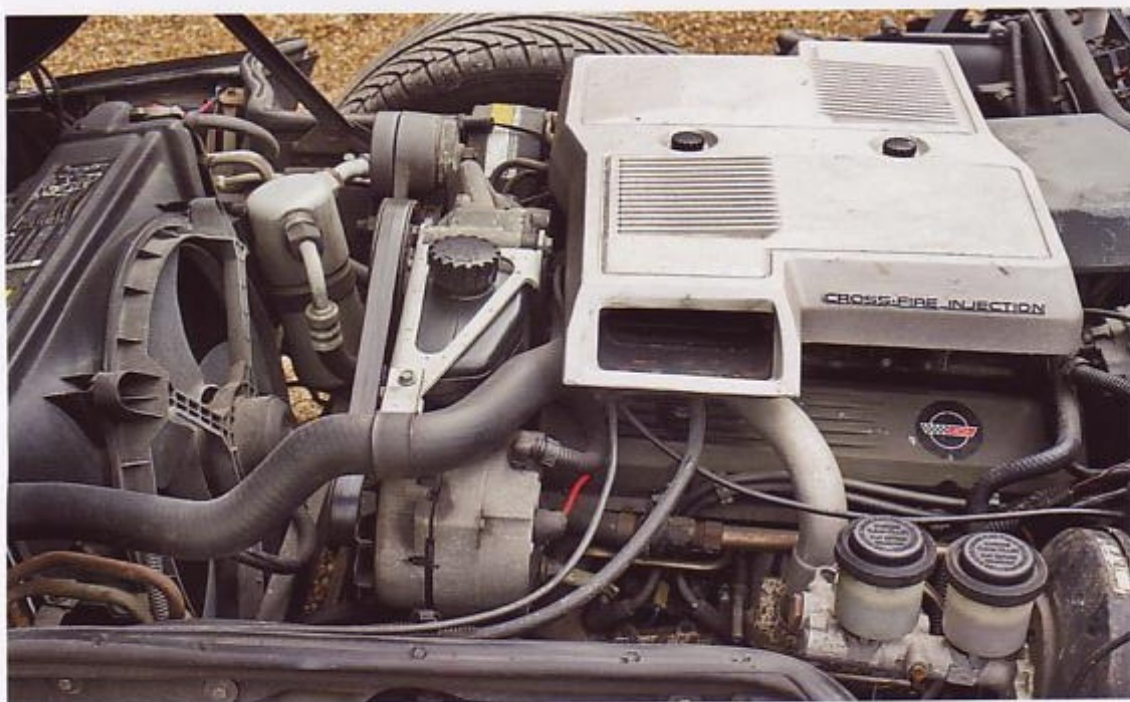


which, in turn, connected to a cold-air system integrated into the hood panel, ensuring an independent supply of dense outside air to the engine. To assist engine warm-up, there were vacuum-powered thermostatic flaps in the air cleaner to close this supply. Occasionally, one finds a CFI that has been converted to carburetor, but a minute behind the wheel of such a beast is enough to remind anyone just how great an improvement fuel injection was. Though GM

stopped service of the injectors years ago, others have filled the gap more cheaply. All the parts are available in the aftermarket, so there is no excuse for "screwing on a Holley." The air injection reactor (AIR) pump was prone to early failure, and on the basis that its contribution in reducing emissions was limited just to the first few minutes after cold starting, it could be removed entirely if the six-rib belt was replaced with a shorter one 84.5 inches long.

Cross Fire Injection 350 small-block made 205 brake horsepower. Cold air duct to the twin throttle bodies was unique to 1984 and so was the clamshell hood panel that contained the ducting.



Chevrolet small-block production had exceeded 50 million by 1984. The cylinder heads off this car could be switched with those off a 1955; both cars would run, and no small-block cylinder heads were ever designated LH or RH.

