

292 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 !!

292

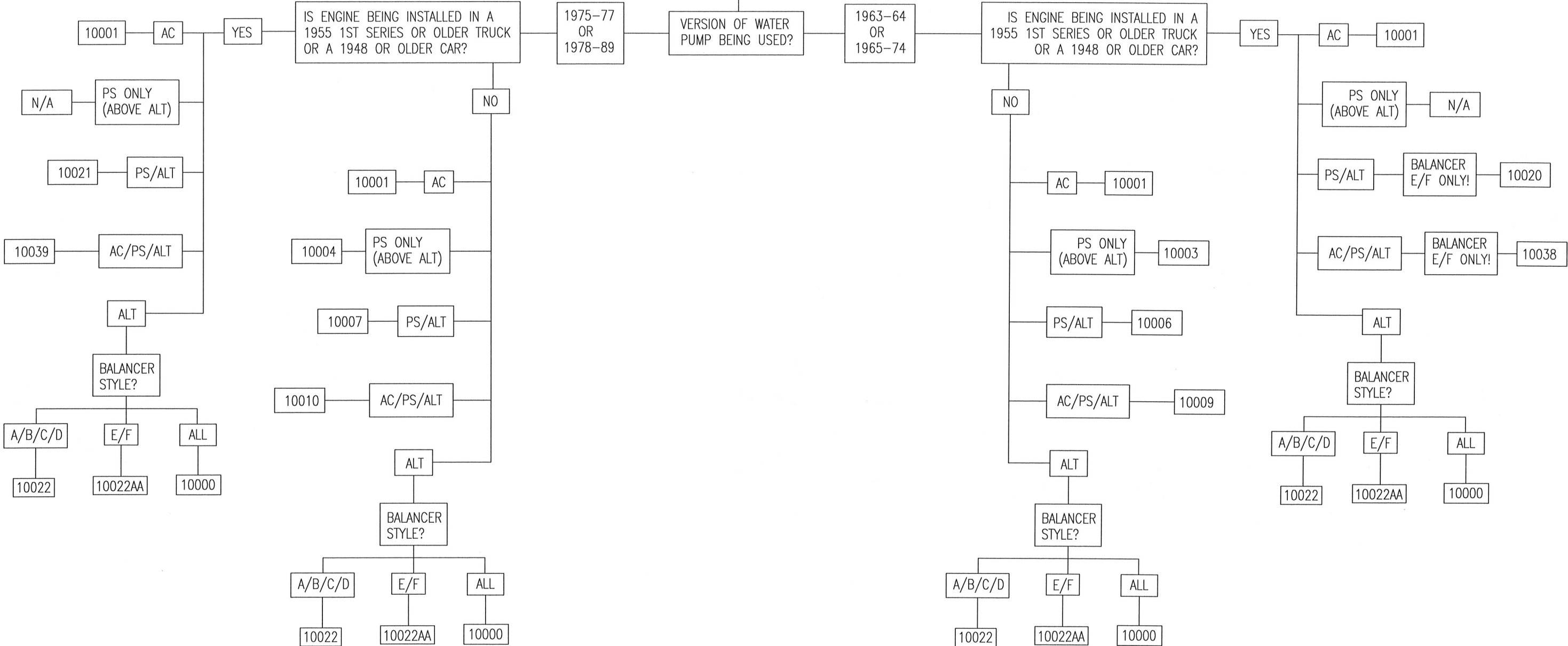
VERSION OF WATER
PUMP BEING USED?

1975-77
OR
1978-89

1963-64
OR
1965-74

IS ENGINE BEING INSTALLED IN A
1955 1ST SERIES OR OLDER TRUCK
OR A 1948 OR OLDER CAR?

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292 BALANCERS

THERE WERE SIX DIFFERENT BALANCERS USED ON THE 292 OVER THE YEARS. THEY ALL HAD A 1/2" WIDE WEIGHT RING ON THEM. VERSIONS A & B HAD IT IN BETWEEN THE BELT GROOVES, C & D HAD IT IN FRONT OF THE GROOVES AND E & F HAD IT BEHIND THE GROOVES. WHILE YOU CAN SWAP THEM ALL, YOU NEED TO 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.



1963-64 292 WATER PUMP & THERMOSTAT HOUSING

THESE PUMPS USE A 1" I.D. BYPASS HOSE THAT GOES TO THE UPPER WATER NECK. EVERYTHING WAS CAST IRON. THESE PUMPS ARE 4- 9/16" TALL FROM MOUNTING SURFACE TO TOP OF FAN HUB AND WOULD HAVE USED THE SMALL FAN BOLT PATTEN ONLY.



1965-74 292 WATER PUMP & THERMOSTAT HOUSING

THESE PUMPS USE A 1-1/4" I.D. BYPASS HOSE THAT NOW GOES TO THE LOWER THERMOSTAT HOUSING SECTION. EVERYTHING WAS CAST IRON. THESE PUMPS ARE ALSO 4-9/16" TALL (MTG SURFACE TO FAN HUB) AND REPLACEMENT PUMPS TYPICALLY HAVE BOTH SMALL & LARGE FAN BOLT PATTERNS SINCE IT WAS USED ON BOTH SIDES OF 1969 WHEN CHEVY SWITCHED TO THE LARGER BOLT PATTERN ON ALL OF ITS ENGINES.



1975-77 & 1978-89 292 WATER PUMP & THERMOSTAT HOUSING

THE PUMPS NOW USE A THREADED FITTING FOR THE BYPASS HOSE AND THE THERMOSTAT HOUSING IS ALUMINUM. THE HEATER HOSE FITTING IS AT A 45 DEGREE ANGLE AND USES A THREADED HOSE FITING. THE T-STAT MOUNTING FLANGES ARE NOT THE SAME THICKNESS. THE 1975-77 PUMPS ARE 4-1/4" TALL AND THE 1978-89 PUMPS ARE 3-7/8" TALL. THE ONLY DIFFERENCE BETWEEN THE TWO PUMPS IS THE HEIGHT. BOTH WERE LARGE FAN BOLT PATTERN ONLY.

292 WATER PUMP PULLEYS

DUE THE MULTIPLE VARIATIONS OVER THE YEARS WITH THE BALANCERS AND WATER PUMP HEIGHTS, IT'S ALWAYS BEST TO BUY A 292 WITH AN INTACT BELT DRIVE ASSEMBLY. IF THAT'S NOT POSSIBLE, THEN YOUR OPTIONS FOR GETTING YOUR BELTS TO LINE UP CAN GET DIFFICULT. THE ONLY BALANCER AVAILABLE NEW IS VERSION "F" (2 GROOVE WITH REAR WEIGHT RING). THE OTHERS CAN BE FOUND USED OR ON SEVERAL WEBSITES THAT DO REBUILDING SERVICES. WHAT TO USE FOR A WATER PUMP PULLEY DEPENDS ON THE BALANCER AND WATER PUMP BEING USED. IN SOME CASES A PULLEY FROM A V8 CAN BE USED. SOMETIMES A SPACER IS NEEDED BETWEEN THE PUMP AND PULLEY. SOME RESEARCH MAY BE REQUIRED.



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.