

-BLOCK CASTING # 3916312 TWO BOLT MAIN
(BLOCK HAS HEAVIER CYLINDER WALLS-SEE
CHEVROLET BY THE NUMBERS 1965-69)

-DATE CODE: K 14 7 (NOV. 14TH 1967)

-FRONT PAD DATA: TI 120 IJ (1968 PASSENGER 390HP
WITH TH400 AUTOMATIC)

-.030 ths OVERBORE

-TORQUE PLATE HONED

-LINE HONED

-BALANCED

-STEEL CRANK

-ARP MAIN STUDS

-DOT RODS (Hi-Perf.)

-ARP ROD BOLTS

-L2308AF L88 FORGED ALUMINUM PISTONS

-MS829H MAIN RACE BEARINGS

-4540 CSA RACE CAM BEARINGS

-R9745 SPEED PRO RINGS

- CROWER SOLID LIFTER CAMSHAFT #01322
- COOL FACE LIFTERS
- MELLING HV OIL PUMP
- MOROSO OIL PAN (WAS IN A 1970 CHEVELLE)
- CLOYES TRUE ROLLER TIMING CHAIN
- GM "665" WATER PUMP
- GM ALUMINUM DUAL PLANE INTAKE # 3933163 DATED APRIL 1969 (BEAD BLASTED AND PLANED FOR STRAIGHTNESS)
- ORIGINAL GM ALUMINUM CYLINDER HEADS #3946074 COMPLETELY REBUILT, WITH NEW STAINLESS STEEL VALVES, SEALS, SPRINGS, AND RETAINERS. HEADS ARE PORTED AND POLISHED. HEADS ARE CORRECT FOR 1969 CAMARO OR CORVETTE L88, ZLI, OR LS6 (1971 CORVETTE 454).
- ARP HEAD BOLTS
- BRAND NEW BALDWIN MOTION STYLE ALUMINUM VALVE COVERS
- REPRO GM CORRECT INTAKE BOLTS
- C/W REPRO GM OIL PAN BOLTS (STILL IN BAG)
- ALL MACHINE WORK, BALANCING, AND HEAD WORK DONE BY KEN MURRAY (KEN'S KUSTOM MACHINE

LTD.) WHO IS ONE OF THE PREMIER ENGINE BUILDERS AROUND.

-FINAL ASSEMBLY DONE BY BRAIN WHEATLEY WHO IS ANOTHER WELL KNOW MECHANIC WHO DOES MANY RACE ENGINES AROUND NORTH AMERICA.

-ENGINE WAS BROKE IN WITH A DIFFERENT CAM AND SET OF HEADS, THEN PARTIALLY DISASSEMBLED TO INSTALL THE CURRENT CAM, LIFTERS, HEADS AND INTAKE.

-DESK TOP DYNO NUMBERS ARE 524 H.P. WITH 515 LBS. FT. OF TORQUE

-ESTIMATED COMPRESSION IS 11.25 TO 1

-NEW (NOT REMANUFACTURED) HOLLEY 700 DOUBLE PUMPER WITH NEW HOLLEY DUAL FEED LINE. (WAS TESTED ON THE ENGINE FOR BREAK IN)

-NEW CAM AND LIFTERS WILL NEED TO BROKEN IN UPON FIRST FIREUP.
