

The '64-65 273 cylinder head had the intake manifold bolt holes drilled at a different angle from all the rest of the LA engine heads. The '70 340-6 bbl. T/A had the pushrod holes relocated because of the completely different valve gear used with these heads (See Figure 3). These T/A heads are now hard to find new, but a few dealers may still have them.

The earlier 340 cylinder head with casting number 2531894 is no longer available. Instead, the 360 cylinder head casting (3418915) is used and finish machined to the 340 specifications. These heads are identical to the early 340 heads in terms of port size and shape, valve sizes, and combustion chamber volume and are sold under the early 340 part number.

The '75 318 and 360 both use new "emissions" cylinder heads. The earlier castings are also being superseded by these newer heads. However, the new 318 and 360 heads are a power loss compared to the older heads.

Valve Covers

All the "LA" engine valve covers are interchangeable except for the location and number of holes in the top for PCV, oil fill, etc. There are chrome dress-up valve covers available - left side PN P3549892 and right side PN P3549891.

Crankshaft

The 273, 318 and 340 all have the same stroke and can use the same crankshaft. There are, however, several different crankshafts available. The '68-72 340 engine used a different crank (PN 2843868) than the 318 although both were forged. The 318-3 truck crank (PN 2843885) is a forged, hardened crank but is no longer available. The '73 340 uses a cast crank (PN 3751162) and requires a special damper and flywheel or torque convertor assembly. Do not use forged crank flywheels, dampers, or torque convertors on cast cranks or vice-versa. All the 360 engines have cast cranks with larger main bearing diameters (2.81") than the 2.50" of the standard 318 or 340. A full radius, forged 304 Trans-Am crank (PN P3577638) with a 2.96" stroke was used on the 1970 T/A race cars but is no longer available. This crank will fit any 273, 318 or 340, but will require different rods or pistons to adjust for the decreased stroke.

The high performance 360 four barrel engines produced in '74-75 have a shot-peened cast crank for added strength. This crank is adequate for Super Stock racing with either manual or automatic transmission.