

Operation Muscle Truck Part 6

OUR GM PERFORMANCE PARTS HT 383 CRATE ENGINE GETS DRESSED TO IMPRESS

LAST MONTH ON OPERATION MUSCLE TRUCK OUR MISSION WAS TO GET THE ENGINE COMPARTMENT CLEANED, DETAILED AND PAINTED IN PREPARATION FOR OUR GM PERFORMANCE PARTS 340-HP HT 383 CRATE ENGINE. We used a host of products from KBS Coatings to both clean and paint our 15-year-old engine bay, and our fresh GMPP block was coated with KBS Coatings Motor Coater to make it gleam. We took time to mock up all the pulleys and brackets to make sure there were no clearance issues,

and before mating the transmission with the engine, a B&M 2,000 stall torque converter was installed to up the fun factor from our 383.

This month, we finish the fresh small-block off with fuel delivery from Holley, spark from Accel, fluids from Royal Purple, and some detailing style from PML. Spent fumes will be shown the door through Gibson headers and MagnaFlow high-flow cats and a stainless muffler. Follow along as we get Operation Muscle Truck one step closer to terrorizing the asphalt. ■



1 For increased throttle response, idle quality and starting we upgraded to an Accel GM HEI remote mount 1984-95 super coil. This coil supplies up to 48,000 volts and will increase idle quality and keep up with the spark demands of our small-block beast.



5 For proper break-in we used Royal Purple Engine Break-in Oil. This Royal Purple product is designed for optimum ring seal and to protect rotating assemblies from initial start up wear. Formulated from refined mineral oil and joined with high levels of zinc and phosphorus, the Royal Purple Break-In Oil is the perfect diet for young flat tappet and roller engines.



2 Marcel installs the GMPP brackets and pulleys along with the new GMPP alternator. GM Performance Parts makes installation easy with clearly labeled hardware.



6 From the start of this project the goal was to create a muscle car era look on the sheet metal, under the hood and between the doors. With that in mind we called up the folks at PML for a set of their sand cast, finned and Chevrolet script valve covers. The vintage Corvette look of these valve covers is right at home on our GMPP 383 and fit the theme perfectly. They utilize the two outside holes on a center bolt head for mounting.



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To upgrade our small-block's spark path we dropped in a fresh BilleTech distributor from Accel. All Accel BilleTech distributors feature a 6061 T6 billet aluminum housing, center-less ground steel shaft, 10,000-RPM bearing upper with oil lite bushing lower, and Accel performance electronic pick up and module. Topped by a high dielectric strength cap and balanced rotor, the BilleTech distributor is a recipe for trouble-free performance. Brass cap contacts and an iron or steel distributor gear compatible with flat tap-pet cams and OEM hydraulic roller camshafts finish off this performance distributor. Accel Extreme 9000 wires were also thrown into the mix for supreme durability, especially when run right next to scorching hot headers.



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The Accel BilleTech distributor is in place and once we run wires will be ready to ignite our throaty 383.



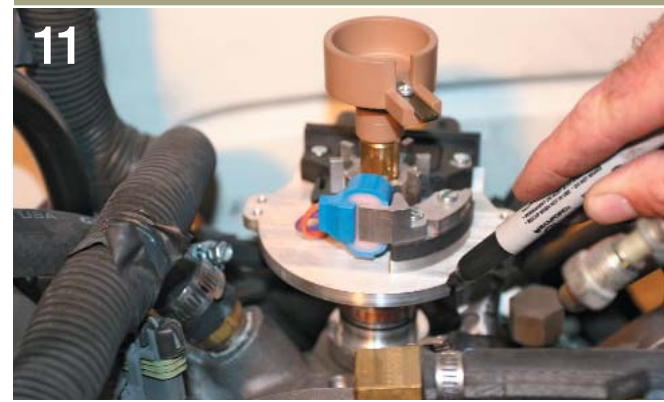
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The distributor is slid into the back of the manifold and lined up with the cam gear.



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Mike runs the Accel Extreme 9000 wires to the candles. These wires feature ceramic boots and are rated to withstand 2,000° F. They should hold up well next to our Gibson tubes.



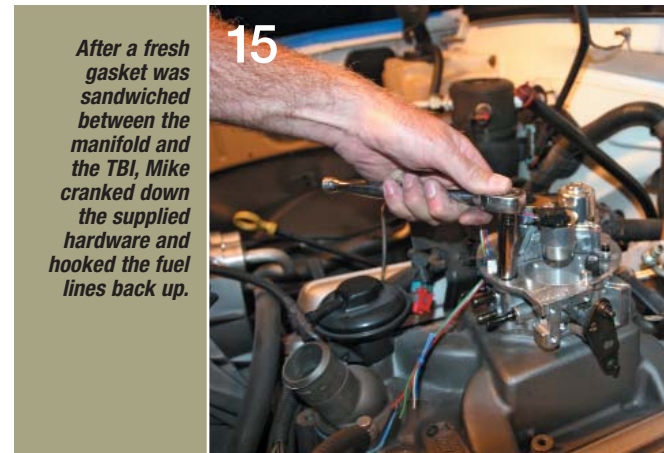
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Mike takes a black Sharpie and marks #1 on the distributor, which provides reference for running the wires.



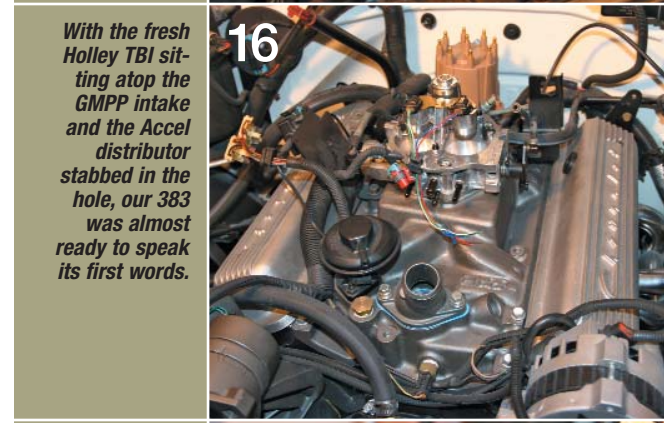
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For better fuel delivery and top end performance we installed this Holley Performance Products replacement throttle body obtained from the well-stocked shelves at Summit Racing Equipment. Holley claims a 25 percent increase in torque and horsepower on a stock 5.7L V-8. The replacement TBI is a 670-CFM two-barrel unit and should deliver the perfect amount of fuel to our tire-frying 383.



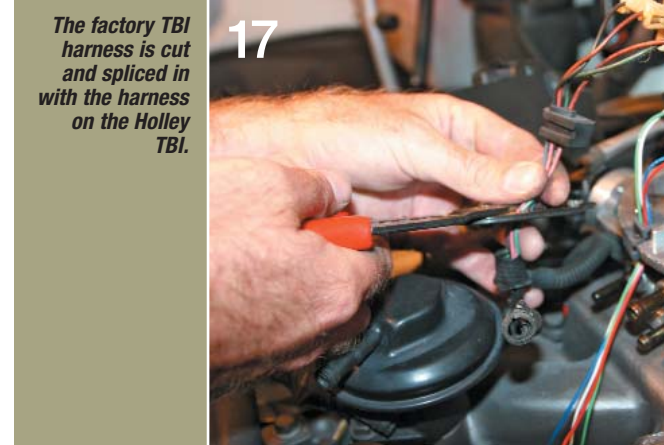
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After a fresh gasket was sandwiched between the manifold and the TBI, Mike cranked down the supplied hardware and hooked the fuel lines back up.



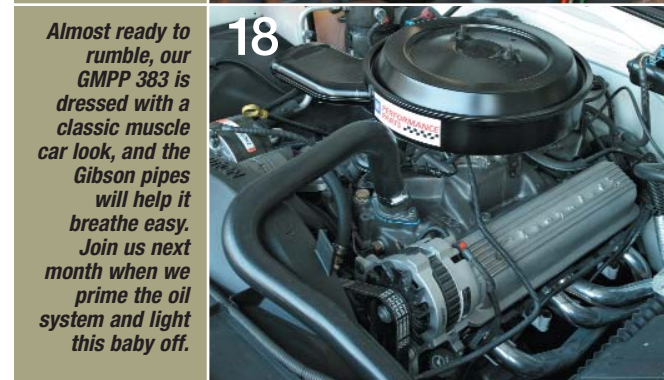
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With the fresh Holley TBI sitting atop the GMPP intake and the Accel distributor stabbed in the hole, our 383 was almost ready to speak its first words.



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The factory TBI harness is cut and spliced in with the harness on the Holley TBI.



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Almost ready to rumble, our GMPP 383 is dressed with a classic muscle car look, and the Gibson pipes will help it breathe easy. Join us next month when we prime the oil system and light this baby off.

Sources

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| <p>ACCEL IGNITION
Dept. STTR
10601 Memphis Ave., #12
Cleveland, OH 44144
216.688.8300
www.accelignition.com</p> | <p>GM PERFORMANCE PARTS
www.gmperformanceparts.com</p> |
| <p>AIM INDUSTRIES
Dept. STTR
260 S. Hibbert
Mesa, AZ 85210
877.480.3793
www.airbagit.com</p> | <p>KBS COATINGS
888.531.4527
www.kbs-coatings.com</p> |
| <p>BAER BRAKE SYSTEMS
Dept. STTR
2222 W. Peoria Ave.
Phoenix, AZ 85029
602.233.1411
www.baer.com</p> | <p>KINETIK
888.522.8346
www.kinetikpower.com</p> |
| <p>BONSPEED WHEELS
714.666.1966
www.bonspeedwheels.com</p> | <p>MAGNAFLOW EXHAUST
www.magnaflow.com</p> |
| <p>B&M RACING
818.882.6422
www.bmracing.com</p> | <p>PML INC.
310.671.4345
www.yourcovers.com</p> |
| <p>GIBSON PERFORMANCE EXHAUST
www.gibsonperformance.com</p> | <p>RIDETECH
Dept. STTR
350 S. St. Charles
Jasper, IN 47546
812.481.4786
www.ridetech.com</p> |
| <p>HOLLEY PERFORMANCE PRODUCTS
Dept. STTR
1801 Russellville Rd.
Bowling Green, KY 42101
270.782.2900
www.holley.com</p> | <p>ROYAL PURPLE INC.
Dept. STTR
One Royal Purple Lane
Porter, TX 77365
888.382.6300
www.royalpurple.com</p> |
| <p>SUMMIT RACING EQUIPMENT
800.230.3030
www.summitracing.com</p> | <p>TOYO TIRES
800.678.3250
www.toyotires.com</p> |
| <p>THE CHOPPIN' BLOCK
Dept. STTR
5553 W. Barstow Ave.
Fresno, CA 93722
559.275.2901
www.choppin-block.com</p> | |