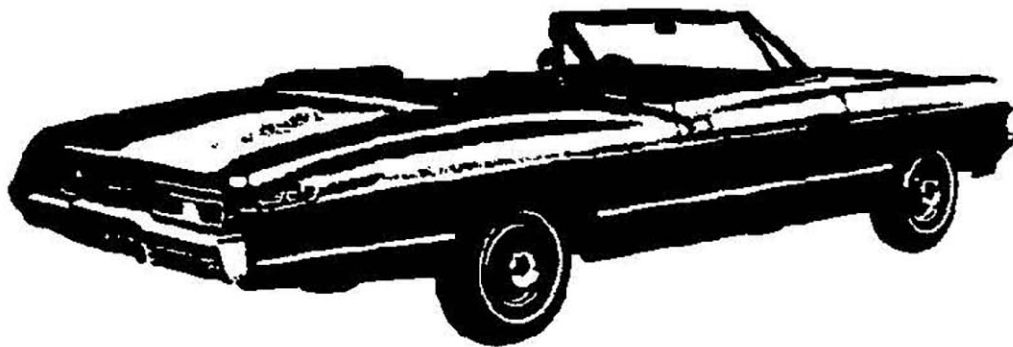


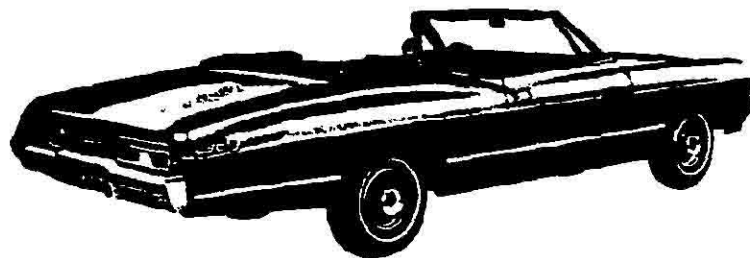
1967 Chevrolet



Information Kit

● REVISED JANUARY 1967

GENERAL



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ORIGINAL COPY

MODEL IDENTIFICATION

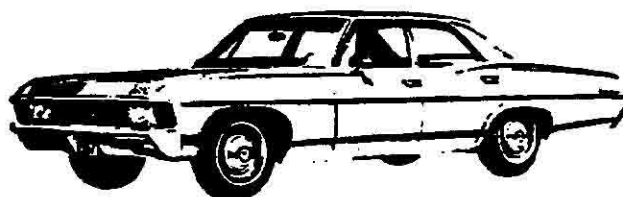


BISCAYNE 153-15400 SERIES

MODEL 153-15411 2-DOOR SEDAN, 6-PASSENGER
 MODEL 153-15435 4-DOOR STATION WAGON, 2-SEAT
 MODEL 153-15469 4-DOOR SEDAN, 6-PASSENGER

BEL AIR 155-15600 SERIES

MODEL 155-15611 2-DOOR SEDAN, 6-PASSENGER
 MODEL 155-15635 4-DOOR STATION WAGON, 2-SEAT
 MODEL 155-15645 4-DOOR STATION WAGON, 3-SEAT
 MODEL 155-15669 4-DOOR SEDAN, 6-PASSENGER



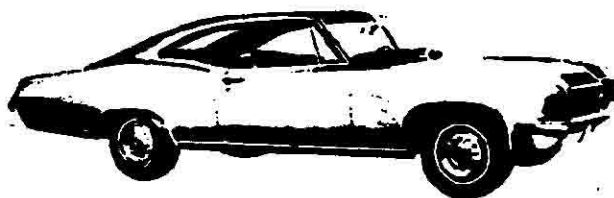
IMPALA 163-16400 SERIES

MODEL 163-16435 4-DOOR STATION WAGON, 2-SEAT
 MODEL 163-16439 4-DOOR SPORT SEDAN, 6-PASSENGER
 MODEL 163-16445 4-DOOR STATION WAGON, 3-SEAT
 MODEL 163-16467 2-DOOR CONVERTIBLE, 5-PASSENGER
 MODEL 163-16469 4-DOOR SEDAN, 6-PASSENGER
 MODEL 163-16487 2-DOOR SPORT COUPE, 5-PASSENGER



IMPALA SUPER SPORT 167-16800 SERIES

MODEL 167-16867 2-DOOR CONVERTIBLE, 4-PASSENGER
 MODEL 167-16887 2-DOOR SPORT COUPE, 4-PASSENGER



CAPRICE 16600 SERIES

MODEL 16635 4-DOOR STATION WAGON, 2-SEAT
 MODEL 16639 4-DOOR SPORT SEDAN, 6-PASSENGER
 MODEL 16645 4-DOOR STATION WAGON, 3-SEAT
 MODEL 16647 2-DOOR SPORT COUPE, 5-PASSENGER



SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant (Tarrytown)	Unit Number (25th unit)
15569	7	T	100025

Thus: The 25th model built at Tarrytown would be serial number 155697T100025

8-Cylinder Example:

Model	Model Year	Assembly Plant (Flint)	Unit Number (26th unit)
15469	7	F	100026

Thus: The 26th model built at Flint would be serial number 154697F100026

ASSEMBLY PLANTS

A - Atlanta	R - Arlington
C - Southgate	S - St. Louis
D - Atlanta GMAD	T - Tarrytown
F - Flint	U - Lordstown
J - Janesville	Y - Wilmington
L - Los Angeles	

Starting unit number _____ 100001 and up at each
assembly plant regardless of series
Location _____ Stamped on plate attached
to left front body hinge pillar

TRANSMISSION IDENTIFICATION

Example: 57E01

Prefix	Plant and Type Designation	Production Month & Date
	S	501D*
O	Eggenw	3-speed overdrive
S	Eggenw	3-speed
R	Eggenw	4-speed
P	Muncie	4-speed
C	Cleveland	Powerglide
T	Toledo	Powerglide
CC	Ypsilanti	Turbo Hydra-Matic

Location:
3-Speed & 4-speed _____ Stamped on
right hand side of the case in the upper forward corner.
4-Speed _____ Stamped on
the top right side of the case.
Powerglide _____ Stamped
on right hand side of pan.

© - Month: 5 denotes May; D1 denotes 1st day.
* - The letter "D" or "N", following the date
numerals, indicates day or night shift.

ENGINE IDENTIFICATION

Example: F 1210 FA

Source Designation	Production* Month & Date	Type Designation
F (Flint)	1210	FA

350 Cubic Inch 6-Cylinder

FA - Regular production engine, 3-speed
FM - Regular engine, Powerglide

383 Cubic Inch 8-Cylinder

GA - Regular production engine, 3-speed
GP - Regular, Powerglide

327 Cubic Inch 8-Cylinder (RPO L30)

HA - Optional, 3 or 4-speed trans., 4-bbl. carb.
HC - Optional, Powerglide, 4-bbl. carb.
● KL - Optional, Turbo Hydra-Matic, 4-bbl. carb.

396 Cubic Inch 8-Cylinder (RPO L35)

LA - Optional, 3 or 4-speed trans., 4-bbl. carb.
IG - Optional, Powerglide
IV - Optional, Hydra-Matic

427 Cubic Inch 8-Cylinder (RPO L36)

ID - Optional 3 or 4-speed, 4-bbl. carb.
LJ - Optional, Hydra-Matic

Location:

6-cylinder engine _____ Stamped on pad on right side
of cylinder block to rear of distributor
8-cylinder engine _____ Stamped on pad at front
right side of cylinder block

* - Month: December, 12; 10th day of December, 10

REAR AXLE IDENTIFICATION

Example: DA 0212 B

Type Designation	Production* Month & Date	Source† Designation
DA	0212	B

DA ----- 2.08 ----- 3-speed and Powerglide transmission
DE ----- 2.36 ----- 4-speed transmission
● EP ----- 2.73 ----- Turbo Hydra-Matic
EX ----- 3.70 ----- Overdrive transmission
GX (Wagons) ----- 3.55 ----- 3-speed and Powerglide transmission

Location ----- Bottom left or right of axle tube
adjacent to carrier housing

* - Month: February, 02; 12th day of February, 12
† - G-Gear & Axle, B-Buffalo, W-Warren

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	C/V belt reveal	16000	
		Back window reveal	Sedans, coupes, exc. conv.	
		Body belt - rear	163-164-167-16867	
		Door frame wide scalp molding	163-16435, 45, 69; 16635, 45	
		Roof drip gutter molding	153-15600, 163-16439-87, 16639-47, 167-16887	
		Roof reveal molding	163-16487, 39; 16639-47; 16887	
		Rear quarter window reveal (patented on 153-15435)	153-15435; 163-16435, 45; 16635, 45	
		Tailgate window reveal - top and sides	153-15435-155-156-163-16435, 45; 16635, 45	
		Tailgate window reveal - lower	163-16435, 45; 16635, 45	
		Hub caps	All	
		Windshield reveal - lower, sides, upper	All	
		Wheel trim covers	16600; 167-16800	
		Windshield pillars and header	163-164-167-16867	
	Anodized Aluminum	Body side molding - full	153-15600	
		Body sill molding (black paint fill)	167-16800	
		Body side lower molding	163-16400, 16639-47	
		Body rear molding (black paint fill)	16639-47	
		Deck lid molding (black paint fill on 167-16800)	163-16439-67-69-87; 167-16800	
		Headlamp bezels	All	
		Radiator grille and opening moldings	All	
		Radiator grille-black & bright horiz. bars	167-16800	
		Rear quarter lower (at bumper)	163-16400; 16639-47	
		Wheel opening moldings	166-167-16800	
		Deck lid or tailgate emblem	All exc. 16635-45	
		Chrome Plated Metal	Front door vent glass channel and post	All
			Roof rail panel nameplate, "Caprice"	16639-47
	Tail lamp bezels		All	
	Front door vent glass frame molding		All	
	Front fender nameplate "Caprice"		16635-45	
	Front fender emblem and nameplate		167-16800	
	Front fender engine emblem-V8 only		All	
	Outside L.H. rear view mirror		All	
	Radiator grille nameplate-"Chevrolet"		All exc. 167-16800	
	Radiator grille nameplate-"Impala SS"		167-16800	
	Rear door or quarter glass channel-front		163-16487, 39, 67; 16639, 47; 167-16800	
	Rear quarter emblem and nameplate		153-154-155-15600, 163-16400	
	Rear deck or tailgate nameplate - "Chevrolet"		All exc. 166-167-16800	
	Rear deck or tailgate nameplate - "Caprice by Chevrolet"		16600	
	Rear deck nameplate - "Impala SS"	167-16800		
	Body side paint stripes - dual		16639-47	
Body side and rear wood-grain panels		16635-45		
Control - electric rear window		All 3-seat station wagons		
Control - manual rear window		All 2-seat station wagons		
Filler - left rear quarter gasoline		Station wagons		
Filler - rear bumper center concealed gasoline		All exc. wagons		
Front fender wraparounds		All exc. 16600		
Lamps - front fender		16600		
Lamp - rear license		All		
Tail lamps - triple - back-up lamps in bumper		16600		
Tail lamps - dual with back-up lamps		All exc. 153-15411-49, 16600		
Tail lamps - single with back-up lamps		153-15411-49, 16600		
Wipers, windshield - 3-speed electric, with washers, extra-chrome hardware		All		

REGULAR EQUIPMENT—INTERIOR

Bright Metal Trim & Moldings	Back window reveal	163-16439, 87; 16639, 47; 167-16837
	Console - floor center	167-16800
	Front bucket seat cushion and backrest	167-16800
	Front seat and trim panels	16639-47
	Pedal pads, bright trim	16000
	Rear view mirror, day-night padded frame	All
	Rear seat speaker grille and ornament	143-164-167-16887, 67; 16647
	Window control handles - color-keyed knobs	All
	Two-position free-wheeling front door handles	All
	Door control handles - standard type	15000
	Door control handles - paddle type	16000
	Windshield top and side moldings - bright	163-16487, 89; 16639, 47; 167-16887
	Roof side rail	163-16487, 89; 16639, 47; 167-16887
	Ash tray face plate (b)	All
	Cigarette lighter and ash tray	All
Instrument Panel	Control knobs - chrome	All
	Convertible top switch	163-164-167-16867
	Electric clock	16000
	Glove box area series nameplate	133-136, 163-164, 166-167-16800
	Glove box lock	All
	Ignition lock and starter switch - "4 position"	All
	Upper trim panel - bright (paint filled) (a)	143-164-166-167-16800
	Lower trim - and radio-heater control	16000
	Lower trim plate - brushed aluminum	163-164-167-16800
	Rear window control switch (black plastic)	133-136-163-164-16445
	Instrument panel pad	All
	Vent control knobs - chrome	All
	Console courtesy	167-16800
	Glove box	All exc. 133-13400
	Instrument panel courtesy - dual	16467, 16867, 16600
Interior Lights	Luggage compartment	16000 sedans, coupes
	Roof center dome	13000; 163-16435, 45, 69-16835, 45
	Roof side dome - dual	163-16439-87, 167-16887, 16639-47
	Third seat	133-13645-163-16445-16645
	Steering Wheels	13000
	Deep hub - 3-spoke with horn button	16000
	3-spoke oval with horn button & tabs	All
	Armrests - front door	All exc. 133-134-135-13611, 16467-87, 16867-887, 16647
	Armrests and ash tray - rear door	133-134-135-13611, 143-164, 167-16867, 87; 16647
	Armrests and ash tray - rear quarter	All
	Brake system failure and parking brake indicator	All exc. convertible
	Coat hooks (3) - soft plastic, colored	All
	Four-way hazard flasher	All
	Freeway lane change signal	16639
	Front seat center armrest	133-134-135-13611; 143-164-167-16867, 87; 16647
	Front seat folding back lock	All
	Heater deluxe	All
	Locking knobs - front and rear doors	All
	Mat - luggage or storage compartment	133-134-135-13611, 16445, 16000
	Seat belts - front & rear, push-button with retractors on front (third seat also for 2-seat wagons)	All
	Seats - front bucket	167-16800
	Sunshades - dual, padded	All
	Switches - front door jamb (rear also for 16000 exc. 16647)	133-13600; 16000
	Switch - manual interior light (integral in headlamp switch)	All
	Shift and signal levers - knobs (color-keyed)	All

(a) Wood-grain on 16000

(b) Brushed aluminum, wood-grain on 16000

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Air cleaner, heavy duty	K45	153-155-163-16700
Air conditioning, Comfortron automatic temperature control	C75	15-16000
Air conditioning, Comfort-Car	ACC	15-16000
Air conditioning, Four-Season	C60	15-16000
Air deflector, rear window	C51 ACC	15-16000 wgn
Air injection reactor equipment	K10	15-16000
Appearance Guard Group (Items available as a group or as separate options)		
Custom deluxe front & rear seat belts (with front retractors)		15-16000
Door edge guards		15-16000 exc 16635-45
Front bumper guards		15-16000
Rear bumper guards		15-16000 exc wgn
Rubber twin front and rear floor mats		15-16000
Auxiliary Lighting Group (Items available as a group or as separate options)		
Ash tray lamp		15-16000
Front fender lamps		15-16000 exc 16600
Glove box lamp		153-15400
Instrument panel courtesy lamps		150-163-16400 exc 67-87
Luggage compartment lamp		15000 exc wgn
Underhood lamp		15-16000
Battery, heavy duty	T60	15-16000
Body equipment, heavy duty	B01	153-15400
Brake linings, sintered-metallic	J65	15-16000
Brakes, front disc	J52	15-16000
Brakes, power	J50 ACC	15-16000
Carpet, load floor	B39	163-164-16635-45
Carrier cover, roof luggage	ACC	15-16000 wgn
Carrier, deck lid luggage	ACC	15-16000 exc wgn
Carrier, deluxe adjustable roof luggage	V54 ACC	15-16000 wgn
Carrier, roof luggage	V55 ACC	15-16000 wgn
Carrier, ski equipment (deck lid)	ACC	15-16000
Carrier, ski equipment (roof luggage carrier)	ACC	15-16000 wgn
Carrier, ski equipment (roof clamp-on type)	ACC	15-16000 exc conv
Chassis equipment, heavy duty	Z04	153-15400
Clock, electric	U35 ACC	15000
Clutch, heavy duty	M01	15-16000
Compass, auto	ACC	15-16000
Cruise control	K30 ACC	154-156-164-166-16800
Decor Group (Items available as a group or as separate options)		
Deluxe steering wheel		15000
Door and window frame molding		15000
Rear wheel opening skirts		15-16000 exc wgn
Roof drip molding		153-15400, 163-16435-45-60, 16635-45
Wheel trim covers		150-163-16400
Deflectors, rain	ACC	15-16000
Defroster, rear window	C30 ACC	15-16000 exc conv & wgn

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Emergency road kit	ACC	15-16000
Engines		
275 hp Turbo-Fire 327 Cu.in. V-8	L30	154-156-164-166-16800
325 hp Turbo-Jet 396 Cu.in. V-8	L35	154-156-164-166-16800
385 hp Turbo-Jet 427 Cu.in. V-8	L36	154-156-164-166-16800
Engine ventilation, closed positive	K24	15-16000
Exhaust system, dual	N10	154-156-164-166-16800
Fan, temperature controlled	K02	ACC 15-16000
Fire extinguisher		ACC 15-16000
Floor mat, cargo compartment		ACC 15-16000 wgn
Floor mats, clear vinyl twin front and rear		ACC 15-16000
Floor mats, heavy duty front	B34	15000
Floor mats, heavy duty rear	B35	15000
Floor mats, rubber full width front		ACC 15-16000 exc 167-16800
Floor mats, rubber twin front and rear	B37	ACC 15-16000
Foundation Group (Items available as a group or as separate options)		
Deluxe foam front seat cushion		15000
Electric clock		15000
Push-button AM radio with front antenna		15-16000
Gauges, instrument panel	U14	154-156-164-166-16800
Generator, Delcootron (12-42 amp)	K79	15-16000
Generator, Delcootron (61 amp)	K76	15-16000
Generator, Delcootron (62 amp)	K81	15-16000
Glass, tinted window	A01	15-16000
Glass, tinted windshield	A02	15-16000
Guard, gas tank filler door		ACC 15-16000 wgn
Guards, door edge	B93	ACC 15-16000 exc 16635-45
Guards, front bumper	V31	ACC 15-16000
Guards, rear bumper	V32	ACC 15-16000 exc wgn
Headrest, conventional type front seat	A82	150-163-164-16600
Headrest, Scratz-nase special contour front seat	A81	16639-47, 167-16800
Heater-defroster deflection	C48	15-16000
Horn, low "D" note	U03	ACC 15-16000
Ignition switch light, fiber optic	U23	ACC 153-15400
Lamp, ash tray	U28	ACC 15-16000
Lamp, glove box	U27	ACC 153-15400
Lamp, luggage compartment	U25	ACC 15000 exc wgn
Lamps, front fender	T78	15-16000 exc 16600
Lamps, instrument panel courtesy	U29	ACC 150-163-16400 exc 67
Lamp, underhood	U26	ACC 15-16000
Liner container, instrument panel mounted		ACC 15-16000
Liner container, middle type		ACC 15-16000 exc floor shift trans
Lock, gas filler cap		ACC 15-16000
Lock, spare wheel		ACC 15-16000
Locks, rear door safety		ACC 15-16000 4-door
Lock, storage compartment	A96	ACC 15-16000 2-seat wgn

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Mirror, outside rear view, right hand	ACC	15-16000
Mirror, remote control outside rear view	D33	15-16000
Mirror, vision vanity	ACC	15-16000
Molding, door and window frame	B90	15000
Molding, roof drip	B80	153-15400, 163-16435-45-69, 16635-45
Operating Convenience Group (Items available as a group or as separate options)		
Rear window defroster		15-16000 exc conv & wgn
Remote control outside rear view mirror		15-16000
Pedal covers, chrome trim	ACC	15-16000 exc 16000
Paint stripe, wide sides	D96	167-16800
Radiator, heavy duty	V01	15-16000
Radio and front antenna, manual AM	ACC	15-16000
Radio and front antenna, push-button AM	U63	ACC 15-16000
Radio and front antenna, push-button AM-FM	U69	ACC 15-16000
Radio antenna, front fixed height	ACC	15-16000
Radio antenna, front manual	ACC	15-16000
Radio antenna, rear manual	U73	ACC 15-16000 exc wgn
Radio antenna, rear power	U75	ACC 15-16000 exc wgn
Radio speaker, rear seat	U80	ACC 15-16000
Radio stereo	U79	ACC 15-16000
Rear Axle		
2.73 ratio	G97	154-156-164-166-16800
3.07 ratio	H01	154-156-164-166-16800
3.08 ratio	G92	154-156-16000 exc L6 wgn
3.31 ratio	G94	15369, 154-156-164-166-16800
3.36 ratio	G76	15-16000
3.55 ratio	G96	15-16000 exc L6 wgn
3.70 ratio	G75	15-16000
3.73 ratio	H03	154-156-164-166-16800
Positraction	G80	15-16000
Roof cover, vinyl	C08	163-16439-47, 16639-47, 167-16887
Seat belt, rear center - used with custom deluxe seat belts	AL3	15-16000 exc conv & sport coupe
Seat belt, rear center - used with standard seat belts	A68	15-16000 exc conv & sport coupe
Seat belts, custom deluxe front and rear (with front retractors)	A39	15-16000
Seat cushion, deluxe foam front	B53	15000
Seat, front scratch-back bench	A33	16639-47, 167-16800
Seat, heavy duty front, low profile type	A75	15000
Seat, heavy duty rear	A76	15000 exc wgn
Seat pad, ventilated	ACC	15-16000
Seat, power 4-way bucket	A46	16647-700-800
Seat, power 6-way bench	A42	155-156-16000
Seat, split second	A66	15-16000 wgn
Seats, front scratch-back	A51	16647

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Shock absorbers, automatic level control	G67	15-16000
Shock absorbers, Superlift air adjustable	G66	15-16000
Shoulder harness, front seat - used with custom deluxe seat belts	A85	15-16000
Shoulder harness, front seat - used with standard seat belts	AS1	15-16000
Speed warning indicator	U15	15-16000
Spotlamp, hand portable	ACC	15-16000
Spotlamp, remote control	ACC	15-16000
Station Wagon Convenience Group (Items available as a group or as separate options)		
Power tailgate window		15-16000 2-seat wgn
Rear window air deflector		15-16000 wgn
Roof luggage carrier		15-16000 wgn
Snowage compartment lock		15-16000 2-seat wgn
Steering, power	N40	15-16000
Steering wheel, deluxe	N30	15000
Steering wheel, tilt	N33	15-16000
Steering wheel, wood-grained plastic	N34	15-16000
Stereo tape player	U57 ACC	15-16000
Super Sport 427 Package	Z34	16800
Suspension, heavy duty front and rear	F40	15-16000 exc wgn
Suspension, special performance front and rear	F41	154-156-164-166-16800
Tachometer	ACC	154-156-164-166-16800
Taxicab equipment	B02	153-15469
Tires		
8.15-15-4pr blackwall rayon	Q04	150-163-16400 exc wgn
8.15-15-4pr blackwall nylon	Q05	150-163-16400 exc wgn
8.15-15-4pr whitewall rayon	R51	15-16000 exc wgn
8.15-15-4pr special nylon - white stripe	QA8	15-16000 exc wgn
8.25-14-4pr special nylon - white stripe	PQ8	15-16000 exc wgn
8.25-14-4pr blackwall nylon	P76	15-16000 exc wgn
8.25-14-4pr whitewall rayon	P77	15-16000 exc wgn
8.25-14-4pr whitewall nylon	P79	15-16000 exc wgn
8.25-14-4pr blackwall - special nylon	T08	15-16000 exc wgn
8.25-14-4pr whitewall - special nylon	T09	15-16000 exc wgn
8.25-14-6pr blackwall - special nylon	T18	15-16000
8.25-14-6pr whitewall - special nylon	T19	15-16000
8.45-15-8pr whitewall rayon	QC2	15-16000 wgn
8.55-14-4pr whitewall rayon	P83	15-16000 wgn
8.55-14-4pr blackwall nylon	P86	15-16000 wgn
8.55-14-4pr whitewall nylon	P87	15-16000 wgn
8.55-14-8pr whitewall - special nylon	T21	15-16000 wgn
8.55-14-8pr blackwall - special nylon	T20	15-16000 wgn

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Tissue dispenser, instrument panel mounted	ACC	15-16000
Top, folding convertible	C05	163-164-167-16867
Trailer hitch	ACC	15-16000
Trailer wiring harness	ACC	15-16000
Transmissions		
Transmission overdrive (2.85:1 low ratio)	M10	15-16000
3-speed transmission, heavy duty (2.41:1 low ratio)	M13	154-156-164-166-16800
4-speed transmission (3.11:1, 2.54:1 or 2.52:1 low ratio)	M20	154-156-164-166-16800
Powerglide transmission (1.82:1 low ratio for L-6 & 283 V-8; 1.76:1 for 327 & 396 V-8)	M35	15-16000
3-speed automatic transmission - Turbo Hydra-Matic (2.48:1 low ratio)	M40	154-156-164-166-16800
Wheel trim covers	P01	ACC 150-163-16400
Wheel trim covers, mag-style	N96	ACC 15-16000
Wheel trim covers, simulated wire	P02	ACC 15-16000
Wheel opening skirts, rear	T58	15-16000 exc wgn
Wheels, 14x6JK	P12	150-163-164-167-16800 exc wgn
Wheels, 15x6J	P42	150-163-164-167-16800 exc wgn
Windows, power	A31	155-15635-45-69, 16000
Window, power tailgate	A33	15-16000 2-seat wgn

TAXI-CAB-RPO BO2

Model Application: Biscayne 4-Door Sedan
153-15469

BODY EQUIPMENT

INTERIOR TRIM

Standard ----- Pattern cloth;
medium tawn, blue
Optional ----- All vinyl;
medium tawn (RPO 865)

FLOORS, FRONT AND REAR

Covering ----- Mastic deadener pad
Mat ----- Heavy duty; black rubber;
regular production reinforcing
patch under accelerator location

SEAT CUSHIONS AND BACKRESTS, FRONT AND REAR

Heavy duty reinforced spring construction (9 gage
wire front seat cushion main springs, 9-1/2 gage
wire rear seat cushion main springs); firm jute
padding needled to burlap on front seat cushion

DOOR LIGHT SWITCHES ----- Automatic; all doors

OPEN DOOR WARNING LIGHT ----- Instrument
panel mounted

WINDLACE ----- Extra tacking strip
over doors; long tacks in place of staples

CHASSIS EQUIPMENT

FRAME ----- Special reinforced frame;
extra heavy front upper control arm brackets;
steering gear attachment and spring seats;
extensive use of heavy gauge steel; additional
rear upper control arm (4 link suspension)

SUSPENSION

Coil springs, front and rear ----- Heavy duty
Shock absorbers, front and rear ----- Heavy duty;
special automatic valving
Stabilizer bar, front ----- 6-cylinder models;
standard with V-8 models
Spherical joints, front ----- Metal-lined,
with lubrication fittings
Upper control arm, rear suspension ----- Additional
on 6-cylinder model; standard on V-8

STEERING LINKAGE

Relay rod ----- Special joint seals

BRAKES, FRONT AND REAR

Extra
capacity; special heat resistant brake shoe
retracting springs; extra-thick front brake
drum webs; heavy duty organic brake linings
& special lining material on all primary shoes

WHEELS AND TIRES

Wheel size ----- 15x5K
Tire size and type ----- 8.15-15-4PR
blackwall tubeless rayon cord

REAR AXLE

Type ----- High torque capacity; roller-type
rear wheel bearings; 6-7/8" ring gear
Ratio ----- Heavy duty 3.07 rear axle
with standard 6-cylinder and V-8 engines
and 3-speed or Powerglide transmission

POWER TRAIN EQUIPMENT

SPECIAL 6-CYLINDER ENGINE FEATURES
(155 Horsepower 250 Cubic Inch L-6)

VALVE PUSH RODS ----- Heavy duty; hardened tip

HYDRAULIC VALVE LIFTERS ----- Truck type

CARBURETOR ----- Special;
taxi-engineered fuel metering

PISTON RINGS ----- Special
chrome top compression ring with heavy duty
molybdenum ring, oil ring spacer, chromed
oil ring rails with staggered gaps, inside
beveled taper-faced lower compression rings

FLYWHEEL ----- Large 14" diameter
flywheel ring gear (3-speed
manual transmission only)

STARTING MOTOR ----- Heavy duty;
protective plastic sealant around mounting area

WATER PUMP ----- High capacity;
special ceramic rotor seat

CLUTCH ----- High capacity
11" diameter diaphragm-spring clutch

CRANKCASE VENTILATOR VALVE ----- Take-apart type

BATTERY ----- 61 ampere, 12 volt

RADIATOR - POWERGLIDE ----- High cooling
capacity; fan shroud; crimped
tube transmission oil cooler

TRANSMISSION - POWERGLIDE

(250 Cubic Inch L-6 Engine) ----- 5-plate
heavy duty clutch; 11-3/4" heavy duty
converter assembly with two drain plugs;
liquid cooling and other special components

HEAVY DUTY CHASSIS AND BODY EQUIPMENT

Model Application: Biscayne 2-Door Sedan 153-15411
 Biscayne 4-Door Sedan 153-15469
 Biscayne 2-Seat Station Wagon 153-15435

BODY EQUIPMENT (RPO B01)

INTERIOR TRIM

Standard (sedan) ----- Pattern cloth,
 medium fawn, blue; all-vinyl, black
 Optional (sedan) ----- All-vinyl;
 medium fawn (RPO 865)
 Standard (station wagon) ----- All-vinyl;
 medium fawn, blue, black

FLOORS, FRONT AND REAR

Covering ----- Mastic deadener pad
 Mats ----- Heavy duty; black rubber;
 regular production reinforcing
 patch under accelerator location

SEAT CUSHIONS AND BACKRESTS

Front (sedan and station wagon) and rear (sedan only)
 Heavy duty reinforced spring construction (9 gauge
 wire front seat cushion main springs, 9-1/2 gauge
 wire rear seat cushion main springs); firm jute
 padding needled to burlap on front seat cushion

CHASSIS EQUIPMENT (RPO Z04)

FRONT SUSPENSION

Ball studs - upper and lower ----- Metal-to-metal
 bearing surfaces; umbrella-type seals
 Knuckle and hub ----- Thick brake drum web;
 thick brake lining; heavy duty
 primary lining material; high
 temperature retracting springs
 Lower control arm ----- Stabilizer attachment
 (L-6 sedan)
 Springs ----- High rate
 Shock absorbers (sedan) ----- Stiff valving
 Stabilizer ----- L-6 sedan;
 standard with V-8 or station wagon models

REAR SUSPENSION

Upper control arms (sedan) ----- Two control
 arms with high durometer bushing
 Springs ----- High rate
 Shock absorbers ----- Stiff valving
 Tie rod (sedan) ----- Tie rod
 with high durometer bushing at axle end

REAR AXLE

Differential carrier ----- 8-7/8" ring gear
 Brakes ----- Heavy duty primary
 lining material; thick brake
 linings; thick brake drum webs

POWER TRAIN EQUIPMENT (RPO Z04)

ENGINE - 8-CYLINDER

Clutch ----- Large diameter driven plate

BATTERY

----- Heavy duty;
 61 ampere, 12 volt

RADIATOR (L-6 models)

----- Heavy duty

AIR CONDITIONING EQUIPMENT

COMFORTRON AUTOMATIC TEMPERATURE CONTROL (RPO L75)

Fully integrated air cooling and heater system; automatically controlled by pre-setting on instrument control panel.

FOUR SEASON (RPO C60)

Heater integrated; manually controlled by knobs on instrument control panel, that operate bowden cables to activate various doors and switches to operate system.

BASIC COMPONENTS

Evaporator, blower, condenser, receiver-dehydrator, refrigerant (freon) tank, air intake assembly and duct assembly for both systems. The Comfortron also includes sensors, amplifier, transducer and power servo unit for automatic operation.

EQUIPMENT (Used in addition to or in place of base equipment)

CHASSIS

Front and Rear Springs ----- Heavy duty
Rear Axle Ratio - Refer to Power Trains Section.

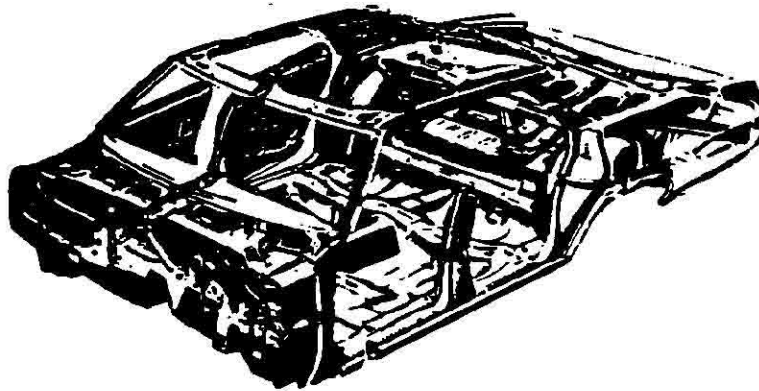
POWER TRAINS

Fan Blade ----- 5 blade
Fan Clutch ----- Thermomodulated fluid coupling*
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One*
Generator ----- 61 Ampere
Radiator ----- Heavy duty
Radiator Shroud, Fan Opening ----- Steel; 19.34 dia.*

* Additional equipment; also brackets, supports, braces, hoses, etc. as required for installation.

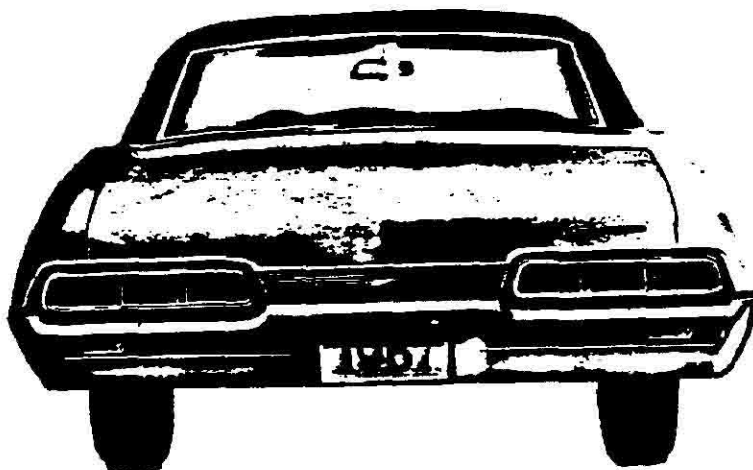
Heavy duty cooling equipment must be used on V-8 powered vehicles. It is recommended that this equipment also be used on all other vehicles for securing maximum air conditioning performance.

BODY



EXTERIOR PAINT	2
EXTERIOR-INTERIOR COLOR COMBINATIONS	3
BODY CONSTRUCTION AND GLASS AREA	7

EXTERIOR PAINT PROCESS



1. **RUSTPROOFING.** Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.
2. **BODY AND SHEET METAL PRIMERS.** Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.
3. **PRIMER COAT** is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 300 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.
4. **FLASH PRIMER AND PRIMER-SURFACER COATS.** An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 385 degrees F.
5. **INITIAL SANDING.** Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.
6. **LACQUERING.** Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.
7. **INITIAL BAKING.** To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.
8. **FINAL SANDING.** To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.
9. **FINAL BAKING.** To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 375 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.
10. **UNDERCOATING.** To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.
11. **PAINT REPAIR AND PROTECTION.** Marks, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "abush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

EXTERIOR-INTERIOR COLORS

BISCAYNE 153-15400 SERIES

EXTERIOR		INTERIOR TRIM COLORS AND RPO NUMBERS		
		Med. Fawn	Blue	Black
		Models 15411-69		
		801	840	812(a)
		Model 15435		
RPO	COLOR	802(a)	832(a)	812(a)
AA	Black	X	X	X
CC	White	X	X	X
DD	Medium Blue		X	X
EE	Dark Blue		X	X
FF	Bright Blue		X	X
GC	Gold	X		X
HH	Medium Green	X		X
KK	Medium Turquoise	X		X
LL	Dark Turquoise	X		X
MM	Plum			X
NN	Maroon	X		X
RR	Red			X
SS	Fawn	X		X
TT	Cream	X		X
YY	Yellow	X		X
Two-Tone (Lower/Upper)				
CD	White/Medium Blue		X	
DC	Medium Blue/White		X	
DE	Medium Blue/Dark Blue		X	
ED	Dark Blue/Medium Blue		X	
GT	Gold/Cream	X		X
LC	Dark Turquoise/White			X
ST	Fawn/Cream	X		X

(a) All-vinyl

EXTERIOR-INTERIOR COLORS—Cont'd

BEL AIR 155-15600 SERIES

		INTERIOR TRIM COLORS AND RPO NUMBERS			
		Med. Fawn	Black	Blue	Turquoise
		Models 15611-69			
		803	819	839	850
		Models 15635-45			
RPO	COLOR	804	820	833	854
AA	Black	X	X	X	X
CC	White	X	X	X	X
DD	Medium Blue		X	X	
EE	Dark Blue		X	X	
FF	Bright Blue		X	X	
GG	Gold	X	X		
HH	Medium Green	X	X		
KK	Medium Turquoise	X	X		X
LL	Dark Turquoise	X	X		X
MM	Plum		X		
NN	Maroon	X	X		
RR	Red		X		
SS	Fawn	X	X		
TT	Cream	X	X		
YY	Yellow	X	X		X
Two-Tone (Lower/Upper)					
CD	White/Medium Blue			X	
DC	Medium Blue/White			X	
DE	Medium Blue/Dark Blue			X	
ED	Dark Blue/Medium Blue			X	
GT	Gold/Cream	X	X		
LC	Dark Turquoise/White				X (a)
ST	Fawn/Cream	X	X		

(a) Not available on 15635-45.

EXTERIOR-INTERIOR COLORS—Cont'd

IMPALA 163-16400 SERIES IMPALA SUPER SPORT 167-16800 SERIES CAPRICE CUSTOM WAGONS 16600 SERIES

INTERIOR TRIM COLORS AND RPO NUMBERS									
	Black	Blue	Turq.	Gold	Maroon	Red	Parch Black	Bright Blue	
Models 16439-69-87 (Cloth)									
	811	842	853	888	874	---	---	---	
Models 16439-67-87-35-45; 16635-45 (Vinyl)									
	814	836(a)	847(b)	889(b)	---	871(c)	894(d)	845(d)	
Models 16857-87 (Scraper-bucket, Vinyl)									
	813	---	---	890	---	873	895	844	
Models 16867-87 (Scraper-back, Vinyl)									
RPO	COLOR	810	---	---	885	---	870	898	848
AA	Black	X	X	X	X	X	X	X	X
CC	White	X	X	X	X	X	X	X	X
DD	Medium Blue	X	X					X	X
EE	Dark Blue	X	X					X	X
FF	Brt. Blue (exc. 16635-45)	X	X					X	X
GG	Gold	X			X			X	
HH	Medium Green	X						X	
KK	Medium Turquoise	X		X				X	
LL	Dark Turquoise	X		X				X	
MM	Plum	X						X	
NN	Maroon	X			X	X	X	X	
RR	Red	X				X	X	X	
SS	Fawn	X			X			X	
TT	Cream	X			X			X	
YY	Yellow	X		X				X	
Two-Tone (Lower/Upper)									
CD	White/Med. Blue		X						
DC	Med. Blue/White		X						
DE	Med. Blue/Dark Blue		X						
ED	Dark Blue/Med. Blue		X						
GT	Gold/Cream	X			X				
LC	Dark Turq./White			X					
ST	Fawn/Cream	X			X				

Convertible top: White (Regular Production), Black or Med. Blue (RPO C05).
Vinyl top optional (RPO C08); Black, Lt. Fawn.

(a) All except 16487.
(b) All except 16439, 87.

(c) All except 16439.
(d) 16467, 87 only.

EXTERIOR-INTERIOR COLORS—Cont'd

CAPRICE 16600 SPORT COUPE AND SPORT SEDAN

		INTERIOR TRIM COLORS AND RPO NUMBERS			
		Black	Blue	Plum	Gold
		Models 16639-47 (Standard bench)			
		817	843	860	887
		Model 16647 (Strato-bucket)			
		815	837	---	891
		Models 16639-47 (Strato-bench, cloth)			
		818	834	862	886
		Model 16639 (Strato-bench, vinyl)			
		821	835	---	884
RPO	COLOR				
AA	Black	X	X	X	X
CC	White	X	X	X	X
DD	Medium Blue	X	X		
EE	Dark Blue	X	X		
FF	Bright Blue	X	X		
GG	Gold	X			X
HH	Medium Green	X			
KK	Medium Turquoise	X			
LL	Dark Turquoise	X			
MM	Plum	X		X	
NN	Maroon	X			X
RR	Red	X			
SS	Fawn	X			X
TT	Cream	X			X
VV	Yellow	X			
		Two-Tone (Lower/Upper)			
CD	White/Medium Blue	Not Available For These Models			
DC	Medium Blue/White				
DE	Medium Blue/Dark Blue				
ED	Dark Blue/Medium Blue				
GT	Gold/Cream				
LC	Dark Turquoise/White				
ST	Fawn/Cream				

BODY CONSTRUCTION AND GLASS AREA

GENERAL

Type ----- Unisteel, with cowl, roof, underbody and body panels welded to form body shell. Doors, front and rear lids are of double-panel construction and hinge assembled to body. Separate frame and bolt-on front end shear metal, with protective inner fender skirts

DOORS AND LOCKS

Door construction ----- Double steel panels, hinged at front
Door handles ----- Push-button with fork type door locks, inside push-button locks and 2-position free-wheeling inside door handles on all doors
Door ventipanes ----- Crank operated

HOOD AND TRUNK LID

Type ----- Counterbalanced, with spring loaded toggle action hinges on rear of hood and boxed hinges on trunk lid with torsion rod
Hood release ----- External, top of grille, off center, with finger press release

VENTILATION

High level ----- with double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at ends of rocker inner panels

SEAT CONSTRUCTION

Type ----- Front seat cushion
1.25 poly pad ----- 153-154-155-15600
1.50 foam rubber ----- 167-16800
1.75 poly pad ----- 163-164-16600
Rear seat cushion
Jute and cotton ----- 153-154-155-15600
1.75 poly pad ----- 163-16400;
16635,39,45,47; 167-16800
3rd seat cushion
0.75 poly pad ----- 155-156-163-164-16645

WINDSHIELD WIPERS AND WASHERS

Type ----- Dual 2-speed electric
Linkage ----- Parallel acting

SPARE TIRE AND TOOLS

Location ----- Sedans and sport coupe, angled on center of shelf in trunk compartment; Station wagon, vertically in right hand side of cargo compartment rear of wheelhouse behind removable cover. Convertible, right side of trunk compartment rearward of wheelhouse. Tools consist of bumper jack with combination lever handle and wheel nut wrench stored under tire.

BODY GLASS (SQ. IN.)

LOCATION	TYPE	MODELS							
		69	39	11	57	47	67	35	45
Windshield		1448.1	1384.3	1448.1	1384.3			1448.1	
Front door	Ventipane	73.0	87.0	73.0	87.0			73.0	
	Window	645.9	640.7	869.4	922.8	884.8	925.6	645.9	
Rear door window		630.0	653.2					641.4	
Rear quarter	Window			440.6	476.4	417.4	401.8		
	Rear side							1187.4	
Back window		1202.0	1239.3	1202.0	1339.8	911.0	767.3	925.9	
Total visibility area		3999.0	4004.5	4033.1	4210.3	3684.5	3566.0	4921.7	

All window glass curved safety solid plate except curved laminated safety windshield and flat safety solid plate fixed convertible rear window.

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS	2
LUGGAGE CAPACITY	2
STATION WAGON CARGO SPACE	2
EXTERIOR DIMENSIONS	3
VEHICLE WEIGHTS	4

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDANS		SPORT SEDANS	SPORT COUPES		CONVERTIBLES		STATION WAGONS
		2-DR	4-DR		BN	BKT	BN	BKT	
H3	Seat cushion height	11.4		11.6		12.0	11.6	11.2	11.6
H11	Entrance height	30.4		29.9	29.8		29.9	29.8	30.4
H13	Steering wheel thigh clearance	4.0			3.9	3.8	3.9	3.8	4.0
H30	H point to heel point	9.0		9.2		9.4	9.3		9.2
H32	Seat cushion deflection	4.4		4.5	4.4	2.8	4.5	2.8	4.2
H50	Upper body opening to ground	49.9			49.5				49.9
H58	H point rise		.7				.8		.7
H61	Effective headroom	39.1		38.1	38.2	37.6(A)	38.8		39.2
H70	H point to body O line	14.0				14.2			14.0
H75	Effective headroom	39.0		38.1	38.3	38.2	38.8		39.2
W3	Shoulder room			62.4					62.3
W5	Hip room	63.9			63.7				63.9
L7	Steering wheel torso clearance			11.6			11.4	11.7	11.6
L17	H point travel				4.8				
L34	Effective leg room		42.2		41.7		42.0		42.1

REAR COMPARTMENT

H8	Seat cushion height	14.2		14.5		13.2			14.6
H12	Entrance height	---	29.9	30.0	---	---	---	---	29.8
H31	H point to heel point	12.0		10.9		10.7			11.9
H33	Seat cushion deflection	3.5		4.9		4.1			4.5
H51	Upper body opening to ground	---	49.6	48.8	---	---	---	---	49.8
H63	Effective headroom	37.8		37.3	37.2	37.4	37.8		38.8
H71	H point to body O line	14.2		13.5		13.3			14.5
H76	Effective headroom	37.7		36.9	36.8	37.2	38.0		38.8
W4	Shoulder room	60.7	61.3		61.0		53.1		61.4
W6	Hip room	62.2	62.9	63.0		55.5			63.2
L3	Rear compartment room		28.8		26.5	27.2	25.7	26.3	28.7
L50	H point couple distance	36.2		35.8	33.1	33.0	33.3		34.6
L51	Effective leg room	38.9	39.5	38.5	34.9	36.5(B)	34.9	36.3	37.5

STATION WAGON THIRD SEAT

W85	Shoulder room								49.7
W86	Hip room								49.2
H86	Effective headroom								36.2
L86	Effective leg room								33.3
L87	Knee room								12.8

LUGGAGE COMPARTMENT

---	Compartment opening width			55.5					
---	Compartment interior height			21.0					
---	Compartment interior width			74.0					
---	Compartment interior length			64.3					
H195	Compartment loading height			24.8			25.3		
V1	Usable luggage capacity (cu.ft.)	18.3			17.3		20.7		
---	Total compartment volume (cu.ft.)			28.7					

STATION WAGON CARGO SPACE

H201	Maximum cargo height								30.7
H202	Rear opening height								28.8
H250	Tailgate to ground height								25.3
W200	Cargo width - front								63.2
W201	Cargo width - wheelhouse								49.7
W203	Rear opening width at floor								52.4
W204	Rear opening width at belt								52.4
W205	Rear opening width above belt								52.4
L300	Maximum cargo length - front seat								122.8
L301	Maximum cargo length - second seat								88.6
L302	Cargo length at floor - front seat								96.0
L303	Cargo length at floor - second seat								61.7
L304	Cargo length at belt - front seat								86.0
L305	Cargo length at belt - second seat								49.7
V2	Total cargo volume (cu.ft.)								94.1(C)

(A) Model 16887 effective headroom front 38.8

(B) Model 16887 effective leg room rear 34.6

(C) Add 12.0 for compartment on 2-seat wagons; 7.2 on 3-seat wagons

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	SEDANS		SPORT SEDANS	SPORT COUPES	CONVERTIBLES	STATION WAGONS
		2-DR	4-DR				
L101	Wheelbase	119.0					
L102	Tire size (standard)	8.25x14					
L103	Overall length	213.2					212.4
L104	Overhang - front	34.9					
L105	Overhang - rear	59.3					58.5
----	Overall length - less bumpers	210.5					209.0
L127	Body O line to C/L of rear wheels	100.0					
L128	Hood length at centerline	58.5					

WIDTHS

W101	Tread - front	62.5					
W102	Tread - rear	62.4					63.5
W103	Maximum overall width of car	79.9					63.4
W106	Front fender overall width	79.3					
W107	Rear fender overall width	79.9					
W120	Overall car width, front doors open	163.8	143.3	143.3	163.8	143.3	143.3
W121	Overall car width, rear doors open	---	143.8	---	---	---	143.8

HEIGHTS

H101	Overall height (design)	55.4	54.5	54.4	55.3	56.7	
---	Overall height (curb)	57.1	56.1	56.0	56.8	58.2	
H102	Front bumper to ground	14.0	13.8	13.6	13.9	15.0	
H104	Rear bumper to ground	12.7	12.4	12.4	12.5	12.9	
H111	Rocker panel to ground - rear	8.8	8.6	8.6	8.8	9.2	
H112	Rocker panel to ground - front	7.6	7.4	7.4	7.9	9.2	
H114	Hood at rear to ground	38.0	37.8	37.8	38.0	39.2	
H115	Step height - front (design)	12.8	12.5	12.5	12.9	14.4	
H116	Step height - rear (design)	---	12.2	---	---	14.1	
H125	Headlamp to ground	25.2	25.0	24.2	24.4	26.1	
H126	Tail lamp to ground	23.8	23.6	23.1	23.3	25.5	
H130	Step height - front (curb)	14.5	14.1	14.1	14.3	15.3	
H131	Step height - rear (curb)	---	14.2	---	---	14.9	
H136	Body O line to ground - front	6.1	6.0	5.2	5.4	7.0	
H137	Body O line to ground - rear	5.3	5.1	4.8	5.0	6.0	

CLEARANCES

H106	Angle of approach (degrees)	28	27	28	30		
H107	Angle of departure (degrees)	12	13	13	17		
H147	Ramp breakover angle (degrees)	14	14	14	17		
H148	Front suspension to ground	7.0	6.8	7.0	8.0		
H149	Oil pan to ground	6.8	6.5	6.8	7.8		
H150	Flywheel housing to ground	7.1	6.8	7.1	8.3		
H151	Frame to ground	7.5	6.7	6.7	8.5		
H152	Exhaust system to ground	5.7	5.5	5.7	7.4		
H153	Rear axle to ground	6.4	6.2	6.2	6.9		
H154	Fuel tank to ground	7.2	7.0	7.6	11.1		
H155	Tire well to ground	Mounted over rear axle				9.2	
H156	Minimum ground clearance (H152)	5.7	5.5	5.7	7.4		

VEHICLE WEIGHTS

BISCAYNE

Model	VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
		Front	Rear	Total	Front	Rear	Total
15311	2-Door Sedan 6-cylinder	1735	1600	3335	1720	1790	3510
15411	2-Door Sedan 8-cylinder	1835	1630	3465	1830	1815	3645
15335	4-Door Station Wagon 6-cylinder	1695	2070	3765	1680	2260	3940
15435	4-Door Station Wagon 8-cylinder	1790	2095	3885	1780	2285	4065
15369	4-Door Sedan 6-cylinder	1765	1630	3395	1750	1820	3570
15469	4-Door Sedan 8-cylinder	1865	1660	3525	1865	1845	3710

BEL AIR

15511	2-Door Sedan 6-cylinder	1735	1605	3340	1725	1790	3515
15611	2-Door Sedan 8-cylinder	1840	1630	3470	1835	1820	3655
15535	4-Door Station Wagon 6-cylinder	1700	2075	3770	1680	2260	3940
15635	4-Door Station Wagon 8-cylinder	1790	2100	3890	1785	2290	4075
15545	4-Door Station Wagon 6-cylinder*	1685	2140	3825	1665	2330	3995
15645	4-Door Station Wagon 8-cylinder*	1775	2165	3940	1770	2355	4125
15569	4-Door Sedan 6-cylinder	1770	1640	3410	1760	1820	3580
15669	4-Door Sedan 8-cylinder	1870	1665	3535	1870	1850	3720

IMPALA

16335	4-Door Station Wagon 6-cylinder	1710	2095	3805	1695	2280	3975
16435	4-Door Station Wagon 8-cylinder	1800	2120	3920	1800	2305	4105
16339	4-Door Sport Sedan 6-cylinder	1840	1700	3540	1825	1885	3710
16439	4-Door Sport Sedan 8-cylinder	1940	1720	3660	1935	1910	3845
16345	4-Door Station Wagon 6-cylinder*	1700	2160	3860	1680	2350	4030
16445	4-Door Station Wagon 8-cylinder*	1790	2190	3980	1785	2375	4160
16387	2-Door Sport Coupe 6-cylinder	1805	1670	3475	1795	1855	3650
16487	2-Door Sport Coupe 8-cylinder	1900	1690	3590	1900	1875	3775
16367	2-Door Convertible 6-cylinder	1825	1690	3515	1810	1875	3685
16467	2-Door Convertible 8-cylinder	1920	1705	3625	1915	1895	3810
16369	4-Door Sedan 6-cylinder	1795	1660	3455	1780	1845	3625
16469	4-Door Sedan 8-cylinder	1895	1680	3575	1890	1870	3760

CAPRICE

16635	4-Door Station Wagon 8-cylinder	1810	2125	3935	1805	2310	4115
16639	4-Door Sport Sedan 8-cylinder	1965	1745	3710	1960	1935	3895
16647	2-Door Sport Coupe 8-cylinder	1910	1695	3605	1905	1885	3790
16645	4-Door Station Wagon 8-cylinder*	1795	2195	3990	1790	2380	4170

IMPALA SUPER SPORT

16787	2-Door Sport Coupe 6-cylinder	1820	1680	3500	1805	1870	3675
16887	2-Door Sport Coupe 8-cylinder	1915	1700	3615	1910	1890	3800
16767	2-Door Convertible 6-cylinder	1835	1700	3535	1825	1885	3710
16867	2-Door Convertible 8-cylinder	1935	1715	3650	1930	1905	3835

* 3-seat

SHIPPING WEIGHT: Weight of basic vehicle with regular equipment and grease and oil. Weight of gasoline and water not included.

CURB WEIGHT: Weight of empty vehicle ready to drive. Shipping weight plus weights of gasoline and water.

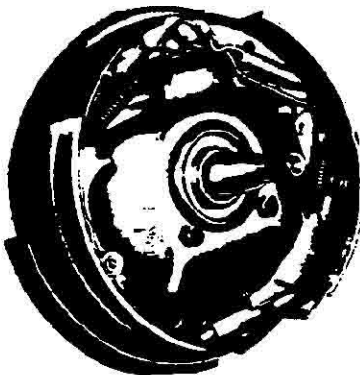
For total shipping, and curb, weights of vehicles equipped with the following options, add to, or deduct from, the base vehicle weight (lbs).

RPO	Option	Weight	RPO	Option	Weight
A31	Power Window	+ 22	L36	427 Cu.In. V-8	+269
A42	Power Seat 6-Way	+ 17	M10	Overdrive Transmission	+ 27
A46	Power Seat 4-Way	+ 14	M13	Heavy Duty Transmission	+ 23
A51	Strato Bucket Seat	+ 28	M20	Four-Speed Transmission	+ 26
C48	Less Heater	- 23	M35	Powerglide Transmission	+ 12
C60	Air Conditioning	+120	M40	3-Spd. Turbo Hydra-Matic Trans.	+ 38
J50	Power Brakes	+ 7	N40	Hydraulic Steering	+ 28
J52	Front Disc Brakes	+ 43	T60	Heavy Duty Battery	+ 15
L30	327 Cu.In. V-8	+ 51	U63	Radio - Push-Button	+ 9
L35	396 Cu.In. V-8	+243	U69	Radio - AM-FM Push-Button	+ 10

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FRAME AND FRONT SUSPENSION	2
STEERING, DRIVELINE, WHEELS AND TIRES	3
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FRAME AND FRONT SUSPENSION

FRAME

Description ----- All welded perimeter frame, with front crossmember, rear axle upper control arm crossmember, rear shock absorber crossmember, and rear crossmember. Center sections and rear axle pickup are box welded construction. Body mounting points, Convertible and Station wagons 12, all others 10.

FRONT SUSPENSION

Description ----- Independent, SLA type with coil springs and concentric shock absorbers and spherically jointed steering knuckles for each wheel. Strut supported lower control arm.

Wheel travel (design)
Total ----- 8.55
Jounce ----- 4.65
Rebound ----- 3.90
Wheel to spring, travel ratio ----- 1.70

CONTROL ARMS

Description ----- Reinforced steel stamping with pre-loaded, steel encased rubber bushings at pivot.

STEERING KNUCKLES

Description ----- Forged steel, with integral brake cylinder mounting, and detachable steering knuckle arm

Spindle diameters
Inner bearing ----- 1.2493-1.2498
Outer bearing ----- .7492-.7497
Spindle thread size ----- 3/4-20 NEF-3 (modified)
Wheel bearing
Type ----- Taper roller
Number ----- Two per spindle

SPHERICAL JOINTS

Type ----- Ball studs, upper self-adjusting for wear
Bearing surfaces
Upper ----- Two bearings; both non-metallic; teflon-coated phenolic.
Lower ----- One upper surface, teflon-coated phenolic.

SHOCK ABSORBERS

Type ----- Direct, double-acting, hydraulic
Piston diameter ----- 1.00

STABILIZER BAR

Type ----- Link*
Material ----- HR steel
Diameter
All except SS427 ----- .8125
SS427, RPO P40 & P41 ----- .9375

FRONT WHEEL ALIGNMENT (Curb)

Camber (degrees) ----- N1/4 to P3/4
Caster (degrees) ----- P1/4 to P1-1/4
Toe-in (total) ----- 1/8 to 1/4
SAI (degrees) ----- 7 to 8

GENERAL SUSPENSION PROVISIONS

Car leveling ----- From stabilizer bar
Anti-dive control ----- Angle of front upper control arm
Anti-squat control ----- Rear suspension geometry
Driveline alignment ----- Rear control arm shims

FRONT SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Weights		Deflection rate (lbs per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel
3890610	A	Coil, right hand helix	AISI A-5160	126.6	.614	3.80	16.8	11.76@ 1450	290	104
3864714	B			126.6	.614	3.80	16.9	11.76@ 1495	290	104
3864715	C			126.6	.614	3.80	17.2	11.76@ 1580	290	104
3864716	D			141.1	.636	3.80	17.4	11.76@ 1630	290	104
3864718	E			141.1	.636	3.80	17.6	11.76@ 1690	290	104
3864719	F			141.1	.636	3.80	17.7	11.76@ 1725	290	104
3862967	G			141.1	.636	3.80	17.9	11.76@ 1770	290	104
3862969	H			141.1	.636	3.80	18.0	11.76@ 1810	290	104
3862970	I			141.1	.636	3.80	18.1	11.76@ 1850	290	104
3869400	J			141.1	.636	3.80	18.3	11.76@ 1910	290	104
3862976	K			113.4	.641	3.80	15.5	11.76@ 1440	290	136
3862977	L			113.4	.641	3.80	15.7	11.76@ 1520	290	136
3864721	M			128.1	.668	3.80	16.2	11.76@ 1740	290	136
3869404	N			128.1	.668	3.80	16.4	11.76@ 1800	290	136

Engine	250 L-6 Engine										283 Cu. In. V-8 Engine									
	15300		15500		16300		16700		15400		15600		16400		16600		16800			
Model	11	69	35	11	69	35	45	67	67	69	39	35	45	67	67	69	39	35	45	67
Ref.	K	K	K	K	K	K	K	A	A	B	C	K	K	A	A	B	C	L	L	B

* Not available on Bel Air & Biscayne 6-cyl. 2 & 4 door sedans.

Engine		327 Cu. In. V-8 Engine (RPO L30)									
Ref.		C	D	C	C	D	C	L	B	B	D

Engine		396 Cu. In. V-8 Engine (RPO L35)									
Ref.		F	H	N	F	H	N	M	E	E	H

Engine		427 Cu. In. V-8 Engine (RPO L36)									
Ref.		G	C	N	G	C	N	M	E	F	I

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description	Semi-reversible, recirculating ball nut gear; and a collapsible steering column for safety. Tilt steering wheel optional.
Ratios	Gear, 24:1; overall, 30.7:1
Turning diameters (ft)	
Outside front, wall to wall	43.5
Outside front, curb to curb	40.8
Inside rear, wall to wall	24.2
Inside rear, curb to curb	24.5
Number of wheel turns, lock to lock	5.8
Outside wheel angle with inside wheel	
@ 14.85 degrees	13.99
@ 19.80 degrees	18.09
@ 37.99 degrees (limit of turn)	28.89
Linkage	Parallelogram, rear of wheels, 2 tie rods
Steering wheel	
Standard and optional tilt telescoping wheel	Deep dish, 16.5 diameter

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)	
Type	Integral gear, with vane type pump driven by crankshaft pulley providing hydraulic pressure
Ratios	Gear, 17.5:1; overall, 21.2:1
Number of wheel turns, lock to lock	4.0

DRIVELINE

Type	Tubular, exposed
Number used	One
Diameter (OD)	3.25
Length (C/L of U-joints)	62.16
3 & 4-speed	
Powerglide	
All except Caprice	62.16
Caprice	61.76
Turbo Hydra-Matic	
All except Caprice	61.17
Caprice	60.06
Wall thickness	.065
Prop Shaft Damper	On Caprice models equipped with automatic transmission
Universal joints	
Type	Cross
Number used	Two
Bearings	Prepack, anti-friction
Drive and torque	Through rear suspension control arms

WHEELS

Type	Short spoke spider
Attachment to hub	5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle
Rim size	
All except wagons	14x5J
Wagons	14x6JK
Disc brakes	15x6JK
Offset	
14x5J	.56
14x6JK & 15x6JK	.06

TIRES

Construction	2 ply
Rating	4 ply
Size	
All except wagons	8.25x14
All wagons	8.55x14
Disc brakes	8.15x15

TIRE SPECIFICATIONS

	8.25x14-4PR	8.55x14-4PR	8.15x15-4PR
Static loaded radius	12.7	12.9	12.8
Loaded rev/mi @ 50 MPH	753	743	767
Capacity (lb @ PSI)	1380 @ 24	1430 @ 22	1380 @ 24
	1500 @ 28	1770 @ 32	1500 @ 28
Recommended pressure (cold)	Front 24 Rear 28	22 32	24 28

REAR AXLE AND SUSPENSION

REAR AXLE

Description ----- Semi-floating;
housing consists of two welded tubes pressed
into cross-shape of cast iron differential carrier.
Carrier contains an overhung pinion and hypoid
gear supported by two taper roller bearings

Pinion offset ----- (Vert.) 1.50

Hypoid gear PD

8.08, 8.36, 8.70:1 ----- 8.125

8.31, 8.55, 8.73:1 ----- 8.875

Pinion bearing adjustment ----- Shim

Lubricant

Type ----- Military Spec. MIL-L-2105-B

Viscosity ----- SAE 80

Capacity (pts) ----- 8.125 hypoid gear ----- 2.5

8.875 hypoid gear ----- 4.0

Ratio (standard production)

250 L-6

3-speed, automatic

• Blacayne & Bel Air Sedan ----- 3.08

• All Others ----- 3.36

Wagons ----- 3.55

Overdrive ----- 3.70

283 V-8

3-speed, automatic

154-15600 sedans ----- 3.86

All except 154-15600 sedans ----- 3.36

Overdrive ----- 3.70

4-speed ----- 3.08

327 V-8

3 & 4-speed and automatic, wagons ----- 3.36

Powerglide ----- 3.08

• Turbo Hydra-Matic ----- 2.73

396 V-8

3 & 4-speed ----- 3.31

Powerglide ----- 3.07

Turbo Hydra-Matic ----- 2.73

427 V-8

3 & 4-speed ----- 3.31

Turbo Hydra-Matic ----- 2.73

AXLE SHAFT

Type ----- Forged and hardened

steel with integral drive flange

Wheel bearings ----- Single row

cylindrical roller, one per wheel

Oil seal ----- Steel encased,

spring loaded synthetic rubber

• HYPOID AND PINION GEAR TOOTH COMBINATIONS

8.08 (8.125 hypoid gear) ----- 37,12

8.36 (8.125 hypoid gear) ----- 37,11

8.55 (8.125 hypoid gear) ----- 39,11

8.70 (8.125 hypoid gear) ----- 37,10

8.73 (8.875 hypoid gear) ----- 41,15

8.07 (8.875 hypoid gear) ----- 43,14

8.31 (8.875 hypoid gear) ----- 43,13

POSITRACTION DIFFERENTIAL (see Power Trains)

Type ----- Two pinion with dual disc clutches

REAR SUSPENSION

Description ----- Link type; except

wagons, 2 lower control arms, 1 upper control

arm, and tie rod from axle to frame; wagons,

2 upper and 2 lower control arms and tie rod.

Drive and torque taken through control arms

Wheel travel (design)

Total ----- 8.52

Jounce ----- 3.06

Rebound ----- 5.46

Wheel to spring, travel ratio ----- 1.52

SHOCK ABSORBERS

Type ----- Direct double acting, hydraulic

Piston diameter ----- 1.00

REAR SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel (Wheel Rate)
8801638	A	Coil Right Hand Helix	AISI A-5160	126.9	.621	4.00	16.7	12.37 @ 1140	265	120
8895807	B			126.2	.597	4.00	17.3	12.37 @ 1140	230	105
8882960	C			126.2	.597	4.00	17.8	12.37 @ 1190	230	105
8882961	D			126.2	.597	4.00	17.8	12.37 @ 1240	230	105
8895806	E			112.7	.577	4.00	17.1	12.37 @ 1090	230	105
8869410	F			129.3	.715	4.00	16.4	12.37 @ 1830	450	200

ENGINES	250 Cu. In. L-6 Engine												283 Cu. In. V-8 Engine																					
	15300			15500			16300			16700			15400			15600			16400			16600			16800									
MODELS	11	69	33	11	69	33	45	87	67	69	39	33	45	87	67	11	69	33	11	69	33	45	87	67	69	39	33	45	47	39	33	45	87	67
REF.	A	A	F	A	A	F	F	B	B	C	D	F	F	B	B	B	C	F	B	C	F	F	E	E	D	D	F	F	E	D	F	F	E	E

ENGINE	327 Cu.In. V-8 Engine (RPO L30)													
REF.	C	C	F	C	C	F	F	E	E	C	D	F	F	E

ENGINE	396 Cu.In. V-8 Engine (RPO L35)																		
REF	B	C	F	B	C	F	F	E	E	C	D	F	F	E	D	F	F	E	E

ENGINE	427 Cu. In. V-8 Engine (RPO L36)																		
REF.	C	C	F	C	C	F	F	B	B	D	D	F	F	B	D	F	F	B	B

BRAKES

SERVICE BRAKES (Standard)

• Type	Dual-circuit; brake system warning and parking brake light, and reverse self-adjusting brakes.
Line pressure, psi, @ 100 lb. pedal load	739
Braking ratios	
Pedal	5.80
Hydraulic	4.82
Overall	27.9
Distribution of braking effort	
Front wheels (theoretical, percent)	58.5
Brake drum	
Diameter, front and rear	11.0
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area (sq.in.)	228.3
Brake lining	
Material	Full molded asbestos composition
Length	
Primary shoe, front & rear	9.25
Secondary shoe, front & rear	11.63
Width	
Front wheels, primary & secondary	2.75
Rear wheels, primary & secondary	2.00
Thickness minimum @ centerline	.168
Method of attachment	Bonded
Total effective area (sq.in.)	184.3
Gross lining area (sq.in.)	198.4
Master cylinder	
Piston diameter	1.00
Piston travel (available pedal travel)	1.22
Wheel cylinders	
Piston diameter	
Front	1.1875
Rear	1.00
Foot pedal travel	7.08

PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq.in.)	76.5
Control	Pendulum foot pedal; release by T handle located below instrument panel to left of steering column

POWER BRAKES (RPO J50)

	(Same as standard production SERVICE BRAKES except as follows)
Type	Vacuum power unit added to assist standard master cylinder; integral
Pedal effort	Approximately 30% less than standard service brakes at same deceleration rate
Braking ratios	
With standard production service brake linings	
Pedal	3.38
Hydraulic	4.82
Overall	16.3
With metallic service brake linings	
Pedal	3.38
Hydraulic	4.74
Overall	16.0
With front disc brakes	
Pedal	3.38
Hydraulic	28.5
Overall	96.4
Master cylinder	
Piston travel (available pedal travel)	1.46
Foot pedal travel	4.75

SERVICE BRAKES, METALLIC (RPO J65)

(Same as standard production SERVICE BRAKES except as follows)	
Line pressure, psi, @ 100 lb. pedal load	964
Braking ratios (manual)	
Pedal	5.80
Hydraulic	4.94
Overall	28.6
Brake lining	
Material	Staggered iron segments
Size	
Front wheel segments	
Primary	1.64 x 1.37 x .175
Secondary	1.64 x 1.37 x .295
Rear wheel segments	
Primary	2.00 x 1.00 x .175
Secondary	2.00 x 1.00 x .295
Segments per shoe	
Primary, front & rear	6
Secondary	Front 12, rear 10
Method of attachment	Welded
• Total effective area (sq.in.)	145.2
Master cylinder	
Piston diameter	.875

FRONT DISC BRAKES (RPO J52)

(Same as standard production SERVICE BRAKES on rear only; must be used with RPO J50)	
Type	Hub mounted front discs, with self-adjusting caliper units mounted on the steering knuckle. A metering valve is provided for balance between front and rear brakes
Brake disc	
Construction	Caliper type with radial cavities for heat dissipation
Material	Cast iron
Diameter	11.75
Swept disc & drum area	268.8
Brake lining	
Material	Molded asbestos
Size, disc segment	5.96 x 2.21 x .41
Method of attachment	Riveted
Total effective area (sq.in.)	115.6
Gross lining area (sq.in.)	119.7
Master cylinder	
Piston diameter	1.125
Piston travel	1.22
Wheel cylinders (front)	
Number	4 per wheel
Piston diameter	2-1/16
Foot pedal travel	4.75

BULBS AND LAMPS

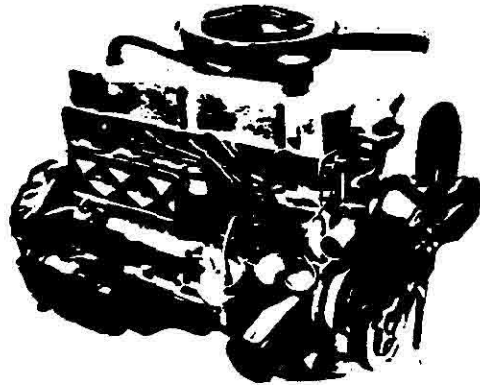
BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	1-1895	2
Back-up	2-1156	32
Brake warning	1-194	2
Clock	1-1895	2
Courtesy		
Instrument panel	2-631	6
Rear quarter (9-passenger)	1-90	6
Seat separator compartment	1-1445	.7
Rear seat separator	1-212	6
Directional signal indicator	2-1895	2
Dome		
Roof center	1-211	15
Rear quarter	1-90	6
Side rail	2-90	6
Front fender	2-67	4
Generator indicator	1-1895	2
Glove compartment	1-1895	2
Headlamp hi-beam indicator	1-1895	2
Headlamp Outer	2-4002	High beam 37.5W Low beam 55.0W
Inner	2-4001	High beam 37.5W
Master controls	2-1895	2
Ignition switch	1-194	2
Instrument cluster	9-1895	2
License plate, rear	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park	2-1157	4
Turn		32
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	30W
Tachometer	1-1895	2
Tail		
Tail only (16600)	2-67	4
Tail, stop and turn	15000, 2-1157	Tail, 4; stop & turn, 32
	16000, 4-1157	Tail, 4; stop & turn, 32
Temperature indicator	1-194	2
Underhood	1-93	15

FUSES, AND CIRCUIT BREAKERS

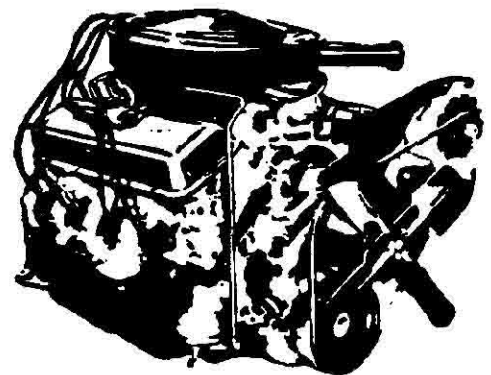
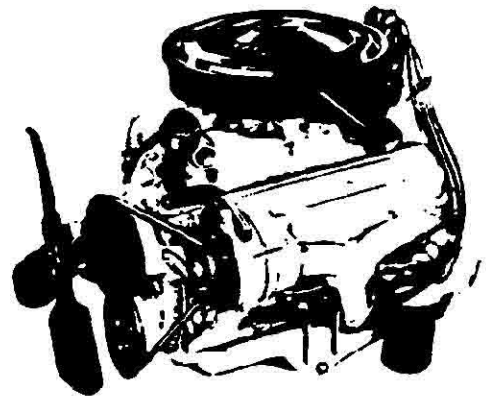
CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
Ash tray lamp	AGC 25 fuse	Fuse panel (g)
Auto. trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 10 fuse	Fuse panel (c)
Brake warning lamp	AGC 10 fuse	Fuse panel (d)
Cigarette lighter	AGC 20 fuse	Fuse panel (b)
Clock	AGC 20 fuse	Fuse panel (b)
Courtesy lamps	AGC 20 fuse	Fuse panel (b)
Defroster rear window	AGC 10 fuse	Fuse panel (e)
Direction signal indicator lamps	AGC 4 fuse	Fuse panel (c)
Dome lamps	AGC 20 fuse	Fuse panel (b)
Fuel gage	AGC 10 fuse	Fuse panel (d)
Folding top motor	40 amp CB	Hinge pillar
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 20 fuse	Fuse panel (b)
Headlamps	15 amp CB	Light switch
Headlamps hi-beam indicator lamp	15 amp CB	Light switch
Heater	AGC 25 fuse	Fuse panel (g)
Heater controls lamps	AGC 4 fuse	Fuse panel (c)
Ignition switch lamp	AGC 4 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)
License plate lamp, rear	AGC 20 fuse	Fuse panel (a)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (a)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Overdrive solenoid	AGC 15 fuse	In line
Park and turn lamp	15 amp CB	Light switch
Power antenna	AGC 10 fuse	Fuse panel (d)
Power seats	40 amp CB	Hinge pillar
Power windows	40 amp CB	Hinge pillar
Radio and radio lamp	AGC 20 fuse	Fuse panel (e)
Speed cruise control	AGC 20 fuse	Fuse panel (e)
Speed warning device	AGC 20 fuse	Fuse panel (b)
Spot lamp	AGC 20 fuse	In line
Inside operated	AGC 20 fuse	Fuse panel (b)
Portable	AGC 20 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tachometer lamp	AGC 4 fuse	Fuse panel (c)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (a)
Tailgate motor	40 amp CB	Hinge pillar
Temperature gage	AGC 10 fuse	Fuse panel (d)
Temperature indicator lamps	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	EAE 4 fuse	In line
Windshield wiper, two-speed	EAE 20 fuse	Fuse panel (f)
	14 amp CB	Switch

* Letter suffix indicates same circuit

POWER TRAINS



POWER TEAM COMBINATIONS	2
ENGINE DATA AND RATINGS	4
ENGINE SPEED AND PISTON TRAVEL	5
VEHICLE PERFORMANCE FACTORS	6
ENGINE OUTPUT CURVES	7
PRINCIPAL COMPONENTS	9
FUEL SYSTEM	15
EXHAUST AND VENTILATION SYSTEM	16
LUBRICATION SYSTEM	17
COOLING SYSTEM	18
ELECTRICAL SYSTEM	19
CLUTCHES	21
THREE AND FOUR SPEED TRANSMISSIONS	22
OVERDRIVE UNIT	23
POWERGLIDE	24
TURBO HYDRA-MATIC	26



POWER TEAM COMBINATIONS

AXLE RATIOS*

ENGINE	TRANSMISSION	MODEL APPLICATION	Maxle ratios for Air Conditioning same as base unless indicated otherwise)						
			2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.70:1 3.73:1
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP Standard	3-Spd (2.85:1 low) & Powerglide	Biscayne & Bel Air Sedans			Std.		Perf.	Spcl.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
		Station Wagons					Econ.	Std.	Perf.
		All Other Models			Econ.		Std.	Perf.	Spcl.
	Overdrive	With Air Conditioning					Std.	Perf.	Spcl.
		All Models						Std.	

283 Cubic Inch V-8 Turbo-Fire 283 195 HP Standard	3-Spd (2.85:1 low) & Powerglide	Biscayne & Bel Air Sedans			Std.		Perf.	Spcl.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
		All Other Models			Econ.		Std.	Perf.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
	4-Spd (3.11:1 low)	All Models			Std.		Perf.	Spcl.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
	Overdrive	All Models						Std.	

327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low) & 4-Spd (2.54:1 low) Powerglide	All Models			Econ.		Std.	Perf.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
		All except Station Wagons			Std.		Perf.	Spcl.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
	Turbo Hydra-Matic	Station Wagons			Econ.		Std.	Perf.	Spcl.
		With Air Conditioning					Std.	Perf.	Spcl.
		All Models	Std.	Perf.		Spcl.			
		With Air Conditioning	Econ.	Std.		Perf.			

396 Cubic Inch V-8 Turbo-Jet 396 325 HP RPO L35	H.D. 3-Spd (2.41:1 low) & 4-Spd (2.52:1 low)	All Models		Econ.		Std.		Perf.	Spcl.
		With Air Conditioning				Std.		Perf.	
	Powerglide	All Models	Econ.	Std.		Perf.		Spcl.	Spcl.
		With Air Conditioning				Std.		Perf.	
	Turbo Hydra-Matic	All Models	Std.	Perf.		Spcl.			
		With Air Conditioning	Econ.	Std.		Perf.			

427 Cubic Inch V-8 Turbo-Jet 427 385 HP RPO L36	H.D. 3-Spd (2.41:1 low) & 4-Spd (2.52:1 low)	All Models		Econ.		Std.		Perf.	Spcl.
		With Air Conditioning				Std.		Perf.	
	4-Spd (2.20:1 low)	All Models				Std.		Perf.	Spcl.#
		With Air Conditioning				Std.			
	Turbo Hydra-Matic	All Models	Std.	Perf.		Spcl.			
		With Air Conditioning	Econ.	Std.		Perf.			

- * Posttraction axles available optionally for all ratios shown.
Posttraction axles only also available in ratios of 4.10:1, 4.56:1, and 4.88:1.

Std. - Standard
Econ. - Economy (optional)
Perf. - Performance (optional)
Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
155 HP L-6 Turbo-Thrift Standard	Single Barrel	3-Speed	9.58	5.64	3.36		9.91	3.36:1
			10.54	6.22	3.70		10.92	3.70:1
		Overdrive	7.40	4.37	2.59		7.62	3.70:1
			9.58	5.64	3.36		9.91	3.36:1
195 HP V-8 Turbo-Fire Standard	2-Barrel	3-Speed	10.54	6.22	3.70		10.92	3.70:1
			7.40	4.37	2.59		7.62	3.70:1
		Overdrive	9.58	5.64	3.36		9.91	3.36:1
			10.54	6.22	3.70		10.92	3.70:1
275 HP V-8 Turbo-Fire RPO L30	4-Barrel	3-Speed	8.53	5.04	3.36		8.84	3.36:1
			8.53	6.05	4.83	3.36	8.53	3.36:1
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08:1
			10.54	6.22	3.70		10.92	3.70:1
325 HP V-8 Turbo-Jet RPO L35	4-Barrel	H.D. 3-Speed	7.98	5.20	3.31		7.98	3.31:1
			8.34	6.22	4.86	3.31	8.57	3.31:1
		4-Speed	7.98	5.20	3.31		7.98	3.31:1
			8.34	6.22	4.86	3.31	8.57	3.31:1
385 HP V-8 Turbo-Jet RPO L36	4-Barrel	H.D. 3-Speed	7.98	5.20	3.31		7.98	3.31:1
			8.34	6.22	4.86	3.31	8.57	3.31:1
		4-Speed (2.52:1)	7.28	5.42	4.20	3.31	7.48	3.31:1
			7.28	5.42	4.20	3.31	7.48	3.31:1

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
155 HP Six Cyl Turbo-Thrift Standard	Powerglide	Drive	12.83:1 - 3.36:1	3.36:1
		Low & Reverse	12.83:1 - 6.11:1	
195 HP V-8 Turbo-Fire Standard	Powerglide	Drive	12.83:1 - 3.36:1	3.36:1
		Low & Reverse	12.83:1 - 6.11:1	
275 HP V-8 Turbo-Fire RPO L30	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
275 HP V-8 Turbo-Fire RPO L30	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	15.56:1 - 5.68:1	
325 HP V-8 Turbo-Jet RPO L35	Powerglide	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	
325 HP V-8 Turbo-Jet RPO L35	Turbo Hydra-Matic	Drive	13.81:1 - 2.73:1	2.73:1
		Low	13.81:1 - 6.77:1	
		Second	13.81:1 - 4.04:1	
		Reverse	13.81:1 - 5.68:1	
385 HP V-8 Turbo-Jet RPO L36	Turbo Hydra-Matic	Drive	13.81:1 - 2.73:1	2.73:1
		Low	13.81:1 - 6.77:1	
		Second	13.81:1 - 4.04:1	
		Reverse	13.81:1 - 5.68:1	

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV		V-8 OHV			
Piston Displacement (Cu.in.)		250		283	327	396	427
Availability		Standard		L30	L35	L36	
Number of Cylinders		Six		Eight			
Bore and Stroke (nominal)		3.875x3.53		3.875x3.00	4.00x3.25	4.094x3.76	4.251x3.76
Compression Ratio		8.5:1		9.25:1	10.0:1	10.25:1	
Taxable (SAE) Horsepower		36.0		48.0	51.2	53.6	57.8
Firing Order		1-5-3-6-2-4		1-8-4-3-6-5-7-2			
Idling Speed	3-Speed and/or 4-Speed (in Neutral)	500				550	
	Overdrive (in Neutral)	500					
	Powerglide and/or Hydra-Matic®(in Drive)	500		500		550	
Compression Press. (PSI) & Cranking Speed, Engine Hot		140		150		160	
Power Plant Mountings		Front		Two; combination compression and shear type			
		Rear		One; full shear type			
Measurements	Fan to rear of engine block	34.96		30.14	30.64	32.59	32.59
	Top of air cleaner to bottom of oil pan	26.67		28.74	29.96	29.73	29.73
	Width - including generator	28.37		28.92	28.92	30.71	30.71

* Turbo Hydra-Matic available with RPO L35 and L36 only and also on Impala SS and Caprice models with L30.
Powerglide not available with RPO L36.

ADVERTISED ENGINE RATING

Engine Designation	L-6, 155 HP Turbo-Thrift 250 Cu.in.	V-8, 195 HP Turbo-Fire 283 Cu.in.	V-8, 275 HP Turbo-Fire 327 Cu.in.	V-8, 325 HP Turbo-Jet 396 Cu.in.	V-8, 385 HP Turbo-Jet 427 Cu.in.
Availability	Standard	Standard	RPO L30	RPO L35	RPO L36
Carburetor	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	155 @ 4200	195 @ 4600	275 @ 4800	325 @ 4800	385 @ 5200
Gross Torque @ RPM (lb-ft)	235 @ 1600	285 @ 2400	335 @ 3200	410 @ 3200	460 @ 3400

ENGINE SPEED AND PISTON TRAVEL

250 CUBIC INCH L-6 ENGINE

Transmission	3-Speed	3-Speed with Overdrive		Powerglide
		OD Locked Out	OD Locked In	
Rear Axle Ratio	3.36:1 (b)	3.70:1		3.36:1 (b)
Tire Size	8.25 x 14 (a)			
Crankshaft Revolutions per Mile	2530.1	2786.1	1950.3	2530.1
Crankshaft RPM @ 1 MPH	Low	120.2	132.3	76.7
	Second	70.8	78.0	54.6
	Third	42.2	46.4	32.5
	Reverse	124.4	137.0	95.9
Piston Travel (ft./mile)	1488.5	1639.1	1147.4	1488.5

(a) 8.55 x 14 standard on Station Wagons. (b) 3.08:1 on Blacayne & Bel Air Sedans and 3.55:1 on Station Wagons.

283 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	3-Speed with Overdrive		4-Speed	Powerglide
		OD Locked Out	OD Locked In		
Rear Axle Ratio	3.36:1 (b)	3.70:1		3.08:1	3.36:1 (b)
Tire Size	8.25 x 14 (a)				
Crankshaft Revolutions per Mile	2530.1	2786.1	1950.3	2319.2	2530.1
Crankshaft RPM @ 1 MPH	Low	120.2	132.3	92.6	120.2
	Second	70.8	78.0	54.6	85.0
	Third	42.2	46.4	32.5	36.8
	Fourth				38.7
	Reverse	124.4	137.0	95.9	120.2
Piston Travel (ft/mile)	1265.0	1393.0	975.1	1159.6	1265.0

(a) 8.55 x 14 standard on Station Wagons.

(b) 3.08:1 Blacayne & Bel Air Sedans.

327 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio	3.36:1		3.08:1 (b)	2.73:1
Tire Size	8.25 x 14 (a)			
Crankshaft Revolutions per Mile	2530.1		2319.2	2055.7
Crankshaft RPM @ 1 MPH	Low	107.1	68.0	85.0
	Second	63.3	75.9	50.7
	Third	42.2	60.7	34.3 (direct)
	Reverse	110.9	107.1	71.3
Piston Travel (ft/mile)	1370.5		1256.3	1113.5

(a) 8.55 x 14 standard on Station Wagons. (b) 3.36:1 on Station Wagons.

396 CUBIC INCH V-8 ENGINE

Transmission	Hvy. Duty 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio	3.31:1		3.07:1	2.73:1
Tire Size	8.25 x 14 (a)			
Crankshaft Revolutions per Mile	2492.4		2311.7	2055.7
Crankshaft RPM @ 1 MPH	Low	100.1	67.8	85.0
	Second	63.2	78.1	50.7
	Third	41.5	61.1	34.3 (direct)
	Reverse	100.1	107.6	71.3
Piston Travel (ft/mile)	1354.2		1256.0	1116.9

(a) 8.55 x 14 standard on Station Wagons.

427 CUBIC INCH V-8 ENGINE

Transmission	Hvy. Duty 3-Speed	4-Spd (M20)	4-Spd (M21)	Turbo Hydra-Matic
Rear Axle Ratio	3.31:1			2.73:1
Tire Size	8.25 x 14 (a)			
Crankshaft Revolutions per Mile	2492.4			2055.7
Crankshaft RPM @ 1 MPH	Low	100.1	91.4	85.0
	Second	63.2	68.1	50.7
	Third	41.5	52.7	34.3 (direct)
	Reverse	100.1	93.9	71.3
Piston Travel (ft/mile)	1354.2			1116.9

(a) 8.55 x 14 standard on Station Wagons.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 155 HP	BASE 283 CU.IN. 195 HP	RPO L30 327 CU.IN. 275 HP	RPO L35 396 CU.IN. 325 HP	RPO L36 427 CU.IN. 385 HP
MODEL	15569	15669	15669	15669	15669

3-SPEED TRANSMISSION

Performance Weight (pounds)	4180	4319	4370	4585	4611
Pounds per Gross Horsepower	26.97	22.15	15.89	14.11	11.98
Pounds per Cu.In. Displacement	16.72	15.26	13.36	11.58	10.80
Gross HP per Cu.In. Displacement	.620	.689	.831	.821	.902
Power Displacement (cu.ft./mile)	183.02	207.18	239.39	285.56	307.94
Displacement Factor (cu.ft./ton mile)	87.57	95.92	109.56	129.27	133.60

3-SPEED TRANSMISSION WITH OVERDRIVE

Performance Weight (pounds)	4207	4346			
Pounds per Gross Horsepower	27.14	22.29			
Pounds per Cu.In. Displacement	16.83	15.36			
Gross HP per Cu.In. Displacement	.620	.689			
Power Displacement (cu.ft./mile)					
Displacement Factor (cu.ft./ton mile)					
	Locked Out	201.54	228.14		
	Locked In	141.08	159.70		
	Locked Out	95.79	104.99		
	Locked In	67.05	73.49		

4-SPEED TRANSMISSION

Performance Weight (pounds)		4345	4396	4562	4588
Pounds per Gross Horsepower		22.28	15.98	14.04	11.92
Pounds per Cu.In. Displacement		15.35	13.44	11.52	10.74
Gross HP per Cu.In. Displacement		.689	.841	.821	.902
Power Displacement (cu.ft./mile)		189.91	239.39	285.56	307.94
Displacement Factor (cu.ft./ton mile)		87.40	108.91	125.20	134.24

TURBO HYDRA-MATIC

Performance Weight (pounds)			4428	4620	4646
Pounds per Gross Horsepower			16.10	14.21	12.07
Pounds per Cu.In. Displacement			13.54	11.67	10.88
Gross HP per Cu.In. Displacement			.841	.821	.902
Power Displacement (cu.ft./mile)			194.51	235.55	253.99
Displacement Factor (cu.ft./ton mile)			87.85	101.97	109.34

POWERGLIDE*

Performance Weight (pounds)	4188	4331	4379	4571	
Pounds per Gross Horsepower	27.02	22.21	15.92	14.07	
Pounds per Cu.In. Displacement	16.75	15.30	13.39	11.54	
Gross HP per Cu.In. Displacement	.620	.689	.841	.821	
Power Displacement (cu.ft./mile)	183.02	207.18	219.44	264.88	
Displacement Factor (cu.ft./ton mile)	87.40	95.70	100.25	119.94	

* Data computed assuming zero slippage in torque converter.

GLOSSARY

Performance Weight	Curb Weight plus 600 Lb (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Rpm/Mi} \times \text{Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	Cast alloy iron
Bore diameter	
L6-250 Cu.in.	3.8745-3.8775
V8-283 Cu.in.	3.8745-3.8775
V8-327 Cu.in.	3.9995-4.0025
V8-396 Cu.in.	4.0925-4.0955
V8-427 Cu.in.	4.2495-4.2525
No. of Bulkheads	
L6	7
V8	5
Water Jacket	Full length around each cylinder
Cylinder Numbering Arrangement	
L6	1-2-3-4-5-6
V8	Left Bank 1-3-5-7 Right Bank 2-4-6-8
Bore Spacing (Centerline to Centerline)	
L6-250 Cu.in.	4.4
V8-283 & 327 Cu.in.	4.4
V8-396 & 427 Cu.in.	4.84

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt No. & Size	
L6-250 Cu.in.	10; .500 dia. 13 threads/in.
V8-283 & 327 Cu.in.	34; .4375 dia. 14 threads/in.
V8-396 & 427 Cu.in.	32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)	
L6-250 Cu.in.	5.73 Cu.in.
V8-283 Cu.in.	4.47 Cu.in.
V8-327 Cu.in.	4.69 Cu.in.
V8-396 Cu.in.	5.38 Cu.in.
V8-427 Cu.in.	5.90 Cu.in.

INLET MANIFOLD

Material	Cast alloy iron
Type	
L6	3 port, rectangular section
V8	3 port, double deck
Heat Provision	Exhaust gas crossover at carburetor mounting pad

EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
L6-250 Cu.in.	4 port, rectangular, center downtake
V8-283 & 327 Cu.in.	Dual, 4 port, center downtake
V8-396 & 427 Cu.in.	Tuned, dual, 4 port, rear downtake
Outlet Diameter	
L6-250 Cu.in.	2.0
V8-283 & 327 Cu.in.	2.0
V8-396 & 427 Cu.in.	2.5

CRANKSHAFT

Material	
L6-250 Cu.in.	Cast nodular iron
V8-283 & 396 Cu.in.	Cast nodular iron
V8-327 & 427 Cu.in.	Forged steel
End Play	
L6-250 Cu.in.	.002-.006
V8-283 & 327 Cu.in.	.002-.006
V8-396 & 427 Cu.in.	.006-.010
Counter Weights	
L6	12
V8	6
Crank Arm Length	
L6-250 Cu.in.	1.765
V8-283 Cu.in.	1.50
V8-327 Cu.in.	1.625
V8-396 & 427 Cu.in.	1.88
Torsional Damper	
L6-250 Cu.in.	Rubber mounted inertia
V8-283 Cu.in.	None
V8-327, 396 & 427 Cu.in.	Rubber mounted inertia
Timing Gear	
L6	Steel, helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

MAIN BEARINGS

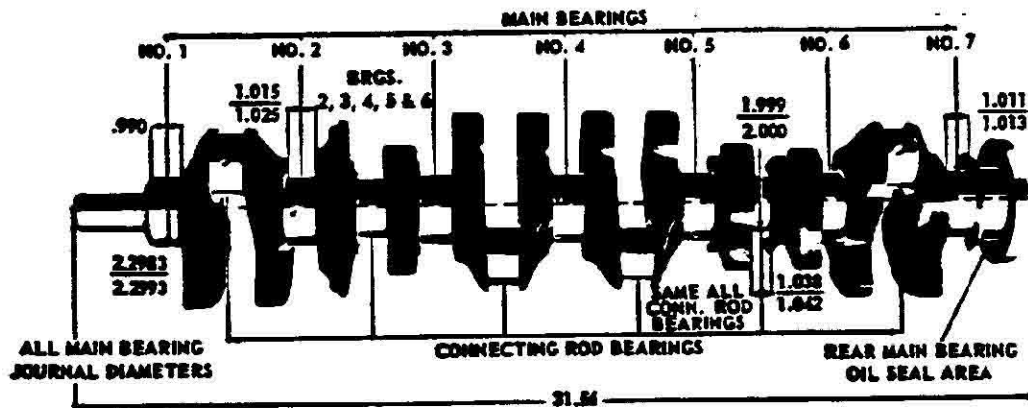
Material	Steel, backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended engine operation & application)
Type	Precision removable
Thrust Against Bearing No.	L6 - No. 7; V8 - No. 5
Clearance	
L6-250 Cu.in.	.0003-.0029
V8-283 & 327 Cu.in.	
No. 1	.0008-.0020
No. 2, 3 & 4	.0008-.0024
No. 5	.0015-.0031
V8-396 & 427 Cu.in.	
No. 1 & 2	.0010-.0020
No. 3 & 4	.0013-.0025
No. 5	.0015-.0031

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu.in.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-283 & 327 Cu.in.			
Bearing #1	2.3003	.752	1.7298
Bearing #2, 3 & 4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081
V8-396 Cu.in.			
Bearing #1-4	2.7505	.992	2.7285
Bearing #5	2.7506	1.2525	3.4451
V8-427 Cu.in.			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7505	.992	2.7285
Bearing #5	2.7506	1.2525	3.4451

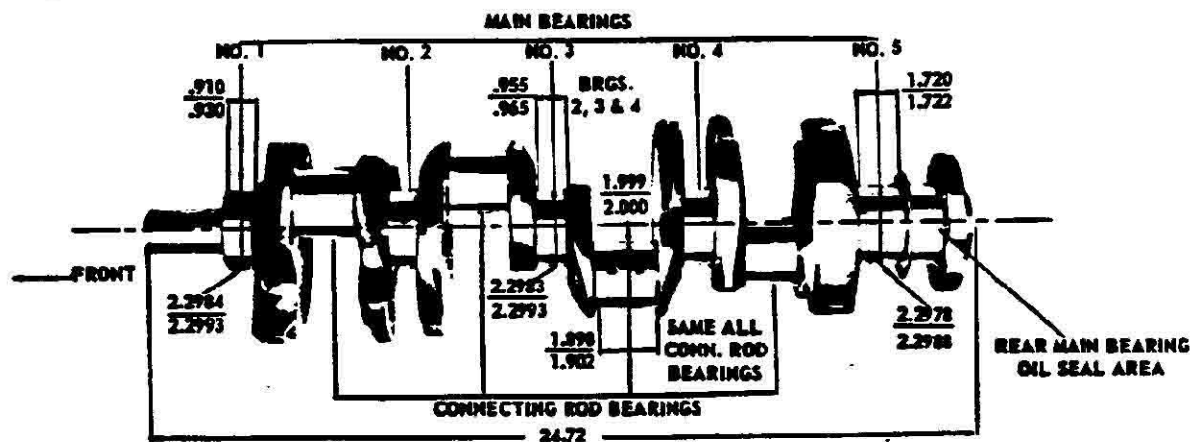
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

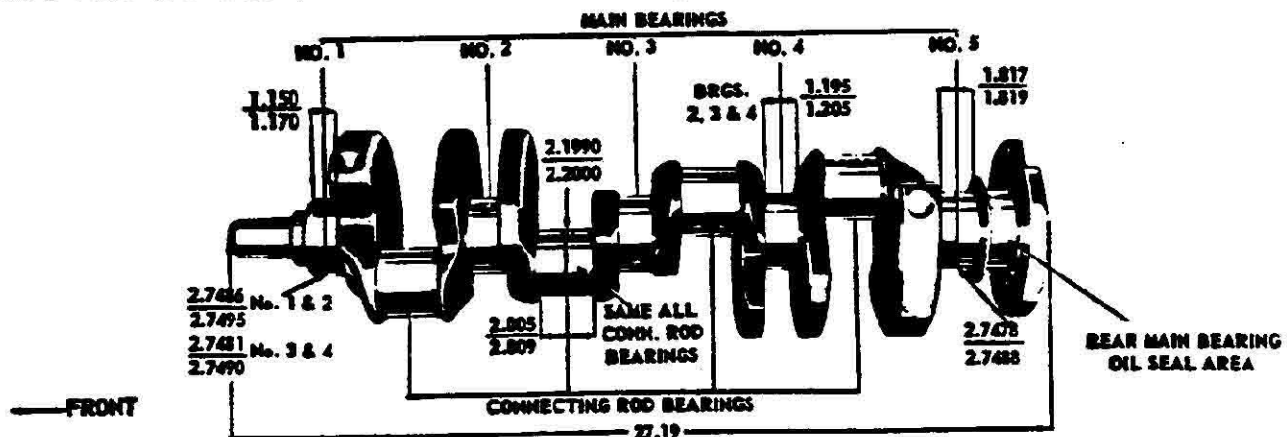
250 CUBIC INCH SIX CYLINDER ENGINE



283 and 327 CUBIC INCH V-8 ENGINES



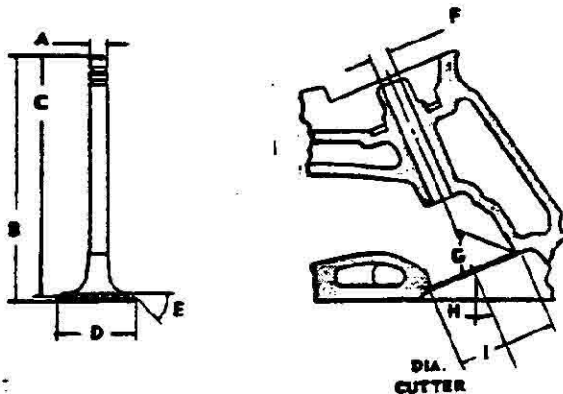
396 and 427 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

VALVES - INLET

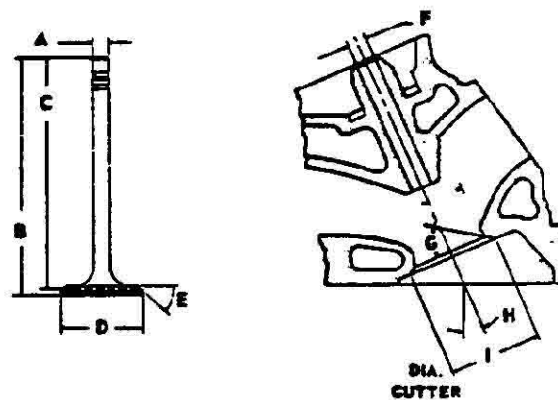
Material	Alloy steel
Coating	
L6, V8-283 & 327 Cu.In.	None
V8-396 & 427 Cu.In.	Face & head aluminized
Valve Guide Inserts (V8-396 & 427)	Cast alloy iron



A - Stem Diameter	
L6	.3410-.3417
V8-283 & 327	.3410-.3417
V8-396 & 427	.3713-.3722
B - Overall Length	
L6, V8-283	4.902-4.922
V8-327	4.870-4.889
V8-396 & 427	5.215-5.235
C - Gage Length	
L6	4.785-4.795
V8-283 & 327	4.785-4.795
V8-396 & 427	5.115-5.125
D - Overall Head Diameter	
L6, V8-283	1.715-1.725
V8-327	1.935-1.945
V8-396 & 427	2.060-2.070
E - Angle of Face	
	45°
F - Guide Diameter	
L6	.3427-.3437
V8-283 & 327	.3427-.3437
V8-396 & 427	.3732-.3742
G - Angle of Seat	
	46°
H - Valve Angle	
L6	9°
V8-283 & 327	23°
V8-396 & 427	4°
I - Valve Seat (Cutter) Diameter	
L6, V8-283	1.770-1.790
V8-327	1.990-2.010
V8-396 & 427	2.150

VALVES - EXHAUST

Material	High alloy steel
Coating	
L6-250 Cu.In.	None
V8-283 & 327 Cu.In.	Aluminized face
V8-396 & 427 Cu.In.	Face & head aluminized
Valve Guide Inserts (V8-396 & 427)	Cast alloy iron



A - Stem Diameter	
L6	.3410-.3417
V8-283 & 327	.3713-.3720
V8-396 & 427	.3713-.3720
B - Overall Length	
L6	4.913-4.933
V8-283 & 327	4.913-4.933
V8-396 & 427	5.345-5.365
C - Gage Length	
L6	4.781-4.791
V8-283 & 327	4.781-4.791
V8-396 & 427	5.235-5.245
D - Overall Head Diameter	
L6	1.495-1.505
V8-283 & 327	1.495-1.505
V8-396 & 427	1.715-1.725
E - Angle of Face	
	45°
F - Guide Diameter	
L6	.3427-.3437
V8-283 & 327	.3427-.3437
V8-396 & 427	.3732-.3742
G - Angle of Seat	
	46°
H - Valve Angle	
L6	9°
V8-283 & 327	23°
V8-396 & 427	4°
I - Valve Seat (Cutter) Diameter	
L6	1.550-1.570
V8-283 & 327	1.550-1.570
V8-396 & 427	1.625

VALVE LIFT

L6	.3680 Inlet & Exhaust
V8-283 & 327 Cu.In.	.3900 Inlet, .4100 Exhaust
V8-396 Cu.In.	.3983 Inlet & Exhaust
V8-427 Cu.In.	.4614 Inlet, .4800 Exhaust

VALVE TIMING (Crankshaft degrees)

L6-250 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	18°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve (Zero lash)		
Opens - BBC	46° 30'	92° 30'
Closes - ATC	17° 30'	63° 30'
Duration	244°	336°

V8-283 & 327 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

V8-396 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	40°
Closes - ABC	78°	102°
Duration	286°	322°
Exhaust Valve (Zero lash)		
Opens - BBC	75°	87°
Closes - ATC	31°	53°
Duration	286°	322°

V8-427 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	40°	56°
Closes - ABC	80°	114°
Duration	300°	350°
Exhaust Valve (Zero lash)		
Opens - BBC	88°	110°
Closes - ATC	32°	62°
Duration	300°	352°

PISTONS

Material	
L6	Cast aluminum alloy
V8-283 & 327 Cu.In.	Cast aluminum alloy
V8-396 & 427 Cu.In.	Cast aluminum alloy

Head Type	
L6, V8-283 & 327 Cu.In.	Flat, notched
V8-396 & 427 Cu.In.	Domed head, valve cutout
Skirt Type	Slipper

Top Land Clearance	
L6	.0345-.0435
V8-283 Cu.In.	.0345-.0435
V8-327 Cu.In.	.0365-.0455
V8-396 & 427 Cu.In.	.0305-.0375

Skirt Clearance	
L6, V8-283 & 327 Cu.In.	.0005-.0011
V8-396 Cu.In.	.0007-.0013
V8-427 Cu.In.	.0009-.0015

Compression Ring Groove Depth	
L6, V8-283 Cu.In.	.2153-.2218
V8-327 Cu.In.	.2217-.2283
V8-396 Cu.In.	.2253-.2318
V8-427 Cu.In.	.2348-.2413

Oil Ring Groove Depth	
L6, V8-283 Cu.In.	.2093-.2158
V8-327 Cu.In.	.2038-.2103
V8-396 Cu.In.	.2098-.2168
V8-427 Cu.In.	.2183-.2248

Pin Bore Offset	.055-.065
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Compression Height	
L6	1.658-1.662
V8-283 Cu.In.	1.799-1.801
V8-327 Cu.In.	1.674-1.676
V8-396 Cu.In.	1.953-1.957
V8-427 Cu.In.	1.908-1.912

PISTON PINS

Material	Chromium steel
Length	
L6, V8-283 & 327 Cu.In.	2.990-3.010
V8-396 & 427 Cu.In.	2.930-2.950

Diameter	
L6, V8-283 & 327 Cu.In.	.9270-.9273
V8-396 & 427 Cu.In.	.9895-.9898

Clearance in Piston	
L6, V8-283 & 327 Cu.In.	.00015-.00025
V8-396 Cu.In.	.00025-.00035
V8-427 Cu.In.	.00025-.00035

Pin Mounting	Locked in rod by shrink fit
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PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Inside bevel (bottom of ring 30 degrees to piston vertical axis) - No inside bevel on L6, V8-396 & 427
Face	
V8-283 & 327 Cu.In.	Tapered
L6 & V8-396 & 427 Cu.In.	Barrel
Coating	
L6, V8-283 & 327 Cu.In.	Chrome plate
V8-396 & 427 Cu.In.	Molybdenum inlay
Width	
L6	.0628-.0633
V8-283 & 327 Cu.In.	.0775-.0780
V8-396 & 427 Cu.In.	.0770-.0775
Wall Thickness	
L6	.184-.194
V8-283 Cu.In.	.179-.194
V8-327 Cu.In.	.190-.200
V8-396 Cu.In.	.194-.204
V8-427 Cu.In.	.202-.212
Gap	
L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.023
V8-396 & 427 Cu.In.	.010-.020

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for L6 & V8-283; 50 degrees for V8-327 & 396; 28-52 degrees for V8-427).
Face	Tapered
Coating	Wear resistant
Width	
L6	.0623-.0625
V8-283 Cu.In.	.0770-.0780
V8-327, 396 & 427 Cu.In.	.0770-.0775
Wall Thickness	
L6 & V8-283 Cu.In.	.184-.194
V8-327 Cu.In.	.164-.170
V8-396 Cu.In.	.194-.204
V8-427 Cu.In.	.202-.212
Gap	
L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.025
V8-396 & 427 Cu.In.	.010-.020
Expander (used with V8-327 Cu.In. only)	
Material	Steel
Width	.068-.074
Wall Thickness	.0180

OIL CONTROL RINGS

Type	Multi-piece (Two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
L6	.1870-.1890
V8-283 & 327 Cu.In.	.1870-.1890
V8-396 & 427 Cu.In.	.1870-.1890
Wall Thickness	
L6	.152-.158
V8-283 & 327 Cu.In.	.150-.156
V8-396 & 427 Cu.In.	.137-.143
Gap	
L6	.015-.025
V8-283 & 327 Cu.In.	.015-.055
V8-396 & 427 Cu.In.	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
L6	5.699-5.701
V8-283 & 327 Cu.In.	5.699-5.701
V8-396 & 427 Cu.In.	6.130-6.140

CONNECTING ROD BEARINGS

Material	
L6 & V8-283 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 Cu.In.	Premium aluminum
V8-396 & 427 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6	.0007-.0027
V8-283 & 327 Cu.In.	.0007-.0027
V8-396 & 427 Cu.In.	.0009-.0029
Theoretical I.D.	
L6 & V8-283 Cu.In.	2.0016
V8-327 Cu.In.	2.0017
V8-396 & 427 Cu.In.	2.2014
Effective Length	
L6	.807
V8-283 & 327 Cu.In.	.807
V8-396 & 427 Cu.In.	.857
End Play	
L6	.009-.013
V8-283 & 327 Cu.In.	.009-.013
V8-396 & 427 Cu.In.	.016-.020

FUEL SYSTEM

FUEL TANK

Capacity (Gal)	24 (approximately)
Fuel Tank Location	
Sedans & Coupes	Behind rear axle
Station Wagons	In left quarter panel
Filler Location	
Sedans & Coupes ---	Behind hinged rear license plate
Station Wagons	Left rear quarter panel

FUEL FILTERS, DUAL

In Fuel Tank	Mesh strainer
● In Carburetor Inlet	
L6-250 & V8-283 Cu.in.	Sintered bronze
V8-327, 396 & 427 Cu.in.	Paper

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (at carburetor)	
L6-250 Cu.in.	3.50-4.50 PSI
V8-283 Cu.in.	5.00-6.50 PSI
● V8-327 Cu.in.	5.00-6.50 PSI
V8-396 & 427 Cu.in.	5.00-6.50 PSI

AIR CLEANER

Type	Cylindrical, single air horn
Diameter	
L6-250 Cu.in.	13.00
V8-283 Cu.in.	13.00
V8-327, 396 & 427 Cu.in.	16.78
Filter Element	Oil-wetted paper

CARBURETORS

Make and Type	
L6-250 Cu.in.	Rochester, 1-barrel, downdraft
V8-283 Cu.in.	Rochester, 2-barrel, downdraft
V8-327 Cu.in.	Rochester, Quadrajet
V8-396 & 427 Cu.in.	Rochester, Quadrajet

SAE Flange Size

L6-250 Cu.in.	1.50
V8-283 Cu.in.	1.25
V8-327, 396 & 427 Cu.in.	1.50

Throttle Bore

L6-250 Cu.in.	1.56
V8-283 Cu.in.	1.44
V8-327 Cu.in.	

Primary	1.38
Secondary	2.25

V8-396 & 427 Cu.in.	
Primary	1.38
Secondary	2.25

Secondary Throttle Actuation	By linkage, approximately when primary valves are opened half way between closed and open
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Venturi Diameter

L6-250 Cu.in.	1.34
V8-283 Cu.in.	1.09
V8-327 Cu.in.	

Primary	1.09
Secondary	Air valve

V8-396 & 427 Cu.in.	
Primary	1.09
Secondary	Air valve

CHOKE

Type	Automatic
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AMA Specifications—Passenger Car

MODEL _____ 327 Cu. In. V-8 | 396 Cu. In. V-8 | 427 Cu. In. V-8

ENGINE—FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.				Carburetor	
Fuel Tank	Refill capacity (gals.)		24 (approximately)		
	Filler location		Behind hinged rear license plate (a)		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range		● 5.00-6.50 PSI	5.00-6.50 PSI	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank		
	Locations		● and paper filter in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil-wetted paper		
		Optional			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
15400 15600 16400 16600 16800	327	3-Speed	Rochester	7027213	One; 4-bbl down-draft	1.38 (Prim) 2.25 (Sec)
		4-Speed				
		Powerglide Trb.Hyd-matic	Rochester	7027212		
	396	H.D. 3-Speed	Rochester	7027211	One; 4-bbl down-draft	1.38 (Prim) 2.25 (Sec)
		4-Speed				
		Powerglide Trb.Hyd-matic	Rochester	7027210		
	427	H.D. 3-Speed	Rochester	7027211	One; 4-bbl down-draft	1.38 (Prim) 2.25 (Sec)
		4-Speed Trb.Hyd-matic	Rochester	7027210		

ROCHESTER																									
Carburetor		One Barrel BV					Two Barrel 2GV					Quadra-Jet Four Barrel 4MV													
		194	194	230	230	250	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	②	②	①	①	①②	①②	①	①	①					
Engine Displacement (Horsepower)	194	194	230	230	250	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	283 327 (210)	327 (275) 350 (295)	327 (275) 350 (295)	327 (275) 350 (295)	327 (275) 350 (295)	327 (275) 350 (295)					
Transmission	Auto.	Syn.	Auto.	Syn.	Auto.	Syn.	Auto.	Syn.	Auto.	Syn.	Auto.	Syn.	Auto.	Syn.	Auto.	Auto.	Syn.	Auto.	Syn.	Auto.					
Part Number	7025108	7025105	7025000	7022503	7026028	7026027	7027110	7027101	7027112	7027103	7037110	7037101	7037112	7037103	7027202	7027203	7027200	7027201	7037202	7037200					
Float Level	1-9/32"					3/4"					9/32"														
Float Drop	1-3/4"					1-3/4"					13/32" Inner Hole														
Accelerator Pump	_____					1-1/8"					3/8"														
Idle Vent	.050"					1"					3 Turns After Contact														
Fast Idle	_____					_____					2200 RPM					2200 RPM					2200 RPM				
Mechanical	_____					_____					.060"					.100"									
Running	.90"					.100".90"					.100".90"					.160".200".160".240".160".20									

① With Air Injection Reactor System

② With Air Conditioning

EXHAUST AND VENTILATION SYSTEM

TYPE

L6-250 Cu.In.	Single
V8-283 & 327 Cu.In.	Single with crossover pipes
V8-396 Cu.In.	Single with crossover pipes
V8-427 Cu.In.	Dual with resonators

MUFFLERS

Type	Oval, reverse flow
Construction	Heads and body joined by rolled lock seam construction

Head	
L6-250 & V8-283 Cu.In.	.047 sheet steel, aluminized
V8-327 & 396 Cu.In.	.053 sheet steel, aluminized
V8-427 Cu.In.	
Left hand	.053 sheet steel, aluminized
Right hand	.053 stainless steel

Shell	
L6-250 & V8-283 Cu.In.	.035 sheet steel, zinc coated
V8-327 & 396 Cu.In.	.035 sheet steel, zinc coated
V8-427 Cu.In.	
Left hand	.035 sheet steel, zinc coated
Right hand	.035 stainless steel

Wrap	.030 indented asbestos sheet
Cover	.018 sheet steel, aluminized

Baffles	
L6-250 & V8-283 Cu.In.	#2-.035 zinc coated steel
	#1,3 & 4-.047 zinc coated steel
V8-327 & 396 Cu.In.	#1 & 4-.047 zinc coated steel
	#2 & 3-.035 zinc coated steel
V8-427 Cu.In.(left)	#1 & 4-.047 zinc coated steel
	#2 & 3-.035 zinc coated steel
V8-427 Cu.In.(right)	#1-4-.035 stainless steel

EXHAUST CROSSOVER PIPE

Dimensions (O.D.)	
V8-283 & 327 Cu.In.	2.00
V8-396 Cu.In.	2.50
Wall Thickness	
V8-283 & 327 Cu.In.	.073-.091 laminated
V8-396 Cu.In.	.032-.098 laminated

EXHAUST PIPE

Dimensions (O.D.)	
L6-250 & V8-283 Cu.In.	2.00
V8-327, 396 & 427 Cu.In.	2.50
Wall Thickness	
L6-250 Cu.In.	.057-.071
V8-283, 327, 396 & 427 Cu.In.	.073-.091 laminated

RESONATORS (V8-427 Cu.In. only)

Type	Straight through
Cover	.035 stainless steel
Heads	.047 stainless steel

TAIL PIPES

Dimensions (O.D.)	1.875; V8-427-2.00
Wall Thickness	.062-.076

ENGINE VENTILATION

All Engines	Positive-type;
	Fresh air metered into the engine through the oil filler cap, air breather cap on V8-396 & 427. Unburned fumes drawn into the induction system, controlled by a regulating valve, and burned in the combustion chamber and expelled through the exhaust system.

AIR INJECTION REACTOR (California vehicles only)

Injection System	
Point of Entry	Exhaust ports
Check Valve	Pressure (plate type)
Back Fire Protection	Vacuum actuated anti-backfire valve

Air Injection Pump

Type	Semi-articulated vane type
Drive	Crankshaft pulley
Drive Ratio	1.25:1
Relief Valve	Pressure (plate type)

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6-250	Main and conn. rod bearing throwoff
V8-283, 327, 396 & 427	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6	Nozzle sprayed
V8	Centrifugally oiled from front camshaft bearing

Oil Pressure Sending Unit

Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI

Oil Filler

Cap	
L6-250, V8-283 & 327	Oil wetted crimped aluminum breather
V8-396 & 427	Positive seal
Location	
L6-250	Forward end of rocker cover
V8-283 & 327	Left front of intake manifold
V8-396 & 427	Top center of right rocker cover

CRANKCASE CAPACITIES (Quarts)

Refill	
L6-250, V8-283 & 327	4
V8-396 & 427	4
Refill with Filter Change	
L6-250, V8-283 & 327	5
V8-396 & 427	5

● LUBRICANT GRADES AND TEMPERATURES

32° F and Above	SAE 20W or SAE 10W-30
0° F to 32° F	SAE 10W or SAE 10W-30
Below 0° F	SAE 5W or SAE 5W-20
Alternate	SAE 5W-30 can be used at temperatures below freezing

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs
Oil Pressure (no flow conditions)	
L6-250, V8-283 & 327	30-45 PSI @ 1500 RPM
V8-396 & 427	30-75 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM) (Theoretical)	
L6-250	4.3 @ 2000
V8-283 & 327	4.3 @ 2000
V8-396 & 427	6.0 @ 2000

OIL FILTER

Type	
L6	Full flow, throwaway canister
V8	Full flow, replaceable element
Location	
L6	Right side front of engine
V8	Left rear side of engine
Capacity (qts)	One
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

Type	Hex head
Location	
L6	Front lower face of oil pan sump
V8	Left lower face of oil pan sump
Size of Hex Head	.860 - .875
Thread	1/2 - 20 UNF 2A
Length	0.81
Diameter	.410 - .430

OIL DIP STICK - LOCATION

L6	Right side, rear of engine block
V8-283 & 327	Left side, rear of engine block
V8-396 & 427	Right side, center direct to oil pan

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-250 Cu.In.	12 Qts
V8-283 Cu.In.	17 Qts
V8-327 Cu.In.	15 Qts
V8-396 Cu.In.	22 Qts
V8-427 Cu.In.	22 Qts

RADIATOR

Make and Type	Harrison, tube and center
Core Constant and Thickness	
Distance between Fins	
L6-250 Cu.In.	.28 (Syn) .22 (P/gld)
V8-283 Cu.In.	.25 (Syn) .18 (P/gld)
V8-327 Cu.In.	.22 (Syn) .18 (P/gld)
V8-396 Cu.In.	.22
V8-427 Cu.In.	.22
Distance between Tubes	.55
Thickness of Core	
L6-250 Cu.In.	1.26
V8-283, 327 & 396 Cu.In.	1.26
V8-427 Cu.In.	1.75
Frontal Area (Sq.In.)	
L6-250 Cu.In.	323
V8-283 & 327 Cu.In.	357
V8-396 Cu.In.	429
V8-427 Cu.In.	429

RADIATOR, HEAVY DUTY (RPO V01)

Core Constant and Thickness	
Distance between Fins	
L6-250 Cu.In.	.22
V8-283 Cu.In.	.22 (Syn) .20 (P/gld)
V8-327 Cu.In.	.18 (Syn) .16 (P/gld)
V8-396 & 427 Cu.In.	.16
Distance between Tubes	.55
Thickness of Core	1.75
Frontal Area (Sq.In.)	
L6-250 Cu.In.	404
V8-283 & 327 Cu.In.	429
V8-396 & 427 Cu.In.	429

RADIATOR CAP RELIEF VALVE

Opens at _____ Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to Open at	192° - 198° for L6 177° - 188° for V8
Fully Opened at	227° for L6 212° for V8
Thermostat By-Pass Hose (V8-396 & 427)	.745 ID

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)	
L6-250, V8-283 & 327 Cu.In.	1.75 ID
V8-396 & 427 Cu.In.	1.88 ID
Inlet, Upper (Thermostat Hsg. to Radiator)	1.50 ID

FAN

Number of Blades	4
Diameter	17.62
Fan Pulley Pitch Diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number Used	One
Angle of "V"	38° - 42°
Pitch Line	
L6-250 Cu.In.	39.00
V8-283 & 327 Cu.In.	53.25
V8-396 Cu.In.	56.20
V8-427 Cu.In.	56.20
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-250 Cu.In.	60 GPM @ 4400 Engine RPM
V8-283 Cu.In.	54 GPM @ 4400 Engine RPM
V8-327 Cu.In.	57 GPM @ 4400 Engine RPM
V8-396 Cu.In.	82 GPM @ 5200 Engine RPM
V8-427 Cu.In.	82 GPM @ 5200 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (Pump to Engine RPM)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator - Plug	
All Engines	Lower right side of radiator
Engine Block - Plug	
L6-250 Cu.In.	Left rear side
V8-283 & 327 Cu.In.	Right and left center
V8-396 & 427 Cu.In.	Left side - rear of block Right side - corner of block

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage rating _____ 12
Capacity (SAE)
L6-250 & V8-283 _____ 45 Amp hr @ 20 hr rate
V8-327, 396 & 427 _____ 61 Amp hr @ 20 hr rate
Heavy duty (RPO T60) _____ 70 Amp hr @ 20 hr rate
Total number of plates
L6-250 & V8-283 _____ 54
V8-327, 396, 427 and Heavy duty _____ 66
Number of cells _____ 6
Terminal grounded _____ Negative
Location _____ Right front engine compartment

GENERATOR

Type _____ Diode rectified
Rating
Amps _____ 9-37
Volts _____ 13-15
Drive _____ By fan belt
Pulley pitch diameter _____ 2.70
Ratio (gen. to engine speed) _____ 2.46:1

REGULATOR

Type _____ Two unit, vibrator
Voltage regulator
Voltage _____ 13.5-14.5 @ 85 degrees F
Field relay (combination light and field relay)
Closing voltage _____ 1-3 volts @ 80 degrees F
Location _____ Left side front engine compartment

STARTING SYSTEM

STARTING MOTOR

Rotation (drive end view) _____ Clockwise
Test conditions _____ Engine at operating temp.
No load test
Amps
L6-250 & V8-283 _____ 58-87
V8-327 _____ 65-100
V8-396 & 427 _____ 70-99
Volts _____ 10.6
RPM
L6-250 & V8-283 _____ 8450-10700
V8-327 _____ 8600-5100
V8-396 & 427 _____ 7800-12000

Motor drive

Engagement _____ Solenoid
Pinion meshes at _____ Rear
Pinion tooth no. _____ 9
Flywheel tooth no. _____ 153; V8-396 & 427 --- 168
Mounting
L6, V8-283 & 327 _____ Bolted to
cylinder block flange
V8-396 _____ Bolted to clutch housing

IGNITION SYSTEM

DISTRIBUTORS _____ Refer to chart below

COIL

Type _____ 12-Volt
Ampere drawn
Engine stopped _____ 4.0
Engine idling _____ 1.8

SPARK PLUGS

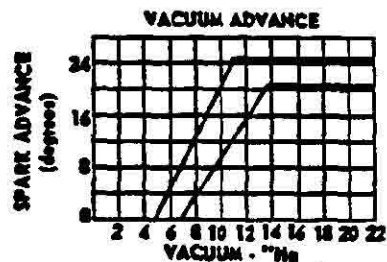
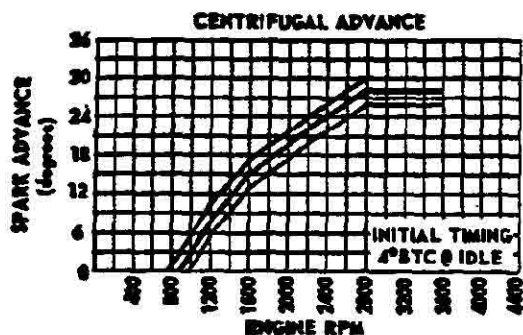
Type
L6-250 _____ AC46N (Long reach)
V8-283 _____ AC45
V8-327 _____ AC44
V8-396 & 427 _____ AC43N
Thread size (mm) _____ 14
Gap _____ .033-.038
Torque _____ 25 lb ft

CABLE _____ Lamin core impregnated
with electrical conducting material and
insulation of rubber with neoprene jacket

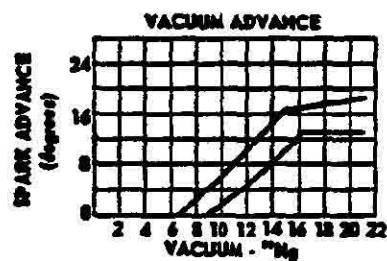
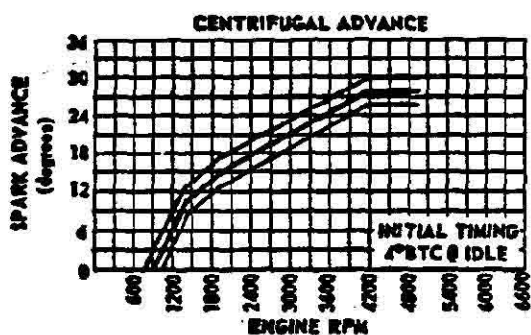
DISTRIBUTORS	L-6 250 Cu.in. 155 HP	V-8 283 Cu.in. 195 HP	V-8 327 Cu.in. 275 HP	V-8 396 Cu.in. 325 HP	V-8 427 Cu.in. 385 HP
Model	1110351	1111150	1111249	1111169	1111170
Type	Single Breaker				
Cam angle	31°-34°	28°-32°			
Breaker gap	.019 (new)				
Breaker arm tension	19-23 oz				21-32 oz.
Centrifugal advance begins (RPM)	900				
Max degrees @ RPM	28 @ 2800	28 @ 4200	26 @ 4100	23 @ 5000	22 @ 5000
Vacuum advance begins (in. Hg)	6.00	8.00	8.00	8.00	7.00
Max degrees @ in. Hg	21 @ 14.5	15 @ 15.5	15 @ 15.5	15 @ 15.5	12 @ 12
Timing (initial design setting) Crankshaft degrees @ RPM (with vacuum line disconnected)	4° BTDC @ 500	4° BTDC @ 500	8° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 550
Timing mark location	Harmonic balancer				

ELECTRICAL SYSTEM—Cont'd.

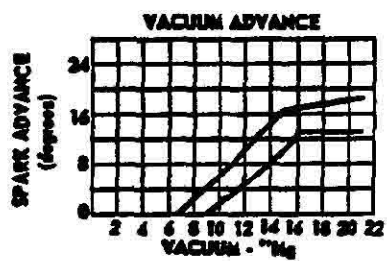
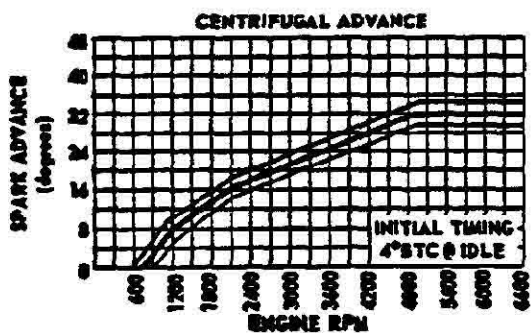
250 CUBIC INCH L-6 ENGINE



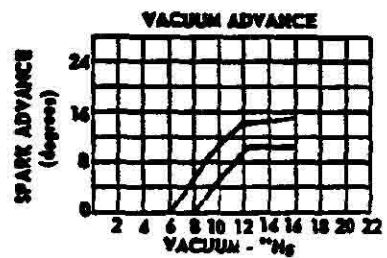
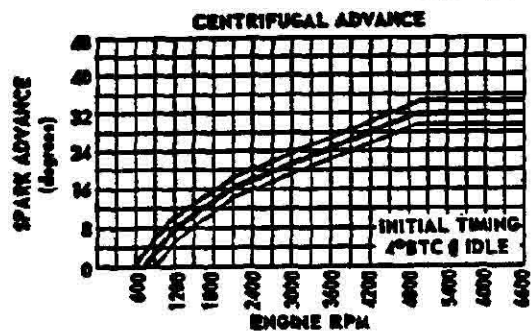
283 CUBIC INCH V-8 ENGINE



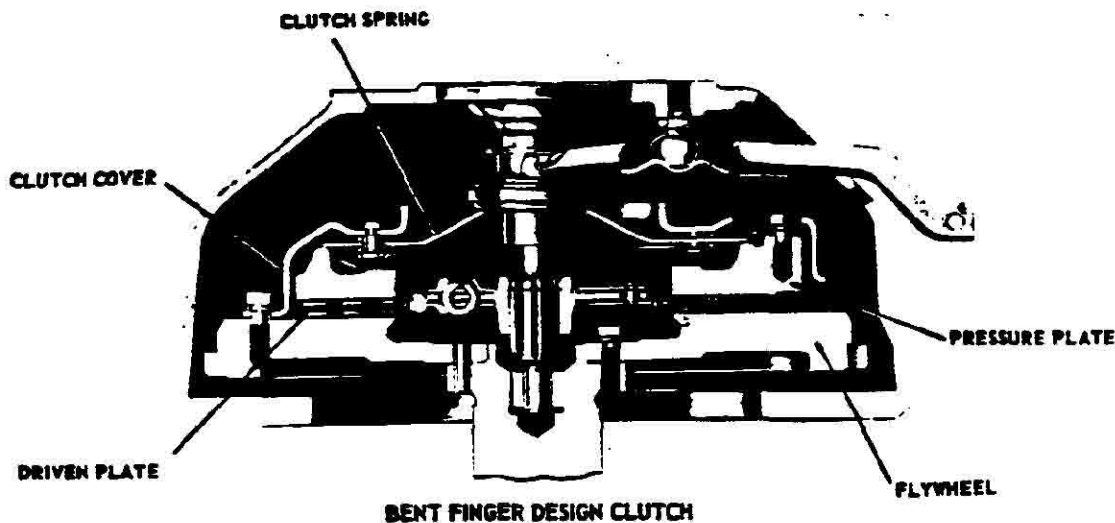
396 CUBIC INCH V-8 ENGINE



427 CUBIC INCH V-8 ENGINE



CLUTCHES



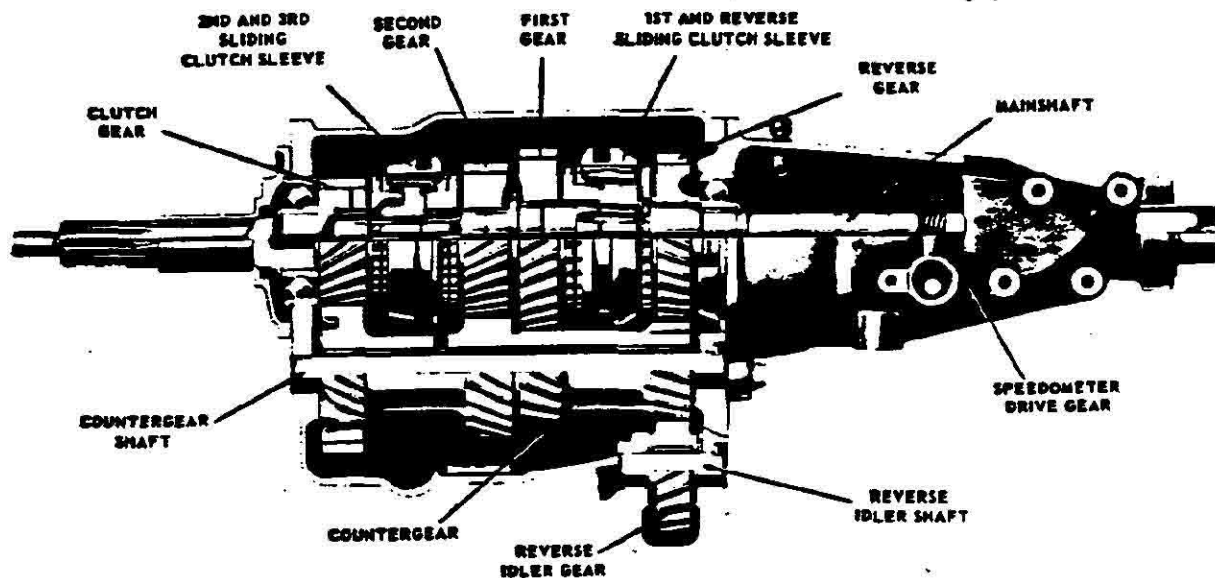
Engine	Type - Cubic inch	L6-250	V8-283	L6-250 V8-283	V8-283	V8-327	V8-396	V8-427			
Availability		Base		M01*	Base	Z04**	RPO L30	RPO M01	RPO L35	RPO L36	
Clutch for		3-Speed			4-Speed	3-Speed & 4-Speed		H.D. 3-Speed & 4-Speed			
Type		Single dry disc			Single dry disc, centrifugal						
Clutch cover & pressure plate	Eff. plate load, lbs.	1650- 1850	1750- 2000	1700- 1950	2100-2300		2450-2750		2600- 2800		
	Press. plate matl.	Cast Iron			Nodular Iron						
	Clutch spring type	Diaphragm			Diaphragm, bent finger design						
	Clutch spring matl.	Heat treated spring steel									
Driven plate	Type	Single disk with two friction surfaces									
	Cushions	Flat spring steel between friction rings									
	Damper	(a)	13 coil springs (6 sets of two)		10 coil springs (5 sets of two)						
	Friction ring	OD	9.12	10.0	11.0	10.4		11.0			
		ID	6.12	6.5	6.5	6.5		6.5			
		Total area sq.in.	71.82	90.71	123.70	103.53		123.7			
		Material	Woven asbestos								
	Flywheel	Cast Iron									
	Flywheel & Ring gear	Material	Heat treated steel								
		No. of teeth	153				168				
PD		12.75				14.00					
Attachment		Shrink fit									
Bearings	Release	Single row ball									
	Lubrication	None, prepacked									
	Pilot	Bronze bushing									
	Lubrication	None, sintered and oil impregnated									
Controls	Clutch fork	Drop forged steel, pivot mounted on ball									
	Pedal mounting	Pendant, from brace on dash									
	Lubrication	Crossover shaft									
Clutch housing material		Aluminum alloy									

* M01 - Option for Heavy Duty Clutch

** Z04 - Option for Heavy Duty Chassis

(a) 6 outer coil springs and 3 inner coil springs equally spaced

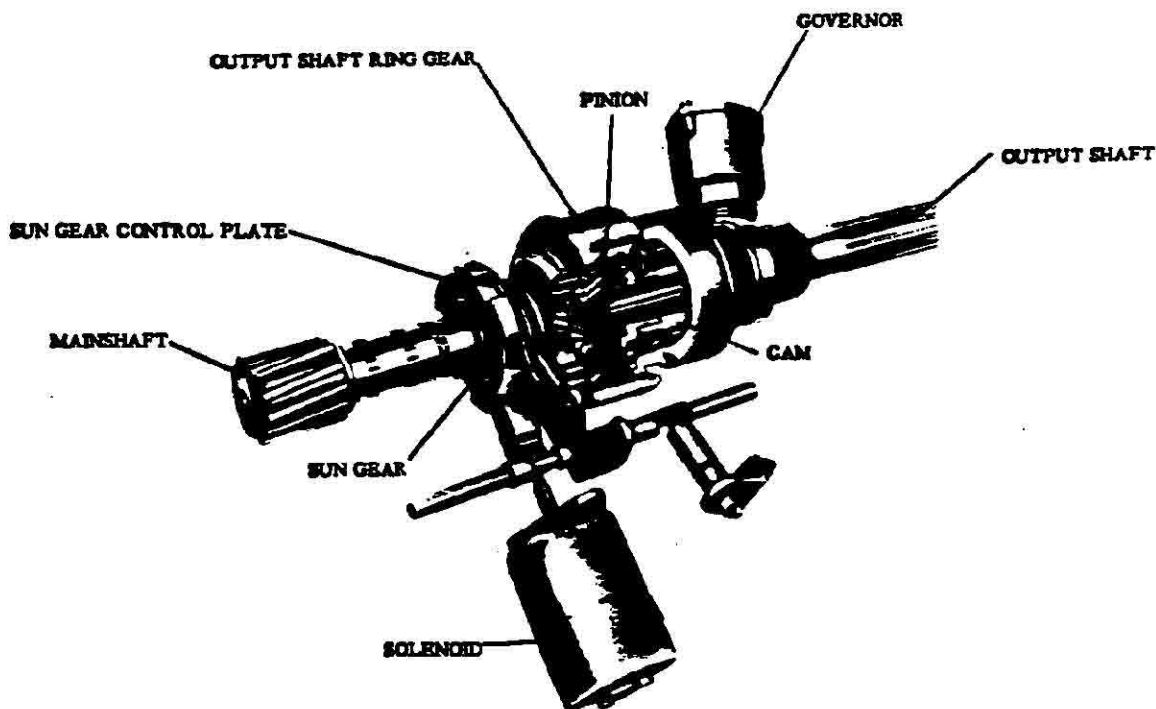
TRANSMISSIONS



3-SPEED HEAVY DUTY TRANSMISSION (RPD-M13)

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed			H.D. 3-Speed		4-Speed				
Engine Application	Type	L-6	V-8	V-8	V-8	V-8	V-8	V-8	V-8	V-8	
	Availability	230 C.I.	283 C.I.	327 C.I.	396 C.I.	427 C.I.	283 C.I.	327 C.I.	396 C.I.	427 C.I.	
Cast material		Standard			RPO L30	RPO L35	RPO L36	Standard	RPO L30	RPO L35	RPO L36
					Cast iron			Aluminum			
Gear Shift	Type	Remote									
	Control	Lever									
	Location	Steering column					Floor				
Gears	Type	Helical									
	Material	Forged steel, hardened									
	Synchronization	All forward gears									
	Constant mesh gear	All gears					All forward gears				
	Sliding gears	None					Reverse				
		First	2.85	2.54	2.41	3.11	2.54	2.32	2.20		
	Ratios	Second	1.68	1.50	1.57	2.20	1.80	1.88	1.64		
		Third	1.00	1.00	1.00	1.47	1.44	1.47	1.27		
		Fourth				1.00	1.00	1.00	1.00		
		Reverse	2.95	2.63	2.41	3.11	2.54	2.54	2.26		
Lubricant	Type	Meeting Military Specifications MIL-L-2105-B									
	Capacity (qts)	3			3.5		5				
Extension	Material	Cast iron							Aluminum		
	Oil seal	Steel encased double seal of spring loaded rubber or felt									



OVERDRIVE TRANSMISSION (RPO M10)

GENERAL

Type 3-pinon planetary drive unit

Description Adaptable to 3-speed transmission. Overdrive drive unit with integral mainshaft replaces mainshaft and extension of 3-speed

Operation Activation by manually operated pull type lockout switch located under instrument panel to right of steering column; when fully extended, overdrive unit is inoperative. Overdrive unit can be over-riden by a downshift switch located at the carburetor and controlled by the accelerator pedal; over-riding achieved by tripping accelerator.

Lubricant

Type Meeting Military Specification MIL-L-2105-B

Viscosity SAE 80

Capacity (pts) Total 3 pints,
2 for transmission, 1 for overdrive unit

Gear ratios with overdrive locked in

First 1.995

Second 1.176

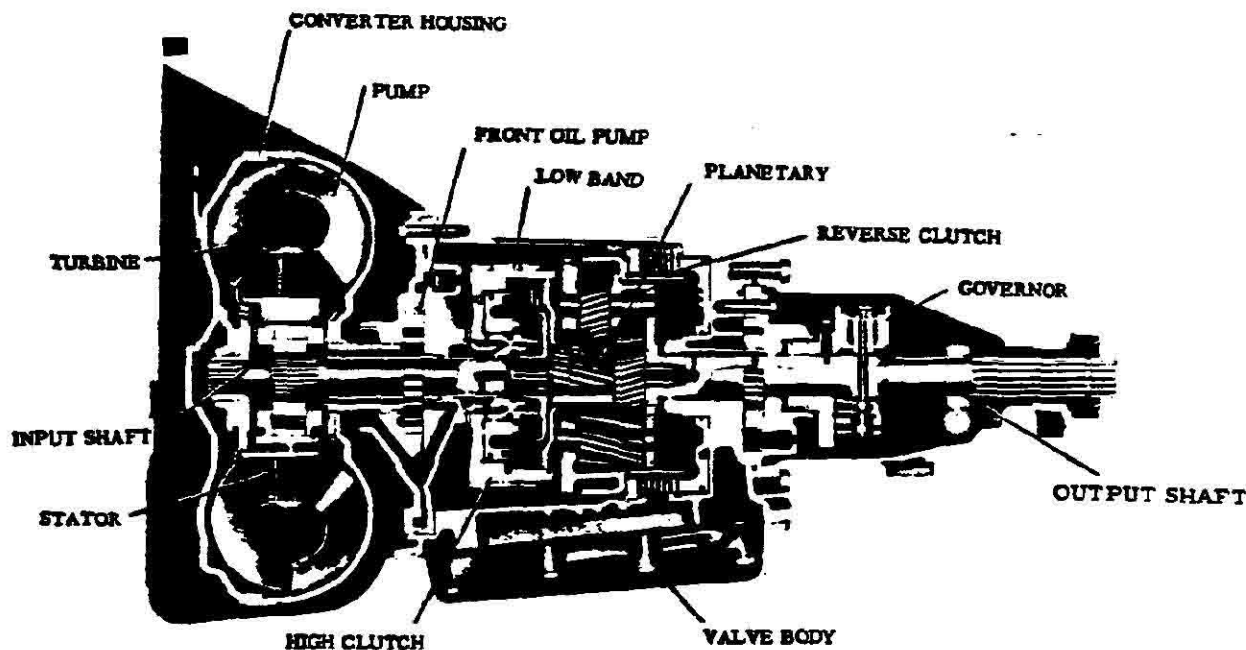
Third 0.700

Output shaft RPM

On-in 1440

On-out 1100

TRANSMISSIONS -Cont'd.



AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-6 250 Cu.In.	V-8 283 Cu.In.	V-8 327 Cu.In.	V-8 396 Cu.In.	
	Availability	Standard		RPO L30	RPO L35	
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse				
	Selector lever	Location	Steering column (a)			
		Operation	Actuates manual valve in hydraulic control system			
	Quadrant pattern	P-R-N-D-L				
		Parking lock	Type	Pawl and gear (on planetary)		
	Method of cooling	Operation	Applied by selector lever thru spring loaded linkage			
		Flywheel assembly	Water			
Hydraulic	Manual valve type	Steel stamping with welded on ring gear				
	Pressure regulator valve type	Spool				
	Pressure (6 Idle (b))	Drive	51	51	51	51
		Low	112	122	132	132
		Reverse	86	92	85	85
Converter assembly	Type	Three element				
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.				
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.				
	Stator	Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.				
	Scall torque ratio	2.10				
	Scall speed (RPM)	1620	1550	1680	1680	
	Diameter (nominal)	11.0	11.75			
Planetary gear set	Type	Compound planetary				
	Range	Drive	1.82 to 1.00		1.76 to 1.00	
		Low	1.82		1.76	
		Reverse	1.82		1.76	
	Low band	Three linked circular segments				
Low band servo	Piston with release spring and inner cushion spring					
Case	Material	Aluminum (one piece)				

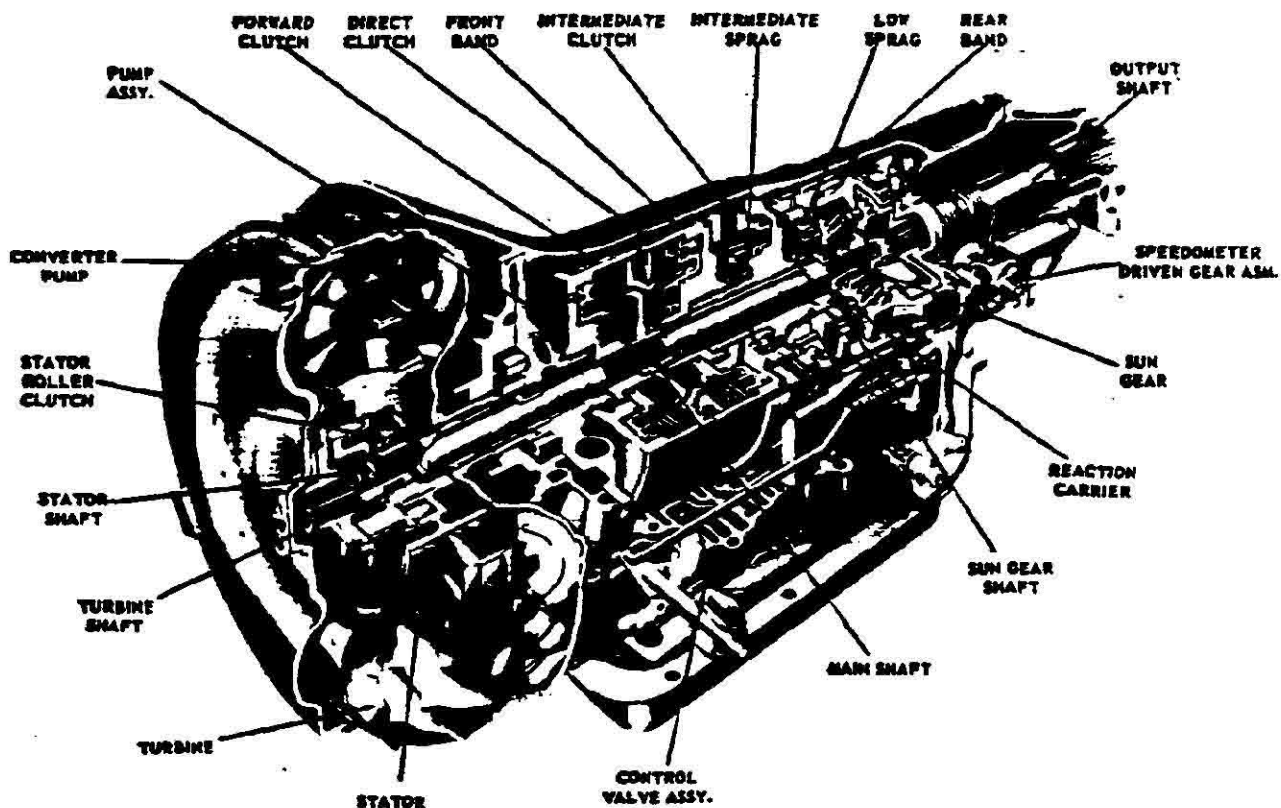
(a) Floor mounted when used with bucket seats.

(b) Conditions: 450 RPM input @ 25 inches Hg vacuum.

AUTOMATIC TRANSMISSION — CONTINUED

Engine	Type		L-6 250 Cu. In.	V-8 283 Cu. In.	V-8 327 Cu. In.	V-8 396 Cu. In.
	Availability		Standard		RPO L30	RPO L35
Output shaft RPM and vehicle speed (MPH)	N/V factor		42.9	42.9	39.4	39.2
	Upshift	Closed throttle	650(15)	650(15)	660(17)	660(17)
		Throttle at detent	1970(45)	2085(48)	2340(59)	2340(59)
		Full throttle	2285(55)	2405(56)	2740(65)	2740(70)
	Downshift	Closed throttle	605(14)	605(14)	610(16)	615(16)
		Throttle at detent	1220(28)	1235(19)	1312(22)	1380(23)
		Full throttle	2185(50)	2270(53)	2583(66)	2585(65)
High clutch	Type		Multi-disc			
	Drive plates	Description	Waved steel with bonded organic facings			
		Number	3	4		
	Driven plates	Description	Flat steel			
Number		4	5			
Reverse clutch	Type		Multi-disc			
	Drive plates	Description	Flat steel with bonded organic facings			
		Number	4	4	5	6
	Reaction plates	Description	Flat steel			
Number		5	4	5	6	
Torque multiplication	Maximum overall ratio		3.82		3.70	
	Low and reverse		3.82 to 1.82		3.70 to 1.76	
Lubricant	Type		A suffix A			
	Capacity (qts)	Dry	17		19	
		Refill	6		6.5	
Governor	Type		Centrifugal			
	Operation		Regulates pump oil pressure to automatic shift control valve			
	Drive		Mounted on output shaft			
	Location		In extension			
Oil pump	Type		Internal-external gear			
	Number		One, front			
	Function		To supply pressure			
	Drive		Converter pump			

TRANSMISSIONS—Cont'd.



TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

(Available with 327 Cu.In., 396 Cu.In.
and 427 Cu.In. engines only)

GENERAL DATA

Type ----- Three
element automatic hydraulic torque converter
with a compound planetary gear set that
produces three forward speeds and reverse

Selector Lever
Location ----- Steering column;
floor mounted on models using bucket seats

Operation ----- Actuates automatic
controls by a hydraulic system
from a pressurized gear type pump

Quadrant Pattern ----- Six positions: P-R-N-D-L3-L1

External Control Connections
Manual Linkage ----- Selects desired operating
range by means of selector lever

Vacuum Modulator ----- Senses change
in the torque input to the trans-
mission and assures smooth shifts

Decent Solenoid ----- Actuated by electric switch or
the carburetor causing the transmission
to downshift under full throttle conditions
at car speeds below 70 miles per hour

Parking Lock

Type ----- Locking pawl
Operation ----- Applied by
selector lever through manual linkage

Method of Cooling ----- Water

TORQUE CONVERTER

Driving Member (Pump) ----- Multivane
type, sheet metal blade, spot welded
to steel pump housing that is an
integral part of the converter housing

Driven Member (Turbine) ----- Steel axial
flowblades assembled between
inner and outer steel shells

Stator Assembly ----- Aluminum multivane type
blades mounted on a one way roller clutch

Stall Ratio ----- 2.30 (V8-327); 2.04 (V8-396 & 427)

Stall Speed (RPM)
V8-327 ----- 2130
V8-396 ----- 2110
V8-427 ----- 2220

Diameter (Nominal) ----- 12.83

TURBO HYDRA-MATIC TRANSMISSION—CONTINUED

CLUTCHES

Type	Three, multiple disk
Material	
Drive plates	Waved steel with bonded organic facings
Driven plates	Flat steel
Forward clutch	Five each drive and driven plates
Direct clutch	Five each drive and driven plates
Intermediate clutch	Three each drive and driven plates
Release spring	Radial row steel coil

PLANETARY GEAR UNIT

Front	-----	Reaction carrier Assy	-----	Four
			steel pinion gears	
Rear	-----	Output carrier Assy	-----	Four
			steel pinion gears	
Gear Ratios				
D(Drive)	-----	2.48:1, 1.48:1, 1.00:1		
L2 (Low two)	-----	2.48:1, 1.48:1		
L1 (Low one)	-----	2.48:1		
R(Reverse)	-----	2.08:1		
Front Band				
Type	-----	One, circular steel with organic lining		
Function	-----	Provides		
		engine braking in 2nd gear with		
		selector lever in L2 and L1 range		
Rear Band				
Type	-----	Double wrap		
		circular steel with organic lining		
Function	-----	Provides engine braking		
		Lc range 1st gear; also in reverse		
		range the band holds the reaction		
		carrier to apply reverse gear ratio		
Servo units	-----	Piston with		
		release spring and inner cushion		
		spring that actuates the bands		

HYDRAULIC SYSTEM

Oil pressure pump	Supplies hydraulic pressure by gear type pump which is engine driven
Pump pressure (450 RPM input @ 25 in. Hg vacuum)	
Park	70 PSI
Neutral	70 PSI
Drive (First, second, third)	70 PSI
L2 (First, second)	150 PSI
L1	150 PSI
Reverse	107.5 PSI
Valves	
Type	Steel spool
Manual	Establishes range at transmission operation
Pressure regulator	Controls main line pressure
Shift (1-2)	Controls oil pressure for trans. shift from 1-2 or 2-1
Shift (2-3)	Controls oil pressure for trans. shift from 2-3 or 3-2
Modulator	Regulates line pressure with modulator oil pressure that varies with torque to transmission
Accumulator	To obtain greater flexibility in attaining desired shift curve for various engine requirements
Governor	
Type	Cross-axis centrifugal
Operation	Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift valves and modulator valve

LUBRICANT

Type	A suffix A
Capacity	23 pcs
Refill	8 pcs
Oil cooler	integral with radiator assembly and connected to transmission by inlet and outlet pipes

TORQUE MULTIPLICATION

	V6-327	V6-306 & 427
Drive (maximum)	5.70:1 to 1.1	5.06:1 to 1.1
Low 2	5.70:1 to 1.48	5.06:1 to 1.48
Low 1	5.70:1 to 2.48	5.06:1 to 2.48
Reverse	4.78:1 to 2.08	4.24:1 to 2.08