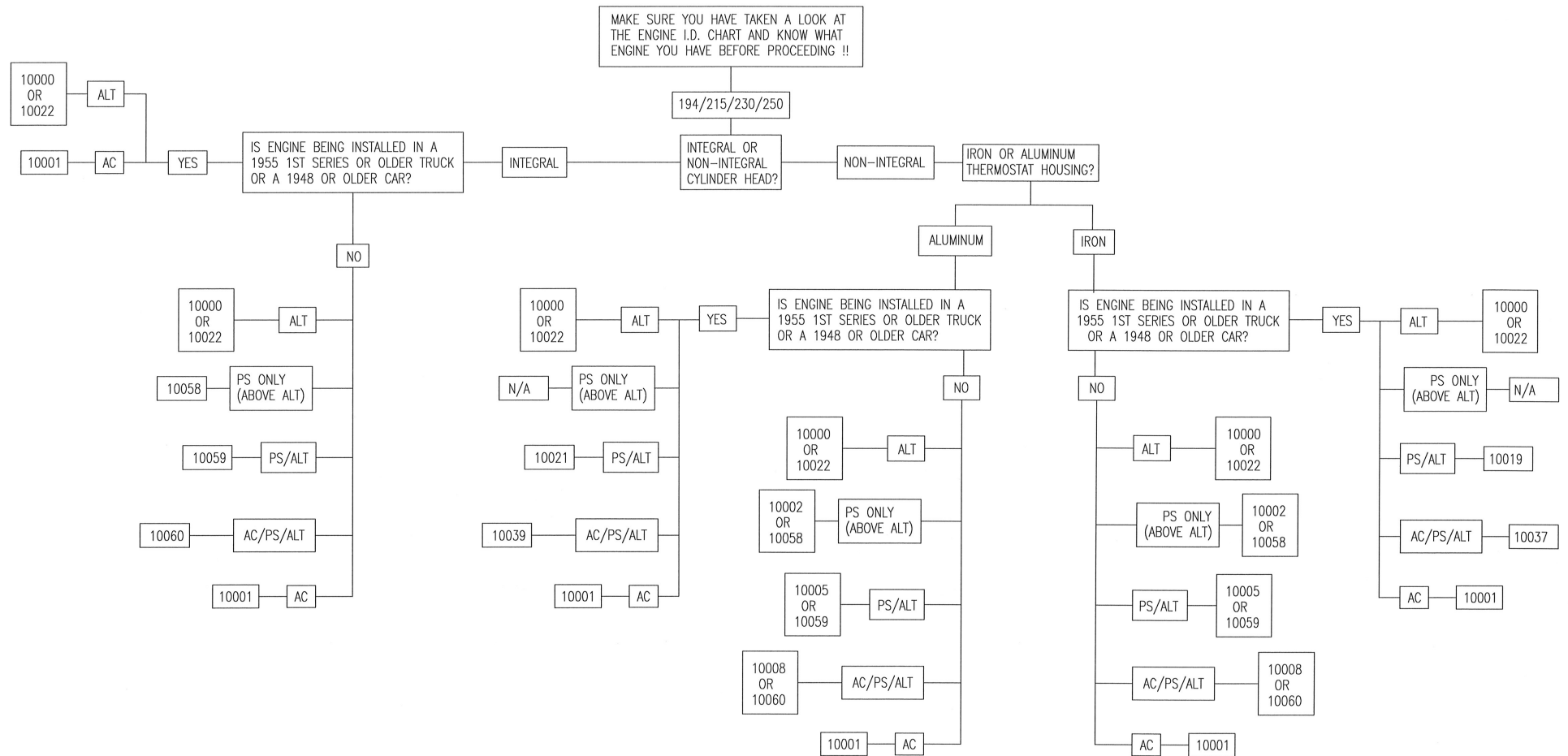


194/215/230/250 ENGINE PARTS IDENTIFICATION FLOWCHART





194-215-230-250 BALANCERS

THERE WERE THREE DIFFERENT BALANCERS USED ON THE LOW DECK ENGINES OVER THE YEARS. SINGLE GROOVE, DOUBLE GROOVE & DOUBLE WITH THE 1/2" WIDE SPACE BETWEEN THE GROOVES. TAKE NOTE OF THE TIMING MARKS WHEN SWITCHING FROM ONE TO ANOTHER AS THE TIMING TAGS WERE INSTALLED ON BOTH SIDES OF THE TIMING COVER OVER THE YEARS. THE BEST WAY I KNOW OF TO DETERMINE IF THE MARKS ARE CORRECT WOULD BE TO HAVE THE BALANCER ON THE ENGINE WITH THE KEYWAY IN THE 12 O'CLOCK POSITION AND SEE IF THE MARK COINSIDES WITH WHAT THE TIMING DEGREES SHOULD BE FOR YOUR ENGINE. IF THEY DO NOT, THEN YOU WOULD WANT TO ADD A NEW MARK TO YOUR BALANCER.



1962-84 WATER PUMP & THERMOSTAT HOUSINGS

THE SAME PUMP WAS USED ON ALL YEARS AND THEY WERE 3-7/8" TALL FROM MOUNTING SURFACE TO TOP OF FAN HUB. REPLACEMENT PUMPS TYPICALLY HAVE BOTH FAN BOLT PATTERNS.

THE IRON THERMOSTAT HOUSING WAS USED THROUGH ABOUT 1972, THEN THEY SWITCHED TO THE ALUMINUM ONE SHOWN ON THE RIGHT. MOUNTING FLANGE THICKNESSES ARE NOT THE SAME ON THE ALUMINUM VERSIONS.

194-250 WATER PUMP PULLEYS

IF YOU DO NOT HAVE THE RIGHT PULLEY, A 2 GROOVE PULLEY FROM A SMALL BLOCK V8 WORKS WELL WHEN USED WITH THE REGULAR SINGLE OR DOUBLE GROOVE BALANCERS. FOR THE 2 GROOVE WITH THE WIDE SPACE, YOU WILL NEED TO FIND AN ORIGINAL PULLEY, MOST LIKELY FROM A 1975-84 ENGINE. NOTE THAT ALL THE WIDE SPACED PULLEYS WILL BE FOR THE LARGER FAN BOLT PATTERN. IF YOU ARE GOING WITH ONE FROM A V8, THEN USE A 1955-68 SHORT WATER PUMP ONE FOR THE SMALL FAN PATTERN, AND A 1969-UP VERSION FOR THE LARGE FAN BOLT PATTERN.



UPPER ALTERNATOR BRACKET

IF YOU ARE USING AN UPPER ALTERNATOR BRACKET LIKE THE ONE PICTURED, YOU WILL NOT BE ABLE TO USE IT WITH ANY OF OUR POWER STEERING BRACKETS. YOU WILL NEED TO REPLACE IT WITH ONE OF THE OLDER “STRAP” TYPE BRACKETS, OR BUY ONE OF OUR ALTERNATOR BRACKETS.

