

Shake and Rumble

OUR GM PERFORMANCE PARTS HT 383 SPEAKS ITS FIRST WORDS



We followed GM Performance Parts' recommended timing specifications, fired the torque monster 383, and held the gun steady while the 383 gave us its sweet spot.

RE-POWERING YOUR TIRED, OLD TRUCK WITH A FRESH POWER PLANT CAN BE THE QUICKEST WAY TO FULL-THROTTLE, TIRE-SMOKING PERFORMANCE. Back in the December 2009 issue, we rolled up our sleeves, wheeled our Craftsman tool chest into the driveway and began taking apart a perfectly good running Chevy truck. Our project 1995 Chevy CK pickup was a smooth running, 15-year-old pickup with the original throttle body 305 between the frame rails, and there was only one problem with our truck's high-mileage V-8: it was slow. From the outset of the Operation Muscle Truck project we aimed for streetable performance that would pin our spines to the seat backs and roar like mad when we mashed the pedal, therefore the 305 had to go.

In place of our truck's original 305 small-block went a GM Performance Parts HT 383 crate engine rocking the performance charts with 435 lb.-ft. of torque and melting the rear tires off with 340 pavement-blistering horsepower. In the past three installments we have highlighted the ousting of the 305, the clean up of the engine compartment, the introduc-

tion and installation of the 383, and the installation of an Accel ignition and Holley performance throttle body unit. A set of Gibson headers was bolted up to the heads, and with Royal Purple oil tossed in we were nearly ready to light the beast off. This month we finish the project off with Be Cool coolant added to the radiator, the final adjustments on the Accel plug wires, and proper priming of the oil system, all followed by the sweet sound of camshaft-rumbling greatness thumping the garage floor once we cranked the key. Next month, we'll hit the streets and give you our neck-snapping driving impression. ■



1 Before our 383 spoke its first words, and since we had not yet set the timing, we took a few minutes to pull the distributor and hook our oil primer to a drill motor and spin the oil pump. This will get oil cycled throughout the motor and prevent the lifter valley from running dry when we crank the key for the first time.



2 Mike marked the wires and began tracing them to the appropriate candles. Take your time going off the firing order on the intake manifold.



3

4 The Accel Extreme 9000 wires are snaked down nice and clean, and Mike calculates the length to each spark plug before snipping the wire and crimping on the boots.



5 Using a razor blade, Mike trims the plug wire to the proper length and prepares to strip the end of the wire for application of the plug boot.



8 The end of the wire terminal is crimped into place and the boot is slipped over the wire. These wires from Accel are called the Extreme 9000 and are designed to take extreme temperatures without burning and causing misfires.



10 Each wire is run from the distributor to corresponding spark plug per the firing order indicated on the intake manifold. Mike takes his time to run each wire one at a time, being careful not to cross any wires. Labeling the cap is a smart idea to prevent mixing anything up.



11 To keep our new 383 cool we poured in Be Cool Coolant, which is rated for 300,000 miles and is premixed and ready to use. We replaced the radiator after the new engine went in because the original one was filled with corrosion. With a brand-new engine you don't want to take any chances. Next month, we will melt the rear tires off this truck and give you our view from the driver's seat.



Sources

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