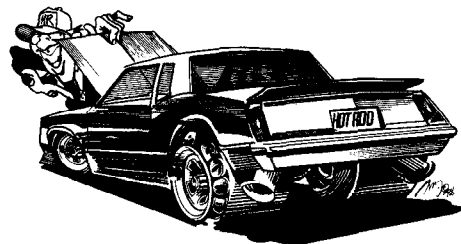


By Marlan Davis

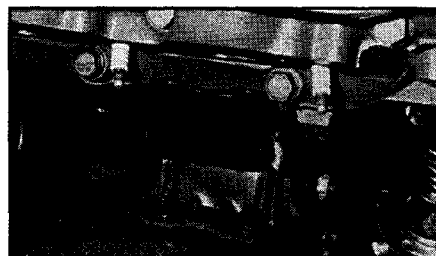
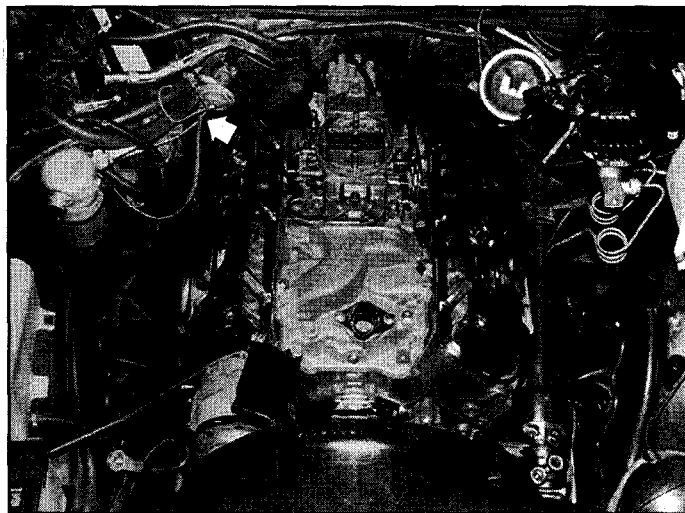
454 MONTE CARLO



Late Chevy Monte Carlos try gallantly to uphold the grand tradition of the hallowed "SS" marque, but they're merely sheep in wolves' clothing. However, swappers such as D&M Total Performance are prepared to build what Chevy can't. Recently, D&M dropped a built 454 motor (by AR, Inc.) and beefed-up late-model 700R4 trans (by Tony Rossi's Arrow Transmissions) into an '85 Monte Carlo formerly equipped with the 305 wimp motor. Now that auto trans builders such as Tony have figured out how to make the 700R live behind big-blocks, the late trans has become "the answer" for a dual-purpose street/strip machine, thanks to its lock-up converter, 3.08:1 low gear, and .7:1 overdrive.

The big Rat drops right into '78-up GM intermediates using the stock small-block mounts and brackets. However, the crossmember mounting tab must be lowered about $\frac{1}{2}$ inch so the fat 700R will clear the floorpan, and the driveshaft must be shortened three inches. It's best to start with an IROC 350 700R core, because it has a conventional mounting pad that accepts the existing stock trans mount. If a 'Vette trans is used, you'll have to fabricate a custom mounting bracket. With a 454, an externally balanced dual-bolt-pattern flexplate (GM 343738) is required to hook the lock-up converter to the big-block engine. The 168-tooth flexplate in turn mandates a different starter (GM 1108400). Internally balanced 396/427-type engines may use existing small-block Chevy flywheels or flexplates when installed in 1985 or earlier models. Later models must change to the earlier flywheels. If you're going manual, grab the clutch linkage out of a 1978-'81 model, as later years used only automatics. Except for the TH400 automatic or T5 manual, other performance GM transies will bolt right in place of the stock Turbo 200 derivatives found in most late Montes. Crossmember mods are required to mount the T5 and TH400; with a 400, you'll also need a different trans mount. Late Super T10s and all TH400 transmissions require a 32-spline yoke.

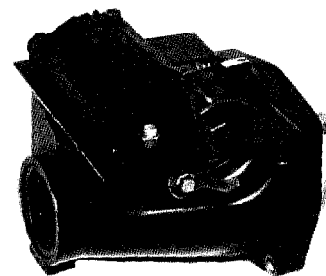
The existing small-block alternator, power steering pump, and air conditioning compressor are retained, but new brackets and (some) new pulleys are required. Use the '69-up long big-block water pump and corresponding brackets and pulleys. The existing small-block alternator, A/C, and power



A Rat motor bolts right up to the stock small-block Chevy mounts and brackets, if you have a "non-Chevy," order mounts 459021 and brackets 334970. A complete list of part numbers and component supplier addresses needed to complete this swap will be published in an upcoming issue.

steering pulleys usually work, except on '85½-up models with serpentine belt drive. A new crank pulley is mandatory, and that in turn requires a corresponding fan pulley. The power steering pump reservoir must be changed to work with the big-block mounting brackets. Custom air conditioning brackets, available from Sparks Welding, are needed to install the short "radial" A/C compressor on the Chevy big-block, which came stock only with long compressors. Hooker is designing headers. Naturally, a beefier rearend is required; late GM intermediates also have brakes that are marginal even for stock small-blocks. Stay tuned—answers to these and other problems encountered will be covered in an upcoming issue. **HR**

A big-block Chevy fits reasonably well into the '78-up GM intermediate's engine compartment. Stock-height valve covers are required to avoid interference with the heater box (arrow). The 305 clutch fan and shroud worked fine with the big-block water pump, accessories, and ITC four-row, close-centerline radiator core that was modified to fit in a Monte Carlo by Young's Radiator.



The TH700R4s installed in '84-up Corvettes aren't machined for a standard trans mount. D&M fabricated this adapter bracket for mounting the trans to a stock crossmember. Use of a wider bolt spacing TH400 mount (GM 475940) prevents bracket-case interference.

SOURCES

D&M Total Performance
Dept. HR
839 W. State St., Unit K
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(714) 983-5871
Conversion fabricators

Sparks Welding
Dept. HR
1480 1st St.
Pomona, CA
(714) 823-8495
Custom A/C brackets

Joe MacPherson Chevrolet
Dept. HR
21 Auto Center Dr.
Irvine, CA 92718
(714) 768-7222
General Motors parts