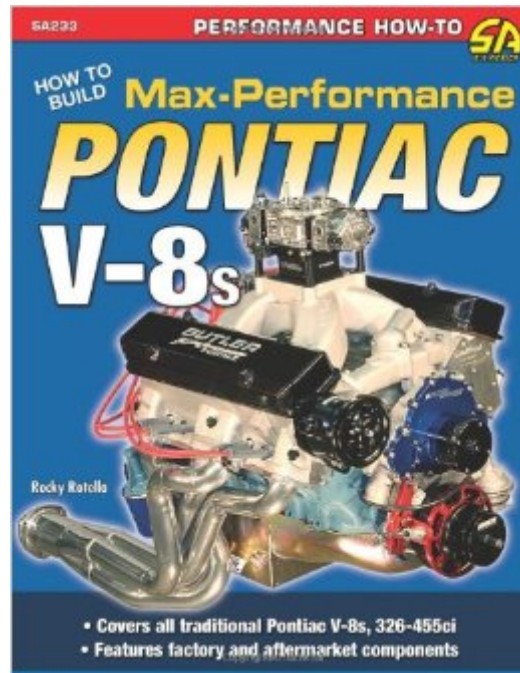


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# How To Build Max-Performance Pontiac V-8s (S-A Design)



## Synopsis

The traditional Pontiac V-8 ushered in the age of great American overhead valve V-8s with its introduction in 1955. Almost immediately, it became the basis for competition power plants. As time passed and the engine evolved to greater heights and larger displacements, avid Pontiac enthusiasts took advantage of the design's strong points and overcame its weaknesses to build a legendary performance history. Today's Pontiac enthusiast has a wide range of factory and aftermarket components to choose from, and in *How to Build Max-Performance Pontiac V-8s*, all the critical components are reviewed in great detail. This book includes honest advice on the proper way to modify components for optimal power and durability. The book also gives readers an assessment of the many aftermarket accessories offered for these great engines, and shares the capabilities such parts bring with them. In addition, high-performance engine buildups are completed and the results are shared. If you're considering building a traditional Pontiac V-8 engine for increased power and performance or even for competitive racing, this book is a critical component to achieving your goals.

## Book Information

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## Customer Reviews

If you have read the first edition of "Max Performance Pontiacs" by Jim Hand, then this edition will likely disappoint you. While Jim's book contained Pontiac history and admittedly focused on extracting the most power from OEM Pontiac parts, it was also a wealth of technical information that Jim learned (and shared!) regarding everything from the impact of camshaft lobe separation angles

to compression to the function of QuadraJet carburetors and Rhodes lifters. He debunks many of the myths of aftermarket parts, focuses on what and why the Pontiac engineers did what they did, AND the need to consider the total combination, with an emphasis on streetability. The aftermarket HATES Jim because he was able to make his streetable 4000 lb. Pontiac station wagon go deep into the 11's at over 115 mph with mildly ported iron Pontiac heads, stock connecting rods, an iron Pontiac intake manifold, and an old Ram Air IV camshaft with Rhoads lifters. How many "Pontiac" engine builders have I talked to who say I need aluminum heads, a Performer RPM intake, a roller cam and forged rods to do the same thing? When I mention what Jim was able to accomplish without all those expensive parts, they scoffed! Mr. Rotella's book pays homage to these aftermarket "experts". It reads much more like a modern "How to go fast with a Chevy and Aftermarket Parts" than a reference of technical value. He discusses aftermarket options for the Pontiac, but neglects to go into much technical detail about ANYTHING, much less give reasonable recommendations. It's like, "Here is a great aftermarket intake from Edelbrock, and here are great heads from Edelbrock, and here's a great carburetor from Holley". It's like a parts catalog more than a primer on the unique Pontiac engine design, or a go fast manual.

Rocky Rotella has been a pretty busy guy as of late, with his regular contributions to High Performance Pontiac, as well as the ever-growing list of book title bylines. His latest work, How to Build Max Performance Pontiac V-8s is another great book that is a must-read for anyone looking to build a high-performance Pontiac V-8 for racing or street use. If you will recall, there was another book with the same title, which was written by Pontiac engine guru Jim Hand back in 2004. It too was published by S-A Design/CarTech. The reason for the two books is that when he was approached by the publisher to do a rewrite and update, Mr. Hand decided to pass on the project, as he was happily retired and wasn't looking to commit to another book. Rocky approached the project from the standpoint that since Hand's book did such a great job of outlining how far you can go with factory parts, there was no need to cover that ground already- Jim's top-notch advice was borne out of years of exhaustive research and testing. Instead, he concentrated on the current state of the aftermarket support for the Pontiac V-8 and the engine combinations that are now possible due to these developments. The truth is, much has changed in the aftermarket since Jim Hand's book was and that gave Rocky much in the way of new material to write about. Starting with a history of the Pontiac V-8 and its many incarnations, Rotella devotes separate chapters to blocks, crankshafts, connecting rods, pistons and rings, cylinder heads, valvetrain, intake manifolds, exhaust systems, ignition, oiling and tuning, rounding out the book with a chapter devoted to proven

engine combinations for street and race from Ken's Speed and Machine, SD Performance, Butler Performance and Kauffman Racing Equipment.

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