AMA–40A

AMA Specifications—Passenger Car

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MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	Chevrolet	
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090	MODEL YEAR 1969	ISSUED: 10-15-68 REVISED (a)

NOTES:
1. The General Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

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Body type, style names; use manufacturer's code for series & body style.

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CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	4-Door Sedan	2-Door Hardtop	4-Door Hardtop	Convert-ible	Station Wagon
WIDTH						
Track – Front	W101		62.5			63.5
Track – Rear	W102		62.4			63.4
Maximum overall car width	W103			79.8		
Body width at No. 2 pillar	W117			78.9		
LENGTH						
Body "O" to front of dash	L 30			0.6		0.5
Wheelbase	L101			119.0		
Overall car length	L103		215.9			216.7
Overhang – front	L104			37.3		
Overhang – rear	L105		59.6			60.4
Body upper structure length	L123					
Body "O" line to ℄ of rear wheel	L127			100.0		
Body "O" line to w/s cowl point	L130					
HEIGHT						
Passenger Distribution (front & rear)				2-3		
Trunk/Cargo load (lbs.)						
Overall height	H101	55.9	54.7*	54.9	55.0	56.9
Cowl height	H114	39.7	39.2	39.8	39.3	40.1
Deck height	H138					
Rocker panel – front: To ground	H112	8.8	8.3	8.9	8.4	9.2
Rocker panel – front: From front wheel ℄	H112					
Rocker panel – rear: To ground	H111	8.1	7.6	8.0	7.6	8.3
Rocker panel – rear: From rear wheel ℄	H111					
Windshield slope angle	H122			55.0		
GROUND CLEARANCE						
Bumper to ground – front	H102	22.2	21.4	22.8	21.6	23.4
Bumper to ground – rear	H104	18.2	17.2	17.6	16.9	16.9
Angle of approach	H106		21.5		21.5	22.5
Angle of departure	H107	13.5	13.2	13.3	13.1	10.5
Ramp breakover angle	H147	14.2	13.2	14.3	13.3	15.3
Min. running clearance (Specify) **	H156	6.2	5.7	6.1	5.7	6.4

* 54.0-Custom Coupe

** (H152)-Exhaust system to ground.

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CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	4-Door Sedan	2-Door Sport Cpe.	4-Door Spt. Sedan	Convert-ible	Station Wagon
FRONT COMPARTMENT						
Effective head room	H61	38.8	38.3/37.7+	38.0	38.4	39.0
Max. eff. leg room – accelerator	L34	41.4	41.4	41.4	41.4	41.4
H Point to Heel point	H30	9.2	9.2	9.2	9.2	9.7
H Point travel	L17			4.8		
Shoulder room	W 3			62.3		
Hip room	W 5	63.6	63.6	63.6	63.6	63.7
Upper body opening to ground	H50	49.9	49.4	49.5	50.5	50.2
REAR COMPARTMENT						
H Point couple distance	L50	36.3	33.3	36.1	33.3	34.8
Effective head room	H63	37.8	37.8/37.5+	37.6	37.9	38.8
Min. effective leg room	L51	39.4	34.9/35.1+	39.0	34.9	37.1
H Point to Heel point	H31	11.8	10.9	11.1	10.9	11.9
Min. knee room	L48	5.5	3.2	5.5	3.2	4.1
Rear Compartment room	L 3	28.4	26.4	28.4	25.5	27.8
Shoulder room	W 4	61.3	60.9	61.3	52.4	61.4
Hip room	W 6	62.7	55.5	62.9	55.5	63.0
Upper body opening to ground	H51	49.7	---	48.6	---	50.1
LUGGAGE COMPARTMENT						
Usable luggage capacity	V 1	18.5	18.1/18.6+	18.5	17.5	---
Liftover height	H195	27.2	26.6	26.8	26.5	---
Position of spare tire storage		Sedans & Coupes-center of trunk compt.*				R.R.qtr.pnl
Method of holding lid open		Torsion rods				
STATION WAGON – THIRD SEAT						
Shoulder Room	W85					49.7
Hip room	W86					49.2
Effective leg room	L86					33.3
Effective head room	H86					36.2
Seat facing direction						Rearward
STATION WAGON – CARGO SPACE						
Cargo length at floor – front seat	L202					96.0
Cargo length at belt – front seat	L204					86.0
Cargo width – Wheelhouse	W201					49.7
Opening width at belt	W204					52.4
Maximum cargo height	H201					30.7
Rear opening height	H202					28.8
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2					100.2

+-The second dimension is for 2-Door Custom Coupe (model 47) which distinguishes it from 2-Door Sport Coupe (model 37).

*-Convertible-right side of luggage compartment, rear of wheelhouse.

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) (Indicate A B C ratio) A	B	C	D **
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM						
15311-69 15511-69 16337-39-69	250 Standard	One; 2-bbl Downdraft	8.5:1	155 @ 4200	235 @ 1600	3-Speed (2.85:1 low)	Base	3.08	2.73	3.36	----
							A/C	3.36	3.08	3.55	----
						Powerglide*	Base	3.08	2.73	3.36	3.55
							A/C	3.36	3.08	3.55	----
15336 15536 15546						3-Speed (2.85:1 low) and Powerglide	Base	3.36	3.08	3.55	----
							A/C	3.55	3.36	----	----
153-36-69 15511-36-46-69 16337-39-69						Turbo Hydra-Mtc	Base	3.36	3.08	3.55	----
							A/C	3.55	3.36	----	----
All Models except Station Wagons	327 Standard	One; 2-bbl Downdraft	9.00:1	235 @ 4800	325 @ 2800	3-Speed (2.54:1 low)	Base	3.08	2.73	3.36	----
							A/C	3.08	2.73	3.36	----
						Powerglide*	Base	3.08	2.73	3.36	3.55
							A/C	3.08	2.73	3.36	3.55
Station Wagons						3-Speed (2.54:1 low) and Powerglide*	Base	3.36	3.08	3.55	----
							A/C	3.36	3.08	3.55	----
All Models						4-Speed* (2.54:1 low)	Base	3.36	3.08	3.55	----
							A/C	3.36	3.08	3.55	----
						Turbo* Hydra-Mtc	Base	2.73	2.56	3.08	----
							A/C	2.73	2.56	3.08	----

* Optional

** Positraction optional for all ratios.

A - Standard
B - Economy
C - Performance
D - Special

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM			A	B	C	D
All Models	350 Option (L48)	One; 4-bbl Down-draft	10.25:1	300 @ 4800	380 @ 3200	H.D. 3-Speed* (2.42:1 low) and 4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	---
							A/C	3.31	3.07	3.55	---
All Models except Station Wagons						Powerglide*	Base	3.08	2.73	3.36	---
							A/C	3.08	2.73	3.36	---
						Turbo* Hydra Matic	Base	2.73	2.56	3.08	---
							A/C	2.73	2.56	3.08	---
Station Wagons						Powerglide*	Base	3.07	2.73	3.31	---
							A/C	3.07	2.73	3.31	---
						Turbo* Hydra-Matic	Base	2.73	2.56	3.07	---
							A/C	2.73	2.56	3.07	---
Same Model Application as Above.	350 Option (LM1)	One; 4-bbl Down-draft	9.00:1	255 @ 4800	365 @ 3200	Same Transmission and Axle Application as shown above.					

* Optional
** Positraction optional for all ratios.

A - Standard
B - Economy
C - Performance
D - Special

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) ** (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM						
All Models	396 Option (L66)	One; 2-bbl Down-draft	9.00:1	265 @ 4800	400 @ 2800	H.D. 3-Speed* (2.42:1 low)	Base	3.07	2.73	3.31	---
							A/C	3.07	2.73	3.31	---
						4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	---
							A/C	3.31	3.07	3.55	---
						Turbo* Hydra-Matic	Base	2.56	2.29	--	3.07 3.31
							A/C	2.56	--	--	3.07 3.31
All Models	427 Option (LS1)	One; 4-bbl Down-draft	10.25:1	335 @ 4800	460 @ 3200	H.D. 3-Speed* (2.42:1 low) 4-Speed* (2.52:1 low) 4-Speed* (2.20:1 low)	Base	3.31	3.07	3.55	---
							A/C	3.31	3.07	3.55	---
						Turbo* Hydra-Matic	Base	2.56	2.29	--	3.07 3.31
							A/C	2.56	---	--	3.07 3.31
All Models	427 Option (L36)	One; 4-bbl Down-draft	10.25:1	390 @ 4800	460 @ 3600	H.D. 3-Speed (2.42:1 low) & 4-Speed* (2.52:1 low) 4-Speed* (2.20:1 low)	Base	3.31	3.07	3.55	3.73
							A/C	3.31	3.07	3.55	3.73
						Turbo* Hydra-Matic	Base	2.73	--	3.07	2.29
							A/C	2.73	--	3.07	

* Optional.

** Positraction required for 3.73 & 4.10 ratio; optional for all others.

A - Standard
B - Economy
C - Performance
D - Special

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MODEL

ENGINE – GENERAL

		L6-250 Cu. In. 155 HP-Std.	V8-327 Cu. In. 235 HP-Std.	V8-350 Cu. In. 255 HP-Opt. LM1	V8-350 Cu. In. 300 HP-Opt L48
Type, no. cyls., valve arr.		In-line 6 OHV	90° V-8 OHV		
Bore and stroke (nominal)		3.875 X 3.53	4.001 X 3.25	4.00 X 3.48	
Piston displacement, cu. in.		250	327	350	
Bore spacing (℄ to ℄)		4.40			
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7		
	R. Bank	In-line	2-4-6-8		
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2		
Compres. ratio (nominal)		8.5:1	9.00:1	9.00:1	10.25:1
Cylinder Head Material		Cast alloy iron			
Cylinder Block Material		Cast alloy iron			
Cyl. Sleeve-Wet, dry, none		None			
Number of mtg. points	Front	Two			
	Rear	One			
Engine installation angle		3°54'			
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		36.0	51.2	51.2	
Publishing max. bhp* @ eng. RPM		155 @ 4200	235 @ 4800	255 @ 4800	300 @ 4800
Publishing max. torque * (lb. ft. @ RPM)		235 @ 1600	325 @ 2800	365 @ 3200	380 @ 3200
Recommended fuel regular – premium			Regular		Premium

ENGINE – PISTONS

Material			Cast aluminum alloy		
Description and finish			Flat, notched head, slipper skirt.		
Weight (piston only) oz.			24.16	21.60	20.91
Clearance (limits)	Top land		.0245-.0335	.0365-.0455	.0235-.0325
	Skirt	Top	.0005-.0011 (a)	.0005-.0011 (b)	.0007-.0013 (c)
		Bottom			
Ring groove depth	No. 1 ring		.2153-.2218	.2218-.2283	.2218-.2283
	No. 2 ring		.2153-.2218	.2218-.2283	.2218-.2283
	No. 3 ring		.2093-.2158	.2039-.2103	.2039-.2103
	No. 4 ring		None		

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.44 from top of piston.
(b) Measured 2.24 from top of piston.
(c) Measured 1.56 from top of piston.

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ENGINE – GENERAL

MODEL		396 Cu. In. 265 HP-Opt. L66	427 Cu. In. 335 HP-Opt. LS1	427 Cu. In. 390 HP-Opt. L36
Type, no. cyls., valve arr.		90° OHV		
Bore and stroke (nominal)		4.094 X 3.76	4.251 X 3.76	
Piston displacement, cu. in.		396	427	
Bore spacing (℄ to ℄)		4.84		
No. system (front to rear)	L. Bank	1-3-5-7		
	R. Bank	2-4-6-8		
Firing order		1-8-4-3-6-5-7-2		
Compres. ratio (nominal)		9.00:1	10.25:1	10.25:1
Cylinder Head Material		Cast alloy iron		
Cylinder Block Material		Cast alloy iron		
Cyl. Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3°54'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		53.6	57.8	
Publishing max. bhp* @ eng. RPM		265 @ 4800	335 @ 4800	390 @ 5400
Publishing max. torque * (lb. ft. @ RPM)		400 @ 2800	460 @ 3200	460 @ 3600
Recommended fuel regular – premium		Premium		

ENGINE – PISTONS

Material		Cast aluminum alloy		
Description and finish		Domed head, valve cutout; slipper skirt.		
Weight (piston only) oz.		28.00	24.67	
Clearance (limits)	Top land	.0304-.0374	.0306-.0374	
	Skirt Top	.0011-.0018 (a)	.0012-.0020 (b)	
	Skirt Bottom			
Ring groove depth	No. 1 ring	.2253-.2317	.2348-.2412	
	No. 2 ring	.2253-.2317	.2348-.2412	
	No. 3 ring	.2098-.2162	.2183-.2247	
	No. 4 ring	None		

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 1.955 from top of piston.

(b) Measured 1.910 from top of piston.

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-350 255&300 HP	V8-396 265 HP	V8-427 335&390 HP

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil			
	No. 4, oil or comp.	None			
Compression	Description - material, coating, etc. Upper	Cast alloy iron; barrel face (a)			
	Description - material, coating, etc. Lower	Cast alloy iron; inside bevel; tapered face (b)			
	Width	(c)	(d)		Upr. & Lwr. .0770-.0775
	Gap	.010-.020	(e)		.010-.020
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel			
	Width	.1870-.1890 assembled			
	Gap	.015-.055			.010-.030
Expanders		In oil ring assembly			

ENGINE – PISTON PINS

Material		Chromium steel			
Length		2.990-3.010			2.930-2.950
Diameter		.9270-.9273			.9895-.9898
Type	Locked in rod, in piston, floating, etc.	Locked in rod			
	Bushing - In rod or piston	None			
	Bushing - Material	None			
Clearance	In piston	.00015-.00025		.00025-.00035	
	In rod	None			
Direction & amount offset in piston		Major thrust side .060			

ENGINE – CONNECTING RODS

Material		Drop forged steel			
Weight (oz.)		12.50	20.80		27.84
Length (center to center)		5.695-5.705			6.130-6.140
Bearing	Material & Type	Copper lead alloy (sintered) steel backed matl.		Premium aluminum	
	Overall length	.807			.857
	Clearance (limits)	.0007-.0027			.0009-.0029
	End play	.009-.013			.017-.021

(a) Chrome plated on L6-250, V8-327 & 350 Cu.In.; Molybdenum inlay on 396 & 427 Cu. In.
(b) Wear resistant coating on L6-250, V8-327 & 350 Cu. In. ; Chrome plated on 396 & 427 Cu. In.
(c) Upper .0628-.0633; Lower .0623-.0633
(d) Upper .0775-.0780; Lower .0770-.0775
(e) Upper .010-.020; Lower .013-.025

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ENGINE – CRANKSHAFT

MODEL			L6-250 155 HP	V8-327 235 HP	V8-350 255 & 300 HP	V8-396 265 HP	V8-427 335 & 390 HP
Material			Cast nodular iron except forged steel for 427 cu. in. 390 HP.				
Vibration damper type			Rubber mounted inertia.				
End thrust taken by bearing (No.)			7	5			
Crankshaft end play			.002-.006			.006-.010	
Main bearing	Material & type		Steel with backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended operation or application)				
	Clearance		.0003-.0029	(a)		(b)	
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.4502 x .752		2.7507 x .992	
		No. 2	2.3004x.752	2.4505 x .752		2.7507 x .992	
		No. 3	2.3004x.752	2.4505 x .752		2.7505 x .992	
		No. 4	2.3004x.752	2.4505 x .752		2.7505 x .992	
		No. 5	2.3004x.752	2.4507 x 1.177		2.7506 x 1.2525	
		No. 6	2.3004x.752	None			
		No. 7	2.3004x.760	None			
	Dir. & amt. cyl. offset						
Crankpin journal diameter			1.999-2.000	2.099-2.100		2.199-2.200	

ENGINE – CAMSHAFT

Location			(c)	In block above crankshaft			
Material			Cast alloy iron				
Bearings	Material		Steel backed babbitt				
	Number		4	5			
Type of Drive	Gear or chain		Gear	Chain			
	Crankshaft gear or sprocket material		Steel	Steel sprocket			
	Camshaft gear or sprocket material		(d)	Nylon teeth with aluminum hub			
	Timing chain	No. of links	None	46		50	
		Width	None	.740		.740	
		Pitch	None	.500		.500	

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard			
Valve rotator, type (intake, exhaust)		None			
Rocker ratio		1.75:1	1.50:1		1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero			
	Exhaust	Zero			

(Continued)

(a) No. 1-.0008-.0020
No. 2, 3, 4-.0008-.0024
No. 5-.0015-.0031

(b) No. 1 & 2-.0010-.0020
No. 3 & 4-.0013-.0025
No. 5-.0015-.0031

(c) Above and to right of crankshaft.

(d) Bakelite and fabric composition with steel hub.

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MODEL			250 Cu.In. 155 HP	327 Cu.In. 235 HP	350 Cu.In. 255&300 HP	396 Cu.In. 265 HP	427 Cu.In. 335 HP	427 Cu.In. 390 HP
ENGINE – VALVE SYSTEM (cont.)								
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°		28°		56°
		Closes (°ABC)	48°	72°		78°		114°
		Duration - deg.	244°	280°		286°		350°
	Exhaust	Opens (°BBC)	46°30'	78°		75°		110°
		Closes (°ATC)	17°30'	30°		31°		62°
		Duration - deg.	244°	288°		286°		350°
	Valve opening overlap		33°30'	58°		59°		118°
Intake	Material		Alloy steel; face aluminized on 250, 396 & 427 (a)					
	Overall length		4.902-4.922		4.870-4.889	5.215-5.235		
	Actual overall head dia.		1.715-1.725		1.935-1.945	2.060-2.070		
	Angle of seat & face		46° (seat) 45° (face)					
	Seat insert material		None					
	Stem diameter		.3410-.3417			.3715-.3722		
	Stem to guide clearance		.0010-.0027					
	Lift (@ zero lash)		.3880	.3900		.3983		.4614
	Outer spring press. & length	Valve closed (lb.@in.)	56-64 @1.66	76-84 @1.70		84-96 @1.88		94-106 @1.88
		Valve open (lb.@in.)	180-192 @1.27	194-206 @1.25		205-225 @1.48		303-327 @1.38
	Inner spring press. & length	Valve closed (lb.@in.)	None	Spring Damper				
		Valve open (lb.@in.)	None	Spring Damper				
Exhaust	Material		High alloy steel; aluminized face (a)					
	Overall length		4.913-4.933			5.345-5.365		
	Actual overall head dia.		1.495-1.505			1.715-1.725		
	Angle of seat & face		46° (seat) 45° (face)					
	Seat insert material		None					
	Stem diameter		.3410-.3417			.3715-.3722		
	Stem to guide clearance		.0010-.0027					
	Lift (@ zero lash)		.3880	.4100		.3983		.4800
	Outer spring press. & length	Valve closed (lb.@in.)	56-64 @1.66	76-84 @1.70		84-96 @1.88		94-106 @1.88
		Valve open (lb.@in.)	180-192 @1.27	194-206 @1.25		205-225 @1.48		303-327 @1.38
	Inner spring press. & length	Valve closed (lb.@in.)	None	Spring Damper				
		Valve open (lb.@in.)	None	Spring Damper				

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Nozzle	Centrifugally oiled from camshaft bearings.
	Cylinder walls	Splash	Pressure jet cross sprayed

(Continued)

(a) Head also aluminized on 396 & 427.

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MODEL	250 155 HP	327 235 HP	350 & 255 325 HP	396 & 427 335 HP	427 390 HP

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. engine rpm)	50-65 psi @ 2000 rpm (a)	50-75 @ 2000 rpm (a)
Oil press. sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, part., other)	Full flow	
Filter replacement (element, complete)	Complete	
Capacity of crankcase, less filter-refill (qt.)	4	
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0°F to 32°* - SAE 10W or SAE 10W-30 Below 0°F - SAE 5W or SAE 5W-20 *(SAE 5W-30 can be used at temperatures below freezing)	
Engine Service Reqmt. (MM, MS, etc.)	MS or DG	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with crossover	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow		2 Mufflers & 2 Resonators
Exhaust pipe dia. (O.D., wall thick.)	Branch	None	2.00 x .074-.123 (b)	None
	Main	(d)	2.50 x .073 - .091 (b) (c)	2.50x.073-.091(b)
Tail pipe dia. (O.D. & wall thickness)		1.875 x .062 - .076		2.00x.062-.076

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Ventilates to induction system.	
		Optional	None	
Control Unit	Make and model		AC Spark Plug	
	Location		(e)	Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)		Manifold vacuum	
	Control method (variable orifice, fixed orifice, other)		Variable orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake manifold	
	Air inlet (breather cap, carburetor air cleaner, other)		Carburetor air cleaner	
	Flame arrestor (screen, check valve, other)		Screen	

(a) Bench test - no flow conditions
(b) Laminated - 2.50 diameter on 396 & 427
(c) 2.00 diameter on V8-327 cu. in.
(d) 2.00 x .057 - .071
(e) Top rr. rocker cover

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 265 HP	V8-427 335 HP	V8-427 390 HP
ENGINE – EXHAUST EMISSION CONTROL	MANUAL TRANSMISSIONS						
Type (Air injection, engine modifications, other)	Air Injection						
Air Injection Pump – Type	Semi-articulated vane type						
Air Injection Pump – Displacement	19.3						
Air Injection Pump – Drive ratio	1.15:1						
Air Injection Pump – Drive type	Crankshaft pulley						
Air Injection Pump – Relief valve (type)	Diverter valve - separate from pump						
Air Injection Pump – Filter (describe)	Centrifugal air cleaner						
Air Injection System – Air distribution (head, manifold, etc.)	Cylinder head	Manifold					
Air Injection System – Point of entry	Exhaust ports						
Air Injection System – Injection tube I.D.	.2565						
Air Injection System – Check valve type	Pressure (Plate type)						
Air Injection System – Backfire protection (type)	Diverter valve						
Carburetor – Make							
Carburetor – Model	REFER TO						
Carburetor – Barrel size							
Carburetor – Idle speed – Drive	PAGE TEN						
Carburetor – Idle speed – Neutral							
Carburetor – Idle A/F mixture							
Distributor – Aux. Adv. Systems (type)	None						
Distributor – Make	Delco-Remy						
Distributor – Model	1110463	1111482	1111956	1111488	1111949	1111497	1111925
Distributor – Cent'fgal adv. in crank degrees @ eng. rpm – Start (rpm)	900	1050	1100	950	900	900	1000
Distributor – Cent'fgal adv. in crank degrees @ eng. rpm – Intermed. points deg. @ rpm							
Distributor – Cent'fgal adv. in crank degrees @ eng. rpm – Max. deg. @ rpm	32@4200	32@4300	32@4400	30@4700	38@4200	32@5000	26@3800
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Start (in Hg)	7.00	8.00	7.00	8.00	8.00		
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Intermed. points deg. @ in. Hg							
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Max. deg. @ in.	23@16	19@17	24@17.5	20@17	15@15		
Distributor – Vacuum Source	Carburetor						
Timing - Cronk degrees @ rpm	TDC@700	2ATC@700	TDC@700			4BTC@800	
Cooling System							
Exhaust System							

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 256 HP	V8-427 335 HP	V8-427 390 HP
ENGINE – EXHAUST EMISSION CONTROL	AUTOMATIC TRANSMISSION						
Type (Air injection, engine modifications, other)	Engine modifications						
Air Injection Pump – Type							
Air Injection Pump – Displacement	Not						
Air Injection Pump – Drive ratio							
Air Injection Pump – Drive type	Used						
Air Injection Pump – Relief valve (type)							
Air Injection Pump – Filter (describe)							
Air Injection System – Air distribution (head, manifold, etc.)	Not						
Air Injection System – Point of entry							
Air Injection System – Injection tube I.D.							
Air Injection System – Check valve type	Used						
Air Injection System – Backfire protection (type)							
Carburetor – Make	Refer						
Carburetor – Model							
Carburetor – Barrel size	To						
Carburetor – Idle speed – Drive							
Carburetor – Idle speed – Neutral	Page Ten						
Carburetor – Idle A/F mixture							
Distributor – Aux. Adv. Systems (type)	None						
Distributor – Make	Delco-Remy						
Distributor – Model	1110464	1111483	1111955	1111489	1111950	1111497	1111925
Distributor – Cent'fgal adv. in crank degrees @ eng. rpm – Start (rpm)	900	833	1130	900	900	900	1000
Distributor – Cent'fgal adv. in crank degrees @ eng. rpm – Intermed. points deg. @ rpm							
Distributor – Cent'fgal adv. in crank degrees @ eng. rpm – Max. deg. @ rpm	28@4200	28@4300	28@4300	26@4700	34@4300	32@5000	26@3800
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Start (in Hg)	7.00	8.00	7.00	8.00	8.00		
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Intermed. points deg. @ in. Hg							
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Max. deg. @ in.	23@16	19@17	24@17.5	20@17	15@15		
Distributor – Vacuum Source	Carburetor						
Timing - Crank degrees @ rpm	4 BTC@550	2 BTC@600	4 BTC@600			4 BTC@600	
Cooling System							
Exhaust System							

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-350 255 & 300HP	V8-396 265 HP	V8-427 335 & 390 HP

ENGINE – FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		24 (approximately)		
	Filler location		Behind hinged rear license plate *		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range **		4.00-5.00psi	7.50-9.00 PSI	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank		
	Locations		and paper filter in carburetor inlet ***		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil wetted paper element		
		Optional	None		
	Idle speed (spec. neutral or drive)	Manual (N)	700	800	
		Automatic (D)	550	600	
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
15300 15500 15600	250	Manual Automatic	Rochester	7029017 (a) 7029014	One, single barrel	1.69
	327	Manual Automatic	Rochester	7029127 (b) 7029102 (c)	One, two barrel	1.69
15400	350 255hp	Manual Automatic	Rochester	7029203 7029202	One, four barrel	1.38 Prim. 2.25 Sec.
15600	350 300hp	Manual Automatic	Rochester	7029203 7029202	One, four barrel	1.38 Prim. 2.25 Sec.
16400 16600	396	Manual Automatic	Rochester	7029117 (f) 7029118 (g)	One, two barrel	1.69
	427	Manual Automatic	Rochester	7029201 7029200	One, four barrel	1.38 Prim 2.25 Sec.

a - 7029015 with Air Conditioning
b - 7029129 with Air Conditioning
c - 7029104 with Air Conditioning
d - 7029117 with Air Conditioning
e - 7029120 with Air Conditioning
**-Shut off pressure-1800 RPM at pump outlet
***-Additional in-line paper element with 427 cu. in.

* - Left rear quarter panel on station wagons

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ENGINE – COOLING SYSTEM

			L6-250 155 HP	V8-327 235 HP	V8-350 255 & 300 HP	V8-396 265 HP	V8-427 335 & 390 HP
Type system (pressure, pressure vented, atmospheric, other)			Pressure				
Radiator cap relief valve pressure			15±1 PSI				
Circulation thermostat	Type (choke, bypass)		Choke				
	Starts to open at (•F)		192° - 198°				
Water pump	Type (centrifugal, other)		Centrifugal				
	GPM @ 1000 pump rpm		60 @ 4400	54 @ 4400		57 @ 4400	
	Number of pumps		One				
	Drive (V-belt, other)		V-belt				
	Bearing type		Permanently lubricated double row ball				
By-pass recirculation type (inter., ext.)			Internal			External	
Radiator core type (cellular, tube and fin, other)			Tube and center				
Cooling system capacity	With heater (qt.)		12	17	15	23	22
	Without heater (qt.)		11	16	14	22	21
	Opt. equipment-specify (qt.)		12	17	16	24	23
Water jackets full length of cyl. (yes, no)			Yes				
Water all around cylinder (yes, no)			Yes				
Radiator hose	Lower	Number and type (molded, straight)	One, molded				
		Inside diameter	1.75				
	Upper	Number and type (molded, straight)	One, molded				
		Inside diameter	1.50				
	By-pass	Number and type (molded, straight)	None			One, molded	
		Inside diameter	None			.725-.765	
Fan	Number of blades & spacing		4-Staggered				
	Diameter		17.62				
	Ratio-fan to crankshaft rev.		.949:1				
	Fan cutout type		None				
	Bearing type		Double row ball				
*Drive belts (indicate belt used by letter)	Fan		A	D J *		G K *	
	Generator or alternator		A	D J *		G K *	
	Water Pump		A	D J *		G K *	
	Power Steering		B	E		H	
	Air Conditioning		C	F		I	
	Air Injection		B				

* D & G with manual transmission
* J & K with automatic transmission

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←			38°	----	42°					→
Nominal length (SAE)	39.00	50.00	54.00	47.50	36.00	54.33	49.50	41.00	57.00	49.50	45.75
Width	←				.380						→

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ELECTRICAL – SUPPLY SYSTEM

			L6-250 155 HP	V8-327 235 HP	V8-396 265 HP	V8-350 255 & 300 HP	V8-427 335 & 390 HP
Battery	Make and Model		Delco-Remy 1980032			1980030	
	Voltage Rtg. & Total Plates		12 volts-54 plates			12 volts-66 plates	
	SAE Designation & Amp. Hr. Rtg.		45 amp hr @ 20 hr rate			61 amp hr @ 20 hr rate	
	Location		Right side front of engine compartment				
	Terminal grounded		Negative				
Generator or Alternator	Make		Delco-Remy				
	Model		1100836 (a)	1100834			
	Type and rating		Diode rectified 37 amps				
	Output at engine idle (neutral)		13 amps				15 amps
	Ratio–Gen. to Cr/s rev.		2.46:1				
Regulator	Make		Delco-Remy				
	Model		1119515				
	Type		Vibrator				
	Cutout relay	Closing voltage generator rpm	None				
		Reverse current to open	None				
	Regulated	Voltage	13.8 - 14.8 @ 85°F				
		Current	----				
	Voltage test conditions	Temperature	Operating				
		Load	3.8 amperes				
		Other	None				

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco-Remy				
	Model		1108365	1108367	1108418	1108361	1108418
	Rotation (drive end view)		Clockwise				
Motor control	Switch (solenoid, manual)		Solenoid				
	Starting procedure						
Motor Drive	Engagement type		Positive shift solenoid				
	Pinion meshes (front, rear)		Rear				
	Number of teeth	Pinion	9		9	9	9
		Flywheel Manual	153		168	153	168
		Flywheel Auto.	153		168	153	168
	Flywheel tooth face width	Manual	.4010-.4130		.4100-.4220	.4010-.4130	.4100-.4220
		Auto.	.4010-.4130		.4100-.4220	.4010-.4130	.4100-.4220

(a) 1100834 used when automatic transmission is specified

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ELECTRICAL – IGNITION SYSTEM

			MODEL: L6-250 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 265 HP	V8-427 335 & 390HP
Type	Conventional – Std., Opt., N.A.		Standard					
	Transistorized – Std., Opt., N.A.		Not available					
	Other (specify)		None					
Coil	Make		Delco-Remy					
	Model		11152081	1115293				
	Amps	Engine stopped	4.0					
		Engine idling	1.8					
Distributor	Make							
	Model		Refer					
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)						
		Intermediate points deg. @ rpm	To					
		Max. deg. @ rpm	Page					
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)						
		Intermediate points, deg. @ in. Hg.	Nine					
		Max. deg. in. Hg.						
	Breaker gap (in.)		.019					
	Cam angle (deg.)		31-34	29-31				28-30
	Breaker arm tension (oz.)		19-23					28-32
Timing	Crankshaft deg. @ rpm		Refer to page nine					
	Mark location		Torsional damper					
Spark Plug	Make		AC Spark Plug					
	Model		ACR46N	ACR45S	ACR44S		ACR44N*	
	Thread (mm)		14					
	Tightening torque (lb. ft.)		25					
	Gap		.033-.038					
Cable	Conductor type		Linen core impregnated with electrical conducting material					
	Insulation type		Rubber with neoprene jacket					
	Spark plug protector		Neoprene					

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

* ACR43N on 427 Cu.In. 390 HP

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MODEL	L6-350 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 265 HP	V8-427 335 & 390 HP

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial
	Trip odometer (yes,no)	N.A.
Charge indicator – type		Tell-Tale
Temperature indicator – type		Tell-Tale
Oil pressure indicator – type		Tell-Tale
Fuel indicator – type		Electric-gauge
Other		Refer to page 23
Windshield wiper	Type – Standard	Electric two-speed
	Type – Optional	None
Windshield washer	Type – Standard	Pushbutton-standard
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	4.5-6 @ 12.5V (Low note); 4.2-6.2 @ 12.5V (High note)

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet single dry disc		Chevrolet single dry disc, centrifugal	
Type pressure plate springs		Diaphragm		Diaphragm, bent finger design	
Total spring load (lb.)		1650-1850	2100-2300	2450-2750	2600-2800
No. of clutch driven discs		One			
Clutch facing	Material	Woven type asbestos			
	Outside & inside-dia.	9.12 & 6.12	10.34 & 6.50	11.00 & 6.50	
	Total eff. area (sq.in.)	71.82	101.54	123.70	
	Thickness	.135		.140	
	Engagement cushioning method	Flat spring steel between facings			
Release bearing	Type & method of lubrication	Single row ball, packed and sealed			
Torsional damping	Methods: springs, friction material	Coil spring			

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MODEL	L6-250 155 HP	V8-327, 235 HP	V8-350, 255&300HP V8-396, 265HP V8-427, 335&390HP	V8-427

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard	
Manual 4-speed (std. or opt.)	N.A.	Optional
Manual with overdrive (std. or opt.)	Not available	
Automatic (std. or opt.)	Optional	

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3-Speed 3	3-Speed 3	4-Speed 4	HD 3-Spd 3	4-Speed 4	4-Speed 4
Transmission ratios	In first	2.85	2.54	2.54	2.42	2.52	2.20
	In second	1.68	1.50	1.80	1.58	1.88	1.64
	In third	1.00	1.00	1.44	1.00	1.46	1.27
	In fourth	--	--	1.00	--	1.00	1.00
	In reverse	2.95	2.63	2.54	2.41	2.59	2.26
Synchronous meshing, specify gears		All forward gears					
Shift lever location		Steering column 3-Speed Floor mounted 4-Speed					
Lubricant	Capacity (pt.)	3			3.5	3	
	Type recommended	Meeting Military Specs. MIL-L-2105B					
	SAE viscosity number – Summer	SAE80					
	SAE viscosity number – Winter	SAE80					
	SAE viscosity number – Extreme cold	SAE80					

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

Type (planetary or other)			
Manual lockout (yes, no)			
Downshift accelerator control (yes, no)	Not		
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)	Available	
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number – Summer		
	SAE viscosity number – Winter		
	SAE viscosity number – Extreme cold		

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MODEL	POWERGLIDE		TURBO-HYDRA-MATIC		
	L6-250	V8-327 & 350	L6-250 V8-327 & 350	V8-327	V8-350 396 & 427

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Powerglide		Turbo Hydra-Matic		
Type describe		Torque converter with planetary gears				
Selector location		Lever, steering column; floor mounted when used with console and optional bucket seat on Convertible and Coupes				
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-1.82 N-Neut. D-1.82 -1.00 L-1.82-	P-Park R-1.76 N-Neut. D-1.76 -1.00 L-1.76	P-Park R-1.93 N-Neutral D-2.52-1.52-1.00 L2-2.52-1.52 L1-2.52		P-Park R-2.08 N-Neutral D-2.48-1.48-1.00 L2-2.48-1.48 L1-2.48
Max. upshift speed–drive range						
Max. kickdown speed–drive range						
Torque convertor	Number of elements	3				
	Max. ratio at stall	2.10		2.10	2.30	2.10
	Type of cooling (air, liquid)	Water				
	Nominal diameter	11.75		11.75	12.20	
Lubricant	Capacity–refill (pt.)	6	6.5	5	8	
	Type recommended	A suffix A				
Special transmission features						

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube (damper on front U-joint with automatic transmissions for Caprice models only)
Outer diam. x length* x wall thickness	Manual 3-speed trans.	3.25 x 61.57 x .065
	Manual 4-speed trans.	3.25 x 61.57 x .065
	Overdrive transmission	Not available
	Automatic transmission	Powerglide & 3-Spd Auto - 3.25 x 61.57 x .065 Turbo Hydra-Matic - 3.25 x 60.17 x .065

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

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MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		--
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O.D.		1.1750
Universal joints	Make and Mfg. No.		Chevrolet 3943326
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U-bolt
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack).	Prepack
Drive taken through (torque tube or arms, springs)			Control arms
Torque taken through (torque tube or arms, springs)			Control arms

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhang hypoid pinion & ring gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.5
No. of differential pinions			Standard-2; Limited slip-4
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		3.5 (8.125 ring gear) 4 (8.875 ring gear)
	Type recommended		Meeting Military Specs. MIL-L-2105B
	SAE viscosity number	Summer	SAE80
		Winter	SAE80
		Extreme cold	SAE80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.56	2.73	3.07	3.08	3.31	3.36	3.55	2.29
No. of teeth	Pinion	16	15	14	12	13	11	11	17
	Ring gear	41	41	43	37	43	37	39	39
Ring Gear O.D.		8.125							8.625

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MODEL

DRIVE UNITS – WHEELS

Type & material			Short spoke disc, steel
Rim (size & flange type)		Std.	14 x 5J except station wagons 14 x 6JK
		Opt.	14 x 6JK except station wagons 15 x 6JK with 15 in tires
Attachment	Type (bolt or stud)		Stud
	Circle diameter		4.75
	Number and size		5 hex nuts 7/16-20 UNF-2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		8.25 x 14-2 ply (4 ply rating) except Station Wagons 8.55 x 14-2 ply (4 ply rating) Station Wagons	
	Type (bias, radial, etc.)		Bias	
	Full rated Inflation Press.	Front	8.25 x 14-24 lbs	8.55 x 14 - 22 lbs
		Rear	8.25 x 14-28 lbs	8.55 x 14 - 32 lbs
	Rev./Mile at 50 MPH		753 (8.25 x 14);	735 (8.55 x 14)
Optional	Size, ply rating, & ply		8. 5 x 15-2 ply (4 ply rating) except St. Wagon & Spt Sedan 8.55 x 14-2 ply (4 ply rating) except St. Wagons G70 x 15-2 ply (4 ply rating) except St. Wagon & Spt Sedan 8.55 x 15-2 ply (4 ply rating) Sport Sedan only 8.55 x 14-4 ply (8 ply rating) Station Wagons 8. 5 x 1 - ply (ply rating) Station Wagons	

BRAKES – PARKING

Type of control		Foot pedal apply "T" handle release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	

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BRAKES – SERVICE

MODEL				STANDARD	FRONT DISC (Opt)
Type (drum) or (disc & no. of pistons)				Drum (front-finned)	Disc-front
Self adjusting (std., opt., N.A.)				Standard	
Special Valving	Type (proportion, delay, metering, other)			Metering	
Power brake make & type (remote, int., etc.)		Std.		--	(a)
		Opt.		(a)	--
Effective area (sq. in.) *				184.3	114.6
Gross lining area (sq. in.) **				198.4	124.3
Swept area (sq. in.) ***				328.3	368.4
Front to Rear Effectiveness Relationship					
Drum	Diameter (nominal)	Front		11.0	--
		Rear		11.0	
	Type and material			Composite; rim-cast iron; web - steel	Cast iron
Rotor	Outer working diameter				11.75
	Inner working diameter				8.00
	Working width				1.25
	Material & type (vented/solid)				Cast iron, vented
Wheel cylinder bore	Front			1.1875	2.063
	Rear			1.00	
Master Cylinder	Bore			1.00	1.125
	displacement distribution	Front	%	53 cu. in. @ 1500 PSI	55 cu. in. @ 1500 PSI
		Rear	%	32 cu. in. @ 1500 PSI	34 cu. in. @ 1500 PSI
Pedal arc ratio				5.80	3.38
Line pressure at 100 lb. pedal load				739	
Shoe Clearance	Front			Self adjusting	
	Rear			Self adjusting	
Brake lining	Bonded or riveted			Bonded	Riveted
	Front Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.25 x 2.75 x .168	5.96 x 2.21 x .41
			Second. or inboard	11.63 x 2.75 x .168	5.96 x 2.21 x .41
		Segments per shoe		One	One
	Rear Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.25 x 2.00 x .168	9.25 x 2.00 x .168
			Second. or inboard	11.63 x 2.00 x .168	11.63 x 2.00 x .168
		Segments per shoe		One	One

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

(a) Bendix; Delco-Moraine vacuum power unit, integral

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MODEL

STEERING

Manual (std., opt., NA)				Standard-Energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt: Tilt achieved with universally-jointing steering shaft at base of steering wheel; 5-inch vertical travel range
		(std., opt., NA)		Option
Wheel diameter		Manual		Oval - 16.25 x 15.50
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		43.0
		Curb to curb (l. & r.)		43.6
	Inside rear	Wall to wall (l. & r.)		24.0
		Curb to curb (l. & r.)		24.0
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw Steering
		Ratios	Gear	24.1
			Overall	30.7
	No. wheel turns (stop to stop)			5.8
Power	Type (coaxial, linkage, etc.)			Integral gear with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as Manual
		Ratios	Gear	17.5:1; 16:1-12.38:1 variable ratio for Caprice & Impala
			Overall	21.2:1; 19.3:1-15.5:1 variable ratio for Caprice & Impala
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			4.0; 3.1 variable ratio for Caprice & Impala
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			7 to 8
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with non-metallic bearing surface
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			P 1/4 to P 1-1/4
	Camber (deg.)			N 1/4 to P 3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Forging with pad for mounting brake cylinder spherical
Wheel Spindle	Diameter	Inner bearing		1.2493 - 1.2498
		Outer bearing		.7492 - .7497
	Thread size			3/4-20 NEF - 3 (Modified)
	Bearing type			Taper roller

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MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Angle of front upper control arm
Provision for acc. squat control		Geometry of rear suspension
Special provisions for car jacking		
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION – FRONT

Type and description		Independent - SLA type with coil springs and concentric shock absorber and spherically-jointed steering knuckle for each wheel, lower control arm strut-supported
Spring	Type	Coil, right hand helix
	Material	Steel alloy
	Size (coil design height & I.D. bar length x dia.)	11.76 x 3.80; 113.97 x .641
	Spring rate (lb. per in.)	390
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel .8125

SUSPENSION – REAR

Type and description			(a)
Drive and torque taken through			Coil
Spring	Type		Steel alloy
	Material		
	Size (length x width, coil design height & I.D.; bar length & dia.)		12.37 x 4.00; 145.92 x .647
	Spring rate (lb. per in.)		265
	Rate at wheel (lb. per in.)		
	Mounting insulation type		Natural rubber
	If leaf	No. of leaves	--
		Shackle (comp. or tens.)	--
Stabilizer	Type (link, linkless, frameless)		None
	Material		--
Track bar type			Lateral, frame to rear axle

(a) Link type: 2 lower control arms, 1 upper control arm and tie rod (St. Wagon and models with 350, 396 & 427 engines - 2 upper control arms): Support integral rear beam consisting of cast iron differential carrier and pressed in axle shaft housings.

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MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded perimeter frame with front crossmember, rear axle upper control arm crossmember, rear shock absorber crossmember and a rear crossmember, welded box-construction side rail from front crossmember to aft of rear axle kickup

BODY – MISCELLANEOUS INFORMATION

		Sedans 2-Dr.	Sedans 4-Dr.	Sport Sedan	Custom Coupes Impala	Custom Coupes Caprice	Convertibles	Station Wagon
Drs. hinged (front, rr.)	Front doors	Front						
	Rear doors	Front						
Type of finish (lacquer, enamel, other)		Acrylic Lacquer						
Hood counterbalanced (yes, no)		Yes						
Hood release control (internal, external)		External						
Vehicle Indent. No. location		Top left hand of instrument panel pad						
Engine No. location		6-Cylinder - Right side of cylinder block, rear of distributor 8-Cylinder - Front right side of engine block						
Theft protection - type		Lock, mounted on steering column; locks steering wheel transmission shift levers and ignition						
Vent window control method (crank, friction pivot)	Front	None						
	Rear	None						
Seat cushion type	Front	Formed wire and foam pad						
	Rear	Formed wire and foam pad						
	3rd seat	---					Wire & foam pad	
Seat back type	Front	Formed wire and cotton						
	Rear	Formed wire and cotton						
	3rd seat	---					Wire & cotton	
Windshield glass type (i.e., single curved - laminate plate)		Single curve - laminate plate						
Side glass type (i.e., curved - tempered plate)		Curved-tempered plate						
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Compound curve - tempered plate (a)						
Windshield glass exposed surface area		1396.2			1354.4			1396.2
Side glass exposed surface area		1476.0	1588.2	1454.6	1269.4 (a)		1251.2	2822.2
Backlight glass exposed surface area		1230.4		1334.9	933.2 (b)		767.3	923.4
Total glass exposed surface area		4102.6	4214.8	4143.9	3557.0 (c)		3372.9	5141.8

(a) Impala Sport Coupe 16337-47 - 1285.8
(b) Impala Sport Coupe 16337-47 - 1029.1
(c) Impala Sport Coupe - 3669.3

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MODEL 15400-600, 16400-600

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	Optional all models except 153-15400, 155-15611
	Vent windows	NA
	Backlight or tailgate	Standard 3-seat wagons - option 2-seat wagons
Power seats (specify type as well as availability)		4 way power bucket seat, driver seat only 16447-67-87, 16647-347-87 6 way power bench seat-155-156-16000. NA with 4-spd trans.
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		AM-FM Stereo Optional - AM Pushbutton, AM-FM-Pushbutton
Rear seat speaker		Optional - all models
Power antenna		
Clock		Optional - 15000, 163-16400 -- Standard 16600
Air conditioner (specify type and availability)		Optional - all models - Comfortron Four-Season, GM Chevrolet
Speed warning device		Optional - all models
Speed control device		Optional - 154-156-164-16600
Ignition lock lamp		
Dome lamp		Standard - all models
Glove compartment lamp		Optional 153-15400, Standard other Models
Luggage compartment lamp		Optional - 15000 exc wagons -- standard 16000
Underhood lamp		Optional - all models
Courtesy lamp		Optional - 150-163-16400 exc Conv.-Standard other Models
Map lamp		Optional
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	
		Lowest	
	Tail	Highest	
		Lowest	
	Sidemarker	Front	
		Rear	
Distance from C/L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

* If single headlamps are used enter here.

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WEIGHTS

250 Cu. In. 6 Cyl. Engine	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
Model	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
Biscayne									
2-Door Sedan	1845	1815	3660					146.9	25.0
4-Door Sedan	1840	1880	3720					146.9	25.0
Bel Air									
2-Door Sedan	1850	1820	3670					146.9	25.0
4-Door Sedan	1840	1880	3720					146.9	25.0
Impala									
4-Door Sedan	1865	1905	3770					146.0	25.0
2-Door Sport Coupe	1870	1910	3780					146.9	25.0
4-Door Sport Sedan	1915	1950	3865					146.9	25.0
Station Wagons,									
Brookwood									
4-Door, 2-Seat	1750	2425	4175					146.9	25.0
Townsman									
4-Door, 2-Seat	1750	2425	4175					146.9	25.0
4-Door, 3-Seat	1735	2495	4230					146.9	25.0

Accessories & Equipment Differential Weights				Remarks

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

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327 Cu. In. V-8 Engine

WEIGHTS

Biscayne	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
Model	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
2-Door Sedan	1955	1845	3800					146.9	32.5
4-Door Sedan	1945	1910	3855					146.9	32.5
Bel Air									
2-Door Sedan	1955	1850	3805					146.9	32.5
4-Door Sedan	1945	1910	3855					146.9	32.5
Impala									
2-Door Sport Coupe	1975	1930	3905					146.9	32.5
2-Door Custom Cpe	1985	1945	3930					146.9	32.5
4-Door Sport Sedan	2015	1970	3985					146.9	32.5
4-Door Sedan	1965	1925	3890					146.9	32.5
Convertible	2005	1960	3965					146.9	32.5
Caprice									
2-Door Custom Cpe	1990	1950	3940					146.9	32.5
4-Door Sport Sedan	2035	1990	4025					146.9	32.5
Station Wagons,									
Brookwood -									
4-Door 2-Seat	1850	2450	4300					146.9	32.5
Townsman									
4-Door 2-Seat	1850	2450	4300					146.9	32.5
4-Door, 3-Seat	1830	2525	4355					146.9	32.5
Kingswood									
4-Door 2-Seat	1875	2480	4355					146.9	32.5
4-Door 3-Seat	1855	2560	4415					146.9	32.5
Kingswood Estate									
4-Door 2-Seat	1880	2495	4375					146.9	32.5
4-Door 3-Seat	1865	2565	4430					146.9	32.5

Accessories & Equipment Differential Weights				Remarks
350 Cu. In. V-8	+18	+17	+35	RPO L48
350 Cu. In. V-8	+18	+17	+35	RPO LM1
396 Cu. In. V-8	+179	+34	+213	RPO L66
427 Cu. In. V-8	+175	+24	+199	RPO LS1
427 Cu. In. V-8	+197	+51	+248	RPO L36
3-Spd. HD Trans.	+10	+ 3	+13	RPO MC1
4-Spd. Trans.	+14	+14	+28	RPO M20
Powerglide Trans.	-8	-2	-10	RPO M35
Turbo Hydra-Matic Trans	+20	+6	+26	RPO M38 (Chevrolet built)
Turbo Hydra-Matic Trans	+33	+10	+43	RPO M40
Power Windows	+13	+11	+24	
Power Seats	+11	+10	+21	
Air Conditioner	+93	+5	+98	
Power Brakes	+8	+1	+9	
Power Disc Brakes	+19	+1	+20	
Power Steering	+27	+1	+28	
Radio, Push Button	+6	+2	+8	
Radio, Stereo	+10	+3	+13	
SS427 Package	+17	+23	+40	
Roof Luggage Carrier	0	+19	+19	Station Wagon

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

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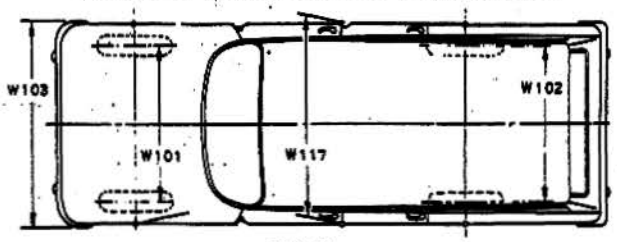
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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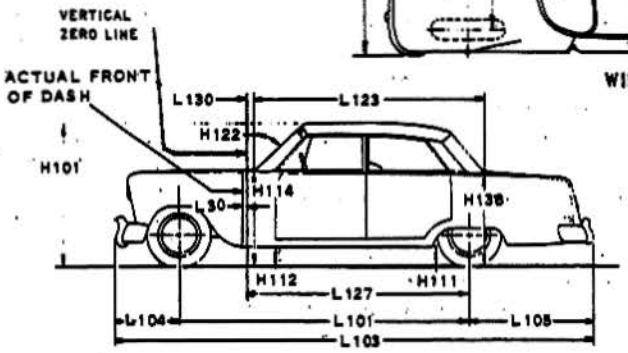
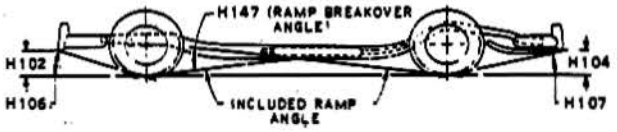
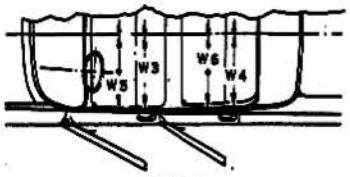


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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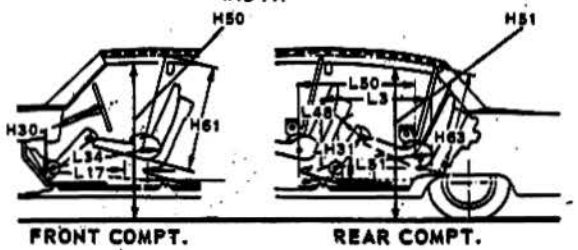
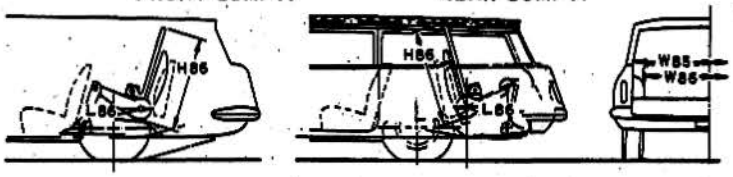
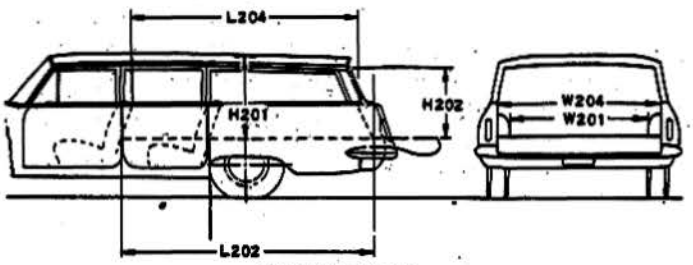


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

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CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD – FRONT. Measured at centerline of tires with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H 30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.

V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W4 \times L204 \times H201}{1728}$$

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