

U.S. AUTOMOBILES SPECIFICATIONS/1963

*A complete guide to
the '63 cars compiled
by the Car Life staff*

THIS 16-PAGE SECTION presents *Car Life's* annual specifications of American cars—the most thorough tabulation ever published.

Most of the data are compiled from the official specifications which each maker supplies to the American Automobile Manufacturers Association. However, the *Car Life* staff has collected additional data, and some of the information included is therefore exclusive.

How to Use the Specifications

Most of the data are self-explanatory. Where abbreviations are used,

these and the notations, explanations and exceptions are listed at the bottom of each page.

Many times a basic engine (i.e., of one family) is available in several combinations of bore and/or stroke. Usually the crankshaft bearing dimensions are the clue toward identifying a given group, but this year we have added an important new dimension: the overall machined length of the cylinder block. This information can be used to select the largest engine possible—one that will have the same external dimensions and the most cubic inches.

Note that Chrysler and Ford may use the same basic engine in more than one make. General Motors divisions each have their own engines with one exception. The Olds F-85 uses the Buick aluminum V-8 short-block assembly.

Notably New in '63

This year two new names appear on the list of cars; Buick's Riviera and Studebaker's Avanti. In addition, the tabulations include specifications for the Checker passenger car and the Willys station wagon.

Completely new cars for 1963 also

← FRONT AXLE



SPECIFICATIONS

include the Corvette Sting Ray and the Rambler Classic/Ambassador series, although the engine and transmission options are unchanged. As this issue went to press Rambler announced a new V-8 option for the Classic. The engine, however, is not new: merely a re-cored, smaller-bore V-8 version of the current engine used in the Rambler Ambassador. Thus, the only difference between the Ambassador specified on these pages and the classic V-8 is a 3.75-in. cylinder bore instead of 4-in. This gives 287 cu. in. and the new powerplant is rated 198 bhp at 4700 with a maximum torque of 280 lb.-ft. at 2600 rpm.

Engines

The most significant engine development for 1963 is not the 400 plus bhp models which, by the way, we have labeled "racing" options (in the specifications) rather than use the varied terminology of the industry. What the engineers have done that is significant is to take these big-inch engines and turn them into domesticated, high-torque models—engines of very high output at domesticated rates of revolution.

Chevrolet has retired its famous workhorse 6-cyl., the 235-cu. in., 4-main bearing unit. In its place we find a new 7-main bearing Six, similar to the 194-cu. in. 6-cyl. introduced in 1962 for the compact Chevy II. The newest Six has a larger bore than the Chevy II version, giving it 230 cu. in.

Pontiac has dropped the 216-cu. in. aluminum V-8 option in favor of a smaller bore version of its big 389-cu. in. V-8. This new model has 326 cu. in. and though made of cast iron, it weighs about 40 lb. less by using thin-wall casting techniques.

Other revised engines come from the Ford Motor Company divisions. The 170-cu. in. 6-cyl. engine, which is optional in the Falcon and Comet

(144 cu. in. is standard) was the standard engine in the Fairlane and Meteor, last year. This is still true for 1963, but if automatic transmission is specified, the standard engine for the Fairlane/Meteor is a 200-cu. in. six. This is a bored and stroked 170, not to be confused with the 223-cu. in. six which is now standard on the big Fords, but no longer available in the Mercury line.

In mid-'62 FMC announced a bored-out version of the 221-cu. in. V-8, giving 260 cu. in. and available in the Fairlane and Meteor. For 1963, this is optional in the Falcon and Comet and there is a still larger V-8 option for the Fairlane and Meteor. This is a 221/260 type V-8, enlarged to 289 cu. in. The 289 engine also is the first option (above the 223 six) in the Ford Galaxie line. Formerly the first option, or smallest V-8, was a 292-cu. in. model, the last of the original 1954 family of ohv engines. The old 292 has been discontinued.

Cadillac is the only General Motors division to have a completely new engine for 1963. Although it has the same bore and stroke as before, and the same cylinder heads, everything else is new including a new, more compact cylinder block and a much sturdier crankshaft. Oldsmobile, however, made extensive changes in the 1963, 394-cu. in. cylinder block, primarily to get the distributor up forward for better accessibility.

Transmissions

The most important transmission change for 1963 is Ford's noteworthy addition of a synchromesh low gear on the long-neglected 3-speed transmission. This unit is supplied with four different sets of gear ratios (see page 46) but note that it cannot be ordered with any of the small 6-cyl. engine family (144, 170 or 200 cu. in.) as applied to the Falcon/Comet or Fair-

lane/Meteor. It is also interesting to note that when a Ford is equipped with overdrive, the 3-speed transmission does not have synchromesh low.

In the 4-speeds-forward department, Ford's English division supplies the all-synchromesh unit which was announced last year as a Falcon/Comet option. Ford for 1963 also offers a brand new set of gear ratios for the Warner-Gear T-10 4-speed transmission as an option for the Fairlane/Meteor V-8 powered models. Thus a study of page 46 will reveal that the Warner Gear all-synchromesh 4-speed originally developed for the Corvette now comes with the following 1st speed gear ratios: 2.73, 2.54, 2.36 and 2.20:1. Chevrolet continues to build the unique 4-speed all-synchromesh unit for the Corvair and Pontiac Tempest 4-cyl. transaxle assemblies.

Miscellaneous Items

Brakes are getting some much-needed attention: Buick's big cars continue with Al-Fin aluminum brake drums in front and Lincoln now has the same. Pontiac again offers Kelsey-Hayes' combined aluminum wheels and drums as an option and you can get the Avanti's Bendix caliper-disc front brakes on any Studebaker, at extra cost. Nearly all cars offer some form of heavy-duty brake option and even though many dealers are not aware of their availability, these options are extremely desirable, in the opinion of *Car Life* editors. All cars (at last) have self-adjusting brakes, a simple, cheap device and long overdue.

Alternators have replaced the generator in all but some of the lower priced cars. These units offer high charging rates, even with the engine idling. Long-life transistor ignition systems are available on certain Ford and Pontiac models at extra cost.

And finally, the easy way to distinguish a vintage '63 model from its predecessors is by its amber turn signals—a feature universally adopted by the U.S. auto industry this year. ■

MODELS & PRICES

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(These are factory advertised delivered prices and include federal excise tax and suggested dealer handling charge but do not include state & local taxes or transportation charges.)

BUICK

Special, V-6
2-dr. coupe 2309
4-dr. sedan 2363
2-dr. convertible 2591
4-dr., 2-seat wagon 2659
4-dr., 3-seat wagon 2740

Special Deluxe, V-6
4-dr. sedan 2521
4-dr., 2-seat wagon 2818

Skylark, V-8
2-dr. sport coupe 2857
2-dr. convertible 3011
155-hp V-8 (over V-6) 71
200-hp V-8 (over V-6) 167
Turbine drive 189

LeSabre
2-dr. sedan 2869
4-dr. sedan 3004
2-dr. hardtop coupe 3070
4-dr. hardtop sedan 3146
2-dr. convertible 3339
4-dr., 2-seat wagon 3526
4-dr., 3-seat wagon 3606
Turbine dr. 231

Invicta
4-dr., 2-seat wagon 3969

Wildcat
2-dr. hardtop coupe 3849
4-dr. hardtop sedan 3871
2-dr. convertible 3961

Electra 225
4-dr. sedan 4051
2-dr. hardtop coupe 4062
4-dr. sedan hardtop 4186
4-dr. pillarless sedan 4254
2-dr. convertible 4365

Riviera
2-dr. hardtop coupe 4333

CADILLAC
Series 62
2-dr. coupe 5026
4-dr., 6-window sedan 5214
4-dr., 4-window sedan 5214
2-dr. convertible 5590

DeVille
2-dr. coupe 5386
4-dr., 4-window sedan 5633
4-dr., 6-window sedan 5633
4-dr. Park Ave. sedan 5633

Eldorado
2-dr. Biarritz convt. 6608

Series 60 Special
4-dr. sedan 6366

Series 75
4-dr., 9-pass. sedan 9724
4-dr. limousine 9939

CHECKER
Superba
4-dr. sedan 2642
4-dr. station wagon 2991

Marathon
4-dr. sedan 2793
4-dr. station wagon 3140
141-hp, ohv 6-cyl. automatic transmission, L-head eng. 57
automatic transmission, ohv engine 222

CHEVROLET
Corvaire 500
2-dr. club coupe 1992

Corvaire 700
2-dr. club coupe 2056
4-dr. sedan 2110

Corvaire 900 Monza
2-dr. club coupe 2272
4-dr. sedan 2326
2-dr. convertible 2481

Monza Spyder
2-dr. club coupe 2589
2-dr. convertible 2798

Greenbrier 95
6-dr. sport wagon 2655
6-dr. de luxe wagon 2870
Powerglide trans. 157

Chevy II 100, 4-cyl.
2-dr. sedan 2003
4-dr. sedan 2040
4-dr. station wagon 2338

Chevy II 300, 4-cyl.
2-dr. sedan 2084
4-dr. sedan 2121
4-dr., 3-seat wagon 2516

Chevy II Nova 400, 6-cyl.
4-dr. sedan 2235
2-dr. coupe 2262
2-dr. convertible 2472
4-dr. station wagon 2494
120-hp, 6-cyl. engine (over 4-cyl.) 59
Powerglide trans. 167

Biscayne, 6-cyl.
2-dr. sedan 2322
4-dr. sedan 2376

Bel Air, 6-cyl.
2-dr. sedan 2454

4-dr. sedan 2508
Impala, 6-cyl.
4-dr. sedan 2661
2-dr. hardtop coupe 2667
4-dr. hardtop sedan 2732
2-dr. convertible 2917

Station Wagons, 6-cyl.
4-dr. Biscayne 2723
4-dr. Bel Air 2818
4-dr., 3-seat Bel Air 2921
4-dr. Impala 2960
4-dr., 3-seat Impala 3063
Powerglide trans., V-8 188
Powerglide trans., V-8 199

Corvette
2-dr. Sting Ray convt. 4037
2-dr. Sting Ray coupe 4242
195-hp V-8 engine 107
250-hp V-8 engine 191
300-hp V-8 engine 245
340-hp V-8 engine (over 6 cyl.) 349
340-hp V-8 (Corvette) 108
360-hp f.i. (Corvette) 484

CHRYSLER
Newport
4-dr. sedan 2964
2-dr. hardtop coupe 3027
4-dr. hardtop sedan 3106
2-dr. convertible 3399
6-pass. station wagon 3478
9-pass. station wagon 3586

Chrysler 300
4-dr. hardtop 3400
2-dr. hardtop 3430
2-dr. convertible 3790
TorqueFlite trans. 227

New Yorker
4-dr. sedan 3981
4-dr. hardtop 4118
6-pass. station wagon 4708
9-pass. station wagon 4815

300-J
2-dr. hardtop 5177

DODGE
Dart 170
2-dr. sedan 1983
4-dr. sedan 2041
4-dr., 2-seat wagon 2309

Dart 270
2-dr. sedan 2079
4-dr. sedan 2135
2-dr. convertible 2385
4-dr. wagon 2433

Dart GT
2-dr. hardtop 2289
2-dr. convertible 2512
145-hp engine 47
TorqueFlite 172

330, 6-cyl.
2-dr. sedan 2245
4-dr. sedan 2301
4-dr., 2-seat wagon 2648
4-dr., 3-seat wagon 2749

440, 6-cyl.
2-dr. sedan 2381
4-dr. sedan 2438
2-dr. hardtop 2470

440, V-8
2-dr. sedan 2489
4-dr. sedan 2546
2-dr. hardtop 2577
4-dr. station wagon 2854
4-dr., 3-seat wagon 2956

Polara, 6-cyl.
4-dr. sedan 2602
2-dr. hardtop coupe 2624

Polara, V-8
4-dr. sedan 2709
2-dr. hardtop coupe 2732
4-dr. hardtop sedan 2781
2-dr. convertible 2963

Polara 500, V-8
2-dr. hardtop 2965
2-dr. convertible 3196
230-hp V-8 engine 107
305-hp V-8 engine 51
330-hp V-8 engine n.s.
415-hp V-8 engine n.s.

880, V-8
4-dr. sedan 2813
4-dr. station wagon 3142
4-dr., 9-pass. wagon 3257

Custom 880, V-8
4-dr. sedan 2964
2-dr. hardtop coupe 3030
4-dr. hardtop sedan 3109
2-dr. convertible 3251
4-dr. station wagon 3292
4-dr., 3-seat wagon 3407
305-hp engine (over std. 265-hp) 51
415-hp engine n.s.
TorqueFlite trans. 211

FORD
Falcon
2-dr. sedan 1985
4-dr. sedan 2047

Falcon Futura
2-dr. sedan 2116
4-dr. sedan 2165
2-dr. hardtop 2237
2-dr. convertible 2470
2-dr. Sprint htdpt. V-8 2386
2-dr. Sprint convt. V-8 2600

Falcon Station Wagons
2-dr. wagon 2298
4-dr. wagon 2341
2-dr. de luxe wagon 2384
4-dr. de luxe wagon 2427
4-dr. Squire wagon 2603
101-hp, 6-cyl. engine 37
164-hp, V-8 engine 151
Fordomatic trans. 163

Fairlane, 6-cyl.
2-dr. sedan 2154
4-dr. sedan 2216

Fairlane 500, 6-cyl.
2-dr. sedan 2242
4-dr. sedan 2304
2-dr. Sport Coupe 2324
2-dr. hardtop 2504

Fairlane wagons, 6-cyl.
4-dr. Ranch wagon 2525
4-dr. Cust. Ranch Wagon 2613
4-dr. Squire wagon 2781
145-hp V-8 103
164-hp V-8 155
271-hp V-8 n.s.
Fordomatic, 6-cyl. 180
Fordomatic, V-8 190

Ford 300, 6-cyl.
2-dr. sedan 2324
4-dr. sedan 2378

Galaxie, 6-cyl.
2-dr. sedan 2453
4-dr. sedan 2507

Galaxie 500, 6-cyl.
2-dr. sedan 2613
4-dr. sedan 2667
2-dr. hardtop coupe 2674
2-dr. hardtop (fastback) 2674
4-dr. hardtop sedan 2739
2-dr. convertible 2924

Station Wagons, 6-cyl.
4-dr. wagon 2829
4-dr., 9-pass. wagon 2933
4-dr., de luxe wagon 3018
4-dr., de luxe 9-pass. 3088

Galaxie 500/XL, V-8
2-dr. hardtop coupe 3268
2-dr. hardtop (fastback) 3268
2-dr. convertible 3518

Thunderbird
2-dr. hardtop 4445
2-dr. landau hardtop 4548
2-dr. landau Spl. Edition 4748
2-dr. convertible 4912
2-dr. Sports Roadster 5563
195-hp V-8 engine 109
220-hp V-8 engine 161
300-hp V-8 engine 247
385-hp V-8 engine 442
340-hp V-8 (T'bird) 242
405-hp V-8 engine 500
Fordomatic, 6-cyl. 180
Fordomatic, V-8 190
Cruise-O-Matic, V-8 212

IMPERIAL
Custom
2-dr. hardtop coupe 5058
4-dr. hardtop sedan 5243

Crown
2-dr. hardtop coupe 5412
4-dr. hardtop sedan 5656
convertible 5782
Ghia limousine 18,500

Le Baron
4-dr. hardtop 6434

LINCOLN
Continental
4-dr. sedan 6270
4-dr. convertible 6916

MERCURY
Comet 6-cyl.
2-dr. sedan 2084
4-dr. sedan 2139
2-dr. wagon 2440
4-dr. wagon 2483

Comet Custom
2-dr. sedan 2171
4-dr. sedan 2226
2-dr. hardtop n.s.
2-dr. wagon 2527
2-dr. convertible 2557
4-dr. wagon 2570

Comet S-22
2-dr. sedan 2368
2-dr. hardtop n.s.
2-dr. convertible 2710
Sportster fastback (V-8) n.s.
Sportster convt., V-8 n.s.

Comet Villager
4-dr. wagon 2754
101-hp 6-cyl. engine 45
145-hp V-8 engine n.s.
164-hp V-8 engine n.s.
Merc-O-Matic trans. 172

Meteor, 6-cyl.
2-dr. sedan 2278
4-dr. sedan 2340
4-dr., 2-seat wagon 2631

Meteor Custom, 6-cyl.
2-dr. sedan 2366
4-dr. sedan 2428
2-dr. hardtop coupe 2448
4-dr. station wagon 2719

Meteor S-33, 6-cyl.
2-dr. hardtop coupe 2628

Meteor Cnty. Cruiser, 6-cyl.
4-dr. station wagon 2886
164-hp V-8 engine 52
271-hp V-8 engine n.s.
Merc-O-Matic, 6-cyl. 180
Merc-O-Matic, V-8 190

Monterey V-8
2-dr. sedan 2834
4-dr. sedan 2887
4-dr. hardtop coupe 2995
2-dr. hardtop (fastback) n.s.
2-dr. hardtop 2930

Monterey Custom
2-dr. hardtop coupe 3083
4-dr. sedan 3075
4-dr. hardtop sedan 3148
2-dr. hardtop (fastback) n.s.
2-dr. convertible 3333

Monterey S-55
2-dr. hardtop coupe 3650
4-dr. sedan n.s.
2-dr. hardtop (fastback) n.s.
2-dr. convertible 3900

Monterey Station Wagons
4-dr., 9-pass. 3295
4-dr., 9-pass. 3365
300-hp V-8 engine 52
Merc-O-Matic trans. 221
330-hp V-8 engine n.s.
425-hp V-8 engine n.s.

OLDSMOBILE
F-85 Standard
2-dr. coupe 2403
4-dr. sedan 2457
4-dr. wagon 2754

F-85 Deluxe
4-dr. sedan 2592
2-dr. Cutlass coupe 2694
4-dr. station wagon 2889
2-dr. Cutlass convt. 2971

F-85 Jeffire
2-dr. hardtop coupe 3048
Hydra-Matic drive 195
185-hp (over 155-hp) 45

Dynamic 88
4-dr. sedan 2995
2-dr. hardtop coupe 3052
4-dr. hardtop sedan 3130
2-dr. convertible 3379
4-dr., 6-pass. wagon 3459
4-dr., 8-pass. wagon 3566

Super 88
4-dr. sedan 3246
2-dr. hardtop coupe 3408
4-dr. hardtop sedan 3473
4-dr., 6-pass. wagon 3748
98
4-dr. sedan 3982
4-dr. hardtop 4178
2-dr. coupe 4178
4-dr. hardtop 4332
4-dr. hardtop sedan 4254
2-dr. convertible 4457

Starfire
2-dr. hardtop coupe 4129
2-dr. convertible 4742
Hydra-Matic (88 only) 231

PLYMOUTH
Valiant V-100
2-dr. sedan 1910
4-dr. sedan 1973
4-dr. station wagon 2268
2-dr. convertible n.s.

Valiant V-200
2-dr. sedan 2035
4-dr. sedan 2097
4-dr. station wagon 2392

Valiant Signet
2-dr. hardtop coupe 2230
2-dr. convertible n.s.
145-hp engine n.s.
TorqueFlite trans. 172

Savoy, 6 cyl.
2-dr. sedan 2206
4-dr. sedan 2262
4-dr., 2-seat wagon 2609
4-dr., 3-seat wagon 2710

Belvedere, 6-cyl.
2-dr. sedan 2342
4-dr. sedan 2399
2-dr. hardtop coupe 2431
4-dr. sedan 2450
4-dr. sedan 2507
2-dr. hardtop coupe 2538
4-dr., 6-pass. wagon 2815
4-dr., 9-pass. wagon 2917

Fury, 6-cyl.
4-dr. sedan 2563
2-dr. hardtop coupe 2585

Fury, V-8
4-dr. sedan 2670
2-dr. hardtop coupe 2693
4-dr. hardtop sedan 2742
2-dr. convertible 2924
4-dr., 6-pass. wagon 2968
4-dr., 9-pass. wagon 3071

Sport Fury, V-8
2-dr. hardtop coupe 2851
2-dr. convertible 3082
230-hp, V-8 engine 107
265-hp, V-8 engine n.s.
330-hp, V-8 engine n.s.
415-hp, V-8 engine n.s.
TorqueFlite, 6-cyl. 192
TorqueFlite, V-8 211

PONTIAC
Tempest, 4-cyl.
2-dr. coupe 2188
4-dr. sedan 2241
2-dr. Sport Coupe 2294
4-dr., 6-pass. wagon 2512
2-dr. convertible 2564

Le Mans, 4-cyl.
2-dr. coupe 2418
2-dr. convertible 2742
260-hp, V-8 engine 167
Temporquetre trans. 189

Catalina V-8
2-dr. Sport Sedan 2725
4-dr. sedan 2795
4-dr. hardtop coupe 2859
4-dr. hardtop sedan 2935
2-dr. convertible 3171
4-dr. station wagon 3193
4-dr., 9-pass. wagon 3300

Star Chief
4-dr. sedan 3096
4-dr. hardtop sedan 3229

Bonneville
2-dr. hardtop coupe 3348
4-dr. hardtop sedan 3423
2-dr. convertible 3568
4-dr. station wagon 3623

Grand Prix
2-dr. hardtop coupe 3498
313-hp engine 116
353-hp engine 291
370-hp engine 404
Hydra-Matic trans. 231

RAMBLER
American 220
2-dr. business sedan 1832
2-dr. sedan 1846
4-dr. sedan 1895
2-dr. station wagon 2081
4-dr. station wagon 2130

American 330
2-dr. sedan 1909
4-dr. sedan 1958
2-dr. station wagon 2141
4-dr. station wagon 2190

American 440
2-dr. sedan 2040
4-dr. sedan 2089
2-dr., 6-pass. hardtop 2136
2-dr., 4-pass. hardtop 2281
4-dr. station wagon 2320
2-dr. convertible 2344
125-hp ohv engine 60
138-hp, 6-cyl. n.s.
Flash-O-Matic 165

Classic 550, 6-cyl.
2-dr. sedan 2055
4-dr. sedan 2105
4-dr. station wagon 2435

Classic 660
2-dr. sedan 2195
4-dr. sedan 2245
4-dr. station wagon 2537
5-dr., 3-seat wagon 2609

Classic 770
2-dr. sedan 2299
4-dr. sedan 2349
4-dr. station wagon 2640
138-hp, 6-cyl. n.s.
198-hp, V-8 105
Flash-O-Matic 187

Ambassador 800, V-8
2-dr. sedan 2391
4-dr. station wagon 2703

Ambassador 880
2-dr. sedan 2465
4-dr. sedan 2519
4-dr. station wagon 2815

Ambassador 990
2-dr. sedan 2606
4-dr. sedan 2660
4-dr., 2-seat wagon 2956
5-dr., 3-seat wagon 3018
270-hp engine 48
Flash-O-Matic 220

STUDEBAKER
Regal, 6-cyl.
2-dr. sedan 2055
4-dr. sedan 2160

Custom, 6-cyl.
2-dr. sedan 2180
4-dr. sedan 2285

Daytona, 6-cyl.
2-dr. hardtop 2308
2-dr. convertible 2679

Station Wagons, 6-cyl.
2-dr. Regal 2550
4-dr. Daytona 2700

Cruiser, V-8
4-dr. sedan 2595

Hawk Gran Turismo
2-dr. hardtop 3095

Avanti
Sport Coupe 4445
180-hp V-8 engine 135
Flightomatic 6-cyl. 193
Flightomatic V-8 225

WILLYS
Jeep Wagoneer
2-dr. station wagon 2546
4-dr. station wagon 2589
2-dr. custom wagon 2738
4-dr. custom station wagon 2783
4-wheel drive 733
automatic trans. 225

GENERAL DATA

MAKE	Model	Std. engine cu. in./bhp	Curb wt. Std. 4-dr.	Wheelbase	Front tread	Rear tread	Overall length	Overall width	Overall height
BUICK	Special V-6	198/135	2880	112.0	56.0	56.0	192.1	70.2	52.8
	Special V-8	216/155	2800	112.0	56.0	56.0	192.1	70.2	52.8
	Skylark	216/200	2900	112.0	56.0	56.0	192.1	70.2	53.6
	LeSabre	401/280	4300	123.0	62.0	61.0	215.7	78.0	55.9
	Invicta & Wildcat	401/325	4300	123.0	62.0	61.0	215.7	78.0	55.9
	Electra	401/325	4400	126.0	62.0	61.0	221.7	78.0	57.0
	Riviera	401/325	4190	117.0	60.0	59.0	208.0	76.6	53.2
CADILLAC	62	390/325	4800	129.5	61.0	61.0	223.0	79.9	54.8
	Park Avenue	390/325	4755	129.5	61.0	61.0	215.0	79.9	54.8
	75	390/325	5440	149.8	61.0	61.0	243.2	79.9	59.0
CHECKER	Superba	226/80	3580	120.0	60.0	62.5	202.0	76.0	62.8
	Marathon	226/141	3625	120.0	60.0	62.5	202.0	76.0	62.8
CHEVROLET	Corvair (all)	145/80	2485	108.0	54.5	54.5	180.0	67.0	51.5
	Chevy II 4	153/90	2565	110.0	56.8	56.3	183.0	70.8	55.0
	Chevy II 6	194/120	2665	110.0	56.8	56.3	183.0	70.8	55.0
	Biscayne, etc.	230/140	3585	119.0	60.3	59.3	210.4	79.0	55.5
	Corvette Sting Ray	327/250	3050	98.0	56.3	57.0	175.3	69.2	49.8
CHRYSLER	Newport	361/265	3820	122.0	61.0	59.7	215.3	79.0	55.0
	300	333/305	3920	122.0	61.0	59.7	215.3	79.0	55.0
	300-J	413/390	3880	122.0	61.0	59.7	215.5	79.0	55.6
	New Yorker	413/340	3880	122.0	61.0	59.7	215.5	79.0	55.3
DODGE	Dart	170/101	2660	111.0	55.9	55.6	195.9	69.8	54.0
	330, 6-cyl.	225/145	3460	119.0	59.5	57.5	208.1	76.5	54.1
	330 V-8	316/230	3560	119.0	59.5	57.5	208.1	76.5	54.1
	Polara 500	393/305	3825	119.0	59.5	57.5	208.1	76.5	54.1
	880	361/265	3990	122.0	61.0	59.7	214.8	79.0	55.2
FORD	Falcon 6-cyl.	144/85	2450	109.5	55.0	54.5	181.1	70.6	54.5
	Falcon V-8	260/164	2550	109.5	55.0	54.5	181.1	70.6	54.5
	Fairlane 6-cyl.	170/101	2970	115.5	57.0	56.0	197.6	71.3	55.4
	Fairlane V-8	221/145	3070	115.5	57.0	56.0	197.6	71.3	55.4
	Galaxie 6-cyl.	223/138	3815	119.0	61.0	60.0	209.9	79.9	55.5
	Galaxie V-8	289/195	3815	119.0	61.0	60.0	209.9	79.9	55.5
	Thunderbird	390/300	4370	113.2	61.0	60.0	205.0	76.5	52.5
IMPERIAL		413/340	5100	129.0	61.7	62.2	227.8	81.7	56.8
LINCOLN	Continental	430/320	5200	123.0	62.1	61.0	213.3	78.6	53.7
MERCURY	Comet 6-cyl.	144/85	2565	114.0	55.0	54.5	194.8	70.4	54.5
	Comet V-8	260/164	2650	114.0	55.0	54.5	194.8	70.4	54.5
	Meteor 6-cyl.	170/101	3060	116.5	57.0	56.0	203.8	71.3	55.8
	Meteor V-8	221/145	3100	116.5	57.0	56.0	203.8	71.3	55.8
	Monterey V-8	390/250	3980	120.0	61.0	60.0	215.0	80.0	55.5
OLDSMOBILE	F-85 V-8	216/155	2750	112.0	56.0	56.0	192.2	73.7	52.7
	Cutlass	216/185	2793	112.0	56.0	56.0	192.2	73.7	52.7
	Jetfire	216/215	2984	112.0	56.0	56.0	192.2	73.7	52.7
	88	394/280	4170	123.0	62.2	61.0	214.5	77.9	56.3
	Super 88	394/330	4202	123.0	62.2	61.0	214.5	77.9	56.5
	Starfire	394/345	4343	123.0	62.2	61.0	214.5	77.9	56.0
	98	394/330	4410	126.0	62.2	61.0	221.7	77.9	57.1
PLYMOUTH	Valiant (all)	170/101	2675	106.0	55.9	55.6	186.2	69.8	53.4
	Savoy 6-cyl.	225/145	3250	116.0	59.5	57.5	205.0	75.6	53.9
	Savoy V-8	318/230	3350	116.0	59.5	57.5	205.0	75.6	53.9
	Fury	361/265	3400	116.0	59.5	57.5	205.0	75.6	53.9
PONTIAC	Tempest 4-cyl.	195/115	2970	112.0	57.3	58.0	194.3	74.2	54.0
	LeMans V-8	326/260	3150	112.0	57.3	58.0	194.3	74.2	54.0
	Catalina	389/215	3938	120.0	62.5	64.0	211.9	78.7	54.2
	Grand Prix	389/303	4123	120.0	62.5	64.0	211.9	78.7	54.1
	Star Ch. & Bonnev.	389/235	4041	123.0	62.5	64.0	218.9	78.7	55.2
RAMBLER	American 200, etc.	198/90	2600	100.0	54.6	55.0	173.1	69.9	56.1
	Classic 550, 6-cyl.	196/127	2828	112.0	58.2	57.4	188.8	71.3	54.6
	Classic V-8	287/198	3200	112.0	58.2	57.4	188.8	71.3	55.3
	Ambassador V-8	327/250	3236	112.0	58.6	57.5	188.8	71.3	55.3
STUDEBAKER	Lark 6-2 dr.	170/112	2900	109.0	57.4	56.6	184.0	71.3	55.8
	Cruiser 8-4 dr.	259/180	3300	113.0	57.4	56.6	188.0	71.3	55.8
	Hawk	289/210	3530	120.5	57.4	56.6	204.0	71.0	54.7
	Avanti	289/240	3400	109.0	57.4	56.6	192.4	70.4	53.9
WILLYS	Wagoneer	230/140	3600	110.0	57.0	57.0	183.7	75.6	64.2

n. a.—not available; n. s.—not specified.



GENERAL DATA

Frontal area, sq. ft.	Box vol. cu. ft.	Front overhang	Front app. angle*	Rear overhang	Rear dep. angle*	Front hip room	Rear hip room	Ground clearance	Turn circle	Tire size
20.6	410.0	31.0	26.6	49.1	16.5	58.6	58.3	5.2	38.1	6.50-13
29.6	410.0	31.0	26.6	49.1	16.5	58.6	58.3	5.2	38.1	6.50-13
20.6	408.0	31.0	26.6	49.1	16.5	2x25	51.0	5.2	38.1	6.50-13
24.2	540.0	34.2	27.0	58.5	13.3	63.3	63.5	5.8	45.9	7.60-15
24.2	540.0	34.2	27.0	58.5	13.3	63.3	63.5	5.8	45.9	7.60-15
24.7	557.0	34.2	27.6	61.5	13.0	63.3	62.5	6.0	47.6	8.00-15
22.6	489.0	36.7	24.5	54.3	15.8	2x22.0	53.8	5.5	43.6	7.10-15
24.8	580.0	33.5	21.3	60.0	11.6	63.3	62.9	5.3	43.0	8.00-15
24.8	544.0	33.5	21.3	52.0	13.9	63.3	62.9	5.3	43.0	8.00-15
26.2	662.0	33.5	21.3	60.0	12.8	65.4	59.7	6.2	48.0	8.20-15
26.5	557.0	32.8	23.0	46.8	16.0	62.3	52.5	6.3	37.5	6.70-15
26.5	557.0	32.8	23.0	46.8	16.0	62.3	52.5	6.3	37.5	6.70-15
19.2	360.0	30.3	27.0	41.7	16.0	58.5	57.0	6.0	38.1	6.50-13
21.6	412.0	27.0	32.0	46.0	17.0	59.0	59.0	6.0	38.4	6.00-13
21.6	412.0	27.0	32.0	46.0	17.0	59.0	59.0	6.0	38.4	6.50-13
24.4	529.0	33.4	31.0	58.0	14.0	62.5	62.5	6.0	40.8	7.00-14
19.3	351.0	32.0	26.7	45.3	17.4	2x20.5	n.a.	5.0	39.4	6.70-15
24.1	541.0	37.8	21.8	55.4	12.0	63.8	62.8	5.4	43.1	8.00-14
24.2	541.0	37.8	21.8	55.4	12.0	63.8	62.8	5.4	43.1	8.00-14
24.4	547.0	36.1	22.4	55.4	13.6	2x24	2x23	6.1	43.1	7.60-15
24.2	543.0	39.1	22.2	55.4	12.3	63.8	62.8	5.6	43.1	8.50-14
21.0	420.0	34.4	22.2	50.5	14.4	56.9	57.0	5.7	38.7	6.50-13
23.1	498.0	35.2	21.3	53.9	13.6	60.8	61.0	5.3	41.7	7.00-14
23.1	498.0	35.2	21.3	53.9	13.6	60.8	61.0	5.3	41.7	7.00-14
23.1	498.0	35.2	21.3	53.9	13.6	60.8	61.0	5.5	41.7	7.50-14
24.3	542.0	34.7	24.2	58.1	11.7	63.8	62.8	5.4	43.1	8.00-14
21.4	404.0	29.3	27.8	42.3	—	57.1	57.0	5.9	38.8	6.00-13
21.4	404.0	29.3	27.8	42.3	—	57.1	57.0	5.9	38.8	6.50-13
21.9	451.0	30.6	26.5	51.5	12.7	58.6	57.9	5.6	40.2	6.50-13
21.9	451.0	30.6	26.5	51.5	12.7	58.6	57.9	5.6	40.2	6.50-13
24.6	538.0	32.4	23.3	58.5	11.0	62.1	62.1	5.2	41.0	7.50-14
24.6	538.0	32.4	23.3	58.5	11.0	62.1	62.1	5.2	41.0	7.50-14
22.5	476.0	38.2	20.6	53.6	12.7	2x21.5	52.3	5.6	40.2	8.00-14
25.7	612.0	40.6	19.1	58.2	11.6	61.0	60.2	5.6	47.5	8.20-15
23.4	520.0	37.4	23.0	52.9	12.8	60.1	62.0	5.5	45.7	9.00-14
21.4	433.0	30.8	26.5	50.0	18.3	57.1	57.0	5.9	39.9	6.00-13
21.4	433.0	30.8	26.5	50.0	18.3	57.1	57.0	5.9	39.9	6.50-13
22.2	473.0	31.1	24.4	56.2	12.1	58.6	58.6	6.0	40.2	6.50-14
22.2	473.0	31.1	24.4	56.2	12.1	58.6	58.6	6.0	40.2	7.00-14
24.7	552.0	32.4	23.6	62.6	10.9	62.1	63.5	5.3	41.6	7.50-14
21.5	430.0	32.0	21.0	48.2	16.4	58.7	58.3	5.4	37.0	

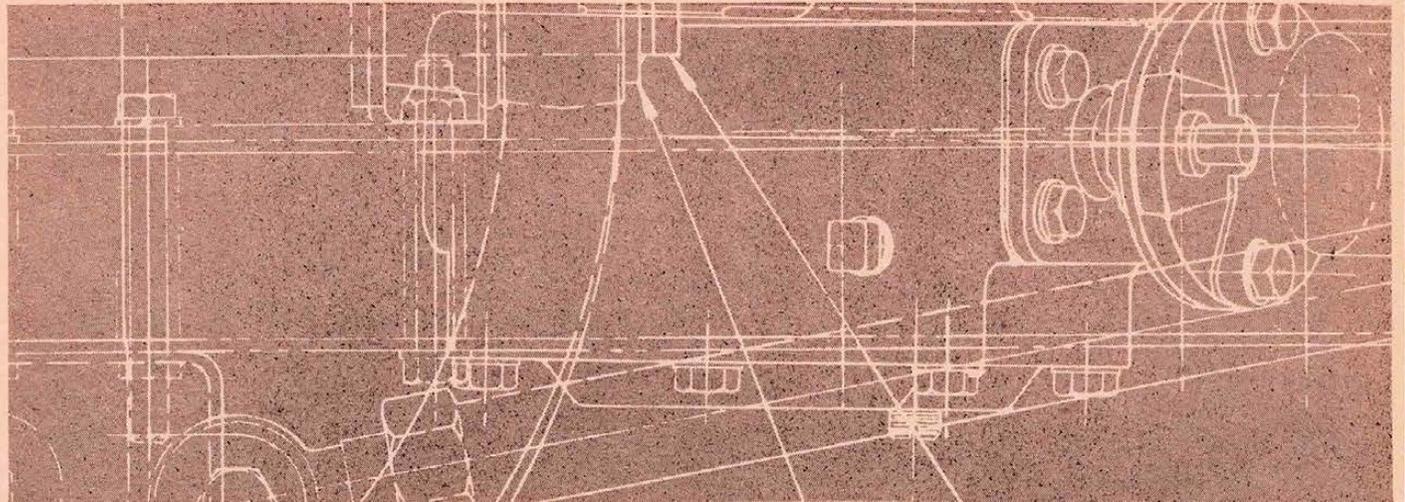
ENGINES

MAKE	Model	Displacement (cu. in.)	No. cyl. & type	Bore & stroke	Compression ratio	Bhp/rpm	Torque/rpm	Valve lifters	Int. valve open duration	Carburetion	Bore spacing	Block length	Weight (approx.)	
BUICK	Special	198.2	V-6, ohv	3.625x3.200	8.80	135/4600	205/2400	hydr.	280	1x2	4.240	n.a.	407	
	Special	215.5	V-8, ohv	3.500x2.800	9.00	155/4600	220/2400	hydr.	280	1x2	4.240	n.a.	346	
	Special Skylark	215.5	V-8, ohv	3.500x2.800	11.00	200/5000	240/3200	hydr.	285	1x4	4.240	n.a.	346	
	Le Sabre	401.0	V-8, ohv	4.188x3.640	10.25	280/4400	424/2400	hydr.	295	1x2	4.750	n.a.	640*	
	export option all others	401.0 401.0	V-8, ohv V-8, ohv	4.188x3.640 4.188x3.640	9.00 10.25	265/4400 325/4400	412/2400 445/2800	hydr. hydr.	295 295	1x2 1x4	4.750 4.750	n.a. n.a.	640* 640*	
CADILLAC	All models	390.0	V-8, ohv	4.000x3.875	10.50	325/4800	430/3100	hydr.	324	1x4	4.563	n.a.	590*	
CHECKER	Superba & Marathon	226.0	line 6, L-hd	3.313x4.375	7.30	80/3100	180/1400	mech.	224	1x1	3.875	n.a.	n.a.	
	optional ohv	226.0	line 6, ohv	3.313x4.375	8.00	141/4400	205/2000	mech.	251	1x2	3.875	n.a.	n.a.	
CHEVROLET	Corvaire (manual)	145.0	flat 6, ohv	3.438x2.600	8.00	80/4400	128/2300	hydr.	316	2x1	4.850	17.5	332	
	Corvaire (automatic)	145.0	flat 6, ohv	3.438x2.600	9.00	84/4400	130/2300	hydr.	316	2x1	4.850	17.5	332	
	optional hi-output	145.0	flat 6, ohv	3.438x2.600	9.00	102/4400	134/2800	hydr.	352	2x1	4.850	17.5	332	
	turbo-supercharged	145.0	flat 6, ohv	3.438x2.600	8.00	150/4400	210/3200	hydr.	352	1x1	4.850	17.5	360	
	Chevy II (4-cyl.)	153.0	line 4, ohv	3.875x3.250	8.50	90/4000	152/2400	hydr.	300	1x1	4.400	19.48	365	
	Chevy II (6-cyl.)	194.0	line 6, ohv	3.563x3.250	8.50	120/4400	177/2400	hydr.	300	1x1	4.400	28.28	463	
	Biscayne, etc.	230.0	line 6, ohv	3.875x3.250	8.50	140/4400	220/1600	hydr.	300	1x1	4.400	28.28	465	
	1st V-8 option	283.0	V-8, ohv	3.875x3.000	9.25	195/4800	285/2400	hydr.	292	1x2	4.400	21.78	580	
	2nd V-8 option	327.0	V-8, ohv	4.000x3.250	10.50	250/4400	350/2800	hydr.	299	1x4	4.400	21.78	610	
	3rd V-8 option	327.0	V-8, ohv	4.000x3.250	10.50	300/5000	360/3200	hydr.	299	1x4	4.400	21.78	610	
	4th V-8 option	409.0	V-8, ohv	4.313x3.500	10.00	340/5000	420/3200	hydr.	311	1x4	4.840	23.63	695	
	racing opt.	409.0	V-8, ohv	4.313x3.500	11.00	400/5800	425/3600	mech.	444	1x4	4.840	23.63	695	
	racing opt.	409.0	V-8, ohv	4.313x3.500	11.00	425/6000	425/4200	mech.	444	2x4	4.840	23.63	695	
	Corvette Sting Ray	327.0	Same as 250-bhp Chevrolet option above											
	2nd option	327.0	Same as 300-bhp Chevrolet option above											
fuel-injection	327.0	V-8, ohv	4.000x3.250	11.25	340/6000	344/4000	mech.	287		1x4	4.400	21.78	600	
	327.0	V-8, ohv	4.000x3.250	11.25	360/6000	352/4000	mech.	282		inj.	4.400	21.78	600	
CHRYSLER CORPORATION	Slant-6	170.2	line 6, ohv	3.400x3.125	8.20	101/4400	155/2400	mech.	232	1x1	3.980	26.06	465	
	Slant-6	225.0	line 6, ohv	3.400x4.125	8.20	145/4000	215/2400	mech.	232	1x1	3.980	26.06	500	
	V-8	318.0	V-8, ohv	3.906x3.313	9.00	230/4400	340/2400	hydr.	244	1x2	4.460	21.40	608	
	V-8	361.0	V-8, ohv	4.125x3.375	9.00	265/4400	380/2400	hydr.	252	1x2	4.800	23.46	640	
	V-8	383.0	V-8, ohv	4.250x3.375	10.00	305/4600	410/2400	hydr.	252	1x2	4.800	23.46	640	
	hi-output	383.0	V-8, ohv	4.250x3.375	10.00	330/4600	425/2800	hydr.	268	1x4	4.800	23.46	650	
	hi-output	383.0	V-8, ohv	4.250x3.375	10.00	335/5200	420/3600	opt.	268	2x4	4.800	23.46	660	
	V-8	413.0	V-8, ohv	4.188x3.750	10.00	340/4600	470/2800	hydr.	252	1x4	4.800	23.46	700	
	hi-output	413.0	V-8, ohv	4.188x3.750	10.00	360/4800	470/3200	hydr.	252	1x4	4.800	23.46	700	
	hi-output	413.0	V-8, ohv	4.188x3.750	11.00	365/4600	460/2800	opt.	268	1x4	4.800	23.46	700	
	hi-output	413.0	V-8, ohv	4.188x3.750	11.00	385/5200	455/3600	opt.	276	2x4	4.800	23.46	700	
	300-J	413.0	V-8, ohv	4.188x3.750	10.00	390/4800	485/3600	mech.	268	2x4	4.800	23.46	700	
	racing opt.	426.0	V-8, ohv	4.250x3.750	11.00	415/5600	470/4400	mech.	300	ram	4.800	23.46	700	
racing opt.	426.0	V-8, ohv	4.250x3.750	13.50	425/5600	480/4400	mech.	300	ram	4.800	23.46	700		
DODGE	See Chrysler engine line-up													
FORD	6-cyl.	144.3	line 6, ohv	3.500x2.500	8.70	85/4200	134/2000	hydr.	240	1x1	4.080	27.90	349	
	6-cyl.	170.0	line 6, ohv	3.500x2.940	8.70	101/4400	155/2400	hydr.	240	1x1	4.080	27.90	356	
	6-cyl.	200.0	line 6, ohv	3.680x3.130	8.70	116/4400	175/2400	hydr.	240	1x1	4.080	27.90	365	
	6-cyl.	223.0	line 6, ohv	3.625x3.600	8.40	138/4200	203/2200	mech.	262	1x1	4.230	27.65	503	
	V-8	221.0	V-8, ohv	3.500x2.870	8.70	145/4400	216/2200	hydr.	252	1x2	4.380	20.84	470	
	V-8	260.0	V-8, ohv	3.800x2.870	8.70	164/4400	258/2200	hydr.	252	1x2	4.380	20.84	482	
	V-8	289.0	V-8, ohv	4.000x2.870	8.70	195/4400	282/2400	hydr.	252	1x2	4.380	20.84	485	
	hi-output	289.0	V-8, ohv	4.000x2.870	11.00	271/6000	312/3400	mech.	n.a.	1x4	4.380	20.84	485	
	V-8	352.0	V-8, ohv	4.000x3.500	8.90	220/4300	336/2600	hydr.	270	1x2	4.630	21.60	647	
	V-8	390.0	V-8, ohv	4.050x3.784	8.90	250/4400	378/2400	hydr.	270	1x2	4.630	21.60	655	
	V-8	390.0	V-8, ohv	4.050x3.784	9.60	300/4600	427/2800	hydr.	270	1x4	4.630	21.60	660	
	hi-output	390.0	V-8, ohv	4.050x3.784	9.60	330/5000	427/3200	hydr.	270	1x4	4.630	21.60	660	
	hi-output	390.0	V-8, ohv	4.050x3.784	10.50	340/4600	430/3200	hydr.	270	3x2	4.630	21.60	660	
	racing opt.	427.0	V-8, ohv	4.235x3.784	10.90	410/5600	476/3400	mech.	276	1x4	4.630	21.60	660	
	racing opt.	427.0	V-8, ohv	4.235x3.784	10.90	425/6000	480/3700	mech.	276	2x4	4.630	21.60	660	
	Lincoln	430.0	V-8, ohv	4.300x3.784	10.00	320/4600	465/2000	hydr.	260	1x4	4.900	23.12	735*	
	IMPERIAL	See Chrysler 413-cu. in./340-bhp engine												
LINCOLN	See Ford 430-cu. in./320-bhp engine													
MERCURY	See Ford engines													
OLDSMOBILE	F-85	215.5	V-8, ohv	3.500x2.800	8.75	155/4800	210/3200	hydr.	260	1x2	4.240	n.a.	350	
	Catless	215.5	V-8, ohv	3.500x2.800	10.25	185/4800	230/3200	hydr.	260	1x4	4.240	n.a.	355	
	autom.	215.5	V-8, ohv	3.500x2.800	10.75	195/4800	235/3200	hydr.	260	1x4	4.240	n.a.	355	
	Jetfire	215.5	V-8, ohv	3.500x2.800	10.25	215/4600	300/3200	hydr.	260	1x1	4.240	n.a.	385	
	Dynamic 88	394.0	V-8, ohv	4.125x3.688	10.25	280/4400	430/2400	hydr.	244	1x2	4.625	n.a.	655*	
	export 88	394.0	V-8, ohv	4.125x3.688	8.75	260/4400	410/2400	hydr.	244	1x2	4.625	n.a.	655*	
	S-88 & 98	394.0	V-8, ohv	4.125x3.688	10.25	330/4800	440/2800	hydr.	250	1x4	4.625	n.a.	655*	
Starfire	394.0	V-8, ohv	4.125x3.688	10.50	345/4800	440/3200	hydr.	278	1x4	4.625	n.a.	655*		
PLYMOUTH	See Chrysler engine line-up													
PONTIAC	Tempest 4	194.5	line 4, ohv	4.063x3.750	8.60	115/4000	195/2000	hydr.	252	1x1	4.620	21.92	530	
	Tempest 4	194.5	line 4, ohv	4.063x3.750	10.25	120/3800	204/2000	hydr.	252	1x1	4.620	21.92	530	
	Tempest 4	194.5	line 4, ohv	4.063x3.750	10.25	140/4400	209/2200	hydr.	252	1x1	4.620	21.92	530	
	Tempest 4	194.5	line 4, ohv	4.063x3.750	10.25	166/4800	217/2800	hydr.	273	1x4	4.620	21.92	540	
	Tempest V-8	326.0	V-8, ohv	3.719x3.750	10.25	260/4800	352/2800	hydr.	269	1x2	4.620	21.92	635*	
	Catalina, etc.	389.0	V-8, ohv	4.063x3.750	8.60	215/3600	394/2000	hydr.	252	1x2	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	8.60	230/4000	386/2000	hydr.	269	1x2	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	8.60	235/3600	407/2000	hydr.	282	1x4	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	10.25	267/4200	410/2400	hydr.	269	1x2	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	10.25	283/4400	418/2800	hydr.	273	1x2	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	10.25	303/4600	430/2800	hydr.	273	1x4	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	10.25	313/4600	430/3200	hydr.	273	3x2	4.620	21.92	673*	
		389.0	V-8, ohv	4.063x3.750	10.75	353/5000	455/3400	hydr.	273	1x4	4.620	21.92	673*	
	hi-torque	421.5	V-8, ohv	4.095x4.000	10.75	370/5200	460/3600	hydr.	292	3x2	4.620	21.92	673*	
	racing opt.	421.5	V-8, ohv	4.095x4.000	11.00	405/5600	425/4400	mech.	308	3x2	4.620	21.92	673*	
	RAMBLER	American 200, etc.	195.6	line 6, L-hd	3.125x4.250	8.00	90/3800	160/1600	mech.	248	1x1	3.438	24.38	520
American & Classic		195.6	line 6, ohv	3.125x4.250	8.70	125/4200	180/1600	mech.</						

CRANKSHAFT & TIMING DRIVE

MAKE	Engine	Cu. in./bhp	Crank wt., lb.	Crank material	Vibration damper	Crankpin diameter	Main brg. material	Main brg. diameter	Main bearing lengths: front to rear	Thrust on brg. no.	No. cam bearings	Timing drive	Chain pitch	No. chain links	
BUICK	Special	198/135	n.s.	cast	none	2.000	dur.	2.299	0.802-0.821-0.802-0.802	2	4	chain	0.375	54	
	V-8	216/all	38.4	cast	yes	2.000	dur.	2.299	0.802-0.802-0.821-0.802-0.802	3	5	chain	0.375	54	
	Le Sabre, etc.	401/all	n.s.	df steel	yes	2.250	mor.	2.500	0.940-0.940-0.891-0.940-1.200	3	5	chain	0.500	52	
CADILLAC	all	390/325	59	cast	yes	2.250	mor.	3.000	1.063-0.907-1.125-0.907-0.907	3	5	chain	0.500	46	
CHECKER	Marathon	226/80	77	df steel	yes	2.062	dur.	2.375	1.062-1.312-1.132-1.484	1	4	chain	0.500	46	
	ohv 6	226/141	77	df steel	yes	2.062	dur.	2.375	1.062-1.312-1.132-1.359	4	4	chain	0.500	46	
CHEVROLET	Corvair	145/all	24	df steel	none	1.800	dur.	2.100	0.785-0.752-0.752-0.752	1	4	gears	n.a.	n.a.	
	Chevy II	153/90	38	df steel	none	2.000	dur.	2.300	0.752-0.752-0.752-0.752-0.760	5	3	gears	n.a.	n.a.	
	Chevy II	194/120	53	df steel	yes	2.000	dur.	2.300	0.752-0.752-0.752-0.752-0.752*	7	4	gears	n.a.	n.a.	
	Biscayne	230/140	53	df steel	yes	2.000	dur.	2.300	0.752-0.752-0.752-0.752-0.752*	7	4	gears	n.a.	n.a.	
	Biscayne	283/195	48	df steel	none	2.000	dur.	2.300	0.752-0.752-0.752-0.752-1.177	5	5	chain	0.500	46	
	V-8	327/all	54	df steel	yes	2.000	mor.	2.300	0.752-0.752-0.752-0.752-1.182	5	5	chain	0.500	46	
	V-8	409/all	67	df steel	yes	2.199	mor.	2.500	0.992-0.992-0.992-0.992-1.253	5	5	chain	0.500	48	
Corvette	327/all	54	df steel	yes	2.000	mor.	2.298	0.752-0.752-0.752-0.752-1.169	5	5	chain	0.500	46		
CHRYSLER	Val., Dart	170/101	n.s.	df steel	yes	2.187	lbb	2.750	1.034-1.034-1.254-1.034	3	4	chain	0.500	50	
	Ply., Dodge	327/all	n.s.	df steel	yes	2.187	lbb	2.750	1.034-1.034-1.254-1.034	3	4	chain	0.500	50	
	V-8	318/230	n.s.	df steel	yes	2.125	lbb	2.500	0.872-0.872-1.151-0.872-1.562	3	5	chain	0.375	68	
	V-8	361/265	n.s.	df steel	yes	2.375	lbb	2.625	0.944-0.944-1.221-0.944-0.944	3	5	chain	0.500	50	
	V-8	383/all	n.s.	df steel	yes	2.375	lbb	2.625	0.944-0.944-1.221-0.944-0.944	3	5	chain	0.500	50	
	V-8	413/all	70	df steel	yes	2.375	lbb	2.750	0.944-0.944-1.221-0.944-0.944	3	5	chain	0.500	50	
	V-8	413/all	70	df steel	yes	2.375	lbb	2.750	0.944-0.944-1.221-0.944-0.944	3	5	chain	0.500	50	
	racing opt.	426/415	70	df steel	yes	2.375	clb	2.750	0.944-0.944-1.221-0.944-0.944	3	5	chain	0.500	50	
DODGE	all	See Chrysler engine line-up													
FORD	Falcon	144/85	n.s.	cast	yes	2.124	sbb	2.249	1.020-1.020-1.270-1.020	3	4	chain	0.375	50	
	Fairlane	170/101	n.s.	cast	yes	2.124	sbb	2.249	1.020-1.020-1.270-1.020	3	4	chain	0.375	50	
	Fairlane	200/116	n.s.	cast	yes	2.124	sbb	2.249	1.020-1.020-1.270-1.020	3	4	chain	0.375	50	
	300-6 cyl.	223/138	67	cast	yes	2.298	sbb	2.498	1.100-1.100-1.354-1.100	3	4	chain	0.375	56	
	V-8	221/145	n.s.	cast	none	2.123	sbb	2.248	0.885-0.885-1.132-0.885-0.885	3	5	chain	0.375	58	
	V-8	260/164	n.s.	cast	yes	2.123	clb	2.248	0.885-0.885-1.132-0.885-0.885	3	5	chain	0.375	58	
	V-8	289/195	n.s.	cast	yes	2.123	clb	2.248	0.885-0.885-1.132-0.885-0.885	3	5	chain	0.375	58	
	V-8	352/220	n.s.	cast	yes	2.438	sbb	2.748	0.907-0.907-1.119-0.907-0.907	3	5	chain	0.500	48	
	V-8	390/all	n.s.	cast	yes	2.438	sbb	2.748	0.907-0.907-1.119-0.907-0.907	3	5	chain	0.500	48	
	V-8	427/all	n.s.	cast	yes	2.438	clb	2.748	0.907-0.907-1.119-0.907-0.907	3	5	chain	0.500	48	
	racing opt.	427/all	n.s.	cast	yes	2.438	clb	2.748	0.907-0.907-1.119-0.907-0.907	3	5	chain	0.500	48	
IMPERIAL	all	413/340	See Chrysler engine line-up												
LINCOLN	all	430/320	n.s.	cast	yes	2.600	clb	2.900	0.955-0.955-1.119-0.955-0.955	3	5	chain	0.500	52	
MERCURY	all	See Ford engine line-up													
OLDSMOBILE	F-85	216/all	38.4	cast	yes	2.000	dur.	2.299	0.802-0.802-1.057-0.802-0.802	3	5	chain	0.375	54	
	88, 98	394/all	n.s.	df steel	yes	2.500	mor.	3.000	1.068-0.818-0.818-0.818-1.690	5	5	chain	0.500	48	
PLYMOUTH	all	See Chrysler engine line-up													
PONTIAC	Tempest	195/all	63.8	cast	yes	2.250	dur.	3.000	0.940-0.940-0.940-1.130-1.590	4	5	chain	0.375	60	
	V-8	326/260	n.s.	cast	yes	2.250	dur.	3.000	0.940-0.940-0.940-1.130-1.590	4	5	chain	0.375	60	
	V-8	389/all	n.s.	cast	yes	2.250	dur.	3.000	0.940-0.940-0.940-1.130-1.590	4	5	chain	0.375	60	
	V-8	421/all	78.1	df steel	yes	2.250	mor.	3.250	0.940-0.940-0.940-1.119-1.590	4	5	chain	0.375	60	
RAMBLER	Amer. & Classic	196/all	65.5	df steel	yes	2.095	sbb	2.479	1.125-1.125-1.125-1.270	1	4	chain	0.375	60	
	Ambassador	327/all	62.8	df steel	yes	2.249	sbb	2.499	0.956-0.950-0.950-0.950-0.950	1	5	chain	0.375	62	
STUDEBAKER	Lark 6	170/112	54.5	df steel	yes	1.812	b&a	3.062	1.345-1.125-1.125-1.531	1	4	gears	n.a.	n.a.	
	Cruiser	259/180	53.8	df steel	yes	2.000	sbb	2.500	1.309-0.906-0.906-0.906-1.546	1	5	gears	n.a.	n.a.	
	Hawk, Avanti	289/all	n.s.	df steel	yes	2.000	mor.	2.500	1.312-1.125-1.125-1.125-1.781	1	5	gears	n.a.	n.a.	
WILLYS	Wagoneer	230/140	77.0	df steel	yes	2.062	clb	2.375	1.062-1.250-1.250-1.321	4	4	chain	0.500	94	

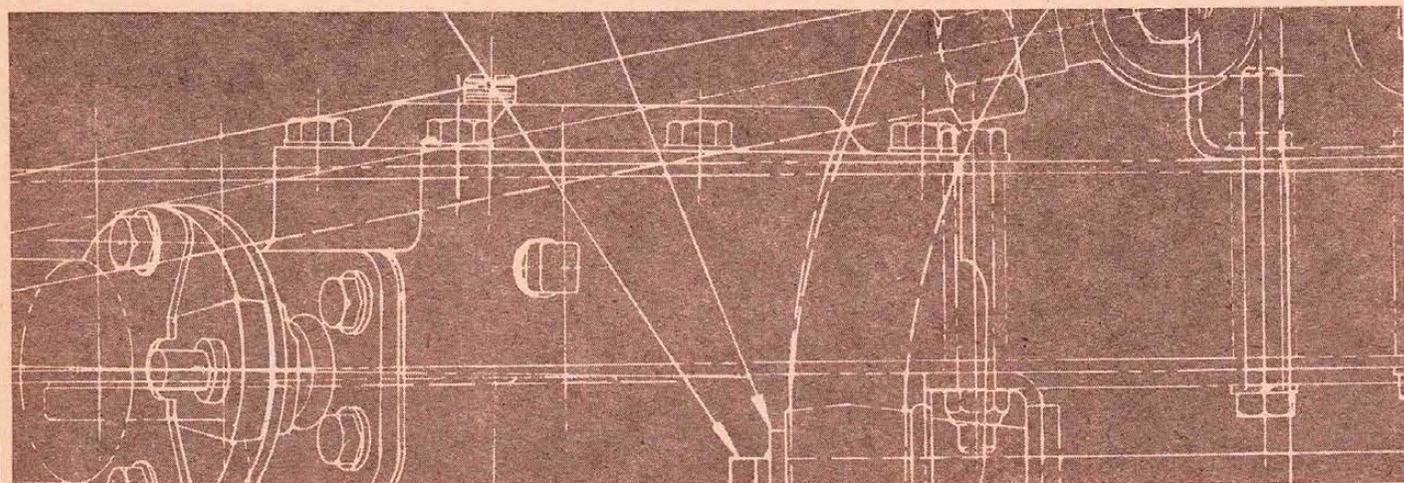
Abbreviations: *—Chevrolet Line-6 engines (194 and 230 cu. in.) have 7 main bearings, no. 6 is 0.752-in. long and no. 7 is 0.760-in. long; b&a—babbitt bearings on mains no. 1 and 4, but aluminum bearings for no. 2 and 3; clb—copper lead with babbitt overlay; df—drop-forged; dur.—Durox 100 (babbitt overlay); lbb—lead-base babbitt; mor.—Moraine 400 (aluminum grid); n.a.—not available or not applicable; n.s.—not specified; sbb—steel-backed babbitt.



PISTONS & RODS

MAKE	Model	Cu. in./bhp	Cyl. bore	Bore piston wt., oz.	Clearance at top land	Clearance at skirt bottom	Top comp. ring surface	Top comp. ring width	Oil ring width	Piston pin dia. x length	Rod length	Rod weight, oz.	Rod brg. material	Rod brg. dia. x length
BUICK	Special V-6	198/135	3.625	15.60	0.0260	0.0013	ferrox	0.078	0.183	0.875x2.96	5.860	19.62	dur.	2.000x0.737
	LeSabre, etc. V-8	216/all 401/all	3.500 4.188	13.81 23.68	0.0305 0.0330	0.0011 0.0028	chrome ferrox	0.078 0.078	0.184 0.184	0.875x2.87 1.000x3.52	5.660 6.220	17.55 24.38	dur. mor.	2.000x0.737 2.250x0.820
CADILLAC	all	390/325	4.000	20.48	0.0350	0.0000	chrome	0.078	0.187	1.000x3.09	6.500	22.56	mor.	2.250x0.818
CHECKER	Superba ohv 6	226/80 226/141	3.313 3.313	16.45 15.31	0.0301 0.0265	0.0020 0.0015	chrome chrome	0.093 0.093	0.250 0.155	0.859x2.81 0.859x2.81	7.000 7.000	32.24 32.24	dur. dur.	2.062x1.125 2.062x1.125
CHEVROLET	Corvair	145/all	3.438	15.91	0.0265	0.0013	ferrox	0.078	0.186	0.800x2.84	4.720	13.89	dur.	1.800x0.649
	Chevy II	153/90	3.875	20.40	0.0395	0.0008	chrome	0.078	0.153	0.927x3.00	5.700	20.80	dur.	2.000x0.807
	Chevy II	194/120	3.563	17.60	0.0385	0.0008	chrome	0.078	0.153	0.927x3.00	5.700	20.80	dur.	2.000x0.807
	Biscayne	230/140	3.875	20.40	0.0395	0.0008	ferrox	0.078	0.153	0.927x3.00	5.700	20.80	dur.	2.000x0.807
	Biscayne	283/195	3.875	20.30	0.0395	0.0008	chrome	0.078	0.194	0.927x3.00	5.700	20.00	dur.	2.000x0.807
	V-8	327/all	4.000	25.74	0.0410	0.0008	chrome	0.078	0.188	0.927x3.00	5.700	20.00	mor.	2.000x0.807
	V-8	409/340	4.313	30.00	n.s.	n.s.	chrome	0.078	0.186	0.989x3.26	6.010	27.63	mor.	2.199x0.857
	racing opt.	409/425	4.313	30.00	0.0565	0.0033	chrome	0.078	0.186	0.989x3.26	6.010	27.63	mor.	2.199x0.857
	Corvette	250 & 300 hp.	4.000	20.34	0.0049	0.0008	chrome	0.078	0.186	0.927x3.00	5.700	20.32	mor.	2.000x0.817
	racing opt.	340 & 360 hp.	4.000	19.82	0.0048	0.0008	chrome	0.078	0.186	0.927x3.00	5.700	20.32	mor.	2.000x0.817
CHRYSLER	Val., Dart	170/101	3.400	16.40	0.0275	0.0010	tin	0.078	0.186	0.900x2.96	5.710	25.70	lbb.	2.187x0.985
	Ply., Dodge	225/145	3.400	16.40	0.0275	0.0010	tin	0.078	0.186	0.900x2.96	6.700	27.30	lbb.	2.187x0.985
	V-8	318/230	3.906	20.90	0.0315	0.0010	tin	0.078	0.186	0.984x2.99	6.120	25.60	lbb.	2.123x0.843
	V-8	361/265	4.125	25.30	0.0350	0.0010	tin	0.078	0.186	1.094x3.56	6.360	28.60	lbb.	2.375x0.927
	V-8	383/305	4.250	27.10	0.0350	0.0010	tin	0.078	0.186	1.094x3.56	6.360	28.60	lbb.	2.375x0.927
	V-8	413/340	4.188	27.50	0.0350	0.0010	tin	0.078	0.186	1.094x3.56	6.768	29.82	lbb.	2.375x0.927
	racing opt.	426/415	4.250	27.53	n.s.	n.s.	chrome	0.078	0.186	1.094x3.56	6.768	29.82	clb.	2.375x0.927
DODGE	See Chrysler engine line-up.													
FORD	Falcon	144/85	3.500	17.63	0.0137	0.0015	chrome	0.078	0.187	0.912x3.02	4.855	18.67	sbb.	2.123x0.805
	Fairlane	170/101	3.500	17.28	0.0161	0.0015	chrome	0.078	0.187	0.912x3.02	4.715	18.67	sbb.	2.123x0.805
	Fairlane	200/116	3.680	data not available.										
	300-6 cyl.	223/138	3.625	19.25	0.0199	0.0016	chrome	0.093	0.187	0.912x3.02	6.260	28.03	elb.	2.298x0.840
	V-8	221/145	3.500	17.35	0.0189	0.0017	chrome	0.077	0.187	0.912x3.02	5.155	18.73	sbb.	2.123x0.721
	V-8	260/164	3.800	18.76	0.0189	0.0017	chrome	0.077	0.187	0.912x3.02	5.155	18.59	clb.	2.123x0.721
	V-8	289/195	4.000	data not available.										
	V-8	352/220	4.000	24.68	0.0193	0.0018	chrome	0.077	0.187	0.975x3.16	6.540	25.85	clb.	2.438x0.741
	V-8	390/all	4.050	24.51	0.0196	0.0018	chrome	0.077	0.187	0.975x3.16	6.488	27.00	clb.	2.438x0.741
racing opt.	427/all	4.235	n.s.	0.0380	0.0046	chrome	0.077	0.187	0.975x3.21	6.488	26.88	clb.	2.438x0.741	
IMPERIAL	all	413/340	See Chrysler engine line-up.											
LINCOLN	Continental	430/320	4.300	30.25	0.0196	0.0025	chrome	0.077	0.187	0.975x3.49	6.600	27.45	clb.	2.600x0.860
MERCURY	See Ford engine line-up.													
OLDSMOBILE	F-85	216/all	3.500	14.78	0.0350	0.0008	chrome	0.078	0.200	0.874x2.87	5.660	17.89	dur.	2.000x0.736
	88, 98	394/all	4.125	26.35	0.0315	0.0010	chrome	0.077	0.203	0.980x3.12	6.998	34.55	dur.	2.500x0.826
PLYMOUTH	See Chrysler engine line-up.													
PONTIAC	Tempest	195/all	4.063	23.97	0.0285	0.0012	chrome	0.078	0.186	0.980x3.25	6.625	30.70	dur.	2.250x0.820
	V-8	326/260	3.719	21.35	0.0360	0.0012	chrome	0.078	0.186	0.980x3.25	6.625	30.70	dur.	2.250x0.880
	V-8	389/all	4.063	23.97	0.0295	0.0009	chrome	0.078	0.186	0.980x3.25	6.625	30.70	dur.	2.250x0.880
	V-8	421/all	4.095	22.50	n.s.	n.s.	chrome	0.078	0.186	0.980x3.25	6.625	30.40	mor.	2.250x0.880
RAMBLER	American	196/90	3.125	13.60	0.018	0.0009	chrome	0.078	n.s.	0.859x2.75	6.625	23.00	sbb.	2.095x0.960
	Classic	196/127	3.125	15.00	0.018	0.0009	chrome	0.078	n.s.	0.859x2.75	6.625	23.00	sbb.	2.095x0.960
	Ambassador	327/all	4.000	23.45	0.0300	0.0012	chrome	0.078	n.s.	0.930x3.19	6.375	27.60	clb.	2.250x0.867
STUDEBAKER	Lark	170/112	3.000	10.60	0.0173	n.s.	chrome	0.093	0.156	0.750x2.62	6.375	19.04	sbb.	1.812x0.905
	Cruiser	259/180	3.563	16.21	0.0193	n.s.	chrome	0.078	0.187	0.875x3.06	6.625	23.71	sbb.	1.999x0.843
	Hawk, Avanti	289/all	3.563	16.60	0.026	n.s.	chrome	0.078	0.187	0.875x2.87	6.625	23.71	mor.	1.999x0.813
WILLYS	Wagoneer	230/140	3.438	n.s.	n.s.	n.s.	chrome	0.078	0.184	0.859xn.s.	7.000	29.60	clb.	2.062x1.062

Rod bearing materials: clb. = copper-lead with babbit overlay, dur. = Durex 100 (babbit overlay), lbb. = lead-base babbit, mor. = Moraine 400 (aluminum grid), sbb. = steel-backed babbit. n.s. = not specified.



VALVES

MAKE	Model	Cu. in./bhp	Valve system	Rocker ratio	Valve timing sequence, degrees	Valve lift	Intake valve dia.	Exhaust valve dia.	Valve stem dia.	Int. valve length	Exh. valve length	Spring pressure, valve open	Spring length valve open	
BUICK	Special	198/135	hydr.	1.60	18-82-62-38	0.385	1.500	1.313	0.341	4.605	4.605	168	1.260	
	V-8	216/155	hydr.	1.60	29-71-67-33	0.383	1.500	1.313	0.341	4.605	4.605	168	1.260	
	V-8	216/200	hydr.	1.60	30-75-68-37	0.401	1.500	1.313	0.341	4.605	4.605	168	1.260	
	Le Sabre, etc.	401/all	hydr.	1.60	28-87-76-46	0.431	1.875	1.500	0.372	4.785	4.785	177	1.160	
CADILLAC	all	390/325	hydr.	1.65	39-105-85-59	0.451	1.875	1.50	0.341	4.794	4.815	160	1.496	
CHECKER	L-head	226/80	mech.	n.a.	2-42-42-8	0.284	1.515	1.328	0.344	5.187	5.172	107	1.375	
	ohv 6	226/141	mech.	1.52	17-54-62-9	0.409	1.781	1.422	0.344	4.941	5.416	175	1.405	
CHEVROLET	Corvaire	145/80	hydr.	1.50	43-93-87-69	0.314	1.340	1.240	0.341	4.499	4.504	145	1.148	
	Corvaire 6-cyl.	102 & 150 hp	hydr.	1.50	54-118-95-78	0.378	1.340	1.240	0.341	4.499	4.504	175	1.260	
	Chevy II	153/90	hydr.	1.75	34-86-68-52	0.335	1.720	1.500	0.341	4.912	4.923	171	1.330	
	Chevy II 6-cyl.	194/120	hydr.	1.75	34-86-68-52	0.335	1.720	1.500	0.341	4.912	4.923	171	1.330	
	Biscayne 6	230/140	hydr.	1.75	34-86-68-52	0.335	1.720	1.500	0.341	4.912	4.923	171	1.330	
	Biscayne V-8	283/195	hydr.	1.50	32-80-74-45	0.399	1.720	1.500	0.341	4.912	4.923	175	1.260	
	V-8	327/250	hydr.	1.50	32-87-74-45	0.399	1.720	1.500	0.341	4.912	4.923	175	1.260	
	V-8	327/300	hydr.	1.50	32-87-74-45	0.399	1.938	1.500	0.341	4.880	4.923	175	1.260	
	V-8	409/340	hydr.	1.75	38-93-88-51	0.401	2.190	1.720	0.372	5.105	5.115	n.s.	n.s.	
	racing opt.	409/425	mech.	1.75	110-154-193-143	0.507	2.190	1.720	0.372	5.105	5.115	n.s.	n.s.	
	Corvette	250 & 300 hp	Same as 250 and 300 bhp Biscayne options, above.											
	racing opt.	340 & 360 hp	1.50	1.50	35-72-76-31	0.394	1.938	1.500	0.341	4.880	4.901	170	1.313	
	CHRYSLER	Val., Dart	170/101	mech.	1.50	8-44-48-0	0.371	1.620	1.360	0.372	4.770	4.800	144	1.310
		Ply., Dodge	225/145	mech.	1.50	8-44-48-0	0.371	1.620	1.360	0.372	4.770	4.800	144	1.310
V-8		318/230	mech.	1.50	19-45-59-1	0.397	1.840	1.560	0.372	4.600	4.540	144	1.310	
V-8		361/265	hydr.	1.50	13-59-59-13	0.392	2.080	1.600	0.372	4.870	4.870	195	1.470	
V-8		383/305	hydr.	1.50	13-59-59-13	0.392	2.080	1.600	0.372	4.870	4.870	195	1.470	
V-8		383/330	hydr.	1.50	24-64-64-24	0.430	2.080	1.600	0.372	4.870	4.870	195	1.470	
V-8		383/335	mech.	1.50	22-66-62-26	0.440	2.080	1.600	0.372	4.870	4.870	195	1.470	
V-8		413/340	hydr.	1.50	13-59-59-13	0.392	2.080	1.600	0.372	4.870	4.870	195	1.470	
V-8		413/365	mech.	1.50	24-72-62-34	0.450	2.080	1.740	0.372	4.870	4.870	225	1.430	
V-8		413/385	mech.	1.50	24-72-62-34	0.450	2.080	1.740	0.372	4.870	4.870	225	1.430	
300-J		413/390	mech.	1.50	18-70-66-22	0.445	2.080	1.740	0.372	4.870	4.870	225	1.430	
racing opt.		426/415	mech.	1.50	33-87-78-42	0.509	2.080	1.875	0.372	4.870	4.870	266	1.360	
DODGE		See Chrysler engine line-up												
FORD		Falcon	144/85	hydr.	1.50	13-47-46-14	0.348	1.467	1.263	0.310	4.260	4.26	150	1.222
	Fairlane	170/101	hydr.	1.50	13-47-46-14	0.348	1.527	1.263	0.310	4.260	4.26	150	1.222	
	300-6 cyl.	200/116	hydr.	1.50	13-47-46-14	0.348	n.s.	n.s.	0.310	4.260	4.26	150	1.222	
	V-8	223/138	mech.	1.43	23-59-71-10	0.369	1.780	1.513	0.342	5.110	5.090	169	1.410	
	V-8	221/145	hydr.	1.60	21-51-57-15	0.380	1.590	1.389	0.310	4.860	4.860	170	1.380	
	300-V-8	260/164	hydr.	1.60	21-51-57-15	0.380	1.590	1.389	0.310	4.860	4.860	170	1.380	
	V-8	289/195	Data not available											
	352/220	hydr.	1.76	22-68-68-22	0.408	2.030	1.559	0.371	5.446	5.426	189	1.420		
	390/300	hydr.	1.76	26-64-67-23	0.408	2.030	1.559	0.371	5.446	5.426	199	1.420		
	racing opt.	427/425	mech.	1.76	24-72-72-24	0.500	2.030	1.655	0.371	5.446	5.426	268	1.320	
IMPERIAL	all	413/340	See Chrysler engine line-up											
LINCOLN	Continental	430/320	hydr.	1.76	22-58-63-27	0.408	1.963	1.653	0.372	5.106	5.106	189	1.240	
MERCURY	See Ford engine line-up													
OLDSMOBILE	F-85	216/all	hydr.	1.60	22-58-60-20	0.384	1.522	1.353	0.343	4.910	4.898	167	1.350	
	88	394/280	hydr.	1.80	11-50-54-16	0.428	1.875	1.562	0.343	5.093	5.081	182	1.437	
	98	394/330	hydr.	1.80	11-59-59-25	0.435	1.875	1.562	0.343	5.093	5.081	182	1.437	
	Starfire	394/345	hydr.	1.80	21-77-60-20	0.444	1.875	1.562	0.343	5.093	5.081	182	1.437	
PLYMOUTH	See Chrysler engine line-up													
PONTIAC	Tempest	195/115	hydr.	1.50	14-58-48-24	0.330	1.875	1.600	0.340	4.740	4.720	174	1.190	
		195/166	hydr.	1.50	30-63-77-25	0.400	1.875	1.600	0.340	4.860	4.850	178	1.120	
		326/260	hydr.	1.50	22-67-72-25	0.370	1.875	1.600	0.340	4.970	4.960	171	1.150	
	Catalina	389/215	hydr.	1.50	14-58-48-24	0.330	1.875	1.600	0.340	4.740	4.720	171	1.120	
		389/267	hydr.	1.50	22-67-63-27	0.370	1.875	1.600	0.340	4.860	4.850	168	1.160	
		389/303	hydr.	1.50	30-63-77-25	0.400	1.875	1.600	0.340	4.860	4.850	178	1.120	
	hi-torque	421/370	hydr.	1.50	33-79-90-32	0.400	1.920	1.600	0.340	4.910	4.890	227	1.120	
	racing opt.	421/405	mech.	1.65	42-86-95-45	0.450	2.020	1.760	0.340	n.s.	n.s.	330	n.s.	
	RAMBLER	American	196/90	mech.	n.a.	10-58-49-19	0.324	1.469	1.281	0.341	4.781	4.784	79	1.438
		Classic	196/125	hydr.	1.46	12-51-53-10	0.371	1.594	1.343	0.341	4.791	4.791	120	1.438
alum. 6		196/127	hydr.	1.60	12-51-53-10	0.406	1.594	1.250	0.341	4.791	4.808	160	1.438	
Ambassador		327/250	hydr.	1.50	12-51-53-10	0.375	1.787	1.406	0.372	4.859	4.859	155	1.438	
STUDEBAKER	Lark	170/112	mech.	1.50	15-51-56-10	0.375	1.539	1.406	0.343	5.250				
	Cruiser	259/180	mech.	1.50	11-55-52-14	0.375	1.656	1.531	0.343	5.156				
	Hawk	289/210	mech.	1.50	11-55-52-14	0.375	1.656	1.531	0.343	5.156				
	Avanti	289/290	mech.	1.50	17-63-56-24	0.375	1.656	1.531	0.343	5.156				
WILLYS	Wagoneer	230/140	mech.	1.50	15-55-55-15	0.375	1.890	1.610	0.343	n.s.			n.s.	

Abbreviations: n.a.—not available; n.s.—not specified.

Valve timing sequence follows the usual practice of intake opens (before TDC), intake closes (after BDC), exhaust opens (before BDC), exhaust closes (after TDC). Cadillac and Chevrolet timing includes ramps; the others do not.



FUEL, EXHAUST & COOLING

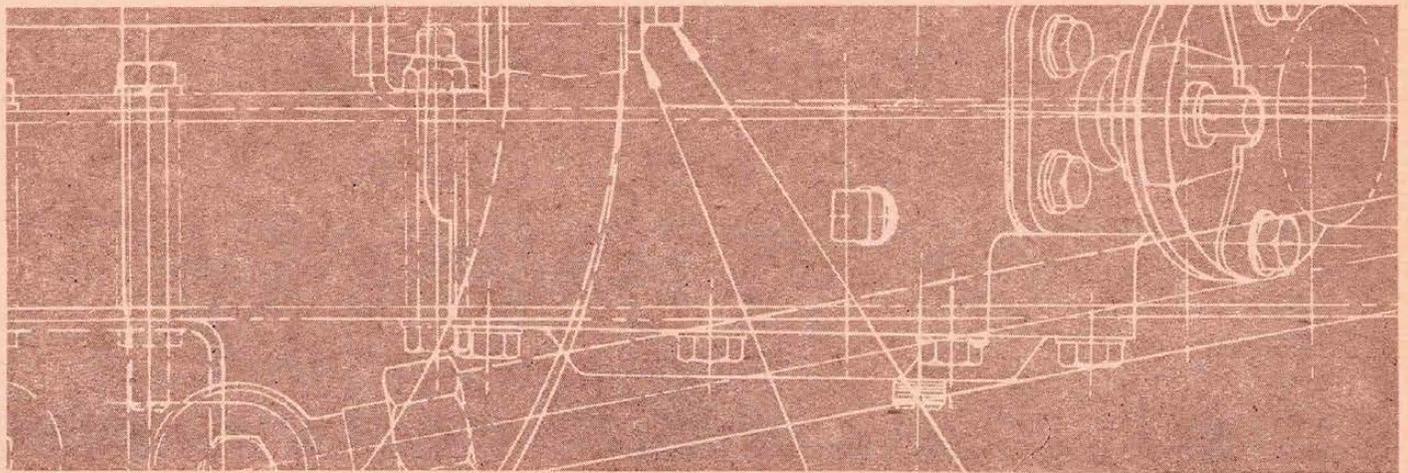
MAKE	Model	Cu. in./bhp	Carburetion	Carburetor make	Carburetor model no.	Carburetor Barrel size		Exhaust pipe dia.	Tail pipe dia.	Cooling capacity qts.	Pump capacity gpm/rpm	Relief press. psi	Fan diam. in.	Fan drive ratio	
						Prim.	Sec.								
BUICK	Special V-6	198/135	1x2	Roch.	2GC	1.313	—	1.75	1.63	12.0	n.s.	15.0	17.12	0.85	
		216/155	1x2	Roch.	2GC	1.313	—	1.75	1.63	13.5	n.s.	15.0	17.12	0.85	
	Le Sabre, etc.	216/200	1x4	Roch.	4GC	1.313	1.438	2.00	1.75	13.5	n.s.	15.0	17.12	0.85	
		401/280	1x2	Roch.	2GC	1.688	—	2.25	2.00	18.5	n.s.	15.0	18.00	0.92	
		401/325	1x4	Carter	AFB	1.563	1.688	2.25	2.00	18.5	n.s.	15.0	18.00	0.92	
CADILLAC	All	390/325	1x4	—	—	—	—	2.25	2.12	17.2	19/1000	15.0	19.00	0.96	
CHECKER	Marathon ohv 6 cyl.	226/80	1x1	Zenith	n.s.	1.250	—	2.00	1.74	13.0	n.s.	4.0	16.50	1.40	
		226/141	1x2	Roch.	2GC	1.313	—	2.00	1.74	13.0	n.s.	4.0	16.50	1.40	
CHEVROLET	Corvair	145/80	2x1	Roch.	H	1.250	—	1.88	1.75	air	n.a.	n.a.	10.70	1.58	
		145/102	2x1	Roch.	H	1.250	—	1.88	1.75	air	n.a.	n.a.	10.70	1.58	
		145/150	1x1	Carter	YH	1.500	—	1.88	2.50	air	n.a.	n.a.	10.70	1.58	
	Chevy II	153/90	1x1	Carter	YF	1.688	—	2.00	1.88	9.0	65/4000	13.0	16.0	0.95	
		194/120	1x1	Roch.	BC	1.563	—	2.00	1.88	12.0	65/4000	13.0	17.62	0.95	
	Biscayne—6	230/140	1x1	Roch.	BC	1.563	—	2.00	1.88	12.0	65/4000	13.0	17.62	0.95	
		Biscayne	283/195	1x2	Roch.	2GC	1.438	—	2.00	1.88	18.5	53/4200	13.0	17.62	0.95
	327/250		1x4	Carter	WCFB	1.438	1.438	2.00	1.88	18.5	55/4400	13.0	18.00	0.95	
	327/300		1x4	Carter	AFB	1.563	1.688	2.50	2.00	18.5	55/4400	13.0	18.00	0.95	
	409/340		1x4	Carter	AFB	1.625	1.688	2.50	2.00	22.0	78/5200	13.0	18.00	0.95	
	409/400		1x4	Carter	AFB	1.625	1.688	3.00	2.00	22.0	78/5200	13.0	18.00	0.95	
	409/425	2x4	Carter	AFB	1.563	1.688	3.00	2.00	22.0	78/5200	13.0	18.00	0.95		
Corvette	250 & 300 hp	—	—	Same as 250 and 300-bhp Chevrolet			—	2.50	2.00	16.5	n.s.	13.0	17.12	0.95	
	327/340	1x4	Carter	AFB	1.563	1.688	2.50	2.00	16.5	n.s.	13.0	17.12	0.95		
	327/360	1x1	Carter	AFB	1.563	1.688	2.50	2.00	16.5	n.s.	13.0	17.12	0.95		
CHRYSLER	Val., Dart	170/101	1x1	Holley	R	1.563	—	1.75	1.50	12.0	n.s.	14.0	16.00	1.07	
		225/145	1x1	Holley	R	1.688	—	1.88	1.75	13.0	n.s.	14.0	17.00	1.07	
	Ply., Dodge	318/230	1x2	Stromb.	WW	1.438	—	2.00	1.88	21.0	n.s.	14.0	18.00	0.95	
		361/265	1x2	Stromb.	WW	1.563	—	2.50	2.00	17.0	n.s.	14.0	18.00	0.95	
	V-8	383/305	1x2	Ball	BBD	1.563	—	2.50	2.00	17.0	n.s.	14.0	18.00	0.95	
		413/340	1x4	Carter	AFB	1.438	1.563	2.50	2.00	17.0	n.s.	14.0	18.00	0.95	
	300-J	413/390	2x4	Carter	AFB	1.438	1.688	2.25	2.00	17.0	n.s.	14.0	18.00	0.95	
		426/415	2x4	Carter	AFB	1.438	1.688	3.00	2.00	17.0	n.s.	14.0	18.00	0.95	
	racing opt.	426/415	2x4	Carter	AFB	1.438	1.688	3.00	2.00	17.0	n.s.	14.0	18.00	0.95	
		426/415	2x4	Carter	AFB	1.438	1.688	3.00	2.00	17.0	n.s.	14.0	18.00	0.95	
DODGE	All	See Chrysler engine line-up													
FORD	Falcon	144 & 170	1x1	Ford	C3DF	1.438	—	1.75	1.50	9.5	8.0/1000	14.0	14.00	1.04	
		200/116	Data not available		—	—	—	—	—	—	—	—	—	—	
		223/138	1x1	Ford	C3AF	1.438	—	2.00	1.75	16.0	8.0/1000	13.5	17.00	0.95	
	Fairlane—8	221/145	1x2	Ford	C30F	1.313	—	1.75	1.75	14.5	16/1000	13.5	17.00	1.04	
		260/164	1x2	Ford	C30F	1.438	—	1.75	1.75	14.5	16/1000	13.0	17.00	1.04	
	300—V-8	289/195	Data not available		—	—	—	—	—	—	—	—	—	—	
V-8	352/220	1x2	Ford	C3AF	1.438	—	2.00	2.00	20.5	16.5/1000	13.5	18.5	0.90		
	390/300	1x4	Ford	C3AF	1.563	n.s.	2.00	1.75	20.5	18.5/1000	13.5	18.5	0.90		
	427/425	2x4	Holley	n.s.	n.s.	n.s.	2.50	2.00	20.5	n.s.	13.5	18.0	0.90		
IMPERIAL	All	413/340	See Chrysler engine line-up												
LINCOLN	Continental	430/320	1x4	Carter	AFB	1.563	1.688	1.75	1.75	25.0	17/1000	13.5	17.5	1.25	
MERCURY	All	See Ford engine line-up													
OLDSMOBILE	F-85	216/155	1x2	Roch.	2GC	1.313	—	1.75	1.62	12.2	n.s.	15.0	17.12	0.95	
		185 & 195 hp	1x4	Roch.	4GC	1.313	1.313	2.00	1.75	12.2	n.s.	15.0	17.12	0.95	
		216/215	1x1	Roch.	RC	1.688	—	2.00	1.50	12.2	n.s.	15.0	17.12	0.95	
	88	394/280	1x2	Roch.	2GC	1.688	—	2.25	2.25	20.3	17.5	15	18.00	0.82	
		330 & 345 hp	1x4	Roch.	4GC	1.563	1.688	2.25	2.25	20.3	17.5	15	18.00	0.82	
PONTIAC	Tempest	195/115	1x1	Roch.	BC	1.563	—	1.75	1.50	12.6	7.0/1000	15.5	17.0	0.91	
		195/166	1x4	Roch.	4GC	1.438	1.688	1.75	1.50	12.6	7.0/1000	15.5	17.0	0.91	
		326/260	1x2	Roch.	2GC	1.688	—	2.25	2.00	20.5	7.0/1000	15.5	17.0	0.91	
	Catalina, etc.	389/215	1x2	Roch.	2GC	1.438	—	2.25	2.00	19.5	14/1000	15.5	19.0	0.91	
		389/303	1x4	Carter	AFB	1.438	1.688	2.25	2.00	19.5	14/1000	15.5	19.0	0.91	
	V-8	389/313	3x2	Roch.	2GC	1.438	1.688	2.25	2.00	19.5	14/1000	15.5	19.0	0.91	
		421/340	1x4	Carter	AFB	1.438	1.688	2.25	2.00	19.5	14/1000	15.5	19.0	0.91	
	racing opt.	421/370	3x2	Roch.	2GC	1.438	1.688	2.25	2.00	19.5	14/1000	15.5	19.0	0.91	
		421/405	2x4	Carter	AFB	1.438	1.688	2.50	2.00	19.5	14/1000	15.5	19.0	0.91	
	RAMBLER	American	196/90	1x1	Carter	RBS	1.250	—	1.75	1.50	12.0	10/1000	14.0	14.0	1.22
196/127			1x1	Holley	1909	1.160	—	1.88	1.75	11.0	10/1000	14.0	14.0	1.22	
196/138			1x2	Carter	WCD	1.063	—	1.88	1.75	11.0	10/1000	14.0	14.0	1.22	
Ambassador		327/250	1x2	Holley	2300	1.050	—	2.00	2.00	19.0	13/1000	14.0	18.0	0.92	
		327/270	1x4	Holley	4150	1.063	1.188	2.00	2.00	19.0	13/1000	14.0	18.0	0.92	
STUDEBAKER	Lark	170/112	1x1	Carter	RBS	1.563	—	1.75	1.75	12.0	10.4/1000	13.0	17.12	0.94	
		259/180	1x2	Stromb.	WW6	1.438	—	2.00	1.75	18.0	15/1000	13.0	18.25	0.87	
	V-8	259/195	1x4	Carter	AFB	1.438	1.688	2.00	1.75	18.0	15/1000	13.0	18.25	0.87	
		289/210	1x2	Stromb.	WW6	1.438	1.688	2.00	1.75	18.0	15/1000	13.0	18.25	0.87	
	racing opt.	289/225	1x4	Carter	AFB	1.438	1.688	2.00	1.75	18.0	15/1000	13.0	18.25	0.87	
		289/225	1x4	Carter	AFB	1.438	1.688	2.00	1.75	18.0	15/1000	13.0	18.25	0.87	
Avanti	289/All	1x4	Carter	AFB	1.438	1.688	2.00	2.00	18.0	15/1000	13.0	17.0	1.20		
	289/All	1x4	Carter	AFB	1.438	1.688	2.00	2.00	18.0	15/1000	13.0	17.0	1.20		
WILLYS	Wagoneer	230/140	1x2	Data not available			—	—	—	—	8.5/1000	—	—	—	

In the carburetion descriptions, 1x2 means one carburetor with two barrels. The barrel size of a 3x2 combination is given with the center carburetor as the primary size; the end carburetors are considered secondary. Water pump capacity is rated in gallons/min. at 1000 rpm (crankshaft) but some manufacturers give this at some other rpm, or not at all. N.a.—not available; n.s.—not specified.

IGNITION & TUNE-UP

MAKE	Model	Engine cu. in./bhp	Idle speed auto. trans.	Tappet clear. int./exh.	Spark setting: deg. @ rpm	Spark plug gap	Breaker gap	Breaker cam dwell, deg.	Breaker arm tension, oz.	Spark advance data				Fuel pump pressure; psi
										Centrif. starts, rpm	Centrif. max. adv. deg. @ rpm	Vacuum starts: in. mercury	Vacuum max. deg. @ in.	
BUICK	Special	198/135	525	0/0	7.5 @ 1050	.033	.017	30	21	625	26 @ 4200	6-8	17.5 @ 16	4.0-5.5
	V-8	216/155	525	0/0	7.5 @ 1050	.033	.017	30	21	625	28 @ 3700	6-8	17.5 @ 16	4.0-5.5
	V-8	216/200	525	0/0	7.5 @ 1050	.033	.017	30	21	625	26 @ 3800	6-8	17.5 @ 16	4.0-5.5
	Le Sabre, etc.	401/all	525	0/0	12 @ 400	.033	.017	30	21	725	22 @ 3800	8-10	17.5 @ 18	5.2-6.5
CADILLAC	all	390/325	480	0/0	5 @ 480	.035	.016	30	21	400	9 @ 2000	8-10	11 @ n.s.	5.2-6.5
CHECKER	6-cyl. ohv 6	226/80	425	.014/.014	4 @ 375	.029	.020	39	19	550	18 @ 3350	none	none	3.00
		226/141	425	.017/.017	3.5 @ 375	.033	.020	39	19	500	33 @ 2500	10-11	10 @ 15	3.00
CHEVROLET	Corvair turbo	145/84	500	0/0	4 @ 550	.038	.019	32	25	600	34 @ 3600	6.0	24.5 @ 16	5.2-6.5
		145/150	500	0/0	24 @ 850	.038	.019	32	25	3900	12 @ 4500	1.0 psi	9 @ 2 psi	5.2-6.5
	Chevy II	153/90	500	0/0	4 @ 475	.037	.019	33	21	600	28 @ 3700	6.0	23 @ 12	3.5-4.5
	6 cyl.	184/120	500	0/0	8 @ 475	.037	.019	33	21	600	26 @ 2300	6.0	23 @ 12	3.5-4.5
	Biscayne	230/140	475	0/0	4 @ 475	.037	.019	33	21	800	30 @ 3000	6.0	23 @ 12	3.5-4.5
	Biscayne	283/195	475	0/0	4 @ 550	.037	.019	33	21	800	30 @ 4000	8.0	15 @ 15.5	5.3-6.5
	V-8	327/all	475	0/0	4 @ 550	.037	.019	30	21	700	24 @ 4600	8.0	15 @ 15.5	5.3-6.5
	V-8	409/all	475	0/0	12 @ 600	.037	.019	30	21	700	24 @ 4600	8.0	15 @ 15.5	5.3-6.5
Corvette	327/all	Same as 327 engine above												
CHRYSLER	Val., Dart	170 & 225	550	.010/.020	2.5 @ 500	.035	.020	43	19	900	27 @ 4400	6.0	14.5 @ 10	4-5.5
	Ply., Dodge	318/230	500	.013/.021	10 @ 500	.035	.017	31	19	900	17 @ 5200	9.0	20 @ 15.5	6-7.5
	V-8	361/265	500	0/0	10 @ 500	.035	.017	31	19	700	23 @ 4300	4.5-8	26 @ 16.5	4-5.5
	V-8	383/305	500	0/0	10 @ 500	.035	.017	dual	19	700	24 @ 4400	8.4	22 @ 16	4-5.5
	V-8	413/340	500	0/0	10 @ 500	.035	.017	dual	19	800	19 @ 4600	7.5	14.5 @ 13	4-5.5
	V-8	413/390	500	.017/.028	15 @ 500	.035	.017	dual	19	1200	11 @ 1820	7.5	18 @ 14.3	4-5.5
	racing opt.	426/415	900	.028/.032	10 @ 900	.035	.017	dual	19	500	34 @ 3000	none	none	6-8
DODGE	See Chrysler engine line-up													
FORD	Falcon	144/85	485	0/0	7.5 @ 512	.034	.025	36.5	19	none	none	idle	27.9 @ 6.8	4-5
	Fairlane	170/101	485	0/0	12 @ 487	.034	.025	36.5	19	none	none	idle	23 @ 6.1	4-5
	300-6 cyl.	223/138	485	0/0	10 @ 500	.034	.026	36.5	19	none	none	1.0	25 @ 7.0	3.5-5.5
	V-8	221/145	485	0/0	12 @ 490	.034	.015	27.5	19	800	36 @ n.s.	5.25	25 @ 18	4-5
	V-8	260/164	485	0/0	10 @ 490	.034	.015	27.5	19	850	36 @ n.s.	8.0	21 @ 19	4-5
	V-8	352/220	465	0/0	3 @ 500	.034	.015	27.5	19	400	25 @ 4000	3.5	22 @ 20	5-6
	V-8	390/300	465	0/0	3 @ 500	.034	.015	27.5	19	400	23 @ 4000	3.5	14 @ 12.2	5-6
	racing opt.	427/425	700	.025/.025	10 @ 700	0.34	.200	27.5	30	750	26 @ 4350	none	none	5.5-6.5
IMPERIAL	all	413/340	See Chrysler engine line-up											
LINCOLN	Continental	430/320	465	0/0	6 @ 465	.034	.015	27.5	19	700	20 @ 4000	5.0	12 @ 20	5-6
MERCURY	See Ford engine line-up													
OLDSMOBILE	F-85	216/155	500	0/0	5 @ 850	.030	.016	30	21	1000	24 @ 4200	5-7	25.5 @ 16	7.5-8.5
	turbo	216/215	500	0/0	10 @ 850	.025	.016	30	21	1000	24 @ 4200	9-11	25.5 @ 16	7.5-8.5
	88, 98	394/all	500	0/0	5 @ 850	.030	.016	30	21	800	26 @ 4000	9-11	25 @ 19	5-6
PLYMOUTH	See Chrysler engine line-up													
PONTIAC	Tempest	195/115	590	0/0	6 @ 590	.036	.016	32.5	21	650	26 @ 4250	6-8	20 @ 14	4.0-5.3
	V-8	326/260	490	0/0	6 @ 490	.036	.016	30	21	650	24 @ 4400	6-8	20 @ 14	4.0-5.3
	Catalina	389/215	490	0/0	6 @ 490	.036	.016	30	21	700	20 @ 3600	6-8	20 @ 14	5.25-6.50
	Bonneville	389/303	490	0/0	6 @ 490	.036	.016	30	21	650	18 @ 2850	8-10	20-16	5.25-6.50
RAMBLER	American	196/90	500	.016/.018	3 @ 500	.035	.019	32.5	21	850	14 @ 4000	4-6	11 @ 11	4-5.5
	Classic	196/127	500	.012/.016	5 @ 500	.035	.019	32.5	21	1000	22 @ 4200	5-7	22 @ 16.5	4-5.5
	Ambassador	327/250	500	0/0	5 @ 500	.035	.016	30	21	600	36 @ 3800	5-7	20 @ 15	4-5.5
STUDEBAKER	Lark 6	170/112	550	.025/.025	2 @ 550	.035	.019	39	19	600	26 @ 1800	7.0	16 @ 13	4-5.5
	Cruiser 8	259 & 289	550	.025/.025	4 @ 600	.035	.017	29	19	600	26 @ 2300	7.0	18 @ 13	4-5.5
	Avanti	289/240	650	.026/.026	4 @ 650	.035	.017	39	29	800	22 @ 2000	8.0	18 @ 13	5.5-7
	Avanti R-2	289/290	650	.026/.026	24 @ 1600	.035	.017	39	29	600	20 @ 1200	8.0	18 @ 13	5.5-7
WILLYS	Wagoneer	230/140	data not available.											

Data are for automatic transmission-equipped models. The Corvair turbo-supercharged vacuum mechanism retards the spark, beginning at a manifold pressure of 1.0 psi, to a max. retard of 9.0 degrees at 2.0 psi. The Ford 223/138 6-cyl. engine has automatic (mechanical) tappets.



MANUAL TRANSMISSIONS

MAKE	Model	No. speeds forward	CLUTCH					TRANSMISSION						
			Make	Type	Diameter o.a.	L.d.	Plate pressure	Make	Synchro low	Ratio in 1st	Ratio in 2nd	Ratio in 3rd	Ratio: reverse	Ratio: overdrive
BUICK	Special	3	B&B	conv.	9.50	6.0	1230	W.G.	no	2.571	1.550	1.000	3.489	none
	V-8 only	4	B&B	conv.	9.50	6.0	1230	W.G.	yes	2.54	1.89	1.51	2.61	none
	LeSabre, etc.	4	B&B	conv.	11.0	6.5	1839	W.G.	no	2.49	1.587	1.00	3.154	none
CADILLAC Manual transmission not offered														
CHECKER	all	3	Auburn	conv.	10.0	6.0	1475	W.G.	no	2.57	1.55	1.00	3.49	0.70
CHEVROLET	Corvaire	3	Chev.	diaph.	8.00	6.0	965	Chev.	no	3.50	1.99	1.00	3.97	none
	Turbo	4	Chev.	diaph.	8.00	6.0	965	Chev.	yes	3.65	2.35	1.44	3.66	none
	Chevy II-4	3	Chev.	diaph.	8.00	6.0	1150	Chev.	yes	3.65	2.35	1.44	3.66	none
	Chevy II-6	4	Chev.	diaph.	8.00	6.0	1250	Chev.	no	2.94	1.68	1.00	3.34	none
	Biscayne 6	3	Chev.	diaph.	9.12	6.12	1250	Chev.	no	2.94	1.68	1.00	3.34	none
	Biscayne V-8	3	Chev.	diaph.	9.12	6.12	1650	Chev.	no	2.94	1.68	1.00	3.34	0.70
	250 & 300-hp	3	Chev.	diaph.	10.4	6.5	1825	Chev.	no	2.94	1.68	1.00	3.34	0.70
	340-hp	4	Chev.	diaph.	10.4	6.5	2050	W.G.	no	2.47	1.53	1.00	2.80	none
	Corvette	4	Chev.	semi	10.4	6.5	2050	W.G.	yes	2.54	1.89	1.51	2.61	none
		3	Chev.	semi	10.0	6.5	1925	W.G.	no	2.20	1.64	1.31	2.26	none
		4	Chev.	semi	10.0	6.5	1925	W.G.	yes	2.54	1.89	1.51	2.61	none
		4	Chev.	semi	10.0	6.5	1925	W.G.	yes	2.20	1.64	1.31	2.26	none
CHRYSLER	Valiant, Dart-6	3	B&B-Aub.	—	9.12	6.12	1140	Chry.	no	3.22	1.82	1.00	4.15	none
	Plymouth, Dodge-6	3	B&B-Aub.	—	9.25	6.0	1410	Chry.	no	2.95	1.83	1.00	3.80	none
	Plymouth, Dodge V-8	3	B&B-Aub.	—	10.0	6.75	1640	Chry.	no	3.02	1.76	1.00	2.66	none
	V-8	3	B&B-Aub.	—	10.5	6.5	2350	N.P.G.	no	2.55	1.49	1.00	3.34	none
		4	B&B-Aub.	—	10.5	6.5	2350	W.G.	no	2.54	1.92	1.51	2.61	none
	4	B&B-Aub.	—	10.5	6.5	2350	W.G.	no	2.20	1.66	1.31	2.26	none	
	3	—	—	11.0	6.5	2370	N.P.G.	no	2.17	1.45	1.00	2.84	—	
	3	—	—	11.0	6.5	2370	W.G.	no	2.09	1.43	1.00	n.s.	—	
DODGE	See Chrysler line-up													
FORD	Falcon, Fairlane-6	3	Long	conv.	8.50	5.38	1200	Ford	no	3.29	1.83	1.00	4.46	none
	6-cyl.	4	Long	conv.	8.50	5.38	1200	Engl.	yes	3.16	2.21	1.41	3.35	none
	300-6-cyl.	3	Long	semi	9.50	6.00	1230	Ford	yes	3.26	1.84	1.00	3.35	none
	300-6-cyl.	3	Long	semi	9.50	6.00	1230	W.G.	no	2.81	1.69	1.00	3.80	0.70
	Fairlane V-8	3	Long	conv.	10.00	6.75	1278	Ford	yes	3.02	1.84	1.00	3.10	none
	164-hp	3	Long	semi	10.00	6.75	1278	W.G.	no	2.81	1.69	1.00	3.80	0.70
	164-hp	4	Long	semi	10.00	6.75	1278	W.G.	yes	2.73	2.07	1.51	2.81	none
	Galaxie V-8	3	Long	semi	11.00	7.00	1575	Ford	yes	2.79	1.70	1.00	2.87	none
	220-hp	3	Long	semi	11.00	7.00	1575	W.G.	no	2.81	1.69	1.00	3.80	0.72
	300-hp	3	Long	semi	11.00	7.00	1710	Ford	yes	2.42	1.61	1.00	2.33	none
	300-hp	3	—	—	—	—	—	W.G.	no	2.49	1.59	1.00	3.154	0.72
	300-hp	4	—	—	—	—	—	W.G.	yes	2.36	1.78	1.41	2.42	none
IMPERIAL Manual transmission not offered														
LINCOLN	Continental													
MERCURY See Ford transmission line-up														
OLDSMOBILE	F-85	3	Long	semi	9.50	6.00	1235	W.G.	no	2.571	1.550	1.000	3.489	none
	F-85	4	Long	semi	9.50	6.00	1235	W.G.	yes	2.54	1.92	1.51	2.61	none
	88 only	3	Long	semi	11.00	7.00	2043	G.M.	no	2.153	1.373	1.000	2.279	none
PONTIAC	Tempest	3	Chev.	diaph.	9.50	6.25	1500	Chev.	no	2.94	1.68	1.00	3.34	none
	4-cyl.	4	Chev.	diaph.	9.50	6.25	1500	Chev.	yes	3.65	2.35	1.44	3.34	none
	8-cyl.	3	Chev.	diaph.	10.40	6.50	2050	W.G.	no	2.47	1.53	1.00	2.80	none
RAMBLER	Catalina	3	Chev.	diaph.	10.40	6.50	2000	W.G.	no	2.47	1.53	1.00	2.80	none
	Bonneville	—	B&B	semi	10.50	6.50	2360	W.G.	no	2.49	1.59	1.00	3.15	none
	Catalina	4	B&B	semi	10.50	6.50	2360	W.G.	yes	2.54	1.92	1.51	2.61	none
	421	4	B&B	semi	10.50	6.50	2360	W.G.	yes	2.20	1.64	1.31	2.26	none
STUDEBAKER	American	3	B&B	conv.	8.50	5.50	1179	W.G.	no	2.605	1.63	1.000	3.536	0.70
	Classic	3	B&B	conv.	8.50	5.50	1316	W.G.	no	2.605	1.63	1.000	3.536	0.70
	E-Stick	3	B&B	conv.	9.13	6.13	1200	W.G.	no	2.605	1.91	1.000	3.536	none
	Ambassador	3	B&B	conv.	10.50	6.50	1893	W.G.	no	2.49	1.86	1.000	3.154	0.72
WILLYS	Lark	3	B&B	conv.	9.25	6.00	1321	W.G.	no	2.605	1.63	1.00	3.536	0.70
	V-8, 180-hp	3	B&B	conv.	10.00	6.50	1582	W.G.	no	2.571	1.550	1.00	3.489	0.70
	Hawk, 210-hp	3	B&B	conv.	10.50	6.50	1640	W.G.	no	2.571	1.550	1.00	3.489	0.70
	Avanti	3	B&B	semi	10.50	6.50	1465	W.G.	no	2.571	1.550	1.00	3.489	0.70
	Avanti R-2 option	4	B&B	semi	10.50	6.50	1785	W.G.	no	2.571	1.550	1.00	3.489	0.70
Wagoner	3	Clutch data not available					W.G.	no	2.571	1.550	1.00	3.489	0.70	

Abbreviations: Aub.—Auburn; B&B—Borg & Beck; conv.—conventional-type clutch assembly; diaph.—diaphragm-type clutch spring; Engl. refers to the Ford 4-speed transmission made in England; GM—General Motors manufacture; N.P.G.—New Process Gear Co., a division of Chrysler; semi—semi-centrifugal type clutch; W.G.—Warner Gear Co.



SPECIFICATIONS / 1963

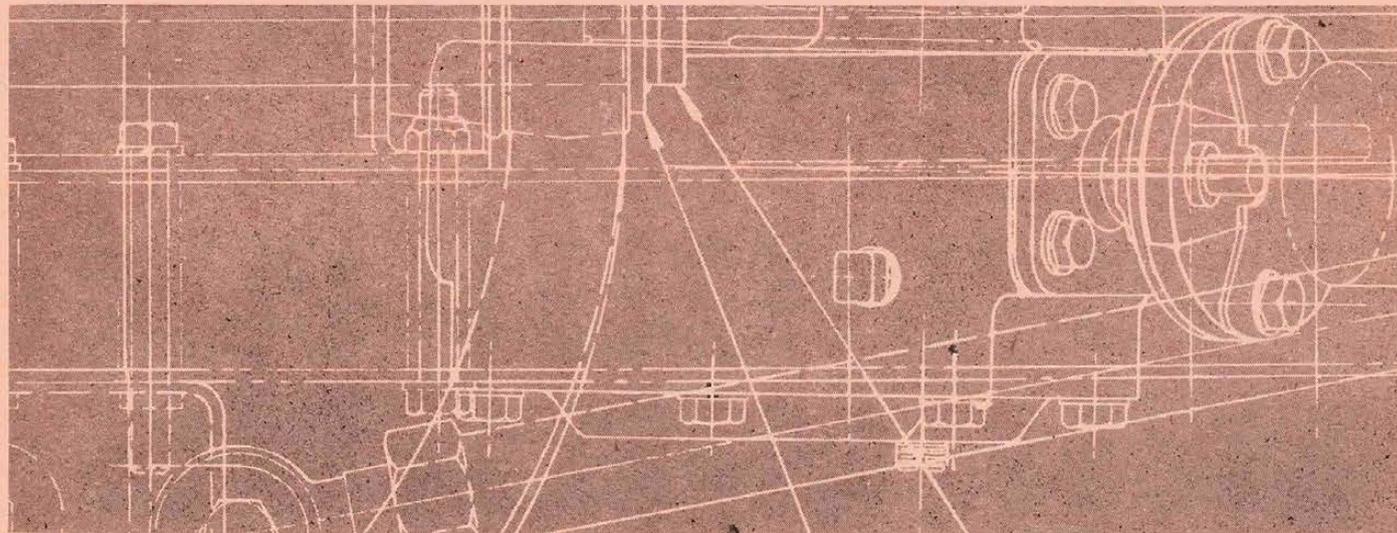
AUTOMATIC TRANSMISSIONS

Trade name	Coupling or converter			Shift pattern	Ratio at break-away	Ratio 1st gear	Ratio 2nd gear	Ratio 3rd gear	Ratio reverse	Max. up-shift speed	Max. kick-down speed	Model	MAKE	
	No. elements	Stall ratio	Cooling											
Dual Path Turbine	5	2.50	water	P-N-D-L-R	3.95	1.58	1.00	—	2.73	67	60	Special	BUICK	
Turbine Drive	5	3.40	water	P-N-D-L-R	6.19	1.82	1.00	—	1.82	none	none	LeSabre		
Hydramatic	2	1.00	air	P-N-D-D-L-R	3.96	3.96	2.55	1.55	3.74	79	71	All	CADILLAC	
Dual Range (Warner Gear)	3	2.1	water	P-R-N-D-D-L	5.04	2.40	1.47	1.00	2.00	60	40	All	CHECKER	
Powerglide	3	2.60	air	L-D-N-R	4.73	1.82	1.00	—	1.82	45	40	Corvaire, all	CHEVROLET	
Powerglide	3	2.50	air	P-R-N-D-L	4.40	1.76	1.00	—	1.76	59	55	Chevy II, 4 & 6		
Powerglide	3	2.10	air	P-R-N-D-L	3.82	1.82	1.00	—	1.82	59	55	Biscayne 6		
Powerglide	3	2.10	water	P-R-N-D-L	3.82	1.82	1.00	—	1.82	63	60	Biscayne V-8		
Powerglide	3	2.10	water	P-R-N-D-L	3.69	1.76	1.00	—	1.76	67	64	250-340-hp		
Powerglide	3	2.10	air	P-R-N-D-L	3.69	1.76	1.00	—	1.76	67	64	Corvette 250 & 300-hp		
TorqueFlite	3	2.20	water	R-N-D-2-1	5.39	2.45	1.45	1.00	2.20	69	62	All 6-cyl.	CHRYSLER	
TorqueFlite	3	2.20	water	R-N-D-2-1	5.39	2.45	1.45	1.00	2.20	74	68	All V-8's		
TorqueFlite (heavy duty)	3	2.20	water	R-N-D-2-1	5.39	2.45	1.45	1.00	2.20	84	78	300-J		
See Chrysler line-up													All	DODGE
Ford-O-Matic	3	2.40	air	P-R-N-D-L	4.37	1.82	1.00	—	1.73	48	46	Falcon & Fairlane	FORD	
	3	2.14	water	P-R-N-D-L	3.89	1.82	1.00	—	1.73	66	61	V-8 221		
	3	2.05	water	P-R-N-D-L	3.73	1.82	1.00	—	1.73	—	—	260 & 289		
	3	2.30	water	P-R-N-D-L	4.19	1.82	1.00	—	1.73	49	47	6-223		
Cruise-O-Matic	3	2.05	water	P-R-N-D-D-L	4.92	2.40	1.47	1.00	2.00	66	61	V-8 260		
	3	2.10	water	P-R-N-D-D-L	5.04	2.40	1.47	1.00	2.00	70	65	352 & 390		
TorqueFlite	—	—	—	—	—	—	—	—	—	See Chrysler line-up			All	IMPERIAL
Twin-Range Turbo Drive	3	2.10	water	P-R-N-D-D-L	4.98	2.37	1.48	1.00	1.84	70	60	Continental	LINCOLN	
See Ford line-up													All	MERCURY
Hydra-Matic	3	1.20	water	P-N-D-S-L-R	3.64	3.03	1.58	1.00	2.31	61	56	F-85	OLDSMOBILE	
Hydra-Matic	3	1.20	water	P-N-D-S-L-R	3.56	2.97	1.56	1.00	2.43	78	68	88, 98		
TempesTorque	3	2.40	air	R-N-D-L	4.22	1.76	1.00	—	1.76	65	59	Tempest 4	PONTIAC	
TempesTorque	3	2.20	air	R-N-D-L	3.87	1.76	1.00	—	1.76	65	59	Tempest V-8		
Hydra-Matic	3	1.20	water	P-N-D-L-R	3.56	2.97	1.56	1.00	2.43	75	70	Catalina, etc.		
Hydra-Matic (heavy duty)	2	1.00	water	P-N-D-S-L-R	3.96	3.96	2.55	1.55	3.73	75	70	Bonneville		
Flash-O-Matic (Warner Gear)	3	2.12	air	P-R-N-D-D-L	5.07	2.39	1.45	1.00	2.09	68	59	American	RAMBLER	
	3	2.12	air	P-R-N-D-D-L	5.07	2.39	1.45							

REAR AXLE & BRAKES

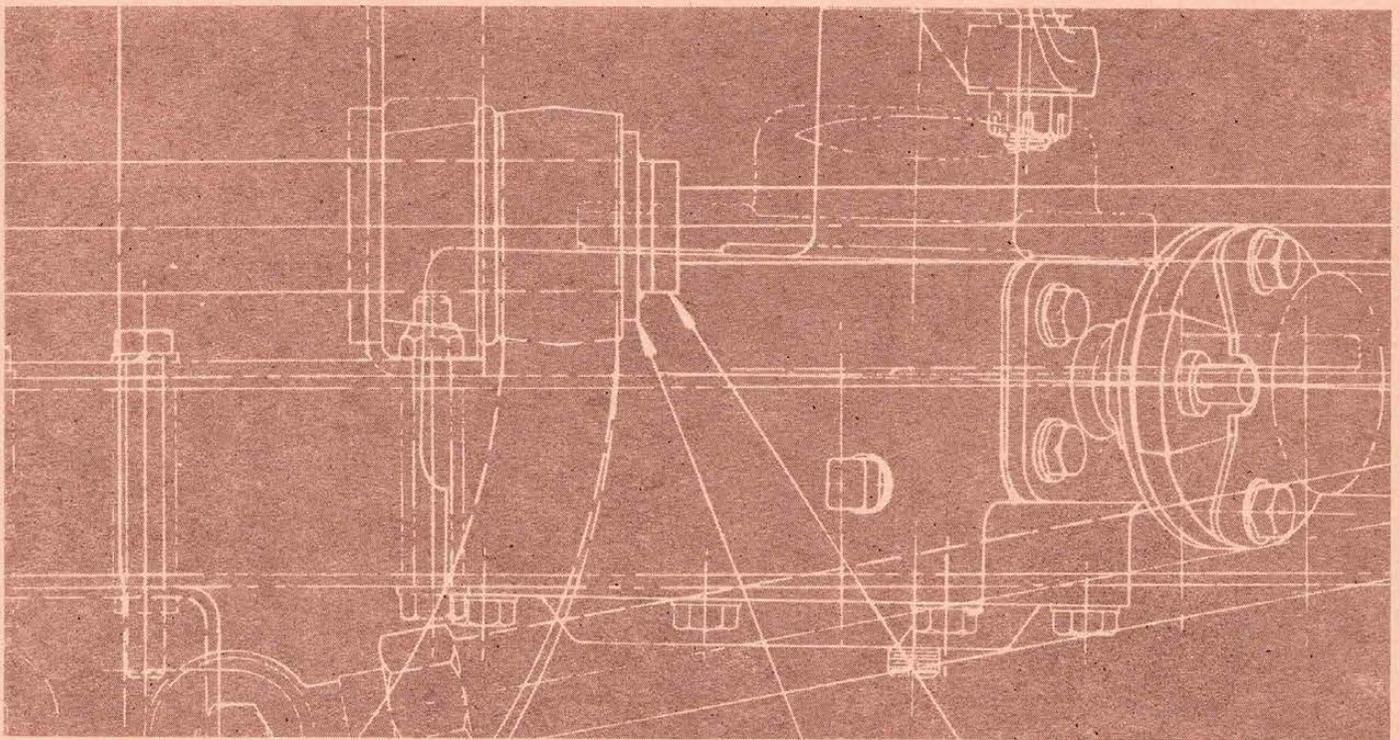
MAKE	Model	Type	Axle ratios				Limited slip	Pinion offset	Ring gear dia.	Brake shoe type	Front drum dia. x w.	Rear drum dia. x w.	Drum swept area	Lining area
			Std. trans.	Auto. trans.	Overdrive	Others								
BUICK	Special	V-6 & V-8	3.23	3.08	n.a.	2.78, 3.36, 3.90, 4.30	opt.	1.50	7.50	duo-servo	9.50x2.00	9.50x1.75	224	130
	LeSabre	V-8	3.42	2.78	n.a.	3.07, 3.23, 3.36, 3.42, 3.58, 3.91, 4.45	opt.	1.75	9.38	duo-servo	12.00x2.25	12.00x2.00	320	197
	Invicta, etc.	V-8	n.a.	3.23	n.a.	2.78, 3.07, 3.36, 3.42, 3.58, 3.91, 4.45	opt.	1.75	9.38	duo-servo	12.00x2.25	12.00x2.00	320	197
CADILLAC	All	V-8	n.a.	2.94	n.a.	3.21, 3.36, 3.77	n.a.	1.75	9.42	duo-servo	12.00x2.50	12.00x2.50	377	245
CHECKER		L-6, ohv 6	3.73	3.31	4.09	3.54	opt.	1.00	8.50	duo-servo	11.00x2.25	11.00x2.25	311	215
CHEVROLET	Corvair	ohv 6	3.27	3.27	n.a.	3.08, 3.55, 3.89	opt.	1.75	6.79	duo-servo	9.00x1.75	9.00x1.75	197	126
	Chevy II	4-cyl.	3.08	3.08	n.a.	3.36, 3.55	opt.	1.50	8.13	duo-servo	9.00x2.25	9.00x1.75	225	145
	Chevy II	6-cyl.	3.08	3.08	n.a.	3.36, 3.55	opt.	1.50	8.13	duo-servo	9.00x2.25	9.00x1.75	225	102
	Biscayne	6 & 8	3.08	3.08	3.70	3.36, 3.55, 3.70	opt.	1.50	8.38	duo-servo	11.00x2.75	11.00x2.00	328	200
	250 & 300 hp.	V-8	3.36	3.08	n.a.	3.55, 3.70	opt.	1.50	8.38	duo-servo	11.00x2.75	11.00x2.00	328	200
	340 hp.	V-8	3.36	3.36	n.a.	3.08, 3.36, 3.55, 3.70, 4.11, 4.56	opt.	1.50	8.38	duo-servo	11.00x2.75	11.00x2.00	328	200
	racing opt.	V-8	3.36	3.36	n.a.	3.08, 3.36, 3.55, 3.70, 4.11, 4.56	opt.	1.50	8.38	duo-servo	11.00x2.75	11.00x2.00	328	200
Corvette	V-8	3.36	3.36	n.a.	3.08, 3.36, 3.55, 3.70, 4.11, 4.56	opt.	1.50	8.38	duo-servo	11.00x2.75	11.00x2.00	328	200	
CHRYSLER	Newport	V-8	2.76	3.23	n.a.	2.93	opt.	1.50	8.75	duo-servo	11.00x3.00	11.00x2.50	380	263
	New Yorker	V-8	n.a.	2.76	n.a.	3.23	opt.	1.50	8.75	duo-servo	11.00x3.00	11.00x3.00	415	287
DODGE	Dart	6-cyl.	2.93	3.23	n.a.	3.55, 3.91	n.a.	1.63	7.25	duo-servo	9.00x2.25	9.00x2.50	255	154
	330	6-cyl.	3.31	2.93	n.a.	3.23, 3.55	opt.	1.50	8.25	duo-servo	10.00x2.50	10.00x2.50	314	195
	330, etc.	V-8	3.23	2.76	n.a.	2.93, 3.31, 3.55	opt.	1.50	8.75	duo-servo	10.00x2.50	10.00x2.50	314	195
	880	V-8	2.76	3.23	n.a.	2.93	opt.	1.50	8.75	duo-servo	11.00x3.00	11.00x2.50	380	263
FORD	Falcon	6-144	3.10	3.50	n.a.	3.00, 3.20, 3.25, 3.80, 4.00	n.a.	1.50	6.75	duo-servo	9.00x2.25	9.00x1.50	212	131
	Fairlane	6-170	3.20	3.20	n.a.	3.00, 3.25, 3.50, 3.80, 3.89	n.a.	1.50	7.75	duo-servo	10.00x2.25	10.00x1.75	251	154
	Fairlane	V-8	3.50	3.25	n.s.	3.00, 3.89, 4.11	opt.	2.25	8.75	duo-servo	11.00x2.50	11.00x2.50	347	213
	Galaxie, etc.	6 & 8	3.50	3.25	n.s.	3.00, 3.89, 4.11	opt.	2.25	8.75	duo-servo	11.00x3.00	11.00x2.50	347	213
	Thunderbird	V-8	n.a.	3.00	n.a.		opt.	2.25	8.75	duo-servo	11.00x3.00	11.00x2.50	381	234
IMPERIAL		V-8	n.a.	2.93	n.a.		opt.	1.50	8.75	duo-servo	11.00x3.00	11.00x3.00	415	287
LINCOLN	Continental	V-8	n.a.	2.89	n.a.	none	opt.	2.38	9.38	duo-servo	11.09x3.00	11.09x3.00	417	259
MERCURY	Comet	6-cyl.	3.10	3.50	n.a.	3.00, 3.20, 3.25, 3.80, 4.00	n.a.	1.50	6.75	duo-servo	9.00x2.25	9.00x1.50	212	131
	Meteor	6 & 8	3.20	3.20	n.a.	3.00, 3.25, 3.50, 3.80, 3.89	n.a.	1.50	7.75	duo-servo	10.00x2.25	10.00x1.75	251	154
	Monterey	V-8	3.50	3.00	n.a.	3.89, 4.11	opt.	2.25	9.00	duo-servo	11.00x2.50	11.00x2.50	347	213
OLDSMOBILE	F-85	V-8	3.08	3.23	n.a.	3.36	opt.	1.50	7.50	duo-servo	9.50x2.00	9.50x1.75	224	130
	88	V-8	3.23	2.56	n.a.	2.69, 2.87, 3.08, 3.42	opt.	1.75	9.25	duo-servo	11.00x2.50	11.00x2.00	310	192
	S88	V-8	3.23	2.87	n.a.	2.69, 3.08, 3.42	opt.	1.75	9.25	duo-servo	11.00x2.50	11.00x2.00	310	192
	98	V-8	3.23	3.08	n.a.	2.69, 2.87, 3.42	opt.	1.75	9.25	duo-servo	11.00x2.50	11.00x2.00	310	192
PLYMOUTH	Valiant	6-170	2.93	3.23	n.a.	3.55, 3.91	n.a.	1.63	7.25	duo-servo	9.00x2.25	9.00x2.00	255	154
		6-225	3.23	2.93	n.a.	3.55, 3.91	n.a.	1.63	7.25	duo-servo	10.00x2.50	10.00x2.50	314	195
	Plymouth	6-cyl.	3.31	2.93	n.a.	3.23, 3.31, 3.55	opt.	1.50	8.25	duo-servo	10.00x2.50	10.00x2.50	314	195
	Savoy	V-8 318	3.23	2.76	n.a.	2.93, 3.55	opt.	1.50	8.75	duo-servo	10.00x2.50	10.00x2.50	314	195
		361 & 383	3.23	3.23	n.a.	2.76, 3.55	opt.	1.50	8.75	duo-servo	10.00x2.50	10.00x2.50	314	195
PONTIAC	Tempest	4-cyl.	3.30	3.09	n.a.	2.91, 3.56	opt.	1.88	7.38	duo-servo	9.00x1.75	9.00x1.75	198	130
		V-8	3.30	2.91	n.a.	3.09, 3.56	opt.	1.88	7.38	duo-servo	9.00x1.75	9.00x1.75	198	130
	Catalina, etc.	V-8	3.23	2.69	n.a.	2.56, 2.87, 3.08, 3.31, 3.42, 3.55, 3.64, 3.90,	opt.	1.75	9.25	duo-servo	11.00x2.50	11.00x2.00	311	191
	Grand Prix	V-8	3.42	3.23	n.a.	4.10, 4.30, 4.55, 4.88	opt.	1.75	9.25	duo-servo	11.00x2.50	11.00x2.00	311	191
RAMBLER	American	L-6	3.31	3.31	3.78	2.87, 3.78, 4.11	opt.	1.50	7.50	duo-servo	9.00x2.00	9.00x2.00	226	140
		ohv 6	2.87	3.31	3.78	4.11	opt.	1.50	7.50	duo-servo	9.00x2.00	9.00x2.00	226	140
	Classic	ohv 6	3.31	3.31	3.78	4.11	opt.	1.50	7.50	Wagner	9.00x2.25	9.00x2.00	254	154
	Ambassador	V-8	3.54	2.87	3.54	4.10	opt.	1.50	8.75	duo-servo	10.00x2.50	10.00x1.75	267	167
STUDEBAKER	Lark	ohv 6	3.73	3.73	4.09	4.55	opt.	1.25	7.13	Wagner	11.00x2.25	10.00x2.00	282	173
	Cruiser	V-8	3.07	3.07	3.31	3.54, 3.73	opt.	1.50	8.50	Wagner	11.00x2.25	10.00x2.00	282	173
	Avanti	V-8	3.73	3.31	n.a.	3.07, 3.54	opt.	1.50	8.50	disc/drum	11.50 disc	11.00x2.00	377	105
WILLYS	Wagoneer	ohc 6	4.09	3.73	4.27	none	opt.	1.50	8.75	n.s.	11.00x2.00	11.00x2.00	276	161

Abbreviations and notes: duo-servo brake shoes and the Avanti disc/drum brakes are made by Bendix, n.a. = not available, n.s. = not specified.



STEERING & SUSPENSION

MAKE	Model	Cyls./cu. in.	Manual steering o.a. ratio	Manual steering turns, lock to lock	Power steering o.a. ratio	Power steering turns, lock to lock	Power steering type	Anti-roll bar dia.	Brake anti-dive	Front spring	Front ride rate, lb./in.	Rear spring width x length	Rear ride rate, lb./in.	Shock absorber piston dia.
BUICK	Special	V-6 & V-8	26.2	5.0	20.8	4.0	Integral	0.812	yes	coil	78	coil	95	1.00
	LeSabre, etc.	V-8/401	33.0	5.0	20.5	3.5	Integral	0.828	yes	coil	90	coil	98	1.00
CADILLAC	all	V-8/390	not available		18.2	3.7	Integral	0.813	yes	coil	86	coil	110	1.00
CHECKER		L-6 & ohv-6	26.9	5.8	26.9	5.8	n.s.	0.750	none	coil	160	2.50x56	120	1.19
CHEVROLET	Corvaire	flat 6/145	23.5	4.6	not available		none	none	yes	coil	86	coil	117	1.00
	Chevy II	4 & 6 cyl.	25.4	4.5	25.4	4.5	link	none	yes	coil	90	2.25x62.5	89	1.00
	Biscayne, etc.	6 & V-8	28.0	5.8	24.0	5.1	link	0.688	yes	coil	129	coil	112	1.00
	opt.	V-8/327	28.0	5.8	24.0	5.1	link	0.688	yes	coil	96	coil	112	1.00
	opt.	V-8/409	28.0	5.8	24.0	5.1	link	0.688	yes	coil	108	coil	101	1.00
Corvette	V-8/327	19.6	3.4	17.1	2.9	link	0.688	yes	coil	100	coil	116	1.00	
CHRYSLER	Newport, etc.	V-8/all	30.2	5.4	19.2	3.5	Integral	none	yes	T-bar	115	2.5x60	120	1.00
	300-J	V-8/413	30.2	5.4	19.2	3.5	Integral	0.750	yes	T-bar	125	2.5x60	150	1.00
DODGE	Dart 6	170 & 225	28.7	5.3	18.8	3.5	Integral	none	yes	T-bar	90	2.5x55	105	1.00
	330, etc.	6 & V-8	28.7	5.3	18.8	3.5	Integral	none	yes	T-bar	100	2.5x55	110	1.00
	880	V-8/361	30.2	5.4	19.2	3.5	Integral	none	yes	T-bar	115	2.5x57	120	1.00
FORD	Falcon 6	144 & 170	27.0	4.6	25.1	4.3	link	0.720	yes	coil	72	2.0x50	87	1.00
	Fairlane	6 & V-8	27.8	4.7	25.1	4.3	link	0.690	yes	coil	75	2.0x55	120	1.00
	Galaxie	6 & V-8	30.1	5.5	23.1	3.9	link	0.690	yes	coil	97	2.5x60	103	1.00
	Thunderbird	V-8/390	not available		20.3	3.6	link	0.660	yes	coil	105	2.5x60	105	1.19
IMPERIAL		V-8/413	not available		19.4	3.5	Integral	0.750	yes	T-bar	115	2.5x60	140	1.00
LINCOLN	Continental	V-8/430	not available		20.5	3.8	Integral	0.820	yes	coil	120	2.5x60	100	1.63
MERCURY	Comet 6	144 & 170	27.1	4.6	25.1	4.3	link	0.720	yes	coil	70	2.0x50	75	1.00
	Meteor	6 & V-8	27.8	4.7	25.1	4.3	link	0.690	yes	coil	75	2.0x55	100	1.00
	Monterey	V-8/390	30.1	5.5	23.1	3.9	link	0.690	yes	coil	97	2.5x60	103	1.00
OLDSMOBILE	F-85	V-8/216	25.8	5.2	20.5	4.1	Integral	0.875	yes	coil	78	coil	172	1.00
	88, 98	V-8/394	not available		33.2	6.1	Integral	1.093	yes	coil	97.3	coil	105.6	1.00
PLYMOUTH	Valiant 6	170 & 225	28.7	5.3	18.8	3.5	Integral	none	yes	T-bar	90	2.5x55	105	1.00
	Savoy, etc.	6 & V-8	28.7	5.3	18.8	3.5	Integral	none	yes	T-bar	100	2.5x55	110	1.00
PONTIAC	Tempest	4 & V-8	23.6	4.3	23.6	4.3	link	0.688	yes	coil	65	coil	120	1.00
	Catalina, etc.	V-8/389	28.1	5.5	22.5	4.3	Integral	0.750	yes	coil	90	coil	110	1.00
	Bonneville	V-8/389	29.1	5.5	22.5	4.3	Integral	0.813	yes	coil	90	coil	122	1.00
RAMBLER	American	L-6/196	27.6	5.5	21.4	4.3	link	none	none	coil	93	1.75x45	107	1.00
	Classic	ohv-6/196	28.4	6	23.9	5	link	none	none	coil	73	coil	120	1.00
	Ambassador	V-8/327	28.4	6	23.9	5	link	0.750	none	coil	77	coil	120	1.00
STUDEBAKER	Lark	6/170	24.0	4.7	22.5	4.4	link	0.750	none	coil	78	2.5x51	108	1.00
	Cruiser	V-8/259	25.5	4.7	22.5	4.4	link	0.750	none	coil	78	2.5x51	108	1.00
	Hawk	V-8/289	24.5	4.6	24.5	4.6	link	0.750	none	coil	78	2.5x54	100	1.00
	Avanti	V-8/289	16.0	3.5	16.0	3.5	link	0.750	none	coil	116	2.5x51	136	1.00
WILLYS	Wagoneer	6/230	data not available											



ELECTRICAL SYSTEM

MAKE	Model	Cyls./cu. in.	Battery			Alternator (generator) make	Alternator drive ratio	Charge rate max. amps.	Opt. Heavy Duty alternator	Starter gear ratio	Engine cranking rpm	Spark plug make	Spark plug threads, mm.	Spark plug model
			SAE No.	No. plates	Amp./hr.									
BUICK	Special	V-6/198	17M2	54	44	Delco	2.34	37	n.a.	9/156	160	AC	14	44S
	Special	V-8/216	28M	66	61	Delco	2.34	42	yes	9/156	160	AC	14	45FFS
	LeSabre, etc.	V-8/401	3SM	66	70	Delco	2.51	42	yes	9/166	160	AC	14	44S
	Riviera	V-8/401	3SM	66	70	Delco	2.51	42	yes	9/166	160	AC	14	44S
CADILLAC	all	V-8/390	n.s.	11	70	Delco	2.76	42	yes	9/166	175	AC	14	44
CHECKER	Marathon	L-6/226	n.s.	54	50	Auto.	2.15	35	yes	10/103	250	Champ.	18	UD-16
	Marathon	ohv 6/226	n.s.	54	50	Auto.	2.15	35	yes	9/159	250	Champ.	14	N-8
CHEVROLET	Corvaire	flat 6/146	n.s.	54	42	(Delco)	2.30	30	yes	9/147	n.s.	AC	14	44
	Chevy II	4 & 6 cyl.	n.s.	54	44	Delco	2.30	32	yes	9/153	n.s.	AC	14	46N
	Biscayne	6/230	n.s.	54	44	Delco	2.30	32	yes	9/153	n.s.	AC	14	44N
	Biscayne opt. V-8	V-8/283	n.s.	54	44	Delco	2.30	42	yes	9/153	n.s.	AC	14	45
	Corvette	327 & 409	n.s.	66	61	Delco	2.30	52	yes	9/168	n.s.	AC	14	44
	Corvette	all/327	n.s.	66	61	Delco	2.30	37	n.a.	9/168	n.s.	AC	14	44
CHRYSLER	Val., Dart	6/170	9HC0	42	38	Chrys.	2.45	26	yes	10/122	n.s.	Champ.	14	N-14Y
	Ply., Dodge	6/225	9HC3	54	48	Chrys.	2.45	34	yes	10/130	n.s.	Champ.	14	N-14Y
	Ply., Dodge	V-8/318	9HC3	54	48	Chrys.	2.18	34	yes	10/130	n.s.	Champ.	14	J-12Y
	Ply., Dodge	361 to 413	9HC3	66	59	Chrys.	2.32	34	yes	10/130	n.s.	Champ.	14	J-12Y
	Ply., Dodge racing opt.	V-8/300J	9HC5	78	70	Chrys.	2.32	34	yes	10/130	n.s.	Champ.	14	J-9Y
	V-8/426	9HC3	66	59	Chrys.	1.71	34	n.a.	10/130	n.s.	Champ.	14	J-9Y	
DODGE	all	See Chrysler line-up												
FORD	Falcon	6/144	n.s.	54	40	(Ford)	2.13	30	n.a.	9/132	145	Auto.	18	BF-82
	Fairlane	6/170	n.s.	54	40	(Ford)	2.00	30	yes	9/132	158	Auto.	18	BF-82
	300, etc.	6/223	n.s.	66	55	(Ford)	2.00	30	none	9/146	165	Auto.	18	BFT-6
	Fairlane	V-8/221	n.s.	54	55	(Ford)	2.25	30	yes	9/160	180	Auto.	18	BF-82
	Fairlane	V-8/260	n.s.	54	55	(Ford)	2.25	30	yes	9/160	180	Auto.	18	BF-82
	300, etc.	V-8/289	n.s.	54	55	(Ford)	2.25	30	n.a.	9/146	165	Auto.	18	BF-82
	300, etc. racing opt.	352 & 390	n.s.	66	55	Auto.	2.25	40	yes	9/148	165	Auto.	18	BF-42
	V-8/427	n.s.	66	55	(Ford)	1.55	30	n.a.	9/146	165	Auto.	18	BF-42	
IMPERIAL	See Chrysler 361-383 line													
LINCOLN	Continental	all/430	3MSA	78	80	Auto.	2.72	40	n.a.	9/169	150	Auto.	18	n.s.
MERCURY	See Ford line-up													
OLDSMOBILE	F-85	V-8/216	n.s.	9	44	Delco	2.26	39	n.a.	9/156	150	AC	14	46FFX
	88, 98	V-8/394	3KMB	11	70	Delco	2.34	39	yes	9/166	150	AC	14	45
PONTIAC	Tempest	4/195	17MI	54	44	Delco	2.49	37	yes	9/150	170	AC	14	45S
	Tempest	V-8/326	2SMB	54	53	Delco	2.49	37	yes	9/150	153	AC	14	45S
	Catalina	V-8/389	2SMB	54	53	Delco	2.49	42	yes	9/166	n.s.	AC	14	45S
	Bonneville	V-8/389	2SMD	66	61	Delco	2.49	42	yes	9/166	n.s.	AC	14	45S
RAMBLER	American	L-6/196	2SM	54	50	(Delco)	2.08	30	yes	9/149	n.s.	Champ.	14	H-10
	Classic	ohv 6/196	2SM	54	50	Motor.	2.18	33	yes	9/149	n.s.	Champ.	14	H-18
	Ambassador	V-8/327	2SMH	66	60	Motor.	2.45	33	yes	9/149	n.s.	Champ.	14	H-10
STUDEBAKER	Lark	6/170	n.s.	9	50	Prest.	2.30	n.s.	n.a.	9/162	160	Champ.	14	H-14Y
	V-8, all	259 & 289	n.s.	9	50	Prest.	2.45	n.s.	n.a.	9/162	160	Champ.	14	H-14Y
WILLYS	Wagoneer	6/230	data not available											

Abbreviations: AC—AC Division of GM Corp.; Auto.—Autolite; L-6—L-head 6-cyl. engine; Motor.—Motorola; n.a.—not available; n.s.—not specified; Prest.—Prestolite. All cars having generators instead of alternators have the make or supplier in parentheses, as (Delco).

