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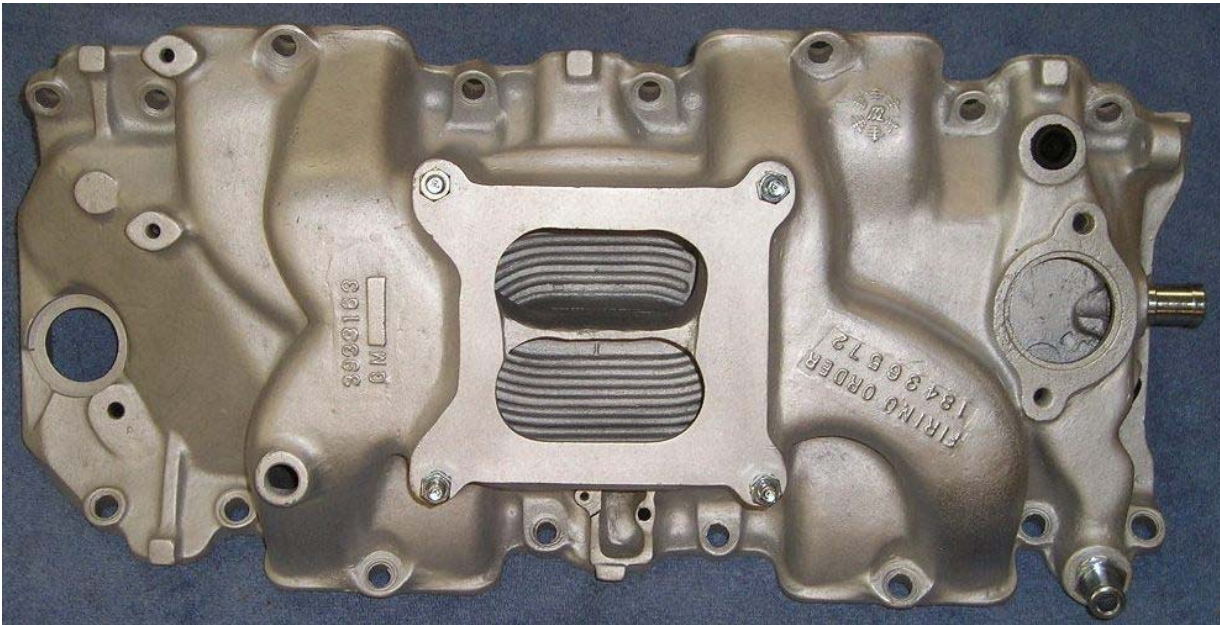
### **RARE NOS PARTS FOR SALE**

Rare, 1968 Z28 chrome oil fill tube, #3937064:	\$75.00
Holley carb body only, list #3807 dated 6B3, fits '67 Chevelle, El Camino 327-325 hp rare CA emissions engine, RARE:	\$200.00
NOS, 1968 Z28 & L78 deep groove smog pump pulley, #3925522:	\$145.00
NOS GM positraction stickers for trunk, #3745926:	\$25.00
NOS 1967-1968 Z28 smog pump adjuster brace, #3882887, recently found items:	\$125.00
1968 NOS restored original smog pump system for Z28, 302 engine, complete w/shipping:	\$1695.00
1968 NOS restored original smog pump system for L34, L35, L78 396 eng, complete w/shipping	\$1695.00
1969 NOS restored original smog pump system for Z28, 302 engine, complete w/shipping:	\$1695.00
1969 NOS restored original smog pump system for 396-427 Camaro, 396 Chevelle & Nova, complete w/shipping:	\$1695.00
1970 NOS restored original smog pump system for 396-454 Camaro, Chevelle, Nova, complete w/shipping:	\$1695.00
1970 NOS restored original smog pump system for Z28 LT-1 Camaro, complete w/shipping:	\$1695.00

**SCROLL DOWN FOR MORE RARE PARTS FOR SALE!**

Intake manifold: 1969 big block Camaro, Nova, Chevelle 396-375 hp (L78) or COPO 427-425 hp Camaro (L72). Low mileage take off #3933163 intake. Dated 10-30-68. This manifold has been restored by us and is ready to bolt on with all new correct GM correct hardware. No welds, issues, cracks. It's mint and ready to go.

\$595.00



1111499 distributor, dated 8L15, guaranteed original, restored by us & ready to install: \$1395.00

1967 restored Q-Jet carburetor, #7027203, dated J-1966, L30 & L48 engine w/4-spd trans: \$650.00

1969 L78 and COPO 427 original GM deep groove water pump pulley, #3947824DV, mint! \$500.00

Starter motors, #1108367, Z28, two here, 8K16, 8D3, restored by us with 1 year warrantee: \$395.00

Intake manifold: 1969 Z28 Camaro with 302 engine. Low mileage take off #3932472 intake. Date is under the heat shield. This manifold has been restored by us and is ready to bolt on with all new correct GM correct hardware. No welds, issues, cracks. It's mint and ready to go. \$595.00



**Brand new! 1969 Camaro Z28 cross-ram intake manifold.** Just off the presses, this new reproduction is by far the best and most accurate on the market today. After a very careful inspection and analysis from Camaro Hi-Performance, this manifold is “spot on” and identical to the GM unit. These intakes were originally used on stock engines that were not decked, however, on these new intakes, the intake bolt holes have been slightly elongated to compensate for engines that have been decked so it will fit on just about any small block Chevy engine. Also, unlike the other re-pops you see in the market place, most of them hit the valve cover. This brand new version does not!

When you pop the hood on a Z28, there is no better site than a 2x4 cross-ram set up. Selling price: \$2,495.00. Call for any questions you have about this cross-ram. 630-408-9694. Email: reesmooth1969@sbcglobal.net.



SMOG SYSTEMS AND PHOTOS BELOW:



Photo of one of our complete NOS smog systems rebuilt and ready to go. This system is for a 1968 Z/28. It comes with the following : restored original white fan pump dated to match your car, NOS DH diverter valve, "522" deep groove pulley w/ "RBW" mounting bolts, smog tubes plated correct black zinc finish, pump mounting bracket and adjusting brace, NOS "992" check valves, dated original hose clamps, GM stamped hoses, and vacuum "T". All NOS systems that we sell are sold complete as shown here.



Here is a close up of our NOS "992" check valves.



Restored original white fan pump w/ NOS DH diverter valve.



Note the pump stamping date, 15781Y, decodes as the 157th day of 1968, with a Saginaw plant code of 1Y. In the case of 1968 pumps, original pumps have been found with this julian stamping on the machined flange shown here or right next to the machined flange as shown here in our photo.



Close up showing the original restored "RBW" pulley mounting bolts.





Clamps are dated 2nd quarter of 1969.



This original white fan pump date is the 248th day of 1969.



Here is one of our restored NOS smog systems for a 1970 396 or 454. It's complete and ready to install.



Close up shot of original dated hose clamps that we supply with every system.



Close up shot of the white fan pump, note the date of 16101S. Decodes to the 161st day of 1970. All pump housings are restored with our famous reskinning process and look brand new!

We can build your NOS smog system either functional or non-functional. There is no extra charge doing it either way. There are several advantages letting us build your system nonfunctional and we'll explain why:

#1. Gutting the smog pump and building it non-functional is the better way to go because there are no back firing issues when letting off the gas. Any time you let off the gas while driving your car you will experience back firing and popping. This was due to the smog pump and diverter valve pushing air through the system. There are documented cases of this backing firing destroying the exhaust system muffler. When gutting the drum in the pump assembly, your system will run quietly and look like its functioning fine.

#2. Smog tube plating, as we know, original smog tubes were plated in a black zinc finish. When running a functioning system, the 1200 degree exhaust temperatures exit through the tubes. Within a years time, the heat will take its toll on the black zinc plating destroying most of the factory finish. If we build the system non-functional, the tubes are plugged not allowing exhaust flow into the tubes preserving the plated finish.

#3. Exhaust flow, by letting us build your system non-functional, the exhaust port tube extensions are not needed. This will allow the exhaust to exit the cylinder head port without flow disruption increasing the horsepower in your engine. So as you can see, there are several advantages to letting us build your system non-functional. All systems on our own personal cars are non-functional too. And remember, Camaro Hi-Performance is your best choice for that NOS smog system you need for that Z/28, 327, 350, 396 or 454!