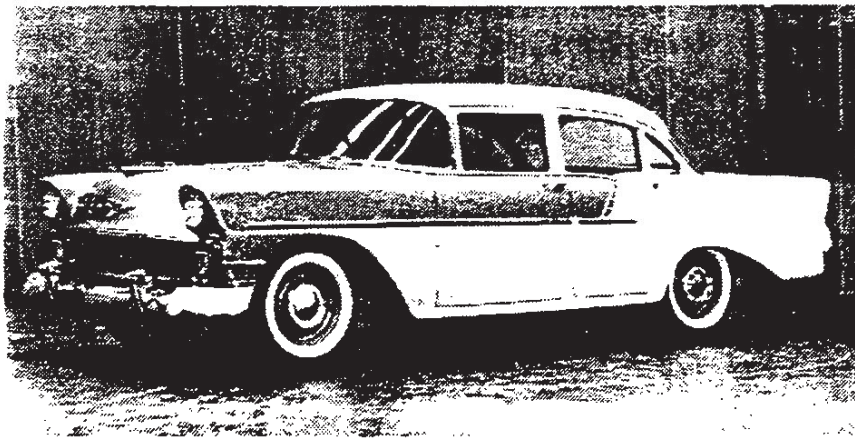


CHEVROLET























1956 Chevrolet. One-Fifty four-door sedan, V-8 (AA)

1956

PASSENGER CARS

ORIGINAL COPY

MODEL IDENTIFICATION

| Name and Description | One-Fifty-Series 1500 | Two-Ten-Series 2100 | Bel Air-Series 2400 |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 4-DOOR SEDAN 6-passenger, 7-window sedan with luggage compartment in rear |  |  |  |
| MODEL | 1503; 56-1219* | 2103; 56-1019* | 2403; 56-1019D* |
| 2-DOOR SEDAN 6-passenger, 5-window sedan with luggage compartment in rear |  |  |  |
| MODEL | 1502; 56-1211 | 2102; 56-1011* | 2402; 56-1011D* |
| CLUB COUPE 6-passenger, 2-door 5-window coupe with luggage compartment in rear | |  | |
| MODEL | | 2124; 56-1011A* | |
| UTILITY SEDAN 3-passenger, 5-window sedan with luggage compartment in rear |  | | |
| MODEL | 1512; 56-1211B* | | |
| SPORT COUPE 6-passenger, 2-door 5-window coupe with hardtop; luggage compartment in rear | |  |  |
| MODEL | | 2154; 56-1037D* | 2454; 56-1037D* |
| CONVERTIBLE 5-passenger, 2-door 5-window coupe with folding top; luggage compartment in rear | | |  |
| MODEL | | | 2434; 56-1067DTX* |
| SPORT SEDAN 6-passenger, 4-door, 5-window sedan with hardtop; luggage compartment in rear | |  |  |
| MODEL | | 2113; 56-1039* | 2413; 56-1039D* |
| STATION WAGON 6-passenger, 2-door 5-window, all-steel body with drop and lift gates in rear |  |  |  |
| MODEL | 1529; 56-1263F* | 2129; 56-1063F* | 2429; 56-1064DF* |
| STATION WAGON 6-passenger, 4-door 7-window, all-steel body with drop and lift gates in rear | |  | |
| MODEL | | 2109; 56-1062F* | |
| STATION WAGON 9-passenger, 4-door 7-window, all steel body with drop and lift gates in rear | |  |  |
| MODEL | | 2119; 56-1062FC* | 2419; 56-1062DFC* |
| SEDAN DELIVERY 2-passenger, 3-door 3-window panel delivery |  | | |
| MODEL | 1508; 56-1271* | | |

ORIGINAL COPY

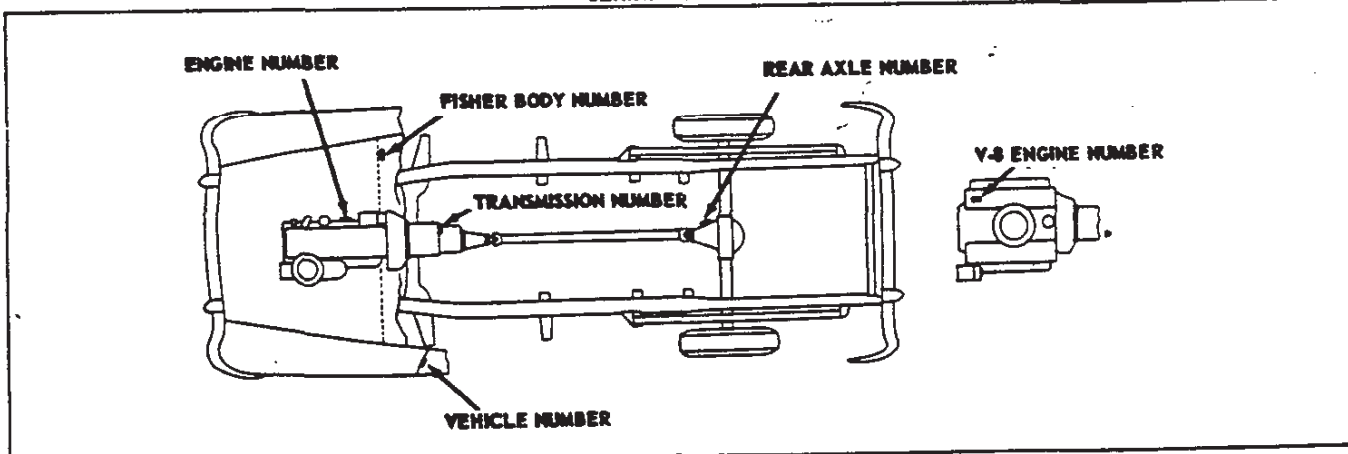
* - Fisher Body style number

11-1-55

8 - MODEL IDENTIFICATION

CHEVROLET 1956 SPECIFICATIONS - PASSENGER

SERIAL NUMBERS



VEHICLE SERIAL NUMBER
 Example: A 56 T 001025
 Series Model Assembly Unit
 Year Plant Number

- With 6 cyl. engine T - Tarrytown
 A "One-Fifty" * F - Flint
 B "Two-Ten" S - St. Louis
 C "Bel Air" K - Kansas City
 D Sedan Delivery O - Oakland
 With 8 cyl. engine A - Atlanta
 VA "One-Fifty" * N - Norwood
 VB "Two-Ten" B - Baltimore
 VC "Bel Air" L - Los Angeles
 VD Sedan Delivery J - Janesville

* Does not include Model 1508

Starting unit number ----- 1001
 and up at each assembly plant regardless of series.
 Location ----- Stamped
 on plate attached to left front body hinge pillar.

ENGINE SERIAL NUMBER
 Example: 001001 F 56 Z
 Unit Plant Model Type
 Number Designation Year Designation

Plant: T - Tonawanda; F - Flint
 Type Designation

- 6 cylinder engine
 Z - 6 cylinder engine
 ZC - With RPO 227 (H. D. clutch)
 Y - With RPO 313 (Auto trans.)

- 8 cylinder engine
 G - RPO 221
 GJ - RPO 221 with RPO 227 (H. D. clutch)
 GL - RPO 221 with RPO 410 (4 bbl. carb)
 GK - RPO 221 with FOA 110 (air cond.)
 GM - RPO 221 with RPO 410 & FOA 110 (4 bbl carb & air cond.)
 GS - RPO 221 with RPO 411 (Dual 4 bbl. carb)
 GT - RPO 221 with RPO 449 (Hi-lift cam)
 GC - RPO 221 with RPO 315 (Overdrive trans.)
 GE - RPO 221 with RPO 315 & RPO 410 (Overdrive trans. & 4 bbl. carb)
 GN - RPO 221 with RPO 315, RPO 410, & FOA 110 (O. D. trans., 4 bbl. carb. & air cond.)
 F - RPO 221 with RPO 313 (Auto trans)

- FH RPO 221 with RPO 313 & RPO 411 (Auto trans & 4 bbl carb)
 FB RPO 221 with RPO 313 & RPO 410 (Auto trans & 4 bbl carb)
 FC RPO 221 with RPO 313 & FOA 110 (Auto trans & air cond.)
 FD RPO 221 with RPO 313, RPO 410, & FOA 110 (Auto trans, 4 bbl carb, & air cond.)

Starting unit number (6 & 8 cylinder engine are numbered separately) starting with 1001 and up, at each plant.

Location 6 cylinder engine
 Stamped on pad on right hand side of cylinder block at rear of distributor
 Location 8 cylinder engine
 Stamped on pad at front right hand side of cylinder block

TRANSMISSION IDENTIFICATION

Example: M 11 26
 Plant & Month Day of
 Type Desig. Plant Month
 Prefix Plant Type
 M Muncie 3-Speed*
 S Saginaw 3-Speed*
 C Cleveland Powerglide

Location: Conventional ----- Stamped on rear face of case in the upper right hand corner
 Powerglide ----- Stamped on rear face of case in the lower right corner.
 * - Overdrive ----- Have the same identification as the conventional 3-speed trans; the difference being distinguished by physical appearance.

REAR AXLE SERIAL NUMBER

Example: BB 212
 Plant & Type Designation Unit Number
 Plant Type
 Gear & Axle Buffalo
 AA BA 3-Speed
 AB BB Powerglide
 AC BC 3-Speed, Overdrive

Unit number ----- The first one of two digits represent the month; the last two, the day of the month
 Location -- Stamped on fr, right side of differential carrier

FISHER BODY NUMBER

Description ----- Consists of separate numbers and symbols for body style, body number, trim type, and paint combination. Controlled by body source.
 Location - Stamped plate on RH shoulder of cowl under hood

PRODUCTION VEHICLE WEIGHTS

1500 SERIES

| Model | VEHICLE TYPE Description | SHIPPING WEIGHT | | | CURB WEIGHT | | | LOADED WEIGHT | | |
|---------------|-----------------------------|-----------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|
| | | Total | Front | Rear | Total | Front | Rear | Total | Front | Rear |
| 1502P 1502 | 2-Door Sedan | 3260 3165 | 1805 1725 | 1455 1440 | 3395 3300 | 1825 1750 | 1570 1550 | 4295 4200 | 2155 2075 | 2140 2125 |
| 1503P 1503 | 4-Door Sedan | 3305 3205 | 1815 1735 | 1490 1470 | 3435 3340 | 1835 1755 | 1600 1585 | 4340 4240 | 2165 2085 | 2175 2155 |
| 1508P 1508 | Sedan Delivery | 3240 3145 | 1750 1675 | 1490 1470 | 3380 3285 | 1780 1700 | 1600 1585 | 4170 4075 | 1895 1820 | 2275 2255 |
| 1512P 1512 | Utility Sedan | 3225 3130 | 1800 1720 | 1425 1410 | 3360 3260 | 1820 1740 | 1540 1520 | 3810 3710 | 2150 2070 | 1660 1640 |
| 1529P 1529 | 2-Door Station Wagon | 3410 3310 | 1780 1700 | 1630 1610 | 3545 3450 | 1805 1730 | 1740 1720 | 4445 4350 | 2135 2060 | 2310 2290 |

2100 SERIES

| | | | | | | | | | | |
|---------------|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 2102P 2102 | 2-Door Sedan | 3275 3175 | 1800 1730 | 1465 1445 | 3410 3310 | 1830 1750 | 1580 1560 | 4310 4210 | 2160 2080 | 2150 2130 |
| 2103P 2103 | 4-Door Sedan | 3310 3215 | 1815 1735 | 1495 1480 | 3445 3345 | 1835 1755 | 1610 1590 | 4340 4250 | 2160 2085 | 2180 2165 |
| 2109P 2109 | 4-Door Station Wagon | 3480 3380 | 1800 1720 | 1680 1660 | 3615 3530 | 1825 1760 | 1790 1770 | 4515 4420 | 2155 2075 | 2360 2345 |
| 2113P 2113 | 4-Door Sport Sedan | 3360 3265 | 1835 1755 | 1525 1510 | 3495 3395 | 1855 1775 | 1640 1620 | 4390 4300 | 2180 2105 | 2210 2195 |
| 2119P 2119 | 4-Door Station Wagon | 3595 3500 | 1825 1745 | 1770 1755 | 3735 3635 | 1835 1755 | 1900 1880 | 5085 4990 | 2165 2085 | 2920 2905 |
| 2124P 2124 | Club Coupe | 3280 3180 | 1810 1730 | 1470 1450 | 3415 3315 | 1830 1750 | 1585 1565 | 4315 4220 | 2160 2080 | 2155 2140 |
| 2129P 2129 | 2-Door Station Wagon | 3440 3345 | 1785 1705 | 1655 1640 | 3580 3485 | 1815 1735 | 1765 1750 | 4480 4385 | 2140 2065 | 2340 2320 |
| 2154P 2154 | Sport Coupe | 3300 3205 | 1815 1735 | 1485 1470 | 3435 3340 | 1835 1755 | 1600 1585 | 4340 4240 | 2165 2085 | 2175 2155 |

2400 SERIES

| | | | | | | | | | | |
|---------------|----------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 2402P 2402 | 2-Door Sedan | 3295* 3200 | 1820 1740 | 1475 1460 | 3430 3330 | 1840 1760 | 1590 1570 | 4325 4235 | 2165 2090 | 2160 2145 |
| 2403P 2403 | 4-Door Sedan | 3330 3235 | 1815 1740 | 1515 1495 | 3465 3365 | 1840 1760 | 1625 1605 | 4360 4265 | 2165 2085 | 2195 2180 |
| 2413P 2413 | 4-Door Sport Sedan | 3380 3280 | 1840 1760 | 1540 1520 | 3515 3415 | 1860 1780 | 1655 1635 | 4415 4315 | 2190 2110 | 2225 2205 |
| 2419P 2419 | 4-Door Station Wagon | 3610 3520 | 1825 1750 | 1785 1770 | 3750 3650 | 1835 1755 | 1915 1895 | 5100 5005 | 2165 2085 | 2935 2920 |
| 2429P 2429 | 2-Door Station Wagon | 3460 3360 | 1800 1720 | 1660 1640 | 3600 3500 | 1830 1750 | 1770 1750 | 4495 4405 | 2155 2080 | 2340 2325 |
| 2434P 2434 | Convertible | 3435 3340 | 1880 1800 | 1555 1540 | 3570 3475 | 1900 1825 | 1670 1650 | 4320 4225 | 2120 2040 | 2200 2185 |
| 2454P 2454 | Sport Coupe | 3330 3230 | 1830 1750 | 1500 1480 | 3465 3365 | 1850 1770 | 1615 1595 | 4365 4270 | 2180 2100 | 2185 2170 |

SHIPPING WEIGHT: This is the weight of the basic vehicle with all regular equipment and with grease and oil wherever required. It does not include the weight of gasoline and water.

CURB WEIGHT: This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weights of gasoline and water. To the shipping weight of the Sedan Delivery and Station Wagons, add 105 pounds for gasoline and 33 pounds for water. To the shipping weight of all others, add 102 pounds for gasoline and 33 pounds for water.

LOADED WEIGHT: This is the curb weight of the basic vehicle plus a max. of 150 lbs. for each pass.
Example:

Model 1503 (6-passenger)----- 3341+900 lbs.=4241

PERFORMANCE WEIGHT: This is the curb weight of the lowest price 4-Door Sedan with regular equipment plus 600 pounds for passengers. A representative example is:

Model 1503----- 3941

* - For V-Eight engine option, deduct 20 pounds from total and front.

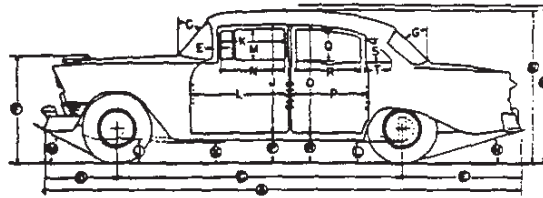
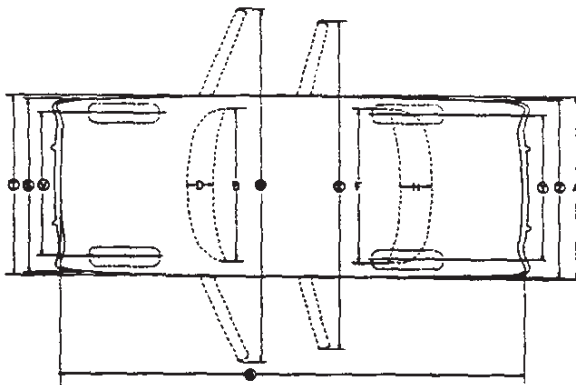
† - All models equipped with automatic transmissions are designated with the letter "P". Example: 1503P

11-1-55 • Data revised 5-9-56

10 - VEHICLE WEIGHTS

CHEVROLET 1956 SPECIFICATIONS - PASSENGER

EXTERIOR DIMENSIONS



| DESCRIPTION | KEY | 1502 | 1503 | 1529 | 2109 | 2434 | 2154 | 1508 | 2113 | 2429 | |
|--------------------|---------------------------|---------|-------|---------|-------|---------|-------|---------|---------|---------|-------|
| | | 2102 | 2103 | 2129 | 2119 | | 2454 | | 2413 | | |
| | | 2124 | 2403 | | 2419 | | | | | | |
| | | 2402 | | | | | | | | | |
| Vehicle Length | Overall | Ⓐ | 197.5 | | 200.8 | | 197.5 | | 200.8 | 197.5 | 200.8 |
| | Overall less bumpers | Ⓑ | 194.3 | | | | | | | | |
| | Wheelbase | Ⓒ | 115.0 | | | | | | | | |
| | Front overhang | Ⓓ | 34.4 | | | | | | | | |
| | Rear overhang | Ⓔ | 48.1 | | 51.3 | | 48.1 | | 51.3 | 48.1 | 51.3 |
| Vehicle Height | Over ornament | Ⓢ* | 41.7 | | | | | | | | |
| | Over roof, loaded | Ⓢ* | 60.5 | | 60.8 | | 59.1‡ | | 60.8 | 59.1 | 59.4 |
| | Over roof, unloaded | ⓈⓈ | 62.0 | | | 60.7‡ | | 62.0 | 60.6 | 60.8 | |
| Road Clearance | Under frt. susp. X mbr. | Ⓛ‡ | 8.1 | | | | | | | | |
| | Under exhaust pipe | Ⓛ‡ | 6.5 | | | | | | | | |
| | Under rear axle center | Ⓛ‡ | 8.0 | | | | | | | | |
| Angle of approach | Ⓜ | 24° 30' | | | | | | | | | |
| Angle of departure | Ⓜ | 15° 24' | | 14° 50' | | 15° 24' | | 14° 50' | 15° 24' | 14° 50' | |
| Door step Height | Front door | ⓅⓈ | 14.0 | | 15.0 | | 14.0 | | | 15.0 | |
| | Rear door | ⓅⓈ | 14.3 | | 15.3 | | | | 14.3 | | |
| Vehicle Width | Over front bumpers | Ⓛ | 74.3 | | | | | | | | |
| | Over front fenders | Ⓛ | 72.5 | | | | | | | | |
| | Front wheel tread | Ⓛ | 58.0 | | | | | | | | |
| | Over front doors, open | Ⓛ | 153.0 | 140.7 | 153.0 | 137.5 | 153.3 | 151.5 | 153.0 | 141.0 | 153.0 |
| | Over rear doors, open | Ⓛ | | 125.5 | | 124.7 | | | | 137.5 | |
| | Rear wheel tread | Ⓛ | 58.9 | | | | | | | | |
| | Over rear bumper | Ⓛ | 71.0 | | | | | | | | |
| | Over body maximum | A | 73.7 | | | | | | | | |
| Wind-shield | Width | B | 58.5 | | | | | | | | |
| | Slope angle | C | 41.0° | | | | | | | | |
| | Height on slope | D | 17.5 | | 16.8 | | 17.5 | | 16.8 | | |
| | Corner post (blind spot) | E | 3.8 | | | | | | | | |
| Rear Window | Width | F | 57.5 | | 41.0 | | 46.3 | 58.8 | 41.0 | 60.5 | 41.8 |
| | Slope angle | G | 47.0° | | 31.3° | | 46.0° | 41.0° | 31.3° | 41° | 31.3° |
| | Height on slope | H | 18.3 | | 13.6 | | 16.5 | 17.0 | 13.6 | 18.2 | 15.5 |
| Front Door | Opening height | J | 42.00 | | 40.0 | | 42.0 | | 42.0 | | 41.5 |
| | Opening width, above belt | K | 34.0 | 28.0 | 34.0 | 28.0 | 32.0 | 34.0 | 28.0 | 34.0 | |
| | Opening width, below belt | L | 43.8 | 37.0 | 43.8 | 37.0 | 43.0 | 43.8 | 37.0 | 43.8 | |
| | Window DLO height | M | 13.0 | | | | | | | | |
| Rear Side Door | Window DLO width | N | 31.3 | 25.5 | 31.3 | 25.5 | 30.5 | | 31.3 | 32.0 | |
| | Opening height | O | | 41.0 | | 41.0 | | | | 41.0 | |
| | Opening width | P | | 27.5 | | 27.5 | | | | 38.0 | |
| | Window DLO height | Q | | 13.3 | | 13.3 | | | | 13.5 | |
| Rear Quarter | Window DLO width | R | | 25.5 | | 25.5 | | | | 30.5 | |
| | Window DLO height | S | 13.0 | 9.0 | 13.0 | | 13.3 | 13.5 | | 12.3 | |
| | Window DLO width | T | 33.5 | 10.6 | 69.8 | 45.8 | 19.1 | 24.8 | | 60.0 | |

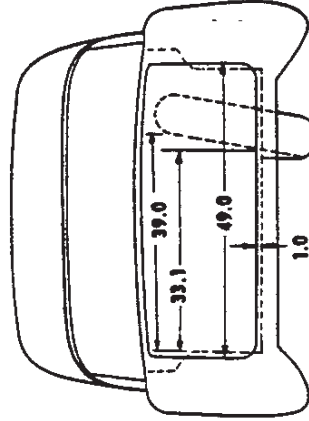
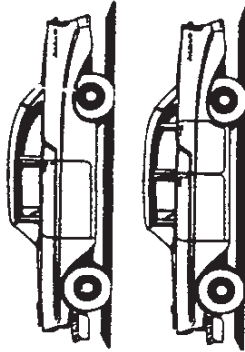
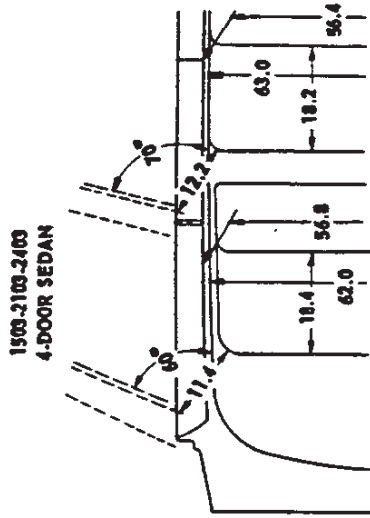
‡ - Road clearance based on static conditions of tires and springs under design load.

* - Under design load conditions. Ⓢ - At curb weight.

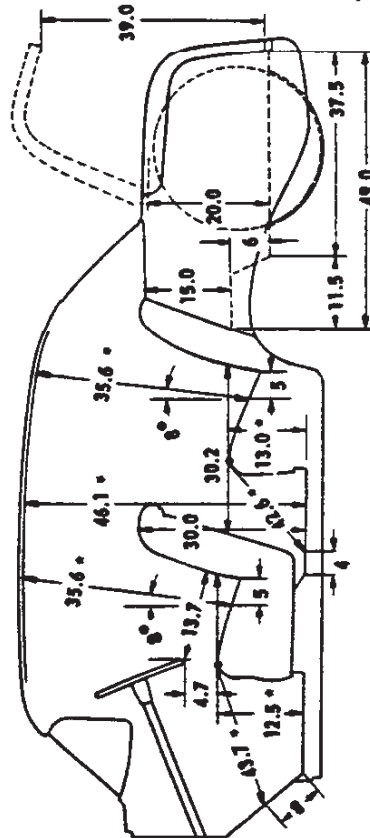
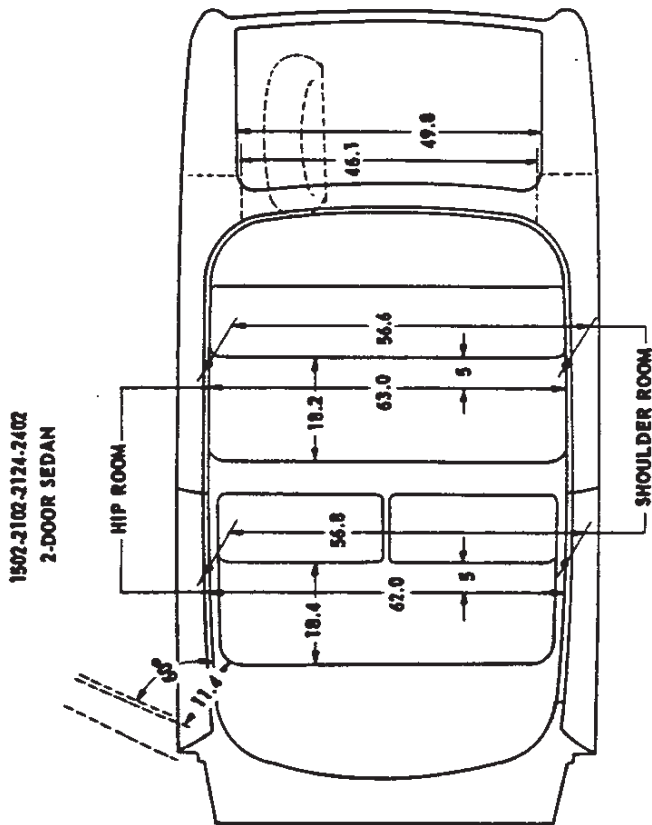
‡ - Convertible height, top down (measured over windshield header bar.) design load - 55.5' no load - 56.8

BODY INTERIOR DIMENSIONS

Trim and hardware differences between One-Fifty, Two-Ten, and Bel Air models are not considered in these dimensions. However, these differences are never greater than 5/8.



LUGGAGE COMPARTMENT APPROXIMATE
CAPACITY IS 20 CU. FT. WITH
SPARE TIRE INSTALLED

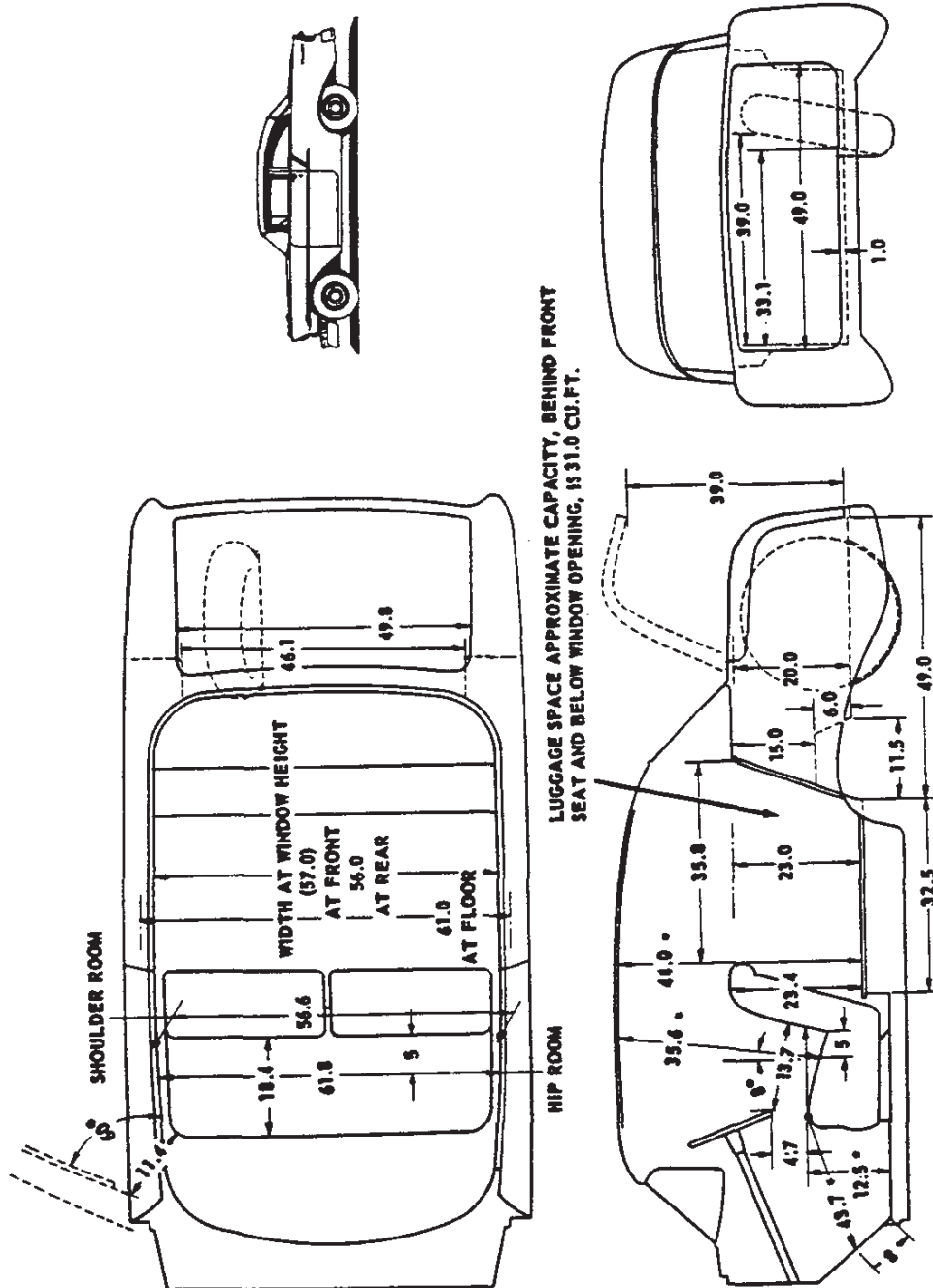


FRONT SEAT ADJUSTMENT 4.4 SEAT SHOWN IN REAR POSITION
* - MEASURED 15 FROM CENTER OF CAR

BEL AIR 2-DOOR AND 4-DOOR SEDANS (MODELS 2402 AND 2403)
TWO-TEN 2-DOOR AND 4-DOOR SEDANS (MODELS 2102 AND 2103)
ONE-FIFTY 2-DOOR AND 4-DOOR SEDANS (MODELS 1502 AND 1503)
TWO-TEN CLUB COUPE (MODEL 2124)

CONTINUED

BODY INTERIOR DIMENSIONS - CONTINUED



LUGGAGE SPACE APPROXIMATE CAPACITY, BEHIND FRONT SEAT AND BELOW WINDOW OPENING, IS 31.0 CU.FT.

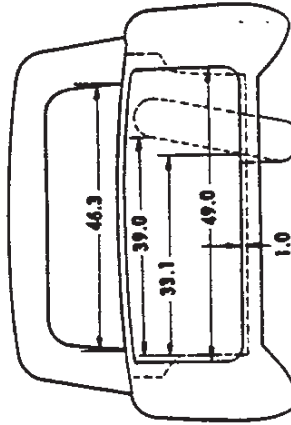
LUGGAGE COMPARTMENT APPROXIMATE CAPACITY IS 20 CU.FT. WITH SPARE TIRE INSTALLED

FRONT SEAT ADJUSTMENT 4.4 SEAT SHOWN IN REAR POSITION * - MEASURED 15 FROM CENTER OF CAR

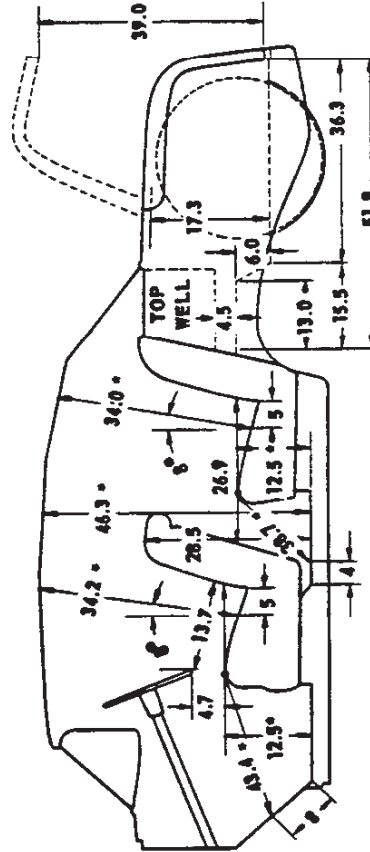
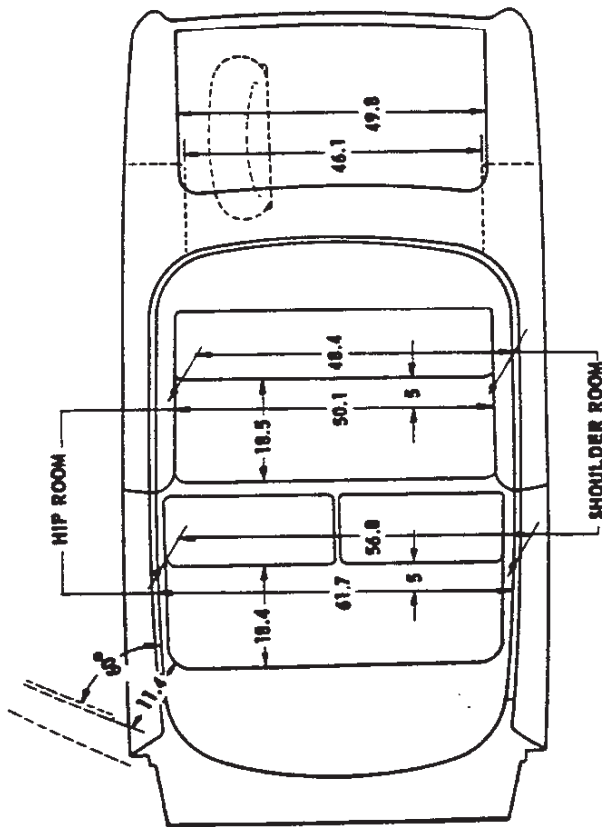
ONE-FIFTY UTILITY SEDAN (MODEL 1512)

CONTINUED

BODY INTERIOR DIMENSIONS - CONTINUED



LUGGAGE COMPARTMENT APPROXIMATE CAPACITY IS 17 CU. FT. WITH SPARE TIRE INSTALLED

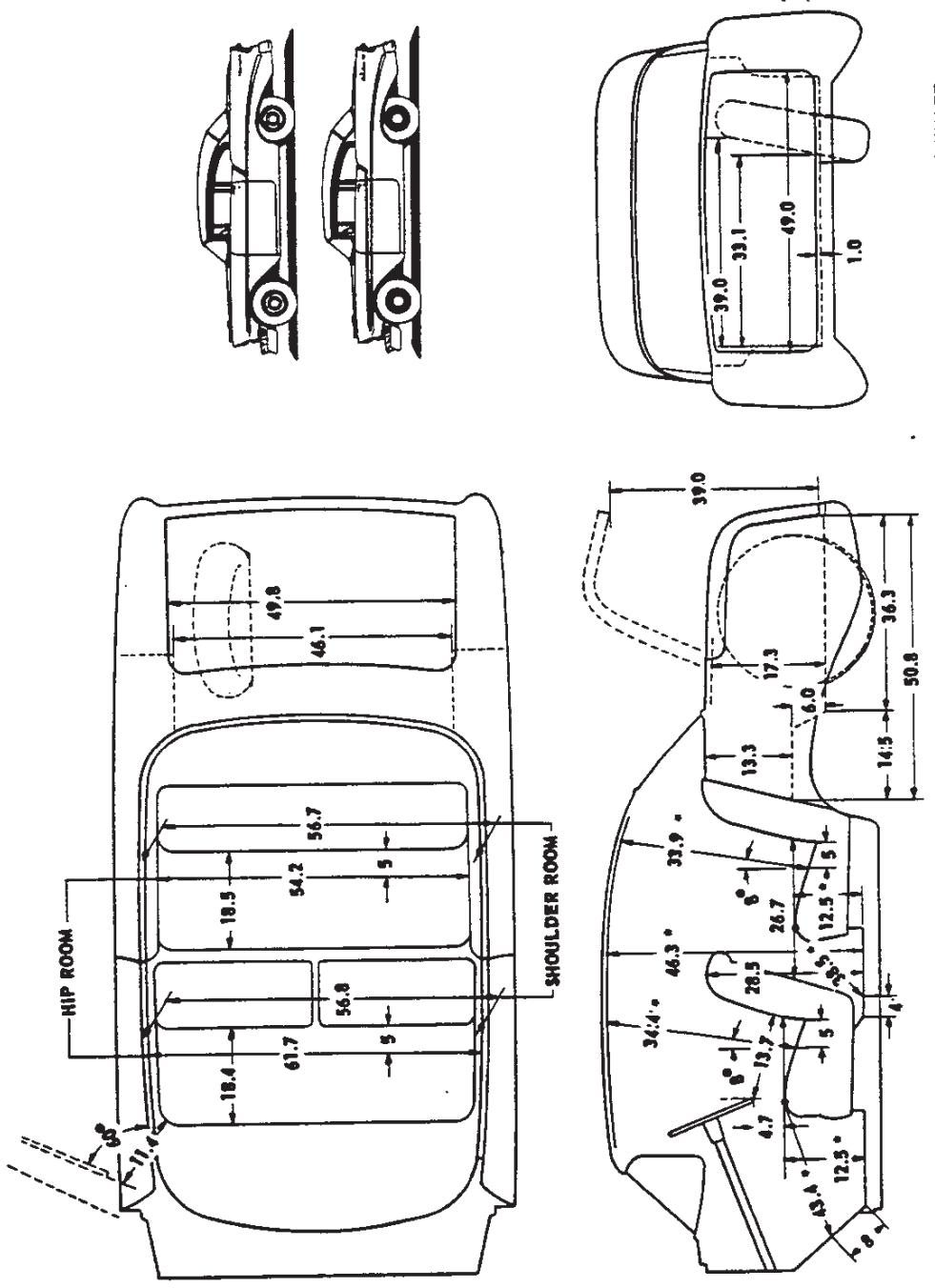


FRONT SEAT ADJUSTMENT 4.4 SEAT SHOWN IN REAR POSITION
 ° - MEASURED 15 FROM CENTER OF CAR

BEL AIR CONVERTIBLE (MODEL 2434)

CONTINUED

BODY INTERIOR DIMENSIONS - CONTINUED



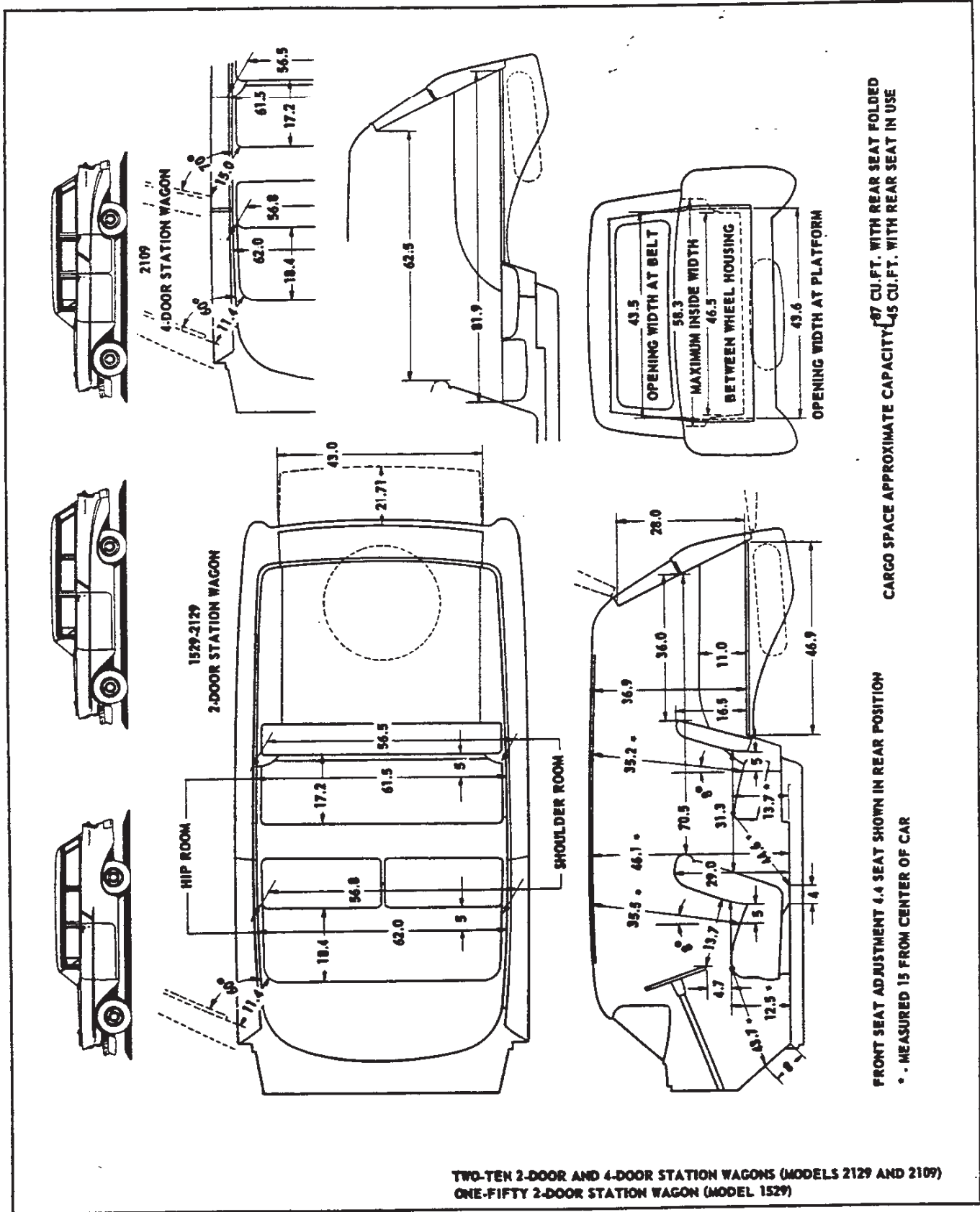
LUGGAGE COMPARTMENT APPROXIMATE
CAPACITY IS 20 CU. FT. WITH SPARE TIRE INSTALLED

FRONT SEAT ADJUSTMENT 4.4"
SEAT SHOWN IN REAR POSITION
° - MEASURED 15 FROM CENTER OF CAR

TWO-TEN SPORT COUPE (MODEL 2154)
BEL AIR SPORT COUPE (MODEL 2454)

CONTINUED

BODY INTERIOR DIMENSIONS - CONTINUED



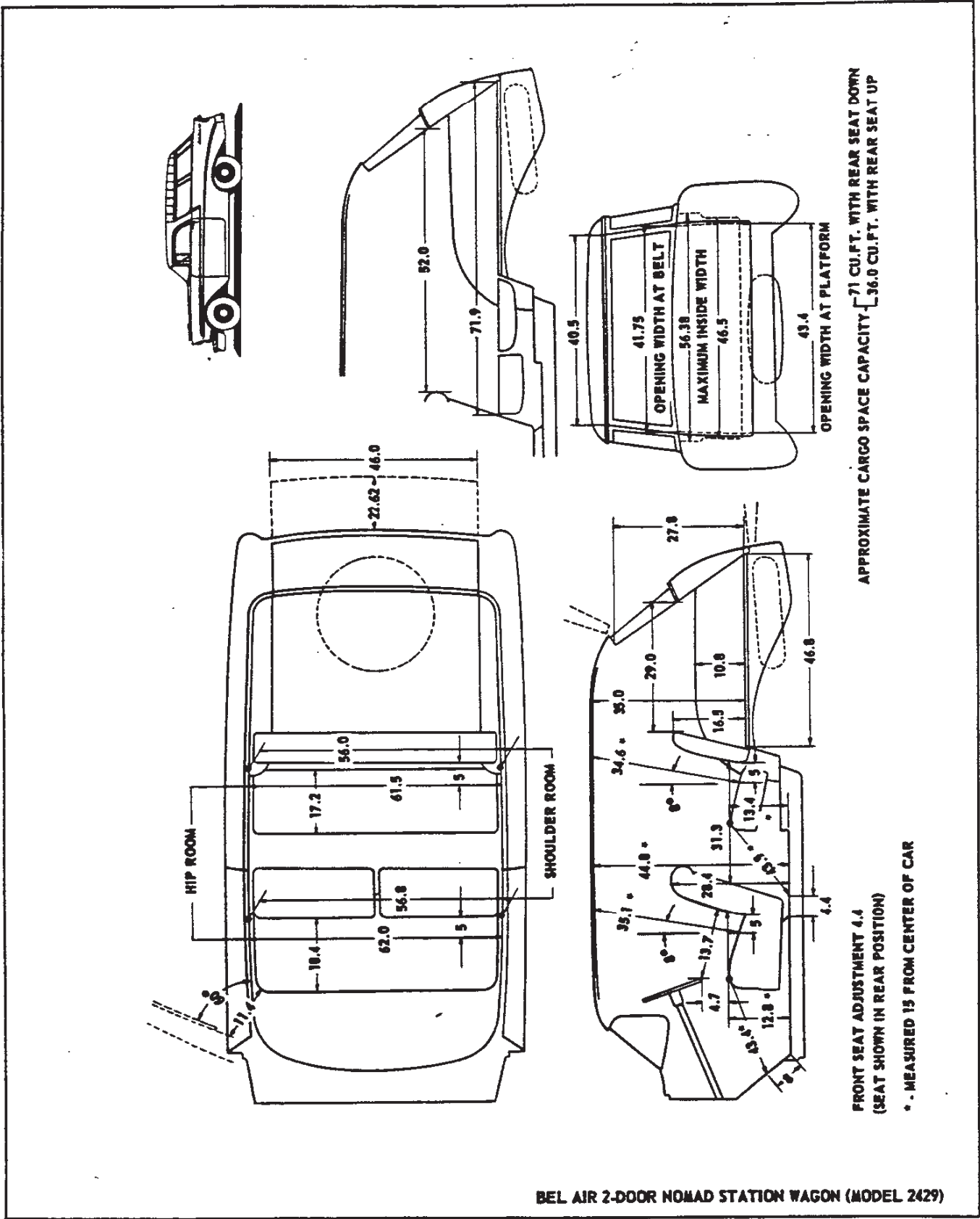
CARGO SPACE APPROXIMATE CAPACITY 67 CU. FT. WITH REAR SEAT FOLDED
45 CU. FT. WITH REAR SEAT IN USE

FRONT SEAT ADJUSTMENT 4.4 SEAT SHOWN IN REAR POSITION
* - MEASURED 15 FROM CENTER OF CAR

TWO-TEN 2-DOOR AND 4-DOOR STATION WAGONS (MODELS 2129 AND 2109)
ONE-FIFTY 2-DOOR STATION WAGON (MODEL 1529)

CONTINUED

BODY INTERIOR DIMENSIONS - CONTINUED



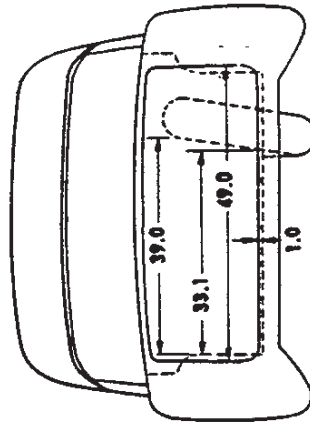
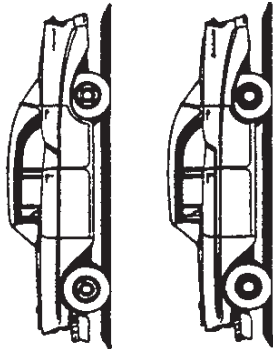
APPROXIMATE CARGO SPACE CAPACITY - 71 CU.FT. WITH REAR SEAT DOWN
 36.0 CU.FT. WITH REAR SEAT UP

FRONT SEAT ADJUSTMENT 4.4
 (SEAT SHOWN IN REAR POSITION)
 * - MEASURED 15 FROM CENTER OF CAR

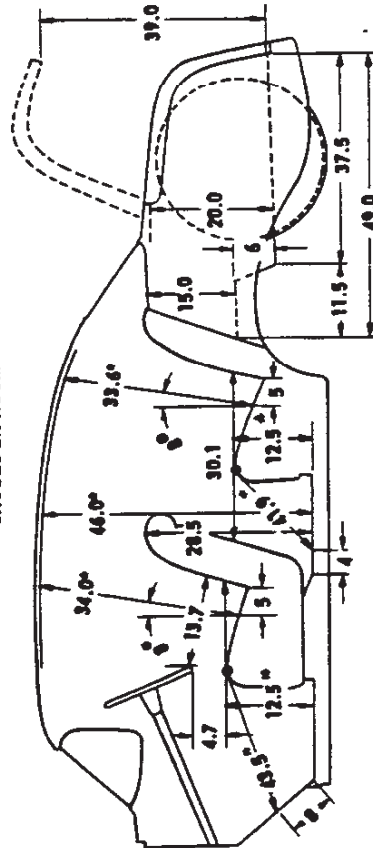
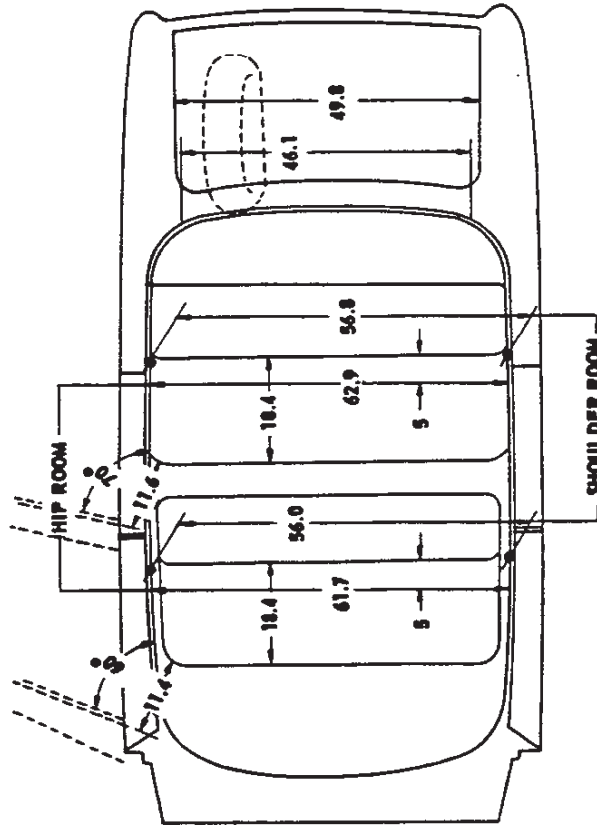
BEL AIR 2-DOOR NOMAD STATION WAGON (MODEL 2429)

CONTINUED

BODY INTERIOR DIMENSIONS



LUGGAGE COMPARTMENT APPROXIMATE CAPACITY IS 20 CU. FT. WITH SPARE TIRE INSTALLED



FRONT SEAT ADJUSTMENT 4.4 SHOWN IN REAR POSITION

* - MEASURED 15 FROM CENTER OF CAR

TWO-TEN 4-DOOR SPORT SEDAN (MODEL 2113)
BEL AIR 4-DOOR SPORT SEDAN (MODEL 2413)

ACCESSORIES

Definition: Items made available at extra cost through the Parts and Accessories Department and installed by the customer, or his dealer, unless otherwise indicated.

| ITEM | | MODEL |
|--------------------------------|--------------------------------------------------------|------------------------------------------------------------------------------------------|
| Adapter Unit | Radio Antenna (For Rear Fender Installation) | 1500-2100-2400 |
| Adapter Unit | Spotlamp | All (Except 1508) |
| Alarm | Parking brake | All |
| Arm Rests | Door, front | 1500 |
| Belt Unit Seat | Safety | All |
| Blade | Windshield Wiper (De-icing) | All |
| Block | Wiring Junction | |
| Cap | Hub (Full Disk) | 1500-2100 |
| | Gasoline tank filler locking | All |
| Carrier | Wheel (Continental type) | All except 1508-29; 2109-19-29; 2419-29 |
| Clock | Instrument panel (Electric) | 1500-2100 |
| Compass | Illuminated | All |
| Conditioning Unit | Air (FOA 110) | All, except 2434 |
| Covers | Accelerator pedal | All |
| | Seat & back | Plastic, nylon, fiber, terry cloth & clear plastic 1502-03-12; 2102-03-24; 2402-03-54 |
| Cover Unit | Wire Wheel | 1500-2100 |
| Deflector | Rain | 1503; 2103; 2403 |
| | Front & rear doors | |
| | Front doors & rear quarter windows | 1502-12; 2102-24; 2402 |
| Dispenser | Tissue | |
| Extension | Muffler tail pipe | |
| Fender and Radiator Unit | Front fender top moulding & radiator grille guard unit | All |
| Filter * | Gasoline | |
| Frame | License plate | |
| Guard | Door Edge | All except 1529; 2109-19-29; 2419 |
| Harness Unit † | Seat Shoulder | |
| Heater and FOA Defroster * 101 | Recirculating | |
| | Air-flow | All |
| Horn Unit | Vibrator | |
| Lamp | Back-up, pair (With 3-Speed or Automatic transmission) | |
| | Lighter, cigarette | |
| | Courtesy | All except 2434 |
| | Luggage Compartment | All except 1508-29; 2109-19-29; 2419 |
| | Under hood | |
| | Portable spot (Plugs in cigarette lighter) | All |
| | Spot, Left Hand (With bracket and mirror) | |
| | Glove compartment | 1500 |
| Lighter | Cigarette | |
| Mat | Floor (Blue, Red, Green, Black, Copper, Turquoise) | All |
| Mirror | Rear View | Door, remote-control Door, body mount Inside, non-glare |
| | Visor, Vanity | All |
| Molding | Wheel (Stainless steel) | |
| | Body Sill | |
| Radio | Manual tuning (Delco) | All |
| | Push-button tuning (Delco) | |
| | Signal seeking (Delco) | |
| | Antenna (On RH Fender) | |
| | Speaker, auxiliary (Rear Seat) | All except 1508-29; 2109-19-29; 24-19-29-34 |
| Reflector | Reflex (Red) | |
| Ring | Wheel Trim | |
| Pad | Instrument Crash Panel | |
| | Ventilated Seat | All |
| Screen Unit | Radiator Inset | |
| Shaver | Electric | |
| Shield | Door handle (On door) | |
| | Front fender (Pair) | |
| | Windshield Glare | 1500 |
| Sunshade | Right hand | All except 2429-34 |
| Sunvisor | Outside type | All |
| Tool Kit | Bag With Tools | 2434 only |
| Top Lift | Automatic (Moisture-sensitive) | All |
| Viewer | Traffic light | |
| Washer | Windshield (Foot or Vacuum-Operated) | |

* - Factory optional accessory but can be purchased through dealer.

† - Must be used with seat safety belt unit; seat safety belt can be used without seat shoulder harness unit.

REGULAR PRODUCTION OPTIONS •

| RPO | ITEM | MODELS |
|-----|--------------------------------------------------|----------------------------------------------|
| 216 | Air Cleaner Equipment | 1500-2100-2400 |
| 221 | V-8 Engine | 1500-2100-2400 |
| 227 | Heavy Duty Clutch Equipment | 1500-2100-2400 |
| 237 | Oil Filter Equipment | 1500-2100-2400 |
| 241 | Governor Equipment | 1500-2100-2400 |
| 253 | Heavy Front Spring Equipment | 1500-2100-2400 |
| 288 | 6.70-15-6 Ply Tire Equipment | 1500-2100-2400 |
| 290 | 6.70-15-4 Ply Tire Equipment | 1500-2102-03-09-13-24-29-54 2402-3-13-29-54 |
| 297 | 7.10-15-4 Ply Tire Equipment | 1500-2102-3-9-13-24-29-54 2402-3-13-29-34-54 |
| 313 | Automatic Transmission Equipment | 1500-2100-2400 |
| 315 | Transmission Overdrive Equipment | 1500-2100-2400 |
| 320 | Electric Windshield Wiper Equipment | 1500-2100-2400 |
| 324 | Hydraulic Steering Equipment | 1500-2100-2400 |
| 325 | Generator Equipment 30 & 40 amp. | 1500-2100-2400 |
| 330 | Taxi Cab Equipment | 1503-2103 |
| 345 | Heavy Duty Battery Equipment | 1500-2100-2400 |
| 398 | Body Glass Equipment (Tinted) | 1500-2100-2400 |
| 410 | Four Barrel Carburetor Equipment | 1500-2100-2400 |
| 411 | Dual Four Barrel Carburetor | 1500-2100-2400 except 1508 |
| 412 | Vacuum Power Brake Equipment | 1500-2100-2400 |
| 417 | Engine Positive Ventilation Equipment | 1500-2100-2400 |
| 426 | Window Electrical Control Equipment | 2100-2400 |
| 427 | Instrument Panel Pad Equipment | 1500-2100-2400 |
| 449 | Dual Four Barreled Carb. With High Lift Camshaft | 1502-03-12-2102-03; 2402-03-34 |
| 470 | Folding Top Equipment | 2434 |

REGULAR EQUIPMENT

| ITEM | | MODELS | |
|----------|--------------------------------------------------------------|--------------------------------------------------|-----|
| Exterior | Bumpers & dual bumper guards, front and rear | All | |
| | Bright metal headlight rims | | |
| | Dual parking lights | | |
| | Hood ornament and emblem | | |
| | Dual windshield wipers | | |
| | Dual horns | | |
| | Outside keylocks, both front doors below handles | | |
| | Wheel disks | | |
| | Hub caps | | |
| | Concealed gasoline filler cap | | |
| | Rear deck lid emblem with finger grip | All except 1508-1529, 2109-2119, 2129, 2419-2429 | |
| | Push button tailgate handle | 2429 | |
| | Dual tail and stop lights with provisions for back-up lights | All | |
| | Rear license plate lights in bumper guards | | |
| | Push button side door handles | | |
| | Outside rear window mirror | 1508 | |
| | Bright metal molding | 2109-19-29; 2419 | |
| | Body belt | | |
| | | Roof header | All |
| | Body side | | |
| | Sash molding on rear quarter panel | All except 1508 | |
| | W/S pillar | 2400 | |
| | Saddle molding | 2113, 2154, 2413, 2454 | |
| | Tail gate vertical molding | 2429 | |
| | Bright metal lift gate frame | 2429 | |
| | Directional signals | All | |

REGULAR EQUIPMENT - Continued

| ITEM | | | MODELS | |
|------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|
| Exterior | Bright metal molding | Reveals | Windshield All | |
| | | | Side window 2113, 2154, 2402 2403, 2413, 2454, 2434 | |
| | | | Rear window All except 2434 | |
| | Series nameplate on rear fender | | | 2400 |
| | Name on front fender | | | 1500, 2100 |
| | V-emblem on hood and rear deck lid or tailgate (8-cylinder) | | | All except 2429 |
| | V-emblem below each tail light (8-cylinder) | | | 2429 |
| Bonderized body and sheet metal | | | | |
| Interior | Instrument panel | Two-tone finish | | All |
| | | Bright metal cluster bezel | | |
| | | Bright metal insert | | 2400 |
| | | Glove compartment | Lock | All |
| | | | Automatic light | 2100, 2400 |
| | | Ash tray | | All |
| | | Cigarette lighter | | 2100, 2400 |
| | | Electric clock | | 2400 |
| | | 3-pos. ignition lock and start. switch | | |
| | | Scripton radio grille "Chevrolet" 1500 & 2100; "Bel Air" 2400 | | All |
| | Steering wheel | Two spoke | | 1500, 2100 |
| | | Three spoke | | 2400 |
| | | Horn blowing ring | | 2100, 2400 |
| | | Horn button | | 1500 |
| | | Emblem on steering wheel hub (gold plated on 2400; bright metal, others) | | 2100-2400 (V-type when equipped with V-8 engine) |
| | | Dual ventilators in cowl side panels | | All |
| | Sunshades | Dual | | 2100, 2400 |
| | | Left hand only | | 1500 |
| | Inside rear view mirror | | | All except 1508 |
| | Foam rubber seat cushion pads, front and rear | | | 2400 except 2419 |
| | Foam rubber seat cushion pads, front only | | | 2100 |
| | Arm rests, front and rear doors or quarter panels | | | 2100, 2400; front only on 2109-19-29; 2419-29 |
| | Assist straps | | | 2102-24; 2402 |
| | Coat hooks | | | 2100-2400 except 2129 and 2434 |
| | Rear compartment ash trays | | In front seat back In arm rests | 2103, 2113, 2403, 2413 2102-24-54; 2402-34-54 |
| | Package shelf | | | All except 1508-29; 2109-19-29; 2419-2429-2434 |
| | Scuff pads on doors and/or quarter panels | | | All |
| | Passenger compartment lights | | | 1, all except 2 on 2429 |
| | Automatic door switch | Front doors only | | 2100, 2400 |
| | | All doors | | 2400 |
| | Manual compartment light switch integral with headlamp switch (main switch) | | | All |
| | Manual compartment light switch at tailgate | | | 2429 |
| | Rolled embossed aluminum step plate with "Body by Fisher" emblem | | | All |
| Crank-type ventipanes with bright metal frames | | | | |
| Adjustable front seat | | | | |
| Bright metal moldings | Windshield garnish | | 2434 | |
| | Roof rail and side window garnish | | 2429 and 2454 | |
| | On seat & side trim scuff pads | | 2100, 2400 | |
| | Rear window garnish | | 2429, 2413 and 2454 | |

**EXTERIOR-INTERIOR COLOR COMBINATIONS
ONE-COLOR EXTERIORS**

| Upper and Lower Body, Sheet Metal Wheels | Wheel Stripes (No Stripes on 2400 Series) | Trim Combinations (Standard Trim only on Series 1900 Sedans) | | Series 21-2400 | Series 1500 | Upper and Lower Instrument Panel 21-2400 Upper Instrument Panel 1500 Steering Wheel, Column and Hub 21-2400 Garnish Molding 15-21-2400 except 2429 Directional Signal Housing 21-2400 Ash Tray Cover Panel 21-2400 Master Cover Panel 21-2400 Door Lock Rod Knobs 15-21-2400 | |
|------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------|-------------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| | | Standard Trim | Optional Trim | Instrument Panel Center, Radio Cover Panel | Instrument Panel Center and Lower, Cigarette Lighter Button, Radio Cover Panel, Steering Wheel Column and Hub, Ash Tray Cover Panel, Master Cover Panel, Directional Signal Housing | With Standard Trim | With Optional Trim |
| | | | | | On 2429 only - Upper Garnish Mdg., Windshield Pillar Molding, Windshield Lower Garnish Molding, Quarter Window Molding | | |
| Onyx Black | Argent | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Black | None | India Ivory | None | Onyx Black | None |
| Plainsman Green | Black | Ivory & Charcoal | Yellow & Charcoal | Bright | None | Onyx Black | Onyx Black |
| | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Dk. Green | None | None | Adobe Beige | Sherrwood Green | None |
| | | Ivory & Charcoal | Ivory & Dk. Green | India Ivory | None | Onyx Black | Sherrwood Green |
| | | Ivory & Black | Ivory & Dk. Green | India Ivory | None | Onyx Black | Sherrwood Green |
| | | Ivory & Charcoal | Lt. & Dk. Green | Bright | None | Onyx Black | Sherrwood Green |
| Sherrwood Green | Argent | Ivory & Charcoal | None | Bright | None | Onyx Black | None |
| | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Dk. Green | None | None | Adobe Beige | Dark Green | None |
| | | Ivory & Charcoal | Ivory & Dk. Green | India Ivory | None | Onyx Black | Sherrwood Green |
| | | Ivory & Black | Ivory & Dk. Green | India Ivory | None | Onyx Black | Sherrwood Green |
| Noseair Blue | Black | Ivory & Charcoal | Lt. & Dk. Green | Bright | None | Onyx Black | Sherrwood Green |
| | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | Ivory & Charcoal | Ivory & Dk. Blue | India Ivory | None | Onyx Black | Harbor Blue |
| | | Ivory & Black | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| Merader Red | Black | Ivory & Charcoal | Lt. & Dk. Blue | Bright | None | Onyx Black | Harbor Blue |
| | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Black | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | Red & Beige | Bright | None | Onyx Black | Merader Red |
| Tropical Turquoise | Argent | Ivory & Charcoal | Ivory & Red | Bright | None | Onyx Black | Merader Red |
| | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | Ivory & Dk. Turq. | India Ivory | None | Onyx Black | Tropical Turquoise |
| | | Ivory & Black | Ivory & Dk. Turq. | India Ivory | None | Onyx Black | Tropical Turquoise |
| India Ivory | Black | Ivory & Charcoal | Lt. & Dk. Turq. | Bright | None | Onyx Black | Tropical Turquoise |
| | | Ivory & Charcoal | Ivory & Dk. Turq. | Bright | None | Onyx Black | Tropical Turquoise |
| | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| Crocus Yellow | Black | Ivory & Black | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | Yellow & Charcoal | Bright | None | Onyx Black | Onyx Black |
| Harbor Blue | Argent | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | Ivory & Charcoal | Ivory & Dk. Blue | India Ivory | None | Onyx Black | Harbor Blue |
| Dark Plum | Argent | Ivory & Charcoal | Lt. & Dk. Blue | Bright | None | Onyx Black | Harbor Blue |
| | | Ivory & Black | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| Inca Silver | Black | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Black | None | India Ivory | None | Onyx Black | None |
| | | Ivory & Charcoal | None | India Ivory | None | Onyx Black | None |
| Calypso Cream | Black | Ivory & Charcoal | None | Bright | None | Onyx Black | None |
| | | Gold & Black | None | None | Adobe Beige | Onyx Black | None |
| | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |

**EXTERIOR-INTERIOR COLOR COMBINATIONS
TWO-COLOR EXTERIORS**

| EXTERIOR COLORS | | Wheel Traps (Series 13-2100) | Trim Combinations (Standard Trim only on Series 1300 Sedans) | | Series 21-2400 | Series 1500 | Upper and Lower Instrument Panel 21-2400 Upper Instrument Panel 1500 Steering Wheel, Column and Hub 21-2400 Gearshift Molding 15-21-2400 except 2429 Directional Signal Housing 21-2400 Ash Tray Cover Panel 21-2400 Moopie Cover Panel 21-2400 Door Lock Rod Knob 15-21-2400 | |
|------------------|--------------------|---------------------------------------|--------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| First Color A | Second Color B | | Standard Trim | Optional Trim | Inst. Panel Center, Radio Cover Panel, On 2429 only - Upper Gearshift Mldg., Windshield Pillar Molding, Windshield Lower Gearshift Molding, Quarter Window Molding | Inst. Panel Center and Lower Cig. Lighter Button, Radio Cover Panel, Steering Wheel, Column and Hub, Ash Tray Cover Panel, Moopie Cover Panel Directional Signal Housing | With Standard Trim | With Optional Trim |
| Indie Ivory | Onyx Black | Argent | Ivory & Charcoal | None | Bright * | None | Onyx Black | None |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| | | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | | Charcoal & Gold | None | None | Adobe Beige | Onyx Black | None |
| Sherwood Green | Pinecrest Green | Black | Ivory & Charcoal | Lt. & Dk. Green | Bright | None | Onyx Black | Sherwood Green |
| | | | Ivory & Charcoal | Ivory & Dk. Green | Indie Ivory | None | Onyx Black | Sherwood Green |
| | | | Ivory & Black | Ivory & Dk. Green | Indie Ivory | None | Onyx Black | Sherwood Green |
| | | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| Indie Ivory | Sherwood Green | Argent | Ivory & Charcoal | Lt. & Dk. Green | Bright | None | Onyx Black | Sherwood Green |
| | | | Ivory & Charcoal | Ivory & Dk. Green | Indie Ivory | None | Onyx Black | Sherwood Green |
| | | | Ivory & Black | Ivory & Dk. Green | Indie Ivory | None | Onyx Black | Sherwood Green |
| | | | Charcoal & Gold | Dk. Green & Gold | None | Adobe Beige | Onyx Black | Sherwood Green |
| Indie Ivory | Pinecrest Green | Black | Ivory & Charcoal | Lt. & Dk. Green | Bright | None | Onyx Black | Sherwood Green |
| | | | Ivory & Charcoal | None | Bright | None | Onyx Black | None |
| | | | Ivory & Charcoal | Ivory & Dk. Green | Indie Ivory | None | Onyx Black | Sherwood Green |
| | | | Ivory & Black | Ivory & Dk. Green | Indie Ivory | None | Onyx Black | Sherwood Green |
| Cocoa Yellow | Laural Green | Argent | Ivory & Charcoal | Yellow & Charcoal | Bright | None | Onyx Black | Onyx Black |
| | | | Ivory & Charcoal | None | Indie Ivory | None | Onyx Black | None |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| | | | Charcoal & Gold | Dk. Green & Gold | None | Adobe Beige | Onyx Black | Sherwood Green |
| Nassau Blue | Harbor Blue | Argent | Ivory & Charcoal | Lt. & Dk. Blue | Bright | None | Onyx Black | Harbor Blue |
| | | | Ivory & Charcoal | Ivory & Dk. Blue | Indie Ivory | None | Onyx Black | Harbor Blue |
| Indie Ivory | Nassau Blue | Black | Ivory & Charcoal | Lt. & Dk. Blue | Bright | None | Onyx Black | Harbor Blue |
| | | | Ivory & Charcoal | None | Bright | None | Onyx Black | None |
| | | | Ivory & Charcoal | Ivory & Dk. Blue | Indie Ivory | None | Onyx Black | Harbor Blue |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| | | | Black & Gold | None | None | Adobe Beige | Onyx Black | None |
| | | | Charcoal & Gold | None | None | Adobe Beige | Onyx Black | None |
| Indie Ivory | Dusk Plum | Argent | Ivory & Charcoal | None | Bright * | None | Onyx Black | None |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| Adobe Beige | Sierra Gold | Black | Ivory & Charcoal | None | Indie Ivory | None | Onyx Black | None |
| | | | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| Imperial Ivory | Ince Silver | Black | Ivory & Charcoal | None | Bright * | None | Onyx Black | None |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| Calypan Cream | Grecian Gold | Black | Ivory & Charcoal | Cream & Charcoal | Bright | None | Onyx Black | Onyx Black |
| | | | Ivory & Charcoal | None | Indie Ivory | None | Onyx Black | None |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| | | | Gold & Black | None | None | Adobe Beige | Onyx Black | None |
| Onyx Black | Calypan Cream | Black | Gold & Charcoal | None | None | Adobe Beige | Onyx Black | None |
| | | | Gold & Black | None | None | Adobe Beige | Onyx Black | None |
| Onyx Black | Cocoa Yellow | Black | Ivory & Charcoal | Yellow & Charcoal | Bright | None | Onyx Black | Onyx Black |
| | | | Ivory & Charcoal | None | Indie Ivory | None | Onyx Black | None |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| Indie Ivory | Motador Red | Black | Ivory & Charcoal | None | Bright * | None | Onyx Black | None |
| | | | Ivory & Charcoal | Ivory & Red | Bright | None | Onyx Black | Motador Red |
| | | | Ivory & Black | None | Indie Ivory | None | Onyx Black | None |
| | | | Black & Gold | None | None | None | Onyx Black | None |
| Adobe Beige | Motador Red | None | Ivory & Charcoal | Red & Beige * | Bright | None | Onyx Black | Motador Red |
| Indie Ivory | Tropical Turquoise | Argent | Ivory & Charcoal | Lt. & Dk. Turquoise | Bright | None | Onyx Black | Tropical Turquoise |
| | | | Ivory & Charcoal | Ivory & Dk. Turquoise | Bright * | None | Onyx Black | Tropical Turquoise |
| | | | Ivory & Charcoal | None | Indie Ivory | None | Onyx Black | None |
| | | | Ivory & Black | Ivory & Turquoise | Indie Ivory | None | Onyx Black | Tropical Turquoise |

* - On Series 2400 models, the first color is used on the roof, pillars, rear deck, upper quarter panels and the area between the two body side moldings. The second color is used on the hood, front fenders, lower body and wheels. However on model 2429, the first color is used for the tail gate, upper quarter panels and area between the two body side moldings. The second color is used on the roof pillars, lift gate, hood, front fenders, lower body and wheels. On model 2419 the first color is used on the tail gate, upper quarter panels, pillars, lift gate and the area between the two body side moldings. The second color is used for the roof, front fenders, lower body and wheels. No conventional two-toning is available on any model in the 2400 Series.

* - On Series 2100 models conventional two-toning is available where the first color is used on the roof panel only. The second color is used for the remaining areas. In addition a second method of two-toning uses the first color on the hood, upper side and rear deck or tail gate. The second color is used for the roof, pillars, lower body and wheels and lift gate.

INTERIOR UPHOLSTERY AND COLOR COMBINATIONS *

1500 SERIES

SEDANS

Models 1502-03-12

Color: Gold and Black

Seats: Black pattern cloth cushion and backrest with gold ribbed vinyl cushion and backrest bolsters. Gold ribbed vinyl front seat back insert on 1502, 1503, black vinyl on 1512. Black vinyl lower cross bar. Beige vinyl front seat end panels.

Sidewalls: Gold ribbed vinyl upper and lower panel, black pattern vinyl center panel; black embossed composition board quarter panels and rear partition in model 1512.

Horn Button: Beige paint, framed in bright metal with bright metal shield.

Headling and Sunshade: Beige napped cloth. Beige vinyl sunshade binding and grip.

Floor Covering: Front and rear - textured black rubber; luggage compartment - ribbed black rubber.

HANDYMAN

Model 1529

Color: Gold and Charcoal, Gold and Dark Green.

SEDANS AND COUPES

Models 2102-03-13-54

Color: Ivory with Charcoal, Dark Green or Dark Blue.

Seats: Dark tone dot-and-dash pattern cloth on cushions and backrests. Ivory textured vinyl facings, cushion and backrest bolsters and front seat end panels. Black, dark green or dark blue vinyl front seat back insert and lower cross bar.

Sidewalls: Ivory textured vinyl upper and lower panels. Dark tone pattern vinyl center panel.

Arm Rests: Black, dark green or dark blue vinyl upper, plastic lower.

Headlining and sunshades: Dark tone plain napped cloth; black, dark green or dark blue vinyl binding and grip.

Floor covering: Front and rear - black, dark green or dark blue vinyl coated rubber mat; luggage compartment - ribbed black rubber.

HANDYMAN, TOWNSMAN AND BEAUVILLE

Models 2109-19-29

Colors: Ivory with Charcoal, Dark Green or Dark Turquoise.

Seats: Dark tone, patch pattern vinyl cushion and backrest. Ivory textured vinyl backrest bolster, cushion facings, backrest facings. Dark tone vinyl front seat back insert and lower cross bar. Ivory vinyl front seat end panels.

BEAUVILLE

Model 2419

Colors: Red and Beige, two-tone Turquoise, Yellow and Charcoal, Tan and Copper, Ivory and Charcoal, Cream and Charcoal.

Seats: Dark tone or beige or tan bark pattern cloth cushions and backrests. Light tone or copper or red vinyl cushion and backrest bolsters, cushion and backrest facings. Light tone or copper or red extruded vinyl welts, bright plastic buttons. Dark tone or beige ribbed vinyl front seat back insert, dark tone vinyl lower cross bar. Light tone vinyl front seat

11-1-55: * Data revised 5-9-56

28 - EQUIPMENT AND COLORS

Seats: Charcoal or dark green stipple-textured vinyl cushions, backrests and front seat back insert. Gold ribbed vinyl cushion and backrest bolsters. Dark green or black vinyl lower cross bar, and front seat end panels.

Sidewalls: Gold ribbed vinyl upper and lower panel. Stipple textured vinyl center panel.

Headlining and sunshades: Beige vinyl

Floor covering: Black rubber mats on passenger compartment floor. Dark green or black ribbed linoleum on load compartment floor.

SEDAN DELIVERY

Model 1508

Color: Gold and Charcoal

Seat: (bucket type): Charcoal stipple-pattern vinyl cushion and backrest. Beige vinyl facings.

Sidewalls: Gold ribbed vinyl upper and lower panel. Charcoal textured vinyl center panel.

Headlining and sunshade: Beige vinyl

Load space sidewalls: Dark beige paint

Floor covering: Driver's compartment - textured black rubber; load space - black painted plywood.

2100 SERIES

Sidewalls: Ivory textured vinyl upper and lower panel. Dark tone patch pattern vinyl center panel.

Arm Rests: Front only, dark tone vinyl upper, dark ton plastic base.

Headlining and sunshades: Ivory, dark green or dark turquoise textured vinyl.

Floor covering: Front, center and rear - dark tone, vinyl coated rubber mat; load platform - dark tone ribbed linoleum.

CLUB COUPE

Model 2124

Color: Ivory with Black, Dark Green or Dark Turquoise.

Seats: Ivory elascofab backrest with dark saddle stitching. Dark tone elascofab backrest bolster, backrest top facing. Dark tone elascofab cushion with light saddle stitching. Ivory elascofab cushion and backrest outer facings; ivory vinyl front seat back insert; dark tone vinyl lower cross bar. Ivory vinyl front seat end panels.

Sidewalls: Ivory center panel with dark saddle stitching. Dark tone vinyl upper and lower panel.

Arm Rests: Dark tone vinyl upper, dark tone plastic base.

Headlining and sunshades: Ivory perforated vinyl.

Floor covering: Front and rear - dark tone carpet; luggage compartment - ribbed black rubber.

2400 SERIES

end panels with bright metal molding.

Sidewalls: Dark tone or yellow or cream ivory ribbed vinyl upper panel, light tone or black center panel, dark tone or yellow or ivory or cream center panel lower on front doors and lower panel.

Arm Rests: Build in front arm rests with light tone or black elascofab upper and lower.

Headlining and sunshades: Light tone vinyl

Floor covering: Dark tone, vinyl coated rubber mats on passenger compartment floor. Dark tone or yellow or cream ribbed linoleum on load compartment floor.

INTERIOR UPHOLSTERY AND COLOR COMBINATIONS - Continued x
2400 SERIES

SEDANS - MODELS 2402-03

Colors: Two-tone Green, Blue or Turquoise, Ivory and Charcoal, Tan and Copper and Yellow and Charcoal, and Cream and Charcoal.

Seats: Dark tone pattern cloth cushion and backrest. Light tone vinyl cushion and backrest bolster, cushion and backrest facings. Dark tone ribbed vinyl front seat back insert, dark tone vinyl lower cross bar. Bright plastic welts and buttons. Dark tone vinyl front seat end panels with bright metal molding.

Sidewalls: Dark tone or ivory or yellow or cream ribbed vinyl upper panel; light tone or black elascofab center panel, dark tone or ivory or yellow or cream vinyl lower center panel on front doors and dark tone or ivory or yellow or cream ribbed vinyl lower panel.

Arm Rests: Built-in arm rests on doors with light tone or black elascofab upper and lower. Light tone or black vinyl upper, light tone or black plastic base on rear compartment arm rests in model 2402.

Headlining and sunshades: Dark tone or tan plain napped cloth, dark tone or tan vinyl binding and grip.

Floor covering: Front and rear - dark, solid color carpet; luggage compartment - ribbed black rubber.

SPORT COUPE AND SPORT SEDAN - MODELS 2454-13

Colors: Two-tone Green, Blue or Turquoise, Ivory and Charcoal, Tan and Copper, Red and Beige or Yellow and Charcoal or Cream and Charcoal.

Seats: Dark tone or beige or tan bark pattern cloth cushion and backrest. Light tone or red or copper vinyl cushion and backrest bolsters and facings. Dark tone or tan or beige vinyl front seat back insert, dark tone vinyl lower cross bar. Bright plastic welts and buttons. Light tone vinyl front seat end panels.

Sidewalls: Dark tone or ivory or yellow or cream ribbed vinyl upper panel, light tone or black elascofab center panel; dark tone or ivory or yellow or cream vinyl center panel lower on front doors, and dark tone or ivory or yellow or cream ribbed vinyl lower panel.

Arm Rests: Build-in arm rests with light tone or black elascofab upper and lower, front and rear on model 2413 and front only on 2454; light tone or black elascofab upper and vinyl lower rear arm rest on 2454.

Headlining and sunshades: Light tone perforated vinyl.

Floor covering: Front and rear - dark tone carpet; luggage compartment - ribbed black rubber.

NOMAD - MODEL 2429

Colors: Two-tone Green, Blue or Turquoise, Tan and Copper, Red and Beige, Yellow and Charcoal, Ivory and Charcoal, and Cream and Charcoal.

Seats: Dark tone or tan or beige bark pattern cloth cushion and backrest. Light tone or copper or red vinyl cushion and backrest bolsters, cushion and backrest facings. Light tone or copper or red extruded vinyl welts; bright plastic buttons. Dark tone or tan or beige ribbed vinyl front seat back insert, dark tone vinyl lower cross bar. Light tone vinyl front seat end panels with bright metal molding.

Sidewalls: Dark tone or yellow or ivory or cream ribbed vinyl upper panel, light tone or black center panel, dark tone or yellow or ivory or cream center panel lower on front doors and lower panel.

Arm Rests: Build-in front arm rests with light tone or black elascofab upper and lower.

Headlining and sunshades: Light tone perforated vinyl.

Floor covering: Dark tone solid color carpet on passenger compartment floor. Dark tone or yellow or cream ribbed linoleum on load compartment floor.

CONVERTIBLE - MODEL 2434

Color: Ivory with Charcoal, Dark Turquoise or Red; Two-tone Green or Blue; Yellow and Charcoal; Tan and Copper; Cream and Charcoal.

Seats: Dark tone bark pattern vinyl cushion and backrest. Light tone, saddle stitched elascofab cushion bolster and backrest top facing. Light tone vinyl backrest bolster, backrest facings, cushion facings. Dark tone ribbed vinyl front seat back insert, dark tone vinyl lower cross bar. Light tone vinyl front seat end panels. Light tone extruded vinyl welts and bright plastic buttons.

Sidewalls: Dark tone or yellow or ivory or cream ribbed vinyl upper panel. Light tone or black elascofab center panel. Dark tone or yellow or ivory or cream elascofab lower center panel on front doors, and lower panel.

Arm Rests: Built-in front arm rests with light tone or black elascofab upper and lower. Light tone or black vinyl upper and lower rear arm rests.

Sunshades: Dark tone vinyl

Floor covering: Front and rear - Dark tone, solid color carpet; luggage compartment - ribbed black rubber.

Top Boot: Light tone elascofab.

BODY GLASS

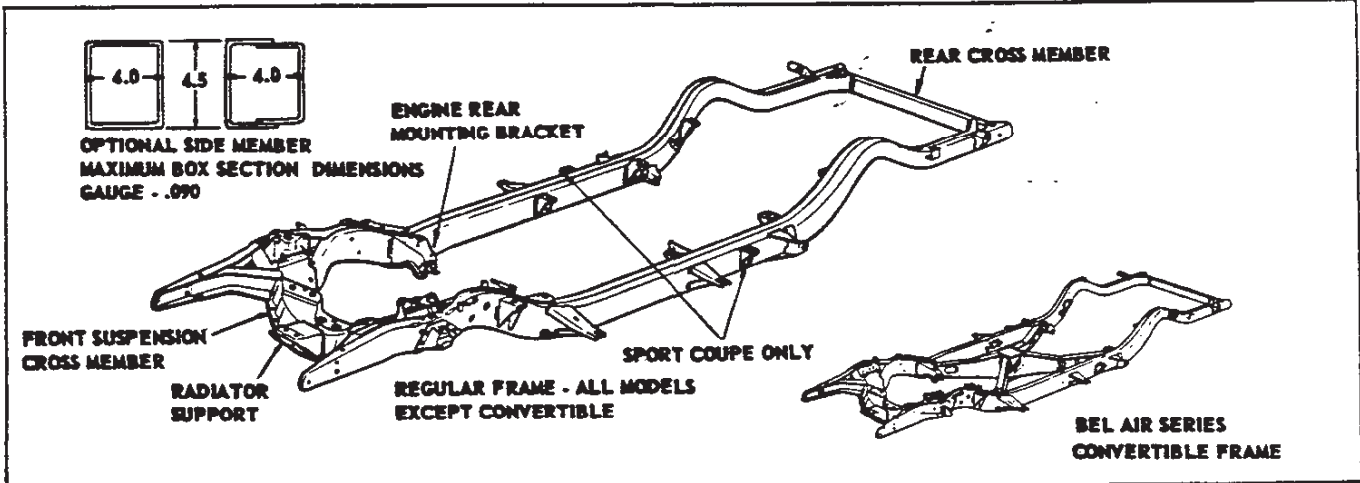
| MODELS | 1503 | 1502 | 1512 | 2113 | 2154 | 2434 | 1529 | 2109 | 2129 | 1508 |
|------------------------|----------------------------------------|--------------------|------|--------------------|---------------|----------------------------|-----------------------|------------------------|-----------------------------|------|
| | 2103 | 2102 | | 2154 | 2154 | | | 2119 | 2429 | |
| | 2403 | 2124 | | 2413 | 2413 | | | 2419 | | |
| | | 2402 | | 2454 | 2454 | | | | | |
| Windshield | Laminated safety plate, curved 1-piece | | | | | | | | | |
| Front door | Laminated safety plate | | | | | | | | | |
| Side rear door | Drop glass | LSP | | | | | | LSP | | |
| Rear quarter windows * | Movable section | Drop Glass | | LSP | | | | | Front, LSP (2129 Only) | |
| | | Sliding Glass | | | | | | | Front, LSP (2429 Only) | |
| | | Pivoting Glass | | | | LSP | | | | |
| | Fixed Section | Safety Solid Plate | | Safety Solid Plate | | | Front SSP Rear LSP | Laminated Safety Plate | Rear Laminated Safety Plate | |
| Rear window (Backlite) | Safety solid plate, curved | | | | Vinyl Plastic | Safety solid plate, curved | | | | |

* - On models 1529, 2129 and 2429 the front and rear sections are separated by a division post similar to the ventipane post used on the front doors.

LSP - Laminated safety plate. SSP - Safety solid plate.

11-1-55 • Data revised, x Data added 5-9-56

CHASSIS FRAME



Make ----- Various
 Type ----- Box Girder
 Material ----- Hot rolled pickled steel
 Material yield point ----- 33,000 lbs / sq. in.
 Material elongation ----- 25% min in 2 inches

Construction:

Side members ----- Tubular stock rolled to rectangular section or two lapped channel sections welded together.
 Front suspension cross member ----- Flanged channel section with welded-on bottom plate.
 Engine rear supports ----- Two stamped brackets welded to side members.
 Rear cross member ----- Single C-channel

FRONT SUSPENSION

Make ----- Own
 Type ----- Independent, combining long and short wishbone arms with spherical joints and coil springs.
 Rated capacity ----- 2450 lb.

SPRING BUMPERS

Material and number ----- Rubber; 1 each, L & RH
 Location ----- Lower control arms

WHEEL TRAVEL

Vertical, loaded conditions (2/3 bumper compression) ----- 3.5 up and down
 Wheel travel for steering ----- 32°-35° 30' from neutral to stop

SPRINGS

| Part Number * | 3723902 | 3723903 | 3713966 | 3721371 | 3721372 | 3721373 | 3719736 | 3714506 | 3722423 | |
|--------------------------|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Make and type | Own, Right hand Helix | | | | | | | | | |
| Material | Chrome Alloy Steel | | | | | | | | | |
| Gauge (Mean) | .607 | | .623 | | | | .638 | | | |
| Number of Coils | Total 10; Active 8.67 | | | | | | | | | |
| Outside diameter | 4.816 | | 4.848 | | | | 4.883 | | | |
| Pitch diameter | 4.209 | | 4.225 | | | | 4.245 | | | |
| Height | Free | 15.50 | 15.70 | 14.65 | 14.90 | 15.16 | 15.45 | 14.70 | 14.95 | 15.22 |
| | Working | 9.69@ 1630 Lbs. | 9.69@ 1710 Lbs. | 9.69@ 1550 Lbs. | 9.69@ 1630 Lbs. | 9.69@ 1710 Lbs. | 9.69@ 1790 Lbs. | 9.69@ 1695 Lbs. | 9.69@ 1785 Lbs. | 9.69@ 1875 Lbs. |
| Height under curb weight | 1027 | 1028 | 1004 | 1025 | 1021 | 1027 | 1033 | 979 | 979 | |
| Capacity at ground | 975 | 1000 | 925 | 975 | 1000 | 1050 | 1000 | 1050 | 1100 | |
| Deflection Rate | At spring | | 311 Lb/in. | | | | 340 Lb/in. | | | |
| | At wheel | | 109 Lb/in. | | | | 120 Lb/in. | | | |

*-For model application, see Production Parts List

11-1-55

30 - FRAME FRONT SUSPENSION

Body mounting points:

Convertible ----- 20
 Sport Coupe, Sport Sedan ----- 16
 9 Passenger Station Wagon ----- 16
 All others ----- 14
 Maximum overall length ----- 188.63
 Maximum width (over side members) ----- 42
 Side member section:
 Modulus (In.³) ----- 2.044
 Moment of inertia (In.⁴) ----- 4.600

CONVERTIBLE FRAME

Intermediate cross members are added through the use of an X-shaped I-beamed structure.

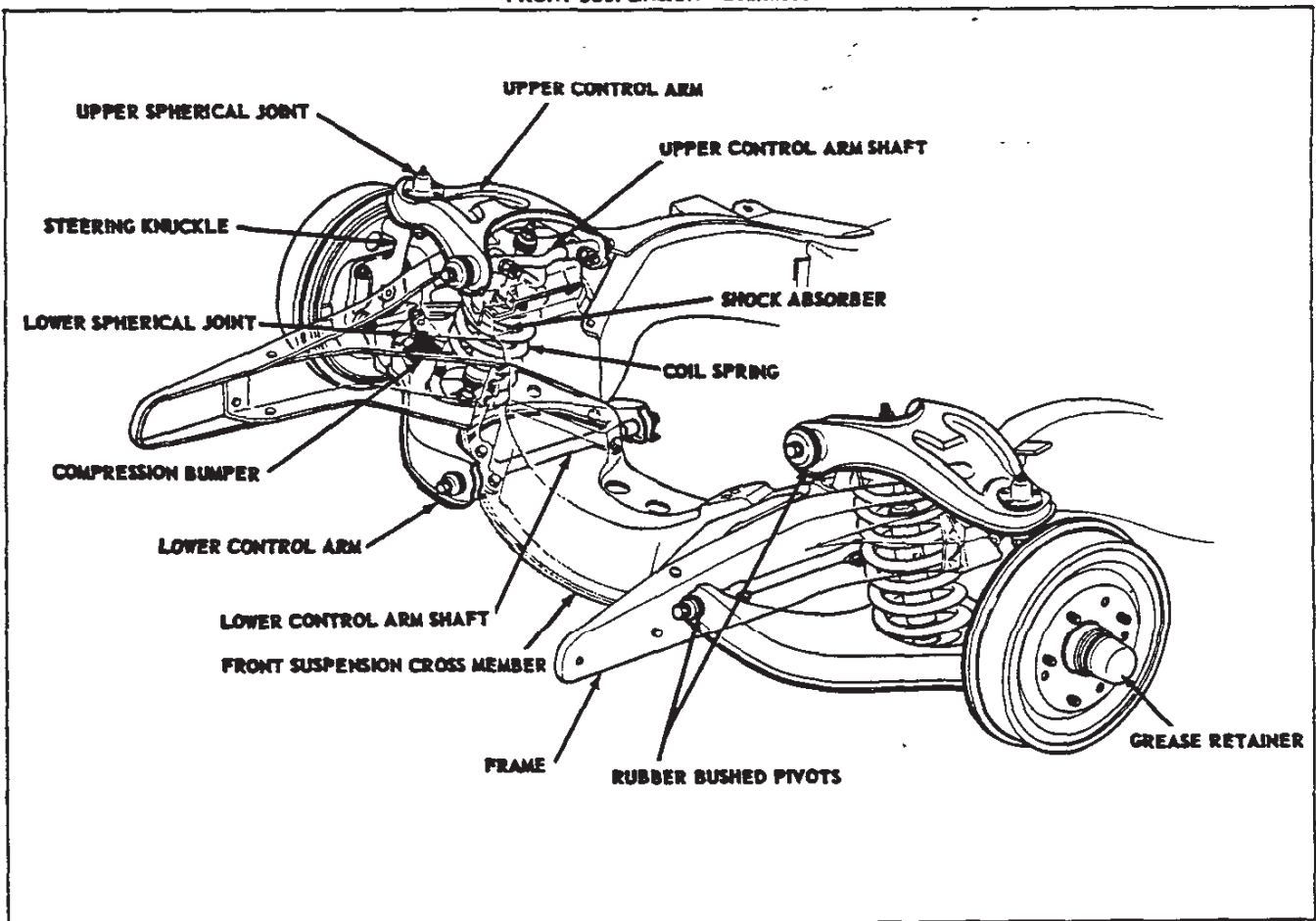
Wheel to spring ratio ----- 1.9

SHOCK ABSORBERS

Make ----- Delco
 Type ----- Direct, double-acting hydraulic
 Mounting ----- Vertically from lower control arm through coil spring to front suspension cross member.
 Model Number [----- 510F 22A
 ----- 510F 21A
 Valve Code [----- C5+8/OXJL 2.00
 ----- C4.25J6/OXLI 1.5

Piston diameter and travel ----- 1 x 4.69

FRONT SUSPENSION - Continued



STEERING KNUCKLE

Type-----Reverse Elliott in combination with spherical joints eliminating kingpin and steering knuckle support.
 Spindle diameters:
 At inner bearing----- 1.2490-1.2495
 At outer bearing----- .7490-.7495

SPHERICAL JOINTS

Type-----Ball stud and socket in assembly; self-adjusting for wear.
 Number----- 1 each, upper & lower; LH & RH
 Ball stud:
 Material-----H. R. steel, hardened and ground.
 Attachment----- Bolted to steering knuckle upper or lower arm.
 Ball stud seating material----- Asbestos composition (within socket).
 Ball stud seal----- Water tight steel-reinforced rubber unit with nylon bushing.
 Socket:
 Type and material----- Two inverted cup-shaped steel stampings bonded by grease-tight weld. Upper socket assembly is spring-loaded to compensate for wear and vertical movement.
 Attachment----- Rivetted to upper or lower control arms.
 Lubrication----- Through high pressure fitting at top of each socket.
 11-1-55 • Data revised 5-9-56

BUSHINGS

Type & number----- Friction; 4 (2 each pivot shaft, Left hand and Right hand)
 Material----- Steel encased rubber
 Size:
 Upper control arm pivot shaft----- .670-.677ID X 1.76 approximately
 Lower control arm pivot shaft----- .737-.744ID X 2.08 approximately
 Mounting-----Through control arms and onto pivot shaft ends.
 Attachment-----By bolts in shaft ends holding bushing retainers.

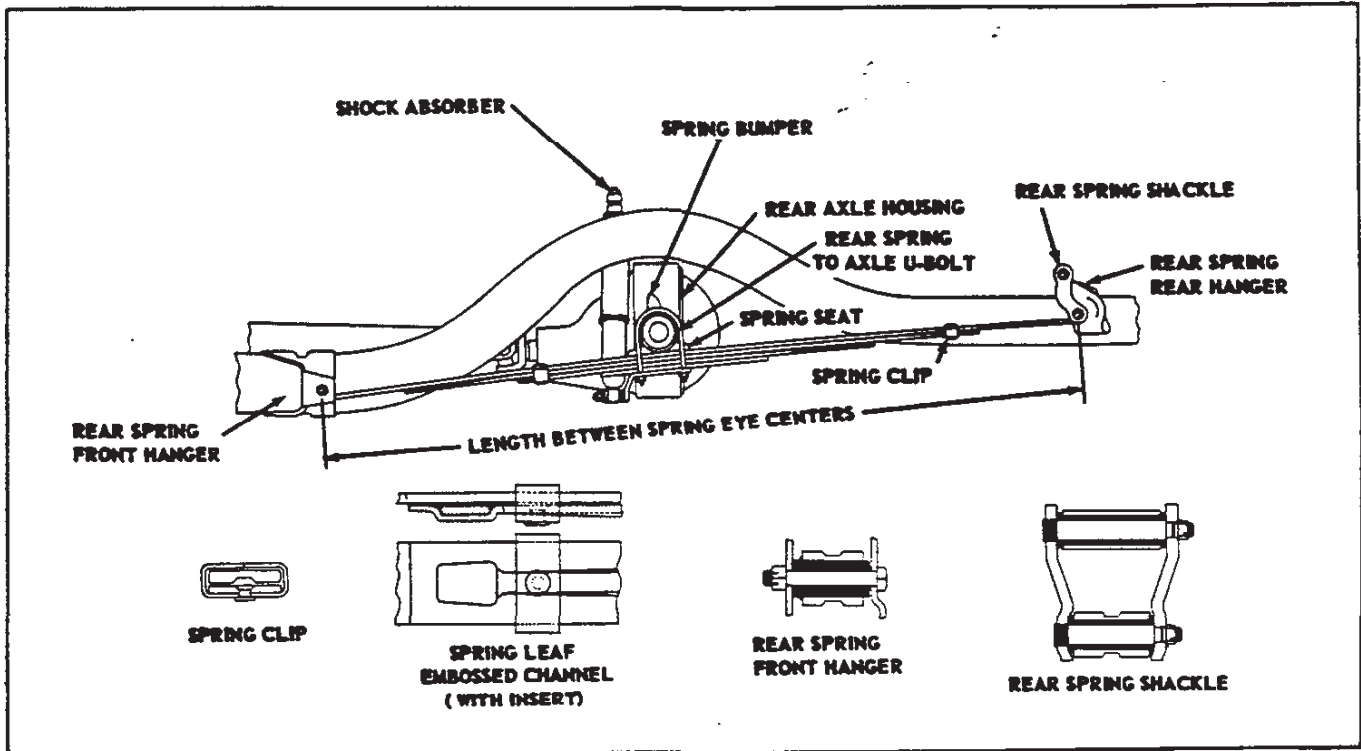
BEARINGS

Wheel bearing lubricant----- High melting-point grease
 Anti-friction bearings----- See page 192

FRONT WHEEL ALIGNMENT (Service Data)

Camber, caster adjustment-----By shims between upper control arm cross shaft & frame.
 Camber----- 0° to 1°
 Caster----- + 1/2° to + 1-1/2°
 Steering axis inclination----- 3-1/2°-4-1/2°
 Toe-in----- 1/8 to 3/16
 Toe-out on turns:
 Outside wheel----- 18° 10"
 Inside wheel----- 20°

REAR SUSPENSION



SPRINGS

Make and type ----- Own, semi-elliptic
 Material ----- Chrome carbon steel
 Length and width ----- 58 x 2
 Leaf end type ----- Embossed, tapered
 Spring clips ----- Clinch type; two on four leaf spring; three all others
 Spring leaf insert ----- Composition Nylon

| ITEM | 3720952 | 3721072 | 3721090 | 3730075 • |
|-----------------------------------------|---------|---------------|----------|-----------|
| Part Number * | | | | |
| Number of leaves | 4 | 5 | 5 | 6 |
| Thickness of leaves | #1 & 2 | | | |
| | #3 | | .313 | .347 |
| | #4 | .291 | | |
| | #5 | | .291 | |
| | #6 | | | .291 |
| Total thickness | 1.298 | 1.611 | 1.679 | 2.026 |
| Leaf ends drilled for attaching inserts | 2 & 3 | | 2, 3 & 4 | |
| Average rate of deflection (lb/in.) | 112 | 126 | 138 | 165 |
| Camber height at design load | | .125 negative | | |
| Capacity at spring pad (lb) | 820 | 900 | 1000 | 1200 |
| Capacity at ground (lb) | 1000 | 1050 | 1150 | 1350 |

* - For model application see Standard Production Parts List.

SPRING MOUNTING

Type ----- Parallel, 46 between centers.
 Front eye bolt diameter ----- 493-.500
 Front eye bolt bushing, type and size ----- Rubber bushed, .505 min ID X 2.552-2.572 long
 Shackle mounting ----- Outrigger type
 Shackle type ----- Rubber bushed
 Shackle pin OD ----- .623-.627
 Shackle bushing, size and number ----- 1.110-1.120 OD; .625-.630 ID, two per shackle pin
 Spring to axle attachment ----- 2 U-bolts (.50 dia) to spring seat on rear axle housing

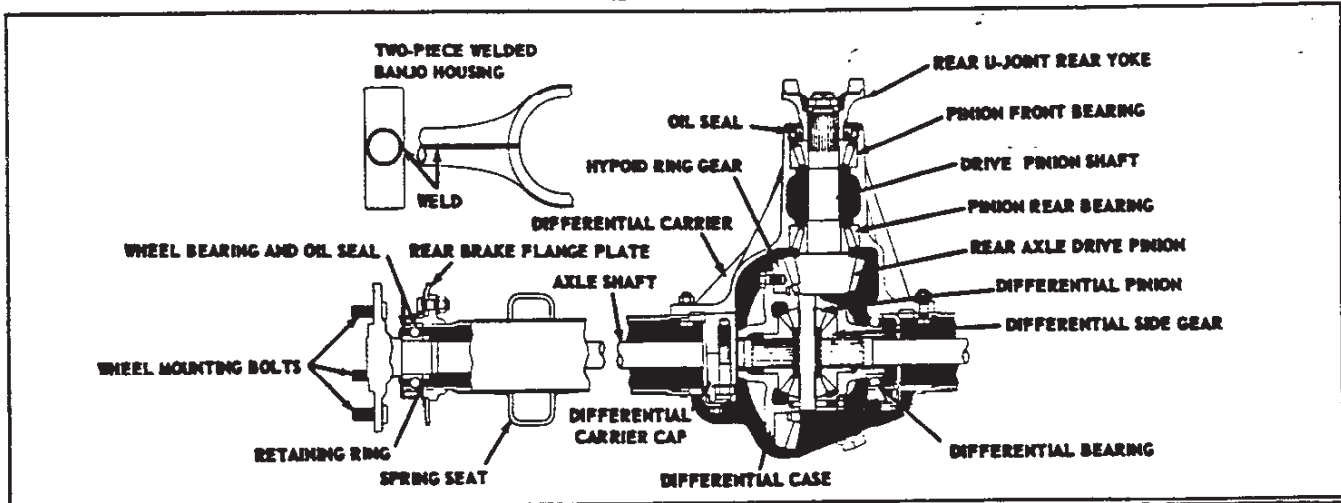
SHOCK ABSORBER

Make and type ----- Delco, hydraulic; direct double-acting
 Model number ----- 560 Y 23 A-24 A
 Valve code ----- C4.25J6/OXGL 1.75, C4.5G8/OXJL 1.5
 Piston diameter and travel ----- 1, 8.94

11-1-55 • Data revised 5-9-56
 32 - REAR SUSPENSION

CHEVROLET 1956 SPECIFICATIONS - PASSENGER

REAR AXLE • x



GENERAL DATA x

Make ----- Own
 Type ----- Semi-floating
 Rating ----- 3000 lb
 Hotchkiss drive:
 Drive taken through ----- Springs
 Torque taken through ----- Springs
 Housing type -----
 ----- Pressed steel banjo, 2-piece welded construction with axle housing rear cover welded in place
 Lubricant capacity ----- 4 Pints
 Lubricant recommended ----- SAE 90 passenger car hypoid lubricant or "Multi-Purpose" lubricant
 Bearings ----- Anti-friction, see page 192

GEARS

Final drive:

| Transmission | 3-Speed Conventional | 3-Speed Overdrive | Powerglide |
|--------------------------|----------------------|-------------------|------------|
| Type | Spiral hypoid | | |
| Ratio | 3.70:1 | 4.11:1 | 3.55:1 |
| Teeth ring gear & pinion | 37 & 10 | 37 & 9 | 39 & 11 |

Gear backlash ----- .005-.008

Pinion gear:

Mounting ----- Overhung
 Thrust taken by ----- Pinion rear bearing
 Adjustment -----
 ----- By shims with .027 average thickness

* - Axle ratio x transmission ratio

⊙ - Gear reduction x maximum net engine torque x efficiency factor (.90 in direct drive, .85 all others).

| ITEM | | Reg. | Overdrive | RPO 303 | | |
|------------------------------|---------|------------------|-----------|---------|------|------|
| Axle Ratio | | 3.70:1 | 4.11:1 | 3.70:1 | | |
| Overdrive Ratio | | | Out In | | | |
| Total Gear Reduction | 1st | 10.88 | 12.08 | 8.46 | | |
| | 2nd | 6.22 | 6.90 | 4.83 | | |
| | 3rd | 3.70 | 4.11 | 2.88 | | |
| | Reverse | 10.88 | 12.08 | 8.14 | | |
| Maximum Axle Shaft Torque In | | 6 Cylinder | 1803 | 2002 | 1402 | 1349 |
| Low Gear (Ft.Lb)⊙ | | 8 Cylinder | 2173 | 2413 | 1690 | 1625 |
| | | 8 Cylinder (RPO) | 2330 | 2588 | 1812 | 1743 |

Powerglide:

Total torque multiplication (final drive gears, transmission, torque converter and planetary gears):
 Drive ⊙ ----- 3.55:1 to 13.57:1
 Low ----- 6.46:1 to 13.57:1
 Reverse ----- 6.46:1 to 13.57:1

AXLE SHAFT

Type and material ----- Forged and hardened steel with wheel drive flange forged integral with shaft.
 Minimum diameter ----- 1.06
 Oil seal ----- Steel-encased spring loaded synthetic rubber (part of rear wheel bearing assembly)
 Hub attachment ----- Bolted to integrally forged wheel drive flange

DIFFERENTIAL

Type ----- Two pinion with cast arma-steel housing
 Bearing cap bolt torque ----- 70-75 ft lb

BRAKES

POWER BRAKES (RPO 412)

Type ----- Vacuum assisted hydraulic unit with integral master cylinder
 Components ----- Hydraulic power unit mounted on dash under hood.
 Location ----- Hydraulic power unit mounted on dash under hood. Vacuum reserve tank mounted on left front fender splash pan.
 Braking assistance %
 By vacuum cylinder ----- 40%
 By foot pedal ----- 60%
 % - These figures are approximate depending on the severity of stop.

Braking ratio:

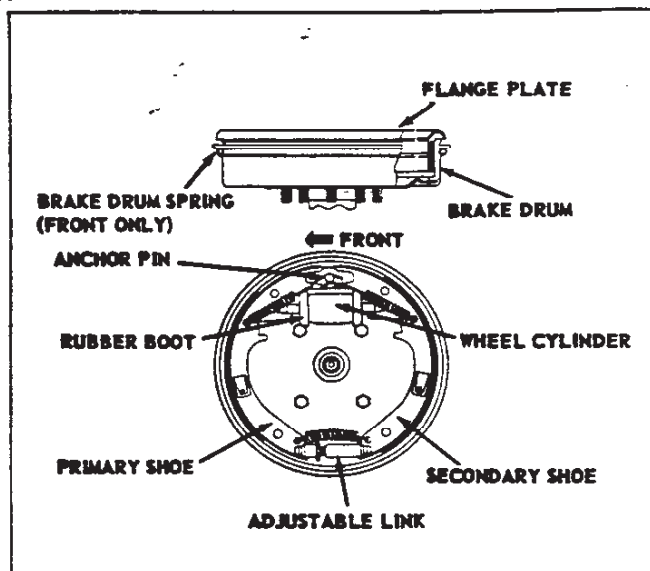
Pedal ----- 1.55:1
 Hydraulic ----- 10.6:1
 Overall ----- 16.4:1
 Pedal, load to actuate power brakes ----- 10 lb
 Stop light switch:
 Type ----- Hydraulic
 Mounting ----- On hydraulic power unit
 Fluid:
 Type ----- Same as regular brakes
 Capacity (Complete brake system) ----- 0.80 Pints

Continued

BRAKES - Continued

SERVICE BRAKES

Make----- Own
 Type----- Servo, four wheel, hydraulic
 Brake drum:
 Type----- Composite
 (cast alloy iron rim & pressed steel web)
 Diameter, front and rear----- 11
 Total effective area----- 259 sq. in.
 Distribution of braking effort (theoretical):
 On front wheels----- 56%
 On rear wheels----- 44%
 Brake lining: (Dimensions after grinding)
 Material----- Full molded asbestos composition
 Width, front brakes----- 2.00
 Width, rear brakes----- 1.75
 Thickness----- .175
 Length per wheel----- 20.98 ●
 Length, primary shoe----- 9.29 ●
 Length, secondary shoe----- 11.69 ●
 Method of attachment to shoe----- Bonded
 Clearance----- Adjust to a
 light drag and back-up seven notches.
 Total effective area----- 157 ● sq. in.
 Main Cylinder:
 Mounting----- Under hood on dash panel
 Diameter----- 1
 Piston travel----- 1
 Wheel cylinders:
 Mounting----- Front, on wheel spindles;
 rear on backing plate.
 Front, inside diameter----- 1.125
 Rear, inside diameter----- 1
 Piston travel----- .221
 Braking ratio:
 Pedal----- 6.42:1
 Hydraulic----- 4.55:1 ●
 Total overall----- 29.2:1 ●

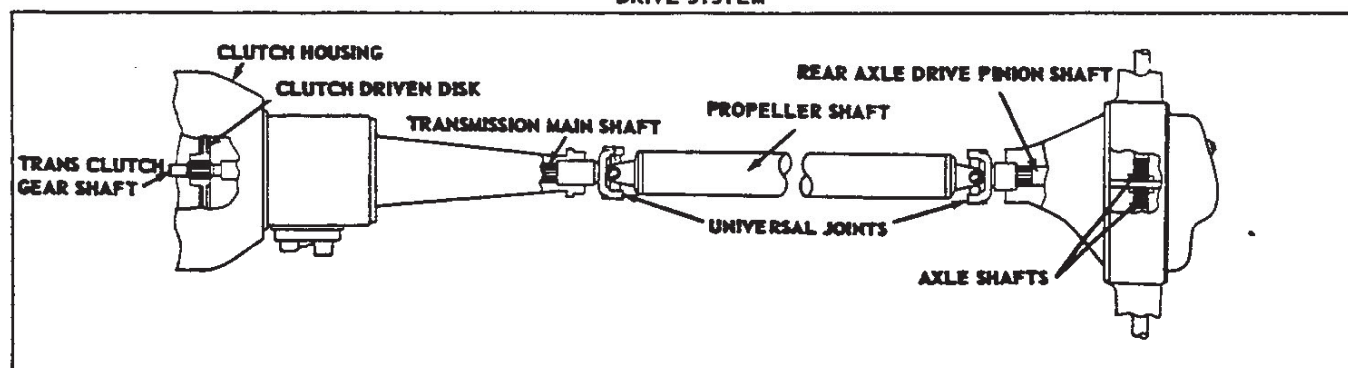


Foot pedal:
 Type----- Pendant
 Travel----- 6.38
 Mounting----- On brace under dash
 Pad cover material----- Rubber
 Brake system fluid capacity----- .70 pint approx.
 Brake fluid recommended----- Delco Super 11

PARKING BRAKE

Make and type----- Own, mechanical pull rods
 and cables operate the two rear service brakes.
 Total effective lining area----- 73 sq. in. ●
 Control----- T-handle on ratchet-rod (pull to apply,
 turn 60° counter clockwise to release, mounted be-
 low instrument panel to left of steering column.

DRIVE SYSTEM



SPLINES

FUNCTION OF SPLINES:
 Clutch disc hub to transmission clutch gear shaft----- 10 straight side
 Transmission mainshaft to U-joint front yoke----- 16 involute
 Propeller shaft pinion flange to rear axle pinion shaft----- 17 involute
 Differential side gears to rear axle shafts----- 17 involute

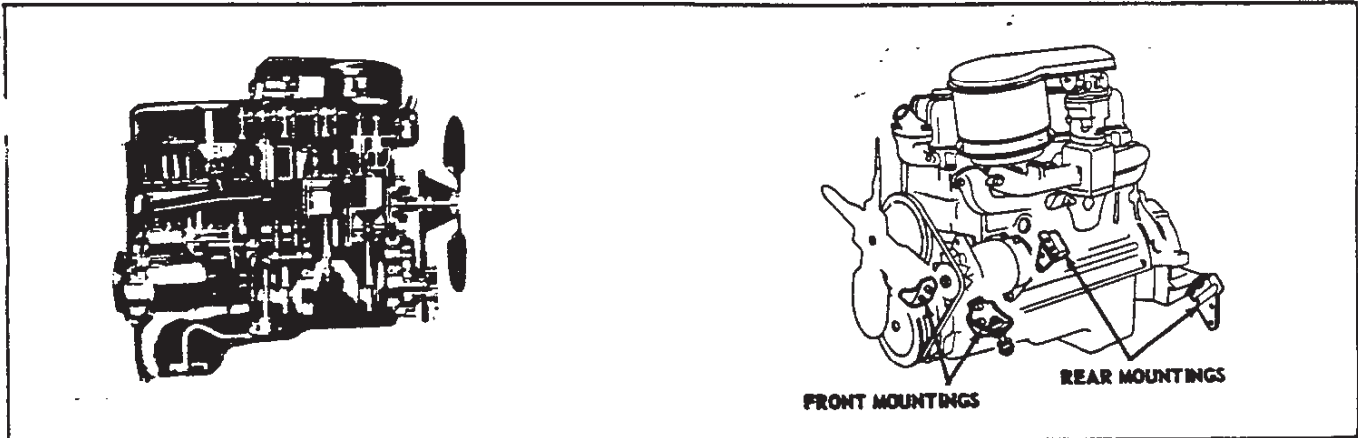
NUMBER AND TYPE OF SPLINES

UNIVERSAL JOINT

PROPELLER SHAFT
 Make and type----- Own, tubular
 Tube O.D.----- 2.995-3.005
 Tube wall thickness----- .062-.068
 Oil seal----- Steel-reinforced, spring loaded leather
 Front and rear ends type----- Welded yoke
 11-1-55 ● Data revised 5-9-56

Make----- Own
 Type----- 2, yoke and spider (trunnion)
 Trunnion material----- Drop-forged steel, hardened
 Trunnion pin diameter----- .5955-.5960
 Bearing, front & rear ----- Anti-friction, see page 192
 Lubrication----- Bearings packed for life

ENGINE - GENERAL



BASIC ENGINE DATA

| Engine | Conventional | Powerglide |
|----------------------------------------------------------|-----------------------------------------------------------------------------|--------------|
| Piston displacement (cu. in.) | 235.5 | |
| Type | Valve-in-head | |
| Number of cylinder | 6 | |
| Bore and stroke (Nominal) | 3.56 x 3.94 | |
| Compression Ratio | 8.0:1 | |
| Taxable (SAE) Horsepower | 30.4 | |
| Idling Speed (RPM) | 475 In Neutral | 425 In Drive |
| Compression pressure at cranking speed, engine hot (PSI) | 130 (or better) | |
| Dry Weights (Pounds) | Engine | 554 |
| | Engine and transmission | 776 |
| Lubrication | Full Pressure | |
| Power Plant Mounting | 4-Point rubber-cushioned, strut-type front mounts & shear-type rear mounts. | |

ADVERTISED MAXIMUM ENGINE PERFORMANCE

| Engine | Conventional & Powerglide | |
|------------------|---------------------------|----------------|
| Brake horsepower | Gross | 140 @ 4200 RPM |
| | Net | 125 @ 4000 RPM |
| Torque (ft lb) | Gross | 210 @ 2400 RPM |
| | Net | 195 @ 2000 RPM |

ENGINE SPEED AND PISTON TRAVEL

| Transmission | 3-Speed | 3-Speed with Overdrive | | Powerglide |
|---------------------------------|--------------------------------------------------|------------------------|----------------|------------|
| | | O.D. Locked-Out | O.D. Locked-In | |
| Rear Axle Ratio | 3.70:1 | 4.11:1 | | 3.55:1 |
| Tire Size | 6.70-15-4 ply; except 2119 & 2419, 6.70-15-6 ply | | | |
| Crankshaft Revolutions Per Mile | 2794.0 | 3103.0 | 2172.1 | 2680.3 |
| Crankshaft RPM @ 1 MPH | Low & Reverse | 136.9 | 152.0 | 106.4§ |
| | Second | 78.2 | 86.9 | 60.8 |
| | Direct † | 46.6 | 51.7 | 36.2 |
| Piston travel (Ft/Mile) | 1834.0 | 2036.3 | 1425.3 | 1759.0 |

ADVERTISED CAR PERFORMANCE

The following information is based on model 2103, 4-Door Sedan (with and without Powerglide) at performance weight (Curb weight plus 600 lbs to represent four passengers):

| Model | 2103 | 2103 PG |
|-----------------------------------------|--------|----------|
| Performance Weight (Pounds) | 3947 | 4044 |
| Pounds/Gross Horsepower | 28.19 | 28.89 |
| Pounds/Cu. In. Piston Displacement | 16.76 | 17.17 |
| Gross Horsepower/Cu. In. Displacement | .594 | |
| Power Displacement (Cu. ft/Mile) % | 190.39 | 182.62 § |
| Displacement Factor (Cu. ft/Ton Mile) # | 96.47 | 90.32 § |

■ - Including clutch for Conventional or Overdrive Transmission

* - Including clutch with 3-Speed transmission. § - Including clutch with Overdrive

§ - Applicable to low gear only. Overdrive does not function in reverse.

% - Crankshaft rev/mile x piston displacement + 2 † - Also known as N/V factor

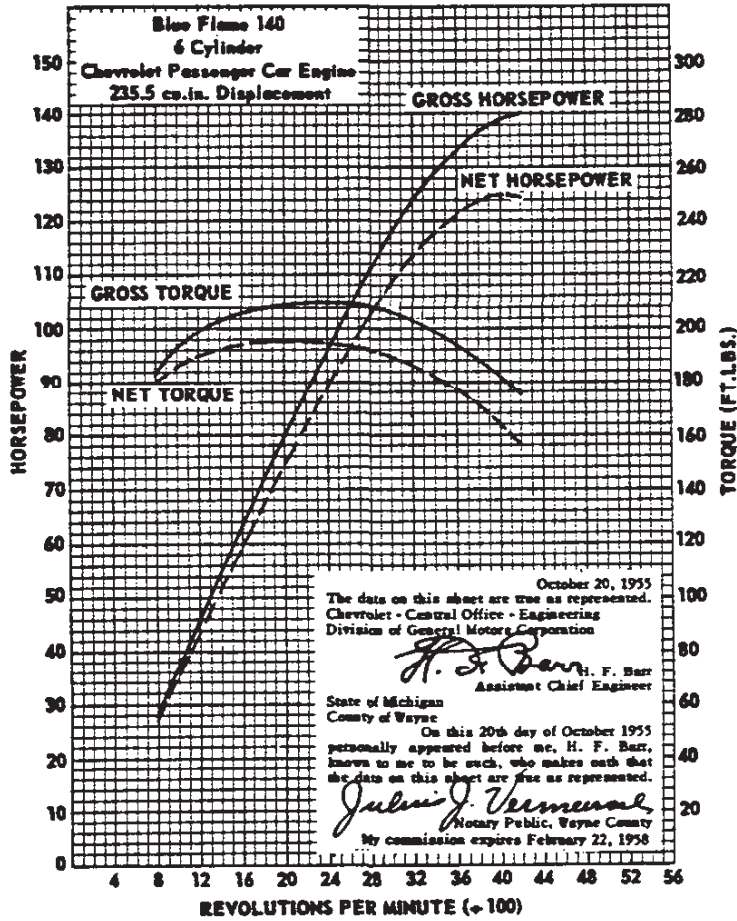
1728

- Power displacement divided by the performance weight in tons.

§ - Data computed assuming zero slippage in the torque converter.

† - Data computed assuming 5.0:1 gear ratio.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17440-18. They represent the full throttle performance of a New Blue Flame 140 six cylinder passenger car engine with (235.5 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

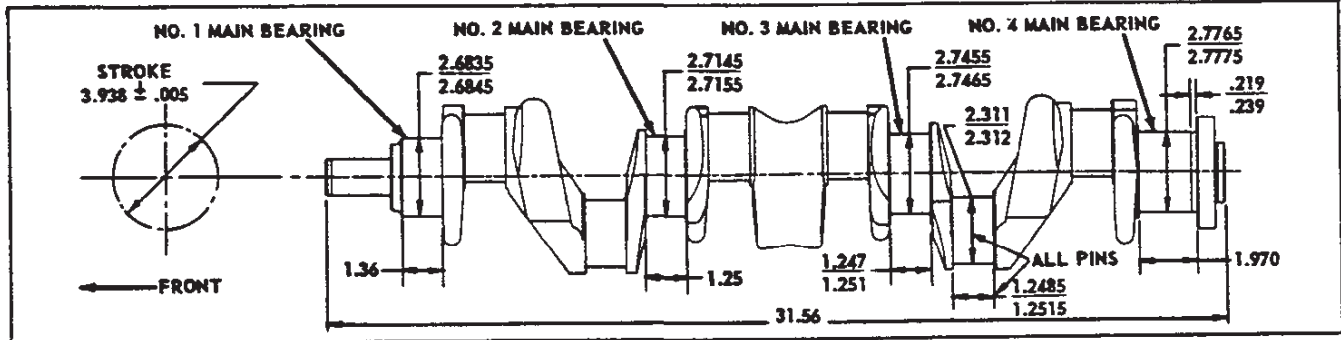
NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

11-1-55
36 - ENGINE, SIX CYLINDER

CYLINDER CASE AND HEAD

Material ----- Cast alloy iron Bore diameter -----
 Cylinder head bolt torque ----- 90-95 ft lb ----- 3.5620-3.5640

CRANKSHAFT AND BEARINGS



CRANKSHAFT

MAIN BEARINGS

Material ----- Drop-forged steel
 Weight (crankshaft & pilot bearing assembly) ----- 80 lb
 End play ----- .0035-.0095
 Counter weights ----- 7
 Stroke ----- 3.938 ± .005

Type ----- Precision, removable
 Clearance --- Brg 1-2 ----- .0008-.0024
 --- Brg 3-4 ----- .0010-.0026
 End thrust against ----- #3 bearing
 Bearing cap bolt torque -----

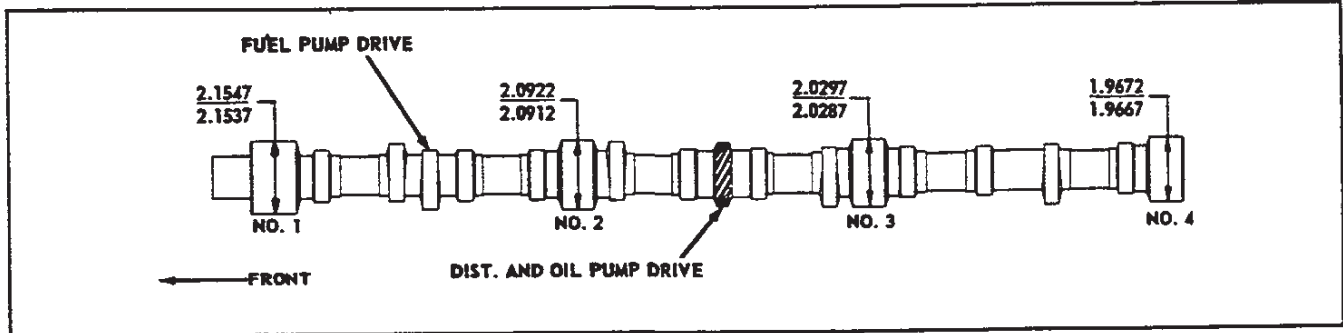
| Brg. | Theo I.D.* | Eff Length † | Proj Area ‡ |
|------|------------|--------------|--------------|
| 1 | 2.6856 | 1.063 | 2.855 sq in. |
| 2 | 2.7166 | .907 | 2.464 sq in. |
| 3 | 2.7478 | .982 | 2.700 sq in. |
| 4 | 2.7788 | 1.189 | 3.304 sq in. |

* Journal dia plus clearance
 † Overall length minus chamfers
 ‡ Base on theoretical I.D. and effective length

**HARMONIC BALANCER
 (Vibration Damper)**

Type -----
 ----- Oscillating (rubber floated)
 Crankshaft pulley:
 Pitch diameter ----- 6.64

CAMSHAFT AND BEARINGS



CAMSHAFT

Driven gear (on crankshaft) material ----- Steel

Material ----- Cast alloy iron
 End play ----- .003-.007
 Thrust taken by ----- Thrust plate between
 Driven timing gear and camshaft #1 journal front face.
 Ramp: Inlet and Exhaust
 Opening ----- .00549, 15° long
 Closing ----- .00705, 29° long

BEARINGS

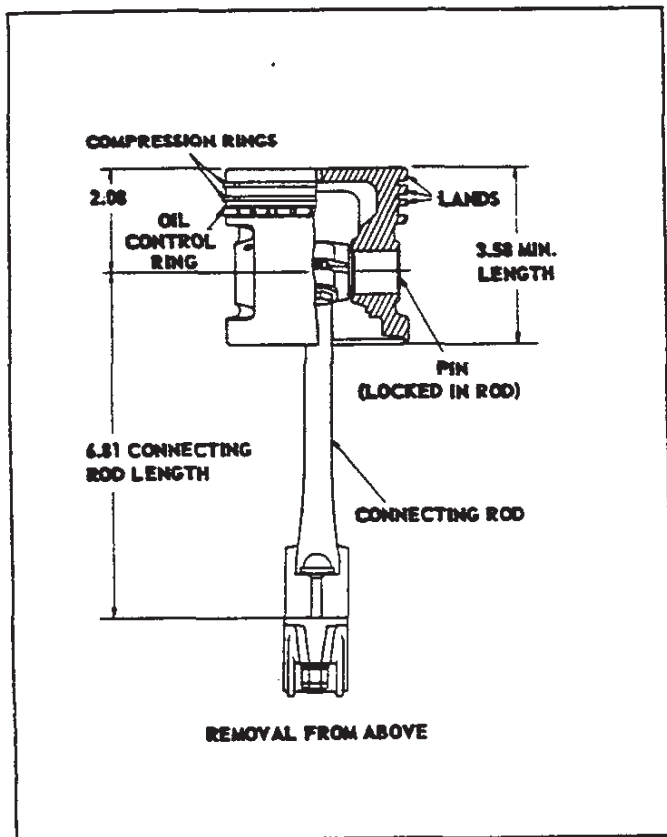
| Brg. | Ream Dia. | Overall Length | Proj Area ⊕ |
|------|-----------|----------------|-------------|
| 1 | 2.1562 | 1.120 | 2.415 sq in |
| 2 | 2.0937 | 0.940 | 1.968 sq in |
| 3 | 2.0312 | 0.940 | 1.909 sq in |
| 4 | 1.9687 | 0.938 | 1.846 sq in |

⊕ - Based on ream diameter and overall length as shown.

DRIVE

Make ----- Own
 Type ----- Helical gear
 Driven gear (on camshaft) material -----
 ----- Bakelite and fabric comp. with steel hub

PISTON - PIN - RINGS



PISTON

Make ----- Own
 Features----- Flathead,
 tin plated, oval with controlled thermo expansion
 Material ---- Cast alloy aluminum with steel struts
 Top land clearance in cylinder bore ----- .033-.042*
 Land clearance in cylinder bore ----- .028-.036
 Compression and oil ring groove depth --- .199-.205
 Oil ring holes, number and size ----- 8, .156 drill
 Head thickness at center ----- .235-.245

CONNECTING RODS

Material ----- Drop-forged steel
 Rod width at piston pin ----- 1.126-1.129
 Rod width at crank pin ----- 1.2415-1.2435
 Crank pin bearing:
 Type ----- Precision interchangeable insert
 Material----- Steel backed, thin wall babbitt
 I.D. (Theoretical) ----- 2.3132*
 Effective length ----- 1.008*
 # - Crank pin diameter plus clearance.
 * - Overall length minus chamfers.
 † - Based on theoretical I.D. and effective length.

PISTON PIN

Type ----- Locked in rod
 Material ----- Chromium steel (Filehard case)
 Diameter ----- .8660-.8665
 Length ----- 3.168-3.198
 Taper limit in full length ----- .0002
 Clearance in piston ----- .00015-.00025
 Direction offset ----- Major thrust side
 Offset in piston ----- .078

COMPRESSION RINGS

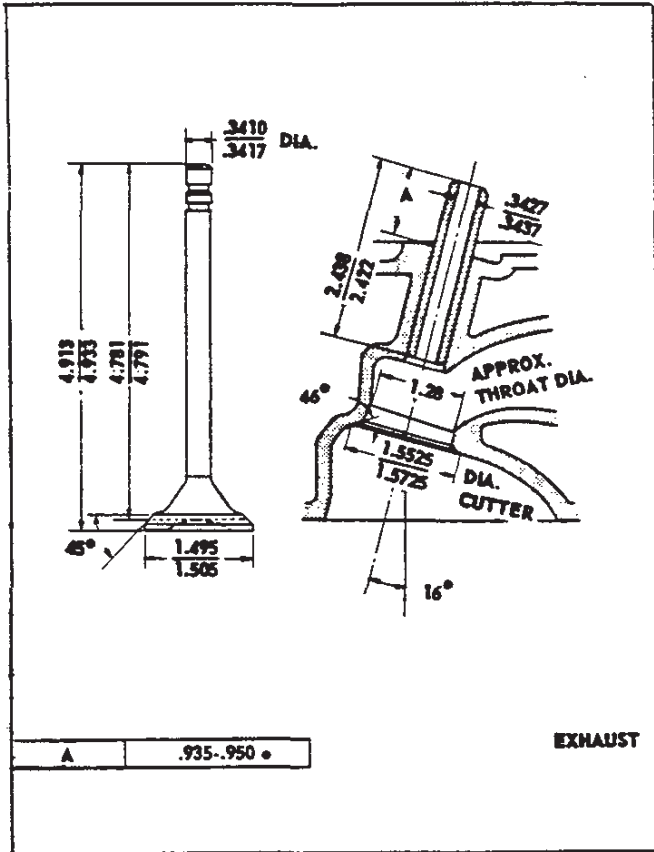
Material ----- Cast alloy
 iron, surface treated with a wear resistant coating
 Type ----- Thick-wall, inside bevel or counter bored
 Number per piston ----- 2
 Width ----- .0930-.0935
 Wall thickness ----- .168-.178
 Gap clearance ----- .007-.017
 Ring clearance in groove ----- .0020-.0035

OIL CONTROL RING

Material and type -----
 ----- Steel, multi-piece, 2 rails and spacer
 Upper and lower rails ----- Flat spring or
 scale free tempered steel; full chrome plate O.D.
 Spacer (Between rails) ----- Flat spring steel
 Gap clearance (On rails) ----- .015-.055
 Ring clearance in groove ----- .000-.008
 Width ----- .181-.188
 Maximum wall thickness (Rails) ----- .153

Vertical oil clearance o -----
 ----- .0007-.0027*
 Projected area per rod -----
 ----- 2.332 †
 End play -----
 ----- .005-.010
 Recommended nut torque, with oiled threads -----
 ----- 35-45 ft lb

VALVE TRAIN



VALVES

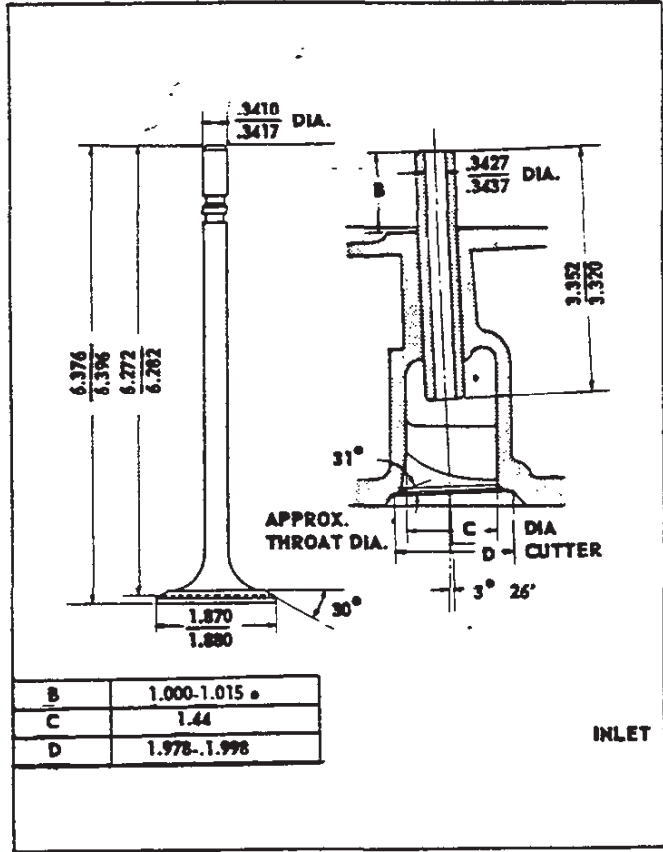
Make ----- Own
 Material: -----
 Exhaust valve ----- Silicon-Nickel-Chrome
 Inlet valve ----- Silicon-chrome or Nickel-Chrome
 Stem and style ----- Grooved for keys and oil seal
 Lift: -----
 Inlet & Exhaust ----- .4004
 Face Angle: -----
 Exhaust Valve ----- 45°
 Inlet Valve ----- 30°
 Distance between valve centers (Measured along centerline of engine) ----- 1.547
 Valve lash (Hydraulic lifter): -----
 At time of assembly ----- Basic adjustment
 During operation ----- Self-adjusting

VALVE ROCKER ARMS

Material ----- Cast malleable iron
 Ratio (Valve lift to cam lift) ----- 1.477:1
 Torque of valve rocker shaft support bolts and nuts ----- 25-30 ft lb
 Bearing: Type ----- Machined in rocker arm
 Inside diameter ----- .7925-.7935
 Length ----- .9354

VALVE SPRINGS

| | | | |
|---------------------|--------------|---------|--------------------|
| Length and pressure | Valve Closed | Inlet | 1.858 @ 74-82 lb |
| | | Exhaust | |
| | Valve Open | Inlet | 1.462 @ 196-208 lb |
| | | Exhaust | |
| | Free Length | Inlet | 2.234 |
| | | Exhaust | |



VALVE SEATS

Material ----- Cast alloy iron (Cylinder Head)
 Angle: -----
 Exhaust seat (In Head) ----- 46°
 Inlet seat (In Head) ----- 31°
 Width in head: -----
 Exhaust seat ----- .062-.093
 Inlet seat ----- .035-.060

VALVE STEM GUIDES

Type ----- Removable
 Clearance with stem: Exhaust & inlet ----- .001-.0027

HYDRAULIC VALVE LIFTERS

Make ----- GM Diesel
 Material: -----
 Lifter body ----- Cast Iron
 Lifter plunger and push rod seat ----- Steel
 Lift: -----
 Exhaust and Inlet ----- .2711
 Oil flow ----- Oil enters the valve lifter oil gallery through a drilled passage from the camshaft rear and front bearings, where it flows to the hydraulic lifters. Oil enters the valve lifters through holes in the side of the lifter body and plunger. Oil enters the ram chamber around the steel ball.

ENGINE LUBRICATION SYSTEM

METHOD OF LUBRICATION

Type ----- Controlled, full pressure
 Main bearings ----- Direct pressure
 Connecting rods ----- Direct pressure
 Cylinder walls and piston pins -----
 ----- Pressurized jet cross sprayed
 Camshaft bearings ----- Direct
 Timing gears ----- Sprayed
 Valve mechanism ----- Pressure and gravity
 Hydraulic lifters ----- Pressure

OIL PAN

Type ----- Rear sump with welded-in baffle
 Capacity ----- 5-1/2 qt, dry; 5 qt, for refill
 Drain ----- Drain plug in rear of pan
 Torque, corner bolts ----- 12-1/2 to 15 ft lb
 Torque, flange screws ----- 6 to 7-1/2 ft lb

LUBRICANT RECOMMENDED *

| | |
|--------------|--------------------------------|
| Temperature: | Grade |
| 32°F | SAE 20W, SAE 20, or SAE 10W-30 |
| 0°F | SAE 10W or SAE 10W-30 |
| Below 0°F | SAE 5W or SAE 5W-20 |

OIL PUMP *

Type and drive ----- Gear, from camshaft
 Capacity (gallons per minute, hot oil) -----
 ----- 4.01-4.22 @ 1170-1200 Engine RPM
 Normal oil pressure - 30 PSI @ 1170-1200 Engine RPM
 Width of gears ----- 1
 Intake -----
 --- "fixed type" with 16 mesh galvanized wire screen

MISCELLANEOUS

Oil filler ----- Through valve rocker cover
 Crankcase oil level gauge type ----- Rod
 Oil pressure --- "Tell-tale" light in instrument cluster
 Crankcase ventilation:
 Inlet ----- Through
 breather-type oil filler cap on valve rocker cover
 Outlet ----- Through road draft pipe at right
 side of engine
 Oil filter (RPO 237): Make & type ---- AC, partial flow
 Capacity (dry) ----- 1 quart
 Flow ----- Approximately 39.5 gal/hr

FUEL AND EXHAUST SYSTEM

FUEL TANK

Type ----- 2 stamped pans, seam-welded together
 Capacity:
 Station Wagon & Sedan Delivery ----- 17 gallons
 All others ----- 16 gallons
 Mounting ----- Supported
 by two straps attached to under body between rear
 axle and rear cross member of frame; all models
 Filler:
 Location & access ----- Behind
 hinged tail light in left rear fender, all models
 Fuel gauge (tank unit):
 Make & type ----- AC,
 electric; riser pipe & filter integral with unit.
 Filter ----- 40 mesh
 metal filter cloth tube mounted on end of riser pipe.

FUEL PUMP

Make & model ----- AC, model EM
 Type ----- Mechanical (diaphragm) "high reserve"
 Drive ----- From camshaft
 Arm movement ----- 1/4 at camshaft
 Air dome ----- Yes (Inlet & outlet)
 Pressure at carburetor ----- 3.5 to 4.5 PSI
 Filter ----- None (See Fuel Tank)

INTAKE MANIFOLD

Manifold heat control ----- Automatic (thermostatic)

OCTANE SELECTOR

Type ----- Manual, 20° Range, on distributor assy.

CARBURETOR

Make ----- Rochester Products
 Models:
 For conventional transmission engine ----- 7009255
 For Powerglide transmission engine ----- 7009254
 Type ----- Single adjustment, balanced, downdraft
 SAE Flange Size ----- 1.50
 Size (Main venturi throat ID) ----- 1.34
 Choke ----- Automatic
 Basic idle adjustment, number of turns ----- 1-1/2
 Float level, bottom of float to cover ----- 1.28

EXHAUST SYSTEM

Muffler: Make ----- Various
 Type ----- Diffusion and resonance, reverse flow
 Size (body outside) ----- Model 2434
 4 x 7-3/4 (oval) x 24; all others 4 x 7-3/4 (oval) x 30
 Exhaust pipe: Type ----- Unitized (welded to muffler)
 all except 2434.
 Outside diameter ----- 2.0
 Tail pipe inside diameter ----- 1.81
 Mounting ----- Two point rubber suspension

AIR CLEANER

| Regular or RPO | Regular | 216C |
|----------------|-----------------|--------------|
| Flame arrester | Yes | |
| Silencer | Yes | |
| Filter element | Cu or Al Ribbon | Cactus fiber |
| Type | Oil-wetted | Oil bath |
| Dirt capacity | 1 pound | |
| Used with gov | No | Yes |

ENGINE COOLING SYSTEM

METHOD OF COOLING

Cylinder cooling----- Full stroke length water jacket around each cylinder.
 Cooling system capacity----- 16 qts
 With heater----- 17 qts
 Pressurized cooling system----- Yes
 By-pass for recirculation-----
 ----- Integral with front of block

RADIATOR CORE

Make and type----- Harrison, cellular
 Material----- All copper core
 Size - .25 x .56 x 2, regular; .20 x .56 x 2, Powerglide
 Frontal area----- 385 sq. in.
 Radiator pressure capacity ----- 7.5 lb/sq. in. (max)
 Drain cocks:
 Number used and size ----- Two, 1/4
 (one at bottom of radiator, left front side; one at rear of cylinder block, left side.)

WATER PUMP

Type and drive----- Centrifugal, driven by fan belt
 Location----- On front of cylinder and case
 Capacity----- 55 gal/min @ 4000 engine RPM
 Impeller type----- Vane
 Bearing and shaft assembly:
 Lubrication----- Permanent
 Bearing, anti-friction----- See page 192
 Seal assembly----- Spring loaded sheet brass encased synthetic rubber and plastic.

ENGINE ELECTRICAL SYSTEM

GENERATOR

Make and model----- Delco-Remy, 1100326
 Type----- Two brush, shunt-wound
 Rating:
 Amperes----- 25
 Volts----- 12-15
 Ventilation----- Pulley fan
 Drive----- Fan belt
 Pulley size----- 2.88 pitch diameter x 36° V
 Armature shaft bearings:
 Commutator end----- Plain bushing
 Drive end----- Anti-friction bearing. See page 192.
 Brush spring tension----- 24-32 ounces
 Rotation (drive end)----- Clockwise
 Generator RPM/MPH----- 107 approximately
 Car MPH (High gear)----- 26.2 approximately
 Maximum Generator Output RPM (Hot)----- 2750 and up
 Maximum Engine Output RPM (Hot)----- 1190
 Speed ratio (Generator to engine)----- 2.31:1

RPO 325 GENERATOR EQUIPMENT

| Rating | Delco-Remy Model Number | |
|------------------------|-------------------------|-----------|
| | Generator | Regulator |
| 30 ampere | 1102042 | 1119001 e |
| 40 ampere (Low cut-in) | 1106981 e | 1119004 |

COIL

Make and model----- Delco-Remy, 1115085
 Resistor type----- External
 Location----- Engine, right side
 Amperes drawn - 4.0 Eng. stopped; 1.8 idling (500 RPM)

CONTINUED

WATER THERMOSTAT

Make----- Harrison
 Type----- Bellows operated poppet valve
 Location----- In cylinder head water outlet
 By-pass for recirculation----- None
 Thermostatic action at 29" HG barometric pressure:
 Starts to open----- 157°-163° F
 Fully open----- 183° F

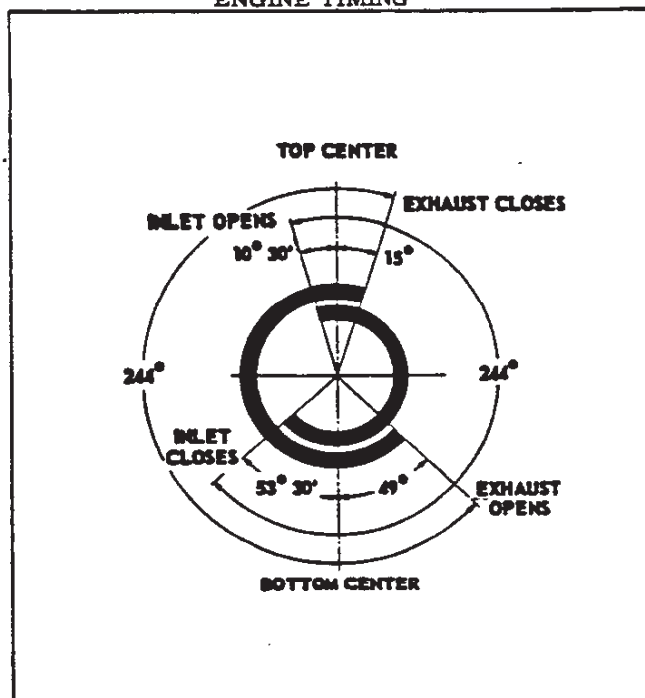
RADIATOR HOSE

| Function | Inlet | Outlet |
|----------------------|--------------------------|-------------------|
| Location | Cyl head to rad | Rad to water pump |
| Quantity | 1 | 1 |
| Type | Molded elbow | Compound curve |
| ID | 1.5 | 1.75 |
| Material | Fabric reinforced rubber | |
| Spring reinforcement | None | Brass coil spring |

ENGINE FAN AND BELT

Make and type----- Own, 4 staggered blades
 Diameter----- 17
 Pulley size----- 7, pitch diameter; 36° V
 Fan to engine speed ratio----- 949:1
 Fan belt:
 Material----- Reinforced rubber
 Construction----- Molded, one-piece; plain bottom, wrapped or cut sides.
 Size --- .375 width; 40.5 approximately pitch length
 Angle of V----- 37°-44°

ENGINE TIMING

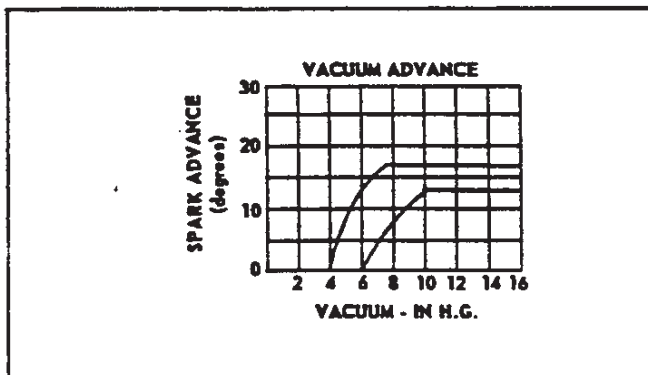
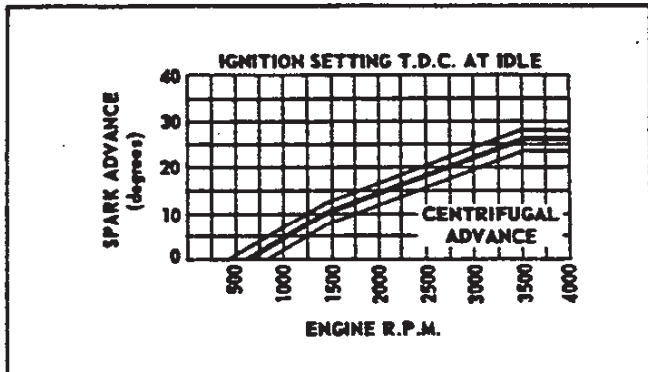


Timing spark advance (initial setting)----- T. D. C. ●
 Timing mark location----- On flywheel
 Firing order----- 1-5-3-6-2-4

ENGINE ELECTRICAL SYSTEM - Continued

SPARK ADVANCE

| | | |
|-------------------------|----------------|------------------------------|
| Automatic Spark Advance | Advance Begins | Full Advance |
| Vacuum Control | 4" to 6" Hg | 13° to 17° @ 7.5" to 10" Hg |
| Centrifugal | 450 to 750 RPM | 24° to 28° @ 3500 RPM and up |



STARTING

Motor Control:

Ignition switch, 4 positions: locked off, unlocked off, on, and start.

Starting operation -----
-----Turn ignition key to extreme right.

Neutral safety switch (Powerglide only) wired in series with ignition switch and permits operation of motor with transmission control in "Neutral" or "Park" positions only.

Motor Drive:

Engagement type ----- Positive shift solenoid
Starter pinion meshes ----- From point of flywheel
No. of teeth ----- 9, starter pinion; 168 flywheel
Gear ratio flywheel ----- 18.67:1

SPARK PLUGS

Make & model ----- AC, 44 e
Thread size ----- 14mm
Recommended gap ----- .033-.038
Recommended torque ----- 15-25 ft lb
11-1-55 e Data revised 5-9-56
42 - ENGINE, SIX CYLINDER

BATTERY

Make & model ----- Delco, 2SMR53-W e
Size ----- 10.19" long x 6.75 wide x 8.81 high
Rated voltage ----- 12
Capacity ----- 53 amp hours at 20 hr. rate
Bench normal charging rate ----- 3.5 amps
Cell arrangement ----- 6, side by side
Plates per cell ----- 9
Terminal grounded ----- Negative
Location ----- On right hand side of dash, under hood

DISTRIBUTOR

Make and model ----- Delco-Remy, 1112403
Current source ----- Generator or battery
Vacuum control part number ----- 1116089
New breaker contact opening ----- .016-.021
Cam angle at .016 point setting ----- 28° to 35°
Breaker arm tension ----- 19-23 ounces

STARTING MOTOR

Make and model ----- Delco-Remy 1107644
Number of field coils ----- 4
Rotation (Drive end view) ----- Clockwise
Brush spring tension ----- 30 ounces
Armature shaft bushings: -----
Drive and commutator ends -----
----- Graphite lubricated, bronze
Testing:

| | | |
|---------------------|------------------|---------------------|
| | <u>Lock test</u> | <u>No load test</u> |
| Amperage draw ----- | 415 | 65 |
| Volts ----- | 5.8 | 10.4 |
| Torque ----- | 12 ft lb | |
| RPM ----- | | 7900 |

VOLTAGE AND CURRENT REGULATOR

Make and model ----- Delco-Remy, 1119000
Location ----- LH front fender skirt
Type ----- Vibrator
Voltage regulator:
Maximum volts (controlled) ----- 14.5
Temperature ----- Operating
Average air gap ----- .075
Current regulator:
Amperes ----- 25
Temperature ----- Operating
Average air gap ----- .075
Cutout relay:
Point closing, volts ----- 12.8
Generator armature speed (Hot) ----- 1300 RPM
Car MPH (High Gear) ----- 11
Average air gap and point gap ----- .020

**ENGINE - GENERAL
BASIC ENGINE DATA**

| Engine | Conventional | Powerglide |
|---------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------------|
| Piston displacement (Cu. In.) | 265.0 | |
| Type | Valve-in-head | |
| Number of cylinders | 8 | |
| Bore and Stroke (Nominal) | 3.75 x 3.00 | |
| Compression Ratio | 8.0:1 | |
| Taxable (SAE) Horsepower | 45 | |
| Idling Speed (RPM) | 475 In Neutral | 425 In Drive |
| Compression pressure @ cranking speed, engine hot (PSI) | 150 (or better) * | |
| Dry Weights (Pounds) | Engine | 587 \mathbb{H} |
| | Engine and transmission | 652 $\text{\textcircled{C}}$; 682 $\text{\textcircled{C}}$ * |
| Lubrication | Full Pressure | |
| Power Plant Mounting | 4-Point rubber-cushioned, strut-type front mounts & shear-type rear mounts. | |

ADVERTISED MAXIMUM ENGINE PERFORMANCE

| Carburetor | Double Barrel-Conventional | Double Barrel-Powerglide | 4-Barrel (RPO) |
|------------------|----------------------------|--------------------------|----------------|
| Brake Horsepower | Gross | 162 @ 4400 RPM | 170 @ 4400 RPM |
| | Net | 137 @ 4000 RPM | 141 @ 4000 RPM |
| Torque (Ft lb) | Gross | 257 @ 2200 RPM | 257 @ 2400 RPM |
| | Net | 235 @ 2200 RPM | 235 @ 2400 RPM |

ENGINE SPEED AND PISTON TRAVEL

| Transmission | | 3-Speed With Overdrive | | Powerglide |
|---------------------------------|--------------------------------------------------|------------------------|----------------|------------|
| | | O.D. Locked-Out | O.D. Locked-In | |
| Rear Axle Ratio | 3.70:1 | 4.11:1 | | 3.55:1 |
| Tire Size | 6.70-15-4 Ply; except 2119 & 2419, 6.70-15-6 Ply | | | |
| Crankshaft Revolutions Per Mile | 2794.0 | 3103.0 | 2172.1 | 2680.3 |
| Crankshaft RPM @ 1 MPH | Low & Reverse | 136.9 | 152.0 | 81.3 |
| | Second | 78.2 | 89.9 | 60.8 |
| | Direct † | 46.6 | 51.7 | 44.7 |
| Piston Travel (Ft/Mile) | 1397.0 | 1552.0 | 1086.0 | 1340.0 |

ADVERTISED CAR PERFORMANCE*

The following information is based on Model 2103, 4-Door Sedan (With and without Powerglide and with a double barrel carburetor) at performance weight (Curb weight plus 600 lbs to represent four passengers):

| Models | 2103 | 2103PG |
|---------------------------------------|------------------|-----------------|
| Performance weight (pounds) | 3941 \bullet | 4038 \bullet |
| Pounds/gross horsepower | 24.33 \bullet | 23.75 \bullet |
| Pounds/cu. in. piston displacement | 14.87 | 15.24 |
| Gross horsepower/cu. in. displacement | .611 | |
| Power displacement (cu. ft./mile) ‡ | 214.24 | 205.50% |
| Displacement factor (cu. ft./mile) § | 108.72 \bullet | 101.78% |

* - Applicable to low gear only. Overdrive does not function in reverse.

\mathbb{H} - Including clutch with conventional or overdrive transmission.

$\text{\textcircled{C}}$ - Including clutch with 3-speed transmission. † - Including clutch with overdrive.

‡ - Also known as N/V factor

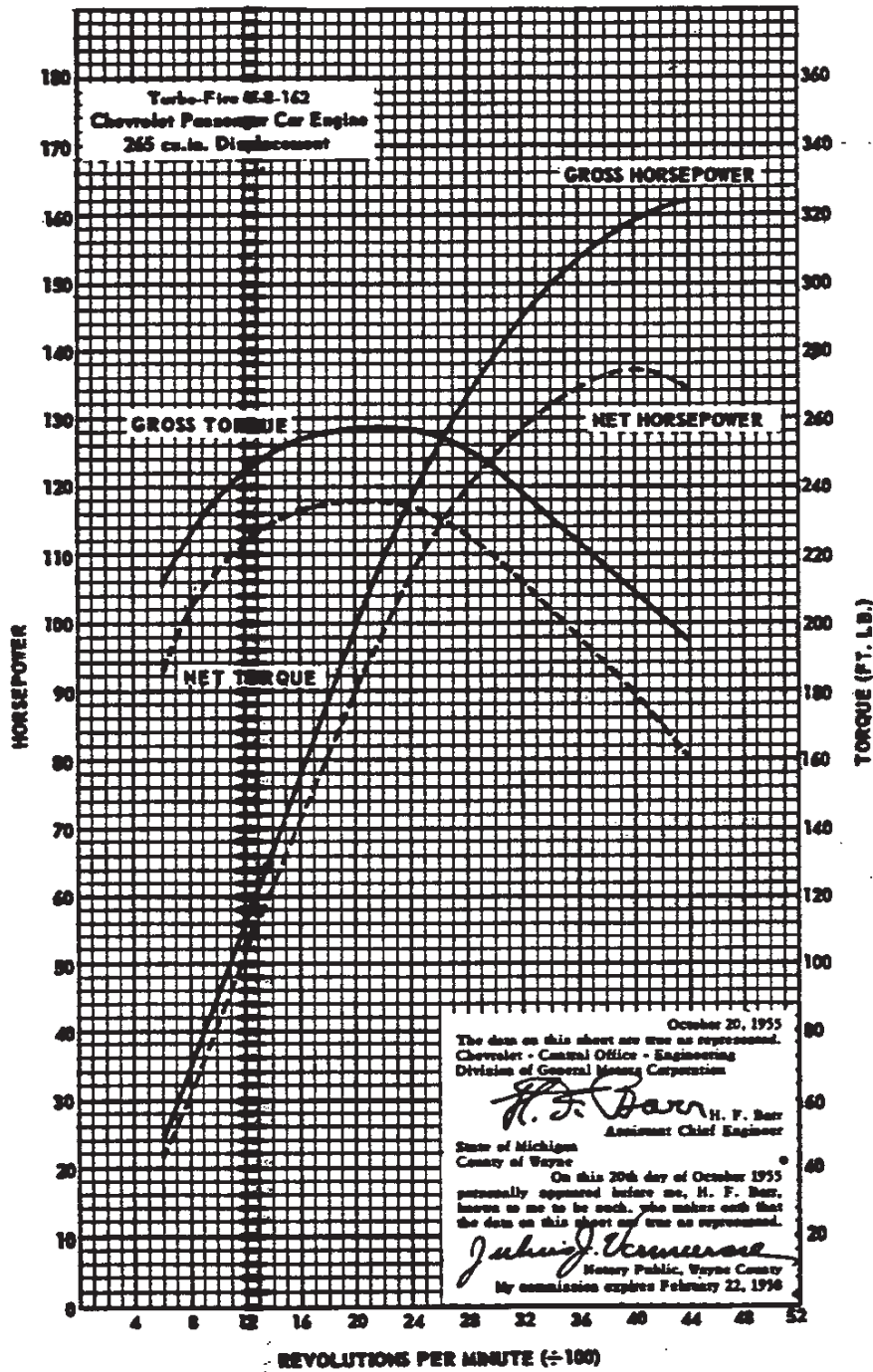
§ - $\frac{\text{Crankshaft rev/mile} \times \text{piston displacement} + 2}{1728}$

¶ - Power displacement divided by performance weight in tons.

% - Data computed assuming zero slippage in the torque converter.

\bullet - 9.25:1 when used with RPO 410 & 411.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17444-15. They represent the full throttle performance of a Turbo-Fire V-8-162 Chevrolet passenger car engine with (265 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60°F.

lar dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

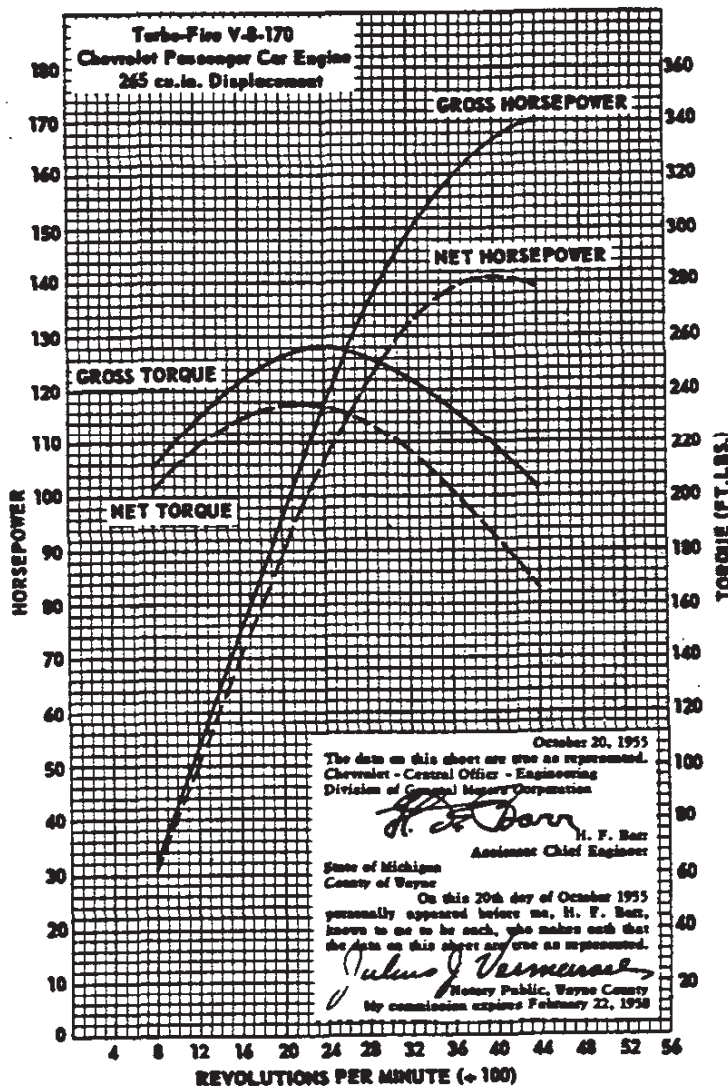
NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

11-1-55
44 - ENGINE, EIGHT CYLINDER

CHEVROLET 1956 SPECIFICATIONS - PASSENGER

ENGINE PERFORMANCE

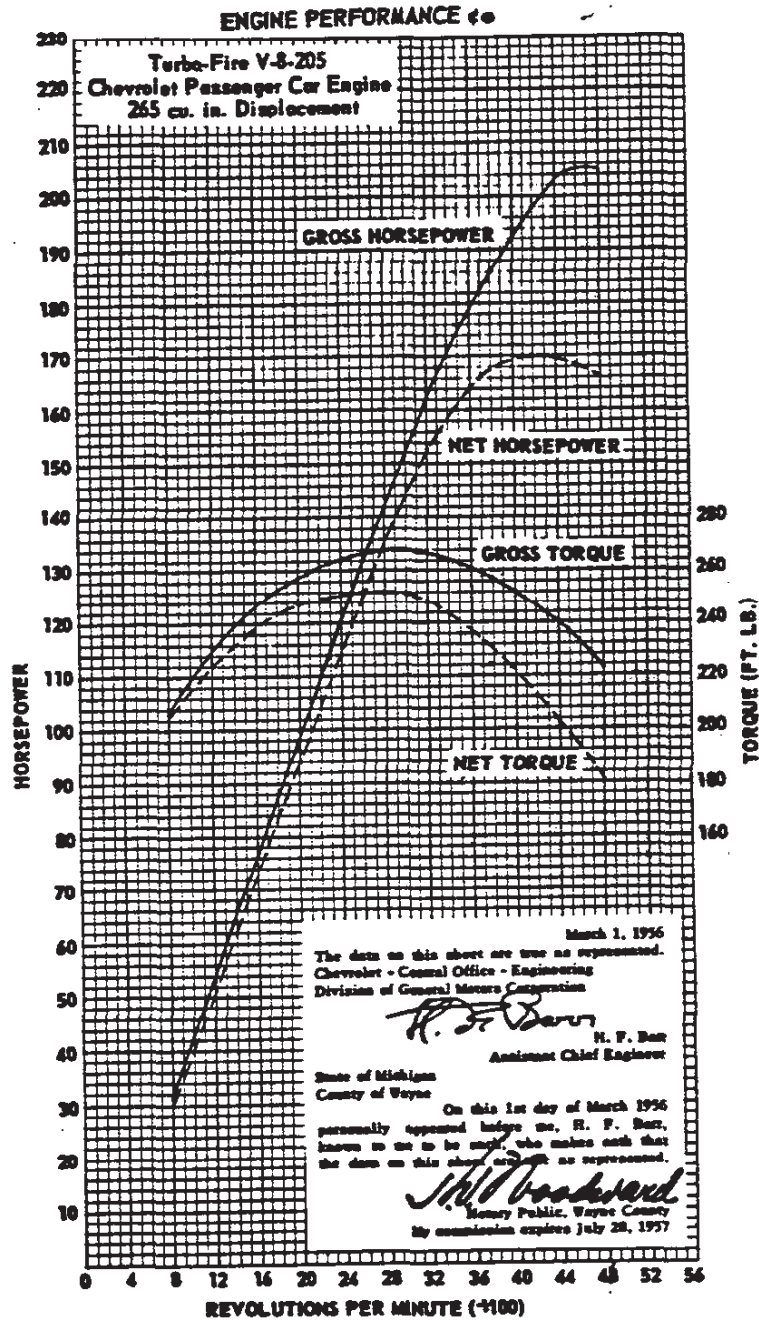


The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17444-15. They represent the full throttle performance of a Turbo-Fire V-8-170 Chevrolet passenger car engine with (265 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60°F.

lar dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

ENGINE



† - For curve of Turbo-Fire 225 HP V-8 engine see page 65 of Corvette Supplement.

The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17444-15. They represent the full throttle performance of a Turbo-Fire V-8 205 Chevrolet passenger car engine with (265 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60° F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

GROSS POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

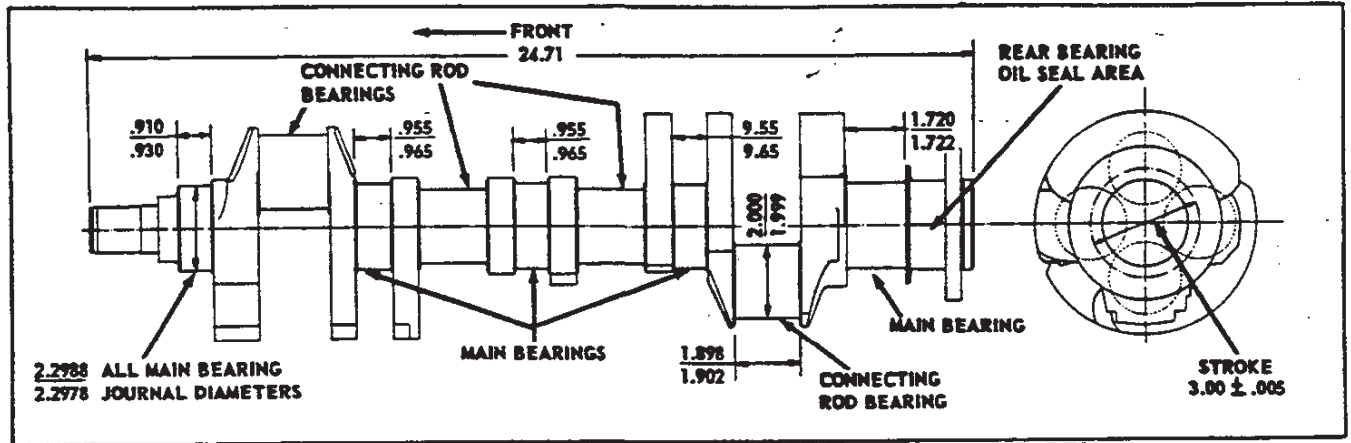
3-1-56 • Data revised 5-9-56
46 - ENGINE, EIGHT CYLINDER

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

CYLINDER CASE AND HEAD

Material ----- Cast alloy iron Bore diameter ----- 3.7495-3.7525
 Cylinder head bolt torque ----- 60-70 ft lb

CRANKSHAFT AND BEARINGS



CRANKSHAFT

Material ----- Drop-forged steel
 Weight (Crankshaft & pilot bearing assembly)- 48 lb @
 End play ----- .002-.006
 Counter weights ----- 6
 Stroke ----- 3.00[±].005

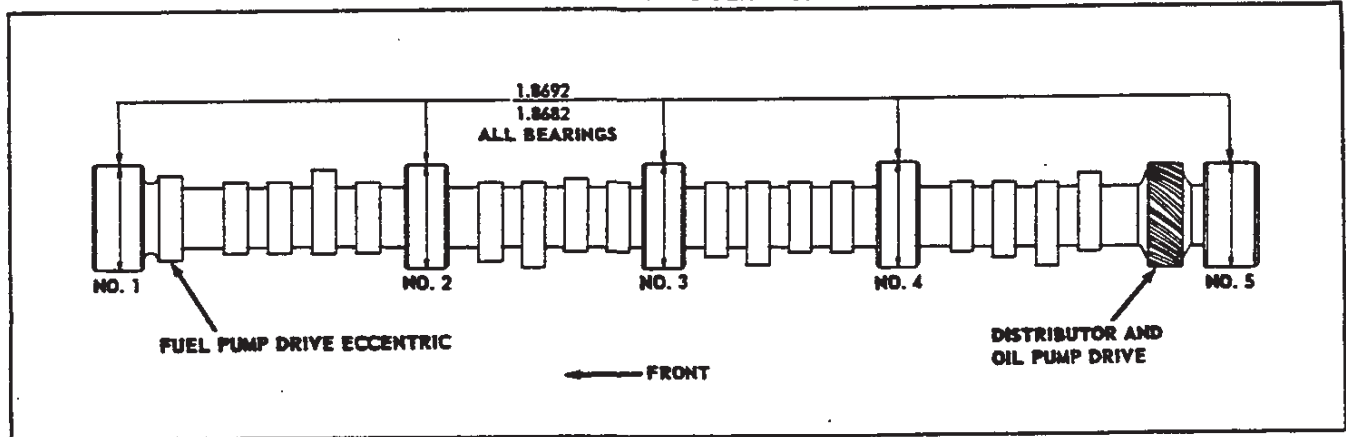
**HARMONIC BALANCER
 (Vibration damper)**

Type ----- Oscillating (Rubber-floated)
 Crankshaft pulley:
 Pitch diameter ----- 6.64

MAIN BEARING

Type ----- Precision, removable
 Vertical oil clearance ----- .0008-.0034
 End thrust against ----- #5 bearing
 Bearing cap bolt torque ----- 60-70 ft lb
 Material ----- .003-.006 babbitt on steel shell
 Brg Theo I. D. * Eff length † Proj Area ‡
 #1-4 2.3004 .702 1.615 sq. in. each
 #5 2.3004 1.160 2.667
 * - Journal diameter plus oil clearance.
 † - Overall length minus chamfers
 ‡ - Based on effective length and theoretical I. D.

CAMSHAFT AND BEARINGS



CAMSHAFT

Material ----- Cast alloy iron
 Thrust ----- Rearward, carried against the face of the crankcase at the front bearing
 Ramp:
 Inlet opening:
 3-speed ----- .00300, 7.5° long @
 Powerglide & power package ----- .00260, 7° long @
 Closing:
 3-speed ----- .00600, 24° long
 Powerglide & power package ----- .00618, 24° long
 Ramp:
 Exhaust opening:
 3-speed, Powerglide & pwr package -. 00400, 10° long
 Closing:
 3-speed ----- .00600, 15° long
 Powerglide and power package ----- .00574, 14° long

DRIVE

Type ----- Chain & sprocket, driven from crankshaft

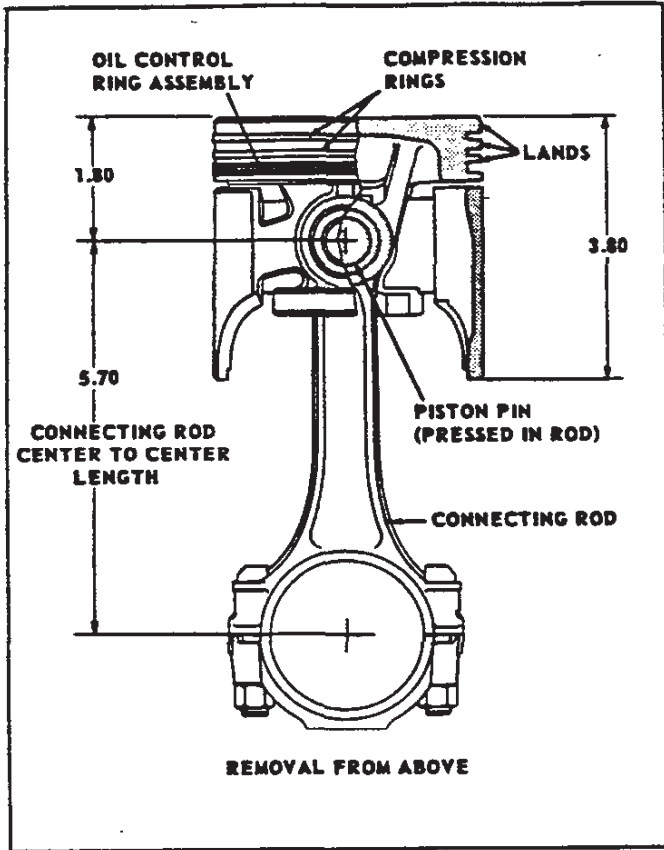
TIMING CHAIN x

Make ----- Link belt
 Number of links ----- 46
 Width ----- .875
 Pitch ----- .500

BEARINGS

Material ----- Steel-backed babbitt
 Clearance on diameter ----- .0015-.0035
 Brg Ream dia. Overall length Proj area @
 1-4 1.8712 .740 1.385
 5 1.8712 .940 1.759
 @ Based on ream dia and overall length shown above.

PISTON - PIN - RINGS



PISTON

Make and type ----- Own slipper skirt
 Features ----- Flat head,
 tin plated, oval with controlled thermo expansion.
 Material ----- Cast alloy aluminum with steel struts
 Skirt clearance in cylinder bore ----- .0006-.0010 •
 Top land clearance in cylinder bore ----- .036-.043 •
 Lower land clearance in cylinder bore --- .026-.033 •
 Compression ring groove depth ----- .2118-.2183 •
 Oil ring groove:
 Depth ----- .2043-.2108 •
 Holes, number and size ----- 8, -.156 drill
 Minimum head thickness at center ----- .25

CONNECTING RODS

Material ----- Drop forged steel
 Rod width at piston pin ----- 1.007-1.011
 Rod width at crankpin ----- .944-.945
 Crankpin bearing:
 Type ----- Precision, interchangeable insert
 Material ----- Steel backed with babbitt overlay
 I.D. (theoretical) ----- 2.0013 ‡
 Effective length ----- .8070 % •
 ‡ Crankpin diameter plus clearance
 % Overall length minus chamfers
 † Based on theoretical I.D. and effective length.

11-1-55 • Data revised 5-9-56
 48 - ENGINE, EIGHT-CYLINDER

PISTON PINS

Type ----- Rod shrunk fit to pin
 Material ----- Chromium steel (file hard case)
 Diameter ----- .9270-.9273
 Length ----- 3.110-3.130
 Taper limit in full length ----- .0001
 Clearance in piston ----- .00015-.00025
 Offset in piston ----- .078

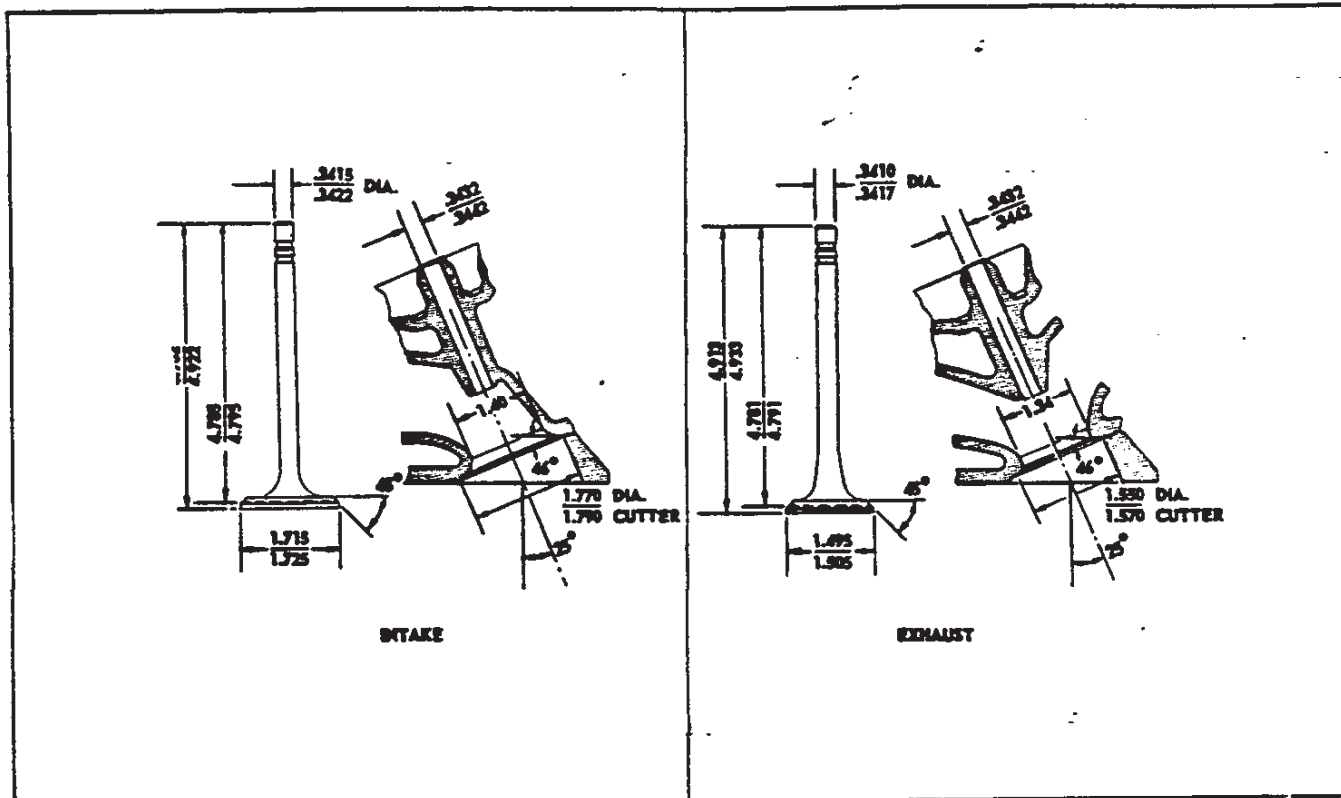
COMPRESSION RINGS

Material ----- Cast alloy iron, surface treated with a wear-resistant coating.
 Type ----- Thick-wall, twist, inside bevel or counter bored, taper-faced.
 Number per piston ----- 2
 Flash chrome plating ----- Top compression ring only
 Width ----- .077-.078
 Wall thickness ----- .177-.187
 Gap clearance ----- .009-.018
 Ring clearance ----- .0012-.0032

OIL CONTROL RING

Material and type ----- Steel, multi-piece, 2 rails and spacer
 Upper and lower rails ----- Flat spring or scaleless temper steel, full chrome plated O.D.
 Spacer (between rails) ----- Flat spring steel
 Gap clearance (on rails) ----- .005-.015
 Ring clearance in groove ----- .0006-.0084
 Width ----- .181-.188
 Maximum wall thickness (rails) ----- .168

VALVE TRAIN



VALVES

Make ----- Own
 Material:
 Exhaust valve ----- High alloy steel with aluminum dipped seats
 Inlet valve ----- High alloy steel
 Stem end style ----- Grooved for keys & oil seal
 Lift: Inlet and exhaust
 3-Speed ----- .3336
 Powerglide and power package ----- .3732
 Face angle (Exhaust and inlet valve) ----- 45°
 Distance between valve centers (Measured along centerline of engine) ----- 1.86
 Valve lash (engine normalized)* ----- Self-adjusting
 * - To normalize engine, run it at fast idle (approximately 600 RPM) until a constant oil temperature is maintained for a period of five minutes.

VALVE STEM GUIDES

Type ----- Integral with cylinder heads
 Clearance with stem:
 Exhaust ----- .0015-.0032
 Inlet ----- .0010-.0027

VALVE SEATS

Material ----- Cast alloy iron (cylinder head)
 Inlet and exhaust seat angle (In head) ----- 46°
 Width in head:
 Exhaust seat ----- .062-.093
 Inlet seat ----- .035-.060

PUSH RODS

Type and material ----- Hollow, welded steel tubing
 Push rod seats ----- Contained in lifter cylinders
 11-1-55 * Data revised, x Data added 5-9-56
CHEVROLET 1956 SPECIFICATIONS - PASSENGER

HYDRAULIC VALVE LIFTERS

Make ----- GM Diesel
 Material:
 Lifter body ----- Cast iron
 Lifter plunger & push rod seat ----- Steel
 Lift: Inlet and exhaust
 3-speed ----- .2224
 Powerglide & power package ----- .2488
 Oil flow:
 Oil centers the valve lifter oil galleries through a drilled passage from the camshaft rear bearing where it flows to the hydraulic lifters. Oil enters the hydraulic lifters through holes in the side of the lifter body and plunger. Oil enters the ram chamber around the steel ball and is delivered to the disc valve which meters the oil into the hollow push rods.

VALVE SPRINGS & DAMPERSx

Length and pressure:
 Valve closed ----- 1.696 @ 76-84 lbs.
 Valve open ----- 1.366 @ 155-165 lbs.
 Free (out of engine) ----- 2.03 approximately
 Damper:
 No. of coils ----- 4
 Free length ----- 2.00

VALVE ROCKER ARMS

Type ----- Hollow arm with semi-spherical pivot bearing
 Material ----- Hardened pressed steel
 Mounting ----- Bolted to individual studs
 Adjusting nut ----- Tighten to zero axial movement of push rod plus 3/4 of a turn
 Rocker arm ratio (valve lift to cam lift) ----- 1.5:1

ENGINE LUBRICATION SYSTEM

METHOD OF LUBRICATION

Type ----- Controlled, full pressure
 Main bearings ----- Direct pressure
 Connecting rods ----- Direct pressure
 Rod bearings ----- Direct pressure
 Cylinder walls and piston pins -----
 ----- pressurized jet cross sprayed
 Camshaft bearings ----- Direct pressure
 Timing chain ----- Sprayed
 Hydraulic lifters ----- Pressure
 Valve mechanism ----- Pressure & gravity

OIL PAN

Type ----- Rear sump with welded in baffle
 Capacity ----- 4.5 qt. dry; 4 qt refill
 Drain ----- Plug in rear of pan
 Torque, corner bolts ----- 12.5 to 15 ft lb
 Torque, flange screws ----- 6 to 7.5 ft lb

LUBRICANT RECOMMENDED

| | | | |
|-------------|-------------------|----|------------|
| Temperature | | | |
| 32°F | SAE 20W or SAE 20 | or | SAE 10W-30 |
| 0°F | SAE 10W | or | SAE 10W-30 |
| Below 0°F | SAE 5W | or | SAE 5W-20 |

FUEL TANK

Type ----- 2 stamped pans, seam welded together
 Capacity:
 Station wagon and sedan delivery ----- 17 gallons
 RPO 472 available with RPO 411 ----- 20 gallons
 All others ----- 16 gallons
 Mounting:
 Supported by two straps attached to underbody between rear axle and rear crossmember of frame; all models
 Filler: Location and access ----- Behind hinged tail light in left rear fender; all models.
 Fuel gauge (tank unit): Make & type ----- AC, electric; riser pipe & filler integral with unit.
 Filter ----- 40 mesh metal filter cloth tube mounted on end of riser pipe.

FUEL PUMP

Make and model ----- AC, model EN
 Type ----- Mechanical (diaphragm) "high reserve"
 Drive ----- From camshaft through pump push rod to rocker arm.
 Arm movement ----- .34 @ camshaft
 Air dome ----- Yes (inlet and outlet)
 Pressure at carburetor ----- 4 - 5, 25 PSI
 Filter ----- None (See fuel tank)

CARBURETOR

Make ----- Rochester
 Model: Regular ----- 7008387
 Powerglide ----- 7008388
 Type --- Individually adjusted double barrel, downdraft
 SAE flange size ----- 1.25
 Size: Venturi throat I.D. ----- 1.09
 Throttle body I.D. ----- 1.43
 Choke ----- Automatic
 Basic idle adjustment, number of turns ----- 1-1/2

AIR CLEANER & SILENCER

Make & type ----- AC, oil bath
 Flame arrester ----- Yes
 Filter element ----- Cactus fiber
 Capacity ----- 1 pint
 11-1-55 • Data revised, x Data added 5-9-56
 50 - ENGINE, EIGHT CYLINDER

OIL PUMP

Type and drive ----- Gear, from camshaft
 Mounting ----- On rear main bearing cap; attached with one bolt and two dowels.
 Intake ----- Fixed type with 16 mesh galvanized wire screen.
 Relief valve ----- In pump cover
 Width of gears ----- 1.198-1.200
 Capacity ----- 4.01-4.22 @ 1170-1200 engine RPM
 Normal oil pressure - 30 PSI @ 1170-1200 engine RPM

MISCELLANEOUS

Oil filler ----- Through tube attached to front end of intake manifold.
 Crankcase oil level gauge type ----- Rod
 Oil pressure gauge - "Tell tale" light in instrument cluster
 Crankcase ventilation: Inlet ----- Through breather type oil filler cap on filler tube
 Outlet --- Through road draft pipe at rear of engine
 Oil filter - (RPO 237) Make ----- AC
 Type ----- Full flow, spring loaded disk by-pass
 Capacity ----- 1 quart
 Element ----- Replaceable
 Mounting --- Under left rear side of the cylinder block

FUEL AND EXHAUST SYSTEM

EXHAUST MANIFOLD

Manifold heat control ----- Automatic (thermostat)

EXHAUST SYSTEM

Muffler: Make ----- Various
 Type ----- Diffusion and resonance, reverse flow
 Size (body outside) ----- Model 2434 (4 x 7.75 Oval) x 24; all others, (4 x 7.5 oval) x 30
 Cross under pipe ----- Flanged for attachment to exhaust manifolds; approximately 2 diameter
 Exhaust pipe: Type ----- Unitized, welded to muffler; all except 2434
 Outside diameter ----- 2
 Tail pipe inside diameter ----- 1.81
 Mounting ----- 2 point rubber suspension
 HIGH PERFORMANCE PACKAGE (RPO 410)

Carburetor: Make ----- Carter
 Model ----- WCFB 2351 S
 Type ----- Four barrel downdraft, climatic control
 Venturi throat I.D.: Primary side ----- 1.06
 Secondary side ----- .937
 Throttle body I.D.: Primary side ----- 1.31
 Secondary side ----- 1.31
 Choke ----- Automatic
 Basic idle adjustment, number of turns --- 1/2 to 1-1/2
 Intake manifold:

Manifold heat control ----- Automatic (thermostatic)

Dual exhaust system:

Muffler: Make ----- 2-Variety
 Type ----- Diffusion and resonance, reverse flow
 Size (body outside) ----- 4.25 x 8 x 24
 Exhaust pipe O.D. ----- 2 (each)
 Tail pipe I.D. ----- 1.81 (each)
 Suspension --- Individually rubber insulated mountings
 Air cleaner & silencer:

Make and type --- AC oil bath, high air intake capacity (Other information same as regular)

Spark plug ----- AC, C43 commx
 Distributor ----- Delco-Remy, 1110878x

ENGINE COOLING SYSTEM

METHOD OF COOLING

Cylinder Cooling ----- Full stroke length water jacket around each cylinder.
 Cooling system capacity ----- 16 qts; with heater 17 qts
 Pressurized cooling system ----- Yes
 By-pass for recirculation ----- Integral with right hand water pump distribution arm.

WATER PUMP

Type and Drive ----- Centrifugal, driven by fan belt
 Location ----- At front center of cylinder and case
 Distribution arms ----- One per bank
 Capacity ----- 44.5 gals/min @ 4000 Engine RPM
 Impeller type ----- Vane
 Water pump and fan bearing and shaft assembly:
 Lubrication ----- Permanent
 Bearing, anti-friction ----- See page 192
 Seal assembly ----- Spring-loaded brass encased synthetic rubber and plastic.

RADIATOR CORE

| Usage | Regular | Powerglide |
|--------------------------------|-----------------------------------------------|---------------------------|
| Make & type | Harrison; cellular | |
| Model | 3136157 ^e | 3136158 ^e |
| Material | All copper | |
| Cell constant & core thickness | .22 x .56, 2 ^e | .20 x .56, 2 ^e |
| Frontal area | 355 sq. in. ^e | 357 sq. in. ^e |
| Radiator Pressure cap | 7.5 lbs/sq. in. (Max.) | |
| Radiator drain cock | Size .25; location, at bottom left front side | |

ENGINE ELECTRICAL SYSTEM

GENERATOR

Make and model ----- Delco-Remy, 1100321
 Type ----- Two brush, shunt-wound
 Rating
 Amperes ----- 25
 Volts ----- 12-15
 Ventilation ----- By pulley fan
 Drive ----- By fan belt
 Pulley size ----- 2.88PD x 36^oV
 Armature shaft bearings:
 Commutator end ----- Plain bushings
 Drive end-Anti-friction bearing, See page 192
 Brush spring tension ----- 24-32 ounces
 Rotation (drive end) ----- Clockwise
 Generator RPM/MPH ----- 107 approximately
 Car MPH (High gear) ----- 26.5 approximately
 Maximum Generator Output RPM (Hot) ----- 2980 and up^e
 Maximum Engine Output RPM (Hot) ----- 1190
 Speed ratio (Generator to engine) ----- 2.31:1

RPO 325 GENERATOR EQUIPMENT

| Rating | Delco-Remy Model Number | |
|---------------------|-------------------------|-----------|
| | Generator | Regulator |
| 30 amp | 1102042 | 1119001 |
| 40 amp (Low cut-in) | 1106981 | 1119004 |

BATTERY

Make and model ----- Delco, 2SMR53-W
 Size ----- 10.19 long x 6.75 wide x 8.81 high
 Rated voltage ----- 12
 Capacity ----- 53 amp hours @ 20 hour rate
 Bench normal charging rate ----- 3.5 amps
 Cell arrangement ----- 6, side by side
 Plates per cell ----- 9
 Terminal grounded ----- Negative

Continued

WATER THERMOSTAT

Make ----- Harrison
 Type ----- Bellows operated poppet valve
 Thermostat housing ----- At front center of intake manifold
 By-pass for recirculation ----- None
 Thermostat action at 29"Hg. barometric pressure.
 Starts to open ----- 157^o-163^oF
 Fully open ----- 183^oF

RADIATOR HOSE

| Function | Inlet | Outlet |
|----------------------|---------------------------|------------------------|
| Location | Cylinder Head To radiator | Radiator to Water pump |
| Quantity | 1 | 1 |
| Type | Molded elbow | Compound curve |
| ID | 1.50 | 1.76 ^e |
| Material | Fabric reinforced rubber | |
| Spring reinforcement | None | Brass coil spring |

ENGINE FAN AND BELT

Make and type ----- Own, 4 staggered blades
 Diameter ----- 17
 Pulley size ----- 7PD, 36^oV
 Fan to engine speed ratio ----- 949:1
 Fan belt:
 Material ----- One-piece reinforced rubber with wrapped or cut molded sides.
 Size ----- .38 width, ^e 54.21 approximate pitch length
 Angle of V ----- 37^o-44^o

Location -----
 ----- On right hand side of dash under hood

VOLTAGE AND CURRENT REGULATOR

Make and model ----- Delco-Remy, 1119000
 Location ----- Center of front fender skirt, LH
 Type ----- Vibrator
 Voltage regulator:
 Volts ----- 14.5
 Temperature ----- Operating
 Average air gap ----- .075
 Current regulator:
 Amperes ----- 25
 Temperature ----- Operating
 Average air gap ----- .075
 Cutout relay:
 Point closing: Volts ----- 12.8
 Generator armature speed (Hot) ----- 1300 RPM
 Cut in speed; Car MPH (high gear) - 11 approximately
 Average air gap and point gap ----- .020

STARTING MOTOR

Make and model ----- Delco-Remy, 1107644^e
 Number of field coils ----- 4
 Rotation (drive end view) ----- Clockwise
 Brush spring tension ----- 30 ounces
 Armature shaft bushings:
 Drive and commutator end ----- Graphite lubricated, bronze
 Testing

| | | |
|---------------------|------------------|---------------------|
| | <u>Lock Test</u> | <u>No load test</u> |
| Amperage draw ----- | 415 | 65 |
| Volts ----- | 5.8 | 10.4 |
| Torque ----- | 12 ft lb | |
| RPM ----- | 8900 | |

ENGINE ELECTRICAL SYSTEM (CONTINUED)

STARTING

Motor control:

Ignition switch, 4 positions: locked off, unlocked off, on, start

Starting operation

-----Turn ignition key to extreme right
Neutral safety switch (Powerglide only)-----
----- Wired in series with ignition switch and permits operation of motor with transmission control in "Neutral" or "Park" positions only.

Motor drive:

Engagement type-----Positive shift solenoid
Start pinion meshes ----- From front of flywheel
No. of teeth-----9, starter pinion; 168 flywheel
Gear ratio (starter to flywheel) -----18.67:1

COIL

Make and model----- 1115083
Resistor type----- External
Location ----- Engine right side
Amperes Drawn-4.0 eng. stopped; 1.8 idling (500 RPM)

DISTRIBUTOR

Make and model:

Powerglide ----- Delco-Remy, 1110847
Conventional----- Delco-Remy, 1110847
Current source ----- Generator or battery
New breaker contact opening ----- .016-.021
Cam angle @ .016 setting ----- 26°-33°
Breaker arm tension ----- 19-23 ounces
Vacuum control----- Integral with distributor

ENGINE TIMING

Timing spark advance (initial setting):

Engine with 3-speed or PG transmission --- 4° BTC
Timing indicator ----- Pointer on crankcase front cover aligns with mark on damper.
Firing order -----
1-8-4-3-6-5-7-2 (Cylinders are numbered from front of engine, odd numbers to left (driver's) bank and even numbers to right (driver's) bank)

SPARK PLUGS

Make and model ----- AC, 44
Thread size ----- 14mm
Recommended gap ----- .033-.038
Recommended torque ----- 20-25 ft lb

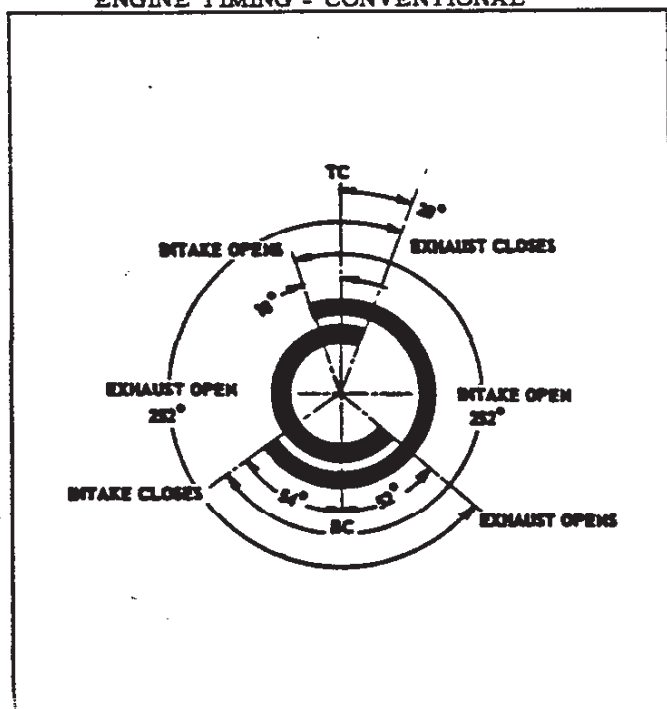
SPARK ADVANCE - CONVENTIONAL

| Automatic spark advance | Advance begins | Full advance |
|-------------------------|----------------|--------------------------------------|
| Vacuum control | 5" to 7" Hg | 20.5° to 23.5° 11.5" to 14.0" Hg. |
| Centrifugal | 450 to 800 RPM | 30° to 34° at 3600 RPM and up |

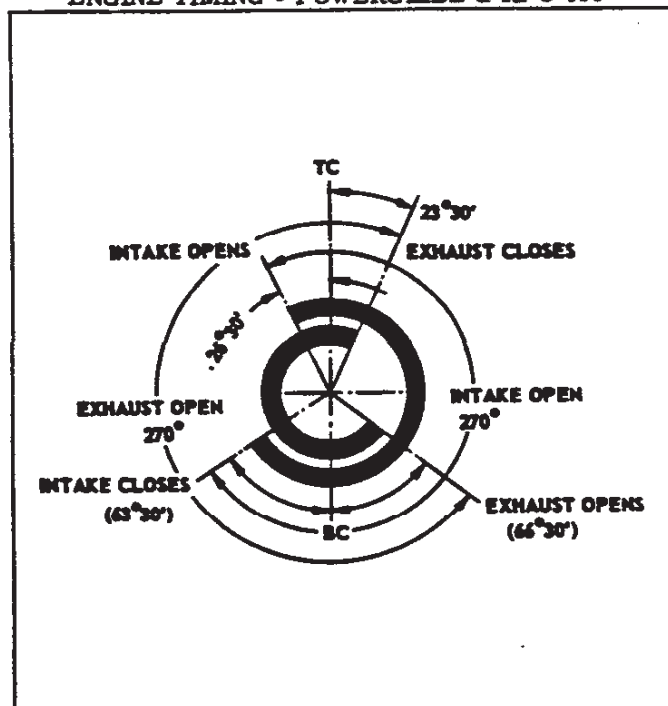
SPARK ADVANCE - POWERGLIDE & RPO 410x

| Automatic spark advance | Advance begins | Full advance |
|-------------------------|----------------|-------------------------------------|
| Vacuum control | 7" to 9" Hg | 20.5° to 23.5° 11.5" to 14.0" Hg |
| Centrifugal | 450 to 800 RPM | 28° @ 3500 RPM and up |

ENGINE TIMING - CONVENTIONAL

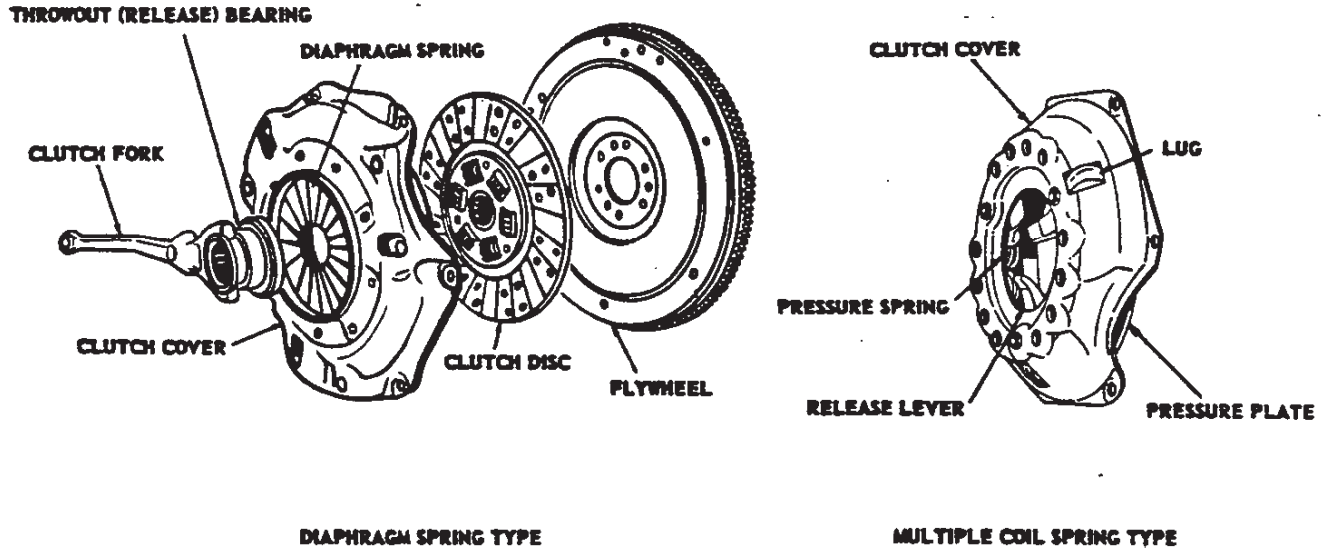


ENGINE TIMING - POWERGLIDE & RPO 410



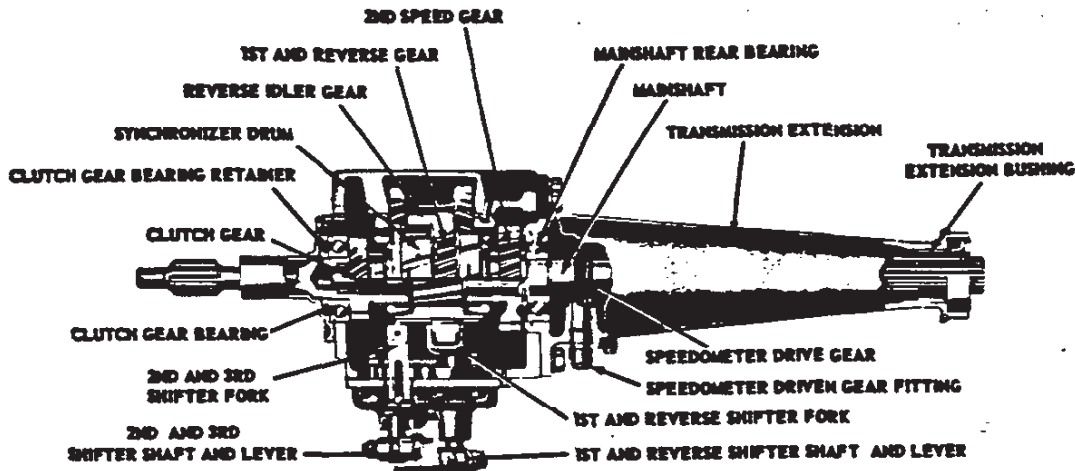
11-1-55 © Data revised, x Data added 5-9-56
52 - ENGINE, EIGHT CYLINDER

CLUTCH



| ITEM | Regular 6 Cylinder | Regular 8 Cylinder | Heavy Duty 6 & 8 Cylinder | Overdrive 8 Cylinder | Power Package x | |
|---------------------------------------------------|--------------------------------------------|----------------------------------------------|------------------------------|-------------------------|-------------------------------------------|-----------------------|
| Type | Diaphragm spring, single plate, dry disc | | | | Coil spring, Single Plate, Dry disc | |
| Rated Torque Capacity (Ft. Lb.) | 228 | 258 | 282 | 266 | 280 | |
| Drive | Strap | | | | Lug | |
| Ventilation | Vaness cast in pressure plate | | | | Arched Cover | |
| Clutch Springs | Material | | Spring steel, heat treated | | | |
| | Spring pressure | | Through diaphragm spring | | | |
| | Total clutch spring pressure | | 1325-1450 | 1450-1550 | | 9 Coil Springs |
| Clutch spring release | | Diaphragm action spring pivots on pivot ring | | | 3 levers Pivoting on struts | |
| Driven Disc | Type | | | | | |
| | One, spring cushion plate with two facings | | | | | |
| | Vibration insulation at hub | | | | 6 cushion springs | 10 cushion springs |
| | Facings (two) | Material | | Molded Asbestos | Woven asbestos composition | |
| | | O.D. | 9.5 | 10 | 11 | 10 |
| I.D. | | 6 | | | | |
| Area (both facings) | | 85.22 sq.in. | 100.53 sq.in. | 123.70 sq.in. | 90.71 sq.in. | |
| Thickness | | .132-.138 | | | .130-.136 | |
| Bearings | Throw out (release) | Type, make, & no. | | | | |
| | | Anti-friction bearings, See page 192 | | | | |
| | Pilot | Lubrication | | | | |
| | | Packed for life | | | | |
| | | Make & no. | | | | |
| | | Chevrolet, 412562 | | | | |
| Type | | | | | | |
| Sintered powdered bronze bushing, oil impregnated | | | | | | |
| I.D. | | .5915-.5925 | | | | |
| O.D. | | 1.0935-1.0945 | | | | |
| Width | | .740-.760 | | | | |
| Lubrication | | Self | | | | |
| Controls | Clutch fork type | | | | | |
| | Drop-forged (pivot mounted on ball) | | | | | |
| Pedal mounting location | | | | | | |
| Pendant from brace on dash | | | | | | |
| Flywheel | Material | | | | | |
| | Cast alloy iron | | | | | |
| | Weight (with ring gear) | | | | | |
| | 6 cylinder, 31 lb; 8 cylinder 29 lb | | | | | |
| Ring Gear | Type | | | | | |
| | Cold drawn steel, shrunk on flywheel | | | | | |
| | Number of teeth | | | | | |
| 168 | | | | | | |
| Width & pitch dia. | | | | | | |
| .480-.490 wide; 14.00 pitch diameter | | | | | | |
| Clutch attachment to flywheel | | | 6 bolts | | | |

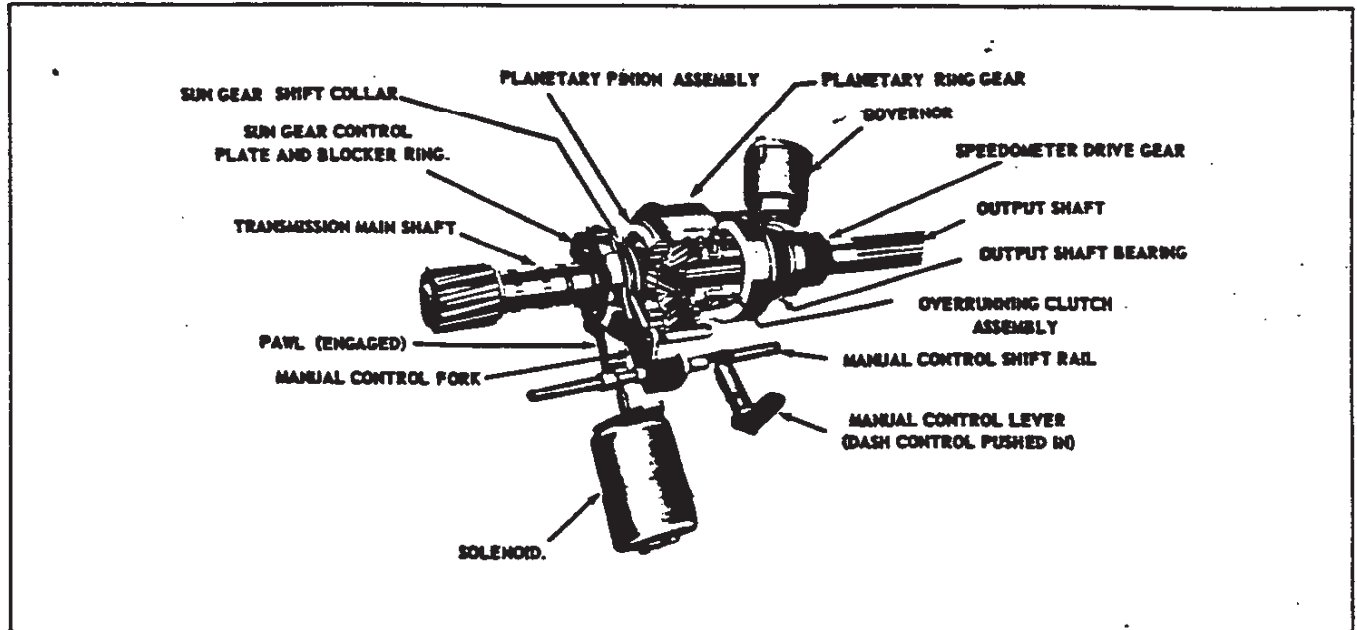
3-SPEED TRANSMISSION



TOP VIEW OF TRANSMISSION AND EXTENSION

| ITEM | | Regular | RPO Close Ratio |
|--------------------------------------|-------------------------|-----------------------------------------------------------------------|--------------------|
| Make and Type | | Own, 3-speed synchro-mesh, manual shift | |
| Gearshift Control, Type and Location | | Remote, lever mounted on steering column | |
| Input Torque Capacity | | 220 ft lb | |
| Gear | Type | All helical | |
| | Material | Forged steel, hardened | |
| | Synchronization | 2nd and 3rd | |
| | Constant mesh speeds | 2nd | |
| | Sliding gears | 1st and reverse | |
| | Gear ratios | First | 2.94:1 |
| | Second | 1.68:1 | 1.3:1 |
| | Third | Direct | Direct |
| | Reverse | 2.94:1 | 2.2:1 |
| Speedometer Gears | Tooth pitch | 30 | |
| | Teeth, driving & driven | 8 and 22 | |
| Lubricant | Type recommended | SAE 90 transmission or mineral oil lubricant | |
| | Capacity | 2 pints | |
| Oil Seal (Transmission Extension) | | Steel encased double seal of spring-loaded synthetic rubber and felt. | |
| Anti Friction Bearings | | See page 192 | |

OVERDRIVE TRANSMISSION - RPO 315



Type----- 3-Speed Synchro-mesh with 3-pinion planetary drive unit. The drive unit with its integral mainshaft replaces the mainshaft and extension of the regular 3-speed transmission.

Lockout switch ----- Manually controlled by "pull-type" cable located under instrument panel to right of steering column. With handle fully extended, overdrive is disengaged.

Kick down switch ---- Located on accelerator linkage. Pedal pressure thus controls overdrive operation.

Minimum cut-in speed ----- 27-30 MPH approximately
Cut-out speed ----- 18-22 MPH approximately

GEAR RATIOS

| Overdrive Unit | Locked Out | Locked In |
|----------------|------------|-----------|
| First | 2.94:1 | 2.058:1 |
| Second | 1.68:1 | 1.176:1 |
| Third | Direct | 0.70:1 |
| Reverse | 2.94:1 | 2.058:1 |

Speedometer gears:

Tooth pitch ----- 30

Teeth (driving and driven) ----- 8 & 24

Lubricant:

Type -- SAE 90 transmission or mineral oil lubricant

Capacity:

Transmission ----- 2 pints

Overdrive unit ----- 1 pint

Total ----- 3 pints

WHEELS AND TIRES

WHEEL AND HUB CAP

| | |
|----------------------|----------------------------------|
| Make and type | Own, short spoke disc |
| Attachment to hub | 5 bolts, .438-20 |
| Bolt circle diameter | 4.75 |
| Offset and rim size | .562, 15 x 5K |
| Paint and striping | See Exterior Colors and Finishes |
| Hub Cap (1500, 2100) | Stainless steel, 10.69 diameter |
| Wheel disc (2400) | Stainless steel, 15.28 diameter |

One-Fifty and
Two-Ten Series



Bel Air
Series

TIRES (Tubeless)x

| Tire Size and Ply Rating | Regular or RPO Equipment | Tire and Rim Association Standards | | | |
|----------------------------------------------|------------------------------------|------------------------------------|----------------------|---------------------------|-------------------------------------|
| | | Loaded Rolling Radius | Loaded, Rev Per Mile | Loaded Capacity Each Tire | Recommended Pressure Front and Rear |
| 6.70-15-4 Black Sidewall | Regular | 13.40 | 755 | 925 | 24 |
| 6.70-15-4 White & Black Sidewall | RPO | | | | |
| 6.70-15-6 Black or White & Black Sidewall | Regular on 2119-2419 RPO others | | | 1050* | 30 |
| 7.10-15-4 Black or White & Black Sidewall | RPO all except 2119-2419 | 13.60 | 741 | 990 | 24 |

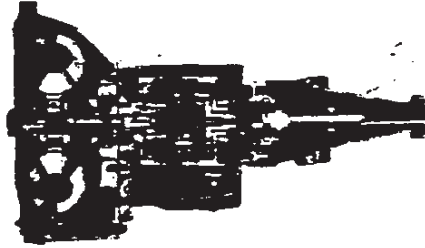
* - Figures shown are averages of U.S. Rubber Co., Goodrich, and Firestone Tires.

11-1-55 e Data revised, x Data added 5-9-56

CHEVROLET 1956 SPECIFICATIONS - PASSENGER

OVERDRIVE TRANSMISSION, WHEELS AND TIRES - 55

AUTOMATIC TRANSMISSION (RPO 313)



GENERAL DATA

Make and type--- Own, automatic hydraulic torque converter with planetary gear system for reverse & low
 Rated torque capacity-----204 ft lb (input)
 Converter maximum torque ratio (at stall)----- 2.1:1
 Total transmission torque multiplication (converter x planetary gear ratio):
 Maximum overall transmission ratio----- 3.82:1
 Low range (auto or manual)-----3.82:1 to 1.82:1
 Reverse range----- 3.82:1 to 1.82:1
 Oil type-----Automatic transmission fluid, type A
 Oil capacity-----11 quarts; refill, 5 quarts
 Oil cooler-----Integral with radiator assembly and connected to transmission by inlet & outlet pipes.

Selector lever:
 Location-----On steering column
 Operation-----
 Actuates manual valve in hydraulic control system.
 Positions (Indicated in quadrant on instrument panel)
 Five: (Left to Right), Park - Neutral - Drive - Low - Reverse

Parking lock:
 Type-----Pawl and gear
 Operation-----
 Applied by selector lever through positive linkage.

Flywheel-----Steel stamping with welded-on ring gear
 Representative shift points:

| | Miles per hour | |
|-----------------------|----------------|-----------|
| | Upshift | Downshift |
| Low | 12-14 | 9-11 |
| High (at detent) | 30-45 | 14-17 |
| High (through detent) | 48-52 | 45-50 |

HYDRAULIC TORQUE CONVERTER

Type-----Three element
 Driving member (pump)----- Sheet metal, multi-vane type, spot welded to torque converter housing. The housing cover is bolted to the flywheel.
 Driving member (turbine)-----
 ----- Sheet metal, multi-vane type, supported by torque converter housing cover. Turns independently of housing. Splined to input shaft.
 Reaction member (stator)-----Aluminum air foil type, supported on a stationary sleeve by an overrunning clutch of cam and roller design.

HIGH CLUTCH

Type----- Multiple-disc
 Discs:
 Driving: number and type-----
 Four, steel with cork and paper facings, bonded.
 Driven, number and type-----Five, steel
 Low brake band-----
 --Double-wrapped design (Linked circular segments)
 Low band servo:
 Type----- Piston, one release spring

* - At maximum idling speed of 425-475 RPM

Adjustment-----Threaded anchor bolt
PLANETARY GEAR UNIT

Type----- Compound planetary
 Gear ratios:
 Cruising range-----1:1 (Direct drive)
 Low range-----1.82:1
 Reverse-----1.82:1
 Reverse brake band----- Single strap
 Reverse band servo:
 Type-----Piston with release spring and inner cushioning spring.
 Adjustment-----Threaded anchor bolt

HYDRAULIC CONTROLS

Manual valve:
 Material-----Hardened steel
 Type-----Spool
 Operated by----- Selector lever through linkage
 Check valve:
 Material----- Flat spring steel
 Type----- Two passage check, hair pin shaped
 Pressure regulator valve:
 Type-----Spool
 Pressure range:
 Automatic cruising----- 85-94 PSI
 Automatic low----- 85-94 PSI
 Manual low----- 85-94 PSI
 Reverse-----166-194 PSI
 Neutral & Park (Engine idling)----- *51-59 PSI

Reserve booster valve:
 Type-----Spring loaded, working in conjunction with pressure regulator valve.
 Location----- In main valve body
 Operation-----
 -----Elevates pressure for reverse operation.

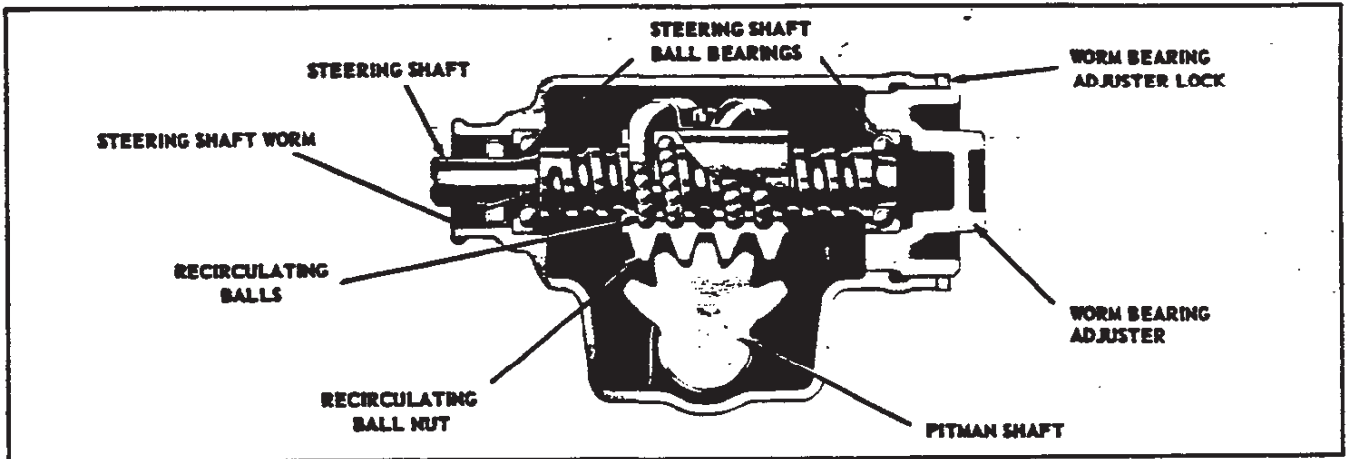
Thermostatic by-pass valve:
 Location----- Servo cover
 By-pass closes-----210°-240°F

Automatic shift valve:
 Type----- Hydraulic spool valve controlled by throttle valve and governor.

Throttle valve:
 Type----- Spool
 Actuation-----Accelerator linkage
 Location-----In automatic shift valve body
 Operation----- Regulates main line oil pressure to automatic shift valve.

Governor:
 Type-----Centrifugal
 Drive----- From transmission output shaft
 Location-----
 Accessible from rear of transmission, left side
 Operation-----Regulates oil pressure from rear oil pump to automatic valve.

STEERING



STEERING GEAR

Make and type-----Saginaw semi-reversible re-circulating ball
 Ratio (gear)-----20:1
 Overall ratio (gear plus linkage)-----25.7:1
 Mounting-----On frame side member
 Anti-friction bearings-----See page 192
 Steering mainshaft diameter-----.75
 Steering column diameter-----2
 Lubricant recommended-----
 Steering gear or "Multi-Purpose" gear lubricant.
 Worm & sector adjustment-----Fully adjustable
 Sector mounting type-----Straddle mounted
 Pitman shaft:
 Material-----Drop forged steel
 Mounting-----Straddle mounted
 Diameter-----1.13
 Bushings:
 Number-----3
 Material-----Cast bronze
 ID-----1.13
 Length:
 Outer & intermediate-----1.38
 Inner-----.844

STEERING WHEEL

Diameter-----18
 One-fifty model-----Two spoke with horn button
 Two-ten model-----Two spoke with horn blowing ring
 Bel-Air model-----Three spoke with horn blowing ring
 Number of turns of wheel for full right to left travel
 of front wheels (To steering gear stop)-----5.34



TURNING DIAMETERS

A
 Right & left turn 39 ft
 B
 Right & left turn 42 ft
 Nominal figures based
 on tests made at
 General Motors Proving
 Ground

POWER STEERING (RPO 324)

Generator:
 Make & model-----Delco-Remy, 1102041
 Pulley size-----3.32 PD, 36°V
 Speed ratio (Generator to engine)-----2.00:1
 Belt size:
 6 cylinder---.375 wide; 41.33 approx. pitch length
 8 cylinder---.375 wide; 54.71 approx. pitch length
 Regulator, make & model-----Delco-Remy, 1119001
 Pump:
 Make & type-----Saginaw, vane type hydraulic
 Mounting-----On rear of generator
 Drive-----
 From splined extension of generator drive shaft.
 Fluid reservoir-----
 -----Integral with pump. Screen in filler neck.
 Fluid type & capacity-----
 Automatic transmission fluid type A; 1.5 pints.
 Fluid travel-----Through hoses from pump
 to control valve to power cylinder and return.
 Maximum pressure-----750-800PSI
 Control valve (Integral with steering relay rod):
 Make & type-----Saginaw, hydraulic
 Attached to-----Pitman arm
 Power cylinder:
 Make & type-----Saginaw, hydraulic
 Attachment-----To
 frame and connecting with steering relay rod.
 Power application-----Directly to
 steering linkage; double-acting piston in power cylinder
 is actuated by control valve after approximately
 3 pounds of pressure is exerted at the steering
 wheel.
 Overall steering ratio-----23.3:1
 Steering assistance provided-----
 Up to 80% (at 8 pounds steering wheel rim pull)
 STEERING LINKAGE
 Type-----Relay
 Steering idler:
 Material-----Drop forged steel
 Mounting-----Pivot bracket
 mounted to front suspension cross member.
 Tie rods-----Left & right; adjustable
 Steering relay rod (drag link)-----Yes
 Pitman arm type & matl.--One-piece, drop forged steel

LIGHTS

HEADLIGHTS

Make and type ----- Guide T-3, improved sealed beam
 Location ----- In front fender face
 Sealed beam unit diameter ----- 7"
 Dimmed by ----- Foot switch
 High beam indicator -----
 -----Chevrolet emblem in speedometer face
 Watts ----- 40-50
 Volts ----- 12-16

PARKING LIGHTS

Location ----- Below headlights in front fender face
 Bulb replacement ----- Remove screws in plastic lens
 Controlled by ----- Main switch

TAIL AND STOP LIGHTS

Make and type -----
 Guide; tail and stop light combined in one unit.
 Stop light switch ----- Mechanical, mounted on dash to instrument panel brace.

DIRECTION SIGNAL

Make ----- Guide
 Type ----- Flasher, front & rear; self-canceling
 Front ----- Double filament bulb replaces single filament parking lamp.
 Rear ----- Uses stop lamp bulb.
 Turn indicators on dash -----
 ----- Arrows in instrument cluster face.

BULBS* x •

| Location | | Quan. | Trade No | Power |
|----------------------------------------|------------|-------|----------|-------|
| Headlamp | Upper beam | 2 | 5400 | 50W |
| | Lower beam | | | 40W |
| Direction Signal Inst. Cluster | | 2 | 53 | 1CP |
| Headlamp Beam Indicator | | 1 | | |
| Ignition Lock | | 1 | 57 | 2CP |
| Generator Indicator | | 1 | | |
| Glove Compartment | | 1 | | |
| Oil Pressure Indicator | | 1 | | |
| Instrument Cluster | | 3 | | |
| Clock | | 1 | 67 | 4CP |
| License Lamp | | 2 | | |
| Dome Lamp | | 1 | 1004 | 15CP |
| Parking & Direction Signal Combination | Parking | 2 | 1034 | 4CP |
| | Direction | | | 32CP |
| Tail & Stop Assy. | Tail | 2 | 1034 | 4CP |
| | Stop | | | 32CP |

* Information shown is standard equipment.

TOOLS

Jack (column & bracket serves as spare wheel support; base as wheel clamp. All models except station wagons & sedan delivery)
 Capacity ----- 1200 lb
 Height ----- 28, raised; 5, lowered
 Wheel wrench ----- Designed to serve also as jack handle and hub cap remover.

11-1-55 • Data revised, x Data added 5-9-56
 58 - LIGHTS, HORNS, TOOLS

INSTRUMENT PANEL LIGHTING

Instrument cluster:

Temperature gauge ----- Clear white light
 Gasoline gauge ----- Clear white light
 Speedometer dial ----- Clear white light
 High beam indicator ----- Red when lighted
 Oil pressure indicator ----- Word "OIL"
 (black letters on red ground) visible when oil pressure drops below safety level.

Generator ----- Word "GEN"
 (black letters on red ground) visible when generator is not charging.

Turn indicators ----- Green when lighted
 Powerglide shift indicator ----- Clear white light

Others:

Ignition lock ----- Clear white light
 Glove compartment ----- Clear white light. When switch is actuated by opening compartment door in the Two-Ten and Bel Air Series only.

MAIN SWITCH

Three position "pull" type switch mounted on instrument panel with a protective fuse. A rheostat operated by rotating the switch knob controls the brightness of the instrument panel lights. Passenger compartment lights are controlled by a detent in the rheostat when switch knob is rotated to extreme travel counter-clockwise.

PASSENGER COMPARTMENT LIGHTS

Convertible ----- Dual courtesy lamps, one under instrument panel each side.
 Station Wagon (2429) -----
 ----- Dual lamps, one located on each pillar directly behind front door operated by dome light switch or by a control to right of tailgate
 All others ----- Single dome light located approximately at center of roof
 Manually controlled by ----- Main switch
 Automatically controlled by -----
 ----- Opening front and rear doors in the Bel Air Series; front doors only in the Two-Ten Series. No automatic control in the One-Fifty Series

REAR LICENSE LIGHTS

All models -----
 One housed in each rear bumper guard inner face.

DUAL CIRCUIT BREAKER

Type & location ----- Bi-metal thermal elements incorporated in main switch.
 Capacity (each circuit) ----- 15 amperes

HORNS

Make ----- Delco-Remy
 Type ----- Vibrator
 Number and location -----
 ----- Two, attached to radiator side supports.
 Relay in circuit ----- Yes
 Current: High note ----- 9 amperes
 Low note ----- 10 amperes

(CORVETTE TYPE ENGINE) RPO 411 x

This 265 V-8 engine, 225 HP equipped with dual four-barrel carburetor, is basically the same as the regular Turbo-Fire V-8 with the following exceptions.

Compression ratio -----9.25:1

CRANKSHAFT MAIN BEARING

Material ---- .0003-.0008 babbitt on an aluminum shell

CAMSHAFT

Ramp:

Inlet opening ----- .00843, 20° long
Inlet closing ----- .01065, 30° long
Exhaust opening ----- .01453, 33° long
Exhaust closing ----- .01468, 37° long

PISTONS

Make & type ----- Own, slipper skirt
Feature ----- Recessed piston head insures adequate valve clearance at high engine RPM.
Material ----- Cast aluminum alloy with steel struts
Skirt clearance ----- .0016-.0020

NO. 1 COMPRESSION RING

Material ----- Cast alloy iron with chrome plated outside diameter
Width ----- .0775-.0780
Wall thickness ----- .169-.179
Gap clearance ----- .008-.016
Ring clearance in groove ----- .0012-.0032

CARBURETOR

Make ----- Carter
Model ----- WGF8
Type ----- 4 barrel
No. ----- 2, front & rear

AIR CLEANER

Make ----- AC
Type ----- Oil bath
Capacity ----- 1 pint
Element ----- Pita fibre & binder

FUEL PUMP

Make ----- AC
Model ----- FR
Drive ----- From camshaft thru push rod.
Arm movement ----- 34

FUEL STRAINER

Make ----- AC
Model ----- 854272

OIL FILTER

Type ----- Full flow
Capacity ----- 1.5 qt.

TIMING DIAGRAM DATA

Intake:

Opens (theoretical) ----- 21° 30' BTC
Closes (theoretical) ----- 62° 30' ABC
Exhaust opens (theoretical) ----- 62° 30' BBC
Exhaust closes (theoretical) ----- 23° 30' ATC

VALVES

Overall length, inlet ----- 4.8699-4.8899
Overall head dia, inlet ----- 1.715-1.725
End dia, inlet ----- .3415-.3422
Face angle, inlet ----- 45°
Valve lash, inlet ----- .008
Overall length, exhaust ----- 4.8905-4.9105
Overall head dia, exhaust ----- 1.495-1.505
End dia, exhaust ----- .3410-.3417
Face angle, exhaust ----- 45°
Valve lash, exhaust ----- .018

CLUTCH PLATE & COVER

Type ----- Multiple coil spring
Spring pressure ----- Thru 12 coil springs
Total spring pressure ----- 1755 lb.

CLUTCH DISC

Type ----- Single dry plate
Rated torque capacity (ft. lb.) ----- 326
Area (both facings) ----- 106.81 sq. in.

DISTRIBUTOR

Make ----- Delco-Remy
Model ----- 1110879
Breaker cap ----- .018
Cam angle (per breaker) ----- 29°
Total cam angle (both breakers) ----- 34°
Timing spare advance (initial) ----- 8° BTC

COIL

Make ----- Delco-Remy
Model ----- 1115091
Location ----- Engine, right side
Resistor type ----- External

SPARK PLUGS

Make ----- AC
Model ----- 43 com
Thread size ----- 14mm
Recommended gap ----- .033-.038

VALVE LIFTERS

Type ----- Mechanical

EXHAUST SYSTEM

Type ----- Dual

RPO 449 highlift camshaft available on all passenger cars except station wagons.