



CHEVROLET MOTOR DIVISION
General Motors Corporation

Inter-Organization Letter

To	Mr. G. S. Nash	Location	Supt. of Industrial Engineering
From	Mr. S. M. Macmillan	Location	Industrial Engineering Department
Subject	Contact Trip to C.E.C. on Vega Twin Cam Engine	Date	October 31, 1974

On Tuesday, October 29, 1974, Mr. A. J. Mroczkowski and I visited C.E.C. to review progress on the Vega Twin Cam Engine. The personnel contacted were Mr. K. Walters and Mr. C. E. Wade. The results of the meeting were as follows:

- 1) Currently all emission test vehicle emission figures are excellent and the vehicles are approaching the half-way mark of the test.
- 2) The currently scheduled S.O.P. of 2/3/75 has been moved to 2/17/75 as per Kirk Walters.
- 3) Received authorization to utilize Part #330054 Distributor Drive Shaft in place of 1975 Part #360146 to enable Tonawanda to avoid scrapping 1000 pieces of #330054. However, these parts must be cleaned with extreme care.
- 4) Drawing changes are being made on Part #442411 and #442415 to utilize standard size bar stocks due to the unavailability of the sizes currently stated on the blue prints.
- 5) Discussed with the Engine Group the possibility of their supplying Tonawanda with high expense prototype parts for pilot line. These parts, however, are in short supply at C.E.C. and Tonawanda must make every effort to obtain these parts from the supplier.
- 6) Received prints on Spark Plug wire support brackets, Part #362716 and #362717. C.E.C. has temporary tooling available for Tonawanda use if our supplier cannot supply parts for S.O.P. C.E.C. will supply these parts to Tonawanda for pilot line.



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- 7) C.E.C. requests that Tonawanda assemble Spark Plug Wire Clips #8911428 and #8911429 to avoid the deformation of Spark Plug Wire Support Brackets #362716 and #362717 encountered when assembly is attempted with brackets mounted on engine at Assembly Plant.
- 8) C.E.C. requests that Tonawanda assemble the Spark Plug Wires to the engine assembly and to perform engine test with these same wires in place. Currently, the engine is tested utilizing "slave" spark plug wires. This request is currently under consideration.
- 9) Received a Blue Print of #455946 Pipe Reducer Bushing utilized in the Cylinder Head. This Reducer does not appear in the Parts Listing.
- 10) Received clarification on Temperature Sender Adapter. The Cylinder Head print shows Part #144215 and the Parts List shows #444033. The correct part # is 144215.
- 11) 1975 Build Sheets are currently being drawn and should be available by the week of 11/11/74.
- 12) C.E.C. currently plans full production at the Assembly Plant two weeks after S.O.P.
- 13) Drawings of Spark Plug #8990068 were not available, however, the plug code is R431TSX.

Samuel M. Macmillan
S. M. Macmillan
Ind. Engr. Dept.

SMM/wd

cc: Messrs. J. A. Whitacre
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