

# 216/235/261 ENGINE PARTS IDENTIFICATION FLOWCHART

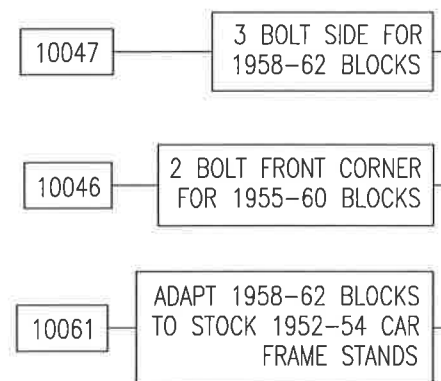
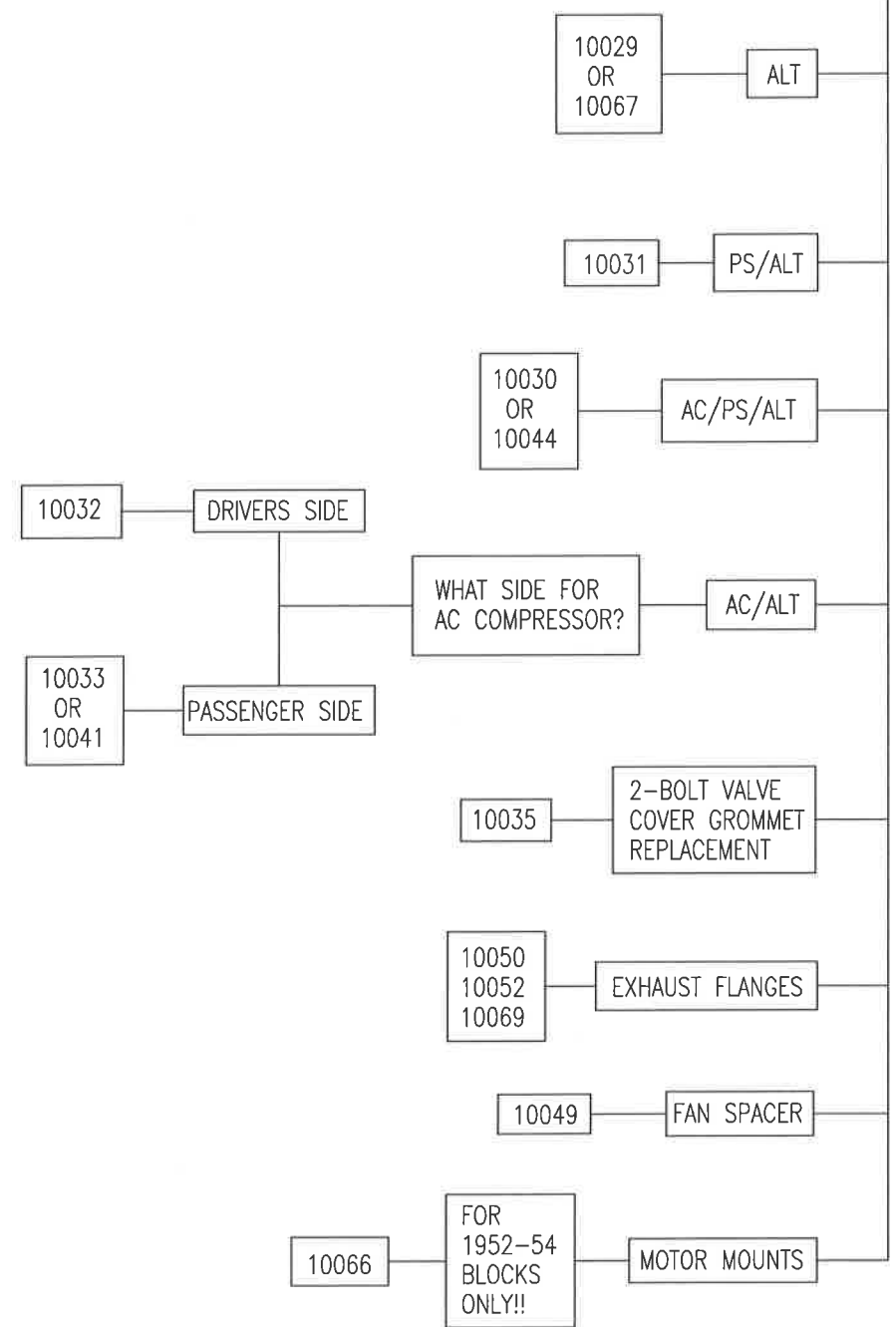
MAKE SURE YOU HAVE TAKEN A LOOK AT THE ENGINE I.D. CHART AND KNOW WHAT ENGINE YOU HAVE BEFORE PROCEEDING !!

216  
235  
261

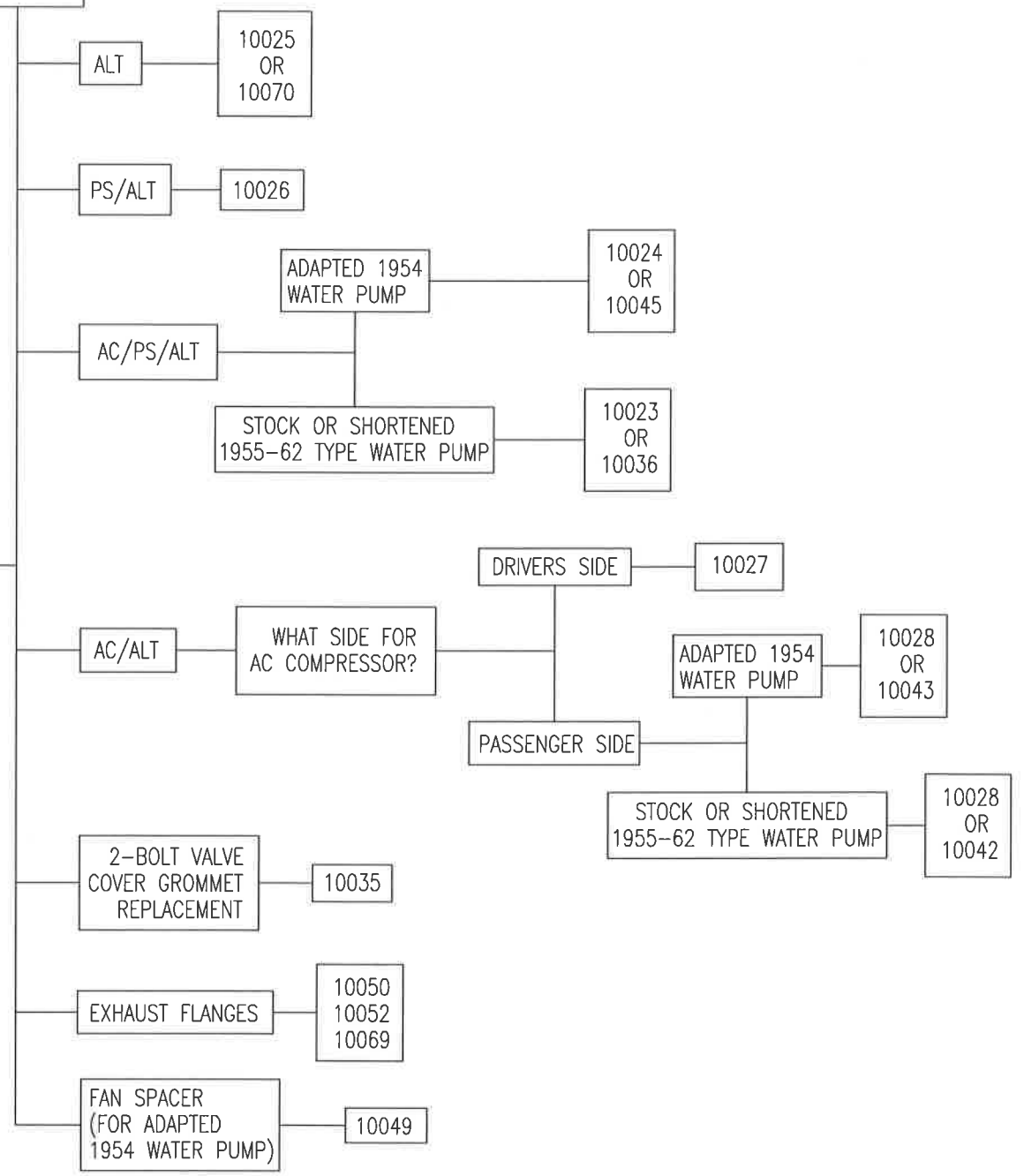
YEAR OF BLOCK?

1937-54 ALL  
1955 1ST SERIES TRUCK

1955-62  
1963 261



MOTOR MOUNTS





**GENERATOR MOUNTING PICTURE AA**

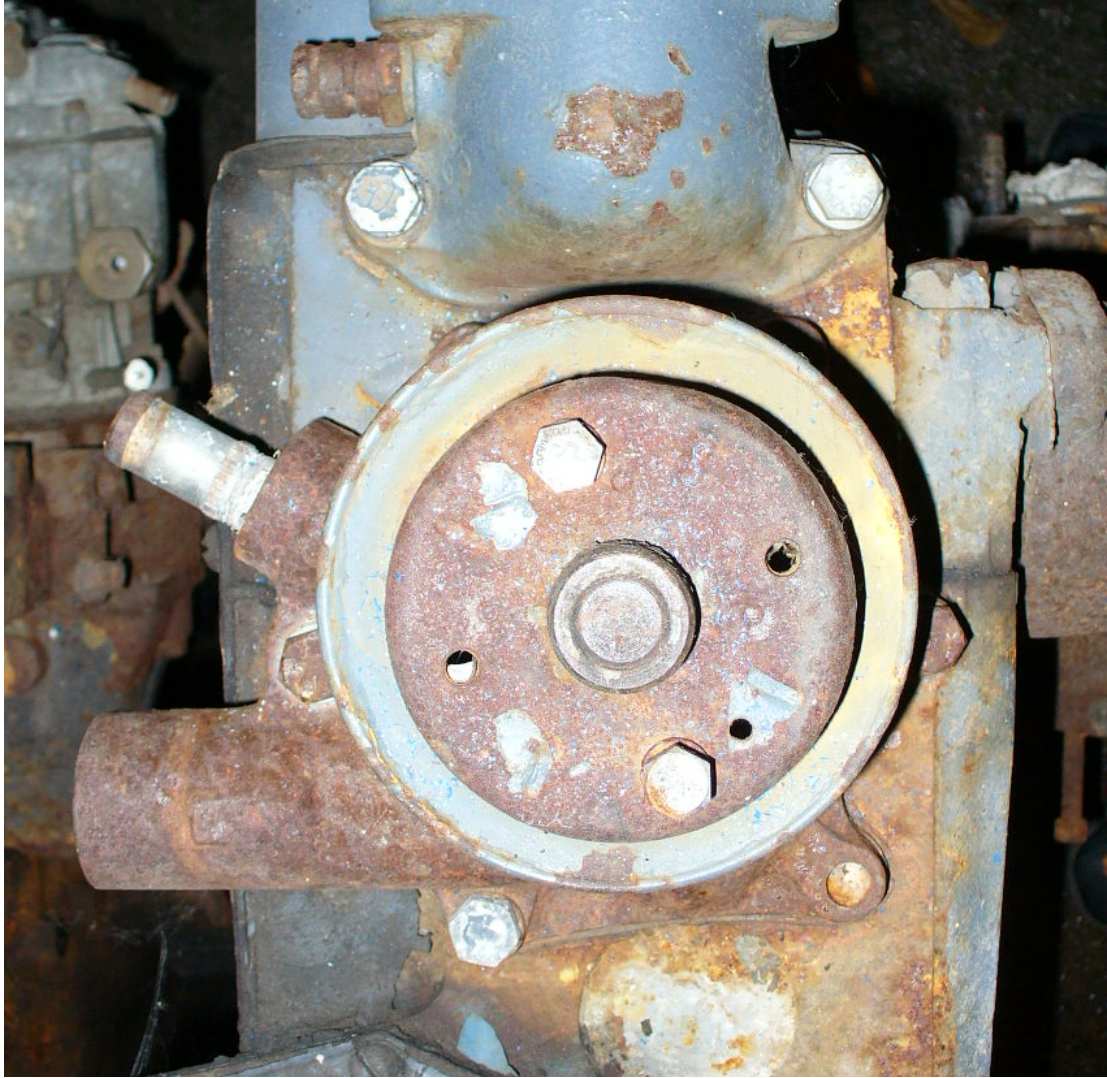
IF YOUR ENGINE HAS TWO VERTICAL BOLT HOLES IN THE OIL PAN RAIL AS SHOW IN PICTURE AA, THEN YOUR ENGINE IS A 1954 OR EARLIER ENGINE (ALSO 1955 FIRST SERIES TRUCKS).



**GENERATOR MOUNTING PICTURE BB**

STARTING IN 1955, THE GENERATOR MOUNTING HOLES WERE MOVED UP OFF THE OIL PAN RAIL AND AT ABOUT A 25 DEGREE ANGLE FROM BEFORE. THE 1955-60 BLOCKS HAD 4 HOLES AS SHOWN IN PICTURE BB. THE 1961-62 BLOCKS ONLY HAVE 2 HOLES AS THE 2 FOR THE FRONT CORNER MOTOR MOUNTS WERE REMOVED FROM THE CASTING.

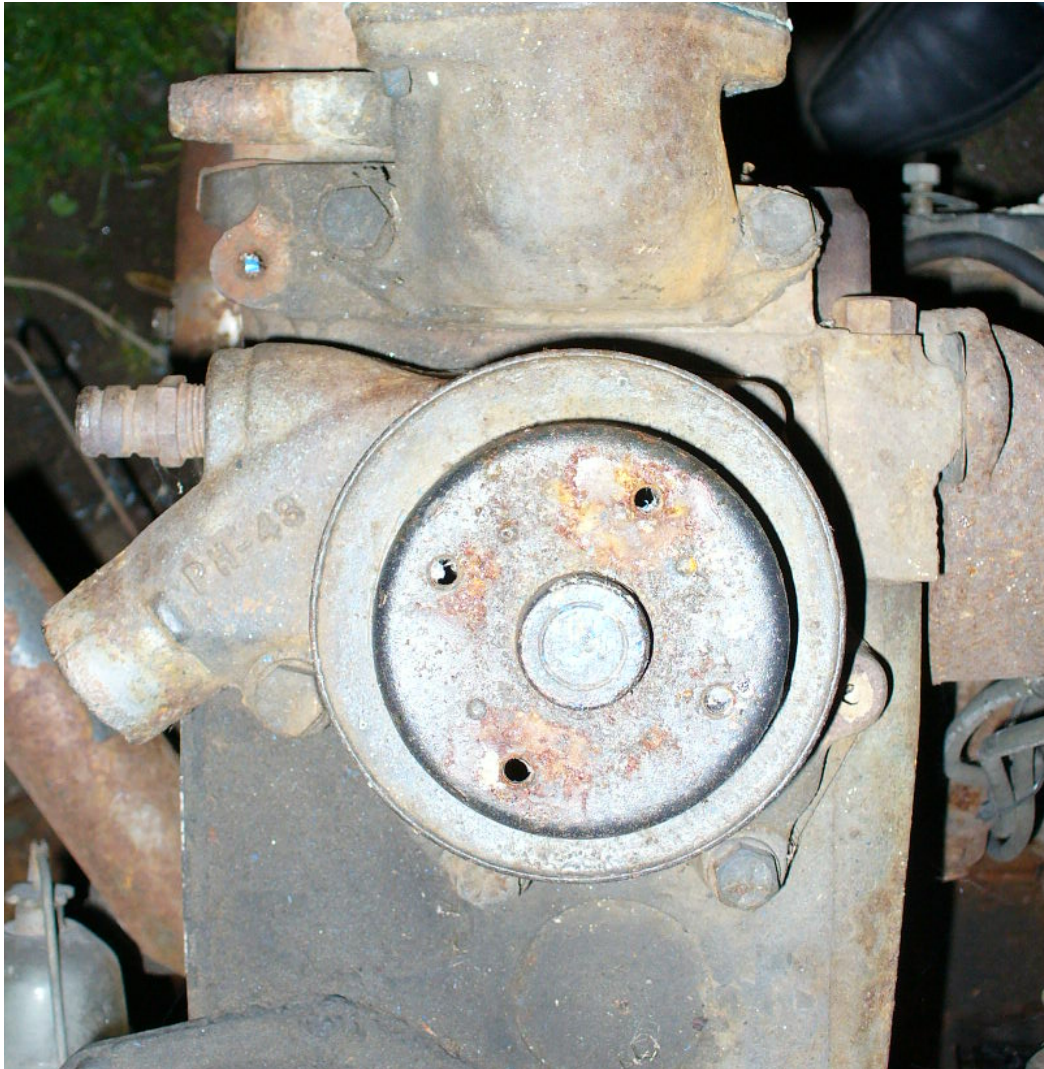




**1937-40 216 WATER PUMP PICTURE CC**

NOTE THAT THE RADIATOR HOSE CONNECTION IS HORIZONTAL AND THE HEATER HOSE CONNECTION IS AT ABOUT 40 DEGREES.

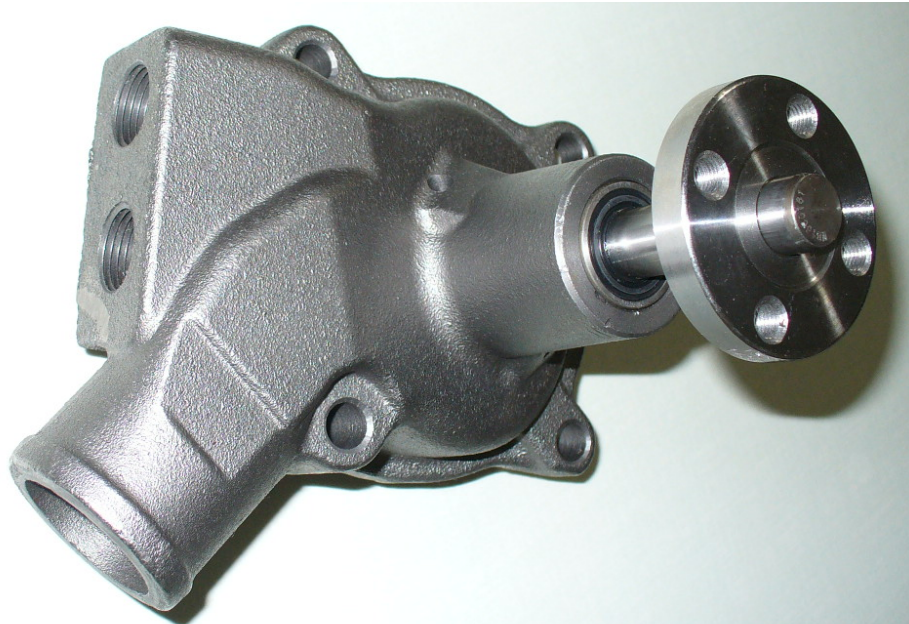
ALSO NOTE THAT THIS DESIGN WAS ALSO USED ON ALL 1939-59 GMC INLINE SIXES AS WELL, ALTHOUGH THE PULLEY WAS A BIT DIFFERENT IN DESIGN.



**1941-54 216-235-261 WATER PUMP PICTURE DD**

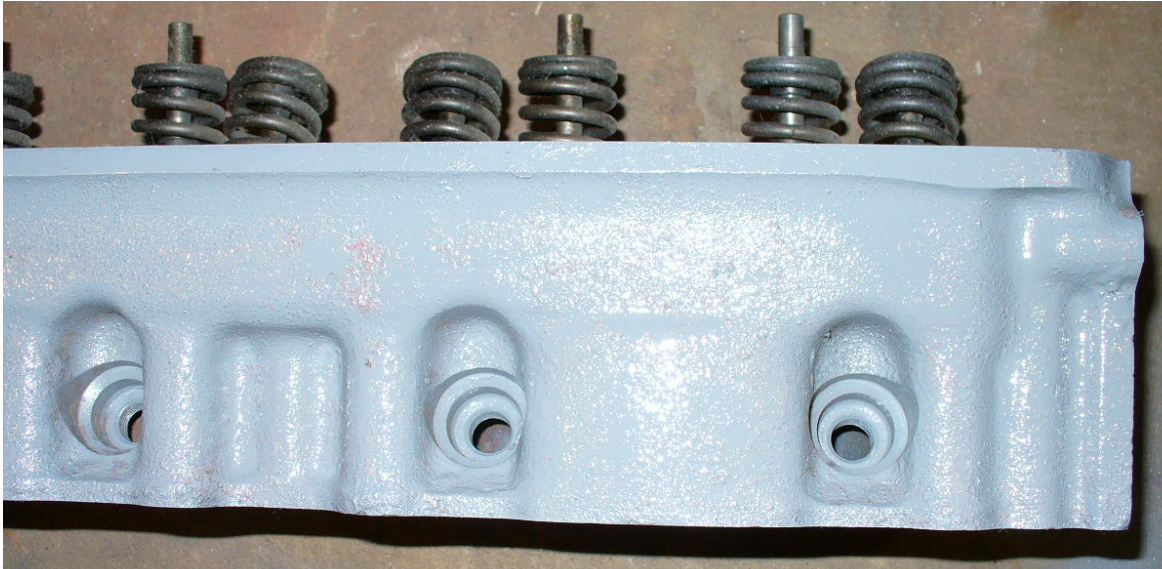
NOTE THAT THE DESIGN NOW USES A RADIATOR HOSE CONNECTION THAT IS ABOUT 45 DEGREES DOWNWARD AND THE HEATER HOSE CONNECTION IS HORIZONTAL. ALSO, THE 1955 FIRST SERIES TRUCK ENGINES USED THIS TYPE OF PUMP. STARTING IN 1953 YOU COULD GET THESE WITH A 3/8" BELT INSTEAD OF THE 5/8" WIDE.





**1955-62 235-261 WATER PUMP PICTURE EE**

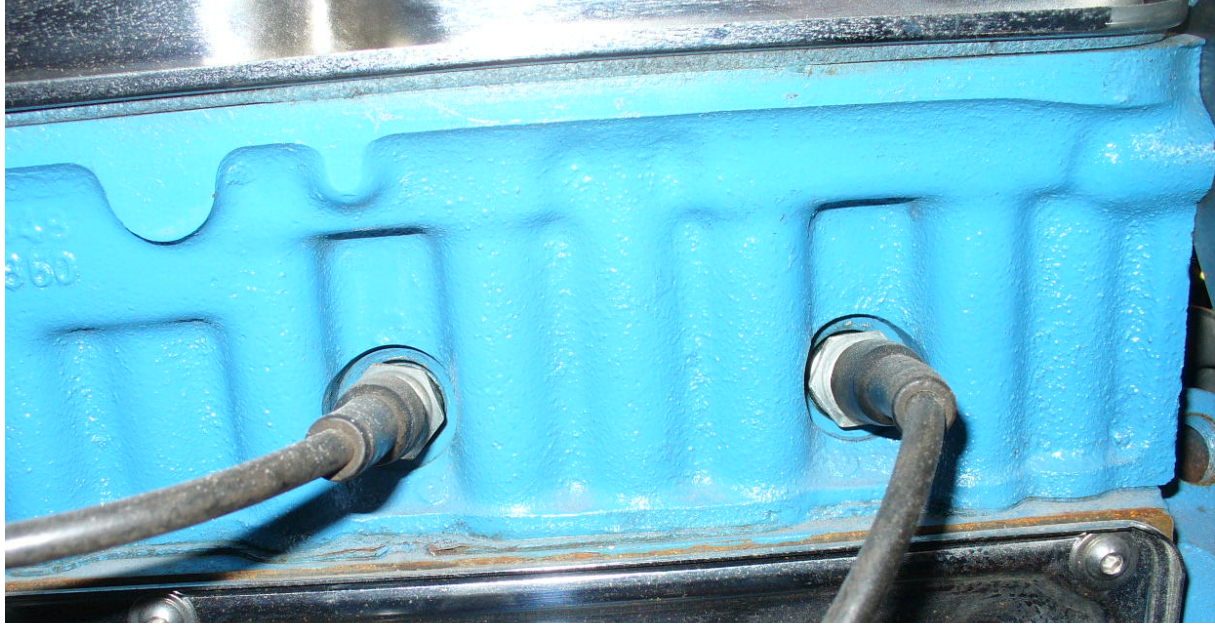
THE FIRST PIC IS OF AN ORIGINAL 235 PUMP. THE SECOND IS OF A 261 PUMP. THE DIFFERENCE IS THAT THE 261 PUMP HAS AN EXTRA HEATER HOSE CONNECTION BECAUSE IT USED A BYPASS HOSE AS WELL AS A REGULAR HEATER HOSE. IF YOU DO NOT NEED OR WANT THE BYPASS HOSE, THEN JUST PLUG ONE OF THE HOLES. AFTERMARKET REPLACEMENT PUMPS ARE TYPICALLY OF THE 261 DESIGN.



**1950-52 235 CYLINDER HEAD PICTURE FF**

IF YOUR CYLINDER HEAD HAS A SMOOTH AREA BETWEEN THE FRONT 2 SPARK PLUGS AS SHOWN IN PIC FF, THEN YOU HAVE A 1950-52 235.

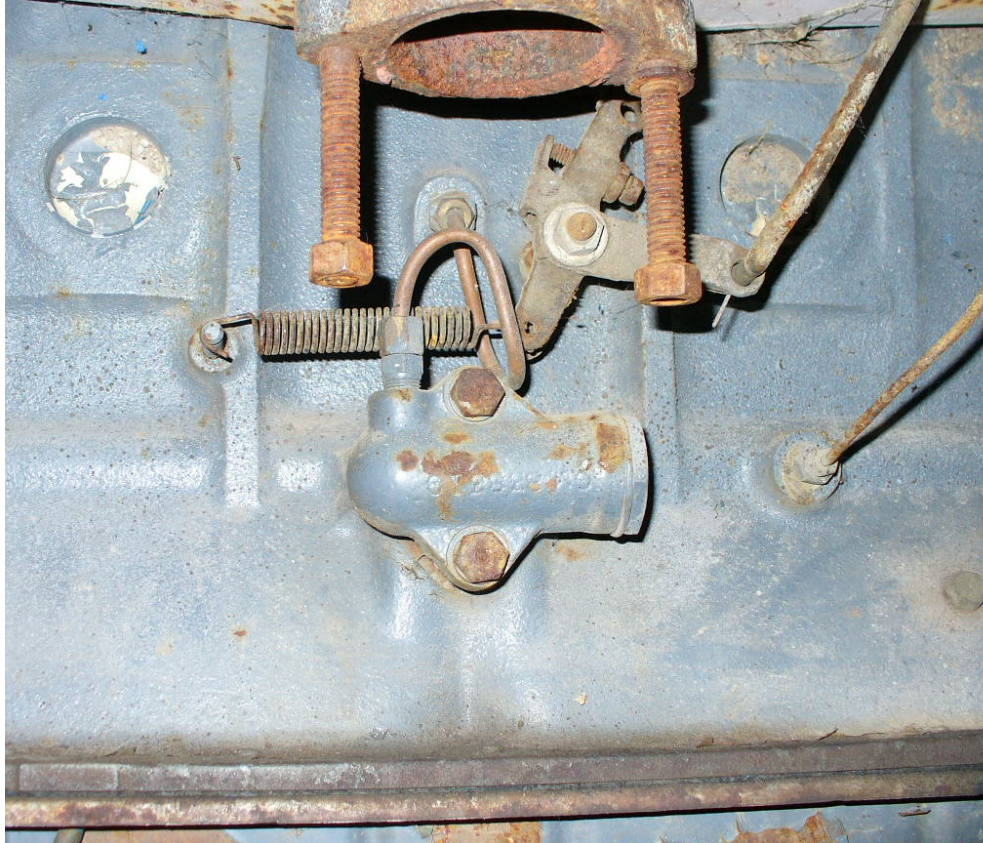




**1953-62 235-261 CYLINDER HEAD PICTURE GG**

IF YOUR CYLINDER HEAD HAS DEPRESSIONS BETWEEN THE FRONT 2 SPARK PLUGS AS SHOWN IN PIC GG, THEN IT IS A 1955-62 HEAD.





### **1940-EARLIER OIL DISTRIBUTION VALVE**

1940 AND EARLIER ENGINES USED AN OIL DISTRIBUTION VALVE THAT LOOKED LIKE THE ABOVE PICTURE. IT IS LOCATED ON THE LOWER DRIVERS SIDE OF THE BLOCK.



### **1941-53 OIL DISTRIBUTION COVER PLATE**

THIS IS A PICTURE OF THE OIL DISTRIBUTION VALVE COVER AS USED FROM 1941-53 ON THE 216 AND 235. IT IS LOCATED ON THE LOWER DRIVERS SIDE OF THE BLOCK.

NOTE THAT THE 235 USED IN CARS EQUIPPED WITH AN AUTOMATIC GOT THE FIRST FULL PRESSURE ENGINE WHICH DID NOT USE THE ABOVE PLATE.

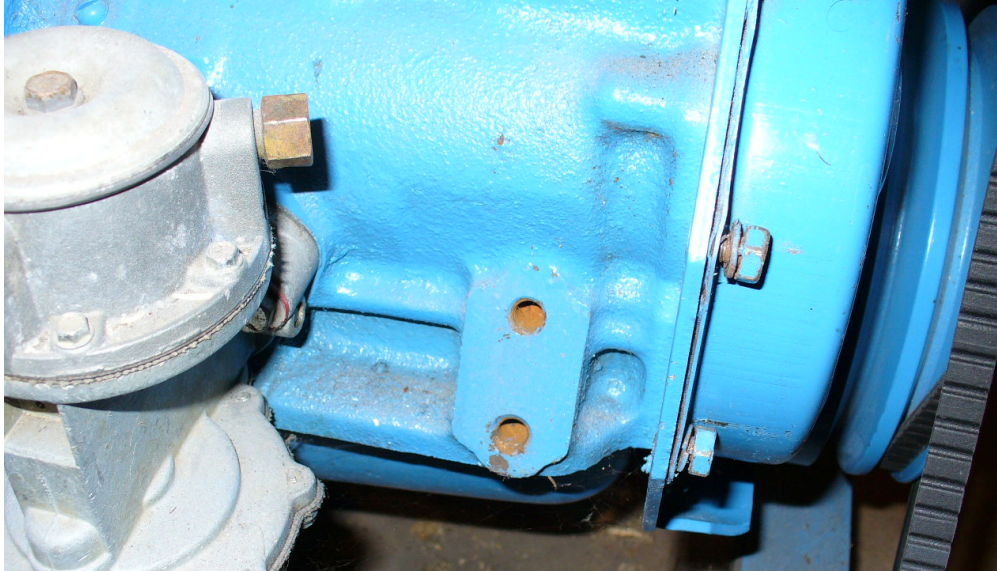
IF YOUR ENGINE HAS NEITHER OF THE PREVIOUS OIL DISTRIBUTION VALVES, THEN YOU HAVE A LATER FULL PRESSURE ENGINE.



**1952-54 SIDE MOTOR MOUNT BOLT PATTERN**

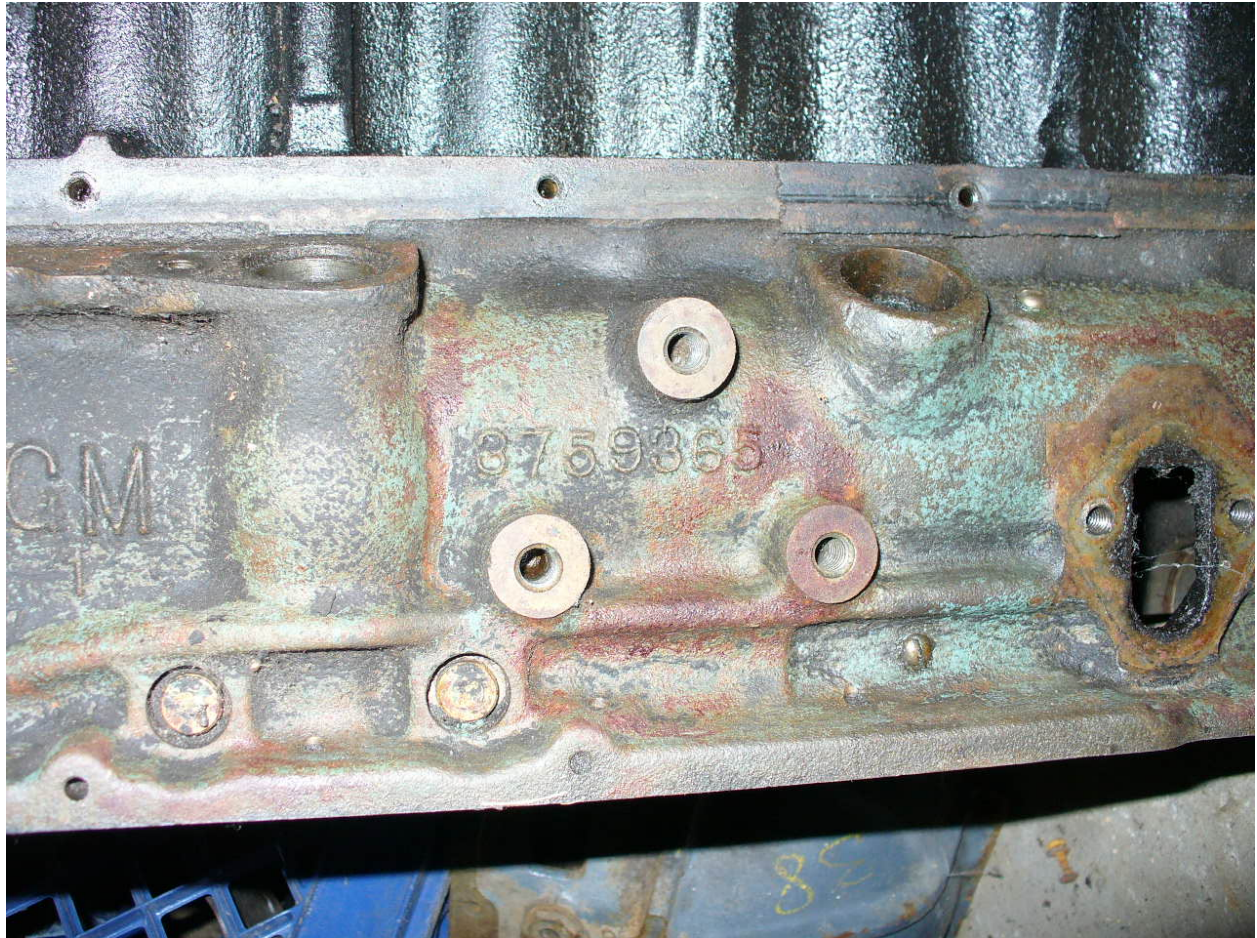
THE SIDE BOLT PATTERN OF 2 HOLES UP AND ONE DOWN WAS ONLY USED IN 1952-54 ALL, AND 1955 FIRST SERIES TRUCKS.





**1955-57 (AND 1958-60) 235-261 CORNER MOTOR MOUNTS**

1955-57 BLOCKS ONLY HAVE PROVISIONS FOR THE FRONT CORNER MOTOR MOUNTS. 1958-60 BLOCKS ALSO HAVE THEM AS WELL AS THE 3 BOLT SIDES MOUNTS. 1961-62 BLOCKS DO NOT HAVE THE FRONT CORNER MOUNTS.



**1958-62 235-261 SIDE MOTOR MOUNT BOLT PATTERN**

STARTING IN 1958, THEY ADDED BACK IN THE 3 BOLT SIDE MOUNTS BUT NOW WITH ONE BOLT UP AND 2 BOLTS DOWN. THE 1958-60 BOLTS STILL RETAINED THE FRONT CORNER MOUNTS USED IN 1955-57, BUT AFTER 1960 THIS WAS THE ONLY MOTOR MOUNT BOLT PATTERN USED ON THESE ENGINES.