraulic roller cam and high flowing, fast burn style vortec heads. Differences include bore and stroke, intake valve size, and smaller combustion chambers. L30 applications:. The 4, After , electronic feedback carburetion was used on the The also saw use in to Checker Marathons. While similar in displacement to the other 4. Power output would drop in subsequent years of the engine. The original design of the small block

remained remarkably unchanged for its production run, which began in and ended, in passenger vehicles, in The engine is still being built today for many aftermarket applications, both to replace worn-out older engines and also by many builders as high-performance applications. The principal changes to it over the years include:. A significant improvement over the original Generation I V8 is the Generation II LT1's "reverse cooling" system, allowing coolant to start at the heads and flow down through the block. This keeps the heads cooler, affording greater power through a higher compression ratio and greater spark advance at the same time it maintains higher and more consistent cylinder temperatures. Some parts from the Generation II are interchangeable with the Generation I one-piece rear main seal engine. The LT1 uses a new engine block, cylinder head, timing cover, water pump, intake manifold and accessory brackets. Engine mounts and bell housing bolt pattern remain the same, permitting a newer engine to be readily swapped into an older vehicle. It displaced 5. The LT1 used a reverse-flow cooling system which cooled the cylinder heads first, maintaining lower combustion chamber temperatures and allowing the engine to run at a higher compression than its immediate predecessors. There were a few different versions of the LT1. All feature a cast iron block, with aluminum heads in the Y and F bodies, and cast iron heads in the B and D bodies. Corvette blocks had four-bolt main caps, while most other blocks were two-bolt main caps. Block castings remained the same between 2 and 4 bolt mains. In 94 the LT1 switched to a mass airflow sensor and sequential port injection. A new, more capable computer controlled the transmission as well as the engine and got a new name: Powertrain Control Module PCM. The early Optispark distributor had durability problems, and a revised version was introduced on the B-Bodies and on the Y and F-Bodies. Changes include a vacuum port to draw filtered air through the distributor to remove moisture and ozone and a revised drive system which uses an extended dowel pin on the camshaft rather than a separate splined shaft in the camshaft gear. A port can be drilled into the early distributor base, and the later cap can be installed to add venting to the early distributor. The LT4 was the special high-performance version of the new-generation LT1. It featured a slightly more aggressive camshaft profile, 1. It was introduced in the model year, for the last year of the C4 Corvette, and came standard on all manual transmission ZF 6-speed equipped C4 Corvettes. All production engines for the Firehawks and sSS were completely disassembled, balanced, blueprinted and honed with stress plates. One in 5 engines was tested on a Superflow engine dyno. Engineered in the UK but produced and assembled in Stillwater Oklahoma by specialty engine builder Mercury Marine , the all-aluminum LT5 shared only the 4. It does not have reverse cooling and is generally not considered a small block Chevrolet. Used only in Corvettes, [26] the LT5 was the work of a team headed by Design manager David Whitehead, and was hand built by one headed project engineer Terry D. A second generation of the LT5 was in the testing phase as early as What little information survived showed that it would have used a dual plenum system similar to the first generation Dodge Viper as well as variable valve timing. Unfortunately, the cost to produce the LT5 along with its weight, dimensions would not fit the C5 pilot cars without extensive modifications and internal GM politics over using an engine that was not designed and built in house killed the LT5 after six years of production. GM canceled the ZR-1 option beginning model year Engines that were to be installed in the as yet unbuilt ZR-1's were sealed and crated for long-term storage. After they were built at the Mercruiser plant in Stillwater, Oklahoma they were shipped to Bowling Green, Kentucky and stored in the Corvette assembly plant until the and ZR-1s went down the assembly line. A total of 6, cars were produced. Despite being discontinued, a new class of premium V8s for Cadillac and eventually Oldsmobile, the dual overhead cam V8 Northstar and its derivatives, drew heavily from the LT5's design and lessons learned from its production. The pistons used in the 4. The L99 featured updated Generation II block architecture, and is externally identical to the larger 5. Like the LT1, it features sequential fuel injection , reverse-flow cooling with a cam-driven water pump, and an optical ignition pickup. The L99 4. The L99's smaller displacement provided slightly better EPA fuel economy than the 5. See Oldsmobile Diesel engine for more information. From Wikipedia, the free encyclopedia. Car engine. Motor vehicle engine. Vehicles using the Vehicles using the L L31 applications:. The was used in the following cars:. This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. May Learn how and when to remove this template message. November Learn how and when to remove this template message. This section needs expansion with: listings for the cu. You can help by adding to it. December This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. September Learn how and when to remove this template message. Multi-port fuel injection Sequential multi-port fuel injection. Gasoline Premium. Retrieved May 24, Ward's AutoWorld. Archived from the original on August 12, Retrieved October 1, Consumer Guide. 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Cast iron , aluminum. OHV 2 valves x cyl. DOHC 4 valves x cyl. Carburetor , fuel injection. Aluminum , Cast iron. Pushrod , 1. Generation III. Wikimedia Commons has media related to Chevrolet small-block engines. Take a moment to drop by The Store and shop our products. If you don't find what you're looking for, shoot us an email webmaster chevytrucks. We add new items all of the time. Check out our store at chevytrucks. Welcome, Guest. Please login or register. News: ChevyTrucks. Who's Online. Guests: Hidden: 0 Users: 6 Users Online: jeremy. Board Stats. Recent Topics. Top Boards. Welcome to chevytrucks. Power Window issue. February 23, , PM by gtojohnny Views: 18 Comments: 2. Here's my problem, I hope someone can help. I have two power doors from a donor truck. They are complete with wiring harness and the windows are in the up position. I need to lower the windows to sand and paint. Does anyone know how i can provide power and jump some wires to lower the windows? The wiring has me puzzled. Thanks in advance. Read More Write Comment. Dually conversion. Finally following through with my dually conversion on my 74c10 shortbed, it has dually fenders installed with a custom 5 lug dually adapter, i was told to grab a rear end from a c30 as well as c30 front suspension components, my question is will c30 control arms bolt up to c10 frame? And are the front brake hose from a c30 similar to ones on a c10? Thank you for the help in advance. February 22, , PM by 88rxna Views: 35 Comments: 1. Am i right? Welding in RH fuel doors, clearance for door behind the wheel well? February 22, , PM by werewolfx13 Views: 45 Comments: 2. For the RH saddle tank, can I just cut out a left hand door section from a junk yard and flip it upside down so it hinges correctly? The truck is in storage so I can't easily go look at how the hinge works. For the blazer tank, has anyone added a door in the bedside behind the axle? I seem to recall seeing a relief section in the bed floor by the filler neck for clearance, and I think its there on both sides for all trucks even if they only had one tank, but would I need to cut and fabricate a similar relief for the rear or is there adequate space without it? I've worked out the fuel routing and wiring for dual selector valves already, but I'd rather not find out the TPI fuel pressure shortens the lifespan of the valve significantly. Spare tire always in the way. My spare tire is always in the way for using the Geezer as a truck, as in having to take the spare out of the bed to load plywood then put it on the load. I also don't like it unsecured or just bolted to the bedside. I'm currently fabricating parts to swivel it from either sitting upright in the bed or rotated up to sit on top of the bedside. The views are looking from the front toward the tailgate. The racks pictured have been in use for a decade and use a lb Harbor Freight winch to assist loading heavy items. Note there is a heavy cross-member that is built into the rear of the bed. Any comments, suggestions or criticism would be appreciated. Recent Posts. Top Poster. Forum Staff. February Read More Write Comment Dually conversion February 23, , PM by ChunkyRed Views: 9 Comments: 0 Finally following through with my dually conversion on my 74c10 shortbed, it has dually fenders installed with a custom 5 lug dually adapter, i was told to grab a rear end from a c30 as well as c30 front suspension components, my question is will c30 control arms bolt up to c10 frame? Read More Write Comment wiper wiring help please. February 22, , PM by 88rxna Views: 35 Comments: 1 i have an with wiper issues. Read More Write Comment Pages: [1]. Captkaos Posts. VileZambonie Posts. Blazin Posts. Toolmaster Administrator. Captkaos Administrator. Judge Roy Bean Site Supporters. VileZambonie Global Moderator. Blazin Global Moderator. Print Page. E-Mail Page To order simply click listing. Heavy duty hoods utilize your factory hinge and most accept OEM front latch. Additional hold downs are recommended. Hoods often come oversize and may require some trimming. Heavy duty fenders use most original attaching points and are not pre-drilled.

Heavy duty doors do not include seals, tracks, regulators etc. Heavy duty tilt front ends come complete with a basic hinge kit. Heavy duty cabs come with a floor and separate headliner panel. Race weight parts are designed for professional racing applications only. Race weight fenders attach at most stock locations. Race weight front ends are intended for racing applications and do not come with a hinge kit. Race weight cabs are intended for full tube chassis racing applications and do not come with floor or interior panels. The installer, user assumes all responsibility for properly securing these parts. Use at your own risk! Manufactured and shipped F. Tube chassis and metal interior work is required. Please e-mail or call us after placing your order. Reference your order number and specify your choice of hood and bedside or fender choice by part number. You MUST specify your type of racing so the parts can be made accordingly. Race weight parts only. Note: Factory installed floor braces may need to be trimmed or removed for desired fit. All safety concerns must be taken up with the chassis shop involved with the project. Once finished these cabs look exceptional and should just about last forever, however, sit down and Please give some serious thought before ordering Please Note: We are unable to ship cab shells. They must be picked up in person to avoid freight damage. Installed Photos. US Body Source is

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 easy to relocate anywhere. Page Tools. E-Mail Page. To order simply click listing. Cab Shell-no floor. Drag Package. Blazer Body- no floor. Blazer Body Tub. Dash- Repro. Doors pr. Cowl Induction Hood 2". Cowl Induction Hood 3". Super Sport Hood. Cowl Induction Hood 4". Stepdown Hood. One Piece Front End. Indy Cowl Induction 2". F CGH Ram Air II Hood. Tilt Front End. PreSplit Tilt Front End. Cowl Induction Tilt 2". PreSplit Cowl Induct Tilt. Fleetside Bedsides 8'. Tilt Front End 2 light. Fleetside Bedsides 6'. Above Tilt PreSplit. Stepside Bedsides 6'. Cowl Induction 4" Tilt. Pre-Split Cowl Induct Tilt. Front Wheel Wells pr. Above Bed Tubbed. Stepside Bed Box 6'. Above Box Tubbed. Fleetside Bed 8'. Fleetside Bed 6'. Convertible Roof Section. Riverview Florida E-Mail us with your input anytime at customerservice usbody. Body Source inc. The use of names and headings is for the sole purpose of identification. Items ship freight collect. Freight is not refundable. Please Read Our Policies!