305 to 350

Chevrolet and cubic-inch engines are virtually identical, differing only in cylinder bore size. To identify any Chevrolet small-block V-8 engine, the engine ID number must be matched to a listing of suffix codes, which identifies the details of the engine in question, including original application, horsepower, year of manufacture and technical specifications. Visual methods of identification, including tags and labels on the engine or in the engine compartment, exist. However, these labels may have worn off or modifications may have been made to the engine, rendering the tags useless for positive engine identification. Look for the engine ID number. According to Year One's Chevrolet Engine Identification page, small-block Chevrolet engine ID numbers are on the left passenger side of the engine block, forward, below the cylinder head and near the alternator. Loosening or removal of the alternator may be necessary to see the number. Decipher the ID number prefix. The ID number stamped on the block consists of at least eight positions. According to the Nasty Z28 site, the prefix portion begins with a letter followed by four digits indicating the month and day of manufacture. The letter identifies the engine manufacturing plant. The date "" translates as February Identify the suffix portion of the ID number. Nasty Z28 identifies the suffix portion as the final three letters of the engine ID number. Complete identification information is provided when matched to the suffix identification charts found on Nasty Z28s website. A native of New Haven, Conn. After working as a reporter in Oregon, he is now based back home in New Haven. Step 1 Look for the engine ID number. Step 2 Decipher the ID number prefix. Matching the suffix portion of the engine ID number properly identifies the engine as a or cubic-inch. If a bore measurement is to be taken, Popular Hot Rodding identifies the s small bore at 3. Both the and have the same 3. Asked by Jeff Jun 04, at PM. Mike answered 11 years ago. Jeff answered 11 years ago. Chase answered 11 years ago. Main Bearing journals are a differnt size and will not fit a crank A block is a 4 inch bore a is NOT and cannot be bored out to 4 inches as the coolant chambers are too close SO NO I say again it cannot. Dude just stop before you embarass yourself further. You couldn't be more wrong!!! Would be my guess making of course another I love listening to people talk out of their ass. There's 3 possabilities here. He lied to you, you're lyig to us, or you misunderstood what he did. Google the question. You will find that a can be made into something like 34x ci butnot ci. I have a stroker in my Race car : A Ton and a half does Not bad for a heavy car and factory fuel system : I am done with this topic Take care Chase. Habib answered 11 years ago. The ci block is much different. The 2 inside cylinders on each side are closer than the outside cylinders. Spacing isn't even and it creates problems for boring the engine out in many cases. SonnyMcComb answered 6 years ago. All of you are partially wrong. Camicasce1 answered 5 years ago. I hope you can help me, you can replace a by Chevrolet, thank you very much for your help. ChevyHarleyman answered 4 years ago. Jeff is completely wrong everything in the and the are the same exc. Rods are 5. As far as boring it to 4" the sleeves might be to thin. May work for awhile or may be to hot. Not with the investment in my book. Bandit5mechanic answered 3 years ago. Guru2M7J answered 3 years ago. Kris answered 3 years ago. You can make a mimic a You will have to put titanium sleeves in it though. The real problem is a is a 4 bolt main designed for punishment. The titanium sleeves are really pricey then having to pay for the machine work also pricey. Not is it not worth it but you will take something that will marginally be good, spend a lot of money to make junk. GuruD9PPM answered 3 years ago. Eee answered 3 years ago. Ok here is just what I've seen with my own eyes at home. I have both a and a second gen engine at home and both where disassembled. What I did was put the rods and pistons of both engines next to each other to see the differences. The only difference I took notice of is the fact that the rods are of the same length and same type only the pistons of the are bigger meaning that the bores of the are bigger than the , they both use the same crank. This is not what I read or heard, it's what I've seen at home myself. Both engines are 2 bolts main. In any case it is risky business to try and bore out a to because the walls inside won't last long is you did succeeded in doing so. The pressure inside the block is very high making the engine vulnerable. So think twice what you want to do because on the long run over boring the will cost you more both in money and time. It is better to safe your money and when you have it together buy a and modify this. Guru5C3SY answered 3 years ago. Sherrill answered 2 years ago. Daniel answered 2 years ago. If you really want to, you CAN make a into a It would take a lot of machining and come custom parts. It would have the same bore and stroke as a Buick 3. You would need to start with a block, a crankshaft, and a set of small journal small block rods. The block would have to be bored. The crank main journals would have to be ground down to 2. The rod journals would have to be offset ground from 2. The pistons would have to be custom. GuruX2HTV answered 2 years ago. Can u fit a w crank and pisrons into a instead of all the non sense what you can and can't do. Give me measurements to why you can't. Cam as well. Using block and heads. Science and Math are dead. As mentioned above the and are the same except for the bore. Yes you can make a a but you have to have the right block. With the being the

"Corporate Engine" of the 80's, There were more 's than 's and low budget race teams were forced to use the They could finish to 4", but that was the last rebuild on that motor. As also mentioned above avoid the Mexican blocks, the bores are cast offset. Improvements where made, not good for the Hot Rodder. The casting is thicker on the major thrust side. Wow sorry this as old as Redbull in the states. DevWolf answered about a year ago. Mason answered about a year ago. Guru95GX84 answered about a month ago. Some of the most idiotic answers Ive ever seen. You can bore a Before you start name calling know wtf you are talking about or do your research. You know who all I'm talking to. I just bought a Camaro Z It does not have an engine or transmission. Can I replace the original motor with a motor without much hassle? I have a 97 Yukon with a seized small block but a friend said they will sell a long block will it fit into my Yukon and will the performance suffer? I have a modified 73 XJ12 Jaguar with a chevy crate engine and the stock transmission. What I want to do is ideally replace the motor with a chevy 3. I am planning to o Content submitted by Users is not endorsed by CarGurus, does not express the opinions of CarGurus, and should not be considered reviewed, screened, or approved by CarGurus. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Report Follow. Mark helpful. Your Answer:. Upload Photo Photo optional. Related Questions. Car Customization. Chevrolet Monte Carlo - Car Customization. Start a new Car Customization question. Sell Your Car Yourself With a simple, secure transaction. Get Started. Search Car Customization Questions. CarGurus Experts. Know more, shop wisely Search. GM might not have made the as performance-oriented as its big brother , but they sure made a lot of them. The Chevrolet was the engine of choice for millions of full-sized GM cars and trucks that were too large for a V6 but didn't require a just to cruise around town. However, hot-rodders from the dawn of time have made a religion out of modifying just such pedestrian offerings and turning them into hard-core racers. While it may be GM's second son, the is just as capable of producing plus horsepower as any of its larger siblings. Begin with any late s engine and send it to a machine shop to have the block disassembled, cleaned, checked for cracks, bored 0. Purchase a set of forged aluminum race pistons designed to deliver to-1 compression with a 54 cc combustion chamber and forged or powdered-metal connecting rods. Have the machine shop balance the assembly before you install it. Purchase a set of to Corvette L98 cylinder heads and perform some port clean-up to enhance flow. Gasket-match the intake ports and exhaust ports by laying an old gasket atop the mating surface, spraying it with a light coat of white spray paint and then removing the white ring around the port with a carbide cutter bit. Smooth the removed area about an inch into the port. Coat the piston tops and the insides of the intake-exhaust ports with thermally-insulating ceramic powder-coating. You could do this yourself, but it requires a specialized oven and delivery gun, so powder-coating with ceramic is probably best left to a professional shop. Note: don't coat the the combustion chamber roofs with ceramic for this application. Pay your machine shop to assemble the engine's bottom end and install the cylinder heads. Another job you could do yourself, but the block will already be there and for this application you'll probably want the security of knowing the engine has a warranty. Slide a to Corvette camshaft into the block, and bolt a high-performance dual-plane intake manifold to the heads. Bolt a wet-flow, plate-type nitrous system to the intake manifold and follow the manufacturer's recommendations for nitrous solenoid and plumbing installation. Install horsepower jets for your first-stage tuning. Bolt a set of 1. Using two different rocker arm ratios will mimic the effects of a nitrous-specific camshaft, allowing you to use a stock camshaft for idle quality while optimizing the engine for N Use a set of high heat-range plugs that can withstand the nitrous, and use a nitrous-compatible ignition control box to retard timing while running under nitrous. Richard Rowe has been writing professionally since , specializing in automotive topics. He has worked as a tractor-trailer driver and mechanic, a rigger at a fire engine factory and as a race-car driver and builder. Step 1 Begin with any late s engine and send it to a machine shop to have the block disassembled, cleaned, checked for cracks, bored 0. Step 2 Purchase a set of to Corvette L98 cylinder heads and perform some port clean-up to enhance flow. Step 3 Coat the piston tops and the insides of the intake-exhaust ports with thermally-insulating ceramic powder-coating. Step 4 Pay your machine shop to assemble the engine's bottom end and install the cylinder heads. Step 5 Slide a to Corvette camshaft into the block, and bolt a high-performance dual-plane intake manifold to the heads. Step 6 Bolt a wet-flow, plate-type nitrous system to the intake manifold and follow the manufacturer's recommendations for nitrous solenoid and plumbing installation. References Kennedy's Dynotune: Nitrous Camshafts. An engine built to this spec should easily produce at least horsepower and lb-ft of torque off of the nitrous, and at least on a 50 horsepower nitrous hit. If that math doesn't seem to add up, it's because nitrous jets are typically rated for engines not optimized for the juice. Using longer exhaust rocker arms and a nitrous-retard ignition box will add some power and an

extra margin of safety. You'll need to replace the stock cast crankshaft with a stronger steel unit if you're planning to increase the nitrous to anything over about to horsepower. Consider injecting propane instead of gasoline with your nitrous system. Propane has a higher octane rating, will make more power than nitrous and will help to cool the cylinder for increased durability. All required engine parts and engine overhaul kit Porting kit Socket set, metric and standard Torque wrench Gasket maker or silicone Phillips screwdrivers Flathead screwdrivers Allen wrenches, full set Assembly lube Air compressor and sandblasting gun Painter's masking tape Welder and welding supplies Basic cutting and fabrication tools. If you are looking to convert your car from a TPI to a TPI setup, then you should find the information below rather useful. These are all the needed changes to do the conversion. First of all, the TPI intakes manifold, plenum, fuel rails, throttle body, runners were exactly the same between and engines of the same year. There were no differences in these parts whatsoever between one engine size and the other during any year there were however differences between the intake manifold and fuel rails between the Camaros and Corvettes. For example, a intake was the same for both a and Please note that this does not mean all intakes are the same throughout the years, there are differences between a intake and a intake for example. All your belt driven accessories, brackets, exhaust, etc Once you install the TPI intake on the larger engine, you will need to note the following items that need to be changed. These are the only things you will need to change or worry about to properly convert to a Injectors The size of the injectors was a very important difference between and applications. The Corvettes did not have injectors any larger than the Camaro, as I have people often asking. Otherwise, you will run into fueling problems. This is very important, and should not be overlooked. The knock sensor is responsible for detecting detonation. Detonation produces a specific frequency that travels through the engine block. In addition, it is important to note that the knock sensors were different between the TPI setups and the TPI setups. You must use the correct one for your application. The knock sensors were also different between and This module was different between and engines. Changing this is as simple as disconnecting the module, and plugging in a module. For this and several other reasons, it is important that you use the correct prom for the engine size you are using. Although the Corvette was never available with a , the ECM can be used on a if desired. PROM This is probably the most important change that needs to be made. Regardless of what ECM you are using, the prom is setup very differently from a prom. Which prom you need will depend on what ECM you use, transmission type, engine size, and a few other details. Contact us if you need help finding the correct PROM for your application. These are the only things you will need to change or worry about to properly convert to a Injectors The size of the injectors was a very important difference between and applications. Our Address. Kings Mills, OH Wanted to make my car actually go fast haha. Wanted to swap it for a with my friend sometime, but had a few questionsâ€¦. Yes it should fit, you may have to check the engine mounts though. Depends on the fuel pump, some are mechanical and others are electric. I would swap in the vacuum modulator from the and adjust the TV cable as necessary. I may replace old engine mounts just to be sure but the rest sounds straight forward. I plan on later on down the road maybe 10k in on the send it to a machine shop and get a stroker kit for it. Would it be essential to remove the transmission before? The transmission is a r4 and the car as it sits has k on it. Before you send the engine to the machine shop I would def remove the trans. When swapping the engine it will also make it easier to emove the tranny first, after all you will have to remove it anyways to bolt up to the Would it be due for replacing by that time? However, the r4 is a decent tranny that can last quite a whileâ€¦or not very long at all. You may end up needing a rebuild of that tranny sooner or later but if it works fine now, I see no reason to swap it out. Keep something in mind about this. Older smallblocks also take a different oil pan with a two piece main seal and perimeter valve covers, but newer full round main seal, and these chevys use valve covers with center bolts. Know what you have, and know what you are going toâ€¦Transmissions all pretty much bolt up the same until models. Home Topic to swap? December 20, at am Brittney Participant. Wanted to swap it for a with my friend sometime, but had a few questionsâ€¦ one, will it fit right in? Viewing 7 replies - 1 through 7 of 7 total. December 21, at am Gary Participant. EDIT: also I highly recommend a cooler, preferably with a thermostat. December 24, at am Andrew Button Participant. You must be logged in to reply to this topic. Login or Sign Up. Logging in Remember me. Log in. Forgot password or user name? Previous template Next. Posts Latest Activity Photos. Page of 1. Filtered by:. I helped a guy form church put a he bought into his chevy truck. The thing runs, but has a idle and part throttle stumbles. I runs fine at WOT but I am guessing it is lean. We used all of the parts off the on the I have been reading up on it but it seems everyone says that this "X" part needs replaced and the next guy says no, you don't have to change "X" part. Anybody out there have first hand info on this? Tags: None. May 14, , AM. I was able to reuse all the bolt on's. Had to replace the Map and knock sensors along

with the injectors. Had to change them all to units. This was about 3 years ago, so I think that is it. Good luck. I worked at a Chevy dealership at the time as a parts counter person. Those are the parts that had different part numbers from the existing equipment. Comment Post Cancel. May 14, , PM. Re: to TBI swap. I did this swap in a TBI 92 Camaro. May 17, , PM. Re: to TBI swap I actually came here to post this exact same question since I am planning the same swap. From what I know and have read I will tell you what I have learned. The injectors, knock sensor and ecu or maybe just the chip all need to be changed. Also apparently the esc electronic spark control module needs to be changed to a part as well. I looked on Autozones webpage and could not find it for the but it did list it for the Makes no sense to me, and input would be really appreciated, I could use any info. I idles and part throttles like it should. It did stumble at idle and in reverse, but I

2002 civic interior
02 ford focus belt diagram
scissor jack parts diagram

tapped the throttle and it came out of it and didn't go back to stumbling. I was just going to swap the whole TBI unit over but the new motor came out of a '93 and the TPS was different and I didn't have the male pigtail for it or I would have just rewired it. I have stock chip ordered off of Ebay, hopefully it will show up next week. As far as the knock sensor and ESC, the motor runs fine with the pieces, I think it is just pulling more timing than needed which leaves HP on the table. The motor did not ping a bit when I test drove it. My dad had an '89 with a and that thing used to ping like crazy on 87, this motor didn't ping a bit with the I am working on this for a friend at church and HP isn't a huge concern for him, and I don't think he will want to spend the money on the new parts. So I think we will just leave the knock sensor and ESC alone. The parts numbers for the knock sensor and ESC are on tbichips. Good luck getting yours together. Yes No. OK Cancel.