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## Stovebolt Shuffle

*A new twist on Chevy six-cylinder swaps*

What goes around inevitably comes around, right? Back in the day, many [Chevy](#) fans couldn't wait to ditch their Stovebolt sixes in favor of V-8 power. Half a century later that's not necessarily the case. In this age of "daring to be different," many rodders are reconsidering inline power for their Bow Ties. So, it seems like the timing is right for Walton Fabrication to put a new twist on six-cylinder swaps.

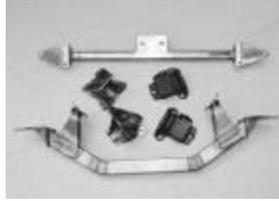
Walton's six-cylinder [engine](#) crossmember for '41-48 Chevys is a natural extension of the company's growing '41-54 Chevy product line. Owner Todd Walton tells us that his bolt-in rear four-bar kit for '41-48s has actually garnered plenty of attention from the lowrider crowd, while many other Chevy owners are coming to him for Mustang II IFS installations. In talking with lowrider owners, Todd found that they loved the six-cylinder sound, but were not opposed to swapping out the early splash-oiler 216ci sixes in favor of the more modern and powerful 194-250ci variations from '63-and-later Chevys. If he could make the swap easy, Todd thought, he might just have another cool product on his hands.

The perfect opportunity presented itself when Leonard Apple brought his '46 Chevy in to be updated with a Walton four-link rear [suspension](#) and TCI IFS. Leonard's Chevy was already outfitted with a 250ci six and would need new engine mounts when the stock crossmember was removed. So Todd went to work developing a simple bolt-in engine mount crossmember that uses existing frame holes to ensure proper placement. Adapter brackets allow the six-cylinder to use V-8 engine mounts, which in turn bolt to the crossmember. Todd also designed a radiator core support, since the old one is part of the stock suspension crossmember.

The engine crossmember is designed to be used on stock frames with updated suspensions (like Mustang IIs), but it also appears that it will work with stock suspensions that use later-model GM [power steering](#) boxes (what you're seeing on these pages are early production parts, so you'll want to contact Walton Fabrication for more details). Interesting byproducts are the brackets that adapt V-8 engine mounts to side-mount six-cylinder engines. These brackets are available separately and just might come in handy if you're slipping a Chevy six into just about any vintage rod.



It's no surprise to see a six-cylinder in a '46 Chevy, but the inliner residing under this hood isn't a splash-oiler 216, but a more modern 250. Walton Fabrication is now offering the parts to make this a relatively simple swap.



The parts used for this swap included Walton's engine crossmember, radiator support, adapter brackets, and V-8 engine mounts.



The stock suspension on this Chevy was removed to make way for a TCI IFS setup.



The Walton six-cylinder crossmember is designed for use on stock frames with Mustang II-style suspensions, although Walton says it may work with stock suspensions if a later-model steering box is employed.



Existing holes in the frame are used to locate the crossmember on each framerrail.



Additional mounting holes are then drilled after the crossmember is mocked in place.



Adapter brackets allow the use of V-8 engine mounts on the six.



These are also available separately, and could simplify other engine swaps where '63-and-later Chevy sixes are installed.



Here's a look at the crossmember, engine mount, and adapter bracket on the driver side, as viewed from under the [car](#).



As noted in the text, this particular car was fitted with an airspring IFS setup from TCI. We were unable to document the installation, but here's what the finished product looks like. Walton tells us that Mustang II-style suspensions fit Chevys of this era particularly well, and are relatively simple to install.



Here's a look at how the engine crossmember fits with the TCI suspension installed. This is looking from the rear toward the front.



Radiators on '41-48 Chevys are supported by a bracket on the front suspension crossmember. With the stock crossmember gone, Todd designed this bolt-in support.



Again, it is mounted using some existing frame holes and others that must be drilled.