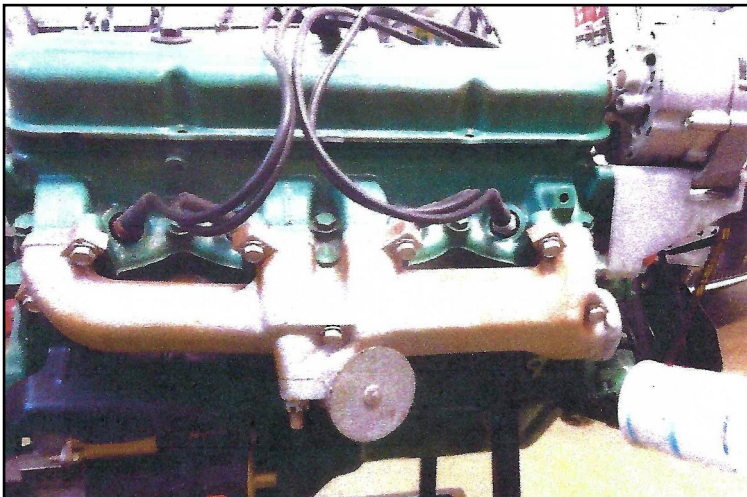


Driver's side exhaust manifold has two possible exits.



Passenger side exhaust manifold has two possible exits and the oil filter is mounted horizontally.

tor choke stove pocket, probably designed to lower the carburetor and air cleaner for hood clearance. The same exhaust manifold is used both sides but has two outlets each. The passenger side exits in the center, but the driver's side manifold exits to the rear probably to clear the transmission and drive axle assembly. The water outlet for the upper radiator hose is angled specifically toward the driver's side, and the power steering pump pulley diameter is abnormally small probably also for hood and upper radiator hose packaging clearance. The oil pan sump has some abnormal contours in the sump area also for clearance.

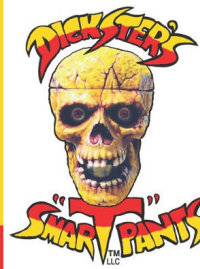
Other observations:

The engine is equipped with a fan clutch, fan, power steering pump and exhaust manifold heat trap, so it appears to have been installed in a vehicle and then removed as-is. The 65X430-17 number is stamped on the passenger side of block deck face. Usually they were stamped on the driver's side. The harmonic balancer is the plate type balancer as used on previous Buick 401/425 engines. The spark plugs were still the gasket type and not reduced size with tapered seats. There is a deep sump fuel pump. The intake manifold mounting pattern is not for a Quadra-jet carburetor. The PCV grommet location is in both the intake manifold and the right rocker cover. The center lower cylinder head bolt is recessed more than later production engines. The donors indicated that the engine has a three-inch main bearing diameter crankshaft. The crankshaft main bearing diameter was increased to 3-1/4 inches later, for improved durability for first production engines in 1967. The ribs in the top of the rocker covers are different configuration than production 1967 engines. The engine appears to have been repainted green. Experimentally, I believe they were red in color.

Experimental part numbers cast into the parts are as follows:

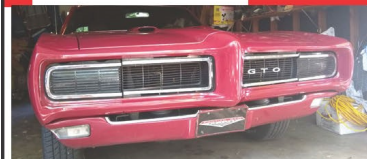
- X1374070 cylinder block
- X1372868 cylinder head
- X1372560 intake manifold
- X1372948 and X1375679 part numbers on the timing chain cover
- X1372812 water pump cover and 2-26-65 also, which probably indicates casting date
- X1373140 thermostat housing
- 9022509 or 9022503 part number on the exhaust manifolds
- 10496870 Delco starter
- 12321162 A-C/Delco alternator ♦

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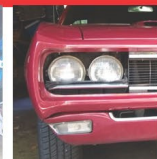


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