

## CHEVY NUMBERS

OK, 427 Chevy fans, here are some more parts numbers for you to bug the parts man with. The parts come from a relatively new powerplant, called the Regular Production Option L-88, which is recommended only for "off the road use."

Perhaps the most notable feature of the L-88 is its use of aluminum cylinder heads rather than the standard cast iron. The new heads dissipate heat faster and weigh a bunch less than the iron counterparts. Additionally, the exhaust valves in the L-88 head are 1.84 inches in diameter, compared to the stock 1.720 inches. The part number for the head is 3904387. Same number left and right. How about an aluminum intake manifold? Coming right up. Number 3886092 bolts right on with the added feature of having the partition removed which usually separates left and right side flow from the carburetor. This is done to improve flow at very high rpm. Idle rough? You know it! Speaking of improved flow, take a look at Number 3886091, which is some kind of carburetor built by Holley. Venturi diameter is 1.56 inches on both sides. Throttle bore for primary and secondary is 1.749 inches and flow is 850 cubic feet a minute.

Need a cam? The number for the L-88 cam is 3879605 and you can compare the specs with those of the stock 427 cam.

	L-88	Stock
Lift at valve-Intake	.5365	.4957
Lift at valve-Exhaust	.5560	.4917
Valve Timing-Intake		
Opening (BTC)	55°	44°
Closing (ABC)	102°	92°
Duration	337°	316°
Valve Timing-Exhaust		
Opening (BBC)	98°	86°
Closing (ATC)	62°	36°
Duration	340°	302°

If you drop in the L-88 pistons (3893262), you'd better have a friend, a good friend, in the high octane gasoline business. These pistons with the aluminum heads raise the compression ratio to 12.5:1. Of course, if you've gone this far, the special crank (3898908) would be advised to handle the extra loading.

General Motors says the L-88 engine is not for ordinary everyday driving. It gives a rough idle, is not the easiest engine to start and was not designed with high fuel economy in mind. ■■



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