

TECH HELP

TONAWANDA OR FLINT TAKEN FROM CLASSIC CHEVY WORLD

Chevrolet had two primary engine plants at which all engines were cast and assembled. All of the Corvette engines as well as the 1956-57 dual four and fuel injection engines were built at the Flint plant. There are several ways to tell a Flint casting from a Tonawanda casting. The first and most obvious difference is the presence of the oil galley plug at the front of all Flint blocks. The Tonawanda casting had no plug in this location. Another method of identification is the large "T" cast into the Tonawanda blocks next to the casting number. The Flint block do not have this marking. The casting date code differs between plants. The date code on the Flint block would read "D 6 6." A similarly dated Tonawanda block would read "D 6 56." Additionally, the engine code stamped on the block in front of the passenger side cylinder head has an F prefix on the Flint block and a T prefix on Tonawanda blocks. Tho- car and vett used the casting numbers of 3720991. Also the new engine now had a permanent oil filter built into the block, causing another change in the oil pan. Again; as I suggested in past issues, our members should join the Classic Chevy World. Many article they write concern our corvettes and many parts are interchangeable with corvette. Their number is 1-407-299-1957.

BETTER THAN NEW BRAKES

If your in need of a rebuilt Master Cylinder or Wheel Cylinder, and cost is a factor, you can have them reconditioned using brass sleeves, rather than stainless steel, at a much lower cost.

I have used White Post Restorations, in Virginia (703) 837-1140, to do mine and have

been very pleased with the results. They will glass bead clean, bore over-size, press in the brass sleeve, and size to original specifications.

Wheel Cylinders\$40.00 Per Sleeve

Master Cylinder\$50.00 Per Sleeve

Simply disassemble your cylinder and send the cylinder housing only.

Editor



Duntov Cam Contour Change

by David R. Bartush

CAMSHAFT part #3736097 had the intake and exhaust cam contour revised in March of 1988 per Chevrolet Motor Division. It is unknown what was involved in the contour revision (283/283 F.I.).

Do you know any details such as: What changed? Why it changed? Will the operation of the motor/car be different with the "revised cam versus an "original" cam in regard to power, driveability, sound, etc.?

I had to tap one of my sources at GM Engineering. He informs me that according to the blueprints there was some very minor contour changes made on the sides of the intake and exhaust lobes. I am told that these changes are insignificant and probably were made during a tooling changeover. The new machines probably having a slightly different cutting pattern.

In addition, the prints show a slight modification to the face width of the rear cam bearing surface.

The operational aspects of the cam remain the same as does all lash adjustments, etc.

As a further note, the prints showed there was another revision made to this cam on 2/26/81. I did not ask what revisions were made at that time.

Hope this answers your questions satisfactorily.

David R. Bartush