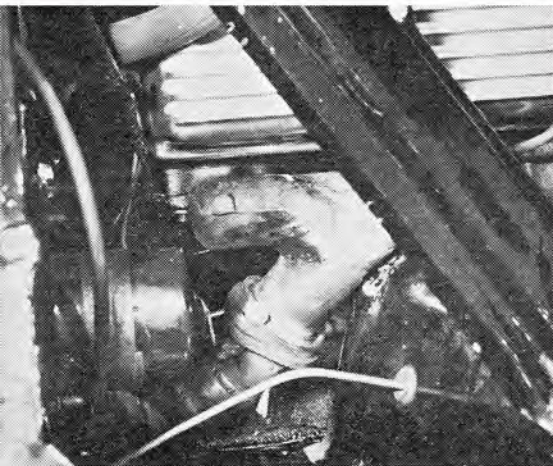
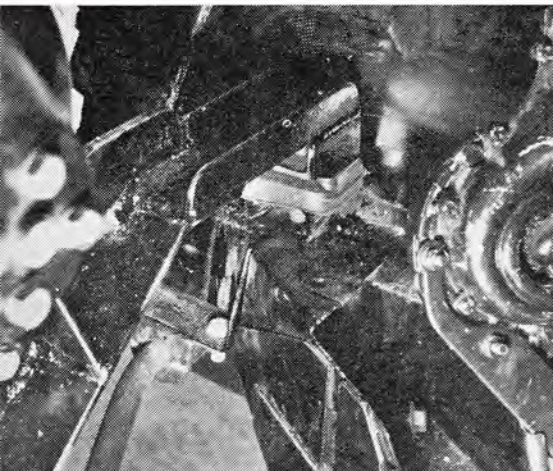


The stock Comet rear crossmember was retained and easily adapted to the Powerglide rear mount. A Chevy driveshaft was used but shortened and adapted to the rear section of the Comet driveshaft.



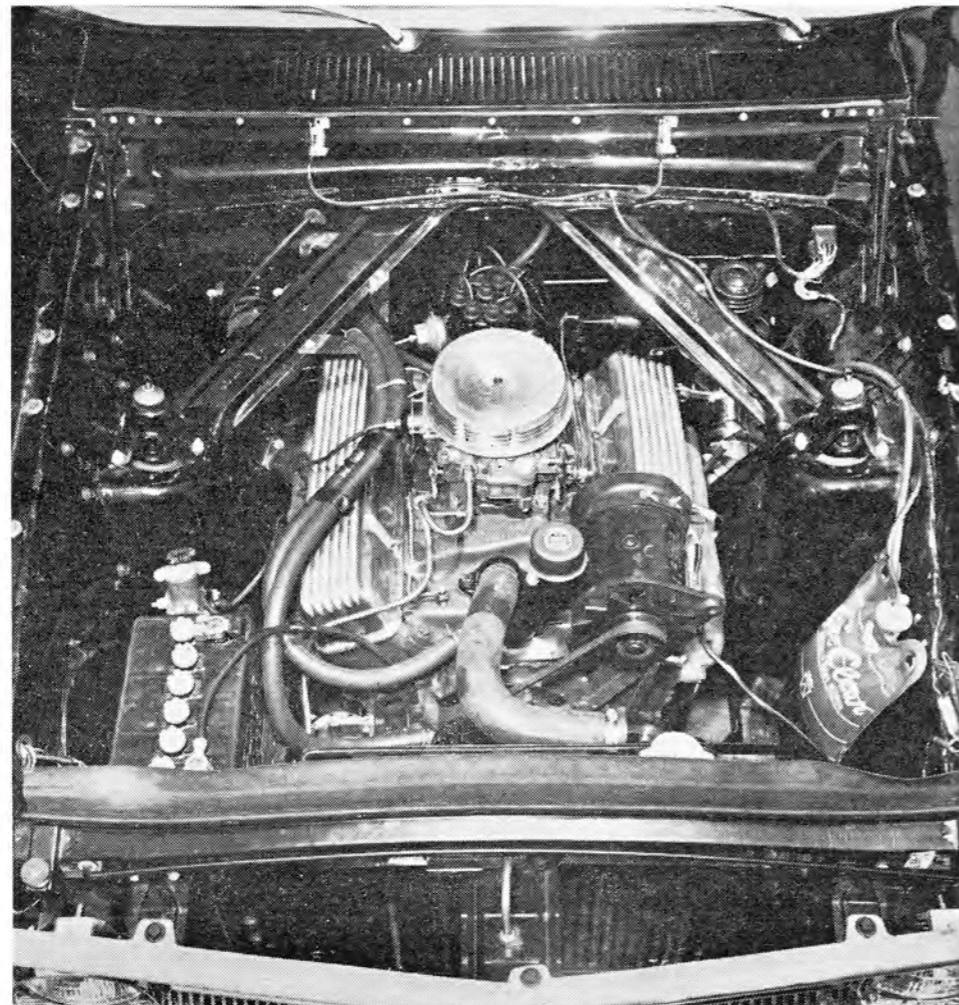
Stock exhaust manifolds would just clear the front spring fender wells but the outlet on the right side had to be moved to the rear slightly. Special head pipe was formed to fit between engine and firewall.



Steel plate was used to fabricate brackets that were welded on the front frame stubs of the unitized body. Flat insulator was used between bracket and mount with small insulator used between the bolt and mount.

HOT RODDER'S

Wally Parks, who has made a career out of hot rodding, found the answer to an ideal compact by installing a Chevy V8 in his Comet.



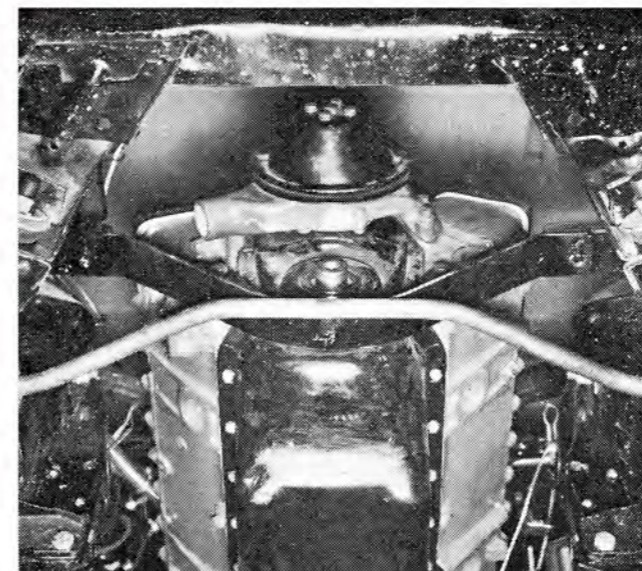
Completed installation is neat but fills the Comet engine compartment. The engine used is a 265-incher with Duntov cam and a single four-barrel carburetor. Powerglide trans has been beefed since future plans call for stronger 283 Chevy.

COMET

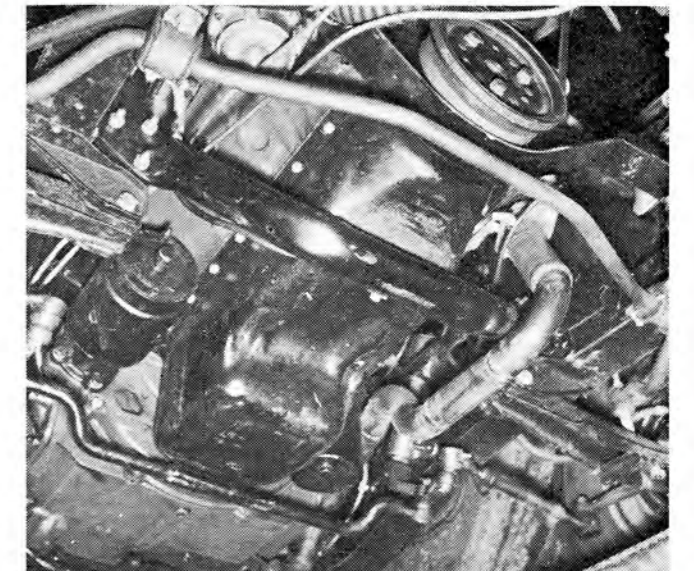


The only hint that the Comet is not stock comes from the slight forward rake due to the extra engine weight and the sneaky smile on the face of Petersen Editorial Director, Wally Parks. Brakes, rear axle and all suspension components are stock Comet.

PHOTOS BY ERIC RICKMAN



A Hurst-Campbell front mount was lengthened to fit across the compartment opening. The stock radiator was used at first but wouldn't cool fast enough on warm days so has since been replaced with a special one having larger capacity, thicker core.



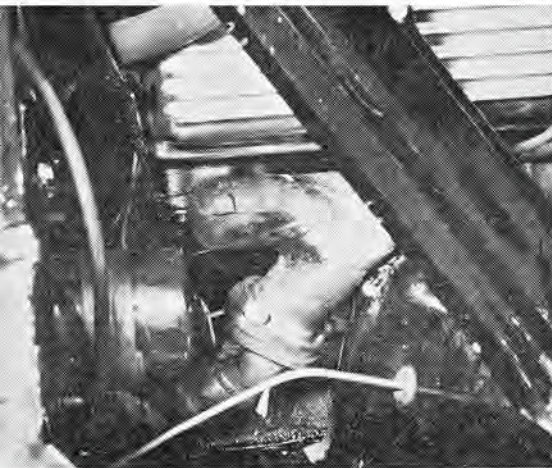
Comet's removable crossmember beneath the engine was simply reversed and bolted back in place to clear the Chevy oil pan. Steering link between idler and pitman arms has been moved to the bottom of arms and also offset to clear the oil pan sump.

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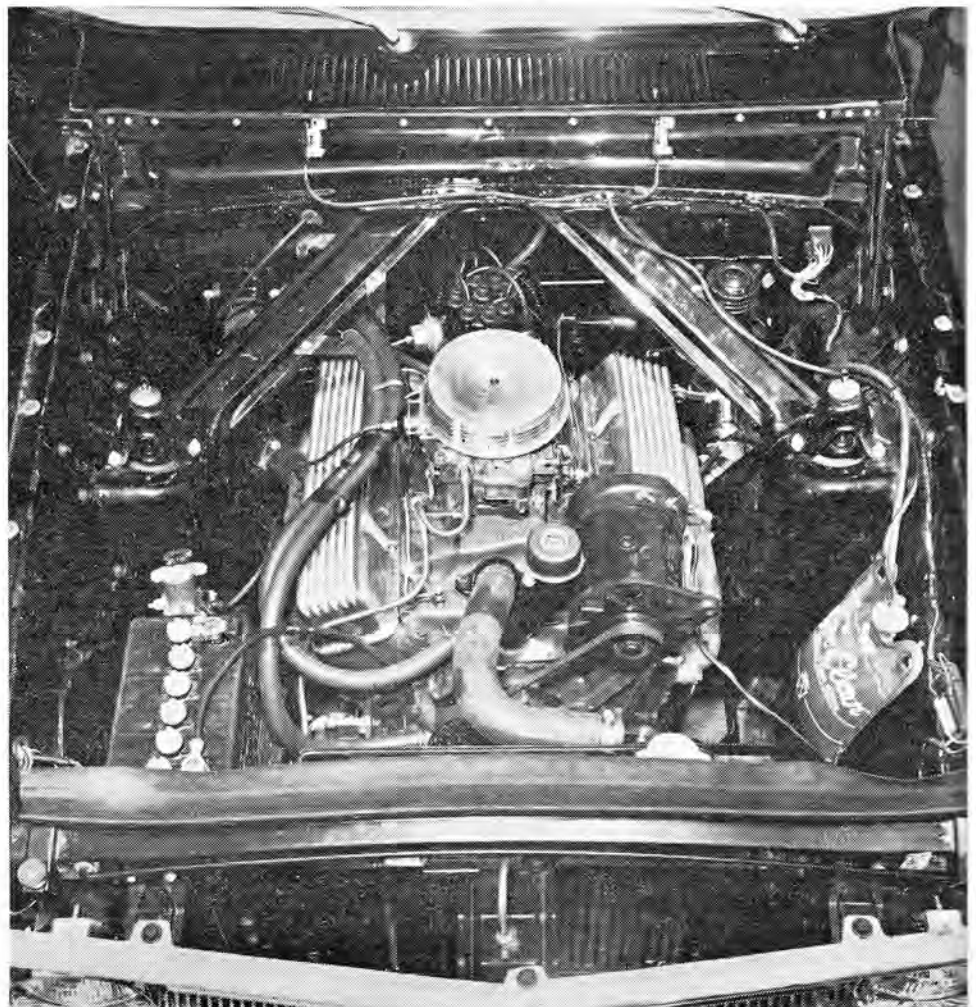


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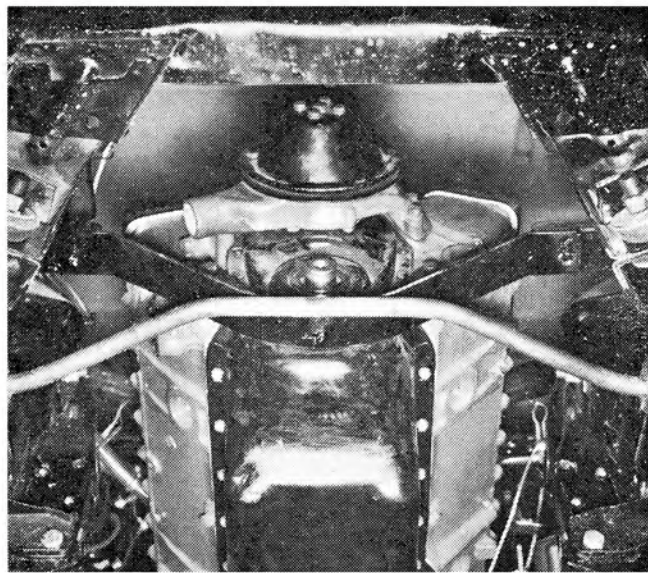


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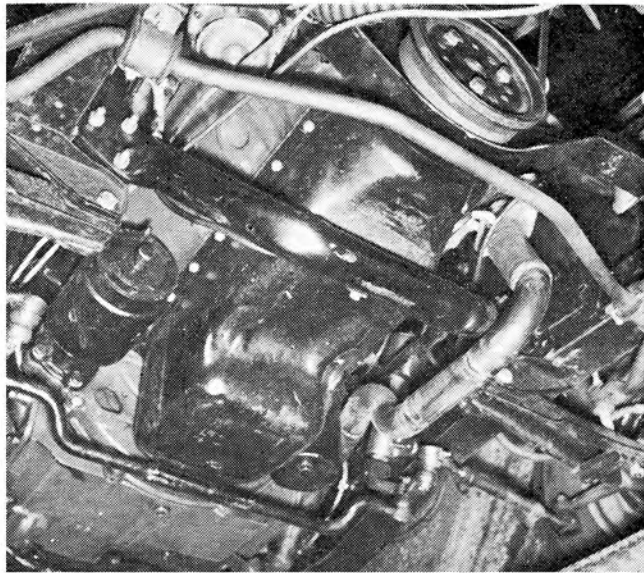


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