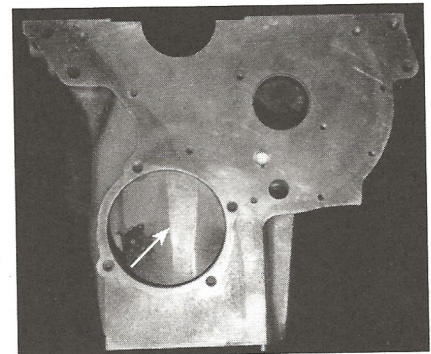
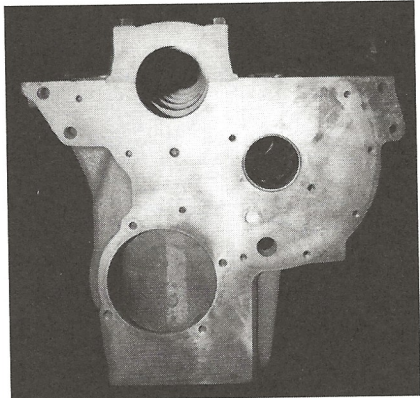


Basic Engine Specifications

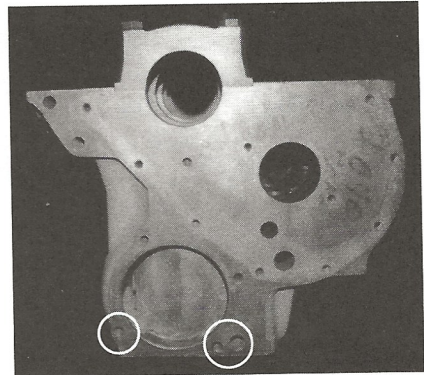
Bore	Stroke	Displacement				Numbering system	Firing Order	Distributor Rotation	Number of Main Bearings	Location of Thrust Bearing	Crankshaft Main Bearing Diameter	Rod Journal Diameter	Connecting Rod Length	Piston Compression Height	Block Deck Height	All Engines	Inlet	Exhaust
		As designated	1-2-3-4-5-6	1-5-3-6-2-4	Clockwise (as viewed from the top)	7	Rear Main	All engines listed below	194-250 CID	292 CID	194 CID	215 CID (Pontiac)	230 CID	250 CID	292 CID	HD-TD	1.720"	1.500"
3.563"		194 CID																
3.750"		215 CID (Pontiac)																
3.875"		230 CID																
3.875"		250 CID																
3.875"		292 CID																
3.250"		194 CID																
3.250"		215 CID (Pontiac)																
3.250"		230 CID																
3.530"		250 CID																
4.120" +/- .005"		292 CID																



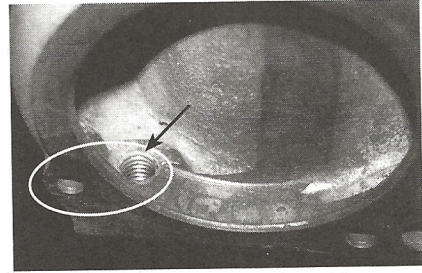
Note width of water pump machined clearance. Best width 3/8" and even. Note (arrow) taper present on this block. This indicates core shift during casting.



Front HD-TD—plenty of deck above the water pump opening.



Note thinness in STD-LD near head bolt and water pump opening. This is weakest head-bolt area on STD-LD. Left circle shows weak deck area above these two holes.



Enlarged view of head-bolt area as seen through the water pump opening.

*This is usually noted as 4.125". (Racers like to claim every last inch of stroke) but 4.120" is factory specification.

The Pontiac 215 can be identified by looking at the driver's side of the block. In the lower right area are raised letters spelling out Pontiac. Note: Bell housing bolt patterns and flywheel end of crank are drilled to Pontiac patterns. The crank snout is also a larger diameter than a Chevrolet's.