

CT355 Circle Track Racing Engine (88958603) Specifications

Specifications Part Number 88960548

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This publication provides general information on components and procedures that may be useful when installing or servicing CT355 circle track engine. Please read this entire publication before starting work.

The information below is divided into the following sections: package contents, component information, CT355 circle track engine specifications, additional parts that you may need to purchase, torque specifications, and a service parts list.

The CT355 engine is manufactured on current production tooling; consequently you may encounter dissimilarities between the CT355 circle track engine assembly and previous versions of the small block V8. In general, items such as motor mounts, race car accessory drives, exhaust manifolds, etc. can be transferred to a CT355 circle track engine when it is installed in a vehicle race car equipped with a small block V8 engine. However, as noted in the following sections, there may be minor differences between a CT355 circle track engine and an older small block V8 engine. These differences may require modifications or additional components not included with the CT355 circle track engine.

It is not the intent of these specifications to replace the comprehensive and detailed service practices explained in the GM service manuals.

Observe all safety precautions and warnings in the service manuals when installing a CT355 engine in any vehicle. Wear eye protection and appropriate protective clothing. When working under or around the vehicle support it securely with jackstands. Use only the proper tools. Exercise extreme caution when working with flammable, corrosive, and hazardous liquids and materials. Some procedures require special equipment and skills. If you do not have the appropriate training, expertise, and tools to perform any part of this conversion safely, this work should be done by a professional.

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	21MR02	Initial Release	
	07MY07	Revised - Rusty Sampsel	

Legal and Emissions Information

This publication is intended to provide information about the CT355 circle track engine and related components. This manual also describes procedures and modifications that may be useful during the installation of a CT355 circle track engine. It is not intended to replace the comprehensive service manuals and parts catalogs which cover General Motors engines and components. Rather, it is designed to provide supplemental information in areas of interest to “do-it-yourself” enthusiasts and mechanics.

This publication pertains to engines and vehicles which are used off the public highways except where specifically noted otherwise. Federal law restricts the removal of any part of a federally required emission control system on motor vehicles. Further, many states have enacted laws which prohibit tampering with or modifying any required emission or noise control system. Vehicles which are not operated on public highways are generally exempt from most regulations, as are some special interest and pre-emission vehicles. The reader is strongly urged to check all applicable local and state laws.

Many of the parts described or listed in this manual are merchandised for off-highway application only, and are tagged with the “Special Parts Notice” reproduced here:

Special Parts Notice

This part has been specifically designed 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 of such an on-street or highway vehicle.

The information contained in this publication is presented without any warranty. All the risk for its use is entirely assumed by the user. Specific component design, mechanical procedures, and the qualifications of individual readers are beyond the control of the publisher, and therefore the publisher disclaims all liability incurred in connection with the use of the information provided in this publication.

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Package Contents:

<u>Item</u>	<u>Description</u>	<u>GM Part Number</u>	<u>Quantity</u>
1	Engine Assembly	88960518	1
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Component Information:

Cylinder Heads:

The CT355 engine is equipped with a ZZ4 aluminum small-block GM cylinder heads. GM Part Number 12556463. These cylinder heads are equipped with 1.94" intake and 1.50" exhaust valves, 163cc intake ports, and 58cc combustion chambers.

Intake Manifold:

This engine comes with a GM Performance Parts dual plane intake manifold, GM Part Number 10185063. This intake manifold has a dual pattern carburetor mounting pad that accommodates both standard flange Holley carburetors and spread bore Quadrajets carburetors. This intake manifold also has provisions for an exhaust gas recirculation (EGR) valve and a hot air choke, but has the block-off plates installed.

Water Pump:

Included on the CT355 circle track crate engine is a long style cast iron water pump, GM Part Number 12529305. To ensure the durability of this circle track crate engine, the engine operating temperature should be kept between 180° and 200° F.

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Rocker Covers:

The CT355 circle track engine comes equipped with center hold-down bolt rocker covers designed for circle track racing. The left hand rocker cover, GM Part Number 25534358 is manufactured with two 1 3/8" tall tubes. Mounted on top of these tubes are breathers, GM Part Number 25534355, for the engine's PCV system. The cover on the right hand side, GM Part Number 25534357, is stamped without any holes. Included on the right hand valve cover is an engine tune-up decal, GM Part Number 88960587.

Rocker Arm Nuts / Valve Lash:

Installed on the CT355 circle track crate engine are unique rocker arm nuts. These new rocker arm nuts, GM Part Number 25534352, are designed to increase the amount of oil retained on the stamped steel rocker arms. The increase in oil retention increases the durability and longevity of the rocker arms in circle track racing applications. The nuts include a positive locking screw to prevent the rocker arm nut from loosening during use. The recommended valve lash for this engine is zero lash plus 1/4 to 1/2 turn. After the lash has been set, rotate the rocker arm nut 1/3 to 1/2 turn counterclockwise and then snug the set screw. Next, retighten the nut and snugged set screw assembly by rotating it clockwise 1/3 to 1/2 turn to the original lash point.

Crate Engine Bolt Sealing System:

A key part of the GM Performance Parts Circle Track crate engine program is the sealing of the engines at the assembly plant. When the engines are assembled, eight (8) tamper-proof bolts are installed on to ensure the engines have not been modified after initial assembly. Two bolts are used on the oil pan, two on the front cover, two on the intake manifold, and one on each cylinder head. These bolts cannot be purchased through your local GM dealer. You must contact your local track in the event that you decide to rebuild your engine in the future.

Ignition System:

The HEI distributor, GM Part Number 93440806, included with the CT355 circle track engine is a self-contained ignition system that includes a magnetic pickup, a module, a coil, a rotor, and a cap. The HEI's large diameter cap minimizes arcing and cross-firing between adjacent spark plug terminals. The cap's male terminals provide a reliable, positive connection for the spark plug leads. The HEI distributor supplied with the CT355 circle track engine has a hardened (melonized) drive gear that is compatible with a steel camshaft. Use of a non-hardened distributor gear will result in excessive wear.

The HEI system requires a 12 volt power supply for proper operation. The HEI ignition system should be connected directly to the battery with 10 or 12 gauge wire through a high quality ignition switch. If you are installing an HEI ignition in an early-model vehicle originally equipped with a point-type ignition, be sure to remove or bypass the resistor in the wiring harness to ensure the HEI receives 12 volts continuously. Use distributor connector package GM Part Number 12167658, which includes connectors and wires for the HEI's tachometer and 12 volt terminals.

Set spark timing at 34° before top dead center (BTDC) at 4000 rpm with the vacuum advance line to the distributor disconnected and plugged. This setting will produce 34° of total advance at wide-open throttle (WOT). The HEI vacuum advance canister should remain disconnected for race applications. This engine is designed to operate using only the internal centrifugal advance to achieve the correct timing curve.

Oil Pan:

Included with the CT355 circle track engine is oil pan, GM Part Number 25534354. This oil pan has eight (8) quart capacity, and was designed for circle track racing, incorporating baffles and kick outs on each side of the pan. The pan is 7 inches deep.

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CT355 Circle Track Engine Specifications:

Displacement:	350 cubic inches
Bore x Stroke:	4.00 inch x 3.48 inch
Compression	10.0:1
Block:	Cast iron, four-bolt intermediate mains
Cylinder Head:	Cast aluminum,
Valve Diameter (Intake/Exhaust):	1.94"/1.50"
Chamber Volume:	58cc
Crankshaft:	Forged steel, 1 piece rear seal
Connecting Rods:	Forged, powdered metal, 3/8" bolts
Pistons:	Cast aluminum
Camshaft:	Hydraulic roller tappet
Lift:	.474" intake, .510" exhaust
Duration:	208° intake, 221° exhaust @ .050" tappet lift
Valve Lash:	See Valve Lash Procedure
Rocker Arm Ratio:	1.5:1 - Stamped Steel
Oil Pan:	8-quart, baffled pan with kick-out
Oil Pressure (Normal):	40 psi @ 2000 RPM
Recommended Oil:	15W50 Synthetic Mobil Oil
Oil Filter:	AC Delco part # PF1218
Fuel:	Premium unleaded - 92 (R+M/2)
Maximum Engine Speed:	5800 RPM
Spark Plugs:	AC Delco part # MR43LTS
Spark Plug Gap:	.045"
Spark Timing:	34° BTDC @ 4000 RPM
Firing Order:	1-8-4-3-6-5-7-2

Information may vary with application. All specifications listed are based on the latest production information available at the time of printing.

Additional parts that may be needed:

Carburetor / Air Cleaner:

A model 4150 HP, 650-cfm Holley four-barrel carburetor is recommended for use on the CT355 circle track crate engine. The recommended carburetor jetting for this application is #73 primary jets, and #73 secondary jets. GM Performance Parts does not recommend using a two barrel carburetor on the CT355 circle track engine. NOTE: Using a two-barrel carburetor will impact the fuel distribution. As a result, the carburetor tune up will need to be closely monitored to prevent engine damage.

A minimum air cleaner element 3 inches tall and 14 inch diameter, GM Part Number 12372079, is recommended for the carbureted circle track engines. A 4 inch tall filter element, GM Part Number 8997189, is also available if enough clearance exists.

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Flywheel / Flexplate:

Like all small block V8 engines produced since 1986, the CT355 circle track engine has a 3.00" diameter flywheel flange bolt pattern. Small block V8 engines produced from 1958 through 1985 had a 3.58" diameter flywheel flange bolt pattern. This change in bolt circle diameter was made to accommodate a leak-resistant one-piece rear main seal. Due to revisions in the crankshaft design, a CT355 circle track engine must have a counterweighted flywheel (or flexplate) for proper balance. The CT355 circle track engine includes a flexplate, GM Part Number 14088765. Additional flywheels and flexplates are available from the chart below.

CT355 Circle Track Engine - Manual Transmission Flywheels

<u>GM Part Number</u>	<u>Outside Diameter</u>	<u>Clutch Diameter</u>	<u>Starter Ring Gear Teeth</u>	<u>Notes</u>
10105832	14"	11.0,11.58"	168	For one-piece crank seal
14088646	12 ³ / ₄ "	10.4,11.0"	153	Lightweight nodular iron flywheel, weighs approximately 15 lbs.;for one-piece crank seal
14088650	12 ³ / ₄ "	10.4"	153	Standard weight flywheel; for one-piece crank seal

CT355 Circle Track Engine - Automatic Transmission Flexplates

<u>GM Part Number</u>	<u>Outside Diameter</u>	<u>Convertor Bolt Diameter</u>	<u>Starter Ring Gear Teeth</u>	<u>Notes</u>
14088765	12 ³ / ₄ "	10.75"	153	For one-piece crank seal
12554824	14"	11.50"	168	Heavy-duty flexplate with increased thickness for one-piece crank seal
14088761	14"	10.75,11.50"	168	For one-piece crank seal

Pilot Bearing:

You must install a pilot bearing in the rear of the crankshaft if the engine will be used with a manual transmission. The pilot bearing aligns the transmission-input shaft with the crankshaft centerline. A worn or misaligned pilot bearing can cause shifting problems and rapid clutch wear. A roller pilot bearing, GM Part Number 14061685, is recommended for this engine. This heavy-duty bearing adds an extra margin of reliability to a high performance drivetrain.

Starter:

The recommended starter for the CT355 circle track engine is GM Part Number 10455702. This is a lightweight gear reduction starter that was originally used on the 1988-1991 Corvette. This starter is for use with 12 ³/₄" flywheels. Use GM Part Number 14097278 (long) and 14097279 (short) when installing this starter on this engine.

Oil Filter / Adapter:

An offset oil filter adapter may be installed to provide additional clearance for headers, clutch linkage, and suspension components. This offset oil filter adapter uses a small diameter spin-on filter element.

12556204	Offset oil filter adapter
88893990	Gasket and Seal, oil filter adapter
120392	Washer, oil filter adapter (2 req.)
14092398	Bolt, oil filter adapter (2 req.)
AC PF52	Filter to fit adapter, spin-on

Fuel Pump:

A fuel pump is not included with this engine. However, the fuel system must be capable of supplying adequate fuel volume at a minimum of 6 psi pressure when the engine is operating at wide open throttle (WOT). A high volume, in-line electric fuel pump is available from GM Performance Parts as GM Part Number 25115899. This heavy-duty pump flows 72 gallons per hour at 6-8 psi outlet pressure. A high volume mechanical fuel pump, GM Part Number 12355613, is also available. This pump flows 115 gallons per hour at 9 psi outlet pressure. Fuel pressure regulator 10185094 is recommended for use with this pump.

Headers:

A CT355 circle track engine can be equipped with a header exhaust system for maximum performance. The recommended header configuration is 1 5/8" diameter primary pipes, stepped to 1 3/4" 10 inches from the exhaust port, 32 to 36 inches long primaries, with 3" diameter collectors.

Spark Plugs / Spark Plug Wires:

The CT355 circle track engine does not come with spark plugs or spark plug wires. ACDelco spark plugs MR43LTS are recommended for this application. Ensure that the plug gap is set at 0.045" prior to installation.

High performance 8mm diameter spark plug wire sets with the Chevrolet Bow-Tie logo or with the GM Performance Parts logo are available for this application. The GM Performance Parts logo wire sets are available as GM Part Number 12361057 (90° sparkplug boots) and GM Part Number 12361056 (135° sparkplug boots). The Chevrolet logo wire sets are GM Part Number 12361051 (90° sparkplug boots) and GM Part Number 12361050 (135° sparkplug boots).

Crate Engine Valve Lash Procedure:

It is imperative to set lash properly on the Circle Track Crate Engine packages 88958602, 88958603, and 88958604. Recommended lash is Zero to 1/4 when engine is at normal operating temperature. To properly set the valve lash, warm up the engine to normal operating temperature (180°-190°) and follow the procedure below. Remove valve covers and disconnect power to the distributor.

IMPORTANT

When lashing valves, it is best to loosen the rocker arm nut slightly while rotating the pushrod with your other hand between two fingers. When you feel the pushrod stop rotating easily, you are then at zero lash. Tighten the set screw against the rocker arm stud and rotate the rocker arm nut and set screw at the same time 1/4 turn maximum. This will allow the set screw to lock properly and hold the valve lash.

Valve Lash Adjustment

1. Position engine at top dead center (TDC) on #1 cylinder in firing position.
 - Adjust intake valves on #2 and #7 cylinders.
 - Adjust exhaust valves on #4 and # 8 cylinders.

2. Rotate crankshaft 1/2 revolution clockwise.
 - Adjust intake valves on #1 and #8 cylinders.
 - Adjust exhaust valves on #3 and #6 cylinders.

3. Rotate crankshaft 1/2 revolution clockwise to #6 cylinder in firing position.
 - Adjust intake valves on #3 and # 4 cylinders
 - Adjust exhaust valves on #5 and #7 cylinders.

4. Rotate crankshaft 1/2 revolution clockwise.
 - Adjust intake valves on #5 and #6 cylinders
 - Adjust exhaust valves on #1 and #2 cylinders

Reinstall valve covers and connect power to the distributor. Start engine to check for loose valve lash.

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Recommended Break-In Procedure:

Start-up is critical to ensure engine life. This procedure was written with the intent to provide a quick reference and guideline to starting a new or rebuilt engine if a dyno is not available. If you are using a dyno, refer to the dyno operator's guidelines for start up and initial break in of the engine.

1. SAFETY FIRST! Make sure you have proper tools as well as eye protection. If the car is on the ground, be sure the wheels are chocked and the transmission is in neutral.
2. Be sure to check the oil level in the engine and prime the oil system.
3. Run the engine between 2,000 and 2,500 rpm, with no-load for the first 30 minutes.
4. Refer to the Valve Lash Procedure (pg 7) and lash valves.
5. Adjust the distributor timing to recommended specifications.
6. Adjust carburetor settings. Idle mixture screws, base idle, floats, etc.
7. After first 30 minutes of the engine running, re-set ignition timing and carb adjustments.
8. Drive the vehicle at varying speeds and loads for first 30 laps. Be sure not to use a lot of throttle or high rpm's.
9. Run 5-6 medium-throttle accelerations to about 4500 rpm followed by letting off in gear and coasting back down to 2000 rpm.
10. Run a couple of hard-throttle accelerations to about 5000 rpm followed by letting off in gear and coasting back down to 2000 rpm.
11. Change the oil and filter with Mobil 1 Synthetic oil (P/N 12347284 and PF1218) and ACDelco oil filter (P/N 25160561).
12. Drive the next 25 laps without high rpm's (below 5000 rpm), hard use, or extended periods of high loading.
13. Change the oil and filter again.
14. Your engine is now ready for racing!

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CT355 Circle Track Engine Torque Specifications:

Camshaft sprocket bolt/screw	18 ft.-lbs. / 25 N·m
Connecting rod nut	.006" bolt stretch preferred 20 ft.-lbs. + additional 55° (45 ft.-lbs. if no angle gauge is available)/ 27 N·m + additional 55° (61 N·m if no angle gauge is available)
Crankshaft balancer bolt/screw	63 ft.-lbs. / 85 N·m
Crankshaft balancer pulley	35 ft.-lbs. / 47 N·m
Crankshaft bearing cap bolt/screw and stud	Inner: 70 ft.-lbs. Outer: 65 ft.-lbs. / Inner: 95 N·m Outer: 88 N·m
Crankshaft rear oil seal housing nut/bolt/screw	11 ft.-lbs. / 15 N·m
Cylinder head bolt /screw	65 ft.-lbs. / 88 N·m
Distributor bolt/screw	25 ft.-lbs. / 34 N·m
Drain plug	15 ft.-lbs. / 20 N·m
Engine block oil gallery plug	15 ft.-lbs. / 20 N·m
Engine front cover bolt screw	97 in.-lbs. / 11 N·m
Flywheel bolt/screw	65-70 ft.-lbs. / 88-95 N·m
Intake manifold bolt/screw and stud	35 ft.-lbs. / 47 N·m
Oil filter adapter bolt/screw	18 ft.-lbs. / 24 N·m
Oil pan assembly	
Corner nut/bolt/screw	15 ft.-lbs. / 20 N·m
Side rail bolt/screw	97 in.-lbs. / 11 N·m
Oil baffle nut	30 ft.-lbs. / 40 N·m
Oil pan drain plug	15 ft.-lbs. / 20 N·m
Oil pump bolt/screw to rear crankshaft bearing cap	66 ft.-lbs. / 90 N·m
Oil pump cover bolt/screw	80 in.-lbs. / 9 N·m
Spark plug	15 ft.-lbs. / 20 N·m (tapered seat)
Starter motor bolt/screw	35 ft.-lbs. / 48 N·m
Valve lifter guide retainer bolt/screw	18 ft.-lbs. / 24 N·m
Water pump bolt/screw	30 ft.-lbs. / 40 N·m

<u>Service Parts</u>	<u>Quantity</u>	<u>GM Part Number</u>	<u>Service Parts</u>	<u>Quantity</u>	<u>GM Part Number</u>
Block assembly, engine -----		not serviced separately	Key, balancer -----	2 -----	106751
Plug, engine block core hole -----	AR -----	3826504	Connecting rod -----	8 -----	10108688
Pin, cylinder head locator -----	2 -----	585927	Bolt, connecting rod -----	16 -----	461372
Bearing, cam #1 -----	1 -----	12453170	Nut, connecting rod -----	16 -----	225854
Bearing, cam #2&5 -----	2 -----	12453171	Piston, with pin (standard) -----	8 -----	10159436
Bearing, cam #3&4 -----	2 -----	12453172	Piston, with pin (0.001 oversize) --	AR -----	10159437
Bolt, main bearing inner -----	10 -----	12561388	Piston, with pin (0.030 oversize) --	AR -----	10159438
Bolt, main bearing outer -----	10 -----	3877669	Ring Kit, (standard) -----	1 -----	12528817
Plug, block drain -----	2 -----	3889330	Ring Kit, (0.030 oversize) -----	1 -----	12528819
Bearing, crankshaft #1-2-3-4 -----	4 -----	12531215	Bearing, connecting rod (standard) -----	8 -----	12523924
Bearing, crankshaft #5 -----	1 -----	12528826	Bearing, connecting rod (0.001 undersize) -----	AR -----	812523925
Head, cylinder (complete) -----	2 -----	12556463	Bearing, connecting rod, (0.010 undersize) -----	AR -----	12523926
Head, cylinder (bare with studs) ---	2 -----	10125374	Pan, oil -----	1 -----	25534354
Valve, inlet -----	8 -----	10241743	Plug, oil drain -----	1 -----	24100042
Valve, exhaust -----	8 -----	12550909	Gasket, oil pan -----	1 -----	10108676
Spring, valve -----	16 -----	12551483	Stud, oil pan -----	AR -----	14080362
Seal, valve stem -----	16 -----	10212810	Nut, oil pan -----	AR -----	1359887
Cap, valve spring -----	16 -----	10212808	Bolt, oil pan (1/4-20x5/8) -----	AR -----	9440033
Key, valve stem -----	32 -----	24503856	Reinforcement, pan LH -----	1 -----	25534360
Stud, rocker arm -----	16 -----	12552126	Reinforcement, pan RH -----	1 -----	12553059
Gasket, cylinder head -----	2 -----	12557236	Sealer, oil pan corners -----	AR -----	12346141
Bolt, cylinder head, long -----	14 -----	10168525	Plug, engine oil level hole -----	1 -----	25534356
Bolt, cylinder head, medium -----	4 -----	10168526	Pump, oil -----	1 -----	12555283
Bolt, cylinder head, short -----	16 -----	10168527	Cover, oil pump -----	1 -----	10168528
Crankshaft -----	1 -----	112556307	Valve, Pressure relief -----	1 -----	3702366
Pin, rear crankshaft -----	1 -----	3701679	Plug, oil pressure relief -----	1 -----	3704871
Pin, rear seal locator -----	1 -----	9441003	Spring, oil pressure relief -----	1 -----	10044435
Housing, rear seal (includes studs and seal) -----	1 -----	14088556	Pin, oil relief -----	1 -----	838839
Stud, rear seal housing -----	1 -----	14080362	Bolt, oil pump cover -----	4 -----	11508600
Nut, rear seal -----	1 -----	9439915	Shaft, oil pump drive -----	1 -----	3998287
Gasket, rear seal housing -----	1 -----	12555771	Retainer, oil pump drive -----	1 -----	3764554
Bolt, rear seal -----	1 -----	14088561	Bolt, oil pump to main cap -----	1 -----	110046007
Bolt, rear seal -----	1 -----	14088562	Pin, oil pump locator -----	4 -----	12554553
Deflector, crankshaft oil -----	AR -----	12554816	Plug and pin kit, engine block -----	1 -----	12495500
Nut, crankshaft oil deflector -----	AR -----	9442946			
Balancer -----	1 -----	12555879			

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<u>Service Parts</u>	<u>Quantity</u>	<u>GM Part Number</u>
Cover, engine front -----	1 -----	12562818
Bolt, engine front cover -----	AR -----	10213293
Gasket, engine front cover -----	1 -----	10108435
Pointer, timing -----	1 -----	12342011
Seal, crank front oil -----	1 -----	10228655
Cover, fuel pump opening -----	1 -----	14094069
Gasket, fuel pump plate -----	1 -----	12560223
Bolt, fuel pump plate-upper -----	2 -----	9442963
Bolt, fuel pump plate-lower -----	2 -----	9440033
Sprocket, camshaft -----	1 -----	12552129
Sprocket, crankshaft -----	1 -----	14088784
Bolt, camshaft sprocket -----	3 -----	9424877
Chain, timing (roller) -----	1 -----	14088783
Plug, rear cam bearing -----	1 -----	10241154
Push rod -----	16 -----	10241740
Lifter -----	16 -----	17120735
Rocker arm -----	16 -----	10089648
Ball, rocker arm -----	16 -----	10089648
Nut, rocker arm -----	16 -----	25534352
Camshaft -----	1 -----	10185071
Valve cover assembly, kit -----	1 -----	25534359
Gasket, valve cover -----	2 -----	10046089
Bolt, valve cover -----	8 -----	12338092
Decal, engine tune-up -----	1 -----	88960588
Breather kit, engine PCV -----	1 -----	25534355
Pin, bell housing -----	2 -----	12338119
Manifold, intake -----	1 -----	10185063
Gasket kit, intake manifold -----	1 -----	12525816
Bolt, intake manifold -----	AR -----	9440901
Bolt, intake manifold -----	AR -----	9439918
Bolt, intake manifold -----	AR -----	88891769
Balancer assembly, crankshaft ----	1 -----	12555879
Bolt, balancer assembly -----	1 -----	3815933
Washer, balancer assembly -----	1 -----	14001829
Housing, thermostat -----	1 -----	14088753

<u>Service Parts</u>	<u>Quantity</u>	<u>GM Part Number</u>
Thermostat -----	1 -----	12555290
Gasket, thermostat housing -----	1 -----	10105135
Bolt, thermostat housing -----	2 -----	10198997
Distributor assembly -----	1 -----	1104067
Cover, distributor -----	1 -----	1875960
Bolt, distributor cap -----	2 -----	1876153
Ground strap, distributor coil -----	1 -----	1894868
Coil, distributor -----	1 -----	1985473
Bolt, distributor coil -----	4 -----	1985472
Seal, distributor coil cap -----	1 -----	1875962
Cap assembly, distributor -----	1 -----	1974408
Brush, distributor cap -----	1 -----	1989880
Shaft, distributor -----	1 -----	1894379
Rotor assembly, distributor -----	1 -----	10498150
Bolt, distributor rotor -----	2 -----	1875948
Control assembly, distributor vacuum -----	1 -----	1973691
Module assembly, ignition control	1 -----	10482820
Bolt, ignition control module -----	2 -----	1891234
Harness assembly, distributor wiring -----	1 -----	1892261
Pole piece, distributor pick up ----	1 -----	1875981
Retainer, distributor pole piece ----	1 -----	1892222
Housing, distributor -----	1 -----	1876222
Seal, ignition coil -----	1 -----	1950569
Gear, distributor -----	1 -----	10456413
Pin, distributor gear -----	1 -----	456652
Washer, distributor shaft -----	1 -----	1837617
Washer, distributor shaft thrust ----	1 -----	1965864
Gasket, distributor -----	1 -----	10108445
Clamp, distributor -----	1 -----	10096197
Bolt, distributor -----	1 -----	9440071

All components may vary due to running production changes.

ALL INFORMATION WITHIN ABOVE BORDER TO BE PRINTED EXACTLY AS SHOWN ON 8 1/2 x 11 WHITE 16 POUND BOND PAPER. PRINT ON BOTH SIDES, EXCLUDING TEMPLATES. TO BE UNITIZED IN ACCORDANCE WITH GMSPO SPECIFICATIONS.	DATE	REVISION	AUTH