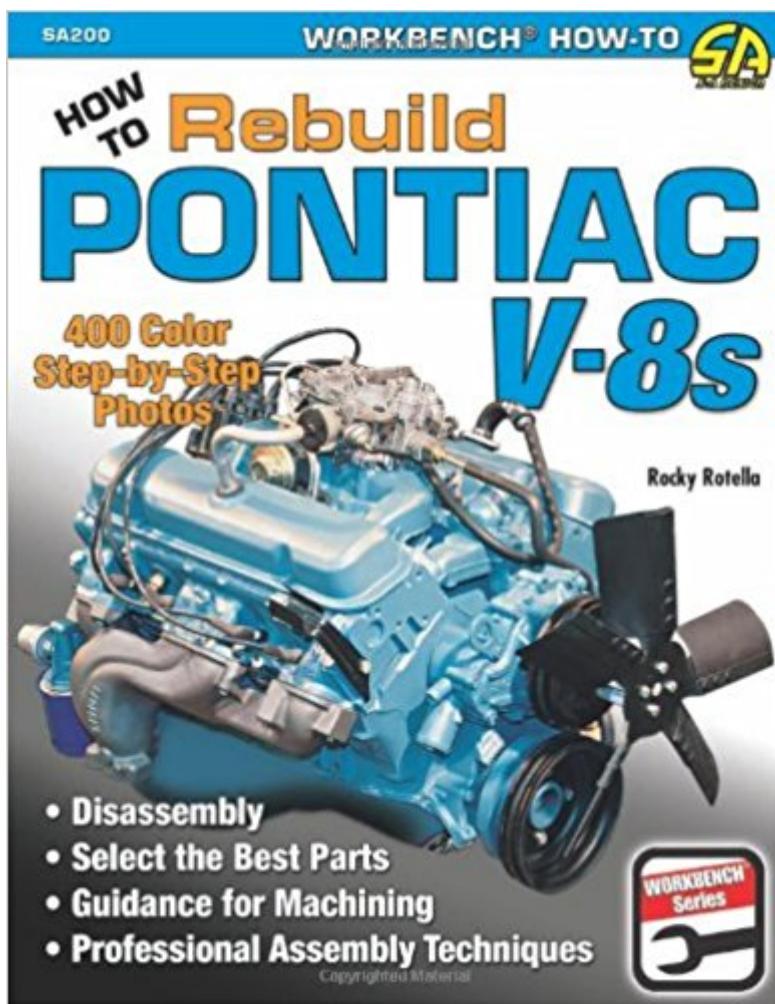


The book was found

How To Rebuild Pontiac V-8s (Workbench How To)



Synopsis

Under the guidance of Semon "Bunkie" Knutson, John DeLorean, and a host of creative and innovative people, Pontiac established its own identity and distinct V-8 engine platform under the GM banner. In 1955, Pontiac's V-8 started out at a meager 287ci, but it was an auspicious beginning to an illustrious line of engines. The potent power plant grew and evolved over the coming decades; it included the 389 Tri-Power, 421, Ram Air IV 400, 428, and the Super Duty 455. These V-8s powered a number of legendary cars: the GTO, Firebird, Trans-Am, and many others. This Workbench series book will guide proud owners who want to rebuild these engines and give them a new lease on life. Long-time Pontiac expert and magazine writer Rocky Rotella guides the reader through the entire rebuild process. Drawing on his vast experience, Rotella uses detailed captions and explanatory photos to show each crucial step of the disassembly, inspection, machine work, parts selection, assembly, and break-in process. This book instructs the reader how to skillfully pull the engine and prevent damage to the car. It documents how to carefully inspect the components for problems and fix these issues that could spell doom for a newly rebuilt engine. Finding a reputable and professional machine shop that specializes in Pontiac engines is discussed, as well as aftermarket parts and OEM parts interchange for high performance so you can select the best parts for a particular engine. All essential machine shop procedures are covered in detail. Inspection and pre-assembly are thoroughly explained. Most important, as with all Workbench series titles, the methodical and practical approach provides the insight and vital information required for the task. This, the first-ever book dedicated to rebuilding the Pontiac V-8 engine, is a valuable addition to any Pontiac enthusiast's library.

Book Information

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Customer Reviews

"If you're a Pontiac V-8 fan and/or owner this is probably the book you've been waiting a very long time for." (Steve Hole TotalKitCar 2011-09-01)"Owners of all V-8-powered Pontiacs from the mid-1950s onward should benefit from this easy to understand manual." (Classic American 2012-01-01)"This one book covers all the different Pontiac V-8 engines: 350, 389, 400, 421, 428 and 455, and the many interchangeable parts among them. And the book's standard 8.5 x 11-inch size and coated softcover makes it easy to read. For just \$24.95, it's an invaluable resource that every Pontiac owner and restorer should have in their library." (Richard Lentinello Hemmings Muscle Machines 2012-05-11)

While Pontiac was one of the last American manufacturers to introduce a V-8 engine in 1955, its high-performance components and heavy-duty block were the foundation for a renowned V-8. What started out as a meager 287-ci engine evolved and grew into a potent family of powerplants, which included the 389 Tri-Power, 421, Ram Air IV 400, and Super Duty 455. These V-8s powered a number of legendary cars—the GTO, Firebird, Trans-Am, and others. Author Rocky Rotella, long-time Pontiac expert and magazine writer, provides an insightful and detailed tour of the entire rebuild process. Drawing on his vast experience, Rotella uses detailed captions and vibrant photos to thoroughly explain each crucial step of the disassembly, inspection, machine work, parts selection, assembly, and break-in process. Each step in the disassembly and inspection process is revealed, so you can identify problems, resolve these issues, and build a reliable, strong-running engine. Aftermarket parts and OEM part interchange for high-performance applications are revealed, so you can select the best parts for a particular engine and a specific application. After evaluating your engine components, you're shown how to select essential machine shop services. Pre-assembly and final assembly are thoroughly described, so that the engine is precisely and accurately assembled and costly mistakes are avoided. As a result, you will be able to correctly perform each procedure before the following step is started. If you have been looking for an authoritative volume for rebuilding the classic Pontiac V-8 engine, you've found it.

Very good read. I bought a 71 lemans last summer and I was looking for some Pontiac motor

information. Rotella does a great job of explaining the process of building a Pontiac motor for dummies. If you intend to build a poncho than this is worth the money

Great insight. Great information. Put this one in your Pontiac library.

Extremely informative, contains a lot of info on various casting numbers that you cant find anywhere else

Everything as it should be, No problems.

There are a few great tips and some really great information and ideas but its really to short to really cover a true rebuild. There is however some really great information and some good ideas and tips for prepping and actually performing some of the procedures of a rebuild. There are also several http links for websites and info on the web.

I'm currently in the process of rebuilding a 1977 W72 Pontiac 400 motor, this book arrived just in time. I wish I had this book during disassembly, there are tips specific to the Pontiac such as how to find and remove the freeze and oil gallery plugs. This book, along with *How to Build Max Performance Pontiac V8s (S-A Design)* are a must if you're a Pontiac nut. Now for specifics... This book explains specifics for how to install a Graphite (Graphite by Best Gasket) rear main seal. As Rocky notes there are also Viton rear seals available for the Pontiac and come with their own detailed instructions so there was no need to cover installation of them in this book. Also very important as noted in this book is to avoid the normal rope seal as they tend to leak. I'm personally going with a Graphite seal. Freeze and oil gallery plugs are covered in this book. Take note of the hidden oil plug location, it's highlighted on page 94 step 7. Read the note on oil filter bypass on page 111. I'm keeping my bypass and doing as Rocky recommends. Follow his directions on assembly to a T. The only deviation I plan is to not tighten down the valve covers until after I prime the engine. I will have the valve covers in place, I just want to be able to lift them off to check that the lifters are oiled. What's missing (and this is really nitpicking): This book is missing details how to install/remove the dip stick. Though this book briefly explains how to press in the dipstick tube, I recommend doing a Google search if you're confused. There are two sections to the dip stick, the outside portion is inserted from underneath (inside) the block and is then held in place by the lower piece that bolts to one of the main caps/windage tray. I would have also liked to have seen

in chapter 1 a list of all the necessary adhesives, lubricants and gasket sealers necessary for a rebuild. You'll want to read the entire book and note each lubricant/adhesive/sealer before you go to the auto parts store. Thanks Rocky for an awesome book!

The book was right on the money, with many important facts & tips to help me rebuild my Pontiac engine. Couldn't rebuild without it!

Some old fact I allready knew about, some new trix, overal a good description on "How to" with lots of good pics and coments, a must for a newbie rebuilder..

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