

100 TRICK PARTS BUYERS' GUIDE

CHEVY

HIGH PERFORMANCE
We Pick

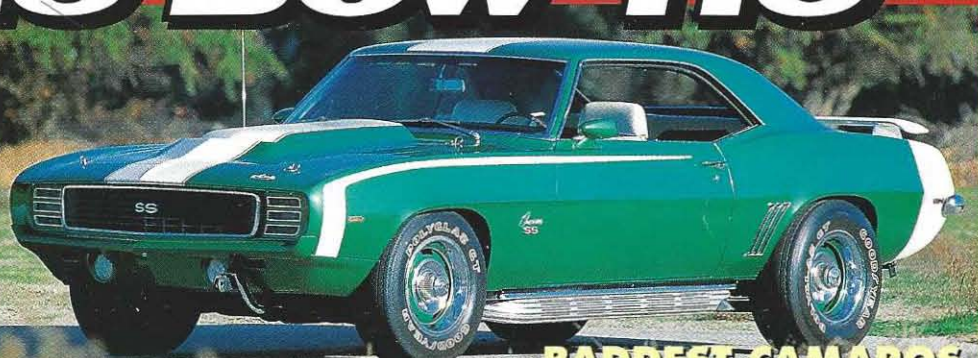
DO-IT-YOURSELF TECH:

- RESTORE CAMARO SEATS
- STRAIGHTEN CHEVELLE FRAMES
- INSTALL OLDS 6-INCH RODS
- CLEAN PARTS CORRECTLY
- DIAL IN RACE SUSPENSION

THE BEST Of The Bow Tie



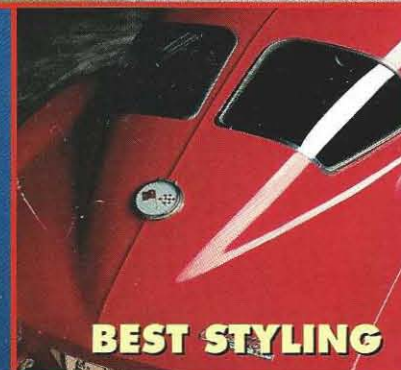
10 BEST CHEVYS



BADDEST CAMAROS



BEST COLLECTIBLE BUY



BEST STYLING



BEST ENGINE

PLUS
1000HP 350
SMALL-BLOCK

BONUS
25 GREATEST
CHEVY RAGERS



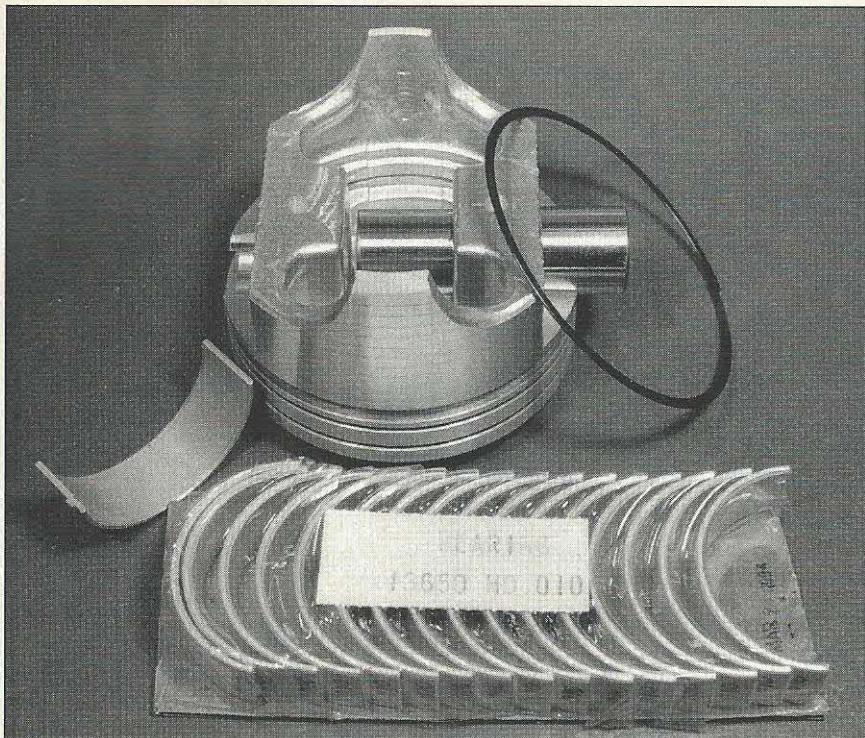
BEST COLOR COMBOS



BEST OPTIONS

NOVEMBER 1994 USA \$2.95 CANADA \$3.75





This is the kit from One Performance Engine Parts that makes installing 6-inch Oldsmobile rods in a 350 Chevy a snap. The kit contains special rod bearings so that the Olds rods, which have a larger big end than Chevy rods, can bolt right to the Chevy crank. Cast pistons with .250-inch domes and pins to fit the Olds rods are included. The piston ring shown here is really a support spacer for the oil rings, since the pin bore intersects the oil-ring groove.

HERE'S AN INEXPENSIVE KIT TO ADD LONGER RODS TO YOUR SMALL-BLOCK CHEVY

where it crosses the pin bore. The .250-inch piston dome is solid and may be machined. The pistons give 12.5:1 compression with 64cc heads, and 10.5:1 with 76cc heads. The ring grooves accept '86-or-later 5.0L Ford rings. These rings are narrow, thus reducing weight, and are a readily available, economical package that comes in plain, moly and chrome material.

In our experimental engine at Midwest Motorsports in Ames, Iowa, the block was bored .040 inch with a piston-to-wall clearance of .0045 inch. The block deck was cut .008 inch. Decking is not necessary, but was done simply to ensure a flat surface. This gave a final piston-to-deck height of .015-inch down.

The small end of the rods had to be machined to clear under the piston. Also, the block was machined to clear

Six-Inch Rods, the Cheap Way

By Bill Tarrant

Do you want to install 6-inch-long rods in your 350 Chevy, but don't want to shell out a lot of money for them? Now there's a way you can. With a kit from One Performance Engine Parts, you can easily and economically install 6-inch Oldsmobile rods in your small-block.

Oldsmobile rods are easy enough to find—search the wrecking yard or ask the people at a machine shop or repair shop if they have an extra set. Odds are, they will part with them for a reasonable price. The larger-diameter Olds rod bearing and the larger-diameter Olds piston pin prevent these rods from simply being bolted into a Chevy engine. Although there is a solution to these two problems, it involves expensive machine work. Thus the economics of these conversions are thrown out the window. However, with

the new kit from One Performance, economic feasibility is reinstated.

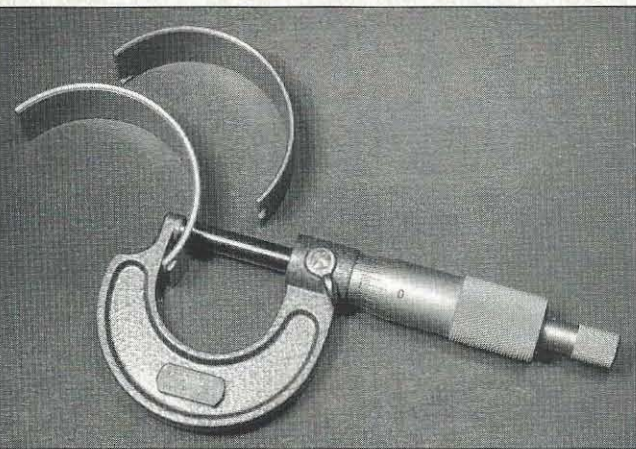
The Oldsmobile rod-conversion kit contains special bearings, and a piston and pin set. The thick bearings take up the extra clearance between the Olds rod and the Chevy crankshaft. The bearings are more than just heavily coated Olds bearings—they are true performance bearings made from scratch and are more durable than stock units.

The custom piston is a cast piece in order to keep costs down. Although the fact that the piston is cast puts some restrictions on it, it should hold up well up to about 450 horsepower at a maximum of 7000 rpm. This piston has a pin bore that allows the use of a stock Olds pin, which is larger than a small-block Chevy pin. The pin bore in the piston is raised so that it intersects the oil-ring groove. Included with the piston is an oil-ring support spacer that provides a surface for the oil ring

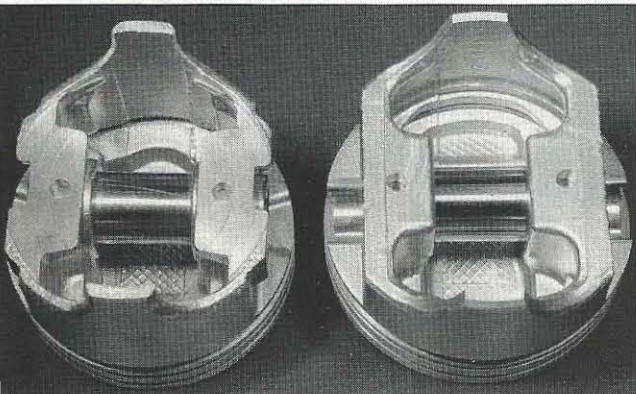
the Milodon rod bolts. The bearing tangs in the rods have to go toward the camshaft for proper bearing position to allow for correct bearing-to-crank radius clearance. (With Chevy rods, the tangs go toward the outside.) These are all vital details, but they are details that take only a little time and a minimum of money, thus keeping the project economical.

The engine will have to be balanced with the Olds rods and this piston combination, because the big end of the rods is heavy, and the pistons are heavier than stock. This is an operation you should consider anyway in a high-performance engine, and one you would have to do with expensive 6-inch aftermarket rods since these, too, differ in weight from stock.

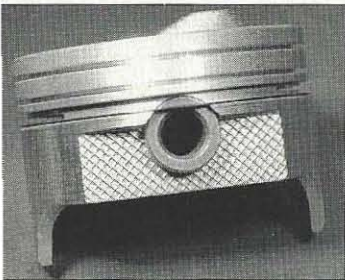
Overall, the Oldsmobile rod conversion is a feasible means for the enthusiast or racer on a budget to gain the advantages of a 6-inch connecting rod.



The bearings are specially made for this application—they are not simply Olds bearings that have been coated to take up the extra space to fit the Chevy crank. They are a true performance bearing with a tough, wear-resistant surface.



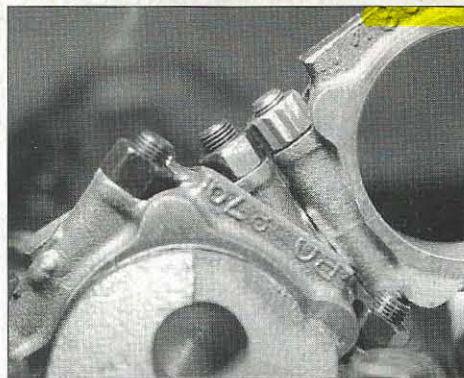
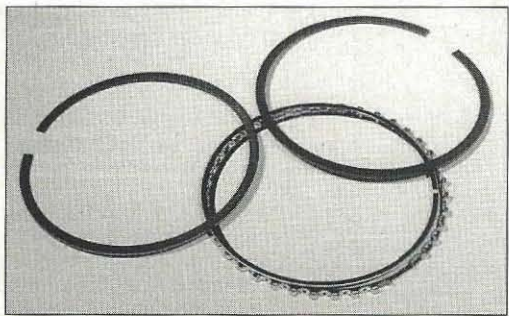
Although it is a cast piston, the One Performance piston (right) is a high-performance piece. Note the pin-boss area, which is narrower and straighter than stock for added strength. A stock piston is shown on the left. The One Performance piston will work up to 450 horsepower and 7000 rpm—sufficient for most economical buildups.



Here you can see how the pin bore intersects the oil-ring groove. The ring spacer, which is in place here, provides support for the oil ring where it crosses the pin bore. The ring assembly is installed as usual, with no rail notching required. The .250-inch dome is solid and can be machined down to give the

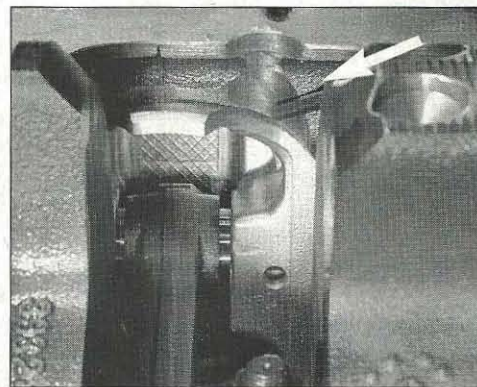
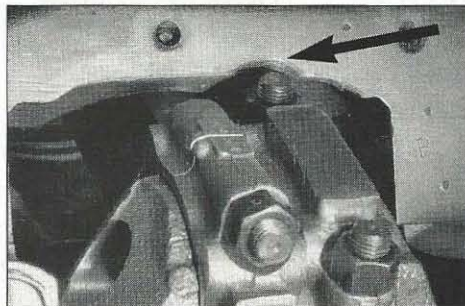
desired compression. With the dome, the pistons yield 12.5:1 with 64cc heads, and 10.5:1 with 76cc heads.

A ring set or an '86-r-newer .0L (302) Ford fits the pistons. These rings are inexpensive and easy to find, and give the advantages of a light-weight performance ring. You can choose cast, moly or chrome, depending upon your application and preference.

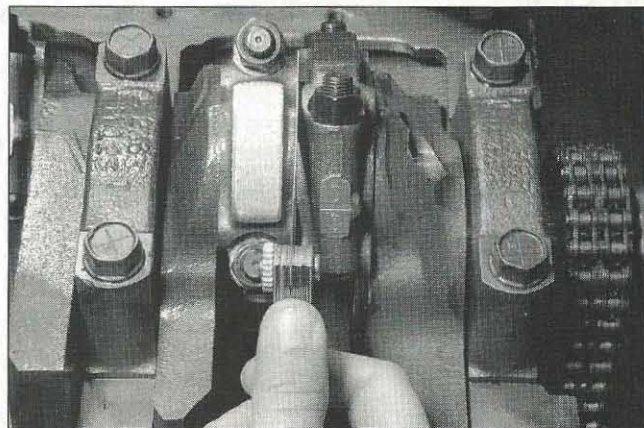


The stock bolts in the Olds rods were replaced with Milodon bolts. These bolts are quite a bit longer than stock; note the extra threads protruding beyond the nut. The extra length requires grinding the block to provide clearance.

Here is the underside of the short-block with the Olds rod/custom-piston assembly in place. Notice how the block has been ground away (arrow) to give room for the rod bolts to clear it.



The small end of the rod also needs to be machined to clear the underneath of the piston. It is close quarters in here, but with a little massaging, everything will fit well.



Side clearance on this combination is ample. The Olds rods are .004- to .006-inch thinner than Chevy rods, so when they are bolted to a Chevy crank, they will yield plenty of clearance.

SOURCES

Midwest Motorsports
Dept. CHP
620 E. Lincolnway
Ames, IA 50010
515/233-5503

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20716 Plummer St.
Chatsworth, CA 91311
818/407-1211

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319/381-2416