

1. ENGINE BLOCK, HARMONIC BALANCER & ENGINE MOUNTS

Point Allocation:	Originality	Condition
Engine Block	none	60
Harmonic Balancer	5	5
Engine Mounts	15	15
Total	20	80

1.1. ENGINE BLOCK: 0 points originality, 60 points condition.

The six cylinder block was painted blue (has a greenish hue).
The eight cylinder block was painted orange or red-orange.
Deduct for chipped, peeling or wrong color paint.

Trailered Class: The engine compartment should be completely clean and free of leaks. Paint should not be discolored.

Other Classes: The engine compartment should reflect evidence of thorough cleaning. Paint may be discolored from use (heat or fluid leaks).

1.2. HARMONIC BALANCER: 5 points originality, 5 points condition.

All balancers were painted engine color because they were installed during engine assembly. Most balancers were pressed on the crank shaft. One exception is the 1957 FI with hi-lift cam which had a bolt-on balancer (one large bolt in the center).



1.3. ENGINE MOUNTS: 15 points originality; 15 points condition.

All engines had mounts located at the front and rear of the engine block. The rear mount (under the transmission's tail) is not accessible. The front mounts were comprised of three major components: engine brackets, cushions, and frame brackets.

The front frame brackets were bolted on prior to compartment blackout and therefore painted semi-gloss black. Note that six cylinder bolts were inserted in either direction; eight cylinder bolts had the nut end toward the tire.

Shims may have been used to level the engine. They appear only on the passenger side.

A rubber cushion was used between the engine bracket and the frame bracket. Note that on six cylinder versions, a second cushion was used below the frame bracket.

The bolt running through the rubber cushion(s), the engine bracket and the frame bracket is inserted upward with the nut on top and washers at both ends. The bolt, nut and washers (1/4 inch thick) are natural finish.

Six-cylinder block: used two engine brackets, one bolted to each side of the block (a third of its length from the front). They were installed prior to engine painting, so received blue paint.

Eight-cylinder block: used a single long engine bracket located across the front of the block. It is slightly arched angle plate with its center bolted to the block under the water pump. It was installed prior to engine painting, so received orange paint.

1955 and later powerglide: On 7 April 1955, a ground strap was added on the driver's side.

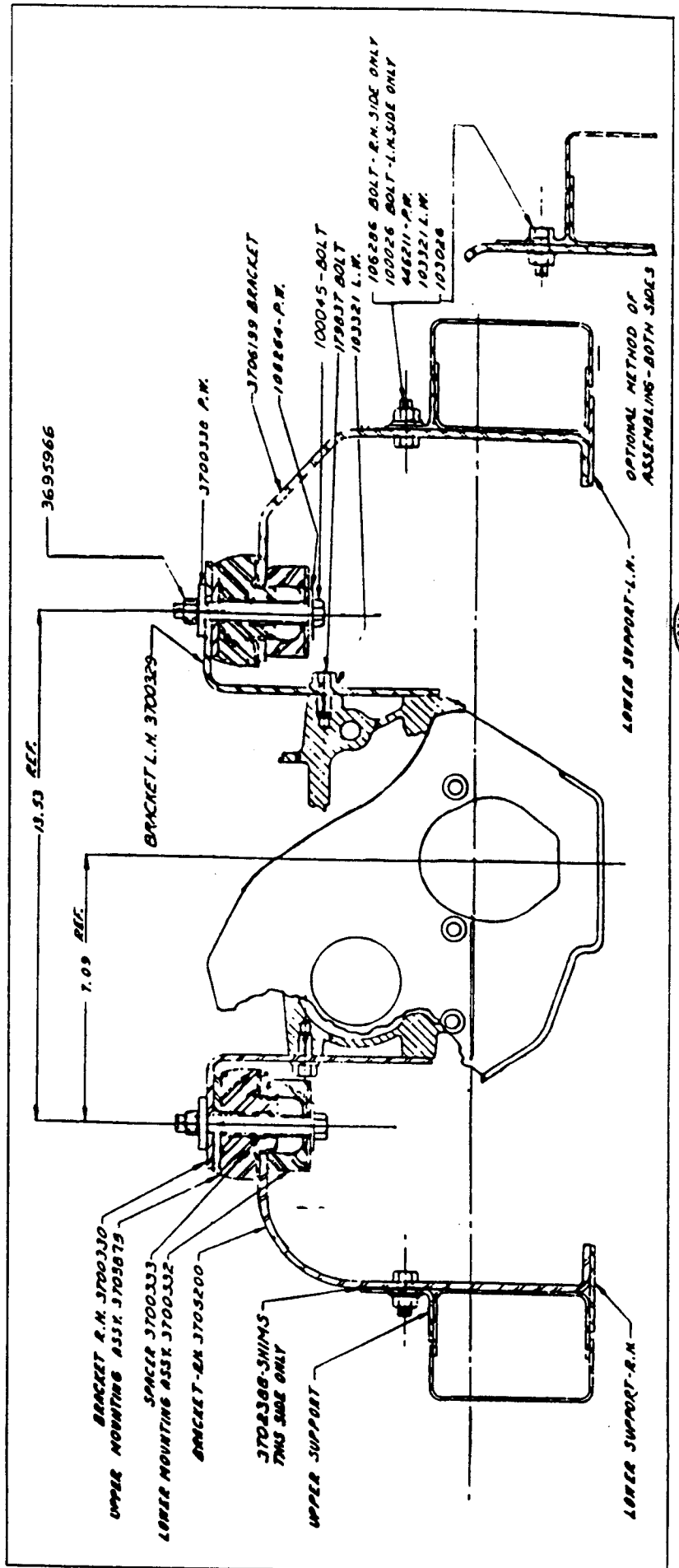
1961-62: the engine bracket had a half-circle notch cut out of the edge above the water pump. This allowed clearance for the line from the water pump to the radiator surge tank.

1.4. REFERENCES:

Adams, pages 48, 61-3, 129, 184-5, 187, 232, 235-6, 332



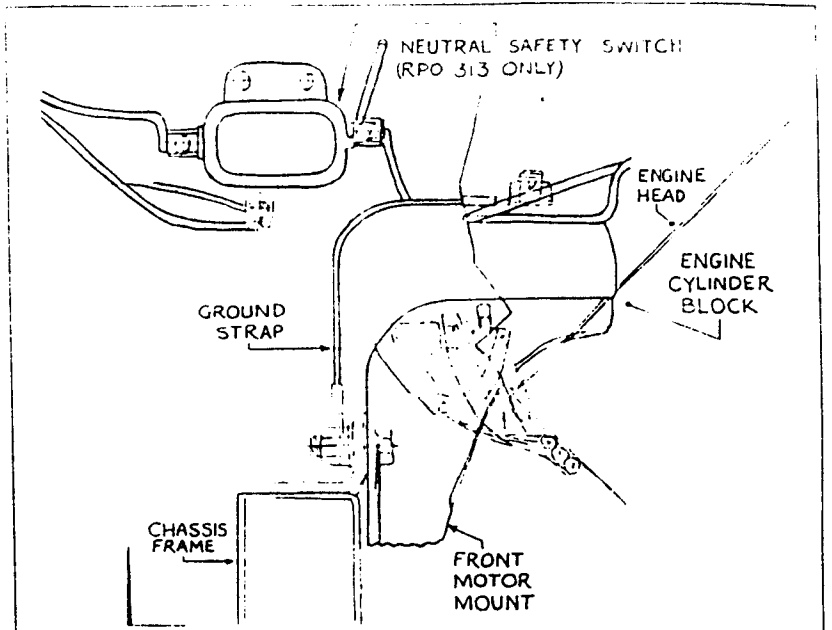
ENGINE MOUNTS
 SIX CYLINDER



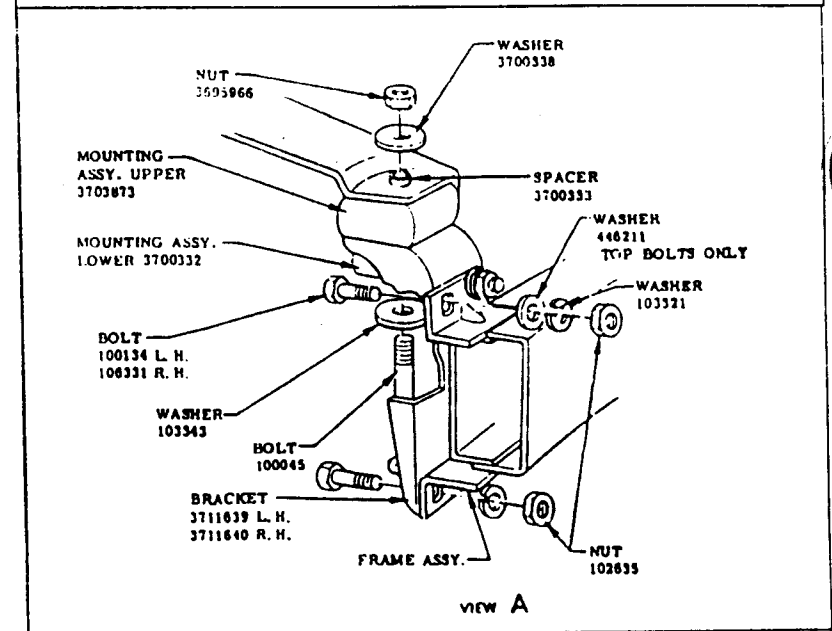
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**ENGINE MOUNTS
EIGHT CYLINDER**

**1955
Frame Brackets**



**1956-62
Frame Brackets**



**1955-60
Engine Bracket**



**1961-62
Engine Bracket**



2. ENGINE CASTING NUMBER:

1953-55	1956	1957	1958-60	1961	1962
3701481(1)	3720991	3731548	3737739		3782870
3835911			3756519	3756519	
3703524(2)				3789935(3)	

- (1) 1953 only until between casting date J133 to J163
(about E53F0010226 to -233)
- (2) eight cylinder only
- (3) very late 1961 only

Six cylinder engines: The casting number is located on the front passenger side near the fuel pump.

Eight cylinder engines: It is on the rear driver side below the master brake cylinder on the upper portion of the flywheel housing. Some numbers may contain an "X" indicating an initial casting run.

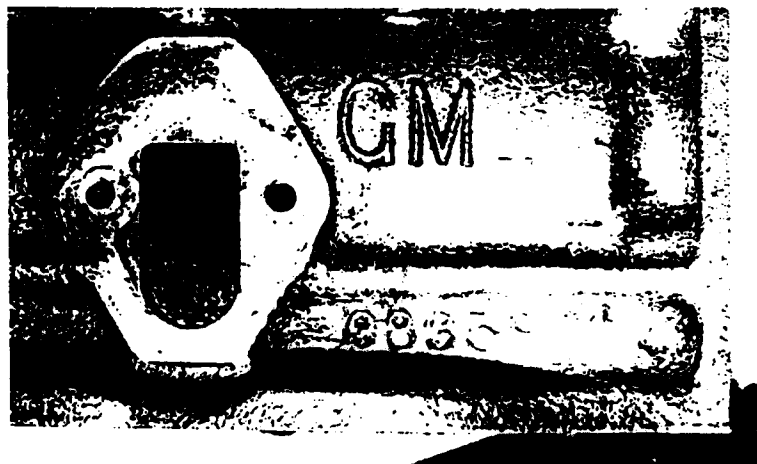
2.1. References:

Adams, Pages 51, 130, 233, 332

AIC, pages 2-3, 15-17

NCRS Specifications 1953-72, page 59
 NCRS Judging Manual 1953-55, page 25
 1956-57, page 27
 1958-60, page 17
 1961-62, page 13

CASTING NUMBER
 1954 #3835911



3. ENGINE CASTING DATE:

The casting date normally preceded the vehicle assembly date by four to six weeks, but may be a maximum of six months.

The engine casting date is located on the passenger side. For six cylinder engines, it is adjacent to the starter solenoid. For eight cylinder engines, it is on the upper portion of the flange for the transmission bell housing.

The 1958-62 casting date is located under the ventilation tube and is difficult to see. The tube must be loosened or removed, or an inspection mirror must be used to read it.

The casting date begins with an alpha for the month (lists below), followed by the numeric day code (1 thru 31), followed by a one digit numeric year code (a two digit year code indicates Tonawanda, not Flint, and is incorrect for Corvettes).

Examples: J15 is September 1, 1955
I16 is September 1, 1956

The 1953-55 casting dates do not use "I" for a month.

A January	D April	G July	K October
B February	E May	H August	L November
C March	F June	J September	M December

Beginning 1956, casting dates do use "I" for a month.

A January	D April	G July	J October
B February	E May	H August	K November
C March	F June	I September	L December

References: Adams pages 98, 196



4. ENGINE ID CODE:

The engine ID appears on a boss pad on the passenger side; for a six cylinder it is beside the distributor; for an eight cylinder it is forward of the cylinder head toward the water pump.

4.1. All 1953-54 engines were six cylinder. During 1954, the hp changed from 150 to 155 due cam design change.

All 1953 IDs used the prefix "LAY" followed by a six digit serial number beginning with 000001.

All 1954 engine IDs used a seven digit serial number beginning with 0000001, followed by "F54YG".

<u>VEHICLE ID</u>	<u>ENGINE ID</u>
E53F001003	LAY303666
1033	341011
1065	494733
1006	494790
1080	451665
1089	425223
1091	341018

<u>VEHICLE ID</u>	<u>ENGINE ID</u>
E54S001231	0273233 F54YG
1234	0273255 F54YG
1306	0299141 F54YG
1328	0670747 F54YG
1548	0393958 F54YG
1602	0342427 F54YG
1609	0374576 F54YG



4.2. The 1955 engine could be six or eight cylinders (if eight, the vehicle ID is preceded by a "V"). The engine ID remained a seven digit serial number beginning with 0000001, followed by "F55" and a two digit equipment code:

* YG	six cylinder	155 hp	powerglide
FG	eight cylinder	195 hp	powerglide (most common)
GR	eight cylinder	195 hp	three-speed
GC	eight cylinder	195 hp	overdrive

* May have both "54YG" and "55YG" markings

<u>VEHICLE ID</u>	<u>ENGINE ID</u>
VE55S001008	0092860 F55FG
1050	0118322 F55FG
1055	0118328 F55FG
1120	0093184 F55FG
1278	0246153 F55FG
VE55S001319	0188985 F55FG
E55S001320	0492555 F55YG
VE55S001325	0246544 F55FG

4.3. In 1956, only the eight cylinder was offered so the "V" was eliminated from the vehicle ID. The engines were serial numbered beginning with 0001001, followed by "F56" and the two digit suffix code indicating equipment options:

* FK	powerglide	210 hp	1x4 BC	
FG	powerglide	225 hp	2x4 BC	
* GV	three-speed	210 hp	1x4 BC	
GR	three-speed	225 hp	2x4 BC	
GU	three-speed	240 hp	2x4 BC	Hi-Lift Cam

* not available until AIM 5-28-56, between E56S001658 and -1663

<u>VEHICLE ID</u>	<u>ENGINE ID</u>	
E56S001150	0183115 F56FG	** After 1 Oct 56, past model series engines will show the latest year of application immediately preceding the "F".
2550	0620340 F56FG	
3584	0575748 F56GR	
3949	06141187 F56GR	**
4444	0669936 F56GV	



4.4. The 1957 engine ID eliminated serial numbers and added an engine assembly date code consisting of a one or two digit month (1-12) and a two digit day (01-31). It started with the "F", followed by the date code and ended with the equipment code. Example: F926FG is Sept 26.

This date must be after the engine casting date (generally less than two weeks). It must also be before the vehicle assembly date (generally two to eight weeks, but four days is documented).

EF	3 or 4 speed	220 hp	1x4 BC	
EG	3 or 4 speed	270 hp	2x4 BC	Hi-Lift Cam
EH	3 or 4 speed	245 hp	2x4 BC	
EL	3 or 4 speed	283 hp	Fuel Inj	Hi-Lift Cam
EM	3 or 4 speed	250 hp	Fuel Inj	
* EN	3 or 4 speed	283 hp	Fuel Inj	Hi-Lift Cam Air Intake
FG	powerglide	245 hp	2x4 BC	
FH	powerglide	220 hp	1x4 BC	
FK	powerglide	250 hp	Fuel Inj	

* existence unverified, may have used "EL" code

<u>VEHICLE ID</u>	<u>ENGINE ID</u>	<u>VEHICLE ID</u>	<u>ENGINE ID</u>
E57S100101	F926FG	ES57S1004006	F503EL
145	F925FH	4064	F502EG
278	F925FH	4232	F522EN
325	F926FG	4242	F509EL
449	F1010EH	4307	F522EL

4.5. The 1958-59 engine ID continued the 1957 format: "F" plus a one or two digit month (1-12), a two digit day (01-31) and a two alpha equipment code. Example: F926DJ is Sep 26.

New equipment code combinations were introduced:

CQ	3 or 4 speed	230 hp	1x4 BC	
CR	3 or 4 speed	250 hp	Fuel Inj	
CS	3 or 4 speed	290 hp	Fuel Inj	Hi-Lift Cam
CT	3 or 4 speed	245 hp	2x4 BC	
CU	3 or 4 speed	270 hp	2x4 BC	Hi-Lift Cam
DG	powerglide	230 hp	1x4 BC	
DH	powerglide	250 hp	Fuel Inj	
DJ	powerglide	245 hp	2x4 BC	

<u>VEHICLE ID</u>	<u>ENGINE ID</u>	<u>VEHICLE ID</u>	<u>ENGINE ID</u>
J58S107686	F528CS	J59S103711	F119CU
9116	F724CS	5595	F107DH
		9355	F713DG



4.6. 1960-62 engine ID format changed drastically. The engine serial number was reinstated in December 1959 or January 1960. This time it matched the six digit vehicle serial number.

The engine ID consisted of two parts. The end portion starting with "F" was stamped first. It records the day the Flint MI plant assembled the engine: a four digit date code (two for the month and two for the day). Example: F0608DG is June 8.

The front half was stamped by the St Louis MO plant during vehicle assembly. It matched the last 6 digits of the VIN.

<u>VEHICLE ID</u>	<u>ENGINE ID</u>	<u>VEHICLE ID</u>	<u>ENGINE ID</u>
00867S101806	101806 F1215CU	00867S106800	106800 F0421CQ
102357	102357 F1229CU	107785	107785 F1222CS
103679	103679 F0201DG	107941	107941 F0510CS
104180	104180 F0216CS	107975	107975 F0511DG
		109557	109557 F0627CT

The 1960 equipment codes deleted DH and added two new codes (aluminum heads), which were not offered for sale to the public.

CY	3 or 4 speed	275 hp	Fuel Inj	Alum Hd
CZ	3 or 4 speed	315 hp	Fuel Inj	Hi-Lift Cam Alum Hd

Beginning 1961, another digit was added in front of the engine ID. It matched the first digit of the VIN (year). The month/day codes remained unchanged. The 1961 equipment codes improved hp ratings, but otherwise were unchanged.

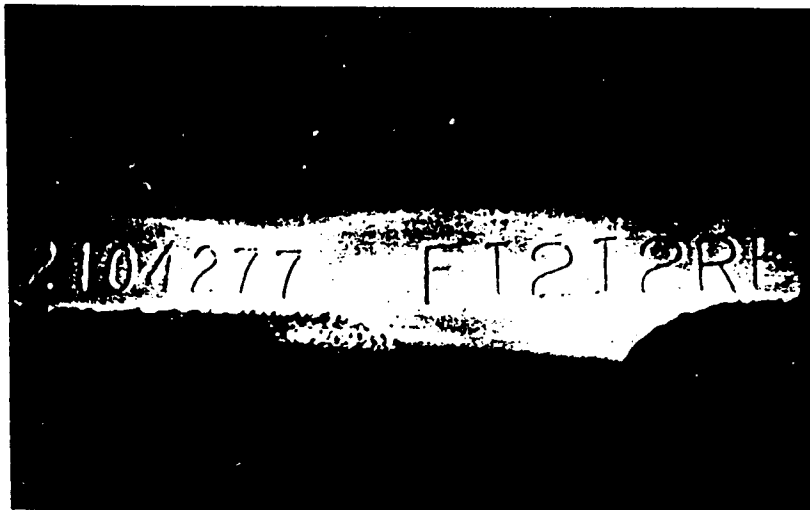
CQ	3 or 4 speed	230 hp	1 x 4		
CR	3 or 4 speed	275 hp	Fuel Inj		
CS	3 or 4 speed	315 hp	Fuel Inj	Hi-Lift Cam	
CT	3 or 4 speed	245 hp	2 x 4		
CU	3 or 4 speed	270 hp	2 x 4	Hi-Lift Cam	
DG	powerglide	230 hp	1 x 4		
DJ	powerglide	245 hp	2 x 4		
CY	3 or 4 speed	275 hp	Fuel Inj		Alum Hd
CZ	3 or 4 speed	315 hp	Fuel Inj	Hi-Lift Cam	Alum Hd

The 1962 equipment codes completely changed:

RC	3 or 4 speed	250 hp	1x4		
RD	3 or 4 speed	300 hp	1x4 large		
RE	3 or 4 speed	340 hp	1x4 large	Spec Cam	
RF	3 or 4 speed	360 hp	Fuel Inj	Spec Cam	
SC	powerglide	250 hp	1x4		
SD	powerglide	300 hp	1x4 large		



1962
ENGINE ID CODE



4.7. REFERENCES

Adams: 1953-55 pages 48, 56, 97, 98
 1956-57 pages 125, 196, 198
 1958-60 page 256, 305, 332
 1961-62 page 393, 402

NCRS Specifications, page 27
 NCRS Judging Manual 1953-55, page 13