Welcome to Patrick’s Antique Cars and Trucks

If you like Chevy or GMC ‘6 cylinders, you have company here.

We’ve built ‘em, and loved ‘em for 50 years now, and we’re here to help you enjoy yours, whether “stock” or nicely warmed up. Whether you need a particular part or help identifying your engine, we are happy to assist. You are a valued customer and fellow car lover. Here YOU come first.

Everything you’ll need for a solid rebuild or dressed up driver is here, along with time-saving tips and hands-on experience.

Please call us anytime we can help, hear? Cheers, Patrick

(520) 836-1117 for information or order-
PERFORMANCE PARTS

FENTON DUAL INTAKE for ‘235 & 261

CAST IRON HEADERS

Now includes pipe flanges

$259.95 pr.

The first step in improved performance. Nothing sounds like a “six” in heat! The traditional favorite for sweet sound and quiet, under hood performance.

* Heat Kit..............................$39.95
...plate for intake
...all tubing and fittings
improves cold-weather operation
provides heat more quickly
neat appearance:
no under-hood clutter

FENTON DUAL INTAKE for ‘235 & 261

$199.95
Inc. s/s linkage
s/s fuel kit

Patrick’s proudly brings back the companion, aluminum dual-carb intake to mate with the FENTON cast-iron headers.

Show Quality

<table>
<thead>
<tr>
<th>Product</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet Hot Finish for Fenton Headers</td>
<td>$179.95</td>
</tr>
<tr>
<td>Jet Hot Finish for Fenton Intake</td>
<td>$125.00</td>
</tr>
</tbody>
</table>

Beautiful Stainless Steel ceramic

See them with Jet Hot Coating on page 2.

e-mail: patstrks@aol.com
www.patrickasantiquecars.com
(520) 836-1117 for information or ordering

CHROME AIR CLEANER

6 1/2” 2” or 3” thick............................................................$ 21.95
Replacement filter complete w/spacer for 2 5/16”, clamp...$ 7.68

Tell us:
2-5/16 carb mouth (‘37-’54) carbs) or,
2-5/8 carb mouth (‘55 & later carbs, with stud-type mount.)

Please Note: “Prices subject to change without notice.” The prices in this catalogue were in effect in mid-2012. Currently, metal prices are very volatile. So, please be understanding if the price on an item has changed when you call. We get no pleasure from price increases. Sincerest “thanks” to you for your calls, keep them coming. Patrick!
CHEVY DRESS-UP PARTS

The Wayne Set (Complete).……………………………..$259.95
   Includes Rocker Cover and Side Cover, Stud Kit and Breather.
Rocker Cover (w/breather) (‘37-’62/’216, ‘235, ‘261)……$175.00
Rocker Cover Stud Kit (required for ‘54-’62)………………$ 14.95
Side Cover Only (w/hardware)……………………………..$ 85.00
Chrome Breather Only (seperately)………………………..$ 12.95

Econo Dress-up Kit………………………………………..$99.95
   Includes: Chrome Rocker cover and gasket, chrome pushrod cover and gasket, chrome breather cap, stainless steel screws and washers.
   It’s complete with everything you’ll need.

9” Stainless Steel Air Cleaners for Rochester Carbs, Use with Fenton Intake
Each…………………………………………………..$59.95

ACORNS
3/4” Slip-ons for head bolt (set of 8)……………………..$6.00
9/16” for manifold, w/pump……………………………..$ .75/ea
   Add that Sparkle!

SATISFACTION GUARANTEED!
e-mail: patstrks@aol.com
www.patricksantiquecars.com
(520) 836-1117 for information or ordering

Shipping and Handling: We will ship your order promptly.
If your entire order is not available, we will notify you.
Orders sent UPS unless otherwise specified. Charges will be
only the shipping amount, no handling charges. Next Day
Air, 2nd Day Air, and three day shipping are available upon
request.
International shipments can be sent via post office or UPS.
Some oversize items cannot be sent via post. We will notify
you if an item is oversize.
Stainless Steel Exhaust System, Complete

1947-1955 1st Series 1/2 ton
Chevy or GMC
Pick-Ups

Stainless Steel Exhaust System, Complete
For use with Fenton Headers

Includes head pipes, muffler, tail pipes, clamps and Hangers, complete. Exclusive side-by-side, “shot-gun”
Tail pipes. Fabulous sound, awesome appearance.
(long-bed GMC 1/2 tons require extensions.
Optional $59.95 w/clamps)

Beautiful 2-in/2-out, 2” pipe, stainless muffler
will fit nearly every Chevy chassis, car or truck
from ‘37 thru ‘62 with your head pipes and tail pipes....................................................$225.00

Complete, easy, Installation Instructions included!
Our customers say the installation is quick and easy!

In Stock, ready to ship.

Sales Tax: No Sales Tax on orders originating outside AZ.
This savings is often enough to pay for shipping.
(520) 836-1117 for information or ordering

SATISFACTION GUARANTEED!

www.patricksanquecars.com
e-mail: patstrks@aol.com

C.O.D. WELCOME
CHEVY DRESS-UP PARTS

Your ‘235 or ‘261 can look exactly like this with the dress-up items found in this catalogue. We can

Beautiful, New
Chrome Differential Cover
For all Chevy 1/2 tons (‘37-’62)
GMC 1/2 tons (‘40-’54)

Top off your 3.55:1 or 3.38:1 conversion with this show piece. Only $49.95
(520) 836-1117 for information or ordering
e-mail: patstrks@aol.com
www.patrickstantiquecars.com

Chrome Alternator, 100 Amp. $109.95
12 Volt only
(DA plug, above, not included)

New Lower Price!

BEEHIVE OIL FILTER
$199.95
Beautiful finned aluminum (painted body, polished lid) Period accessory, cools while it filters.

BEEHIVE MOUNT BRACKETS
Top: for Offy intake,
Bottom: for stock intake.
Each..........................$ 9.95

BEEHIVE INSTALLATION KITS
All oil lines and brass fittings to install your Beehive Oil filter.
$39.95/set
Performance Parts

*Cam (large Journal 2.153").................................$149.95
*small Journal 2.030, add $40.00

We know of no satisfactory hydraulic lifters in current production, so we offer no hydraulic lifters or hydraulic cam grinds.

Tubular Push Rods..............................................$51.00
Competition Springs..........................................$59.95
Lifters (set, mechanical).....................................$109.95
Z-D-D Oil Additive.............................................$9.95
(absolutely required for flat-tappet engines!)

Performance Cams 235 / 261
SOLID LIFTER

<table>
<thead>
<tr>
<th>Camshaft Number</th>
<th>Duration</th>
<th>Lift</th>
<th>Duration</th>
<th>Lift</th>
</tr>
</thead>
<tbody>
<tr>
<td>254</td>
<td>3/4 Mild</td>
<td>16/49</td>
<td>60/16</td>
<td>.425</td>
</tr>
<tr>
<td>264</td>
<td>3/4</td>
<td>19/53</td>
<td>65/19</td>
<td>.436</td>
</tr>
<tr>
<td>E-2</td>
<td>3/4 Rumpy</td>
<td>25/72</td>
<td>65/25</td>
<td>.436</td>
</tr>
</tbody>
</table>

Emergency 9-1-1!
Flat tappet cams and lifters are in special danger! The EPA has removed the protective zinc from nearly all the off-the-shelf-oils. This is especially critical during break-in of new components. You cannot trust your old, favorite oil to do the job any longer. The following procedure MUST be followed to assure the life of your valve train.

1) Use only Z-D-D oil additive
2) For initial start-up use 4 ounces Z-D-D per oil change.
3) The oil MUST be Valvoline VR-1. This is the only oil we have found which has retained a proper, protective amount of zinc additive, which is mandatory for flat tappet survival. You may disregard the “for off road use only”, because nothing less will survive. Flat tappet engines which have not been treated exactly as above have completely ruined their valve train parts in as little as 30-45 minutes of running time.

Miscellaneous Truck Parts

Fuel Pump, traditional with Glass bowl,
All ‘216, ‘235, ‘261 and Jimmies: ‘228-’302
.........................................................$49.95

Fuel Sending Unit ........................................$39.95
Thermostat 180 degree..................................$9.95
Camshaft Thrust Plate...................................$11.95

Shop Manual

‘37-’54 Truck shop manual..............................$ 19.95
‘37-’54 Truck owners manual............................$ 9.95
‘47-’59 Factory Assembly Manual......................$ 29.95
Literature, original style..................................$ 5.95
Gaskets By the Piece
235 ‘53-’62

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head Gasket</td>
<td>543SA</td>
<td>$39.95</td>
</tr>
<tr>
<td>Int/Exh Set</td>
<td>11054</td>
<td>$12.49</td>
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<tr>
<td>Oil Pan Gskt (‘53-’54)</td>
<td>27013</td>
<td>$10.95</td>
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<tr>
<td>Oil Pan Set (‘55-’62)</td>
<td>27019</td>
<td>$10.95</td>
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<tr>
<td>Oil Pan rope Seal (‘53-’55)</td>
<td>6100</td>
<td>$16.49</td>
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<tr>
<td>Oil Pan Set Rubber (‘56-’62)</td>
<td>45195</td>
<td>$29.95</td>
</tr>
<tr>
<td>Timing Cover Gasket</td>
<td>GS11075</td>
<td>$14.90</td>
</tr>
<tr>
<td>w/Crank Seal (‘37-’63)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Push Rod Cover Gskt</td>
<td>26013E</td>
<td>$8.95</td>
</tr>
<tr>
<td>(‘235, 261, GMC’s ‘37-’63)</td>
<td></td>
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</tr>
<tr>
<td>Valve Cover (Cork, Wayne)</td>
<td>27005</td>
<td>$9.95</td>
</tr>
<tr>
<td>Valve Cover (econo) set</td>
<td>27018E</td>
<td>$16.49</td>
</tr>
<tr>
<td>235-261</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NEW!!
Best Gaskets By the Piece
261 ‘54-’63

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Part Number</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>Head Gasket</td>
<td>639SA</td>
<td>$34.95</td>
</tr>
<tr>
<td>Int/Exh Gasket Set</td>
<td>11054</td>
<td>$10.95</td>
</tr>
<tr>
<td>Oil Pan Gasket (Pass)</td>
<td>27013</td>
<td>$11.95</td>
</tr>
<tr>
<td>Oil Pan Gasket (Tk)</td>
<td>27019</td>
<td>$11.95</td>
</tr>
<tr>
<td>Oil Pan rope Seal (‘54-’55)</td>
<td>6100</td>
<td>$19.95</td>
</tr>
<tr>
<td>Rear Main Seal Rubber</td>
<td>45195</td>
<td>$27.95</td>
</tr>
<tr>
<td>Timing Cover Gasket</td>
<td>GS11075</td>
<td>$14.95</td>
</tr>
<tr>
<td>Push rod cover gasket</td>
<td>26013E</td>
<td>$8.96</td>
</tr>
<tr>
<td>Valve Cover Gasket Set</td>
<td>27018E</td>
<td>$16.49</td>
</tr>
</tbody>
</table>

NEW!!
GMC ‘47-’54 Maintenance manual .......... $25.00
GMC ‘55-’59 Maintenance manual .......... $25.00
SHORT WATER PUMP AND PULLEY
New, not Rebuilt Water pump and Pulley...............$139.95
Chrome Pulley with Water pump..................NO EXTRA CHARGE
(shown on engine right)

Install ‘55-’62 ‘235 engine in ‘54 and earlier cars and trucks without moving the radiator forward or butchering the core support or latch panel. Allows use of correct, late fan for better cooling efficiency. Spacer and gasket included.

Note: When installing the short water pump and pulley, be sure to install the fan spacer AHEAD of the pulley. You may also need to “untweak” the back edge of the LATE MODEL Fan as needed to clear the harmonic balancer. (You need only see daylight. The fan pulls itself toward the radia-

NEW PRODUCT CHEVY FAN
Use with Short Water Pump (235 or 261).................................$49.95

SATISFACTION GUARANTEED!

CONVERSION PARTS

Convert to 12 Volts

ALTERNATOR BRACKET SET .......... $59.95
Complete (mount bracket, adjust strap). Fits all Chevy ‘6s from ‘37 thru ‘62. (‘216, ‘235 & ‘261)
Fits popular GM Alternator (internal or external regulator.) All mounting hardware, instructions included. SPECIFY “Early” (‘37-’55/1st) or “Late” (‘55/2nd thru ‘62)

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NEW PRODUCT CHEVY FAN
Use with Short Water Pump (235 or 261).................................$49.95

SATISFACTION GUARANTEED!
CONVERT TO 12 VOLTS

1. Better starting
2. Bright headlights
3. Safety
4. Compatable accessories
5. Electrical serviceability

“See outside back cover.”

2-Speed, self-park 12 Volt electric wipers. All made in the USA!
Motor with 2-speed switch. Uses your original brackets, no modifications necessary, detailed instructions included.

Kit.................................................................$209
.95
Intermittent switch (reg. $59.95) ...................... $49.95
(with wiper purchase)

Complete Wiring Harness
Trucks ‘47–’54
‘47–’49 wiring harness w/alternator............... $169.95
‘50–’52 wiring harness w/alternator............... $169.95
‘53–’54 wiring harness w/alternator............... $169.95

Generator wiring harness available upon request

Satisfaction Guaranteed!

E-mail: patstrks@aol.com
www.patrick antiquecars.com
Air Conditioning (12V only, of course) and suitable only for narrow belt (3/8") pulleys.

We Proudly offer the superlative kit from Old Air, which features an attractive, under-dash plenum that really “looks like it was made for it”. Behind-the-dash unit is virtually invisible, and handles both heat and cool. No more old, leaky, repainted factory heaters, soaked carpet and rusty floors!

Under-hood details are specifically designed to Patrick’s specs for neat, uncluttered firewall, sleekest appearance, and ease of service.

Enjoy some highway cruisin’ without the wind-blown look, obnoxious noise and odors, conversing in a normal tone. Life is good!

Our unit includes a huge 16” condenser fan, that is temperature controlled, to reduce under-hood heat. If you like it really nice, opt for the polished compressor and chrome dryer.

Bring a whole, new level of all-weather enjoyment to your truck.!

*All the Chevy ‘6 cylinder engines from ‘53 thru ‘62 left the factory with 3/8” belts, with the exception of ‘55 (1st) ‘261s. However, do not assume that your engine has the narrow belt pulleys without first verifying before ordering. Also observe whether your engine has the “high” water pump, with half its height above the head gasket, or the “low” water pump, which is entirely below the head gasket, so that we supply you the correct compressor/alternator brackets.

Complete Kit..........................$1,495.75
For Chrome Dryer, polished compressor, trinary switch, add......................... $300.00

Convert to Install Air Conditioning

Exclusive design uses ordinary single-groove crank pulley, so no rare or obsolete parts to find! Fits current Sankyo (SD-508) compressor, GM Alternator for widest selection of units. Both brackets, adjusting straps, mounting hardware & instructions included. Compatible with stock exhaust manifold, tubing headers or Fentons, all intakes except triples. Not made for factory power steering installations. (belts not included)

“Early set (‘53-‘55 1st)
“Late” set (‘55/2nd thru ‘62)

.................................$11 9.95

(note: only for 3/8” belt ‘216, & 261)

Includes all hardware
1937-1954 Chevy/GMC Pickups
HI-SPEED REAR ENDS
“Spend some time in the left-hand lane!”

As seen in “Truckin’ Classic Trucks” magazine

1 pc. Torque Bushing (with seal)
Front Pinion Bearing
Rear Pinion Bearing
Pinion Shims
Carrier Bearings (2)
Axle Bearings (2)
Axle Seals (2)
Front Gasket
Rear Gasket
Ball Seal Kit
New Lower Price for Installation Kit...............$299.95

www.patrickssantiquecars.com
e-mail: patstrks@aol.com

SATISFACTION GUARANTEED!
HI-SPEED REAR ENDS

‘55-’62 1/2 TON

3.38:1 RATIO

NOW!

3.38:1 RING AND PINION... $399.95
‘55-’62 PICKUP / 3.38:1 INSTALLATION KIT

Everything needed to make things really new.

- Pinion Nut
- Pinion Seal
- Pinion Shims
- Front Pinion Bearing
- Rear Pinion Bearing
- Carrier Bearing (2)
- Axle Bearing (2)
- Axle Seals (2)

Front / Rear Gaskets (3rd Member)

Package Price (complete).................................$225.00
Lite Kit.............................................................$145.00

Beautiful...

NEW

Chrome Differential Cover

for

‘37-’62 Chevy 1/2 Tons! $49.95

Top-off your 3.55:1 or 3.38:1 conversion kit with this premium showpiece

C.O.D. WELCOME

(520) 836-1117 for information or ordering

E-mail: patstrks@aol.com

www.patricksantiquecars.com
Here’s the answer to the Chevy truck’s trannie problem: poor ratios—that is, too big a drop between shifts. The GM Saginaw cast iron 4-speed acts like it was MADE for our favorite 235 6-cylinder.

Notice on the graph just how nearly identical each of the 3 shifts is! They are spaced just like the engine needs them; putting it in the ideal operating range. You’ll hardly believe the behavior change this brings. Now the truck just scoots through traffic.

Installation is a snap! The trannie already fits every Chevy truck bellhousing, ‘48 or later and, Patrick’s exclusive torque-tube conversion kit fits it to the stock driveline on ‘48-’54 1/2 tons! That’s right! It bolts right in without cutting, welding, butchering or modifying anything-frame, cross-member, or driveshaft.

The specially designed shifter gives the installation that just-right original look! The stick is the right length, the right shape; even the stock 4-speed shift pattern is retained.

Check out the specs on the 4 sets of ratios, and note that the 3.11 low is the preferable one. You’ll observe that it’s identified by the 2 grooves around the input splines. These trannies are plentiful and inexpensive.

Then, send for your Patrick’s Saginaw kit, and enjoy your truck like you never have before. You’ll get the custom tailhousing that adapts right into your torque-tube, the specially designed shifter, complete with stick, arms, rods, boot and beautiful stainless hold-down plate; and, complete, uncomplicated instruction, with lots of pictures to make it easy.

(Note: Since the Saginaw is 1to1 in high gear, it does not affect cruise speed. ‘40-’62 trucks use Patrick’s new high-speed ring and pinion sets. It’s what we’ve waited 40 years for!)

**SATISFACTION GUARANTEED!**

**4-Speed Transmission Conversion**
for
**1948-1954 Chevy or GMC Pick-Ups**

**For Torque Tube**
Chevy or GMC
* ’48-’54 1/2 tons

**For Torque Tube**
Chevy or GMC
* ’48-’54 1/2 tons

**TORQUE-TUBE ADAPTION KIT**
(you supply trannie)

**Complete Kit** (for torque-tube ‘48-’54 1/2 ton).......................$ 499.95
**Floor Pan (laser cut)**..........................................................$ 79.95
**Core Charge for Mainshaft (exchange refundable)**....................$ 100.00

**TRANSMISSION MOUNT FOR ‘47-’54 PICK-UP**
Authentic reproduction of factory original with grease-resistant neoprene insulator.
Not a repaired or rebuilt unit, brand new.................................$ 59.95

**ORDERS CALL: (520) 836-1117**

e-mail: patstrks@aol.com
www.patricksmuseum.com
1955 1st Series to 1962
Open Drive Line
Saginaw Shifter

For Open Drive Line

* Pre ‘55 with converted driveline

*’55 & later chevy cars or trucks

Make it like new!

SAGINAW REBUILD KIT

Bearings, cluster and input needle rollers, thrust washers, snap rings, gaskets and seals.

Complete.................................................................$ 125.00
Brass synchro’s (as needed)..........................$ 15.00ea.

OPEN DRIVE LINE SHIFTER

‘55 (1st) and later trucks get all the advantages of the Saginaw, but use it as it comes, open driveshaft style by ordering Patrick’s Saginaw Shifter Kit, the custom shifter, stick, and linkage.

Complete Shifter Only Kits.........................$ 299.95

Other Accessories

Door Weatherstripping: $ 24.95
( enough for the complete perimeter of both doors)

This is the only version we have found to fit properly! many styles are too thick, which never lets the door close properly. Very frustrating, having to slam the door, and having it stick out too far. This superior style lets the door close properly, flush.

Miscellaneous Truck Parts

Fuel Pump, traditional with Glass bowl,
All ‘216, ‘235, ‘261 and Jimmys: ‘228–’302
.................................................................$49.95

Fuel Sending Unit .......................$39.95
Thermostat 180 degree.........................$9.95
Camshaft Thrust Plate.........................$11.95

(520) 836-1117 for information or ordering
**NEW RADIATORS**

‘47-’55 1st CHEVY OR GMC

**Standard (3-Tube)**
- Painted top Tank $450.00
- Polished top Tank $500.00

**DESERT COOLER (4 Tube)**
- Painted top tank $500.00*
- Polished top tank $550.00*

New Radiators polished top tank, as shown or plain (painted) not “rebuilt” Every part new, tanks (upper and lower) core, mounting straps.

And, Patrick has ‘em made with mounting holes for both “high” water pump (55 1st, or earlier, engine) and “low” water pump (‘55-62) engine.

This allows more favorable relationships to fan height for better cooling. Offered in “standard” (3-tube) and “Desert Cooler” (4-tube) which is recommended for warmer temps and/or air conditioner applications.

---

**‘47-’54 CHEVY TRUCK STRAIGHT AXLE SWAY BAR**

Ultimate in handling
Bolts-on, Easy to install
$159.95

---

**‘47-’53 TRUCKS - 16 GAUGE STAMPED STEEL REAR GRAVEL SHIELD. ONLY! $149.95**

* Beautiful styling accessory
* Looks original
* Covers unsightly bumper braces
* E-Z installation
* No holes to drill!
* Add your own custom touch

---

**Roller Bearing Front Wheel Conversion**
Includes: (2) Inner Bearings
(2) Outer Bearings
(2) Inner Seals

‘41-’54 Passenger 909052...........................$179.95
‘41-’59 1/2 Ton 909001..............................$179.95

---

ORDERS CALL: (520) 836-1117

www.patrickssantiquetrucks.com
e-mail: patstrks@aol.com
SUSPENSION PARTS

THE LOOK!

BEFORE

THE ANSWER!

BEFORE

AFTER

PATRICK’S OWN
FRONT AND REAR LOWERING SPRINGS
(‘47-’55 1st series 1/2 tons)
Smother Ride
Good Lookin’ Stance
E-Z Installation
Everything is LOW, even the prices!
* Front Springs..............................................$425.00
* The 2” lowering block kit (complete)...........$49.95
* A Complete shackle/bushing kit, both sides..$49.95
* A pair of right length, Gabriel Premium gas charged shocks (front).................................$69.95
REGULAR................$594.85
Complete Front Kit Price.....$550.00

Shock Absorbers
Gabriel Premium Gas Charged Shocks

*‘50-’54 1/2 ton trucks
Front Shocks: (82049) w/low springs.....$ 69.95 pr.
Rear Shocks: (82066) w/low blocks......$ 69.95 pr.
Rear Shocks: (82155) w/low springs.....$ 69.95 pr.

*‘55-’57 1/2 ton trucks
Front Shocks (81147) stock..................$ 74.95 pr.
Front Shocks (82021) w/low springs.....$ 74.95 pr.
Rear Shocks (82060) ‘57-’59..............$ 74.95 pr.

* ‘47-’49 trucks have lever shocks.

Motor Mounts
‘47-’54 Tks. Front Mount Pad.............$15.95
‘47-’54 Tks. Rear Mount Mt. (ea)...........$16.95
‘35-’51 Passenger Car Front (ea)..........$50.00
“35-’48 Passenger Car Rear (ea)..........$29.95
‘55-’59 Tks. Front/Rear Call for pricing

Seat Belts/Shoulder Harness

Be Safe! Install seat belts in your truck. Simple and easy.
Seat Belt/ Shoulder Harness Set..........$119.95/ea
Center Lap Belt (not shown)...............$29.95

*ALL BRACKETS INCLUDED!

www.patrickssantiquetrucks.com
e-mail: patstrks@aol.com
1. #2136477: Open (Hemi) chamber, small ports (7/16'). Served as the only head, apparently, for '228, '236, '248, '256 & '270 from 1939 thru approximately 1954, with the sole exception of some '270’s which got the new big-port “H” head (below). Compression was established by size of lump on the pistons.

2. #2193417: The legendary “H” head - open chamber, with large 1 3/4” intake ports, introduced in 1950 and used only through ’51 or ’52 when GMC introduced the new, larger-displacement.


4. #2194819: Small ports and small chamber. This head was apparently introduced about 1954 to allow lighter, flat-top (or even dished!) pistons on ’248 and ’270 engines. ’236 and ’256 engines were already gone and now ’228 and ’248 were dropped, leaving the ’270 to serve in everything down to 1/2 ton. These (6) engines are the “small-block” Jimmy family; sharing rod and main bearing sizes, connecting rods and head-bolt pattern. Theoretically, any of the above heads could be installed on any of the blocks. However, the ‘477 head would be limited in performance by the small ports, and pistons would require some sort of lump (or, “pop-up”) to make adequate compression. The ‘417 and ‘983 heads make excellent performance application with their large ports and good chamber design, though they are best installed on their respective blocks: ‘417 on a ’270 and ‘983 on a ‘302 due to piston configuration. By noting the photo, it is apparent that the ‘302 head would interfere with the ‘270 piston, and the “H” head would make less compression with the ‘302 piston. The 2194819 head is a poor performance candidate by virtue of its small ports and restricted chamber. (note that parts number reveals introductory sequence) None of the stock GMC pistons is recommended for a performance engine, due to their excessive weight.

GMC Engines:
‘228, ‘248, ‘270 and ‘302*

Used in various trucks 1/2 to 2-1/2 ton
These engines were the same physical block size, so can be interchanged in most applications.
This makes the engine swaps relatively easy.

No need to guess or wonder:
the first three digits of the engine serial number, stamped behind the distributor, indicate its size
(228....), for example. (see photo lower right.)

All the proprietary GMC engines had full-pressured oiling. No “Babbit Pounders”

(520) 836-1117 for information or ordering
www.patrickssantiquetrucks.com
e-mail: patstrks@aol.com

This number is located behind the Distributor on every GMC engine, as above.
GMC PERFORMANCE PARTS

CAST IRON HEADERS.......... $259.95
Now includes pipe flanges

Jet Hot Finish for Fenton Headers...............$179.95
Beautiful Stainless Steel ceramic finish

Single 4bbl. Intake (alum. includes carb plate)...$259.95
Big-port design for maximum performance. Fits '228, '248, '270 and '302. Holly mount-plate included.
Jet Hot for 4 BBL Intake.........................$179.95

HOWARD “JIMMY” INTAKES

The legend is back!

This long-time favorite affectionately reproduced in memory of it’s originator, Howard Johanson. Use 2, 3 or all 5. 3-bolt Ford carbs ('97’s only for all 5, due to clearance.)
Manifold only.................................................$ 259.95
Linkage:
2-Carb. Linkage..............................................$ 25.00
3-Carb. Linkage..............................................$ 32.50
5-Carb. Linkage..............................................$ 40.00
Offy finned aluminum blank-off plates........................$ 14.95 ea

Many basic items for Chevy trucks also work for GMC.
This does not hold true for engine parts, but body parts,
Electrical items, transmissions, rear end parts, all interchange

Patrick’s Performance Cams
Choice of grind. A favorite for GMC ‘6 performance
Cam (your cam core)............................................$149.95
Tubular Push Rods.............................................$ 51.00
Competition Springs.........................................$ 59.95
Lifters (set, mech.).............................................$ 109.95

Orders Call: (520) 836-1117
e-mail: patstrks@aol.com
www.patricksantiquecars.com
### GMC REBUILD PARTS

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<th>Part #</th>
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<td>GMC Oil Pump 228-270</td>
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<td>GMC Oil Pump 302</td>
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<td>GMC Lifters (Iron cam)</td>
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<tr>
<td>GMC Lifters (steel cam)</td>
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**NEW**

GMC ‘47-’54 Maintenance Manual..........................$25.00

**ELECTRIC WIPERS - 12 VOLT**

‘47-’53 GMC.........................................................$ 209.95
‘54-’55 GMC (specify)...........................................$ 209.95

**NEW: Adapter port-rings** for Jimmy’s-allow use of Big-port intake manifolds on small-port head, or Small-port intake manifolds on large port head.

**Clutch Rebuilding Service**

(Your Core)

Clutch, Disk and Pressure Plate

9” & 10”.................................$ 159.95
11”.................................$ 221.77
Throw-out bearing..................$29.95

Great Service, beautiful results, quick turn-around

---

Stock: 43oz

Venolia: 29oz

VENOLIA Forged Aluminum Pistons with fitted pins

**WE HONOR**

(520) 836-1117 for information or ordering

www.patricksansantiquecars.com

e-mail: patstrks@aol.com
GMC

<table>
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<tr>
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<th>Bore</th>
<th>Stroke</th>
<th>Year</th>
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<td>3 3/16&quot;</td>
<td>’39-’54</td>
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<tr>
<td></td>
<td>(.5625)</td>
<td>(.8125)</td>
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<td>236</td>
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<td>3 13/16&quot;</td>
<td>’41-’46</td>
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<tr>
<td></td>
<td>(.625)</td>
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<td>248</td>
<td>3 23/32&quot;</td>
<td>3 13/16&quot;</td>
<td>’40-’54</td>
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<tr>
<td></td>
<td>(.71875)</td>
<td></td>
<td></td>
</tr>
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<td>256</td>
<td>3 25/32&quot;</td>
<td>3 13/16&quot;</td>
<td>’41-’46</td>
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<td></td>
<td>(.78125)</td>
<td></td>
<td>(2nd ed. only)</td>
</tr>
<tr>
<td>270</td>
<td>3 25/32&quot;</td>
<td>4&quot;</td>
<td>’41-’59</td>
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<tr>
<td></td>
<td>(.78125)</td>
<td></td>
<td></td>
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<tr>
<td>302</td>
<td>4&quot;</td>
<td>4&quot;</td>
<td>’52-’59</td>
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variations: bore/stroke

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<th>Stroke</th>
<th>Year</th>
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<td>(239.22)</td>
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<tr>
<td>236</td>
<td>(247.69)</td>
<td>3 5/8&quot;</td>
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<tr>
<td>248</td>
<td>(260.67)</td>
<td>3 23/32&quot;</td>
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<tr>
<td>256</td>
<td>270</td>
<td>3 25/32&quot;</td>
</tr>
<tr>
<td>302</td>
<td>302</td>
<td>4&quot;</td>
</tr>
</tbody>
</table>

The above box gives specs on all the “small block” family of GMC in-line 6’s (bore/stroke) and years of production. Notice that 228 thru 256 engines came with the short (3 3/16") crankshaft. Only the 270 and 302 versions had the “long” (4”) crankshaft from the factory.

The section marked “variations: bore/stroke” let’s us play with the numbers a little, showing exactly what displacements would result if we swapped 4” cranks into the small blocks, or the short crank into the larger blocks.

All of the above engines were “proprietary”, that is installed only in GMC chassis, here in the US (never in Chevrolets). On the contrary, our Canadian friends had Chevrolet engines installed in their GMC trucks!

GMC 302
Fenton Headers
Howard Intake
Beehive
Chromed:
Stock Rocker &
Side Cover
Timing Cover
see following pages

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e-mail: patstrks@aol.com
www.patrickssantiquecars.com
Chevy Engine I.D.

Below is seen the “early”, high water pump, which extends well-above the head gasket surface (being pointed out, in the picture). This style water pump was on every 6-cyl-’216, ’235, & 261 through ’54 passenger and 1st series ’55 trucks. (the ones that look the same as ’54). (’37-’39 ’216s had

This engine is ’55-’62 ’235 with water pump in place.

View of ‘55-’62 ’235 with water pump removed.

This engine is ’53-’54 ’235 with water pump removed.

Also notice how close the water pump comes to the thermostat housing. The later (’55 (2nd)-’62/”low”) pump is much farther below.

View of ’53-’54 ’235

.........Look at the following features:

First: Every engine with a rocker cover that attaches with (4) screws at the lip (2 on each side) is already perfectly suited.

a. it is ’54 or later, (and therefore, full pressure)

b. Only (2) further questions remain:

1. exactly what year is it? And,

2. is it a ’235 or ’261.

No need to look further (unless your splash engine is ’53 or ’54 passenger: in which case, you’ll need to examine the block for the sidemount pattern you’ll need. More on this follows).

The cover plate, shown above, is a dead give-away that the engine is a splash-oiling “babbit pounder”-walk away. (With only one

Exception, every engine with the 2-stud valve cover will have this plate. That is a ’53 Power Glide engine, which did not. It was

Note: ’52-’54 side-mount bracket. It is this feature with which ’52-’54 guys must concern themselves.

Same ’54 engine, without bracket.
ENGINE SWAP INFORMATION & PARTS

Identify your Engine Casting Number

Now that we’ve determined that we have found the right engine, let’s settle all the questions: is it a ‘235 or ‘261? The 7-digit block casting number (seen ahead of the distributor hole and, beginning 3-7 or 3-8, will tell us.

And, exactly when was this block made? That is specifically shown in the 2nd set of cast (raised) numbers from the rear or the passenger side (as highlighted for emphasis in the above photo, this block was cast on Nov (“K”) 3, (195) 5. (Now pause and think a second: into what year vehicle was this block installed?) Answer: 1956 (!) Remember, the “new” models were always introduced in late September (“I”) every year; so, blocks with I, J, K, & L casting dates would have been put into the next “year’s” model! Get that? (Ain’t this fun?!)

Later, when it’s rebuild time, there’ll be (1) last bit of trivia to discover: does your engine have the “early” or “late” main bearings? And, here’s the answer to that one (knowing this will save you unnecessary delay and confusion, when it comes time to order parts). And the key is: “how the upper half, the half in the block - is held in.

If it has a dowel (dimple), like the half in the main cap, it’s early. (above)
# CHEVY ENGINE REBUILD PARTS

![Engine Image]

## ‘235 and ‘261 (‘56-’62) Rebuild Kits

<table>
<thead>
<tr>
<th>Package Pricing/235</th>
<th>‘235</th>
<th>‘261</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pistons Std. To .080</td>
<td>$199.95</td>
<td>$249.95</td>
</tr>
<tr>
<td>Rod Bearings, Std. To .030</td>
<td>$59.95</td>
<td>$59.95</td>
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<tr>
<td>Main Bearings Std. To .030</td>
<td>$119.95</td>
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<td>Cam Bearings Lg.</td>
<td>$25.42</td>
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<tr>
<td>Engine Gasket Set</td>
<td>$89.95</td>
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<tr>
<td>Soft Plug Set</td>
<td>$14.95</td>
<td>$14.95</td>
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<tr>
<td>Oil Pump ‘56 -’62</td>
<td>$115.95</td>
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</tr>
<tr>
<td>Total Regular Price</td>
<td>$666.07</td>
<td>$726.07</td>
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<tr>
<td>Special Pkg. Price ‘56-’62</td>
<td>$599.46</td>
<td>$653.46</td>
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## ‘235 and ‘261 (‘53-’55) Rebuild Kits

<table>
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<th>Package Pricing/235</th>
<th>‘235</th>
<th>‘261</th>
</tr>
</thead>
<tbody>
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<td>Pistons Std. To .080</td>
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<td>$249.95</td>
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<tr>
<td>Rod Bearings Std. To .030</td>
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<td>Main Bearings Std. To .030</td>
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<td>Cam Bearings Small</td>
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<tr>
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### Before you Order:
1. Disassemble your engine
2. Have the block magnafluxed, cleaned & bored if necessary
3. Obtain piston and ring size.
4. Have crankshaft turned if needed. Determine sizes for rod and main bearings.
5. Now, you are ready to order parts.

We extend your 10% “engine kit Discount” to any other items you

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email: patstrks@aol.com

(520) 836-1117 for information or ordering

SATISFACTION GUARANTEED!
# Chevy Rebuild Parts

<table>
<thead>
<tr>
<th>ITEM / APPLICATION</th>
<th>STOCK #</th>
<th>PRICE</th>
<th>QUANTITY</th>
<th>AMOUNT</th>
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<td>Main Bearings ('56-'62) '235 Std.</td>
<td>MS1721</td>
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<td>Chrome Ring Sets (Above sizes, add $15.00)</td>
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<tr>
<td>Cam Bearings (small) (2.030) '235 to mid '54</td>
<td>CH3</td>
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<tr>
<td>Cam Bearings (large) (2.153) mid '54 and later.</td>
<td>CH2</td>
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41 Engine Gasket Set '235
42 Engine Gasket Set '261
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<th>ITEM / APPLICATION</th>
<th>STOCK #</th>
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<td>Aluminum Cam Gear only</td>
<td>2514</td>
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<td>V188X</td>
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SWAP YOUR ‘216 CHEVY “6” FOR A ‘235

If you own a ‘37-’53 early Chevy car or truck with a “splash oiling” ‘216 or ‘235 engine, and want a smooth, powerful daily “driver”, installing the later full-pressure ‘235 is the answer.

This new design was first installed in ‘53 passenger cars with PowerGlide, thereafter in all models and sizes (passengers and commercial).

Not only does the swap happen easily, without butchering or modification, it brings improved performance and reliability from full-pressure oiling, insert rod bearing, and lighter-weight aluminum pistons not to mention improved breathing, thanks to larger intake valves and ports.

Read on for the (9) simple installation tips and identification clues to help you score the right engine: This is one swap “made in heaven”.

1. The rear of every Chevy ‘6’ block (‘216, ‘235, or ‘261) is the same from 1937 through 1962! And, the flywheel/crank-flange pattern is the same from ‘40-’62! We obviously have wonderful interchangeability. Therefore, using pure Chevy parts, any engine from ‘37-’62 can be installed into any chassis (car, truck, etc.) from ‘37-’62! You will however, need to pick the right parts: here’s how....

Whenever you’re putting the donor engine into (‘41-’53), re-use your original bell-housing, flywheel, and starter. This means your rear motor-mounts remain unchanged. ‘37-’40 installations will need to get a ‘41-’54 wide-tooth (#139) 6-bolt flywheel off any ‘216, ‘235 or ‘261; then, use their original bell-housing starter. The 6-volt starter is just fine, even if you’re converting to 12-volts; it’ll love it! (Final Note of Caution: The fine-tooth (#162) ‘55 and later flywheel will not mesh with your original starter! Do not use it.)

*’37 chassis (Pass or comm.) are all alone in (3) additional requirements:
1. must obtain a ‘41-’54 throwout arm (and pivot ball).
2. replace throwout thrust washer with a ‘41-’62 throwout bearing, and
3. obtain and install a transmission throwout bearing retainer from ‘38 or ‘39 Chevy transmission.
2. Pre-‘49 cars and trucks will have to slightly alter the exhaust pipe to fit the ‘235 manifold. (Nice time to install “duals”, isn’t it? Hint. Hint.) By the way, ‘216/’235 exhaust/intakes won’t mix and match. And, although the entire ‘216 manifold set can be bolted to the ‘235 involved, it’s a bit Mickey Mouse since the port rings will have to be eliminated due to the ‘216’s smaller port size.

3. If your “new” ‘235 has the big water-temp. hole, ask NAPA for Balkamp part # 701-1798 (Weatherhead calls it part # 202x5x4). Now, your original temp. sender fits.

Let’s solve the “hydraulic or solid lifter question” now... “Solids” were the rule on every Chevy ‘6’ through 1949 (either ‘216 or ‘235 “Loadmaster”). Between 1950 and ‘57, solids came with every commercial or “stick” (passenger) transmission, whether ‘216 or ‘235 or ’261 engine. Hydraulics went only with PowerGlide equipped cars. From ‘58 to ‘62, every block was drilled for hydraulic lifters, though some had solids installed. (Hydraulic lifters will only function in a block that has the oiling passage drilled through the lifter bores) this hole will be plugged and visible on the rear of the block, just above the cam plug. (**special note: there are, currently, no satisfactory aftermarket hydraulic lifters available. So, we suggest you install a solid-lifter cam/lifter combo.)

‘58-’62 engines must use a lifter with chamfered sides to prevent shutting off rocker arm oil! NO oil line from rear cam bearing to block-center will be found in the pushrod chamber of these engines; and, in addition to the I.D. criteria (above), will have a triangular side-mount pattern.

Mention MUST be made of the Federal reduction of gasoline lead-content to .1gm/gal. beginning January 1, 1985. This amount of lead additive is 1/10 of the amount your engine was designed for, and, continued operation will effect exhaust valve seat life. Take the time, while you’re building your engine, to have the no-lead exhaust valves and seats installed in the cylinder head! (You’ll do it sooner or later.) Call Patrick’s for the parts.

ADDENDUM

1. SPECIAL NOTE for all 1952 and ‘53 passenger. Your cars have a side-mount arrangement which will require locating a full-pressure block from either a ‘53 PowerGlide or (any ‘54) car or truck. (See add’l pics and details in eng. I.D. section).
With a bit of perserverance, a 58-62 block can be installed, by modifying the 53-54 mount brackets. Using a 55-57 block will require reverting to ‘49-’51 mounting: front mounts and side mounts and brackets (the bolt on’s at the bell-housing and axle brackets extending off the frame rails)
2. Identifying the full-pressure you want to install: (Remember, you’re looking for a ‘53 PowerGlide, or anything later.)

A. Simply checking the style of the water pump will take care of about 90% of the prospects. If it has a pump whose entire body is below the head gasket surface, rather than half on the block and the upper half in front of the head, it’s gotta be ‘55 (2nd) through ‘62. You’ve found it. The search is over. Disregard any of the next criteria.

B. Check the rocker cover (“valve cover”). If it’s held on with four (4) screws (2 on each side), it’s a ‘54-’62 and the right one. Look no further; you just scored.

C. Walk on by any engine with the tall pushrod cover that surrounds the spark plugs. It is a “babbit pounder”.

D. Also eliminate any engine with the little, tell-tale triangular plate and curved oil line in the middle of the driver’s side. This tells you it has the dreaded dipper rods and splash oiling. The driver’s side of the engine you want is “clean” (no plate or line). see photo, page 22.

E. Disregard any engine with the studs through the rocker cover, except one: the ‘53 P.G. (first year); but, it will be without the above plate and line, too.

F. Want to pinpoint engine I.D.? On the block above the end of the starter will be an initial (A-L), followed by either (2) or (3) numbers. The initial represents the month: the numbers are the day and year the block was cast. Now, then, no more guessing! (see page 24)

3. A note on front mount plates. They will interchange on every Chevy ‘6’ (‘216, ‘235, or ‘261) built from 1937 thru ‘62! This matches the bellhousing story. It’s another story, but the fronts and rears of every Chevy ‘6’ are also the same as every GMC “small” ‘6’ (‘228, ‘236, ‘248, ‘256, ‘270, and ‘302)! Obvious why these were popular swaps!

4. Throttle linkage may need modifying if your block’s bellcrank mount hole is further back (toward firewall). Easy...some of the curve will need to be taken out of the accelerator rod. Squeeze it in a vise ‘till it makes it’s travel without rubbing the floor pan (as installed in the bellcrank, without return spring). When that’s done, measure how much it needs shortening by bringing the whole linkage assembly to “full throttle”. Simply cut that amount out of the slender part of the rod and re-weld. Done!

5. Front engine mount pad(s) should be installed on the engine before putting it between the fenders, since the pass. side bolt may only go into the mount with the timing cover and “harmonic balancer” removed. (See front mount hole in addendum, item #3)
6. Water pump / generator alignments depend on each other. Install the water pump first. If your ‘235 wore the long water pump pulley, **DO NOT BEGIN HACKING ON THE RADIATOR CORE SUPPORT and/or LATCH PANEL!** Patrick’s has the short pump and special pulley for only $139.95. This allows for the use of the larger, late-model fan, which provides better cooling. (Note: it is not correct to press the early ‘216 pulley onto the late water pump, since this spins the impeller approximately 190% of design speed, and may even cavitate the water, causing overheating. In addition, the old, back-woods method can literally be dangerous, since it requires using the ‘216 “low speed” fan which is turned far beyond its design safety.)

7. Now, align the generator with the water pump pulley. If you wish to switch to an alternator at this point, Patrick’s has the bracket set for only $59.95. (specify year.)

8. Radiator Hoses and sizes. Upper hose may require re-use of your ‘216 thermostat housing. No sweat, bolt it onto the ‘235 cylinder head. Lower hose may need to be dual-size. Your neighborhood parts house has them available.

9. Crankshaft Pilot Bushing. Check for the presence of this vital item if you’re putting a “stick” tran-nie behind the later ‘235! (if the engine came with automatic, it may not have one). Chevy part #3752487. Install with chamfered hole toward you. Drive bushing flush.

10. Enjoy!

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**Pssst! Hey, Mister; you maybe wanna see some Ford Flathead goodies?**

*Ask Patrick for a catalog!*

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**The Patrick’s Warranty:**

“If you’re not happy with it, I own it!”

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**Mail:**  
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Casa Grande, AZ 85130  
UPS  
1079 West Main Ave.  
Casa Grande, AZ 85122

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Don’t forget: Identify your engine, page 22. Next, disassemble the engine, have the block Bored and cleaned, then you are ready for
CONVERT YOUR 6-VOLT VEHICLE TO 12-VOLTS

This is one of the most rewarding gestures you can do for your favorite old car/truck and yourself, comparing time and money spent to amount of benefit gained.

No more hard starting, hot or cold; no more dim, yellow (dangerous) headlights; no more accessories that aren’t compatible.

Instead, you have a new degree of serviceability, safety, and ease of operation. And, it can all be done in a couple of hours, inexpensively, and without any serious modifications to originality! Read on.

First, let’s establish that, provided it’s in good shape, your original wiring harness is more than up to the task. 6-volt systems carry twice the Amps of 12-volt systems, which means their wiring is considerably heavier than required.

This is the perfect time, too, to convert vehicles with Positive ground (Ford Products, GMCs, MoPars and others) to NEGATIVE ground. Three little moves get that done:

1. Simply reverse the wires on the Ammeter. (The previous “in” will now be “out” and vice-versa).
2. Also reverse the wires on the coil. Ignition will be on (+) and (-) will go to coil.
3. Finish by reversing the battery cables. POS will now go to the starter, and NEG will go to the ground. Much benefit can be gained by moving “ground” from frame to a starter attachment bolt. Do This! (These three operations are done with the battery disconnected!)

Now, to the conversion itself and the (2) basic approaches: (1) with a 12V generator, or (2) with a 12V alternator, with internal regulator. We’ll begin with the 12V generator approach.
I. Conversion with 12V generator

This is an easy way that retains the originality you may be concerned with. Simply obtain a corresponding 12V generator (making minor bracket or mount change), or have the existing 6V generator converted by installing 12V field coils into the existing generator case. How could it be easier?

Along with original appearance, there is another distinct benefit to this approach, and that is, that a generator will charge a dead battery; an alternator will not! in fact, operating an alternator in a completely discharged system can damage the alternator, since it requires an electrical source to energize. It is true, of course, that any generator system will show “discharge” at idle, while an alternator does not. With the quick recovery of the generator system at “rs”, however, only the most severe loads would overtax it. But, it’s your decision.

II. Conversion with an alternator.

This is probably the more widely used approach but some originality in appearance must be sacrificed. The minimal wiring changes are no big deal.

Use a DA plug (see page 10) which allows discarding the old voltage regulator. Here, the “Batt” wire that went to the regulator is extended to the post of the alternator where it meets the red wire of the DA plug. Then, “heat” is picked up at some convenient “ignit” spot (the switch or the coil wire) and a wire run to the white DA wire. Presto! The old regulator and the “field” and “arm” wire of the harness are also eliminated. Very tidy.

Here are the items and changes that will be needed, according to which procedure is adopted:

1. A 12-Volt battery. (Pick a size that fits the carrier.)
2. A 12-Volt regulator. (If using a generator)
3. A 12-Volt Coil.
4. A fistful of corresponding 12V bulbs (dash, stop/tail, etc.), including headlights.
5. An ignition ballast resistor which will be installed in the wire from the ignition switch to the coil (You’ve seen ‘em on the firewall, like a ‘55 Chevy.) Ballast resistor not needed with a built-in resistor coil (see catalogue) A reducer for each accessory, such as your heater (we have those, too).
6. Use Runtz guage resistor for gas guage and heater resistor...any fuel, temperature and oil pressure other than mechanical.

Note: Certain components will need to be converted to 12 volts. Among them: convertible top motors, overdrive solenoids, and radios. A simple resistor will not work on these.
CONVERT YOUR 6-VOLT VEHICLE TO 12-VOLTS

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Let Us Help you Build Your Engine!

Wayne Set
Page 4

Air/Alt Bracket
Page 9

Chrome Alternator
Page 10

‘235 and ‘261

9” Stainless Steel Air Cleaners
Page 4

Fenton Intake
Page 3

Fenton Headers
Page 3

Fenton Headers &
Fenton Intake
Jet Hot

Fenton Intake &
Fenton Headers
Jet Hot

Need Help Identifying your engine?
Check out page 22 for help!

Wanna’ change to 12 Volts?
See page 31 for info,
Page 10 for parts.

Swapping your ‘216 for ‘235?
See page 27.

The Whole Nine Yards!
Fenton Headers with Jet Hot,
Fenton Intake with Jet Hot,
Stainless steel linkage and Fuel kit,
AC/Alt Brackets,
Patrick’s
New Stainless Steel Air Cleaners,
Wayne Set,
Short Water Pump W/Chrome pulley.

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Everything you’ll need for a solid rebuild or dressed up driver is here, along with time-saving tips and hands-on experience.

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