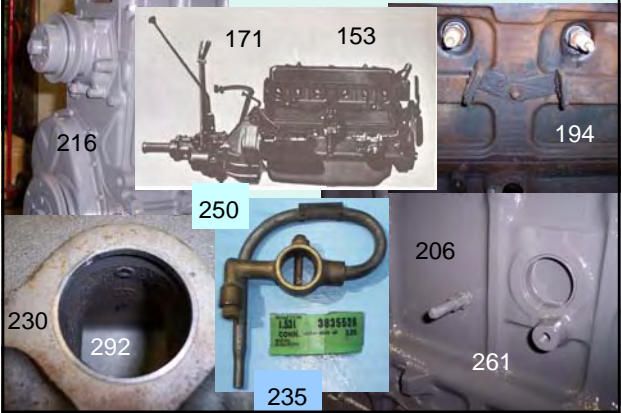


Chevrolet Engines



<u>ENGINE TYPES</u>			
A	1925-1928	4 cylinder 3 main bearing	171
B	1929-1936	6 cylinder 3 main bearing	194 206
C	1937-1953	6 cylinder 4 main bearing	216
D	1941-1949	6 cylinder spray lubricated	235
E	1950-1952	6 cylinder spray lubricated	235
F	1953	6 cylinder spray lubricated	235
G	1953-1962	6 cylinder pressure lubricated	235
H	1954-1962	6 cylinder pressure lubricated	261
I	1962 - 6 cylinder	7 main bearing	194 230 250 292
J	1962 - 4 cylinder	5 main bearing	153

<u>TYPES OF ENGINE EXCHANGES</u>	
To preserve originality consider	
<ul style="list-style-type: none"> • VCCA judging standards • Engine paint colors • Casting numbers and dates 	





TYPES OF ENGINE EXCHANGES

To preserve originality consider

- VCCA judging standards
- Casting numbers
- Engine paint colors

To retain general type and appearance

- Typical common swaps
- Engine dimensions
- Bell housing bolt patterns
- Engine mounting patterns

To upgrade performance - common objectives

- Higher power
- Improved oiling system and pump
- Engine bearing type
- Light weight pistons
- Cost

Type A - 1925 – 1928

Observable characteristics common to all members of group:

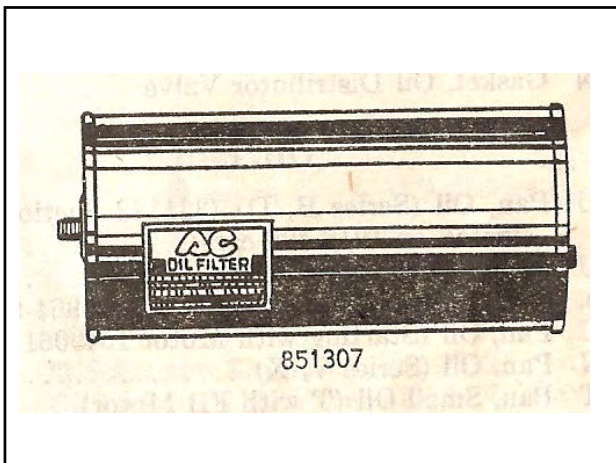
All have valve rocker arm cover without gasket. Earlier engines did not.

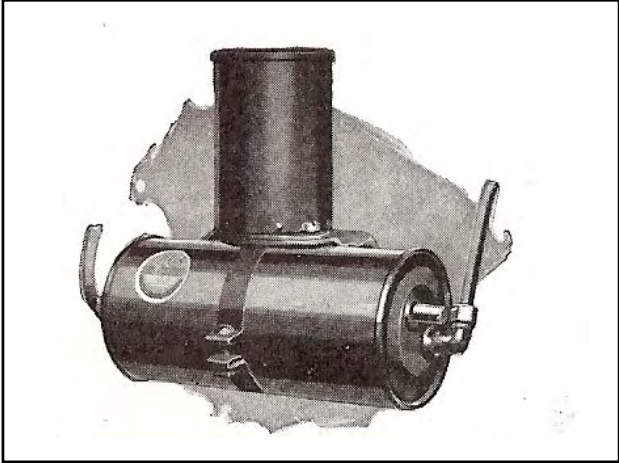
Type A - 1925 – 1928 cont.

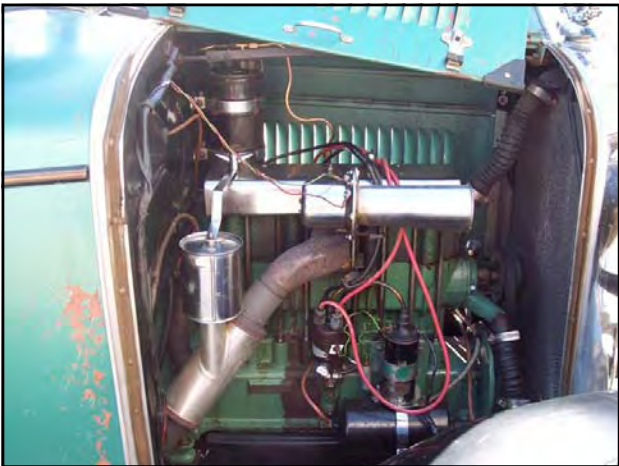
1925 - Gear driven generator

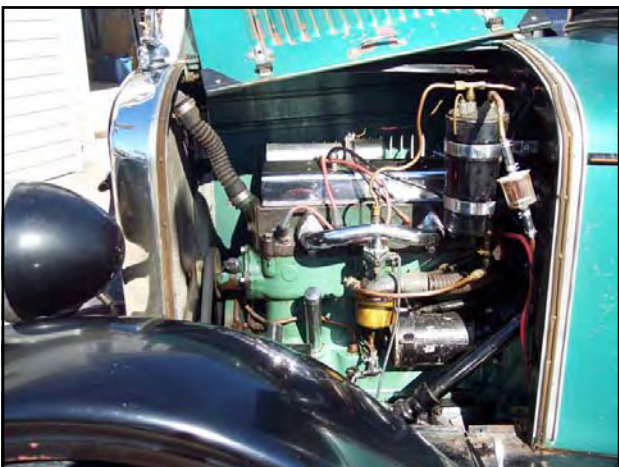
1926 - Belt driven generator
- Distributor driven from camshaft

1927 - Factory installed oil – filter, continued through 1928 only.









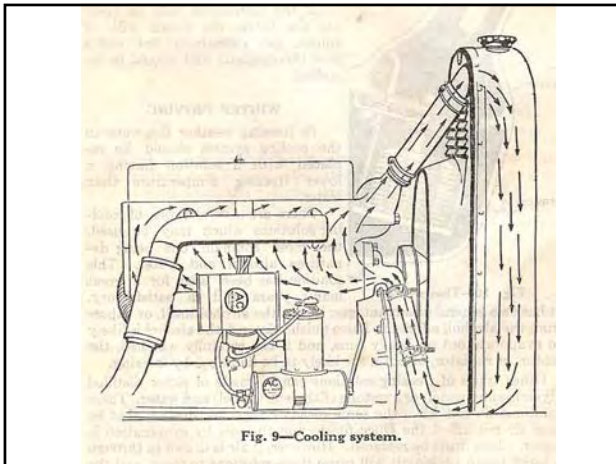
Type A - 1925 – 1928 cont.

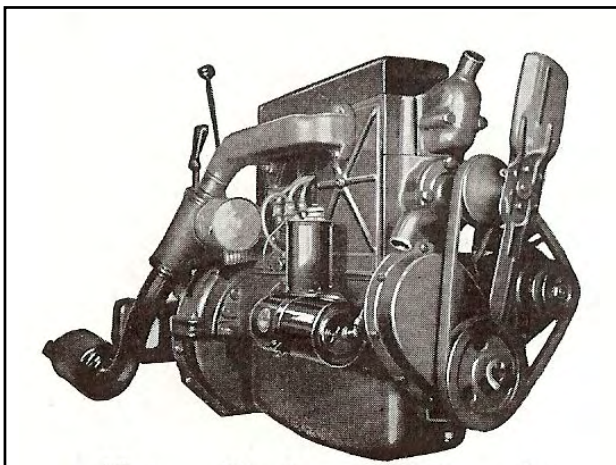
1925 - Gear driven generator

1926 - Belt driven generator
- Distributor driven from camshaft

1927 - Factory installed oil – filter, continued through 1928 only.

1928 - 2-port exhaust manifold - Push-rod cover on side of engine with gasket - Aluminum pistons (passenger only) - The fan on passenger cars bolts to a hub on the water pump shaft, not to the pulley.





Type A - 1925 - 1928 cont.

All members of this group had splash lubrication, with no pressure to rods, main bearings, camshaft, timing gear. or rocker arms. The splash from a small extension on the rods was collected in reservoirs from which oil was channeled by gravity to the mains, camshaft and timing gear. The rocker arms were oiled manually by placing oil on a felt pad on the rockers.

