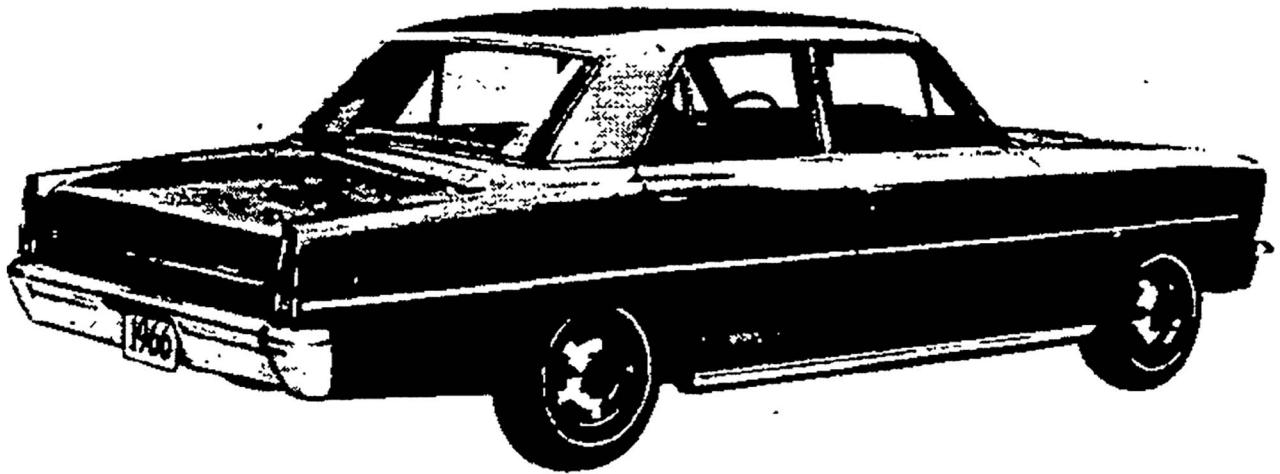
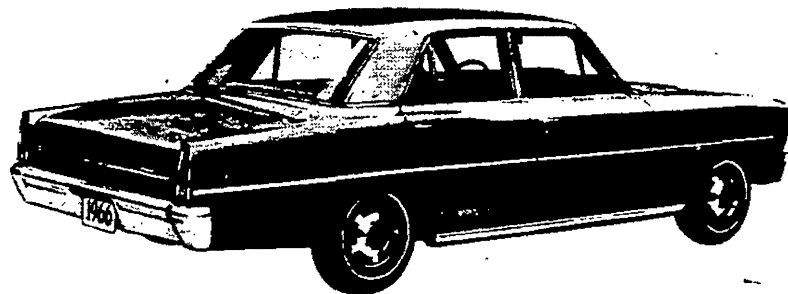


1966 CHEVROLET CHEVY II



Factory Specifications
as
Supplied by General Motors

GENERAL

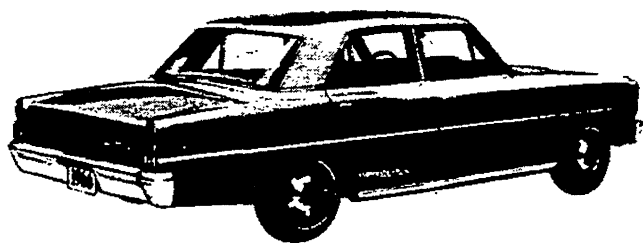


MODEL IDENTIFICATION	2
SERIAL NUMBERS AND IDENTIFICATION	3
REGULAR EQUIPMENT - EXTERIOR	4
REGULAR EQUIPMENT - INTERIOR	5
OPTIONAL EQUIPMENT	6
DEALER INSTALLED ACCESSORIES	7
● AIR CONDITIONING EQUIPMENT	8

MODEL IDENTIFICATION

CHEVY II 100 111-113-11400 SERIES

MODEL 111-113-11411 2-DOOR SEDAN, 6-PASSENGER
MODEL 111-113-11469 4-DOOR SEDAN, 6-PASSENGER
MODEL 113-11435 4-DOOR STATION WAGON, 2-SEAT



NOVA 115-11600 SERIES

MODEL 115-11635 4-DOOR STATION WAGON, 2-SEAT
MODEL 115-11637 4-DOOR SPORT COUPE, 5-PASSENGER
MODEL 115-11669 4-DOOR SEDAN, 6-PASSENGER

NOVA SS 115-11600 SERIES

MODEL 117-11837 2-DOOR SPORT COUPE, 4-PASSENGER



SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

4-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
11169	1966 6	(Willow Run) W	(25th unit) 100025

Thus: The 25th model built at Willow Run would be serial number 111696W100025

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
11369	1966 6	(Willow Run) W	(26th unit) 100026

Thus: The 26th model built at Willow Run would be serial number 113696W100026

ASSEMBLY PLANTS

N - Norwood
W - Willow Run

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

REAR AXLE IDENTIFICATION

Example: BA 0212 B

Type	Production*	Source†
Designation	Month and Day	Designation
BA	0212	B

BA ----- 3.08:1, 4-cyl, 3-speed, PG
BC ----- 3.08:1, 6-cyl, 3-speed, PG
3.08:1, 8-cyl, 3-speed, 4-speed, PG
3.36:1, 6-cyl, 3-speed, PG, station wagons

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

Location ----- Right or left axle
tube adjacent to differential carrier

ENGINE IDENTIFICATION

Example: F 1210 OA

Source	Production*	Type
Designation	Month and Date	Designation
F (Flint)	1210	OA

153 Cubic inch 4-cylinder
OA - Regular engine, 3-speed
OH - Regular engine, Powerglide

194 Cubic inch 6-cylinder
OK - Regular engine, 3-speed
OR - Regular engine, Powerglide

230 Cubic inch 6-cylinder (RPO L26)
PV - 3-speed
PX - Powerglide

283 Cubic inch 8-cylinder
PD - Regular engine, 3-speed
PN - Regular engine, Powerglide

327 Cubic inch 8-cylinder (RPO L30)
ZA - 3-speed
ZK - Powerglide

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

Location:

4 and 6-cylinder ----- Stamped on pad on right side
of cylinder block to rear of distributor
8-cylinder ----- Stamped on top front
of RH bank of cylinder and case

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	Back window reveal	All exc. wagons
		Belt reveal	115-11637; 117-11800
		Roof drip gutter	115-116-117-11800
		Tailgate window reveal	Station wagons
		Windshield reveal	All
	Anodized Aluminum	Back-up lamp bezels	All
		Body side molding - black paint fill	
		Body sill molding - bright	
		Body sill molding - black paint fill	
		Rear quarter lower molding	117-11800
		Front fender lower molding	All
		Headlamp and taillamp bezels	
		Radiator grille	
		Radiator grille nameplate, "Chevy II"	
		Sail panel molding - bright	115-11669
	Chrome Plated Metal	Wheel openings	117-11800
		Deck lid emblem "SS"	117-11800
		Front door vent channel and post	All
		Radiator grille emblem, "SS"	117-11800
		Front fender engine emblem - V8 only	All
		Hub caps	111-113-114-115-11600
		Rear quarter series nameplate	All
		Tailgate window control	Station wagons
		Deck lid nameplate	111-113-11400
		Deck lid molding and emblem - gray paint accented	115-11600
		Deck lid molding & emblems	117-11800
		Wheel trim covers	117-11800
		Back-up lamps	117-11800
		Filler - left rear quarter gasoline	All
		Lamp - rear license	
		Wipers, windshield - 2 speed electric, non-glare arms & blades	

REGULAR EQUIPMENT—INTERIOR

Bright Metal Trim & Moldings	Coat hooks	All
	Console - floor center (4-speed, Powerglide)	117-11800
	Door and window control handles - black knobs	All
	Door sill plates	All
	Rear view mirror back and support	115-116-117-11800
	Sunshade supports	All
Instrument Panel	Ash tray	All
	Cigarette lighter	115-116-117-11800
	Control knobs - chrome	All
	Electric clock	117-11800
	Glove box door emblem and trim	115-116-117-11800
	Glove box lock	All
	Ignition lock and starter switch - 4 position	All
	Instrument cluster bezel	All
Interior Lights	Vent control knobs - colored plastic	All
	Glove box	115-116-117-11800
Steering Wheel	Roof center dome	All
	Deep hub - dual solid spokes - horn button	111-113-11400
Armrests - front door	Deep hub - dual solid spokes - horn ring	115-116-117-11800
		All
Armrests with ashtrays - rear door		115-116-117-11800
Heater - Deluxe		All
Locking knobs - rear door		All 4-doors
Mat - luggage or stowage compartment		All exc. 111,113,11411,69
Mirror - rear view (painted)		111-113-11400
Seat belts, front and rear seats		All
Seats - front bucket		117-11800
Sunshades - dual vinyl padded		All
Switch - front door jamb		115-116-117-11800
Ventipanes - friction type front		All

REGULAR PRODUCTION OPTIONS

BODY OPTIONS

Name	Number	Models
Air conditioning, all weather	C60	All exc. 11100
Antenna, radio rear manual	U73	All exc. wagons
Antenna, radio rear power	U75	All exc. wagons
Armrests, rear door	D10	111-113-11400
Carrier, roof luggage	V55	Station wagons
Convenience Group	Lamp, glove box	111-113-11400
	Inside mirror	All
	Remote control outside mirror	
	Door edge guards	
	Underhood lamp	
	Luggage lamp	11000 exc. wagons
Defroster, rear window	C50	All exc. wagons
Glass, tinted body	A01	All
Glass, tinted windshield	A02	
Guard, front bumper	V31	
Guard, rear bumper	V32	All exc. wagons
Hearer, (delere)	C48	All
Headrest, front seat (Strato)	A81	117-11800
Headrest, conventional bench type front seat	A82	111-113-114-115-11600
Horn, low "D" note	U03	115-116-117-11800
Lock, spare wheel	P19	All
Radio and antenna, push button tuning	U63	
Shoulder harness	A85	
Seat belts, custom deluxe dual front and rear (with front retractors only)	A39	
Speaker, radio auxiliary	U80	
Switch, lamp and flasher, traffic hazard	V74	Station wagons
Window, power tailgate	A33	

ENGINE OPTIONS

Battery, heavy duty	T60	All
Clutch, heavy duty (10")	M01	111-113-115-11700
Exhaust, dual	N10	114-116-11800
Air injection reactor	K19	113-114-115-116-117-11800
Fan, thermomodulated clutch	K02	114-116-11800
Generator, Delcotron 5-61 amp.	K76	All
Generator, Delcotron 12-42 amp.	K79	
Generator, Delcotron 23-62 amp.	K81	All exc. 11100
Ignition system, full transistor	K66	114-116-11800
Radiator, heavy duty	V01	All
Ventilation, engine positive closed	K24	
230 cubic inch L-6 140 HP	L26	113-115-11700
283 cubic inch V-8 220 HP	L77	114-116-11800
327 cubic inch V-8 275 HP	L30	114-116-11800
327 cubic inch V-8 350 HP	L79	

CHASSIS OPTIONS

Axle, rear (3.36:1 ratio)	G76	All exc. wagons & 11100
Axle, rear (3.55:1 ratio)	G96	111-114-116-11800
Axle, rear positraction	G80	All
Axle, rear (3.73:1 ratio)	H05	114-116-11800
Brakes, power	J50	All exc. 11100
Brakes, metallic	J65	All
Cover, wheel trim	P01	All exc. 117-11800
Cover, simulated wire wheel	P02	All
Cover, magnesium wheel trim	N96	All
Shock absorber, rear air lift	G66	All
Steering, power	N40	All exc. 11100
Suspension, heavy duty front and rear	F40	All
Tires	6.50 x 13-4pr whitewall rayon	111-113-11500 exc. wagons
	6.95 x 14-4pr blackwall rayon	111-113-11500 exc. wagons
	6.95 x 14-4pr whitewall rayon	All
	6.95 x 14-8pr whitewall rayon	Station wagons

TRANSMISSION OPTIONS

Four speed manual transmission	M20	114-116-11800
Four speed manual transmission close ratio	M21	
Powerglide transmission	M35	All
Transmission oil cooler - Powerglide	M55	113-115-11700

DEALER INSTALLED ACCESSORIES

Item	Models
Air conditioning, recirculating air (Custom)	All
Antenna, radio front manual	All except wagons
Antenna, radio rear manual	All
Brake, vacuum power	All
Cap, gas tank filler locking	All
Carrier, roof luggage	Station wagons
Clock, instrument panel	111,113,114,115,11600
Clock, universal (instr. pnl. top mount.)	111-113-114-115-11600
Compass, auto	All
Container, floor litter (saddle type)	All except floor shift transmission
Container, litter, inst. panel mtd. (Black only)	All
Cover, simulated magnesium wheel trim	All
Cover, simulated wire wheel trim, 13" or 14"	All
Cover, wheel trim, 13" or 14"	All except SS
Defogger, rear window	All except wagons
Fan, thermomodulated clutch	114-116-11800
Fire extinguisher, 2-3/4 & 5 lb dry chemical	
Frame, license plate	All
Guard, door edge	All
Guard, grille	All
Guard, front bumper	All except wagons
Guard, rear bumper	All except wagons
Horn, high note	111-113-11400
Horn, low "D" note	All
Lamp, ash tray	All
Lamp, courtesy	All
Lamp, glove box	111-113-11400
Lamp, luggage compartment	All except wagons
Lamp, parking brake alarm	All
Lamp, portable spot	All
Lamp, underhood	All
Lighter, cigarette	111-113-11400
Lock, rear door safety	All four door
Lock release, luggage compartment remote	All except wagons
Lock, spare wheel	All
Luggage carrier, deck lid	All except wagons
Mat, contour twin front floor	All
Mat, contour twin rear floor	All
Mat, full width front floor	All except SS
Mat, full width rear floor	All except SS
Mat, rear compartment floor	Station wagons
Mirror, inside rear view prismatic	All
Mirror, outside rear view; replacement kit	All
Mirror, remote operated outside rear view	All
Mirror, visor vanity	All
Radiator insect screen	All
Radio and antenna, manual tuning	All
Radio and antenna, push button tuning	All
Radio speaker, rear auxiliary	All
Road hazard package	All
Seat belt retractor	All
Seat cushion, ventilated	All
Switch, traffic hazard lamp	All
Tachometer	All except SS
Tissue dispenser (saddle type)	All
Tissue dispenser, inst. panel (Black only)	All
Tool kit	All
Trailer hitch, 2000 pound capacity	All
Wiring harness, car to trailer connecting	All

AIR CONDITIONING AND EQUIPMENT

ALL WEATHER (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.

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

CHASSIS

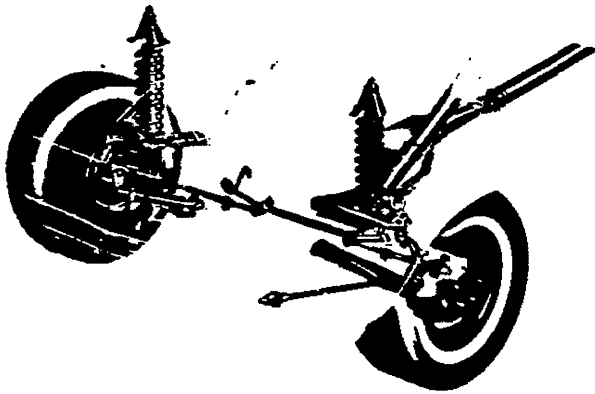
Front and Rear Springs ----- Heavy duty
Rear Axle Ratio ----- 3.36:1

POWER TRAINS

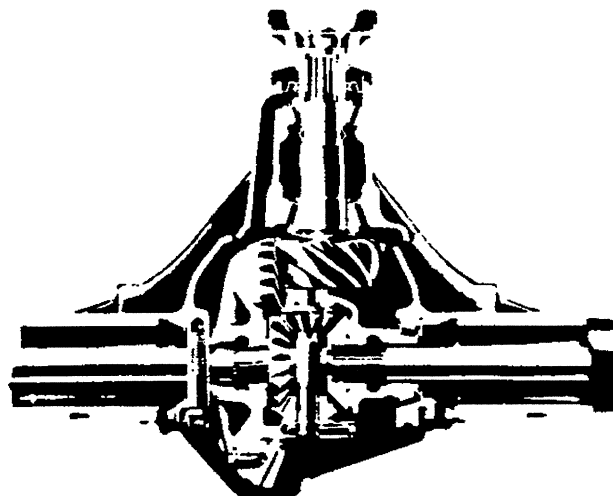
Fan Blade ----- 5 blade
Fan Clutch ----- Thermomodulated fluid coupling*
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One*
Generator ----- 61 Ampere
Radiator ----- Heavy duty
Radiator Shroud ----- Steel; 19.34 dia.*

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

CHASSIS



FRAME AND FRONT SUSPENSION	2
STEERING, DRIVELINE, WHEELS AND TIRES	3
REAR AXLE AND SUSPENSION	4
BRAKES	5
BULBS, FUSES, AND CIRCUIT BREAKERS	6



FRAME AND FRONT SUSPENSION

FRAME

Description ----- Unitized, front end and body proper rigidly bolted together. Frame members incorporated into front end and body.

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 ----- 8.44
Jounce ----- 4.04
Rebound ----- 4.40
Wheel to spring, travel ratio ----- 1.56

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 ----- 1.2492-1.2498
Outer bearing ----- .7491-.7497
Spindle thread size ----- 3/4-20 NEF-3 (modified)
Wheel bearings -----
Type ----- Taper roller
Number ----- Two per spindle

SPHERICAL JOINTS

Type ----- Ball studs, lower self-adjusting for wear
Bearing surfaces -----
Upper ----- Teflon-cotton composition
Lower ----- Sintered iron

SHOCK ABSORBERS

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

STABILIZER BAR

Type ----- Link (b)
Material ----- HR steel
Diameter ----- .687

FRONT WHEEL ALIGNMENT

Camber (degrees) ----- 0 to P1 curb
Caster (degrees) ----- P1/2 to P1-1/2 curb
Toe-in (total) ----- 1/4 to 3/8 curb
SAI (degrees) ----- 6-1/2 to 7-1/2 curb

GENERAL SUSPENSION PROVISIONS

Car leveling ----- Front stabilizer bar on V-8 models and L-6 wagons
Brake dip control ----- Angle of front upper control arm

FRONT SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lb per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel
3792036	A	Coil	AISI A-5160	106.61	.562	3.80	13.46	9.20 @ 1065	250	101
3792037	B	Right		106.61	.562	3.80	14.10	9.20 @ 1225	250	101
3792039	C	Hand		106.61	.562	3.80	13.88	9.20 @ 1170	250	101
3792041	D	Helix		106.61	.562	3.80	14.26	9.20 @ 1265	250	101

	Engine	153 Cu.In. L-6 Engine				194 and 230 Cu.In. L-6 Engine								283 Cu.In. V-8 Engine							
		11100		11300		11500		11700		11400		11600		11800							
		11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37				
3 & 4-speed, PG(a)	Appl.	A	A	C	C	C	C	C	A	A	B	B	B	B	B	C	C				

		327 Cu.In. V-8 Engine					
		3	D	D	D	D	B
3 and 4-speed, PG		D	D	D	D	D	B

(a) 4-speed only with 283 V-8

(b) Available only on wagons and V-8 models.

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description ----- Semi-reversible, recirculating
ball nut gear, 1-piece, .75 dia. shaft
Ratios ----- Gear, 20.1; Overall, 25.4:1
Turning diameters (ft)
Outside front, wall to wall ----- 39.5
Outside front, curb to curb ----- 38.4
Inside rear, wall to wall ----- 23.5
Inside rear, curb to curb ----- 23.8
Number of wheel turns, lock to lock ----- 4.50
Outside wheel angle with inside wheel
@ 15 degrees ----- 14.45
@ 20 degrees ----- 18.75
@ 36.1 degrees (limit of turn) ----- 29.61
Linkage ----- Parallelogram,
rear of wheels, 2 tie rods
Steering wheel
Type ----- Deep dishd, 16.2 dia.

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)
Type ----- Linkage

DRIVELINE

Type ----- Tubular, exposed
Number used ----- One
Diameter (O.D.) ----- L-4 engine ----- 3.50
Others ----- 2.75
Wall thickness ----- .065
Length (C/L of U-joints) ----- 51.98
Universal joints ----- 2, cross type with
prepack anti-friction bearings
Drive and torque ----- Through rear leaf springs

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
11100, 11300, 11500 except wagons ----- 13 x 4J
11400, 11600, 11700, 11800 and wagons ----- 14 x 5J
Offset
13 x 4J ----- .75
14 x 5J ----- 1.00

TIRES

Type ----- Rayon, tubeless, blackwall
Construction ----- 2 ply; wagons 4 ply
Rating ----- 4 ply; wagons 8 ply
Size
L-4, L-6 sedans and Nova Sport Coupe ----- 6.50 x 13
V-8 sedans and Nova Sport Coupe; L-6, V-8
Nova SS ----- 6.95 x 14-4
Station wagons ----- 6.95 x 14-8

TIRE SPECIFICATIONS ●

		6.50x13-4PR	6.95x14-4PR	6.95x14-8PR
Loaded rolling radius		11.4	11.8	11.8
Loaded rev/mi @ 50 MPH		852	816	816
Capacity (lbs @ PSI)		980 @ 24	1050 @ 24	1000 @ 22 1140 @ 28
Recommended pressure (cold)†	Front	24	24	22
	Rear	24	24	28

† Average Load

REAR AXLE AND SUSPENSION

REAR AXLE

Description ----- Semi-floating;
integral rear beam consisting of cast iron
differential carrier and pressed-in axle
shaft housings. Differential carrier contains
an overhung pinion and hypoid ring gear
supported by two taper roller bearings.

Pinion offset ----- 1.50
Pinion bearing adjustment ----- Shim
Lubricant -----

Type ----- Military Spec. MIL-L-2105-B
Viscosity ----- SAE 80
Filler plug ----- 5/8 sq. hd., 3/4-14 PTF SAE short
Capacity (pts) ----- 8.125 hypoid gear ----- 3.5
----- 8.875 hypoid gear ----- 4.0

Hypoid gear P.D.

3.07:1 ----- 8.875

3.08, 3.36:1 ----- 8.125

Ratios (standard)

3-speed, Powerglide, L-4 & L-6 engines ----- 3.08:1

3- and 4-speed, Powerglide, 283 V-8 ----- 3.08:1

3- and 4-speed, Powerglide, 327 V-8 (RPO L30) - 3.07:1

L-6 station wagons ----- 3.36:1

327 V-8 RPO L79; 3-speed 3.07,

4-speed ----- 3.31:1

AXLE SHAFT

Description ----- 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

3.08 (8.125 hypoid gear) ----- 37,12
3.36 (8.125 hypoid gear) ----- 37,11
3.07 (8.875 hypoid gear) ----- 43,14
3.31 (8.875 hypoid gear) ----- 43,13

POSITRACTION DIFFERENTIAL (see POWER TRAINS)

Type ----- 2 pinion with dual disk clutches

REAR SUSPENSION

Description ----- Hotchkiss; 2 semi-elliptical
single leaf springs support integral rear
beam consisting of cast iron differential
carrier and pressed-in axle shaft hous-
ings. Drive and torque taken through rear
leaf springs.

Wheel travel (design)

Total ----- 9.38

Jounce ----- 4.00

Rebound ----- 5.38

Wheel to spring, travel ratio ----- 1:1

SHOCK ABSORBERS

Type ----- Direct, double acting, hydraulic

Piston diameter ----- 1.00

REAR SPRINGS

Part Number	Ref.	Type	Material	Length C/L Eye centers	Width C/L of axle	Design load @ C/L of axle	Deflection rate (lb per inch)	
						(lb @ + camber)	@ Spring	@ Wheel
3792618	A	Semi Elliptical Single Leaf	Chrome Carbon Steel	62.5	2.25	650 @ .29	95	102
3792597	B			62.5	2.25	855 @ .01	130	136
3792830	C			62.5	2.25	550 @ .29	95	102
3876683	D			62.5	2.25	675 @ .29	115	121
3876684	E			62.5	2.25	575 @ .29	115	121

Engine	153 Cu.In. L-4 Engine		194 and 230 Cu.In. L-6 Engine						283 Cu.In. V-8 Engine							
	11100		11300		11500		11700		11400		11600		11800			
Models	11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37
3 and 4-speed, PG Appl.	A	A	A	A	B	A	B	C	C	A	A	B	A	B	C	C

327 Cu.In. V-8 Engine							
3 and 4-speed, PG	D	D	D	D	E	E	E

BRAKES

SERVICE BRAKES (Standard)

Type	Duo-servo, 4-wheel hydraulic, reverse self-adjusting
Line pressure, psi, @ 100 lbs pedal load	815
Braking ratios	
Pedal	6.40:1
Hydraulic	3.78:1
Overall	24.19:1
Distribution of braking effort (theoretical, percent)	
Front wheels	59.4
Rear wheels	40.6
Brake drum	
Diameter, front and rear	9.5
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area (sq. in.)	268.6
Brake lining	
Material	Full molded asbestos composition
Length	
Primary shoe, front and rear	9.01
Secondary shoe, front and rear	9.75
Width	
Front wheels, primary and secondary	2.50
Rear wheels, primary and secondary	2.00
Thickness, minimum @ centerline	
Primary	.17
Secondary	.20
Method of attachment	Bonded
Total effective area (sq. in.)	168.9
Gross lining area (sq. in.)	168.9
Master cylinder	
Piston diameter	1.00
Piston travel (available pedal travel)	1.00
Wheel cylinders	
Piston diameter	
Front	1.06
Rear	.875
Foot pedal travel	6.4

PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq. in.)	75.04
Control	Apply and release by pawl type brake lever mounted horizontally to right of steering column

SERVICE BRAKES, METALLIC (RPO J65) (Same as standard production SERVICE BRAKES except as follows)

Line pressure, psi @ 100 lb pedal load	1064
Braking ratios	
Pedal	6.40
Hydraulic	4.94
Overall	31.62
Brake lining	
Material	Sintered iron segments
Size	
From wheel segments	
Primary	1.64 x 1.25 x .175
Secondary	1.64 x 1.25 x .295
Rear wheel segments	
Primary	1.64 x 1.00 x .175
Secondary	1.64 x 1.00 x .295
Segments per shoe, front and rear	
Primary	6
Secondary	10
Method of attachment	Welded
Total effective area (sq. in.)	118.1
Master cylinder	
Piston diameter	.875

POWER BRAKES (RPO J50)

(Same as standard SERVICE BRAKES except as follows)

Type	Vacuum power unit added to assist standard master cylinder; integral
Braking ratios	
With standard production service brake linings	
Pedal	3.58
Hydraulic	3.78
Overall	13.53
With metallic service brake linings	
Pedal	3.58
Hydraulic	4.94
Overall	17.69
Master cylinder	
Piston travel (available pedal travel)	1.15
Foot pedal travel	4.12

BULBS, FUSES, AND CIRCUIT BREAKERS

LAMP	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-53	1
Automatic transmission position pattern	1-1445	1
Back up	2-1156	32
Cigarette lighter	1-1445	1
Clock (with tachometer option)	1-1895	2
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-1895	2
Dome	1-211	12
Generator indicator	1-1895	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W Low beam 45W
Headlamp hi-beam indicator	1-1895	2
Instrument cluster	5-1895	2
License plate	1-1155	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park	2-1157	4
Turn		32
Parking brake alarm	1-257	2
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	4
Stop and turn		32
Temperature indicator	1-1895	2
Traffic hazard indicator	1-1445	1
Underhood lamp	1-93	15
Heater controls	1-1895	2

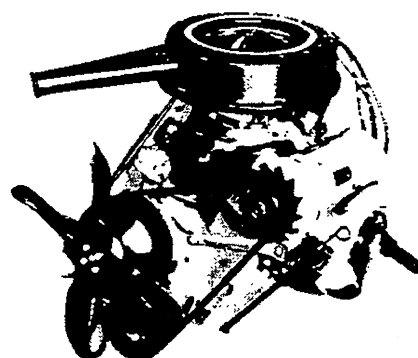
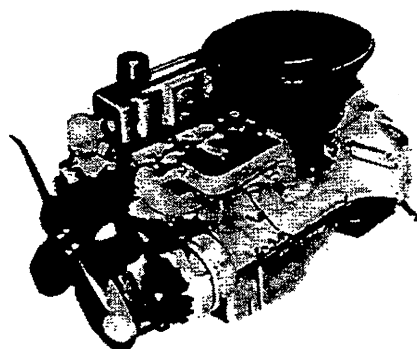
BULBS, FUSES, AND
CIRCUIT BREAKERS
CONTINUED ON
PAGE 10

BULBS, FUSES, AND CIRCUIT BREAKERS

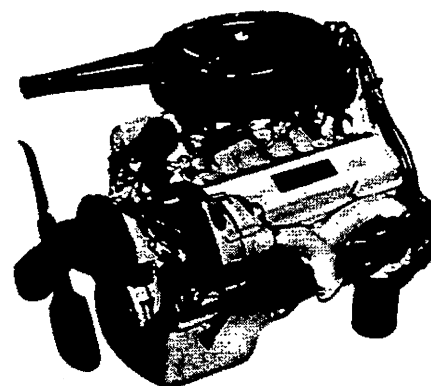
CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	SAE 20 fuse	In line
Ash tray lamp	SAE 20 fuse	Fuse panel (f)
Auto. trans. position pattern lamp	AGC 3 fuse	Fuse panel (c)
Back up lamps	AGC 3 fuse	Fuse panel (c)
Cigarette lighter	AGC 10 fuse	Fuse panel (d)
Cigarette lighter lamp	AGC 15 fuse	Fuse panel (b)
Clock	AGC 3 fuse	Fuse panel (c)
Clock lamp	AGC 15 fuse	Fuse panel (b)
Courtesy lamps	AGC 3 fuse	Fuse panel (c)
Defogging unit	AGC 15 fuse	Fuse panel (b)
Direction signal indicator lamps	AGC 10 fuse	Fuse panel (d)
Dome lamp	AGC 3 fuse	Fuse panel (c)
Generator indicator lamp	AGC 15 fuse	Fuse panel (b)
Glove compartment lamp	AGC 10 fuse	Fuse panel (d)
Headlamps	AGC 15 fuse	Fuse panel (b)
Headlamp hi-beam indicator lamp	AGC 10 fuse	Fuse panel (d)
Heater	15 amp CB	Light switch
Instrument cluster lamps	15 amp CB	Light switch
License lamp	AGC 10 fuse	Fuse panel (f)
Luggage compartment lamp	AGC 3 fuse	Fuse panel (c)
Oil pressure indicator lamp	AGC 15 fuse	Fuse panel (b)
Parking lamps	AGC 10 fuse	Fuse panel (d)
Parking brake alarm lamp	15 amp CB	Light switch
Radio and radio lamp	AGC 10 fuse	Fuse panel (d)
Spot lamp	AGC 2.5 fuse	Fuse panel (e)
Inside operated	AGC 15 fuse	In line
Portable	AGC 15 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail lamps	AGC 15 fuse	Fuse panel (b)
Tailgate motor	40 amp CB	Hinge pillar
Traffic hazard indicator lamp	AGC 15 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	SAE 20 fuse	Fuse panel (g)
	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	21
POWERGLIDE	22



POWER TEAM COMBINATIONS

ENGINE	EQUIPMENT	TRANSMISSION	AXLE RATIO*			
			General Purpose Standard	Special Purpose or Mountain	Performance	Air Conditioning**
153 CUBIC INCH L-4 SUPER-THRIFT 153 90 HP STANDARD	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS 3-SPEED (2.85:1 low) POWERGLIDE	3.08:1 3.08:1	3.55:1		
194 CUBIC INCH L-6 HI-THRIFT 194 120 HP STANDARD	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES 3-SPEED (2.85:1 low) POWERGLIDE STATION WAGONS 3-SPEED & POWERGLIDE	3.08:1 3.08:1 3.36:1	3.36:1		3.36:1 3.36:1 3.36:1
230 CUBIC INCH L-6 TURBO-THRIFT 230 140 HP RPO L26	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES 3-SPEED (2.85:1 low) POWERGLIDE STATION WAGONS 3-SPEED & POWERGLIDE	3.08:1 3.08:1 3.36:1	3.36:1		3.36:1 3.36:1 3.36:1
283 CUBIC INCH V-8 TURBO-FIRE 283 195 HP STANDARD	2-BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES 3-SPEED (2.85:1 low) 4-SPEED (3.11:1 low) POWERGLIDE STATION WAGONS 3-SPEED & POWERGLIDE 4-SPEED (3.11:1 low)	3.08:1 3.08:1 3.08:1 3.08:1 3.08:1 3.08:1	3.36:1 3.55:1		3.36:1 3.36:1 3.36:1 3.36:1 3.36:1
283 CUBIC INCH V-8 TURBO-FIRE 283 220 HP RPO L77	4-BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES 3-SPEED (2.85:1 low) 4-SPEED (3.11:1 low) POWERGLIDE STATION WAGONS 3-SPEED & POWERGLIDE 4-SPEED (3.11:1 low)	3.08:1 3.08:1 3.08:1 3.08:1 3.08:1 3.08:1	3.36:1 3.55:1 3.55:1		3.36:1 3.36:1 3.36:1 3.36:1 3.36:1
327 CUBIC INCH V-8 TURBO-FIRE 327 275 HP RPO L30	4-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS 3-SPEED & 4-SPEED POWERGLIDE	3.08:1 3.08:1			3.36:1 3.36:1
327 CUBIC INCH V-8 TURBO-FIRE 327 350 HP RPO L79	4-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS 3-SPEED (2.54:1 low) 4-SPEED (2.52:1 low) 4-SPEED (2.20:1 low)	3.07:1 3.31:1 3.31:1		3.55:1 3.73:1	3.31:1 3.31:1

* - POSITRACTION AXLE RATIOS AVAILABLE IN COMBINATIONS SHOWN.

** - Refer to GENERAL section page 8 for additional information.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBU- RETION	TRANS- MISSION	TOTAL GEAR REDUCTION*					AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR (LB-FT)#
			1st	2nd	3rd	4th	Rev		
90 HP Super-Thrift Four-Cyl	Single Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1007
120 HP Hi-Thrift Six-Cyl	Single Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1156
140 HP Turbo-Thrift Six-Cyl	Single Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1530
195 HP Turbo-Fire V-8	2-Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1828
		4-Speed	7.68	6.78	4.53	3.08	9.58	3.08:1	1995
220 HP Turbo-Fire V-8	4-Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1940
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08:1	2117
275 HP Turbo-Fire V-8	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08:1	2061
		4-Speed	7.82	5.54	4.07	3.08	7.82	3.08:1	2061
350 HP Turbo-Fire V-8	4-Barrel	3-Speed	7.80	4.60	3.07		8.07	3.07:1	
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31:1	
		4-Speed	7.28	5.43	4.20	3.31	7.48	3.31:1	

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
90 HP Super-Thrift Four Cylinder	Powerglide	Drive Low & Reverse	13.46:1 - 3.08:1 13.46:1 - 5.61:1	3.08:1
120 HP Hi-Thrift Six-Cylinder	Powerglide	Drive Low & Reverse	11.77:1 - 3.08:1 11.77:1 - 5.61:1	3.08:1
140 HP Turbo-Thrift Six-Cylinder	Powerglide	Drive Low & Reverse	11.77:1 - 3.08:1 11.77:1 - 5.61:1	3.08:1
195 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.77:1 - 3.08:1 11.77:1 - 5.61:1	3.08:1
220 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.77:1 - 3.08:1 11.77:1 - 3.08:1	3.08:1
275 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.40:1 - 3.08:1 11.40:1 - 5.42:1	3.08:1

* - Axle ratio x transmission ratio.

- Gear reduction x maximum net engine torque x efficiency factor (0.90 in direct drive; 0.85 all others).

ENGINE DATA AND RATINGS

● GENERAL DATA

Engine Type	L-4 OHV	L-6 OHV	V-8 OHV
Piston Displacement (Cu.In.)	153	194 230	283 327
Availability	Base	RPO L26	Base & L77 RPO L30 RPO L79
No. of Cylinders	Four	Six	Eight
Bore (nominal)	3.88	3.56 3.88	3.88 4.00
Stroke (nominal)		3.25	3.00 3.25
Compression Ratio		8.5:1	9.25:1 10.25:1 11.0:1
Taxable (SAE) Horsepower	24.0	30.5 36.0	48.0 51.2
Firing Order	1-3-4-2	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Idling Speed	Synchromesh (In Neutral) Powerglide (In Drive)	500	500 700 NA
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		140	150
Power Plant Mounting	Front Rear	Two	Two, combination compression & shear type One, shear type
Measurements	Fan to rear of engine block Top of a/cldr to bottom of oil pan Width - including generator	24.23 26.49 21.11	33.09 26.55 28.37 32.67 26.67 30.14 29.13 28.92

● ADVERTISED ENGINE RATING

Engine Designation	L4-90 HP Super-Thrift 153 Cu.In.	L6-120 HP Hi-Thrift 194 Cu.In.	L6-140 HP Turbo-Thrift 230 Cu.In.	V8-195 HP Turbo-Fire 283 Cu.In.	V8-220 HP Turbo-Fire 283 Cu.In.	V8-275 HP Turbo-Fire 327 Cu.In.	V8-350 HP Turbo-Fire 327 Cu.In.
Availability	Base	Base	RPO L26	Base	RPO L77	RPO L30	RPO L79
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel
Brake HP @ RPM	Gross 90 @ 4000 Net 80 @ 4000	120 @ 4400 95 @ 4000	140 @ 4400 120 @ 3600	195 @ 4800 150 @ 4400	220 @ 4800 185 @ 4400	275 @ 4800 210 @ 4400	350 @ 5800 360 @ 3600
Torque @ RPM (lb.-ft.)	Gross 152 @ 2400 Net 135 @ 2000	177 @ 2400 155 @ 2000	220 @ 1600 205 @ 1600	285 @ 2400 245 @ 2400	295 @ 3200 260 @ 2800	355 @ 3200 310 @ 2800	360 @ 3600

ENGINE SPEED AND PISTON TRAVEL

153 CUBIC INCH L-4 ENGINE

Transmission	3-Speed	Powerglide
Rear Axle Ratio	3.08:1	
Tire Size	6.50x13-4PR	
Crankshaft Revolutions per Mile	2602.6	
Crankshaft RPM @ 1 MPH	Low	78.9
	Second	
	Third	43.4 (direct)
	Reverse	78.9
Piston Travel (ft/mile)	1409.7	

194 AND 230 CUBIC INCH L-6 ENGINE

Transmission	3-Speed	Powerglide
Rear Axle Ratio	3.08:1 (a)	
Tire Size	6.50x13-4PR (b)	
Crankshaft Revolutions per Mile	2602.6	
Crankshaft RPM @ 1 MPH	Low	78.9
	Second	
	Third	43.4 (direct)
	Reverse	78.9
Piston Travel (ft/mile)	1409.7	

(a) 3.36:1 standard on Station Wagons.

(b) 6.95x14-8PR standard on Station Wagons.

283 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	4-Speed	Powerglide
Rear Axle Ratio	3.08:1	3.08:1	3.08:1
Tire Size	6.95x14-4PR (a)		
Crankshaft Revolutions per Mile	2528.7	2528.7	2528.7
Crankshaft RPM @ 1 MPH	Low	131.1	76.7
	Second	92.7	
	Third	61.9	
	Fourth	42.1	42.1 (direct)
	Reverse	131.1	76.7
Piston Travel (ft/mile)	1264.4	1264.4	1264.4

(a) 6.95x14-8PR standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission	275 HP - RPO L30			350 HP - RPO L79		
	3-Speed	4-Speed	Powerglide	3-Speed	4-Spd (M20)	4-Spd (M21)
Rear Axle Ratio	3.08:1			3.07:1	3.31:1	3.31:1 (b)
Tire Size	6.95x14-4PR (a)					
Crankshaft Revolutions per Mile	2528.7			2520.1	2717.5	
Crankshaft RPM @ 1 MPH	Low	107.0	74.2	106.7	114.1	99.6
	Second	63.2	75.9	63.0	85.1	74.3
	Third	42.1	55.6	42.0	66.1	57.5
	Fourth		42.1 (direct)		45.3	45.3
	Reverse	110.8	107.0	110.5	117.3	102.4
Piston Travel (ft/mile)	1369.7			1365.2	1472.0	

(a) 6.95x14-8PR standard on Station Wagons.

(b) 3.55:1 and 3.73:1 available as options.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 194 CU.IN. 120 HP	RPO L26 230 CU.IN. 140 HP	BASE 283 CU.IN. 195 HP	RPO L77 283 CU.IN. 220 HP	RPO L30 327 CU.IN. 275 HP	RPO L79 327 CU.IN. 350 HP
MODEL	11169	11369	11369	11469	11469	11469	11469

3-SPEED TRANSMISSION

Performance Weight (pounds)	3255	3361	3365	3530	3578	3560	3607
Pounds per Gross Horsepower	36.16	28.01	24.03	18.10	16.26	12.95	10.31
Pounds per Cu.In. Displacement	21.28	17.33	14.63	12.47	12.64	10.89	11.03
Gross HP per Cu.In. Displacement	.588	.619	.609	.689	.777	.841	1.070
Power Displacement (cu.ft./mile)	115.22	146.09	173.21	207.06	207.06	239.26	232.43
Displacement Factor (cu.ft./ton mile)	70.82	86.96	102.98	117.32	115.74	134.42	128.84

4-SPEED TRANSMISSION

Performance Weight (pounds)				3530	3588	3556	
Pounds per Gross Horsepower				18.10	16.31	12.93	
Pounds per Cu.In. Displacement				12.47	12.68	10.89	
Gross HP per Cu.In. Displacement				.689	.777	.841	
Power Displacement (cu.ft./mile)				207.06	207.06	239.26	
Displacement Factor (cu.ft./ton mile)				117.32	115.42	134.42	

POWERGLIDE*

Performance Weight (pounds)	3265	3371	3372	3540	3588	3579	3603
Pounds per Gross Horsepower	36.28	28.09	24.09	18.15	16.31	13.01	10.29
Pounds per Cu.In. Displacement	21.34	17.38	14.66	12.51	12.68	10.94	11.02
Gross HP per Cu.In. Displacement	.588	.619	.609	.689	.777	.841	1.070
Power Displacement (cu.ft./mile)	115.22	146.09	173.21	207.06	207.06	239.26	232.43
Displacement Factor (cu.ft./ton mile)	70.82	86.70	102.98	117.32	115.42	134.42	139.14

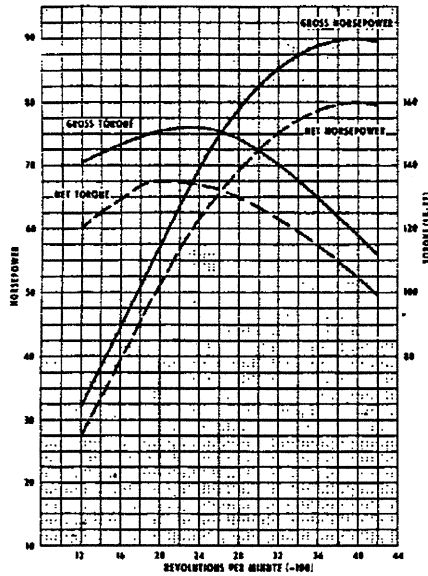
* - Data computed assuming zero slippage in torque converter.

GLOSSARY

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

ENGINE OUTPUT CURVES

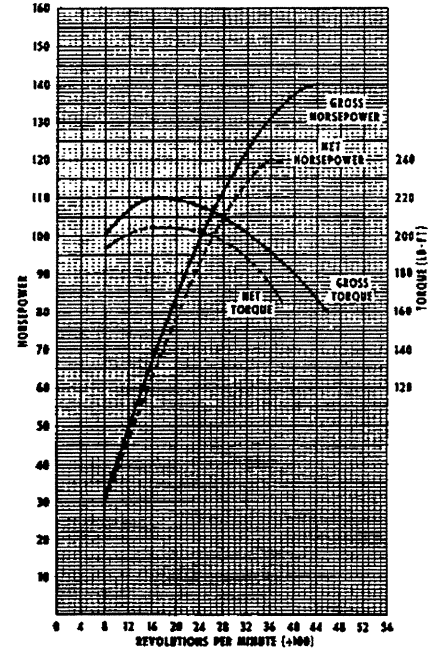
90 HP SUPER-THRIFT L-4



120 HP HI-THRIFT L-6



140 HP TURBO-THRIFT L-6



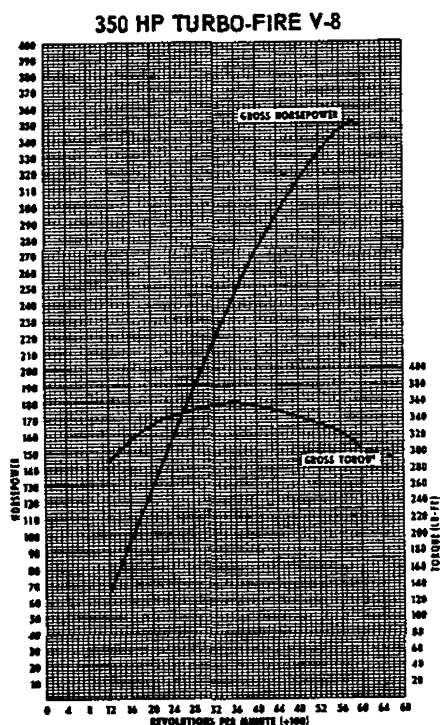
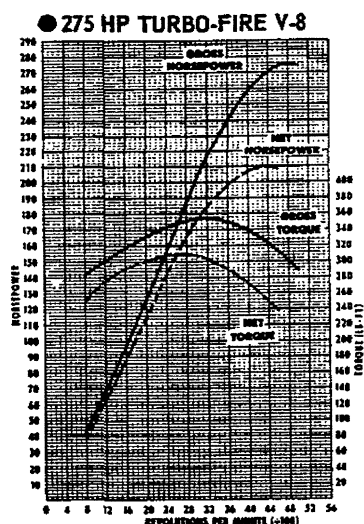
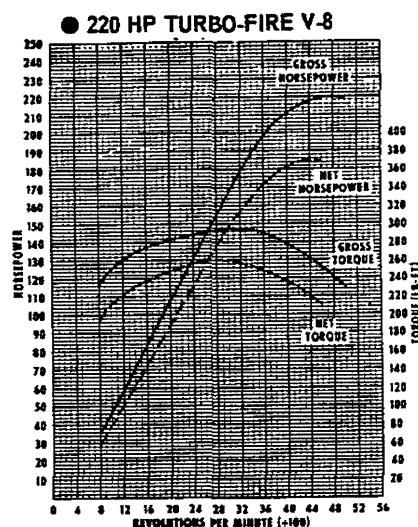
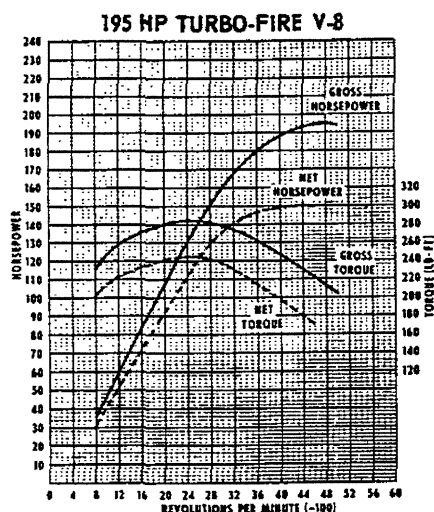
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

ENGINE OUTPUT CURVES—Cont'd.



The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	Cast alloy iron
Bore Diameter	
L4-153 Cu.In.	3.8745-3.8775
L6-194 Cu.In.	3.5620-3.5650
L6-230 Cu.In.	3.8745-3.8775
V8-283 Cu.In.	3.8745-3.8775
V8-327 Cu.In.	3.9995-4.0025
No. of Bulkheads	
L4	5
L6	7
V8	5
Water Jacket	Full length around each cylinder
Cylinder Numbering Arrangement	
L4	1-2-3-4
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)	
L4-153 Cu.In.	4.4
L6-194 & 230 Cu.In.	4.4
V8-283 & 327 Cu.In.	4.4

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt No. & Size	
L4-153 Cu.In.	10; .500 dia. 13 threads/in.
L6-194 & 230 Cu.In.	10; .500 dia. 13 threads/in.
V8-283 & 327 Cu.In.	34; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)	
L4-153 Cu.In.	5.37 Cu.In.
L6-194 Cu.In.	4.47 Cu.In.
L6-230 Cu.In.	5.37 Cu.In.
V8-283 Cu.In.	4.39 Cu.In.
V8-327 Cu.In. (RPO L30)	4.49 Cu.In.
V8-327 Cu.In. (RPO L79)	3.97 Cu.In.

INLET MANIFOLD

Material	Cast alloy iron
V8-327 (RPO L79)	Cast aluminum alloy
Type	
L4-153 Cu.In.	2 port, rectangular section
L6-194 & 230 Cu.In.	3 port, rectangular section
V8-283 & 327 Cu.In.	8 port, double deck

EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
L4-153 Cu.In.	3 port, center downtake
L6-194 & 230 Cu.In.	4 port, center downtake
V8-283 & 327 Cu.In.	Dual, 4 port, center downtake
Outlet Diameter	2.0; (L76 & L79) 2.5

CRANKSHAFT

Material	
L4-153 Cu.In.	Cast nodular iron or forged steel
L6-194 & 230 Cu.In.	Cast nodular iron
V8-283 Cu.In.	Cast nodular iron or forged steel
V8-327 Cu.In.	Forged steel
End Play	.002-.006
Counter Weights	
L4 & L6	4
V8	6
Crank Arm Length	
L4 & L6	1.625
V8-283 Cu.In.	1.50
V8-327 Cu.In.	1.625
Forstional Damper	
L4	None
L6	Rubber mounted inertia
V8-283 Cu.In.	None
V8-327 Cu.In.	Rubber mounted inertia
Timing Gear	
L4 & L6	Steel; helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

MAIN BEARINGS

Material	
L4, L6 & V8-283 Cu.In.	Copper lead alloy or sintered copper nickel backed babbit
V8-327 Cu.In.	Premium aluminum except No. 5 upper sintered copper nickel backed babbit
Type	Precision removable
Thrust Against Bearing No.	5 (L4 & V8); No. 7 (L6)
Clearance	
L4 & L6	.0003-.0029
V8-283 Cu.In.	(#1-4) .0003-.0029; (#5) .0008-.0034
V8-327 Cu.In.	(#1-4) .0008-.0034; (#5) .0010-.0036

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L4-153 Cu.In.			
Bearing #1-4	2.3004	.752	1.7299
Bearing #5	2.3004	.760	1.7403

L6-194 & 230 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483

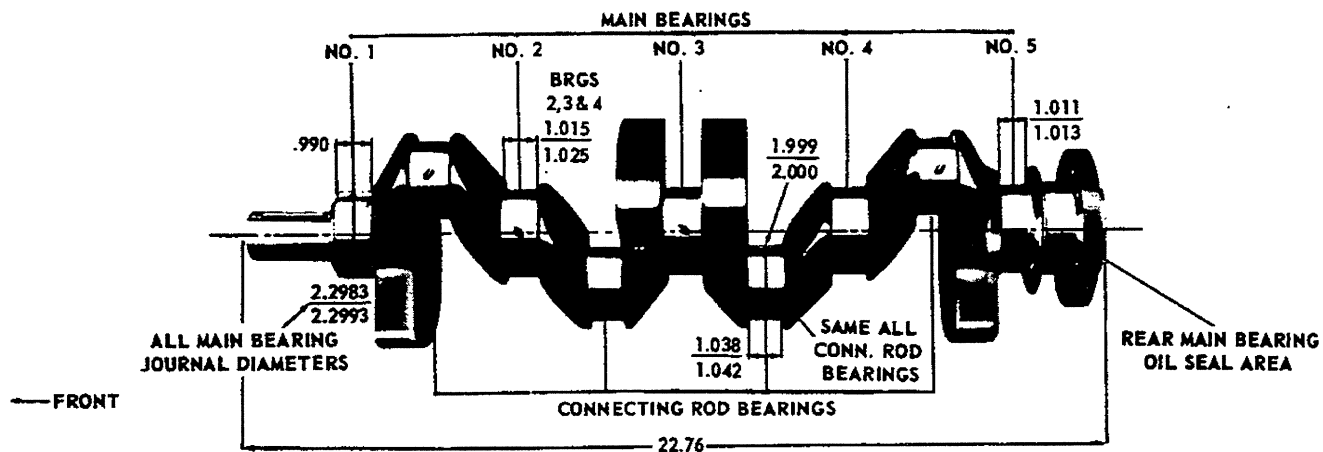
V8-283 Cu.In.			
Bearing #1	2.3008	.752	1.7302
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3004	1.177	2.7076

V8-327 Cu.In.			
Bearing #1	2.3013	.752	1.7306
Bearing #2-4	2.3009	.752	1.7303
Bearing #5	2.3006	1.1824	2.7202

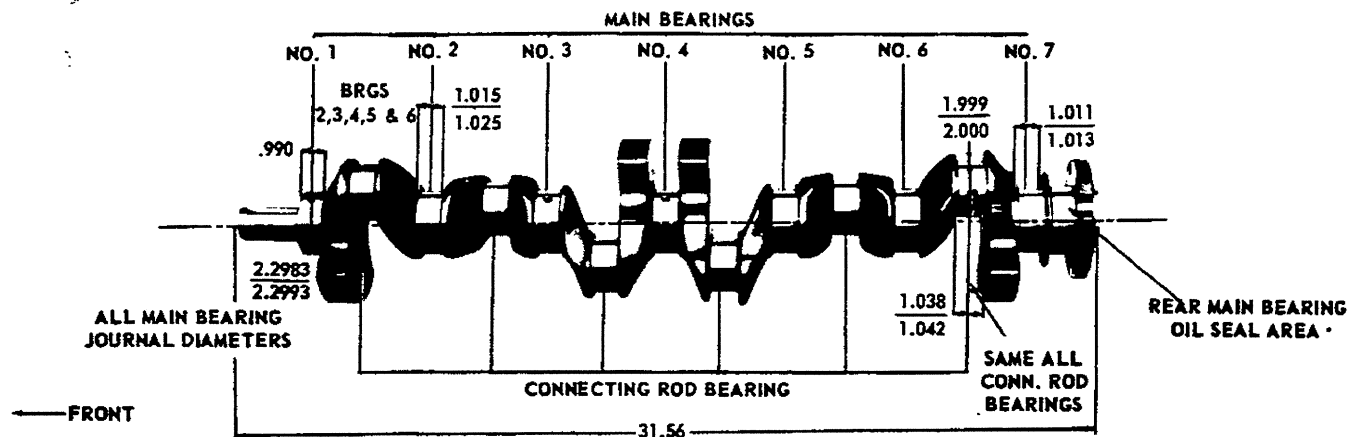
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

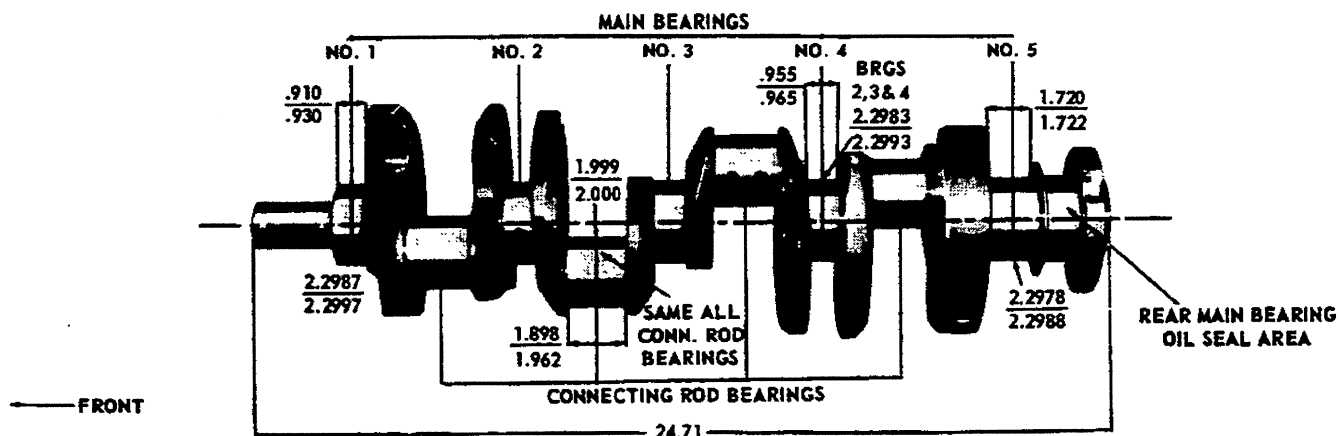
153 CUBIC INCH FOUR CYLINDER ENGINE



194 and 230 CUBIC INCH SIX CYLINDER ENGINES



283 and 327 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material	-----	Cast alloy iron
Drive		
L4 & L6	-----	Gear; bakelite and fabric composition with steel hub
V8	-----	Sprocket & chain; steel
Lobe lift		
L4-153 Cu.In.	-----	.2270 Inlet & Exhaust
L6-194 & 230 Cu.In.	-----	.1896 Inlet & Exhaust
V8-283 Cu.In.	-----	.2658 Inlet & Exhaust
V8-327 Cu.In. (RPO L30)	-----	.2658 Inlet & Exhaust
V8-327 Cu.In. (RPO L79)	-----	.2981 Inlet & Exhaust
Bearings	-----	Steel backed babbit

VALVE TRAIN

Type ----- Individually mounted,
overhead rocker arms, push rod actuated

Lifters ----- Hydraulic

Rocker arms

Ratio

L4 & L6 ----- 1.75:1

V8-283 & 327 ----- 1.50:1

Push rods

Type ----- Hollow steel

Ends ----- Hardened

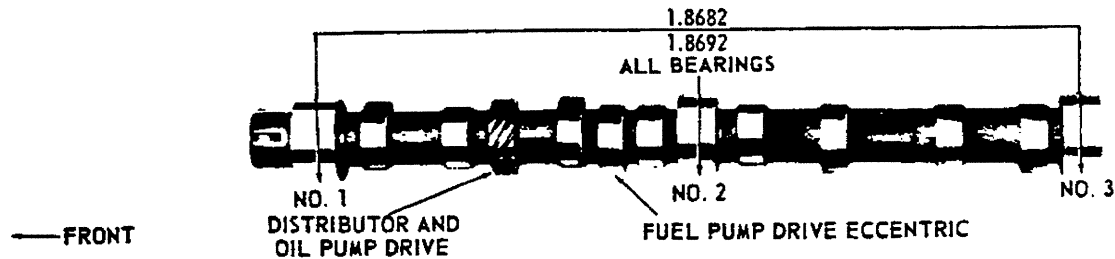
V8-327 (RPO L79) - Hardened steel insert on rocker
arm end

VALVE SPRINGS

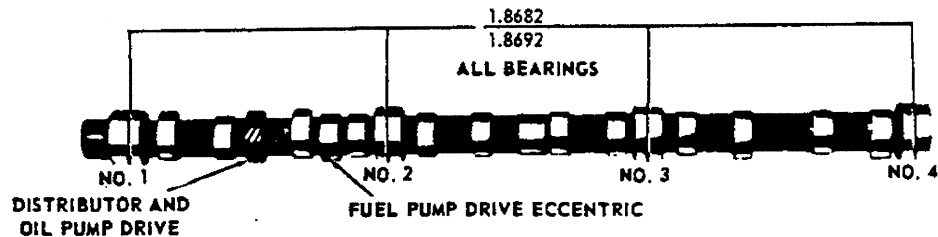
Diameter (I.D.)	-----	.872-.888
Installed length (in. @ lb.)		
Valves closed		
L4-153 Cu.In.	-----	1.66 @ 78-86
L6-194 & 230 Cu.In.	-----	1.66 @ 56-64
V8-283 & 327 Cu.In.	-----	1.66 @ 78-86
Valves opened		
L4-153 Cu.In.	-----	1.26 @ 170-180
L6-194 & 230 Cu.In.	-----	1.33 @ 170-184
V8-283 & 327 Cu.In.	-----	1.26 @ 170-180
Free length		
L4-153 Cu.In.	-----	2.08
L6-194 & 230 Cu.In.	-----	1.92
V8-283 & 327 Cu.In.	-----	2.08
Valve spring damper		
L4-153 Cu.In.	-----	Flat steel, 4 coils
L6-194 & 230 Cu.In.	-----	None
V8-283 & 327 Cu.In.	-----	Flat steel, 4 coils
Oil shield	-----	Steel cup

CAMSHAFT AND BEARINGS

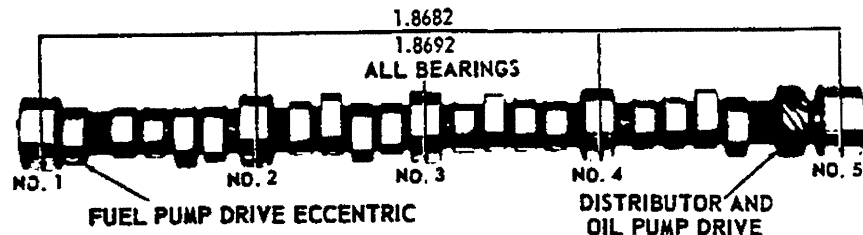
153 CUBIC INCH L-4 ENGINE



194 AND 230 CUBIC INCH L-6 ENGINE



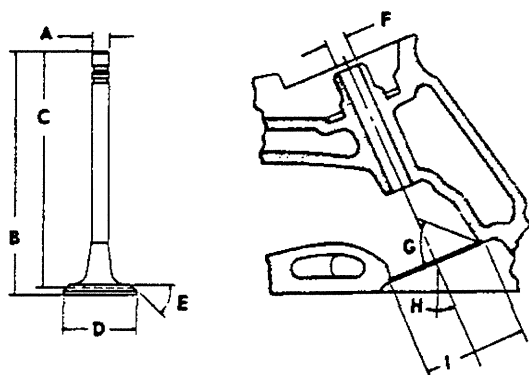
.283 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

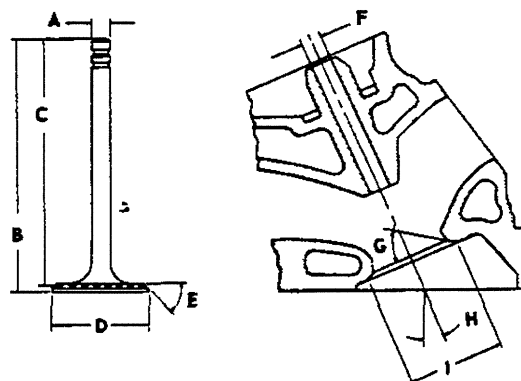
Material ----- Alloy steel
Coating ----- None



A - Stem diameter	.3410-.3417
B - Overall length	
L4 & L6	4.902-4.922
V8 - 283 Cu. In.	4.902-4.922
V8 - 327 Cu. In.	4.870-4.889
C - Gage length	4.785-4.795
D - Overall head diameter	
L4 & L6	1.715-1.725
V8 - 283 Cu. In.	1.715-1.725
V8 - 327 Cu. In. (RPO L30)	1.935-1.945
V8 - 327 Cu. In. (RPO L79)	2.017-2.023
E - Angle of face	45°
F - Guide diameter	.3427-.3437
G - Angle of seat	46°
H - Valve angle	
L4 & L6	9°
V8 - 283 Cu. In.	23°
V8 - 327 Cu. In.	23°
I - Valve seat (cutter) diameter	
L4 & L6	1.770-1.790
V8 - 283 Cu. In.	1.770-1.790
V8 - 327 Cu. In. (RPO L30)	1.990-2.010
V8 - 327 Cu. In. (RPO L79)	2.020

EXHAUST VALVES

Material ----- High alloy steel
Coating ----- None
L4 & L6 ----- None
V8-283 & 327 ----- Aluminized face



A - Stem diameter	.3410-.3417
B - Overall length	
L4, L6 & V8 - 283 Cu. In.	4.913-4.933
V8 - 327 (RPO L30)	4.913-4.933
V8 - 327 (RPO L79)	4.891-4.910
C - Gage length	4.781-4.791
D - Overall head diameter	
L4 & L6	1.495-1.505
V8 - 283 Cu. In.	1.495-1.505
V8 - 327 Cu. In. (RPO L30)	1.495-1.505
V8 - 327 Cu. In. (RPO L79)	1.595-1.605
E - Angle of face	45°
F - Guide diameter	.3427-.3437
G - Angle of seat	46°
H - Valve angle	
L4 & L6	9°
V8 - 283 Cu. In.	23°
V8 - 327 Cu. In.	23°
I - Valve seat (cutter) diameter	
L4 & L6	1.550-1.570
V8 - 283 Cu. In.	1.550-1.570
V8 - 327 Cu. In. (RPO L30)	1.550-1.570
V8 - 327 Cu. In. (RPO L79)	1.600

VALVE LIFT

L4-153 Cu.In. -----	.3973 Inlet & Exhaust
L6-194 & 230 Cu.In. -----	.3318 Inlet & Exhaust
V8-283 & 327 Cu.In. (RPO L30) ---	.3987 Inlet & Exhaust
V8-327 Cu.In. (RPO L79) -----	.4472 Inlet & Exhaust

VALVE TIMING (Crankshaft Degrees)

L4-153 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	17°30'	33°30'
Closes - ABC	54°30'	86°30'
Duration	252°	300°
Exhaust Valve		
Opens - BBC	57°	73°
Closes - ATC	15°	47°
Duration	252°	300°

● L4-194 & 230 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve		
Opens - BBC	46°30'	92°30'
Closes - ATC	17°30'	63°30'
Duration	244°	336°

V8-283 & 327 Cu.In. (RPO L30)	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	12°30'	32°30'
Closes - ABC	57°30'	87°30'
Duration	250°	300°
Exhaust Valve		
Opens - BBC	54°30'	74°30'
Closes - ATC	15°30'	45°30'
Duration	250°	300°

V8-327 Cu.In. (RPO L79)	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	40°	54°
Closes - ABC	86°	108°
Duration	306°	342°
Exhaust Valve		
Opens - BBC	88°	102°
Closes - ATC	38°	60°
Duration	306°	342°

VALVE TRAIN LASH

Inlet -----	Zero
Exhaust -----	Zero

PISTONS

Material	
L4 & L6 -----	Cast aluminum alloy
V8-283 & 327 (RPO L30) -----	Cast aluminum alloy
V8-327 (RPO L79) -----	Aluminum impact extruded

Head type

L4 -----	Flat, notched
L6-194 Cu.In. -----	Flat
L6-230 Cu.In. -----	Flat, notched
V8-283 & 327 Cu.In. (RPO L30) -----	Flat, notched
V8-327 Cu.In. (RPO L79) -----	Domed

Skirt type

-----	Slipper
-------	---------

Top land clearance

L4 -----	.035-.044
L6-194 Cu.In. -----	.033-.044
L6-230 Cu.In. -----	.035-.044
V8-283 Cu.In. -----	.035-.044
V8-327 Cu.In. (RPO L30) -----	.0365-.0455
V8-327 Cu.In. (RPO L79) -----	.0395-.0425

Skirt clearance

L4 & L6 -----	.0005-.0011
V8-283 & 327 Cu.In. (RPO L30) -----	.0005-.0011
V8-327 Cu.In. (RPO L79) -----	.0039-.0045

Compression ring groove depth

L4 -----	.2153-.2218
L6-194 Cu.In. -----	.1960-.2025
L6-230 Cu.In. -----	.2153-.2218
V8-283 Cu.In. -----	.2153-.2218
V8-327 Cu.In. -----	.2217-.2283

Oil ring groove depth

L4 -----	.2093-.2158
L6-194 Cu.In. -----	.1985-.2050
L6-230 Cu.In. -----	.2093-.2158
V8-283 Cu.In. -----	.2093-.2158
V8-327 Cu.In. -----	.2038-.2103

Pin bore offset

L4 & L6 -----	.055-.065
V8-283 & 327 Cu.In. (RPO L30) -----	.055-.065
V8-327 Cu.In. (RPO L79) -----	On center

Compression height

L4 & L6 -----	1.799-1.801
V8-283 Cu.In. -----	1.799-1.801
V8-327 Cu.In. (RPO L30) -----	1.674-1.676
V8-327 Cu.In. (RPO L79) -----	1.673-1.677

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Inside bevel (bottom of ring 30 degrees to piston vertical axis)
Face	Tapered edge
	V8-327 Cu.In. (RPO L79) - Straight edge
Coating	Chrome plate face
	V8-327 Cu.In. (RPO L79) - Molybdenum inlay
Width	.0775-.0780 (RPO L79) - .0770-.0775
Wall Thickness	
L4-153 Cu.In.	.179-.194
L6-194 Cu.In.	.168-.178
L6-230 Cu.In. & V8-283 Cu.In.	.179-.194
V8-327 Cu.In.	.190-.200
Gap	
L4, L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In. (RPO L30)	.013-.023
V8-327 Cu.In. (RPO L79)	.013-.025

COMPRESSION RINGS - LOWER

Type	One ring
L4 & L6	One ring
V8-283 & 327 Cu.In. (RPO L79)	One ring
V8-327 Cu.In. (RPO L30)	One ring and one expander
Material	Cast alloy iron
Inside bevel	Top of ring 30 degrees; 50 degrees for V8-327 RPO L30; to piston vertical axis
Face	Tapered
Coating	Wear resistant
V8-327 Cu.In. (RPO L79)	Chrome plate
Width	
L4, L6 & V8-283 Cu.In.	.0770-.0780
V8-327 Cu.In.	.0770-.0775
Wall Thickness	
L4 & L6-230 Cu.In.	.184-.194
L6-194 Cu.In.	.168-.178
V8-283 Cu.In.	.184-.194
V8-327 Cu.In. (RPO L30)	.164-.170
V8-327 Cu.In. (RPO L79)	.190-.200
Gap	
L4, L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.025
Expander (V8-327 Cu.In. RPO L30)	
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	
L4 & L6	.1840-.1880
V8-283 & 327 Cu.In.	.1840-.1880
Wall Thickness	
L4 & L6	.150-.156
V8-283 & 327 Cu.In.	.150-.156
Gap	.015-.055
Rail Coatings	Chrome plated

PISTON PINS

Material	Chromium steel
Length	2.990-3.010
Diameter	.9270-.9273
Clearance in Piston	.00015-.00025
Pin Mounting	Locked in rod by shrink fit

CONNECTING RODS

Material	Drop forged steel
Length (Center to Center)	
L4 & L6	5.699-5.701
V8-283 & 327 Cu.In.	5.699-5.701

CONNECTING ROD BEARINGS

Material	
L4, L6 & V8-283 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L4 & L6	.0007-.0027
V8-283 Cu.In.	.0007-.0027
V8-327 Cu.In.	.0007-.0028
Theoretical I.D.	
L4 & L6	2.0016
V8-283 Cu.In.	2.0016
V8-327 Cu.In.	2.0017
Effective Length	.807
End Play	.009-.013

FUEL SYSTEM

FUEL TANK

Capacity (Gal) ----- 16
Fuel tank location ----- Attached to underbody
behind rear axle
Filler location ----- Left rear quarter panel

FUEL FILTERS, DUAL

In fuel tank	Mesh strainer
In carburetor inlet	Sintered bronze

FUEL PUMP ASSEMBLY

Type -----	Mechanical; diaphragm
Drive -----	Camshaft, eccentric
Location -----	Right side front of engine
Pressure range (at carburetor)	
L4 & L6 -----	3.50-4.50 PSI
V8-283 & 327 -----	5.25-6.50 PSI
V8-327 (RPO L79) -----	5.00-6.50 PSI

AIR CLEANER

Type	
L4, L6, V8-283 & 327	Cylindrical, single air horn
V8-327 (RPO L79)	Cylindrical, dual air horn, chrome plated
Diameter	
L4 & L6	13.00
V8-283 & 327	15.20
Filter element	
L4 & L6	Oil-wetted polyurethane
V8-283 & 327	Oil-wetted paper

● CARBURETORS

Make and type

L4 ----- Carter single bbl., triple venturi, downdraft
L6 ----- Rochester, single bbl., downdraft
V8-283 ----- Rochester, 2-bbl., downdraft
V8-283 (RPO L77) ----- Rochester, 4-bbl., downdraft
V8-327 (RPO L30) ----- Carter or Holley, 4-bbl.,
downdraft
V8-327 (RPO L79) ----- Holley, 4-bbl., downdraft

SAE flange type

L4 & L6	1.50
V8-283	1.25
V8-327	1.50

Throttle bore

L4	-----	1.6875
L6	-----	1.56
V8-283	-----	1.44
V8-283 (RPO L77)	----- Primary & Secondary	1.44
V8-327 (RPO L30)	-----	

Holley ----- Primary & Secondary 1.562
Carter ----- Primary 1.562
Secondary 1.6875

V8-327 (RPO L79) ----- Primary & Secondary 1.562
Secondary throttle actuation ----- By linkage
approximately when primary valves are
opened halfway between closed and open

Venturi diameter

L4	1.3125
L6	1.34
V8-283	1.09
V8-283 (RPO L77)	Primary 1.375
	Secondary 1.4375

V8-327 (RPO L30)
Holley ----- Primary 1.188
Secondary 1.313
Carter ----- Primary 1.25
Secondary, Air valve
V8-327 (RPO L79) ----- Primary 1.25
Secondary 1.3125

CHOKER

Type ----- Automatic

EXHAUST AND VENTILATION SYSTEM

TYPE

L4 & L6	Single
V8-283 Cu.In.	Single with crossover pipes
V8-283 Cu.In. (RPO-L77)	Dual
V8-327 Cu.In. (RPO L30)	Sgl w/crossover pipes
V8-327 Cu.In. (RPO L79)	Dual

MUFFLERS

Type	Oval, reverse flow
Construction	Heads and body joined by rolled lock seam construction
Heads	
L4, L6 & V8-283	.048 sheer steel, aluminized
V8-327 (RPO L30)	.048 sheer steel, aluminized
V8-283 (RPO L77) & V8-327 (RPO L79)	
Left hand	.048 sheer steel, aluminized
Right hand	.048 stainless steel
Shell	
L4, L6 & V8-283	.036 sheer steel, aluminized
V8-327 (RPO L30)	.036 sheer steel, aluminized
V8-283 (RPO L77) & V8-327 (RPO L79)	
Left hand	.036 sheer steel, aluminized
Right hand	.036 stainless steel
Wrap	.030 indented asbestos sheet
Cover	.018 sheer steel, aluminized
Baffles	
L4, L6 & V8-283	4; .036 sheer steel, aluminized
V8-327 (RPO L30)	4; .036 sheer steel, aluminized
V8-283 (RPO L77) & V8-327 (RPO L79)	
Left hand	4; .036 sheer steel, aluminized
Right hand	4; .036 stainless steel
Length, Body	
L4 & L6	17.00
V8-283 & 327	17.00
Width (I.D.)	9.25
Height (I.D.)	5.00

EXHAUST CROSSOVER PIPE

Dimensions (O.D.)	2.00
Wall thickness	.067-.081

EXHAUST PIPE

Dimensions (O.D.)	
L4, L6 & V8-283	2.00
V8-283 (RPO L77) & 327	2.50
Wall thickness	
L4 & L6	.057-.071
V8-283	.057-.071
V8-283 (RPO L77) & 327	.073-.091 laminated

RESONATORS (Used with 283-RPO L77 and 327 engines only; not used on station wagons except with 327-RPO L30 engine).

Type	Straight through
Cover	.036 stainless steel
Heads	.048 stainless steel

TAIL PIPES

Dimensions (O.D.)	
L4, L6 & V8-283	1.875
V8-283 (RPO L77) & 327	2.00
Wall thickness	.062-.076

ENGINE VENTILATION

L6, V8-283 & 327 (RPO L30)	Positive-type
Fresh air metered into the engine through the oil filler cap. Unburned fumes drawn into the induction system, controlled by a regulating valve, and burned in the combustion chamber and expelled through the exhaust system.	
V8-327 (RPO L79)	Closed-Positive type
Fumes drawn into induction system from crankcase via hose connected to left side rocker cover and base of carburetor and metering orifice at base of carburetor. Fresh air is picked up from carburetor air cleaner and ducted to right side rocker cover.	

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	
L4 & L6	Main and conn. rod bearing throw off
V8	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L4 & L6	Nozzle sprayed
V8	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Oil wetted crimped aluminum breather
Location	
L4 & L6	Forward end of rocker cover
V8	Left front of intake manifold

CRANKCASE CAPACITIES (Quarts)

Refill	
L4	3.5
L6	4
V8	4
Refill with Filter Change	
L4	4
L6	5
V8	5

LUBRICANT GRADES AND TEMPERATURES

32°F and Above	SAE 20W, SAE 20 or SAE 10W-30
0°F and Above	SAE 10W or SAE 10W-30
Below 0°F	SAE 5W or SAE 5W-20
Alternate	SAE 5W-30 can be used for 5W; 5W-20 or 10W-30

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure	
L4 & L6	30-45 PSI @ 1500 RPM
V8-283 & 327	30-45 PSI @ 1500 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L4 & L6	4.3 @ 2000
V8-283 & 327	4.3 @ 2000

OIL FILTER

Type	
L4 & L6	Full flow, throw away cannister
V8	Full flow, replaceable element
Location	
L4 & L6	Right side front of engine
V8	Left rear side of engine
Capacity	One quart
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

Type	Hex head
Location	
L4 & 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 DIPSTICK - LOCATION

L4 & L6	Right side front of engine block
V8-283 & 327	Left side front direct to oil pan

COOLING SYSTEM

●GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L4-153 Cu.In.	9 qts
L6-194 Cu.In.	12 qts
L6-230 Cu.In.	12 qts
V8-283 Cu.In.	16 qts
V8-327 Cu.In. (RPO L30)	15 qts
V8-327 Cu.In. (RPO L79)	16 qts

●RADIATOR

Make and type	Harrison, tube and center
Core constant and thickness	
Distance between fins	
L4-153 Cu.In.	.25 Syn. & P/Gld
L6-194 Cu.In.	.20 Syn., .18 P/Gld
L6-230 Cu.In.	.20 Syn. & P/Gld
V8-283 Cu.In.	.18 Syn., .16 P/Gld
V8-327 (RPO L30)	.18 Syn. & P/Gld
V8-327 (RPO L79)	.16 Syn. & P/Gld
Distance between tubes	.55
Thickness of core	1.26; 1.98 (RPO L79-327 Cu.In.)
Frontal Area (Sq.In.)	
L4-153 Cu.In.	229
L6-194 Cu.In.	255
L6-230 Cu.In.	323
V8-283 & 327 Cu.In.	357

RADIATOR HEAVY DUTY (RPO V01)

Core constant and thickness	
Distance between fins	.16 Syn. & P/Gld
Distance between tubes	.55
Thickness of core	
L4-153; L6-194 & 230 Cu.In.	1.26
V8-283 & 327 (RPO L30)	1.75
V8-327 (RPO L79)	2.62
Frontal area (Sq.In.)	
L4-153 Cu.In.	229
L6-194 Cu.In.	323
L6-230 Cu.In.	357
V8-283 & 327 Cu.In.	357

RADIATOR CAP RELIEF VALVE

Opens at ----- Approximately 15 PSI

THERMOSTAT

Type	Peller
Begins to open at	177°-183°F
Fully opened at	212°F

RADIATOR HOSE

Outlet, lower (radiator to water pump)	1.75 ID
Inlet, upper (thermostat hsg. to radiator)	
L4-153 & L6-194	1.28 ID
L6-230; V8-283 & 327	1.50 ID

FAN

Number of blades	
L4, L6 & V8-283 & 327 Cu.In.	4
V8-327 Cu.In. (RPO L79)	5, staggered
Diameter	
L4	16.00
L6 & V8-283 & 327 Cu.In.	17.62
V8-327 Cu.In. (RPO L79)	18.00
Fan pulley pitch diameter	7.00
Drive (V8-327 Cu.In. RPO L79 only)	
Type	Thermomodulated fluid coupling
Performance at 4000 rpm input	At 135°-155°F
	fan speed 3200 to 3500 rpm; at 120°F
	and below, fan speed 800-1800 rpm

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38°-42°
Pitch line	
L4-153 Cu.In.	40.50
L6-194 & 230 Cu.In.	39.00
V8-283 Cu.In.	53.50
V8-327 Cu.In.	53.50
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L4-153 Cu.In.	63 GPM @ 4400 Engine RPM
L6-194 Cu.In.	58 GPM @ 4400 Engine RPM
L6-230 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
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (pump to engine rpm)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator - Petcock	
L4 & L6-194 Cu.In.	Bottom center;
	Heavy duty - left side bottom
L6-230, V8-283 & 327 Cu.In.	Left side bottom
Engine block - Plug	
L4 & L6	Left side rear
V8	Right and left center

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage Rating	12
Capacity (SAE)	
L4, L6 & V8-283	44 Amp hr @ 20 hr rate
V8-327	60 Amp hr @ 20 hr rate
Heavy Duty (RPO T60)	70 Amp hr @ 20 hr rate
Total Number of Plates	
L4, L6 & V8-283	54
V8-327 and Heavy Duty	66
Number of Cells	6
Terminal Grounded	Negative
Location	Right front engine compartment

Test Conditions ----- Engine at operating temp.

No Load Test

Amps	
L4, L6 & V8-283	49-76
V8-327	65-100
Volts	10.6
RPM	
L4, L6 & V8-283	6200-9400
V8-327	3600-5100

Motor Drive

Engagement	Solenoid
Pinion Meshes at	Rear
Pinion Tooth No.	9
Flywheel Tooth No.	153
Mounting	Bolted to cylinder block flange

GENERATOR

Type	Diode rectified
Rating	
Amps	
All 11100-300-500 Models except Sta. Wgns.	4-32
All Sta. Wgns. and 11400-60-700-800 Models	9-37
Volts	12-15
Drive	By fan belt
Pulley Pitch Diameter	2.70
Ratio (Gen. to Engine Speed)	2.46:1

IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

COIL

Type	12-Volt
Amperes Drawn	
Engine Stopped	4.0
Engine Idling	1.8

REGULATOR

Type	Two unit, vibrator
Voltage Regulator	
Voltage	13.8-14.8 @ 85 degrees F
Field Relay (Combination Light and Field Relay)	
Closing Voltage	1-3 volts @ 80 degrees F
Location	Left side front engine compartment

SPARK PLUGS

Type	
L4 & L6	AC 46N (Long reach)
V8-283	AC 45
V8-327	AC 44
Thread Size (mm)	14
Gap	.033-.038
Torque	25 lb ft

STARTING SYSTEM

STARTING MOTOR

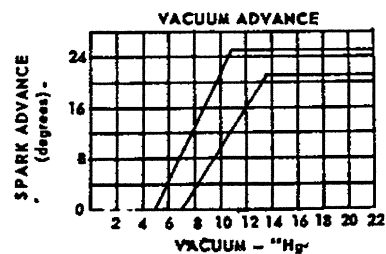
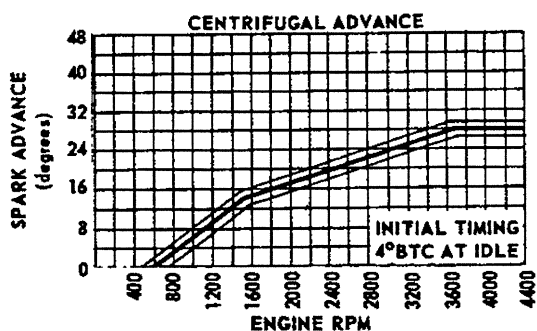
Rotation (Drive End View) ----- Clockwise

CABLE ----- Linen core impregnated with electrical conducting material and insulation of rubber with neoprene jacket.

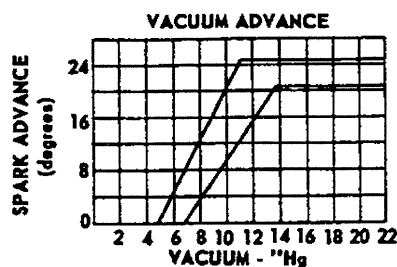
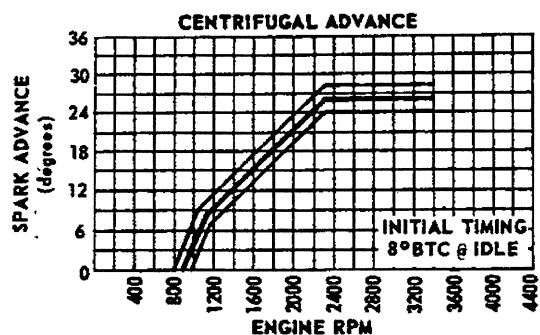
DISTRIBUTORS	L-4 153 CU.IN. 90 HP	L-6 194 CU.IN. 120 HP	L-6 230 CU.IN. 140 HP	V-8 283 CU.IN. 195 HP	V-8 283 CU.IN. 220 HP	V-8 327 CU.IN. 275 HP	V-8 327 CU.IN. 350 HP
Model	1110292	1110360	1110362	1111150	1111150	1111152	1111154
Type	Single Breaker						
Cam angle	31°-34°			28°-32°			
Breaker gap	.019 (new)						
Breaker arm tension	19-23 oz						
Centrifugal advance begins (RPM)	600	900					
Max degrees @ RPM	28 @ 3700	26 @ 2300	30 @ 3200	28 @ 4200		26 @ 4100	30 @ 5100
Vacuum advance begins (In. Hg)	6.00		8.00		8.00		6.00
Max degrees @ In. Hg	23 @ 12	21 @ 14.5	21 @ 14.5	15 @ 15.5		15 @ 15.5	15 @ 12
Timing (initial design setting)	4° ± 1	8° ± 1	4° ± 1	4° ± 1	4° ± 1	8° ± 1	10° ± 1
Crankshaft degrees at RPM (with vacuum line disconnected)	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 700
Timing mark location	On crankshaft pulley for 153 & 283, remainder on harmonic balancer						

ELECTRICAL SYSTEM—Cont'd.

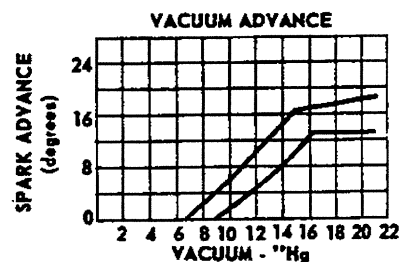
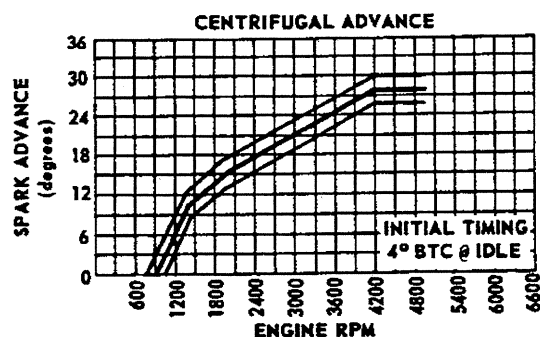
153 CUBIC INCH L-4 ENGINE



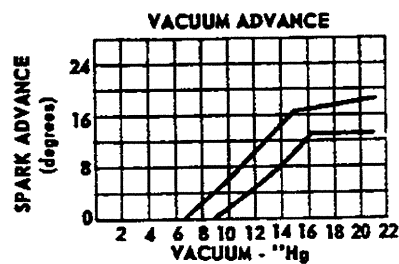
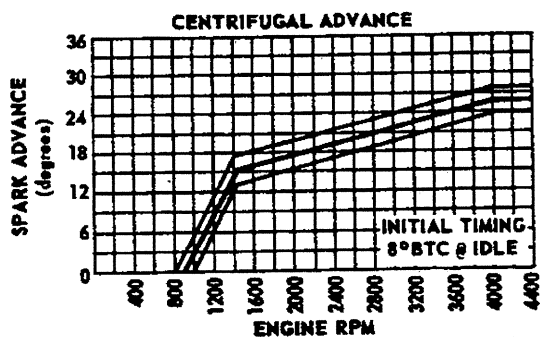
194 CUBIC INCH L-6 ENGINE



283 CUBIC INCH V-8 ENGINE



327 CUBIC INCH V-8 ENGINE



CLUTCHES AND TRANSMISSIONS

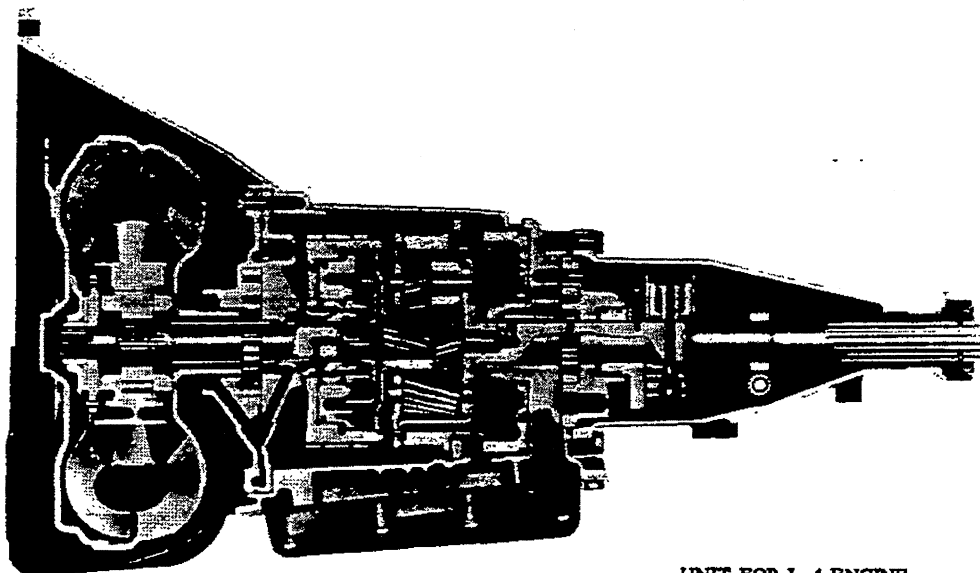
CLUTCHES

Engine	Type	L-4 153 CU.IN.		L-6 194 CU.IN.		L-6 230 C.I.	V-8 283 CU.IN.		V-8 327 CU.IN.		
	Availability	Regular Production				RPO L26	Base & RPO L77		RPO L30 & L79		
Clutch for		3-Spd	M01*	3-Spd	M01*	3-Spd	3-Speed	4-Spd	3-Spd	4-Spd	
Type		Single dry disc						Single dry disc, centrifugal			
Clutch cover & pressure plate	Eff. plate load, lb.	1350-1450	1900-2200	1340-1450	1900-2200	1500-1800	1700-1950		2100-2300		
	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 disc with two friction surfaces									
	Cushions	Flat spring steel between friction rings									
	Dampers	4 coil springs	6 coil springs				12 coil springs (6 sets of two)	10 coil springs (5 sets of two)			
	Friction rings	OD	9.12	10.0	9.12	10.0	9.12	10.0		10.4	
		ID	6.12	6.0	6.12	6.0	6.12	6.5		6.5	
		Total area sq.in.	71.8	100.5	71.8	100.5	71.8	90.7		103.5	
		Matl.	Woven type asbestos (a)								
Flywheel	Ring gear	Matl.	Heat treated HR steel								
		No. of teeth	153								
		PD	12.75								
		Attachment	Shrink fit								
Bearings	Release	Type	Single row ball								
		Lubrication	None, prepacked								
	Pilot	Type	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
(a) M01 - Woven front and molded rear facings

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed					4-Speed (M20)			4-Spd (M21)	
Engine Application	Type	L-4 153 C.I.	L-6 194 C.I.	V-8 283 C.I.	L-6 230 C.I.	V-8 327 C.I.	V-8 283 C.I.	V-8 327 C.I.	V-8 327 C.I.		
	Availability	Standard			L-26	L30	L79	Std.	L30	L79	L79
Case material		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				
	Ratios	First	2.85			2.54		3.11	2.54	2.52	2.20
		Second	1.68			1.50		2.20	1.80	1.88	1.64
		Third	1.00			1.00		1.47	1.32	1.46	1.27
		Fourth						1.00	1.00	1.00	1.00
		Reverse	2.95			2.63		3.11	2.54	2.59	2.26
Lubricant	Type	Meeting Military Specification MIL-L-2105B									
	Capacity (pts)	2					2.5				
Extension	Material	Aluminum									
	Oil seal	Steel encased double seal of spring loaded rubber or felt									



UNIT FOR L-4 ENGINE

AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-4 153 Cu.In.	L-6 194 Cu.In.	V-8 283 Cu.In.	L-6 230 Cu.In.	V-8 327 Cu.In.
	Availability	Standard RPO L77 RPO L26 RPO L30				
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse				
	Selector lever	Steering column (c)				
		Operates manual valve in hydraulic control system				
		P-R-N-D-L				
	Parking lock	Pawl and gear (on planetary)				
		Applied by selector lever thru spring loaded linkage				
	Method of cooling	Air (a) Air (a) Water				
Hydraulic	Flywheel assembly	Steel stamping with welded on ring gear				
	Manual valve type	Spool				
	Pressure regulator valve type	Spool				
	Pressure @	Drive	51	51	51	51
	Idle (b)	Low	111	122	133	133
Converter assembly	Reverse	91	88	86	86	86
	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. Operation independent of cover and pump housing.				
	Stator	Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.				
	Stall torque ratio	2.40	2.10	2.10	2.10	2.10
	Stall speed (RPM)	1580	1790	1540	1560	1660
Planetary gear set	Diameter (nominal)	11.0	11.75	11.0	11.75	11.75
	Type	Compound planetary				
	Range	Drive	1.82 to 1.00	1.76 to 1.00	1.76 to 1.00	1.76 to 1.00
		Low	1.82	1.76	1.76	1.76
		Reverse	1.82	1.76	1.76	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) Water cooled unit available optionally.

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

(c) Floor mounted when used with bucket seats

AUTOMATIC TRANSMISSION (RPO M35) — CONTINUED

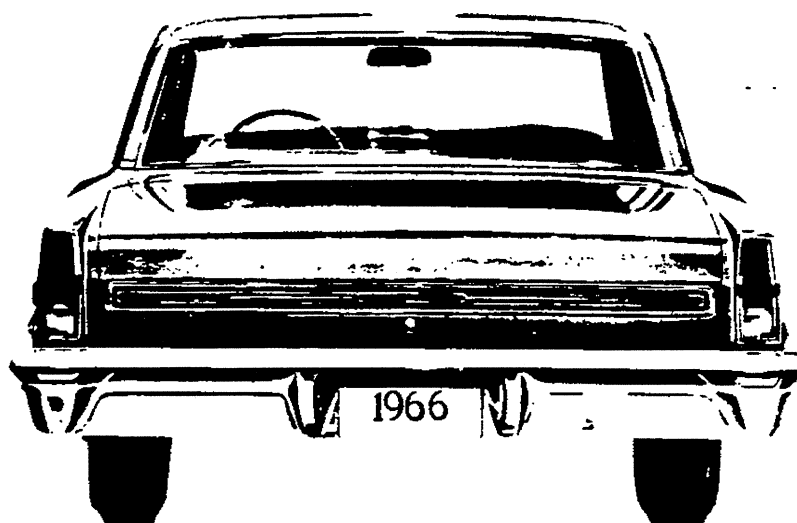
Engine	Type		L-6 153 Cu.In.	L-6 194 Cu.In.	V-8 283 Cu.In.	L-6 230 Cu.In.	V-8 327 Cu.In.
Output shaft RPM and vehicle speed(MPH)	Availability		Standard		RPO L77	RPO L26	RPO L30
	N/V factor		44.8	43.3	42.1	43.3	42.1
	Upshift	Closed throttle	651(15)	651(15)	650(16)	650(16)	651(16)
		Throttle at detent	1905(44)	1905(44)	2085(51)	1900(45)	2130(54)
		Full throttle	2205(51)	2205(51)	2400(59)	2205(53)	2495(58)
	Down- shift	Closed throttle	605(14)	605(14)	605(15)	605(14)	605(15)
		Throttle at detent	1205(28)	1205(28)	825(20)	1170(28)	825(21)
		Full throttle	2100(48)	2100(48)	2270(55)	2060(49)	2350(59)
High clutch	Type		Multi-disk				
	Drive plates	Description	Waved steel with bonded organic facings				
		Number	3	4	3	4	
	Driven plates	Description	Flat steel				
	Number	4	5	4	5		
Reverse clutch	Type		Multi-disk				
	Drive plates	Description	Flat steel with bonded organic facings				
		Number	4	4	4	5	
	Reaction plates	Description	Flat steel				
	Number	4	4	4	5		
Torque multi- plication	Maximum overall ratio		4.37:1		3.82:1		3.70:1
	Low and reverse		4.37:1 to 1.82:1		3.82:1 to 1.82:1		3.70:1 to 1.76:1
Lubricant	Type		A suffix A				
	Capacity (pts)	Dry	17	17 (a)	19	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		Two, front and rear				
	Function		To supply pressure				
	Front pump	Drive	Converter pump				
		Function	Supply main system pressure at low vehicle speeds				
	Rear pump	Drive	Output shaft				
		Function	Supply main system pressure at high vehicle speeds and during push starts				

(a) 18 with water cooled equipment.

BODY

EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLOR COMBINATIONS	3
BODY GLASS AND GLASS AREA	6

EXTERIOR PAINT PROCESS



1. **RUSTPROOFING . . .** Bare steel is thoroughly treated with chemicals that etch the metal for improved paint adhesion. This chemical also cleans the metal to give it a corrosion-resisting surface.
2. **BODY AND SHEET METAL PRIMER . . .** Four different and specially formulated corrosion resistant primers are used during sub-assembly of the body where rust could possibly develop. Areas considered especially critical are subsequently coated with another type rust inhibiting compound, after the lacquer coats have been applied.
A primer coat is applied to all outside and inside surfaces of the front fenders and hood. This is done by dipping or flowcoating to insure coating in all seams and secluded areas, and then baking at 390 degrees F for 30 minutes. After baking, a coat of sealer is applied to all surfaces requiring a subsequent coat of lacquer.
3. **PRIMER-SURFACER COAT AND FLASH PRIME COAT . . .** An air dried flash prime coat is applied to surfaces below the beltline. Next, a full primer-surfacer coat is applied to all outside surfaces of the body receiving lacquer and then oven baked for 45 minutes at 285 degrees F.
4. **SANDING . . .** Power wet sanding followed by hand sanding is done on all surfaces requiring lacquer.

Upon inspection, spot sanding assures an absolutely smooth surface for the lacquer. After lacquer application and initial baking, final wet sanding, both power and hand, prepares the body for final baking by removing surface irregularities.

5. **LACQUERING . . .** Many coats of acrylic lacquer are now sprayed on the surfaces to build up a finish of the required thickness for each color.
6. **INITIAL BAKING . . .** To set up the paint hardness for final sanding the body is baked for approximately 10 minutes at 200 degrees F.
7. **FINAL BAKING . . .** To assure a durable, hard, high luster finish the lacquer is now baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften and allows surface blemishes and sanding scratches to disappear during the thermo-reflow process.
8. **UNDERCOATING . . .** An asphaltic based-asbestos fiber type sound deadener is sprayed inside the wheel housings and on the underside of the underbody at designated locations to block out road noises.
9. **PAINT REPAIR . . .** Any slight mars, nicks, or scratches that might occur during final assembly are factory-repaired and corrected before shipment. Light "slush" polishing is done to bring painted surfaces to a high luster finish. Wax is sprayed on each vehicle for protection during transit.

EXTERIOR-INTERIOR COLORS

CHEVY II 100 111-113-11400 SERIES

			INTERIOR TRIM COLORS AND RPO NUMBERS		
			Med. Fawn	Red	Blue
			Models 11411-69		
			714	752	733
			Model 11435		
RPO	Color	Sales Name	715	753	734
AA	Black	Tuxedo Black	X	X	X
CC	White	Ermine White	X	X	X
DD	Med. Blue	Mist Blue			X
EE	Dk. Blue	Danube Blue			X
FF	Brt. Blue	Marina Blue			X
HH	Med. Green	Willow Green	X		
KK	Med. Turq.	Artesian Turquoise	X		
LL	Dk. Turq.	Tropic Turquoise	X		
MM	Bronze	Aztec Bronze	X		
NN	Maroon	Madeira Maroon	X	X	
RR	Red	Regal Red		X	
TT	Fawn	Sandalwood Tan	X		
VV	Beige	Cameo Beige	X		X
WW	Slate	Chateau Slate			
YY	Yellow	Lemonwood Yellow	X		
Two-Tone (Lower/Upper)					
CK	White Med. Turquoise		Not Available		
DC	Med. Blue/White				X
DE	Med. Blue/Dk. Blue				X
HC	Med. Green/White		Not Available		
LC	Dk. Turquoise/White		Not Available		
NA	Maroon/Black		Not Available		
TV	Fawn/Beige		X		
WA	Slate/Black		Not Available		

EXTERIOR-INTERIOR COLORS—Cont'd

NOVA 115-11600 SERIES

			INTERIOR TRIM COLORS AND RPO NUMBERS			
			Lt. Fawn	Turq.	Red	Blue
			Models 11669-37			
			716	779	754	735
			Model 11635			
EXTERIOR			717	780	755	736
RPO	Color	Sales Name				
AA	Black	Tuxedo Black	X	X	X	X
CC	White	Ermine White	X	X	X	X
DD	Med. Blue	Mist Blue	X			X
EE	Dk. Blue	Danube Blue	X			X
FF	Brt. Blue	Marina Blue				X
HH	Med. Green	Willow Green	X			
KK	Med. Turq.	Artesian Turquoise	X	X		
LL	Dk. Turq.	Tropic Turquoise	X	X		
MM	Bronze	Aztec Bronze	X			
NN	Maroon	Madeira Maroon	X		X	
RR	Red	Regal Red			X	
TT	Fawn	Sandalwood Tan	X			
VV	Beige	Cameo Beige	X			
WW	Slate	Chateau Slate				X
YY	Yellow	Lemonwood Yellow	X	X		
Two-Tone (Lower/Upper)						
CK	White/Med. Turquoise			X		
DC	Med. Blue/White					X
DE	Med. Blue/Dk. Blue					X
HC	Med. Green/White				Not Available	
LC	Dk. Turquoise/White			X		
NA	Maroon/Black				Not Available	
TV	Fawn/Beige		X			
WA	Slate/Black				Not Available	

NOVA SS 117-11800 SERIES

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS				
			Light Fawn	Turq.	Red	Bright Blue	Black
RPO	Color	Sales Name	Model 11837				
			718	737	756	781	765
AA	Black	Tuxedo Black	X	X	X	X	X
CC	White	Ermine White	X	X	X	X	X
DD	Med. Blue	Mist Blue	X				X
EE	Dk. Blue	Danube Blue	X				X
FF	Brt. Blue	Marina Blue				X	X
HH	Med. Green	Willow Green	X				X
KK	Med. Turq.	Artesian Turquoise	X	X			X
LL	Dk. Turq.	Tropic Turquoise	X	X			
MM	Bronze	Aztec Bronze	X				X
NN	Maroon	Madeira Maroon	X		X		X
RR	Red	Regal Red			X		X
TT	Fawn	Sandalwood Tan	X				X
VV	Beige	Cameo Beige	X				X
WW	Slate	Chateau Slate				X	X
YY	Yellow	Lemonwood Yellow	X	X			X
Two-Tone (Lower/Upper)							
CK	White/Med. Turquoise			X			
DC	Med. Blue/White				Not Available		
DE	Med. Blue/Dk. Blue				Not Available		
HC	Med. Green/White				Not Available		
LC	Dk. Turquoise/White			X			
NA	Maroon/Black						X
TV	Fawn/Beige		X				
WA	Slate/Black						X

BODY CONSTRUCTION AND GLASS AREA

GENERAL

Type ----- Unitized front end assembly bolted to body-frame integral structure with framing members welded to underbody, forming box section side rails, cross bars, and stiffeners.

DOORS AND LOCKS

Door construction ----- Double panel, hinged at front
 Door handles ----- Push-button with rotary type latches. Inside push button locks on rear doors of 4-door models.
 Door ventipanes ----- Friction pivot

HOOD AND TRUNK LID

Type ----- Counterbalanced, with strap type hinges actuating torsion rods on trunk lid and spring loaded toggle-type hinges on rear of hood.
 Hood release ----- External

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
 0.75 poly foam ----- 111-113-11400
 1.50 foam rubber ----- 117-11800
 1.75 poly foam ----- 115-11600
 ----- Rear seat cushion
 Jute and cotton ----- 113-11400
 1.00 poly foam --- 115-116-117-11800

WINDSHIELD WIPERS

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

SPARE TIRE AND TOOLS

Location ----- Sedans, horizontal-right forward side of trunk floor; Station wagon, upright-right - rear quarter panel well.
 Tools consist of bumper jack and socket end type "L" wrench stored beneath tire.

BODY GLASS

LOCATION	TYPE*	11	69	37	35
Windshield		1007.3		897.9	1007.3
Front door	Ventipane	97.5			
	Window	842.8	535.9	675.6	535.9
Rear door	Ventipane	99.4			
	Window	586.4		591.3	
Rear quarter	Window	470.4	276.0		
	Rear side				1067.7
Back window		932.8		1117.0	698.4
Total DLO area		3350.8	3259.3	3064.0	4150.2

* All window glass flat safety solid plate except curved laminated safety plate windshield.

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER	Service Operations Department Chevrolet Motor Division	CAR NAME	CHEVY II
MAILING ADDRESS	General Motors Building Detroit, Michigan 48202	MODEL YEAR	1966
		ISSUED:	10-7-65
		REVISED (•)	

NOTES:

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

TABLE OF CONTENTS

General Specifications	1,2	Drive Units	14	Suspensions	21
Engine—Mechanical	3	Brakes	18	Weights	24
Electrical	12	Steering	19	Index	25

BODY—TYPES AND STYLE NAMES—

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

	Optional 230 Cu. In. L-6 RPO-L-26	Optional 327 Cu. In. V-8 RPO-L-30 RPO-L-79
Chevy II 100		
2-Door Sedan, 6 Passenger	11311	11411
4-Door Station Wagon, 2 Seat	11335	11435
4-Door Sedan, 6 Passenger	11369	11469
Nova		
4-Door Station Wagon, 2 Seat	11535	11635
2-Door Sport Coupe, 5 Passenger	11537	11637
4-Door Sedan, 6 Passenger	11569	11669
Nova SS		
2-Door Sport Coupe, 4 Passenger	11737	11837

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL	Additional Information Page No.:	11300-500-700 230 Cu In L-6 140 HP RPO-L26	11400-600-800 327 Cu In V-8 275 HP RPO-L30 350 HP RPO-L79	
Wheelbase (L101)		110.0		
Track	Front (W101)	56.8; Station Wagons 56.3		
	Rear (W102)	56.3; Station Wagons 55.8		
Maximum Overall Dimensions	Length (L103)	183.0; Station Wagons 187.4		
	Width (W103)	71.3		
	Height (H101)	Sedans 55.1; Coupes 52.8*; Station Wagons 55.7		
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard	
	Manual - 4 speed	15	NA	Optional
	Overdrive	15	NA	
	Automatic	16	Powerglide - optional	NA
Axle ratio	Manual - 3 speed	17	3.08(a)	3.08 3.07
	Manual - 4 speed	17	NA	3.08 3.31
	Overdrive	17	NA	
	Automatic	17	3.08(a)	3.08 NA
Tire size	18	6.50 x 13 (b)	6.95 x 14-4 (c)	6.95 x 14-8 (d)
Engine	Type, no. cyl., valve arr.	3	6 Cyl. OHV	90° OHV V-8
	Fuel system (Carb., other)	10	Carburetor	
	Bore and stroke	3	3.875 x 3.25	4.001 x 3.250
	Piston displ., cu. in.	3	230	327
	Std. compression ratio	3	8.5:1	10.5:1 11.0:1
	Max. bhp at engine rpm	3	140 @ 4400	275 @ 4800 350 @ 5800
	Max. torque at rpm	3	220 @ 1600	355 @ 3200 360 @ 3600

* 53.8 on 117-11837

(a) Station Wagons 3.36

(b) with L-6 model sedans and Nova Sport Coupe

(c) V-8 model sedans and Nova Sport Coupe; Nova SS with L-6 or V-8 engine

(d) All station wagons.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)

GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

MODEL	SAE Ref. No.	Sedans		Sport Coupes		Wagons
		2-Dr.	4-Dr.	BN	BKT	

FRONT COMPARTMENT

Shoulder room	W3	55.3				
Hip room	W5	59.2				
Max. eff. leg room - accelerator	L34	40.7		41.0		40.5
Effective head room	H61	38.8		37.4	37.2	38.8
H Point to Heel point	H30	9.1				9.3

REAR COMPARTMENT

Shoulder room	W4	54.6	55.2	53.8		55.3
Hip room	W6			58.6		59.0
Minimum effective leg room	L51	35.5	36.2	31.2	31.0	37.7
Effective head room	H63	37.3		36.4		38.2

LUGGAGE COMPARTMENT

Usable luggage capacity	V1	13.0				--
Liftover height	H195	23.2		21.9	22.3	24.7
Position of spare tire storage		Horz., Trunk Floor				Ver. RR Quarter
Method of holding lid open		Torsion Bars Counterbalanced				--

STATION WAGON—THIRD SEAT

Hip room	W86					
Effective leg room	L86			None		
Effective head room	H86					
Seat facing direction						

STATION WAGON—CARGO SPACE

MODEL	SAE Ref. No.	113-114-115-11635
Minimum distance between wheel houses at floor level	W201	42.8
Rear end opening width at belt	W204	47.0
Floor length from back of front seat at floor level to inside of closed tail gate	L202	86.0
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	73.2
Maximum height - floor covering to headlining at centerline of rear axle	H201	32.6
Maximum height of rear opening - tail and lift gates open	H202	28.7
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	76.2

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)
	11300-500-700				11400-600-800	
	230 Cu. In. L-6				327 Cu. In. V-8	
MODEL	140 HP RPO-L26	275 HP RPO-L30	350 HP RPO-L79			

ENGINE—GENERAL

Type, no. cyls., valve arr.		In-line 6 OHV	90° OHV V-8	
Bore and stroke (nominal)		3.875 x 3.25	4.001 x 3.250	
Piston displacement, cu. in.		230	327	
Bore spacing (C/L to C/L)		4.40		
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7	
	R. Bank	(In-line)	2-4-6-8	
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Compres. ratio (nominal)		8.5:1	10.5:1	11.0:1
Cylinder Head Material		Cast alloy iron		
Cylinder Block Material		Cast alloy iron		
Cylinder Sleeve-Wet, dry, none		None		
Number of mounting points	Front	Two		
	Rear	One		
Engine installation angle		3° 51'		
Taxable horsepower	$\frac{\text{Dia}^2 \times \text{No. Cyl.}}{2.5}$	36.0	51.2	
Publishing max. bhp* @ eng. RPM		140 @ 4400	275 @ 4800	350 @ 5800
Publishing max. torque* (lb. ft. @ RPM)		220 @ 1600	355 @ 3200	360 @ 3600
Recommended fuel regular - premium		Regular	Premium	
Idle speed(spec. neutral or drive)	Manual	500 in neutral		700 in neutral
	Automatic	500 in drive	500 in drive	NA

ENGINE—PISTONS

Material	Cast aluminum alloy		Alum. impact extruded
Description and finish	Flat head; notched; slipper skirt		
Weight (piston only) oz.	20.32	21.60	20.40
Clearance (limits)	Top land	.035-.044	.0365-.0455
	Skirt Top	.0005-.0011(a)	.0005-.0011(b)
	Bottom		.0039-.0045(c)
Ring groove depth	No. 1 ring	.2153-.2218	.2217-.2283
	No. 2 ring	.2153-.2218	.2217-.2283
	No. 3 ring	.2093-.2158	.2038-.2103
	No. 4 ring		

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

(a) Measured 2.44 from top of piston

(b) Measured 2.24 from top of piston

(c) Measured 2.20 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

POWER TEAMS

(Indicate whether standard or optional)

A B C D

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM					
11300 11500 11700	230 *	1-Bbl Down-draft	8.5:1	140 @ 4400	220 @ 1600	Sedans & Coupes 3-Speed Powerglide* Station Wagons 3-Speed & Powerglide*	3.08 3.08 3.36	3.36 --- ---	--- --- ---	3.36 3.36 3.36
11400 11600 11800	327 *	4-Bbl	10.5:1	275 @ 4800	355 @ 2800	3-Speed 4-Speed* Powerglide*	3.08 3.08 3.08	--- --- ---	--- --- ---	3.31 3.31 3.31
		4-Bbl	11.0:1	350 @ 5800	360 @ 3600	3-Speed 4-Speed (2.52)* 4-Speed (2.20)*	3.07 3.31 3.31	--- --- ---	--- --- 3.55	3.31 3.31 ---
									3.73	
* - Optional # - Positraction axles available for axle ratios as shown A - General purpose - standard B - Special purpose or mountain - optional C - Performance - optional D - Air conditioning - optional										

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)

11300-500-700	11400-600-800
230 Cu. In. L-6	327 Cu. In. V-8
140 HP RPO-L26	275 HP RPO-L30 350 HP RPO-L79

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc.	Cast alloy iron, inside bevel Upper: Chrome plate face; RPO L79 Molybdenum filled groove face Lower: Wear resistant, RPO L79 Chrome plated (a)
	Width	Upper .0775-.0780 Lower .0770-.0775
	Gap	.010-.020 Upper .013-.023 Lower .013-.025
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; Expander - stainless steel
	Width	.1840-.1880 assembled
	Gap	.015-.055
Expanders		In oil ring assembly

ENGINE—PISTON PINS

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

ENGINE—CONNECTING RODS

Material		Drop forged steel
Weight (oz.)		12.50 14.56
Length (center to center)		5.699-5.701
Bearing	Material & Type	Copper lead alloy or sintered copper nickel Premium aluminum
	Overall length	.807
	Clearance (limits)	.0007-.0027 .0007-.0028
	End play	.009-.013

(a) RPO-L30 lower ring - one ring and one expander

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 11300-500-700 11400-600-800
 230 Cu. In. L-6 327 Cu. In. V-8
 MODEL 140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ENGINE—CRANKSHAFT

Material		Cast nodular iron	Forged steel
Vibration damper type		Rubber mounted inertia damper	
End thrust taken by bearing (No.)		7	5
Crankshaft end play		.002-.006	
Main bearing	Material & type		Copper lead alloy or sintered copper nickel Premium aluminum except No. 5 upper sintered copper nickel
	Clearance		.0003-.0029 (#1-4) .0008-.0034; (#5) .0010-.0036
	Journal dia. and bearing overall length	No. 1	2.3004 x .752 2.3013 x .752
		No. 2	2.3004 x .752 2.3009 x .752
		No. 3	2.3004 x .752 2.3009 x .752
		No. 4	2.3004 x .752 2.3009 x .752
		No. 5	2.3004 x .752 2.3006 x 1.1824
		No. 6	2.3004 x .752 None
		No. 7	2.3004 x .760 None
Dir. & amt. cyl. offset		None	
Crankpin journal diameter		1.999-2.000	

ENGINE—CAMSHAFT

Location		Above and to right of crankshaft	In block above crankshaft
Material		Cast alloy iron	
Bearings	Material	Steel backed babbitt	
	Number	4	5
Type of Drive	Gear or chain		Gear Chain
	Crankshaft gear or sprocket material		Steel Steel sprocket
	Camshaft gear or sprocket material		Bakelite and fabric with steel hub Cast alloy iron
	Timing chain	No. of links	None 40
		Width	None .875
		Pitch	None .500

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.75:1 1.5:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero
	Exhaust	Zero
Timing marks on flywheel, damper, other		Crankshaft pulley Torsional damper

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)
 11300-500-700 11400-600-800
 230 Cu. In. L-6 327 Cu. In. V-8
 MODEL 140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	62°	32° 30'	54°
		Closes (°ABC)	94°	87° 30'	108°
		Duration-deg.	336°	300°	342°
	Exhaust	Opens (°BBC)	92° 30'	75° 30'	102°
		Closes (°ATC)	63° 30'	45° 30'	60°
		Duration-deg.	336°	300°	342°
Intake	Valve opening overlap		125° 30'	78°	114°
	Material		Alloy steel		
	Overall length		4.902-4.922	4.870-4.889	
	Actual overall head dia.		1.715-1.725	1.935-1.945	2.017-2.023
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.3318	.3987	.4472
	Outer spring press. and length	Valve closed (lb. @ in.)	56-64 @ 1.66	78-86 @ 1.66	
		Valve open (lb. @ in.)	170-184 @ 1.33	170-180 @ 1.26	
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper	
		Valve open (lb. @ in.)	None	Spring damper	
Exhaust	Material		High alloy steel	High alloy steel (aluminized face)	
	Overall length		4.913-4.933	4.913-4.933	4.891-4.910
	Actual overall head dia.		1.495-1.505		1.595-1.605
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.3318	.3987	.4472
	Outer spring press. and length	Valve closed (lb. @ in.)	56-64 @ 1.66	78-86 @ 1.66	
		Valve open (lb. @ in.)	170-184 @ 1.33	170-180 @ 1.26	
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper	
		Valve open (lb. @ in.)	None	Spring damper	

ENGINE—LUBRICATION SYSTEM

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

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

11300-500-700	11400-600-800
230 Cu. In. L-6	327 Cu. In. V-8
140 HP RPO-L26	275 HP RPO-L30 300 HP RPO-L79

MODEL _____

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full flow
Filter replacement (element, complete)	Element
Capacity of crankcase, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32° F. and above . . . SAE20W, SAE20 or SAE10W-30 0° F. and above . . . SAE10W or SAE10W-30 Below 0° F. SAE5W or SAE5W-20
Engine Service Requirement (MM, MS, etc.)	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with cross-over	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One; reverse flow	One, reverse flow with resonator	Two; reverse flow with resonators
Exhaust pipe dia. (O.D., wall thickness)	Branch Main	2.00 x .067-.081	2.50 x .073-.091
Tail pipe diameter (O.D. & wall thickness)	1.875 x .062-.076	2.00 x .062-.076	

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system
	Optional	
Make and model		
Location		At carburetor base
Energy source (manifold vacuum, carburetor air stream, other)		Manifold vacuum
Control method (variable orifice, fixed orifice, other)		Variable orifice
Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake manifold
Air inlet (breather cap, carburetor air cleaner, other)		Breather cap
Flame arrestor (screen, check valve, other)		Screen

* SAE5W-30 can be used as an alternate for 5W; 5W-20 or 10W-30

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

11300-500-700	11400-600-800
230 Cu. In. L-6	327 Cu. In. V-8
140 HP RPO-L26	275 HP RPO-L30 300 HP RPO-L79

MODEL

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Air injection			
Air Injection Pump	Type	Semi-articulated vane type			
	Displacement	19.3 Cubic inches			
	Drive ratio	1.25:1			
	Drive type	Crankshaft pulley			
	Relief valve (type)	Pressure (plate type)			
	Filter (describe)	None (clean air drawn from air cleaner)			
Air Injection System	Air distribution (head, manifold, etc.)	Head	Manifold		
	Point of entry	Exhaust ports			
	Injection tube I.D.	.3125			
	Check valve type	Pressure (plate type)			
	Backfire protection (type)	Vacuum actuated anti-backfire valve			
Carburetor	Make	Carter	Rochester	Holley	
	Model	3880861	7036203	3890497	
	Barrel size	1.56	1.39(P), 2.25(S) 1.561 (P&S)		
	Idle speed	Drive	500 Powerglide Transmissions		
		Neutral	500 Manual Transmissions		
Distributor	Aux. Adv. Systems (type)	700			
	Make	Delco-Remy			
	Model	1110362	1111152	1111154	
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		
		Intermed. points deg. @ rpm			
		Max. deg. @ rpm.	30 @ 3200	26 @ 4100	30 @ 5100
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in. Hg)	6	8	6
		Intermed. points deg. @ in. Hg			
		Max. deg. @ in.	21 @ 14.5	15 @ 15.5	15 @ 12
		Vacuum Source			
Timing - Crank degrees @ rpm		4° BTDC @ 500	8° BTDC @ 500	10° BTDC @ 700	
Cooling System (describe changes)		Radiator shroud added			
Exhaust System (describe changes)					

(a) Powerglide Models - 230 Cu. In. (3880860); 327 Cu. In. RPO L30 (7036202)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL 11300-500-700 11400-600-800
230 Cu. In. L-6 327 Cu. In. V-8
140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

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.)		16 (approximately)		
	Filler location		In left rear quarter panel		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range		3.50-4.50 PSI	5.25-6.50 PSI	5.00-6.50 PSI
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gas tank and		
	Locations		sintered bronze filter in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Polyurethane	Oil wetted paper element	
		Optional			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11300 11500 11700	230	3-Speed Powerglide	Rochester	7025003	One; single barrel	1.56
			Rochester	7025000		
11400 11600 11800	327 275HP	3-Speed & 4-Speed	Holley	3876747	One; 4-bbl.	1.562 (P&S)
			Carter	3876749		
			Rochester	7026203	Quadrajet	1.39(p)2.25(s)
		Powerglide	Holley	3875964	One; 4-bbl.	1.562 (p & s)
			Carter	3875966		
			Rochester	7026202	Quadrajet	1.39(p)2.25(s)
	327 350HP	3-Speed & 4-Speed	Holley	3877413	One	1.561 (p & s)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)
 11300-500-700 11400-600-800
 230 Cu. In. L-6 327 Cu. In. V-8
 MODEL 140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure	
Radiator cap relief valve pressure		15 ± 1 PSI	
Circulation thermostat	Type (choke, bypass)	Choke	
	Starts to open at. (°F)	177° - 183° F.	
Water pump	Type (centrifugal, other)	Centrifugal	
	GPM @ 1000 pump rpm	60 @ 4400	57 @ 4400
	Number of pumps	One	
	Drive (V-belt, other)	V-belt	
	Bearing type	Double row ball	
By-pass recirculation type (internal, external)		Internal	
Radiator core type (cellular, tube and fin, other)		Tube on center	
Cooling system capacity	With heater (qt.)	13	15
	Without heater (qt.)	11	14
	Opt. equipment-specify (qt.)	12	18
Water jackets full length of cylinder (yes, no)		Yes	
Water all around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter	None
Fan	Number of blades & spacing		4-staggered 5-staggered
	Diameter		17.62 18.00
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		None (a)
	Bearing type		Double row ball
*Drive belts (indicate belt used by letter)	Fan	A	D
	Generator or alternator	A	D
	Water Pump	A	D
	Power Steering	B	E
	Air Conditioning	C	F

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V			38° - 42°								
Nominal length (SAE)	39.00	49.50	53.75	53.50	35.00	56.75					
Width			.380 ± .005								

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL 11300-500-700 11400-600-800
230 Cu. In. L-6 327 Cu. In. V-8
140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980554	Delco-Remy 1980558
	Voltage Rtg. & Total Plates		12 Volt - 66 Plate	
	SAE Designation & Amp Hr. Rtg.		44 Amp/Hr @ 20 Hr	61 Amp/Hr @ 20 Hr rate
	Location		Right front engine compartment	
	Terminal grounded		Negative	
Generator or Alternator	Make		Delco-Remy	
	Model		1100693	
	Type and rating		Diode rectified - 37 amps	
	Output at engine idle (neutral)		13 amps	
	Ratio—Gen. to Cr/s rev.		2.46:1	
Regulator	Make		Delco-Remy	
	Model		1119515	
	Type		Vibrator	
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open		
	Regulated	Voltage	13.8-14.8 @ 85° F.	
		Current		
	Voltage test conditions	Temperature	Operating	
		Load	3-8 amperes	
		Other	None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy	
	Model		#1107259	#1107320
	Rotation (drive end view)		Clockwise	
	Engine cranking speed			
	Test conditions		Engine at operating temperature	
	No load test	Amps	49-76	65-100
		Volts	10.6	10.6
		RPM (min)	6200-9400	3600-5100
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		3-Speed and 4-Speed - place gear shift in neutral and depress clutch. Powerglide - place control lever in N or P position. Initial start - press accelerator pedal to floor once to set automatic choke, then release. Turn ignition to START, release as soon as engine starts.	

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

11300-500-700	11400-600-800
230 Cu. In. L-6	327 Cu. In. V-8
140 HP RPO-L26	275 HP RPO-L30 350 HP RPO-L79

MODEL _____

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type			Positive shift solenoid
	Pinion meshes (front, rear)			Rear
	Number of teeth	Pinion		9
		Flywheel	Manual	153
			Auto.	153
	Flywheel tooth face width		Manual	.4010-.4130
			Auto.	.4010-.4130
			N.A.	

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		N.A.		Optional	
	Make		Delco-Remy			
	Model		#1115208	#1115039		
	Amps	Engine stopped		4.0		
Engine idling		1.8				
Distributor	Make		Delco-Remy			
	Model		#1110362	#1111152	#1111154	
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)		900	900	
		Intermediate points deg. @ rpm.				
		Max. deg. @ rpm.		30 @ 3200	26 @ 4100	30 @ 5100
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)		6.00	8.00	6.00
		Intermediate points, deg. @ in. Hg.				
		Max. deg. in. Hg.		21 @ 14.5	15 @ 15.5	15 @ 12
	Breaker gap (in.)		.019			
	Cam angle (deg.)		31° - 34°	28° - 32°		
Breaker arm tension (oz.)		19-23 oz.				
Timing	Crankshaft deg. @ rpm.		4° ± 1° @ 500	8° @ 500	6° @ 700	
	Mark location		Torsional damper			
Spark Plug	Make		AC spark plug			
	Model		AC46N (long reach)	AC 44		
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033-.038			
Cable	Conductor type		Linen core impregnated with electrical conducting material			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Hypalon jacket			

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 11400-600-800
 327 Cu. In. V-8
 MODEL 11300-500-700 230 Cu. In. L-6 3-Speed 4-Speed

ELECTRICAL—SUPPRESSION

Locations & type

Non-metallic high tension ignition cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed-ometer	Make	AC
	Trip odometer (yes, no)	N.A.
Charge indicator—type		Tell-Tale
Temperature indicator—type		Tell-Tale
Oil pressure indicator—type		Tell-Tale
Fuel indicator—type		Electric gage
Other		None
Windshield wiper	Make	Delco
	Type—Standard	Electric, two-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Push-button - standard
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	8.00-11.0 @ 12.5V

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Chevrolet single dry disc	Chevrolet dry disc centrifugal
Type pressure plate springs		Diaphragm	Diaphragm, bent finger design
Total spring load (lb.)		1700-1950	2100-2300
No. of clutch driven discs		One	
Clutch facing	Material	Woven type asbestos	
	Outside & inside dia.	9.12 & 6.12	10.4 & 6.5
	Total eff. area (sq. in.)	71.8	103.5
	Thickness	.135 each	
	Engagement cushioning method	Flat spring steel between facings	
Release bearing	Type & method of lubrication	Single row ball, packed and sealed	
Torsional damping	Methods: springs, friction material	Coil springs	

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 230 Cu. In. L-6 11100-300-500
 MODEL 327 Cu. In. V-8 11400-600-800

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	N.A. with 230 Cu. In. L-6; Optional with 327 Cu. In. V-8
Manual with overdrive (std. or opt.)	N.A.
Automatic (std. or opt.)	Optional with 230 Cu. In. L-6 and 327 Cu. In. V-8 RPO-L30 N.A. with 327 Cu. In. V-8 RPO-L79

DRIVE UNITS — MANUAL TRANSMISSION

DRIVE UNITS - MANUAL TRANSMISSION				327 Cu. In. V-8		
Number of forward speeds		230-L6	327-V8	L30(M20)	L79(M20)	L79(M21)
		3-Speed		4-Speed		
Transmis- sion ratios	In first	2.85	2.54	2.54	2.52	2.20
	In second	1.68	1.50	1.80	1.88	1.64
	In third	1.00	1.00	1.32	1.46	1.27
	In fourth	--	--	1.00	1.00	1.00
	In reverse	2.95	2.63	2.54	2.59	2.26
Synchronous meshing, specify gears		All forward gears				
Shift lever location		Steering column		Floor		
Lubricant	Capacity (pt.)		2.0		2.5	
	Type recommended		Military Spec MIL-L-2105-B			
	SAE vis- cosity number	Summer	SAE 80			
		Winter	SAE 80			
		Extreme cold	SAE 80			

DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

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

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)
 11100-300-500 11400-600-800
 230 Cu. In. L-6 327 Cu. In. V-8
 MODEL 140 HP RPO-L26 275 HP RPO-L30

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide	
Type describe	Torque converter with planetary gears	
Method of Selection (Lever, Push Button or other)	Lever: floor mounted when used with bucket seats on 11700 & 11800 models	
Selector Pattern	P-R-N-D-L	
List gear ratios Selector Pattern and indicate which are used in each selector position	Drive 1.82 & 1.00 Low & Reverse 1.82	Drive 1.76 & 1.00 Low & Reverse 1.76
Max. upshift speeds—drive range	53	58
Max. kickdown speeds—drive range	49	54
Torque converter	Number of elements	3
	Max. ratio at stall	2.40
	Type of cooling (air, liquid)	Air (a)
Lubricant	Capacity—refill (pt.)	3
	Type recommended	A suffix: A
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT

Number used	One	
Type (exposed, torque tube)	Exposed, unsupported	
Outer diameter x length* x wall thickness	Manual 3-speed transmission	2.75 x 51.98 x .065
	Manual 4-speed transmission	N.A. (b)
	Overdrive transmission	N.A.
	Automatic transmission	2.75 x 51.98 x .065

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

(Continued)

- (a) 0.1 cooler equipment available optionally
 (b) 3.50 x 51.98 x .065

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL 230 L-6 327 V-8

DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	--
Universal joints	Make	Chevrolet
	Number used	Two
	Type (ball and trunnion, cross, other)	Cross
	Bearing	Type (plain, anti-friction)
		Anti-friction
		Lubric. (fitting, prepack)
		Prepack
Drive taken through (torque tube or arms, springs)		Leaf spring
Torque taken through (torque tube or arms, springs).		Leaf spring

DRIVE UNITS—REAR AXLE

Description		Semi-floating, overhung pinion gear
Limited Slip differential, type		Dual disc clutches
Drive Pinion Offset		1.5
No. of differential pinions		Two
Ring gear O.D. (std. ratio)		8.125
Pinion adjustment (shim, other)		None
Pinion bearing adj. (shim, other)		Shim
Wheel bearing type		Single row cylindrical roller
Lubricant	Capacity (pt.)	3.5
	Type recommended	Military spec. MIL-L-2105-B
	SAE viscosity number	Summer
		SAE 80
		Winter
		SAE 80
		Extreme cold
		SAE 80

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		3.08	3.36
No. of teeth	Pinion	12	11
	Ring gear	37	37

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 MODEL 113-11500 114-116-117
11100 Exc. Wagons Wagons 11800 Exc. Wagons

DRIVE UNITS—WHEELS

Type & material		Short spoke disc. steel	
Rim (size and flange type)	Std.	13 x 4J	14 x 5J
	Opt.	14 x 5J with opt. 6.95 x 14-4PR	
Attachment	Type (bolt or stud)	Bolt	
	Circle diameter	4.75	
	Number and size	5 hex nuts, 7/16-20 UNF - 2B	

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	6.50 x 13-4(a)	6.95 x 14-4(b)	6.95 x 14-8(c)
	Type - Nylon, etc.	Rayon		
Rev./mile at 50 mph.		852	829	816
Inflation press. (cold)	Front	24	24	24
	Rear	24	28	24
Optional tires - size and ply		6.50 x 13-4 W/W	6.95 x 14-4 PR	6.95 x 14-8 PR
		6.95 x 14-4 B/W & W/W	W/W	W/W
		(inc. 14 x 5J wheels)		

BRAKES—SERVICE

		Standard	Metallic (opt.)
Type (duo-servo, disc, balanced, etc.)		Duo-Servo 4-wheel hydraulic	
Self adjusting (std., opt., N.A.)		Reverse self-adjusting-std.	
Hydraulic system type (single, dual, etc.)		Single	
Power brake make & type (remote, integral, etc.)		Bendix, Delco-Moraine vacuum power unit assists master cylinder integral	
Effective area (sq. in.) *		168.9	118.1
Gross lining area (sq. in.) **		168.9	118.1
Swept drum area (sq. in.) ***		268.6	
Percent brake effectiveness—front		59.4	
Drum or Rotor	Diameter	Front	9.5
		Rear	9.5
	Type and material	Composite; cast iron rim; steel web	
	Rotor (vented or solid)	--	
Wheel cyl- inder bore	No. pistons per caliper		--
	Front	1.06	
	Rear	.875	
Master cylinder bore		1.0	.875
Available pedal travel		6.4	
Line pressure at 100 lb. pedal load		815	1064
Shoe clearance adjustment		Self-adjusting	

* Excludes rivet holes, grooves, chamfers, etc.

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:

Widest lining contact width for each brake x its drum circumference.

(a) L-6 model sedans and Nova Sport Coupe

(b) V-8 model sedans and Nova Sport Coupe; Nova SS with L-6 or V-8 engine

(c) All station wagons

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)

MODEL _____

BRAKES—SERVICE (cont.)

Brake lining	Drum or Disc		Standard	Metallic (Optional)
	Bonded or riveted		Bonded	Welded
	Front Wheel	Material	Molded asbestos	Sintered iron
		Size (length x width x thickness)	9.01 x 2.5 x .17	1.64 x 1.25 x .175
		Prim. or out-board		
		Second. or in-board	9.01 x 2.00 x .17	1.64 x 1.00 x .175
		Segments per shoe	One	6
	Rear Wheel	Material	Molded asbestos	Sintered iron
		Size (length x width x thickness)	9.75 x 2.5 x .20	1.64 x 1.25 x .285
		Prim. or out-board		
		Second. or in-board	9.75 x 2.0 x .20	1.64 x 1.00 x .285
		Segments per shoe	One	10

BRAKES—PARKING

Type of control		Mechanical
Location of control		Under instrument panel to right of steering column
Operates on		Rear wheels
If separate from service brakes	Type (internal or external)	--
	Drum diameter	--
	Lining size (length x width x thickness)	--

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Unitized front end and body proper rigidly bolted together. Frame members incorporated into front end and body.
---	---

STEERING

Manual (std., opt., NA)			Standard
Power (std., opt., NA)			Optional
Adjustable steering wheel (tilt, swing, other)		Type and description	N. A.
		(std., opt., NA)	--
Wheel diameter		Manual	16.24
		Power	16.24
Turning diameter	Outside front	Wall to wall (l. & r.)	39.5
		Curb to curb (l. & r.)	38.4
	Inside rear	Wall to wall (l. & r.)	23.5
		Curb to curb (l. & r.)	23.8
Outside wheel angle with inside wheel at 20°			18.7°
Manual	Gear	Type	Semi-reversible, recirculating ball nut
		Make	Saginaw
		Ratios	20:1
		Gear Overall	25.4:1
	No. wheel turns		4.50 (lock to lock)

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ⁽⁴⁾

MODEL _____

STEERING (cont.)

Power	Type (coaxial, linkage, etc.).			Linkage
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	20.0:1
			Overall	25.4:1
	Pump driven by			Crankshaft pulley
Number wheel turns			4.50 (lock to lock)	
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear of wheels
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			6-1/2 to 7-1/2
	Bearings (type)	Upper	Ball stud with sintered iron bearing	
		Lower	Ball stud with sintered iron bearing & phenolic seat	
		Thrust	None	
Wheel Alignment (range at curb weight and preferred)	Caster (deg.)			P1/2 to P1-1/2
	Camber (deg.)			0 to P1
	Toe-in (outside track inches)			1/4 to 3/18 total
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel spindle	Diameter	Inner bearing	1.2492-1.2498	
		Outer bearing	.7491-.7497	
	Thread size			3/4-20 NEF-3 (Mod)
	Bearing type			Taper roller

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)

MODEL 230 L-6 327 V-8

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling	Front stabilizer bar on all V-8 models & L6 wagons
Provision for brake dip control	Mounting angle of front upper control arm
Provision for acc. squat control	None
Special provisions for car jacking	Place jack just outboard of respective bumper bolt
Shock absorber front & rear	Type Direct, double-acting, hydraulic
	Make Delco
	Piston dia. 1.00
Other special features	Single leaf rear springs

SUSPENSION—FRONT

Type and description	Independent: SLA type with coil spring and concentric shock absorber and spherically-jointed steering knuckle for each wheel. Lower control arm strut supported.
Spring	Type Coil, RH helix
	Material Steel alloy
	Size (coil design height & I.D.; bar length x dia.) 9.20 & 3.80; 106.61 x .562
	Spring rate (lb. per in.) 250
	Rate at wheel (lb. per in.) 101
Stabilizer	Type (link, linkless, frameless) Link (a)
	Material & bar diameter Steel, .867

SUSPENSION—REAR

Type and description	Hotchkiss with two single leaf springs
Drive and torque taken through	Leaf springs
Spring	Type Single leaf
	Material Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.) 62.5 x 2.25 (width @ C/L of axle)
	Spring rate (lb. per in.) 95
	Rate at wheel (lb. per in.) 102
	115
	121
	Mounting insulation type Rubber bushed at shackle and hanger
Stabilizer	If leaf No. of leaves One
	Shackle (comp. or tens.) Compression
	Type (link, linkless, frameless) None
	Material --
Track bar type	None

(a) Available only on wagons & V-8 engine models

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(a)

MODEL	Sedans		Coupes	Station Wagons
	2-Door	4-Door		

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle indent. No. location		Plate above lower hinge on LH front hinge pillar
Engine No. location		Right side of cylinder block to rear of distributor
Theft protection - type		Shielded ignition lock terminals key removable in "OFF" position
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Formed wire and foam pad
	Rear	Formed spring cotton-jute (a)
	3rd seat	None
Seat back type	Front	Formed wire-cotton
	Rear	Formed wire-cotton
	3rd seat	None
Windshield glass type (i.e., single curved - laminated plate)		Curved, laminated
Side glass type (i.e., curved - tempered plate)		Flat, safety solid
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved, safety solid Flat, safety solid
Windshield glass exposed surface area	1007.3	897.9 1007.3
Side glass exposed surface area		
Backlight glass exposed surface area	932.8	1117.0 698.4
Total glass exposed surface area	3350.8 3259.3	3064.0 4150.2

LAMP HEIGHT AND SPACING

			Coupes			Station Wagons
			Sedans	Nova	SS	
Height above ground to center of bulb	Headlamp	Highest *	26.9	26.4	26.8	27.5
		Lowest	--	--	--	--
	Tail	Highest	27.9	26.6	27.1	29.1
		Lowest	27.9	26.6	27.1	29.1
Distance from C/L of car to center of bulb	Headlamp	Inside				
		Outside *				
	Tail	Inside				
		Outside				
	Directional	Front				
		Rear				

* If single headlamps are used enter here.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL _____

CONVENIENCE EQUIPMENT

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

Power windows	Side Windows	NA
	Vent Windows	NA
	Backlight or tailgate	Optional
Power seats (specify type as well as availability)		NA
Reclining front seat back		NA
Front seat headrest		Optional
Radios (specify type as well as availability)		AM - push button
Rear seat speaker		Optional
Power Antenna		Optional
Clock		Standard 117-11800 Optional on all other models
Air Conditioner (specify type and availability)		Optional - All Weather
Speed warning device		NA
Speed control device		Optional
Ignition lock lamp		NA
Back up lamp		Standard
Dome lamp		Standard
Glove compartment lamp		Standard 115-116-117-11800; optional on all other models
Prkg. brake signal lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Emergency flasher lamp		Optional
Cornering light lamp		NA
Instrument Panel Pad		Standard
Padded Sun Shades		Standard
Left Hand Outside Mirror		Standard

WEIGHTS

Form Rev. 4-65

INDEX

SUBJECT	PAGE NO.	SUBJECT	PAGE NO.
Automatic Transmission.....	1, 16	Linings - Clutch, Brake	14, 18, 19
Axis, Steering	20	Lubrication	7, 8, 14, 15, 16, 17
Axle, Rear.....	1, 17	Luggage Capacity.....	2
Battery.....	12	Motor, Starting	12
Bearings, Engine	5, 6, 7	Muffler	8
Belts - Fan, Generator, Water Pump	11	Overdrive	15
Body - General Information, types.....	Title, 1, 2, 22	Piston Pins & Rings.....	3, 5
Exterior Dimensions.....	1	Pistons.....	3, 5
Interior Dimensions	2	Power Brakes.....	18
Brakes - Parking, Service, Power.....	18, 19	Power Steering	19
Camber.....	20	Power Teams	4
Camshaft.....	6	Propeller Shaft, Universal Joints	16, 17
Capacities		Pumps - Oil, Fuel	8, 10
Cooling System.....	11	Water.....	11
Fuel Tank	10	Radiator, Hoses	11
Lubricants		Ratios - Axle	1, 4, 17
Engine Crankcase	8	Compression.....	1, 3, 4
Transmission and Overdrive.....	15, 16	Steering.....	19, 20
Rear Axle.....	17	Transmission	15, 16
Carburetor.....	4, 9, 10	Rear Axle	1, 4, 17
Caster	20	Regulator - Generator.....	12
Clutch, Automatic.....	10	Rims.....	18
Clutch - Pedal Operated	14	Rings, Piston.....	5
Coil, Ignition.....	13	Rods - Connecting.....	5
Connecting Rods.....	5	Shock Absorbers, Front & Rear.....	21
Convenience Equipment.....	23	Spark Plugs	13
Cooling System.....	11	Speedometer	14
Crankcase Ventilation	8	Springs - Front & Rear Suspension.....	21
Crankshaft.....	5	Valve, Engine.....	6
Cylinders and Cylinder Head.....	3	Stabilizer (Sway Bar) - Front & Rear	21
Distributor - Ignition	13	Starting Motor.....	12
Electrical System	12, 13, 14	Steering.....	19, 20
Engine		Suppression - Ignition, Radio.....	14
Bore, Stroke, Displacement, Type.....	1, 3	Suspension - Front & Rear.....	21
Compression Ratio.....	1, 3	Tailpipe	8
Firing Order, Cylinder Numbering	3	Thermostat, Cooling.....	11
General Information, H.P. & Torque.....	1, 3	Timing, Engine & Valve	6, 7, 13
Lubrication	7, 8	Tires	1, 18
Power Teams	4	Toe in.....	20
Exhaust Emission Control.....	9	Torque Converter.....	16
Exhaust System	8	Torque - Engine, Rated.....	1, 3, 4
Equipment Availability.....	22	Transmission - Types.....	1, 4, 10, 15, 16
Fan, Cooling	11	Automatic.....	1, 4, 10, 15, 16
Filters - Engine Oil, Fuel System.....	8, 10	Manual & Overdrive.....	1, 4, 10, 15
Frame.....	19	Ratios	15, 16
Front Suspension.....	21	Track	1
Fuel, Fuel Pump, Fuel System.....	1, 3, 10	Trunk Luggage Capacity.....	2
Fuel Injection	1, 10	Turning Diameter.....	19
Generator and Regulator.....	12	Unitized Construction.....	19
Glass.....	22	Universal Joints, Propeller Shaft	16, 17
Height (Lamps).....	14	Valves - Intake & Exhaust	6, 7
Headroom - Body.....	2	Vibration Damper	6
Heights - Overall	1	Voltage Regulator	12
Horns.....	14	Water Pump	11
Horsepower - Brake.....	1, 3, 4	Weights - Shipping, Curb.....	24
Ignition System.....	13	Wheel Alignment	20
Inflation - Tires	18	Wheelbase	1
Instruments	8, 14	Wheels & Tires.....	18
Kingpin (Steering Axis)	20	Wheel Spindle.....	20
Lamp Height & Spacing	22	Widths - Car & Body.....	1
Legroom	2	Windshield.....	22
Lengths - Overall	1	Windshield Wiper.....	14
Lifters, Valve	6		