

achieved by narrowing the hood latch brace.

The Duster charging system was utilized and the 12 volt battery fits in the original '51 location. Our original instruments were adapted to the 12 volt negative system. By reversing the leads on the amp gauge the 50 amp unit will read correctly. The gas gauge is retained by using a voltage reduction circuit, in this case one I built using a zener diode and resistor, to adapt it. Oil pressure is monitored with the stock mechanical gauge, an 80 lb. unit, adapted with fittings to the 3/16" tube. The Duster temp gauge was adapted with to the original '51 face to switch from the original Bourden tube version. Other upgrades to the electrical system included a 50 amp main circuit breaker in addition to the original 30 amp breaker on the light circuit and a relay/neutral safety switch. A nice Torqueflite feature is the integral neutral safety switch.

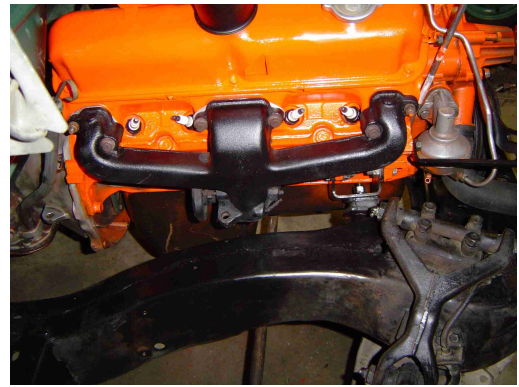
Throttle and shift linkages were fabbed up using a combination of parts from both vehicles. The result is a stock appearing throttle pedal and column shift.

Our donor car was a '71 so some of the components such as the brakes and rear end were not the most desirable because they had the small (4") bolt pattern and the rear axle was a 7.25". If it had been a newer model we could have used everything. A trip to the local pull-it yourself yard netted a '76 Volare 8.25" rear end with the proper 5 on 4.5" bolt pattern and the same width (60") as the '51 rear end. With some aftermarket spring mounts the 2.70 geared rear was cinched down with the stock u bolts. Shock mounts similar in design to the original '51 were fabricated from 1/4" steel and welded to the spring mounts. The donor car driveline was shortened a few inches to fit. The '51 brake line fit the later rear using the original '51 3-way fitting.

Other metal modification involved the inner fenderwells for clearance around the fatter V-8. The lower horizontal "shelf" portions were cut and narrowed in the front of the engine compartment along side of the widest part of the 318 and reattached with screws to allow easy removal for maintenance.

Our only labor buyout aside from the driveline was the exhaust system. Total expenses for the swap including purchase of the Duster was under \$2000. The result is an engine swap utilizing OEM components easily replaced at most auto parts stores. It drives great, steers and handles well, doesn't run hot. Not much bling-bling, just paint detail for now, but a good foundation for upgrades as time and finances allow.

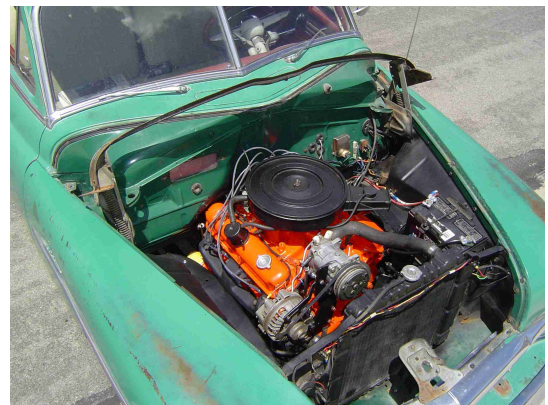
To the older rodders this may seem like old school. But the point is, that with good shopping and some hard work, rodding can be affordable.



Although there is adequate clearance on the passenger side the engine must be positioned correctly.



To allow for the wider V-8 the inner fenders were modified.



The '51 with a heart of a '71