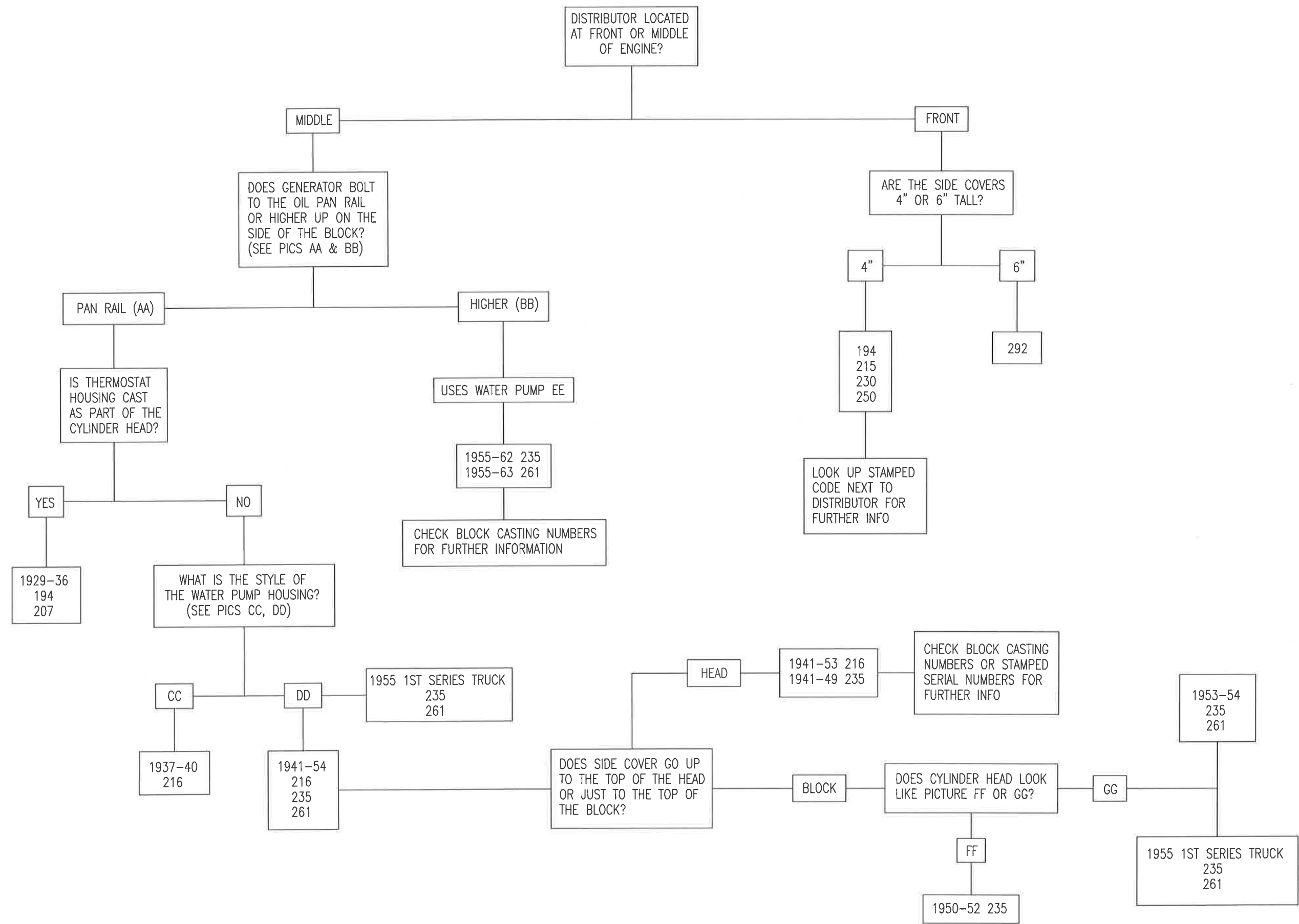


ENGINE IDENTIFICATION FLOWCHART





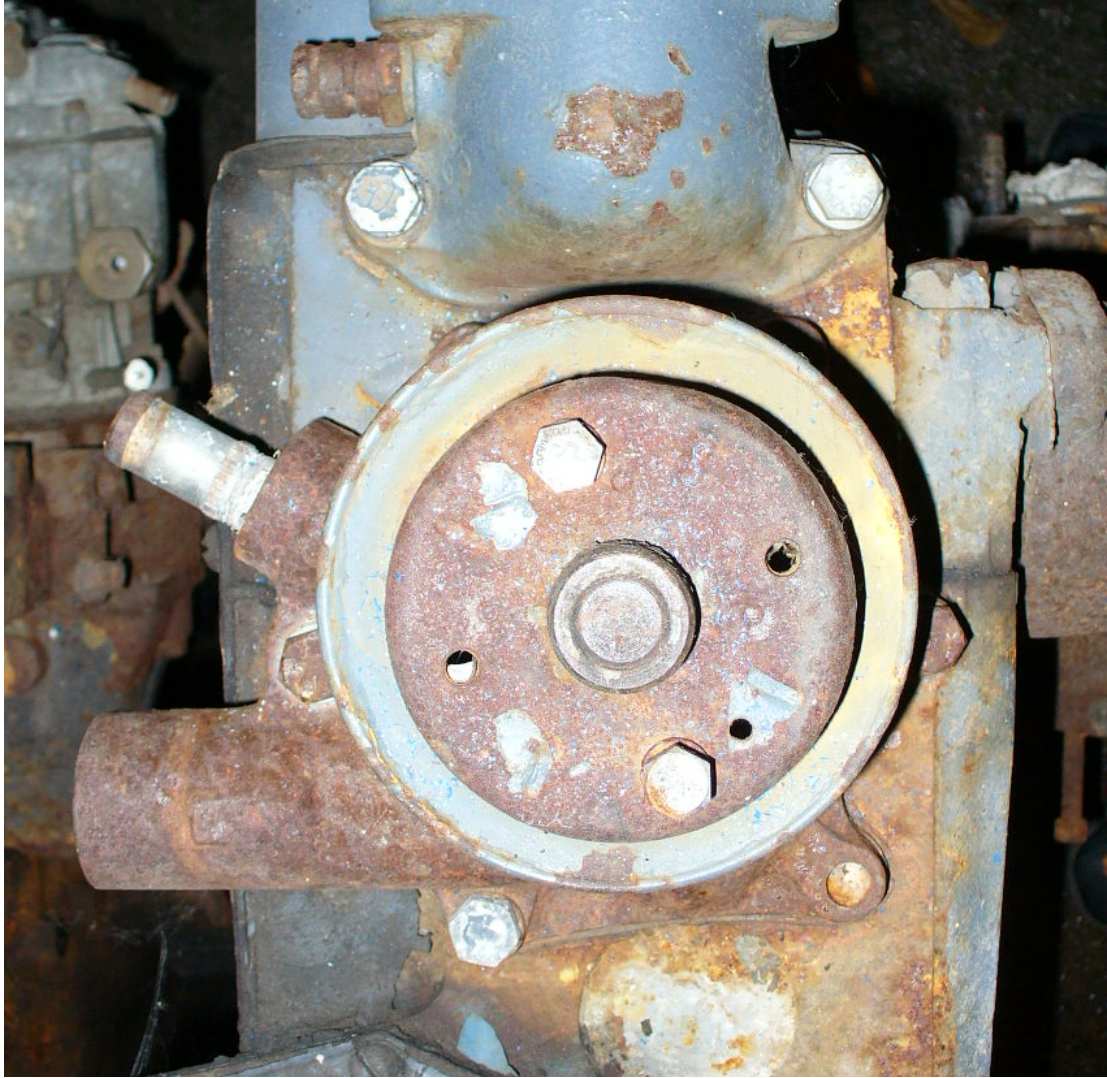
GENERATOR MOUNTING PICTURE AA

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

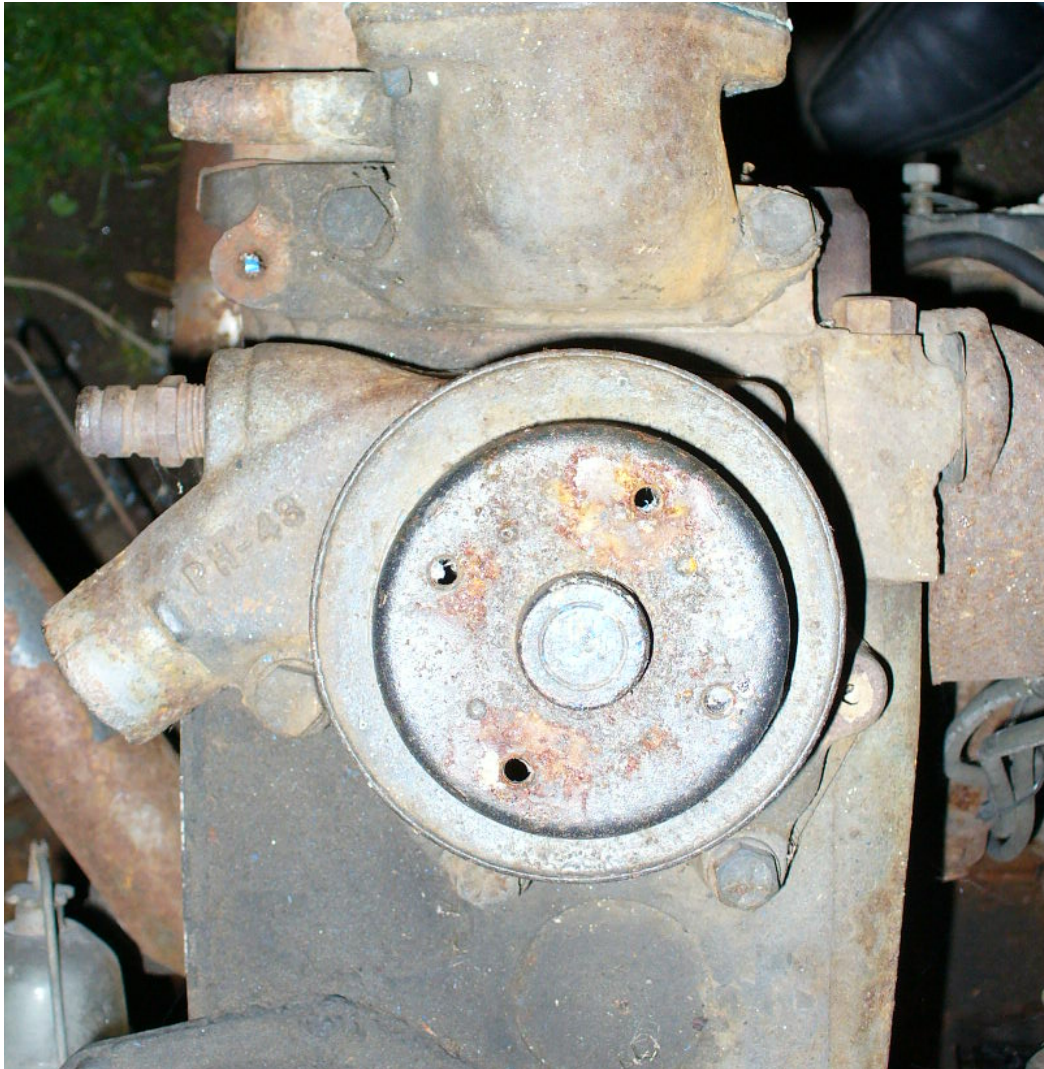
STARTING IN 1955, THE GENERATOR MOUNTING HOLES WERE MOVED UP OFF THE OIL PAN RAIL AND AT ABOUT A 25 DEGREE ANGLE FROM BEFORE. THE 1955-60 BLOCKS HAD 4 HOLES AS SHOWN IN PICTURE BB. THE 1961-62 BLOCKS ONLY HAVE 2 HOLES AS THE 2 FOR THE FRONT CORNER MOTOR MOUNTS WERE REMOVED FROM THE CASTING.



1937-40 216 WATER PUMP PICTURE CC

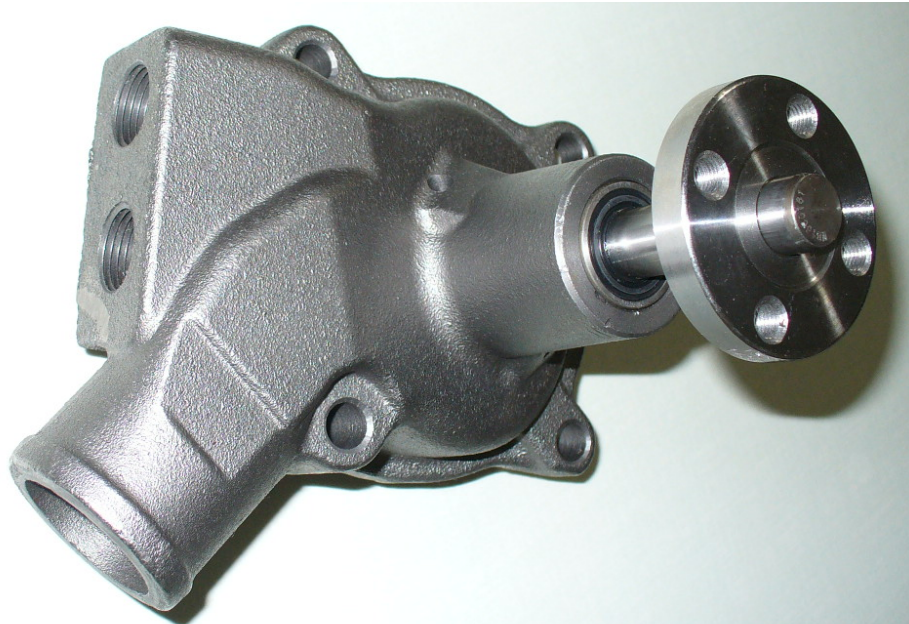
NOTE THAT THE RADIATOR HOSE CONNECTION IS HORIZONTAL AND THE HEATER HOSE CONNECTION IS AT ABOUT 40 DEGREES.

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.



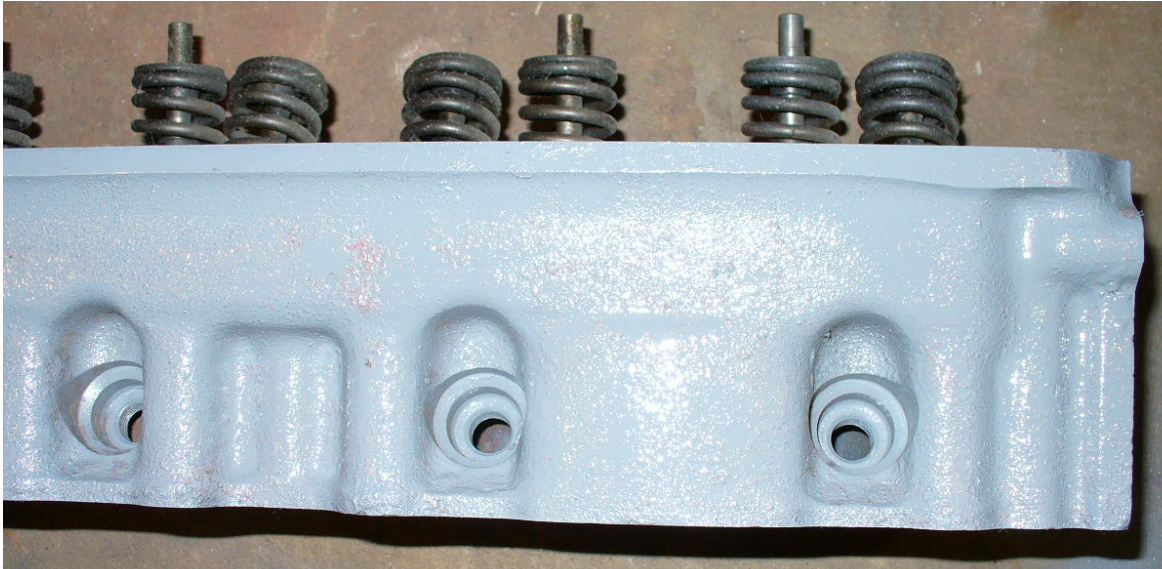
1941-54 216-235-261 WATER PUMP PICTURE DD

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.



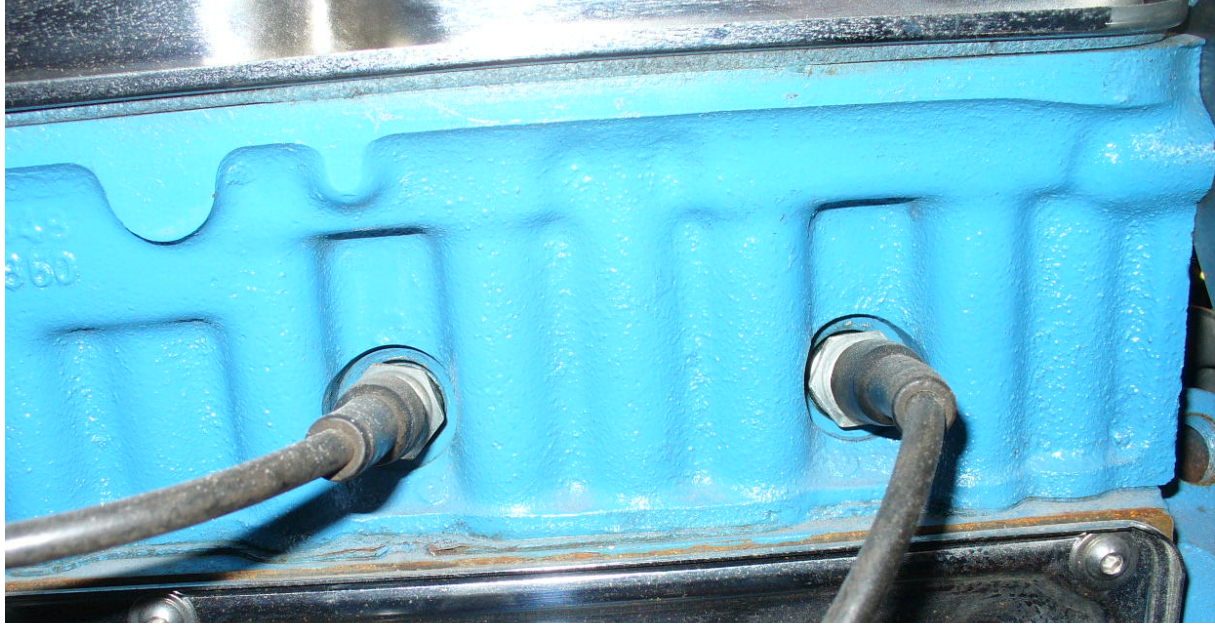
1955-62 235-261 WATER PUMP PICTURE EE

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.