



if YOU LIKE PLAYING WITH BLOCKS, TRY THIS. With Chevrolet's Turbo-Fire 409 V8* block you can build to great heights. Say, 340 hp. 400 hp. Or, with the ingredients shown here, 425 hp. All three use the same block. Looks like the Rock of Gibraltar with 409 cubic inches of tunneling punched in it.

For the 425-hp 409 we add all those lovingly machined, cast and forged items above. Twin 4-barrel carburetors. Impact-extruded pistons. Forged steel connecting rods and five-main-bearing crankshaft. Cast alloy iron camshaft. And two heads fitted with lightweight valves. Mechanical valve lifters. Along with things we didn't show—header-type exhaust manifolds, dual exhausts, special clutch and heavy-duty radiator and suspension, among others. For the tamer 340- and 400-hp 409's, we use tamer bits and pieces here and there.

You can tuck a 425-hp Turbo-Fire 409 V8 into any '64 Chevrolet Biscayne, Bel Air, Impala or Impala Super Sport. And choose low gear ratios of 2.56:1 or 2.20:1 with the 4-speed all-synchro shift*. With the 2.20:1 gear ratio you can get 4.11:1 or 4.56:1 Positraction High Performance axle ratios*. Isn't playing with blocks fun? . . . Chevrolet Division of General Motors, Detroit, Michigan.

*Optional at extra cost

