

53 TO 62 OIL PANS AND PRINTS

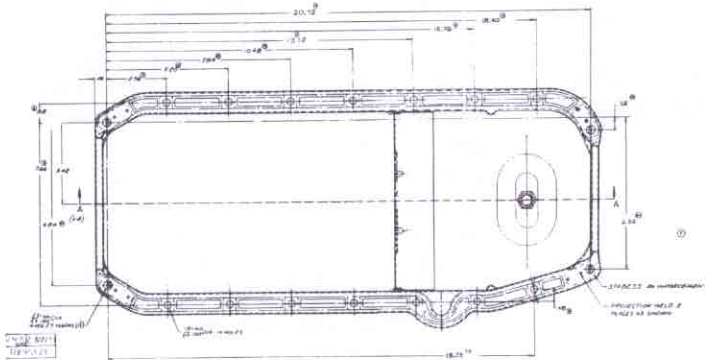
There has been arguments over the appearance and construction of oil pans of various years for some time. So I am reprinting the original prints from GM in order to clear up the discussion on some pans in question. Point (1) 53 to 54 used a three step pan, the first step was to clear the steering support arm located in the middle of the cross front member (the article Noland wrote about in the last issue) only Corvette used this pan. Point (2) 55 was a pan all by itself, because the 265 engine of 55 didn't have any oil filter. Point (3) 56 early had a pan where the oil stock tube was

located in the pan on the right side. Later 56 265 engine used the car pan 3735640, and the oil stick was located in the engine on the left side. (This pan has two recess areas on the second step of the pan.) Early 57 may have used this pan. Point (4) Later 57 Corvettes had its own pan and part number and all pans drain plugs were located at the rear bottom area using a TR or A bolt marking. Now from 57 to 62 a base pan was used 3735642. 57 Air Box used the 3746258. 60 Highlift Cam cars and base used the 3769761 pan. Anyone wishing to add to this article please write me. ROY BRAATZ.

OIL PANS

1957 Passenger	3735640
1957 Base	3735642
1957 Air Box	3746258
1958 Passenger (Base)	3754958
1958 Corvette	3735642
1959 Base	958
1959 Corvette	642
1960 Base	958
1960 Corvette	642
1960 Highlift Cam, Late 60	3769761

PART NO. 3735640



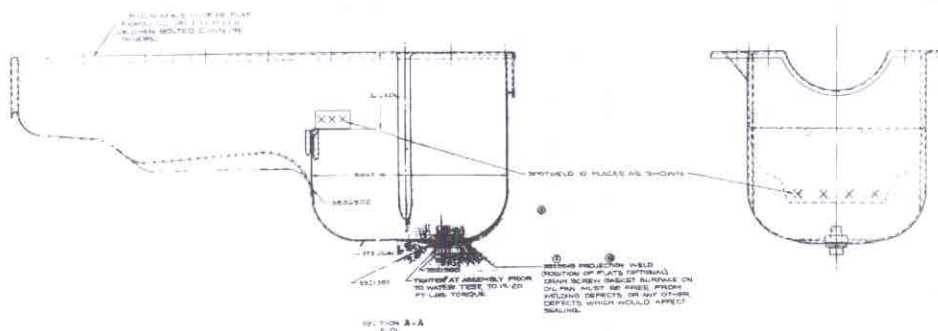
HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS M, MUST FREELY ADMIT NOMINALLY LOCATED GAGE PINS OF .349 DIA.

HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS N, MUST FREELY ADMIT NOMINALLY LOCATED PINS OF .272 DIA.

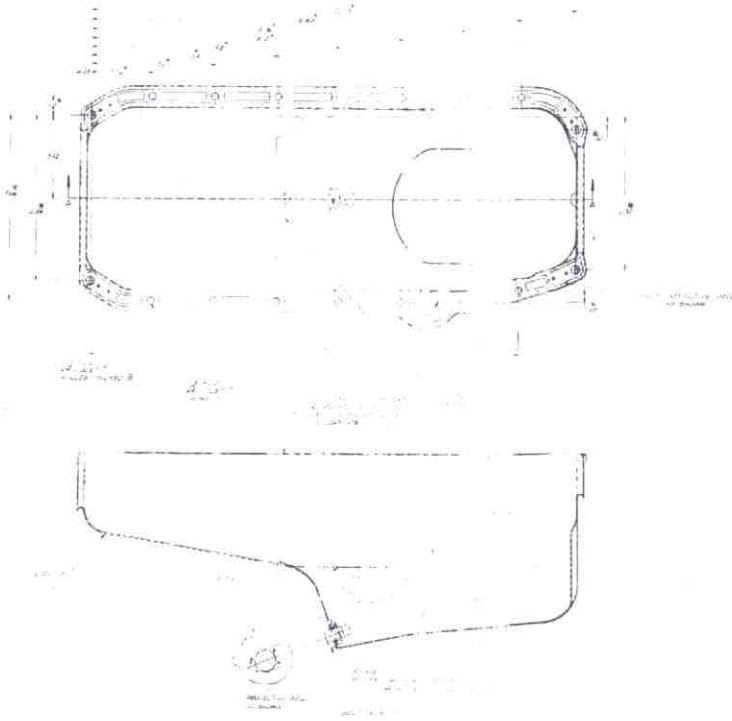
TEST IN WATER WITH 10 P.S.I. AIR PRESSURE.

OIL PAN FLANGE MUST BE FLAT WITHIN .004 AT THE FOUR CORNERS BETWEEN THE 23/64 DIA. BOLT HOLE AND CORNER OF THE PAN WHEN BOLTED DOWN ON CORNERS.

OUTSIDE MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL OF THE CHEVROLET MOTOR DIVISION.



PART NO. 3754958

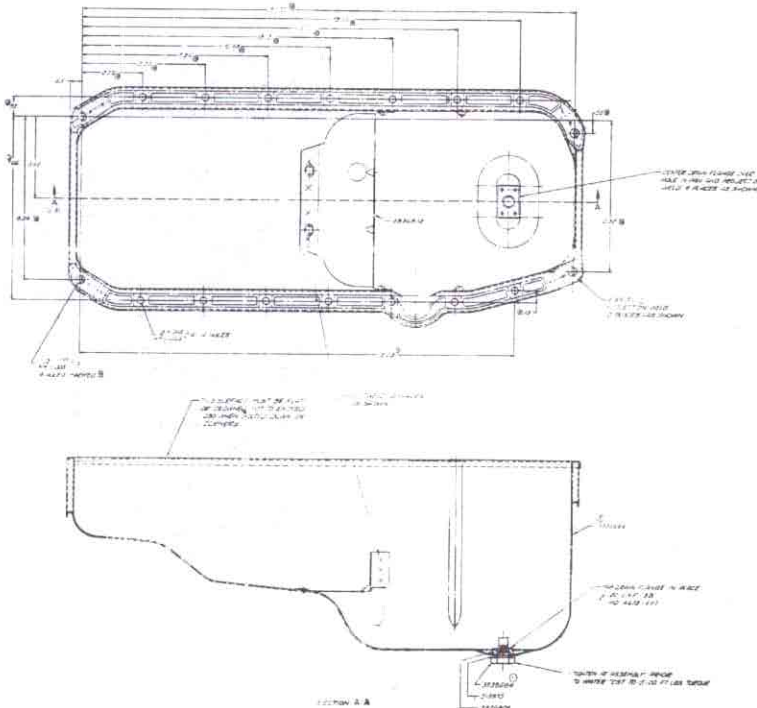


HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS M, MUST FREELY ADMIT NOMINALLY LOCATED GAGE PINS OF .349 DIA.

HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THUS N, MUST FREELY ADMIT NOMINALLY LOCATED PINS OF .272 DIA.

TEST IN WATER WITH 10 P.S.I. AIR PRESSURE.

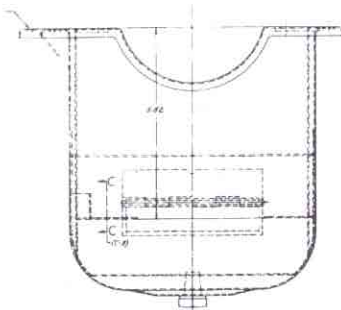
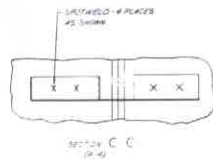
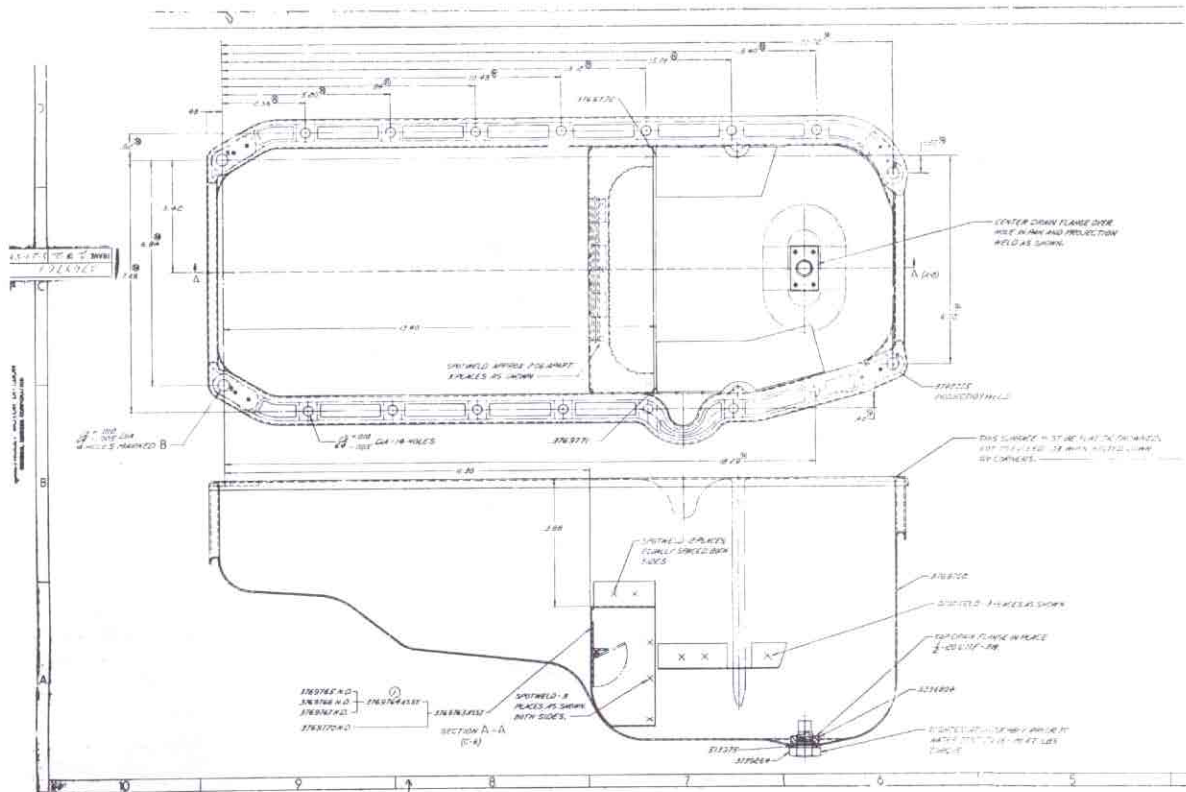
PART NO. 3735642



OIL PAN FLANGE MUST BE FLAT WITHIN .004 AT THE FOUR CORNERS BETWEEN THE 23/64 DIA. BOLT HOLE AND CORNER OF THE PAN WHEN BOLTED DOWN ON CORNERS.

OUTSIDE MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL OF THE CHEVROLET MOTOR DIVISION.

PART NO. 3769761



HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS M, MUST FREELY ADMIT NOMINALLY LOCATED GAGE PINS OF .349 DIA.

HOLES ON NOMINAL LOCATING DIMENSIONS MARKED THIS N, MUST FREELY ADMIT NOMINALLY LOCATED PINS OF .272 DIA.

TEST IN WATER WITH 10 P.S.I. AIR PRESSURE.

OIL PAN FLANGE MUST BE FLAT WITHIN 004 AT THE FOUR CORNERS BETWEEN THE 23/64 DIA. BOLT HOLE AND CORNER OF THE PAN WHEN BOLTED DOWN ON CORNERS.

OUTSIDE MANUFACTURER'S IDENTIFICATION MUST APPEAR ON THIS PART; OMISSION REQUIRES APPROVAL OF THE CHEVROLET MOTOR DIVISION.