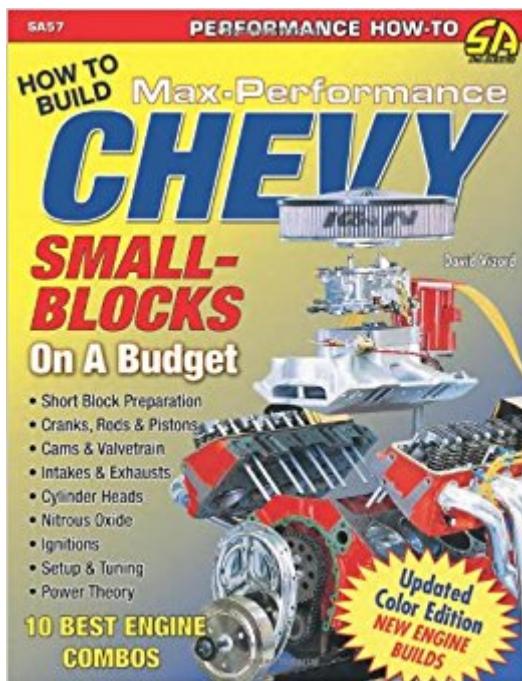


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# David Vizard's How To Build Max Performance Chevy Small Blocks On A Budget (Performance How-To)



## Synopsis

There's a common thread that connects high-performance enthusiasts; they want horsepower at the most affordable price. Hot rodders have always searched for ways to save money and improve performance, which includes fabricating their own parts, buying prime used parts, searching classifieds, and combing swap meets looking for deals. These high-performance enthusiasts take pride in beating the next guy in a contest of speed while spending a lot less to do it. Renowned engine builder and technical writer David Vizard turns his attention to extracting serious horsepower from small-block Chevy engines while doing it on a budget. Included are details of the desirable factory part numbers, easy do-it-yourself cylinder-head modifications, inexpensive but effective aftermarket parts, the best blocks, rotating assembly (cranks, rods, and pistons), camshaft selection, lubrication, induction, ignition, exhaust systems, and more. This book is an all-new color edition of a previous best seller. It contains the latest engine-building techniques, profiles current technology, and includes today's affordable parts and engines. Vizard performs ten engine builds, which include dyno charts and parts lists. And it's all done at a nominal cost. Don't throw away money on bogus parts and inflated horsepower claims. Get the real scoop with *How to Build Max-Performance Chevy Small Blocks on a Budget* today!

## Book Information

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## Customer Reviews

"Get both of these updated titles (*How to Rebuild the Small-Block Chevrolet*) from CarTech Books,

and you'll be dollars ahead on your next engine project." -Corvette Fever, reviewed by Scott Ross, January 2010 (Corvette Fever 2010-01-01)

Over the past five decades, the high-performance small-block Chevy has made history on the street and track. In this all-new edition of How to Build Max-Performance Chevy Small-Blocks on a Budget, David Vizard uses his 50 years of knowledge, wisdom, and practical experience to reveal the latest techniques and the best equipment for producing maximum horsepower on a limited budget. With the information in this book, you can build a small-block Chevy for a fraction of the price of a speed shop engine. In thorough and entertaining fashion, Vizard explains how to select the complementary parts for an optimal package, so your engine runs reliably and meets its performance goals. He examines how to select the optimal crankshaft, connecting rods, and piston combination. The considerations, options, and cost of stock and aftermarket blocks are discussed in detail. In particular, Vizard delves into selecting high-flow heads to suit your power ambitions and internal parts. He also sheds light on the intricacies and operation of camshafts, and easy-to-use charts take the guess-work out of cam selection. In addition, exhaust systems, ignition systems, nitrous oxide, and lubrication systems are covered in detail. A special section on ten real-world engine packages clearly specifies the parts package, cost, and performance outcome. It's easy to build a maximum-performance small-block Chevy with cubic dollars to spend, but if you're on a budget, this book gives you the tools to build a 400- to 800-hp engine on an affordable budget.

If you're considering a 383, 408 or 434 build get your teeth in this first. This book really lays it out for stroking the small block and really, honestly there is no other way to go. Sorry you guys runnin 355's but once you've gone down the stroker road you never look back. Who wouldn't love to build a square small block chevy 4.030 X 4.000! A 408 in a G-body is just gonna roast up the joint. This book is good because David really focuses on building within a budget and succeeding without unnecessary skimping or going broke. David and his crew show all the tricks to making solid torque and horsepower. I was pleased you will be too!

This book really delivers what it promises; you don't have to even be a master machinist; you can simply use this information to guide your build/rebuild for your budget/needs, whether it a stout drivable high torque truck engine or a strip/track racer or a street drivable daily user for weekend campaigning. On the higher end one can obtain NASCAR-developed cylinder head castings for

under \$300 in 2008 pricing along with suitable rotating assembly and induction/ exhaust yields bang/\$ performance.

Take your time and actually read this book cover to cover instead of just skimming through the content and reading sections that you're particularly interested in. I've found this author to be tremendously knowledgeable when it comes to building horsepower - I've been building engines for 30 years and still learned some things that were real eye openers to me - little tidbits that seem illogical initially, but make perfect sense after thinking it through for a while. As with his similar book about Chevy Big Blocks, he points out several areas where you can gain 5 or 8 or even 10 horsepower with little or NO cost except for a little elbow grease. Paying attention to all of these could add up to 40 or 50 extra horsepower for free (or close to it)!!

Great reference, great on engine theory! I used this and a Lingenfelter book as reference when building my first complete 383 engine build. I highly recommend the book as a reference. Use the theory to guide your choices with regard to component specs, but do your own research with regard to the brand of each product. Example: do not buy "Professional Products" anything! The author recommends it, but don't make the mistake I made. Do not buy "Professional Products". The other brands he promotes may be great (like AFR), but do your own research.

While I was impressed with the knowledge it took to write this book it is way, way too detailed and uses terms that the average shade tree mechanic won't know. Page after page of stories of junkyard hunting and graphs of performance that are virtually useless unless you're an automotive mechanical engineer and have access to high tech machines to check your own results. If you're like me and just want to add some horsepower it would have been easier for the book to say do this and it will increase it by this much. After years of rebuilding engines in old muscle cars I recommend this. Have the block hot tanked. Bore it .030 for small blocks, .060 for big. Make sure you have a good durable crank then get it polished. Quality rods and bearings goes without saying. Forged flat top pistons with quality rings (let the shop put the rings in). In a manual trans with a small block I recommend a 282 duration 486 lift cam. Hot tank the heads as well. Possibly die grind the exhaust ports on the heads but only slightly and don't get into the gasket area. Smooth exhaust ports DOES help. It lets the air flow quicker. Single plenum intake with an appropriately sized carb. Bigger is not necessarily better when it comes to carbs. Roller rockers reduces friction. Competition valve springs. Get a fuel pump that pumps at least 2-3 more pounds than original. 6 lb for small blocks is

usually enough to not starve it for gas. Headers goes without saying too. All that's left is to hang on tight. Disclaimer- these are only my opinions and should be taken as such as I am not a professional.

Shopping list of components...lots of depictions of results of high end testing...not much for the average person or budget. Not really a "How to" in my opinion...more of a here is what you can buy and pay someone to do...unless you have access to high end testing equipment etc

This is an update of the same book I bought 10-15 years ago. Products that were not on the market when the last edition was published are reviewed here. The new engine builds were of great interest, too. This is my hobby so everything written here is of great interest. Thanks, David, for another great edition.

I have a number of David Vizard's Automotive books and they don't get much better! The detailed instructions guide you all along the way to a satisfactory end. The photos are top quality and this book should be an addition to any Chevrolet enthusiasts library.

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