

rarin' to go!



ONE MOVE AWAY FROM BEING GONE

And it goes! Pounds per H.P.—9.8! Three-speed or close ratio 4-on-the-floor . . . both fully synchronized. This is the car that's designed for going places in a great new way. The 4-4-2 way. Way ahead!

- | | |
|----------------------------|--------------------------------|
| ✓ 345-HORSEPOWER V-8 | ✓ 10.25 TO 1 COMPRESSION RATIO |
| ✓ 400-CU.-IN. DISPLACEMENT | ✓ 4-BARREL CARBURETOR |
| ✓ 440 LB.-FT. OF TORQUE | ✓ BORE/STROKE—4.000 x 3.975" |

By the time you've checked all its credentials . . . it's gone!



ENGINE

General

Type.....	90° V-8, O.H.V.	Compression Ratio.....	10.25 to 1
Horsepower.....	345 @ 4800 rpm	Cylinder Head, Block.....	Cast Iron
Torque.....	440-lb.-ft. @ 3200 rpm	Fuel Recommended.....	Premium
Piston Displacement.....	400 cubic inches	Idle Speed: Manual.....	600 in Neutral
Bore (center to center).....	4.625	Automatic.....	500 in Drive
Bore and Stroke.....	4.000 x 3.975	Pounds-per-Horsepower.....	
Firing Order.....	1-8-4-3-6-5-7-2	10.06 (Holiday Coupe)	10.00 (Sports Coupe)
		10.36 (Convertible)	9.85 (Club Coupe)

Pistons: Autothermic, Cam Grind, Flat, Tin Plate, Steel Strut

Piston Pins: Pressed in Rod

Connecting Rods: Weight, 31.08 oz.; Bearing Type, Moraine 400, Steel Backed; Bearing Clearance, 0.0005 to 0.0026

Crankshaft: Material, A.I.S.I. #1049 Mod.; Tuned Rubber Vib. Damper; Bearing End Thrust (No.) Three; End Play, 0.004 to 0.008; Main Bearing, Moraine, Steel Backed; Dia. 3.00, Length: #1-0.975, #2-0.975, #3-1.194, #4-0.975, #5-1.624

Cylinder Head Volume: 79.00 ± 2.00 cc.

Head Gasket: Thickness, 0.023"-0.027"; Volume, 0.326 cu. in.-0.391 cu. in.

Deck Clearance: 0.002"-0.039"

Block Volume: 0.278 cu. in.-0.628 cu. in.

Total Combustion Chamber Volume: 5.303 cu. in.-5.962 cu. in.

Carburetor Barrel Size: Primary 1.56; Secondary 1.69

Timing

Camshaft: 5 Bearings, Chain Drive

Valve System: Hydraulic Lifters; 1.6:1 Rocker Ratio	Intake	Exhaust
Head Dia. (Max.).....	2.000	1.629
Seat, Face Angle.....	45°	45°
Lift (Max.).....	0.431	0.433

Timing: Opens (BTC) (BBC), Intake 21°, Exhaust 71°; Closes (ABC) (ATC), Intake 77°, Exhaust, 31°; Overlap, Intake 52°; Duration, Intake 278°, Exhaust 282°

Springs: Valve Closed (Max.), Intake 84 lb. @ 1.670", Exhaust 84 lb. @ 1.670"; Valve Open (Max.), Intake 194 lb. @ 1.270", Exhaust 194 lb. @ 1.270"

Distributor: Delco Remy Model 1111042; Centfgl. Adv. in Crkshft., Start 0°-2° @ 650 rpm-Intermed. Pts. 12°-16° @ 1800 rpm-Max. 20°-24° @ 4000 rpm; Breaker Gap, 0.016"; Cam. Angle, 28°-32°

Coil: Delco Remy Model 1115216-T-3153-A; **Crankshaft:** 5° @ 850 rpm; **Spark Plug:** AC Model 44S, Gap, 0.030

TORQUE

HORSEPOWER



Electrical

Battery: Delco Remy Model 1980568, 12 Volts-77 Plates, 25 TA-70 Amp., Neg. Term. Grounded
Delcotron: Delco Remy Model 1100705

Cooling—Lubrication—Exhaust

Cooling: Rad. Cap. Relief Valve, Press., 15 PSI—Rad. Core Type, Tube and Center—Cool. System Cap. (with Heater), 16.9 qt.

Lubrication: Normal Oil Pressure, 30-45 lb. @ 50 MPH—Stationary Oil Intake—Full Flow Oil Filter System

Exhaust: 2-in. Dual, Acoustically Tuned, Opened-Up Mufflers (No Resonators)

TRANSMISSIONS

3-Speed Fully Synchronized: Column Shift Std.; (Opt. Hurst Floor Shift); Gear Ratios: (1st) 2.42 to 1; (2nd) 1.61 to 1; (3rd) 1.00 to 1; (reverse) 2.33 to 1

4-Speed Fully Synchronized: Floor Shift; Gear Ratios: (1st) 2.20 to 1; (2nd) 1.64 to 1; (3rd) 1.28 to 1; (4th) 1.00 to 1; (reverse) 2.27 to 1

Clutch (Manual Transmissions): Flat pressure plate springs-2450 lbs. effective plate pressure-0.140 clutch facing thickness-Clutch facing outside and inside dia., 11.0 x 6.5

Special-Duty Jetaway Automatic: Column Shift; Floor Shift*-Gear Ratios: (low) 1.76 to 1; (high) 1.00 to 1; (reverse) 1.76 to 1

*Available only with optional console

AXLES

Available Factory-Installed Axle Ratios: With 3- or 4-Speed Manual Transmission—3.55 to 1, 3.90 to 1;
With Jetaway Transmission—3.23 to 1, 3.55 to 1, 3.90 to 1

Other Available Axle Ratios: (Dealer-Installed Package); Part No. 9780491—4.11 to 1; Part No. 9780492—4.33 to 1

1. All ratios available with Anti-Spin differential. 2. If a 4.11 or 4.33 ratio is to be dealer installed, the buyer should order a 3.55 or 3.90 axle from the factory.

CHASSIS

Frame Type: Open Center, Perimeter Type Guard-Beam, Heavy-Duty

Front Suspension: Type, Independent Coil-Spring with Counter-Dive—Spring Size, 11.4" Design Ht., 3.60 I.D., 121.5 Lgth., 0.650 Dia.—Spring Rate 425 (lb./in.)—Wheel Rate 127 (lb./in.)—Stabilizer, Heavy-Duty Bar, SAE 1070 Material, 0.937 Dia.

Rear Suspension: Type, Coil-Spring, Heavy-Duty, Four Link, Twin Triangle—Spring Size, 8.52" Design Ht., 5.50 I.D., 0.560 Dia.—Spring Rate 144 (lb./in.)—Wheel Rate 130 (lb./in.)—Stabilizer, Heavy-Duty Bar, SAE 1070 Material, 0.875 Dia.

Brakes: Type, Self-Energizing, Self-Adjusting Centrifugal Cast Iron Drum—Lining Area 155.6 (sq. in.)—Drum Diameter 9.5 inches

Steering: Type, Ball Nut—Gear Ratio, 24.0 to 1 manual; 20.0 to 1 heavy-duty manual; 17.5 to 1 power steering—Turning Diameter (ft.), 41.0

BODY STYLES AVAILABLE

	Shipping Weight (lbs.)	MSRP*
Club Coupe.....	3398.....	\$2605
Sports Coupe.....	3450.....	2799
Holiday Coupe.....	3474.....	2940
Convertible.....	3576.....	3139

STANDARD FEATURES

- Heavy-Duty Guard-Beam Frame
- Heavy-Duty Front and Rear Shock Absorbers
- Heavy-Duty Front and Rear Springs
- Heavy-Duty Radiator
- Heavy-Duty Propeller Shaft
- Heavy-Duty Front Engine Mountings
- Heavy-Duty Clutch with Synchromesh
- Heavy-Duty Battery
- Oversize Dual Exhaust
- Heavy-Duty Front and Rear Stabilizer Bar
- Heavy-Duty Wheels (14 x 6K Rim)⁽¹⁾
- 7.75 x 14" Red-Line Nylon Tires⁽²⁾
- Special 4-4-2 Grille; Emblems
- Simulated Rear Fender Scoops

(1) If chrome wheels—N98—are ordered, regular 14" wheels are furnished.

(2) If whitewall tires—P26—are ordered, 7.75 x 14" rayon cord tires are furnished.

*Manufacturer's Suggested Retail Prices. Includes reimbursement for Federal Excise Tax and suggested dealer delivery and handling charge.

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- Heavy-Duty Clutch with Synchromesh • Heavy-Duty Battery • Oversize Dual Exhaust • Heavy-Duty Front and Rear Stabilizer Bar • Heavy-Duty Wheels (14 x 6K Rim)⁽¹⁾ • 7.75 x 14" Red-Line Nylon Tires⁽²⁾
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