



ORIGINAL



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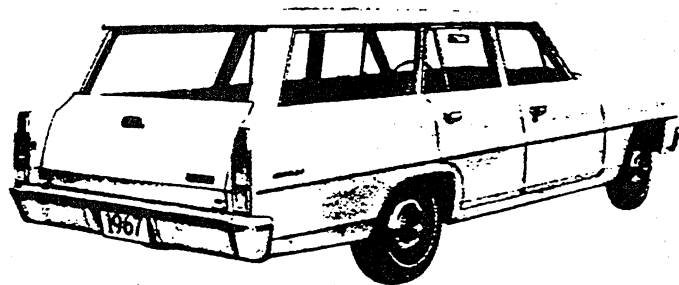
MODEL IDENTIFICATION

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 2-DOOR SPORT COUPE, 5-PASSENGER

MODEL 115-11669 4-DOOR SEDAN, 6-PASSENGER

NOVA SUPER SPORT 117-11800 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 (Willow Run)	Unit Number (25th unit)
11169	1967 7	W	100025

Thus: The 25th model built at Willow Run would be serial number 111697W100025

6-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (26th unit)
11369	1967 7	W	100026

Thus: The 26th model built at Willow Run would be serial number 113697W100026

ASSEMBLY PLANTS

W - Willow Run

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

• TRANSMISSION IDENTIFICATION

Example: S7E01

Prefix	Plant and Type Designation	Production Month & Date
	S	501D*
S	Saginaw	3-speed
R	Saginaw	4-speed
P	Muncie	4-speed
C	Cleveland	Powerglide
T	Toledo	Powerglide

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

- o - Month: 5 denotes May; 01 denotes 1st day.
- * - The letter "D" or "N" following the date numerals, indicates day or night shift.

ENGINE IDENTIFICATION

Example: F 1210 OA

Source Designation	Production* Month and Date	Type 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

250 Cubic inch 6-cylinder (RPO L22)
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, 4-bbl. carb.
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

REAR AXLE IDENTIFICATION

Example: BA 0212 B

Type Designation	Production* Month and Day	Source† 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

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	Back window reveal	All exc. wagons
		Belt reveal	115-11637; 117-11800
		Hub caps	111-113-114-115-11600
		Roof drip gutter	115-116-117-11800
		Tailgate window reveal	Station wagons
		Wheel trim covers	117-11800
		Windshield reveal	All
	Anodized Aluminum	Body side molding - black paint fill	115-11600
		Body side molding - bright	117-11800
		Body sill molding - bright	115-11600
		Front fender lower molding	117-11800
		Headlamp and tail lamp bezels	All
		Radiator grille	All
		Radiator grille nameplate, "Chevy II"	All
		Rear quarter lower molding	117-11800
		Sail panel molding - bright	115-11669
		Wheel opening moldings	117-11800
	Chrome Plated Metal	Deck lid trim plate	115-116-117-11800
		Deck lid emblem	111-113-11411-69
		Tailgate nameplate	111-113-11435
		Front door vent channel and post	All
		Front fender engine emblem-V8 & opt. 6	All
		Radiator grille emblem-"Nova SS"	117-11800
		Rear quarter series nameplate	All
		Tailgate window control	Station wagons
Back-up lamps			All
Filler - left rear quarter gasoline			All
Lamp - rear license			All
Wipers, windshield - 2-speed electric, with washers, satin-chrome hardware			All

REGULAR EQUIPMENT—INTERIOR

Bright Metal Trim & Moldings	Armrest - front door - bright base	115-116-117-11800
	Armrest - rear with ash tray - bright base	115-116-117-11800
	Front seat back lock handle	2-door models
	Window control knobs-colored plastic	All
	Door sill plates	All
	Front door safety lock knob - bright	All
	Radio hole cover plate - bright	115-116-117-11800
	Rear view mirror - day-night padded frame	All
	Seat adjuster handle - bright	117-11800
	Sunshade supports	All
Instrument Panel	Ash tray	All
	Cigarette lighter	115-116-117-11800
	Control knobs - "mushroom" type	All
	Electric clock	117-11800
	Glove box door trim plate	115-116-117-11800
	Glove box lock	All
	Ignition lock and starter switch-"4 position"	All
	Instrument cluster bezel	All
	Right side nameplate	115-116-117-11800
	Vent control knobs - color-keyed	All
Interior Lights	Glove box	115-116-117-11800
	Roof center dome	All
Steering Wheel	3-spoke, horn button	111-113-11400
	3-spoke, horn button & ornaments	115-116-117-11800
Armrests - front door - colored plastic base		111-113-11400
Brake system failure indicator, parking brake alarm		All
Coat hooks (2) - soft plastic, colored		All
Four-way hazard flasher		All
Freeway lane change signal		All
Heater - deluxe		All
Locking knobs - rear door		All 4-doors
Load floor mat, vinyl coated rubber		115-11635
Load floor mat, black rubber		113-11435
Lighted heater controls		115-116-117-11800
Luggage compartment spatter paint		All exc 113-114-115-11635
Luggage compartment mat		115-11637,115-11669,117-11800
Padded instrument panel and sunshades		All
Passenger compartment floor mats - carpet		115-116-117-11800
Passenger compartment floor mats - black rubber		111-113-11400
Radio hole cover plate - painted		111-113-11400
Seat belts, front and rear seats		All
Seat adjuster handle - black plastic		111-113-114-115-11600
Seats - front bucket		117-11800
Switch - front door jamb		115-116-117-11800
Ventipanes - friction type front		All

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO /ACC		Models
Air conditioning, Comfort-Car		ACC	11000 exc 11100
Air conditioning, All-Weather	C60		11000 exc 11100
Air injection reactor equipment	K19		11000 exc 11100
Appearance Guard Group (Items available as a group or as separate options)			
Custom deluxe front and rear seat belts (with front retractors)			11000
Door edge guards			11000
Front bumper guards			11000
Rear bumper guards			11000 exc wgn
Rubber twin front and rear floor mats			11000
Auxiliary Lighting Group (Items available as a group or as separate options)			
Ash tray lamp			11000
Glove box lamp			111-113-11400
Instrument panel courtesy lamps			11000
Luggage compartment lamp			11000 exc wgn
Underhood lamp			11000
Battery, heavy duty	T60		11000
Brakes, front wheel disc	J52		11000
Brakes, power	J50	ACC	113-114-115-116-11800
Carrier cover, roof luggage		ACC	11000 wgn
Carrier, deck lid luggage		ACC	11000 exc wgn
Carrier, roof luggage	V55	ACC	11000 wgn
Carrier, ski equipment (deck lid)		ACC	11000 exc wgn
Carrier, ski equipment (roof clamp-on type)		ACC	11000
Clock, electric	U35	ACC	111-113-114-115-11600
Clutch, heavy duty	M01		111-113-115-11700
Compass, auto		ACC	11000
Defroster, rear window	C50	ACC	11000 exc wgn
Emergency road kit		ACC	11000
Engines			
155 hp Turbo-Thrift 250 cu.in. L-6	L22		113-115-11700
275 hp Turbo-Fire 327 cu.in. V-8	L30		114-116-11800
Engine ventilation, closed positive	K24		11000
Exhaust system, dual	N10		114-116-11800
Fan, temperature controlled		ACC	11000
Fire extinguisher		ACC	11000
Floor mats, rubber twin front and rear	B37	ACC	11000
Generator, Delcotron (12-42 amp)	K79		11000
Generator, Delcotron (61 amp)	K76		11000
Glass, tinted window	A01		11000
Glass, tinted windshield	A02		11000
Guards, door edge	B93	ACC	11000
Guards, front bumper	V31	ACC	11000
Guards, rear bumper	V32	ACC	11000 exc wgn
Headrest, conventional type front seat	A82		111-113-114-115-11600
Headrest, Strato-ease special contour front bucket seat	A81		117-11800
Heater-defroster deletion	C48		11000
Lamp, ash tray	U28	ACC	11000
Lamp, glove box	U27	ACC	111-113-11400
Lamp, luggage compartment	U25	ACC	11000 exc wgn
Lamps, instrument panel courtesy	U29	ACC	11000
Lamp, underhood	U26	ACC	11000
Lighter, cigarette		ACC	111-113-11400
Litter container, instrument panel mounted		ACC	11000
Litter container, saddle type		ACC	11000
Lock, gas filler cap		ACC	11000
Lock, spare wheel		ACC	11000
Locks, rear door guard		ACC	11000 4-door models

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO /ACC	Models
Mirror, remote control outside rear view	D33	11000
Mirror, visor vanity	ACC	11000
Operating Convenience Group (Items available as a group or as separate options)		
Rear window defroster		11000 exc wgn
Remote control outside rear view mirror		11000
Radiator, heavy duty	V01	11000
Radio and front antenna, manual AM	ACC	11000
Radio and front antenna, push-button AM	U63	11000
Radio antenna, front manual	ACC	11000
Radio antenna, rear manual	U73	11000 exc wgn
Foundation Group (Items available as a group or as separate options)		
Deluxe foam front seat cushion		111-113-11400
Electric clock		111-113-114-115-11600
Push-button AM radio with front antenna		11000
Radio speaker, rear seat	U80	11000
Rear Axle		
3.08 ratio	G92	11000 exc 11100
3.31 ratio	G94	114-116-11800
3.36 ratio	G76	113-115-11700 exc wgn
3.55 ratio	G96	11000
Positraction	G80	11000
Roof cover, vinyl	C08	115-116-117-11837
Seat belt, rear center - used with Custom deluxe seat belts	A15	11000 exc sport coupe
Seat belt, rear center - used with Standard seat belts	A68	11000 exc sport coupe
Seat belts, custom deluxe front and rear (with front retractors)	A39	11000
Seat cushion, deluxe foam front	B55	111-113-11400
Seat pad, ventilated	ACC	11000
Shoulder harness, front seat - used with custom deluxe seat belts	A85	11000
Shoulder harness, front seat - used with standard seat belts	A51	11000
Speed warning indicator	U15	11000
Spotlamp, hand portable	ACC	11000
Station Wagon Convenience Group (Items available as a group or as separate options)		
Power tailgate window		11000 wgn
Roof luggage carrier		11000 wgn
Steering, power	N40	11000 exc 11100
Steering wheel, deluxe	N30	11000
Steering wheel, wood-grained plastic	N34	11000
Suspension, heavy duty front and rear	F40	11000
Tachometer	ACC	114-116-11800
Tires		
6.95-14-4pr whitewall rayon	P67	11000 exc wgn
6.95-14-8pr whitewall rayon	T11	11000 wgn
Tissue dispenser, instrument panel mounted	ACC	11000
Trailer hitch	ACC	11000
Trailer wiring harness	ACC	11000
Transmissions		
4-speed transmission (3.11, 2.54 or 2.52:1 low) *	M20	114-116-11800
Powerglide transmission *	M35	11000
Wheel trim covers	P01	111-113-114-115-11600
Wheel trim covers, mag-style	N96	11000
Wheel trim covers, simulated wire	P02	11000
Window, power tailgate	A33	11000 wgn

* Includes floor console with Nova SS

AIR CONDITIONING EQUIPMENT

● ALL WEATHER (RPO C60)

Heater and defroster, operates independently of the air conditioner; Air conditioner is 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 - Refer to Power Trains Section

POWER TRAINS

Fan Blade ----- 5 blade
Fan Clutch ----- Thermomodulated fluid coupling*
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One*
Generator ----- 42 Ampere
Radiator ----- Heavy duty
Radiator Shroud, Fan Opening ----- Steel; 19.50 dia.*

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

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

CHASSIS

FRAME AND FRONT SUSPENSION	2
STEERING, DRIVELINE, WHEELS AND TIRES	3
REAR AXLE AND SUSPENSION	4
BRAKES	5
BULBS AND LAMPS	6
FUSES AND CIRCUIT BREAKERS	7

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 ----- 1.61

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters -----

Inner bearing ----- 1.2493-1.2498

Outer bearing ----- .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 composite on phenolic

Lower ----- Two bearings; sintered iron and teflon coated phenolic.

SHOCK ABSORBERS

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

Piston diameter ----- 1.00

STABILIZER BAR

Type ----- Link(a)

Material ----- HR steel

Diameter ----- .687

FRONT WHEEL ALIGNMENT (curb)

Camber (degrees) ----- 0 to P1

Caster (degrees) ----- P1/2 to P1-1/2

Toe-in (total) ----- 1/4 to 3/8

● SAI (degrees) ----- 6-1/2 to 7-1/2

GENERAL SUSPENSION PROVISIONS

Car leveling ----- Front stabilizer bar on V-8 models and L-6 wagons

Anti-dive 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-4 Engine		● 194 & 250 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		
Ref.	A	A	C	C	C	C	C	A	A	B	B	B	B	B	C	C		

327 Cu.In. V-8 Engine							
D	D	D	D	D	B	B	

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

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description	Semi-reversible, recirculating ball nut gear, with energy absorbing steering column Gear, 20:1; overall, 25.4:1
Ratios	
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	18.82
@ 36.1 degrees (limit of turn)	29.61
Linkage	Parallelogram, rear of wheels, 2 tie rods
Steering wheel	
Type	Deep dished, 16.5 dia.

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	14x5J
Offset	1.00

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)
Type Linkage; with pump driven by crankshaft pulley providing hydraulic pressure to cylinder assisting steering linkage.

TIRES

Construction	2 ply; wagons 4 ply
Rating	4 ply; wagons 8 ply
Size	
Sedan, coupe and Nova SS	6.95x14-4
Station wagons	6.95x14-8

TIRE SPECIFICATIONS

		6.95x14-4PR	6.95x14-8PR
● Static loaded radius		11.9	11.9
Loaded rev/mi @ 50 MPH		816	816
● Capacity (lbs @ PSI)		1120 @ 24	1120 @ 24
		1195 @ 27	1490 @ 40
Recommended pressure (cold)	Front	24*	24
	Rear	27*	40

* Recommended pressures for V-8 models; front rated at 1145 @ 25 PSI and rear at 1245 @ 29 PSI.

- Description ----- Semi-floating; 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 ----- (Vert) 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

3.08, 3.36, 3.55:1 ----- 8.125

Ratios (standard)

3-speed & Powerglide ----- 3.08

Except 194 L-6, and 250 L-6

3-speed wagon ----- 3.36

4-speed, V-8 engines ----- 3.08

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

3.08 (8.125 hypoid gear) ----- 37,12

3.36 (8.125 hypoid gear) ----- 37,11

- 3.55 (8.125 hypoid gear) ----- 39,11

(see POWER TRAINS)

Type ----- 2 pinion with dual disc clutches

- Description ----- Hotchkiss; 2 semi-elliptical single leaf springs support rear axle. Drive and torque taken through rear springs.

Wheel travel (design)

Total ----- 9.38

Jounce ----- 4.00

Rebound ----- 5.38

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

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

Piston diameter ----- 1.00

Part Number	Ref.	Type	Material	● Length C/L Eye centers	Width C/L of axle	Design load @ C/L of axle (lb @ camber)	Deflection rate (lb per inch)	
							@ Spring	@ Wheel
3892730	A	Semi-Elliptical Single Leaf	AISI A-5160	62.5	2.25	620 @ .29	95	102
3792597	B			62.5	2.25	855 @ .01	130	136
3876683	C			62.5	2.25	675 @ .29	115	121

Engine	153 Cu.In. L-4 Engine		● 194 & 250 Cu.In. L-6 Engine					283 Cu.In. V-8 Engine								
Models	11100		11300	11500	11700	11400	11600	11800								
	11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37
Ref.	A	A	A	A	B	A	B	A	A	A	A	B	A	B	A	A

327 Cu.In. V-8 Engine			
C	C	B	C
B	C	B	C
C	C		

BRAKES

SERVICE BRAKES (Standard)

● Type	Dual-circuit; brake system warning and parking brake light, and reverse self-adjusting brakes.
Line pressure, psi, @ 100 lb pedal load	787
Braking ratios	
Pedal	6.18
Hydraulic	3.80
Overall	23.5
Distribution of braking effort	
Front wheels (theoretical, percent)	59.4
Brake drum	
Diameter, front & 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 & rear	9.01
Secondary shoe, front & rear	9.75
Width	
Front wheels, primary & secondary	2.50
Rear wheels, primary & 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	7.0

PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq.in.)	75.0
Control	Apply and release by pawl type brake lever mounted horizontally to right of steering column

POWER BRAKES (RPO J50)

(Same as standard SERVICE BRAKES except as follows)
Type Vacuum power unit added
assist standard master cylinder; integral

Braking ratios	
With standard production service brake linings	
Pedal	3.32
Hydraulic	3.80
Overall	12.60
With metallic service brake linings	
Pedal	3.58
Hydraulic	4.33
Overall	15.51
With front disc brakes	
Pedal	3.32
Hydraulic	29.7
Overall	98.5
Master cylinder	
Piston travel (available pedal travel)	1.16
● Foot pedal travel	4.62

FRONT DISC BRAKES (RPO J52)

(Same as standard production SERVICE BRAKES on
rear only)

Type	Hub mounted front discs, with self-adjusting caliper units mounted on the steering knuckle. A metering valve is provided for balance between front and rear brakes.
Line pressure, psi @ 100 lb pedal load	Manual 960
Braking ratios (manual)	
Pedal	6.18
Hydraulic	29.7
Overall	183.5
Brake disc	
Construction	Caliper type with radial cavities for heat dissipation
Material	Cast iron
Diameter	11.00
Swept disc & drum area	332.4
Brake lining	
Material	Molded asbestos
Size, disc segment	5.96 x 2.21 x .41
Method of attachment	Riveted
Total effective area (sq.in.)	114.0
Gross lining area (sq.in.)	118.1
Master cylinder	
Piston diameter	1.00
Piston travel	1.18
Wheel cylinders (front)	
Number	4 per wheel
Piston diameter	1-7/8
● Foot pedal travel	Manual 7.0 Power 4.12

BULBS AND LAMPS

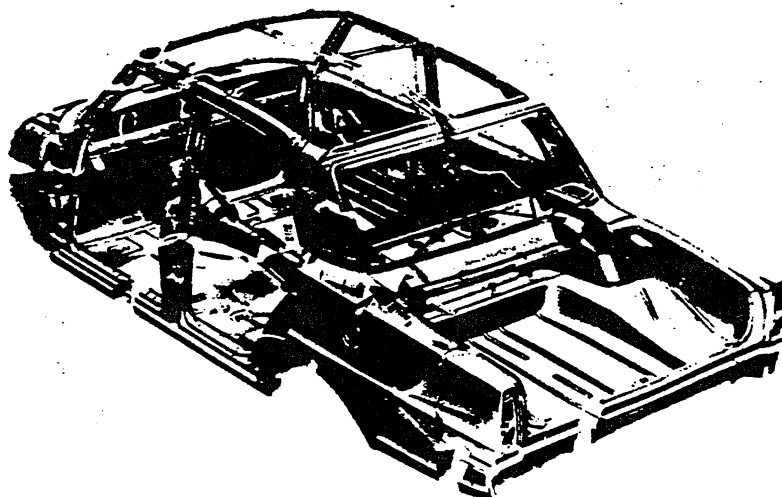
BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission	Column, 1-53	1
position pattern	Console, 1-1895	2
Back-up	2-1156	32
Brake warning	1-1895	2
Clock (with tachometer option)	1-1895	2
Courtesy (instrument panel)	2-631	6
Direction signal indicators	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	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park	2-1157	4
Turn		32
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	4
Stop and turn		32
Temperature indicator	1-1895	2
Underhood lamp	1-93	15
Heater controls	1-1895	2

FUSES, AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
Ash tray lamp	AGC 25 fuse	Fuse panel (f)
Auto. trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 4 fuse	Fuse panel (c)
Cigarette lighter	AGC 10 fuse	Fuse panel (d)
Clock	AGC 20 fuse	Fuse panel (b)
Clock lamp	AGC 20 fuse	Fuse panel (b)
Courtesy lamps	AGC 4 fuse	Fuse panel (c)
Defogging unit	AGC 20 fuse	Fuse panel (b)
Direction signal indicator lamps	AGC 10 fuse	Fuse panel (d)
Dome lamp	AGC 4 fuse	Fuse panel (c)
Fuel gauge	AGC 20 fuse	Fuse panel (b)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 10 fuse	Fuse panel (d)
Headlamps	AGC 20 fuse	Fuse panel (b)
Headlamp hi-beam indicator lamp	15 amp CB	Light switch
Heater	15 amp CB	Light switch
Instrument cluster lamps	AGC 25 fuse	Fuse panel (f)
License lamp	AGC 4 fuse	Fuse panel (c)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (b)
Oil pressure indicator lamp	AGC 20 fuse	Fuse panel (b)
Parking lamps	AGC 10 fuse	Fuse panel (d)
Brake warning lamp	15 amp CB	Light switch
Radio and radio lamp	AGC 10 fuse	Fuse panel (d)
Speed warning device	AGC 20 fuse	Fuse panel (g)
Spot lamp	AGC 20 fuse	Fuse panel (b)
Inside operated	AGC 20 fuse	In line
Portable	AGC 20 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (b)
Tailgate motor	40 amp CB	Hinge pillar
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	AGC 20 fuse	Fuse panel (g)
	14 amp CB	Switch

* Letter suffix indicates same circuit

BODY



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EXTERIOR PAINT PROCESS



1. **RUSTPROOFING.** Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.
2. **BODY AND SHEET METAL PRIMERS.** Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.
3. **PRIMER COAT** is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 390 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.
4. **FLASH PRIMER AND PRIMER-SURFACER COATS.** An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 285 degrees F.
5. **INITIAL SANDING.** Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.
6. **LACQUERING.** Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.
7. **INITIAL BAKING.** To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.
8. **FINAL SANDING.** To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.
9. **FINAL BAKING.** To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.
10. **UNDERCOATING.** To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.
- 11. **PAINT REPAIR AND PROTECTION.** Mars, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "slush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

EXTERIOR-INTERIOR COLORS

CHEVY II 100 111-113-11400 SERIES

EXTERIOR		INTERIOR TRIM COLORS AND RPO NUMBERS		
		Fawn	Blue	Black
RPO	COLOR	771	733	---
AA	Black	771	734	791 (a)
CC	White	*	*	*
DD	Medium Blue	*	*	*
EE	Dark Blue		*	*
FF	Bright Blue		*	*
GG	Gold		*	*
HH	Medium Green	*		*
KK	Medium Turquoise	*		*
LL	Dark Turquoise	*		*
MM	Plum	*		*
NN	Maroon			*
RR	Red	*		*
SS	Fawn			*
TT	Cream	*		*
YY	Yellow	*		*
Two-Tone (Lower/Upper)				
CD	White/Medium Blue		*	
DC	Medium Blue/White		*	
DE	Medium Blue/Dark Blue		*	
ED	Dark Blue/Medium Blue		*	
GT	Gold/Cream	*	*	
ST	Fawn/Cream	*		*

(a) Also available for 11411-69.

EXTERIOR-INTERIOR COLORS—Cont'd

NOVA 115-11600 SERIES

NOVA SS 117-11800 SERIES

		INTERIOR TRIM COLORS AND RPO NUMBERS						
		Fawn	Blue	Black	Maroon	Red	Gold	Bright Blue
		Models 11637-69						
		773	735	786(a)	754(a)	---	---	---
		Models 11635-37						
		774(a)	736(a)	785	---	---	---	---
EXTERIOR		Model 11837						
RPO	COLOR	---	---	780	---	749	781	737
AA	Black	*	*	*	*	*	*	*
CC	White	*	*	*	*	*	*	*
DD	Medium Blue		*	*				*
EE	Dark Blue		*	*				*
FF	Bright Blue		*	*				*
GG	Gold	*		*			*	
HH	Medium Green	*		*				
KK	Medium Turquoise	*		*				
LL	Dark Turquoise	*		*				
MM	Plum			*				
NN	Maroon	*		*	*	*	*	
RR	Red			*		*		
SS	Fawn	*		*			*	
TT	Cream	*		*			*	
YY	Yellow	*		*				
Two-Tone (Lower/Upper)								
CD	White/Medium Blue		*					
DC	Medium Blue/White		*					
DE	Medium Blue/Dark Blue		*					
ED	Dark Blue/Medium Blue		*					
GT	Gold/Cream	*		*			*	
ST	Fawn/Cream	*		*			*	

(a) Not available for 11637

Vinyl top option (RPO C08) available in Black or Light Fawn for Sport Coupe models

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 rotary type latches. Inside push-button locks and 2-position free-wheeling inside door handles 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
1.25 poly foam ----- 111-113-11400
1.75 poly foam ----- 115-11600
1.50 foam rubber ----- 117-11800
Rear seat cushion
Jute and cotton ----- 113-11400
1.00 poly foam ----- 115-116-117-11800

WINDSHIELD WIPERS

Type ----- Dual, single 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 type "L" wrench stored beneath tire.

BODY GLASS

LOCATION	TYPE*	MODELS			
		11	69	37	35
Windshield		1007.3		897.9	1007.3
Front door	Ventipane	97.4			
	Window	842.8	535.9	675.6	535.9
Rear door	Ventipane		99.4		152.1
	Window		586.4		591.3
Rear quarter	Window	470.4		276.0	
	Rear side	1067.7			
Back window		932.8		1117.1	698.4
Total DLO area		3350.7	3259.2	3064.0	4150.1

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

DIMENSIONS AND WEIGHTS

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INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDANS		SPORT COUPES		STATION WAGONS
		2-DOOR	4-DOOR	11537	11737	
H3	Seat cushion height	12.0			11.3	11.7
H11	Entrance height	30.9		30.0	29.8	30.8
H13	Steering wheel thigh clearance			3.5		
H30	H point to heel point	9.0		9.1	9.3	9.6
H32	Seat cushion deflection	3.9			3.6	3.8
H50	Upper body opening to ground			50.0		
H58	H point rise			.7		.5
H61	Effective headroom	38.8		37.4	37.2	38.8
H70	H point to body O line			14.2	14.4	14.7
H75	Effective headroom	38.9	39.0	37.5	37.4	38.8
W3	Shoulder room			55.3		
W5	Hip room			59.2		
L7	Steering wheel torso clearance			12.3		11.8
L17	H point travel			4.0		
L34	Effective leg room	40.7			41.0	40.5

REAR COMPARTMENT

H8	Seat cushion height	12.5			11.1	12.6
H12	Entrance height	---	30.3		---	30.2
H31	H point to heel point	10.7			9.7	11.3
H33	Seat cushion deflection	4.3			4.1	3.1
H51	Upper body opening to ground	---	50.8		---	50.1
H63	Effective headroom	37.3			36.4	38.2
H71	H point to body O line	14.6			13.5	15.1
H76	Effective headroom	37.3			36.2	38.5
W4	Shoulder room	54.6	55.2		53.8	55.3
W6	Hip room			58.6		59.0
L3	Rear compartment room	27.5		23.5	23.2	28.8
L50	H point couple distance	33.0		29.1	28.9	33.8
L51	Effective leg room	35.5	36.2	31.2	31.0	37.7

LUGGAGE COMPARTMENT

---	Compartment opening width	53.5			
---	Compartment interior height	17.0			
---	Compartment interior width	69.0			
---	Compartment interior length	47.0			
H195	Compartment loading height	23.2		21.9	22.3
V1	Usable luggage capacity (cu.ft.)	13.0			
---	Total compartment volume (cu.ft.)	25.5			

STATION WAGON CARGO SPACE

H201	Maximum cargo height		32.6
H202	Rear opening height		28.7
H250	Tailgate to ground height		24.7
W200	Cargo width - front		57.3
W201	Cargo width - wheelhouse		42.8
W203	Rear opening width at floor		47.3
W204	Rear opening width at belt		47.0
W205	Rear opening width above belt		47.0
L200	Maximum cargo length - front seat		108.3
L201	Maximum cargo length - second seat		74.7
L202	Cargo length at floor - front seat		86.0
L203	Cargo length at floor - second seat		52.4
L204	Cargo length at belt - front seat		73.2
L205	Cargo length at belt - second seat		37.6
V2	Total cargo volume (cu.ft.)		76.2

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	SEDANS		SPORT COUPES		STATION WAGONS
		2-DOOR	4-DOOR	11537	11737	
L101	Wheelbase	110.0				
L102	Tire size (standard)	6.95 x 14				
L103	Overall length	183.0				187.4
L104	Overhang - front	27.0				
L105	Overhang - rear	46.0				50.4
----	Overall length - less bumpers	180.2				183.5
L127	Body O line to C/L of rear wheels	94.5				
L128	Hood length at centerline	51.3				

WIDTHS

W101	Tread - front	56.3				
W102	Tread - rear	55.8				
W103	Maximum overall width of car	71.3				
W106	Front fender overall width	70.2				
W107	Rear fender overall width	70.5				69.4
W120	Overall car width, front doors open	151.3	134.0	151.3		134.2
W121	Overall car width, rear doors open	---	131.2	---		131.9

HEIGHTS

H101	Overall height (design)	55.3		53.5		55.7
----	Overall height (curb)	56.9		54.8		57.6
H102	Front bumper to ground	12.9		12.3	12.9	13.6
H104	Rear bumper to ground	12.9		11.6	12.0	10.2
H111	Rocker panel to ground - front	7.9		6.8	7.2	8.9
H112	Rocker panel to ground - rear	8.4		7.6	8.1	8.9
H114	Hood at rear to ground	37.8				38.8
H115	Step height - front (design)	13.1		12.3	12.7	13.5
H116	Step height - rear (design)	---	12.8	---		13.1
H125	Headlamp to ground	26.8		26.4	26.8	27.5
H126	Tail lamp to ground	27.9		26.6	27.1	29.1
H130	Step height - front (curb)	14.7		13.9	14.3	15.1
H131	Step height - rear (curb)	---	14.7	---		15.1
H136	Body O line to ground - front	5.8		5.2	5.0	6.2
H137	Body O line to ground - rear	5.4		5.2		5.8

CLEARANCES

H106	Angle of approach (degrees)	34		32		35
H107	Angle of departure (degrees)		17			12
H147	Ramp breakover angle (degrees)		13			14
H148	Front suspension to ground	10.5		9.9		11.0
H149	Oil pan to ground	7.0		6.5		7.2
H150	Flywheel housing to ground	6.5		6.0		6.7
H151	Frame to ground	7.8		7.4	7.8	8.7
H152	Exhaust system to ground	6.1		5.8		6.6
H153	Rear axle to ground		6.6			6.7
H154	Fuel tank to ground		7.9			7.5
H155	Tire well to ground		Mounted over axle			Rr. rr. fender
H156	Minimum ground clearance (H152)	6.1		5.8		6.6

VEHICLE WEIGHTS

CHEVY II 100

Model	VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
		Front	Rear	Total	Front	Rear	Total
11111	2-Door Sedan 4-cylinder	1375	1180	2555	1370	1300	2670
11311	2-Door Sedan 6-cylinder	1475	1165	2640	1480	1285	2765
11411	2-Door Sedan 8-cylinder	1580	1190	2770	1595	1310	2905
11335	4-Door Station Wagon 6-cylinder	1405	1460	2865	1405	1580	2985
11435	4-Door Station Wagon 8-cylinder	1495	1490	2985	1510	1610	3120
11169	4-Door Sedan 4-cylinder	1380	1180	2560	1375	1300	2675
11369	4-Door Sedan 6-cylinder	1480	1170	2650	1480	1290	2770
11469	4-Door Sedan 8-cylinder	1585	1195	2780	1595	1315	2910

NOVA

11537	2-Door Sport Coupe 6-cylinder	1460	1200	2660	1460	1320	2780
11637	2-Door Sport Coupe 8-cylinder	1560	1230	2790	1575	1350	2925
11535	4-Door Station Wagon 6-cylinder	1415	1475	2890	1420	1595	3015
11635	4-Door Station Wagon 8-cylinder	1510	1505	3015	1520	1630	3150
11569	4-Door Sedan 6-cylinder	1485	1175	2660	1490	1290	2780
11669	4-Door Sedan 8-cylinder	1590	1200	2790	1605	1320	2925

NOVA SUPER SPORT

11737	2-Door Sport Coupe 6-cylinder	1480	1210	2690	1480	1330	2810
11837	2-Door Sport Coupe 8-cylinder	1580	1240	2820	1595	1360	2955

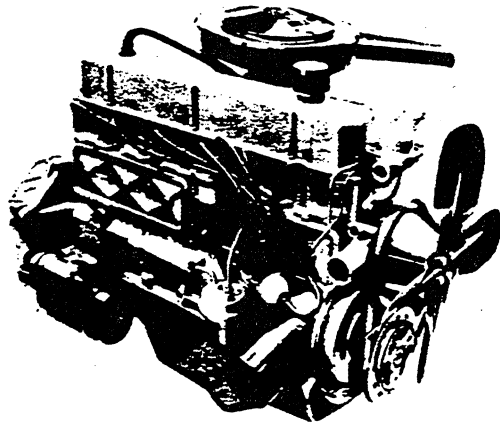
SHIPPING WEIGHT: Weight of basic vehicle with regular equipment and grease and oil. Weight of gasoline and water not included.

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

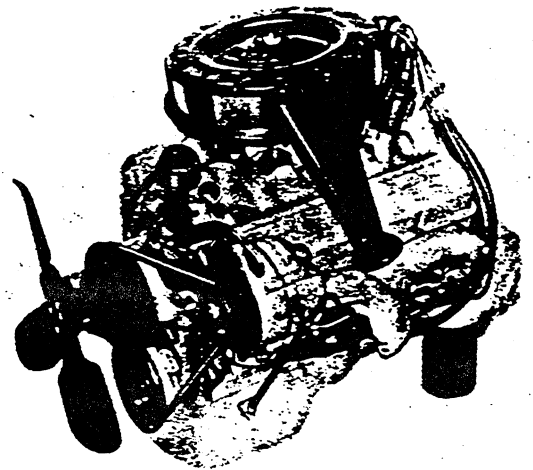
For total shipping, and curb, weights of vehicles equipped with the following options, add to, or deduct from, the base vehicle weight (lbs).

RPO	Option	Weight
C48	Less Heater	- 24
C60	Air Conditioning	+ 90
J50	Power Brakes	+ 9
J52	Front Disc Brakes	+ 33
L22	250 Cu.In. L-6	+ 10
L30	327 Cu.In. V-8	+ 32
M20	Four-Speed Transmission	+ 11
M35	Powerglide Transmission	+ 10
N10	Dual Exhaust	+ 30
N40	Hydraulic Steering	+ 30
T60	Heavy Duty Battery	+ 16
U63	Radio - Push-Button	+ 8

POWER TRAINS



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POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*			
			2.73:1	3.08:1	3.36:1	3.55:1
153 Cubic Inch L-4 Super Thrift 153 90 HP Standard	3-Spd (2.85:1 low) & Powerglide	All Models (A)		Std.		Perf.

194 Cubic Inch L-6 Hi-Thrift 194 120 HP Standard	3-Spd (2.85:1 low)	All except Sta. Wagons		Std.	Perf.	Spcl.
		With Air Conditioning			Std.	Perf.
		Station Wagons		Econ.	Std.	Perf.
		With Air Conditioning			Std.	Perf.
	Powerglide	All Models	(a)	Std.		Perf.
		With Air Conditioning			Std.	Perf.

250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low)	All except Sta. Wagons		Std.	Perf.	Spcl.
		With Air Conditioning			Std.	Perf.
		Station Wagons		Econ.	Std.	Perf.
		With Air Conditioning			Std.	Perf.
	Powerglide	All Models		Std.		Perf.
		With Air Conditioning			Std.	Perf.

283 Cubic Inch V-8 Turbo-Fire 283 195 HP Standard	3-Spd (2.85:1 low) & 4-Spd (3.11:1 low)	All Models		Std.		Perf.
		With Air Conditioning			Std.	Perf.
	Powerglide	All Models	(a)	Std.		Perf.
		With Air Conditioning			Std.	Perf.

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

* Positraction axles available optionally for all ratios shown.
(A) Air Conditioning not available.

(a) Standard with A.I.R. Engine.
Std. - Standard
Econ. - Economy (optional)
Perf. - Performance (optional)
Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
90 HP L-4 Super-Thrift Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
120 HP L-6 Hi-Thrift Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
155 HP L-6 Turbo-Thrift RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
195 HP V-8 Turbo-Fire Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08
275 HP V-8 Turbo-Fire RPO L30	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.82	5.54	4.07	3.08	7.82	3.08

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
90 HP L-4 Super-Thrift Standard	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
120 HP L-6 Hi-Thrift Standard	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
155 HP L-6 Turbo-Thrift RPO L22	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
195 HP V-8 Turbo-Fire Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
275 HP V-8 Turbo-Fire RPO L30	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type	●L-4 OHV	L-6 OHV	V-8 OHV
Piston Displacement (Cu.In.)	153	194	250
Availability	Base	RPO L22	Base RPO L30
Number of Cylinders	Four	Six	Eight
Bore (nominal)	3.875	3.563	3.875
Stroke (nominal)	3.25	3.53	3.00
Compression Ratio	8.5:1	9.25:1	10.0:1
Taxable (SAE) Horsepower	24.0	30.5	36.0
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)	500	
	Powerglide (in Drive)	500	
Compress. Press. (PSI) @ Cranking Speed, Engine Hot	140	150	
Power Plant Mounting	Front	Two, combination compression and shear type	
	Rear	Two	One, shear type
Measurements	Fan to rear of engine block	24.23	33.09
	Top of air cleaner to bottom of oil pan	26.49	26.55
	Width - including generator	21.11	28.37
			28.92

ADVERTISED ENGINE RATING

Engine Designation	L-4, 90 HP Super-Thrift 153 Cu.In.	L-6, 120 HP Hi-Thrift 194 Cu.In.	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 195 HP Turbo-Fire 283 Cu.In.	V-8, 275 HP Turbo-Fire 327 Cu.In.
Availability	Base	Base	RPO L22	Base	RPO L30
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	120 @ 4400	155 @ 4200	195 @ 4600	275 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	177 @ 2400	235 @ 1600	285 @ 2400	355 @ 3200

ENGINE SPEED AND PISTON TRAVEL

153 CUBIC INCH FOUR CYLINDER ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		6.95x14	
Crankshaft Revolutions per Mile		2488.6	
Crankshaft RPM @ 1 MPH	Low	118.2	75.5
	Second	69.7	
	Third	41.5	41.5 (direct)
	Reverse	122.4	75.5
Piston Travel (ft/mile)		1348.0	

194 and 250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1 (a)	
Tire Size		6.95 x 14 (b)	
Crankshaft Revolutions per Mile		2488.6	
Crankshaft RPM @ 1 MPH	Low	118.2	75.5
	Second	69.7	
	Third	41.5	41.5 (direct)
	Reverse	122.4	75.5
Piston Travel (ft/mile)		1348.0 on 194 cu.in.; 1464.1 on 250 cu.in.	

(a) 3.36:1 standard on Station Wagons.

(b) 6.95 x 14-8PR standard on Station Wagons.

283 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		
Tire Size		6.95 x 14 (a)		
Crankshaft Revolutions per Mile		2488.6		
Crankshaft RPM @ 1 MPH	Low	118.2	129.0	75.5
	Second	69.7	91.3	
	Third	41.5	61.0	
	Fourth		41.5	41.5 (direct)
	Reverse	122.4	129.0	75.5
Piston Travel (ft/mile)		1244.3		

(a) 6.95 x 14-8PR standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		
Tire Size		6.95x14 (a)		
Crankshaft Revolutions per Mile		2488.6		
Crankshaft RPM @ 1 MPH	Low	105.4	105.4	73.0
	Second	62.2	74.7	
	Third	41.5	59.7	41.5 (direct)
	Fourth		41.5	
	Reverse	109.1	105.4	73.0
Piston Travel (ft/mile)		1348.0		

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

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 194 CU.IN. 120 HP	RPO L22 250 CU.IN. 155 HP	BASE 283 CU.IN. 195 HP	RPO L30 327 CU.IN. 275 HP
MODEL	11169	11369	11369	11469	11469

3-SPEED TRANSMISSION

Performance Weight (pounds)	3276	3370	3380	3511	3542
Pounds per Gross Horsepower	36.40	28.08	21.80	18.01	12.88
Pounds per Cu.In. Displacement	21.41	17.37	13.52	12.41	10.83
Gross HP per Cu.In. Displacement	.588	.618	.620	.689	.841
Power Displacement (cu.ft./mile)	110.17	139.70	108.02	203.79	235.47
Displacement Factor (cu.ft./ton mile)	67.26	82.91	106.52	116.12	132.96

4-SPEED TRANSMISSION

Performance Weight (pounds)				3522	3553
Pounds per Gross Horsepower				18.06	12.92
Pounds per Cu.In. Displacement				12.44	10.87
Gross HP per Cu.In. Displacement				.689	.841
Power Displacement (cu.ft./mile)				203.79	235.47
Displacement Factor (cu.ft./ton mile)				115.72	132.51

POWERGLIDE*

Performance Weight (pounds)	3286	3380	3390	3521	3552
Pounds per Gross Horsepower	36.51	28.17	21.87	18.06	12.92
Pounds per Cu.In. Displacement	21.48	17.42	13.56	12.44	10.86
Gross HP per Cu.In. Displacement	.588	.618	.620	.689	.841
Power Displacement (cu.ft./mile)	110.17	139.70	108.02	203.79	235.47
Displacement Factor (cu.ft./ton mile)	67.06	82.91	106.21	115.79	132.59

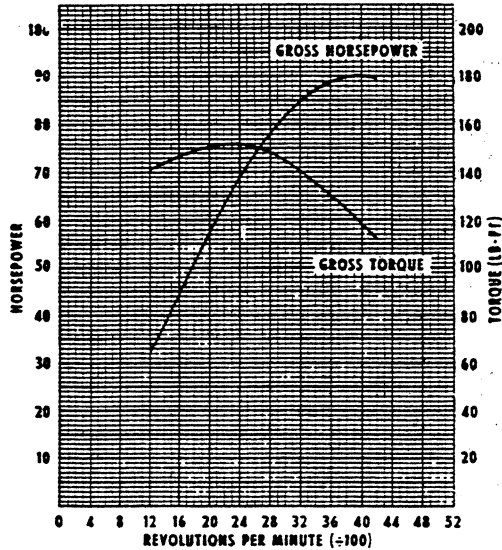
* Data computed assuming zero slippage in torque converter.

GLOSSARY

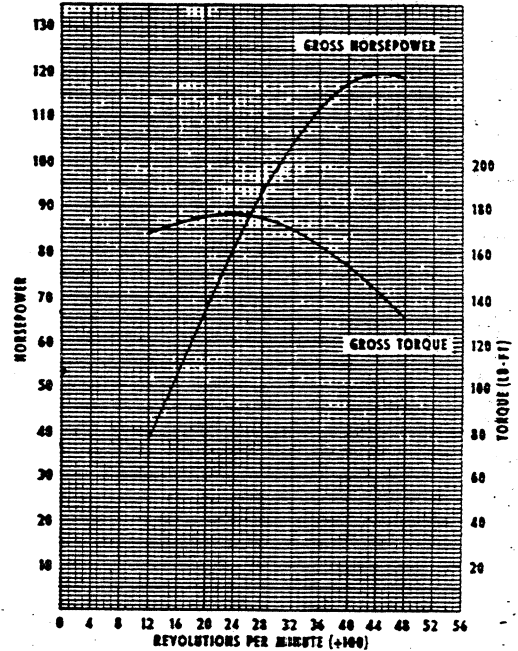
Performance Weight	Curb Weight plus 600 Lb (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

ENGINE OUTPUT CURVES

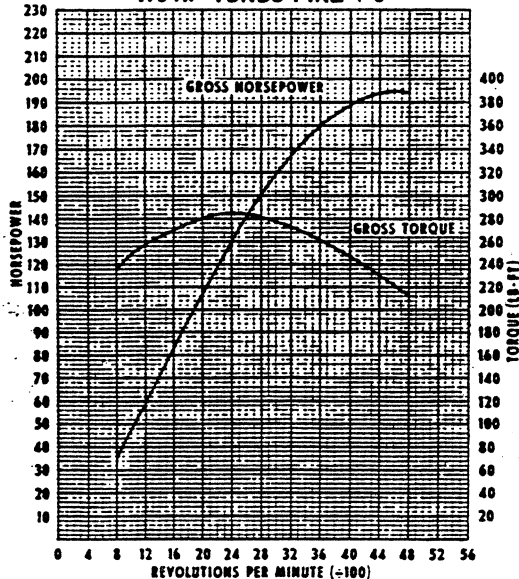
90 HP SUPER-THRIFT L-4



120 HP HI-THRIFT L-6



195 HP TURBO-FIRE V-8



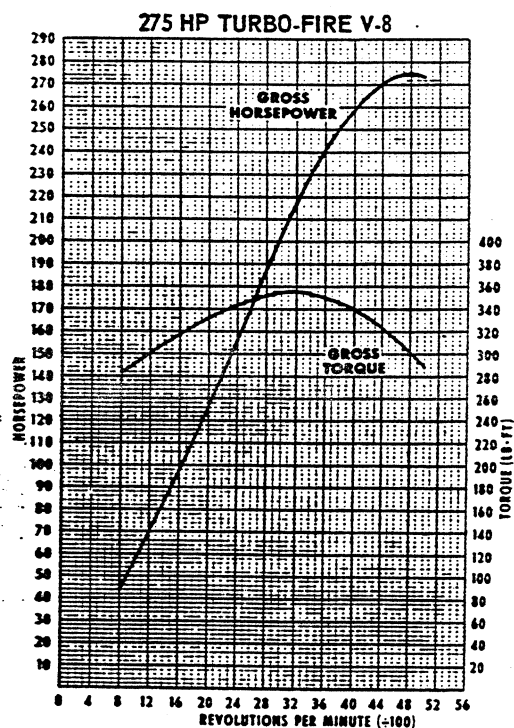
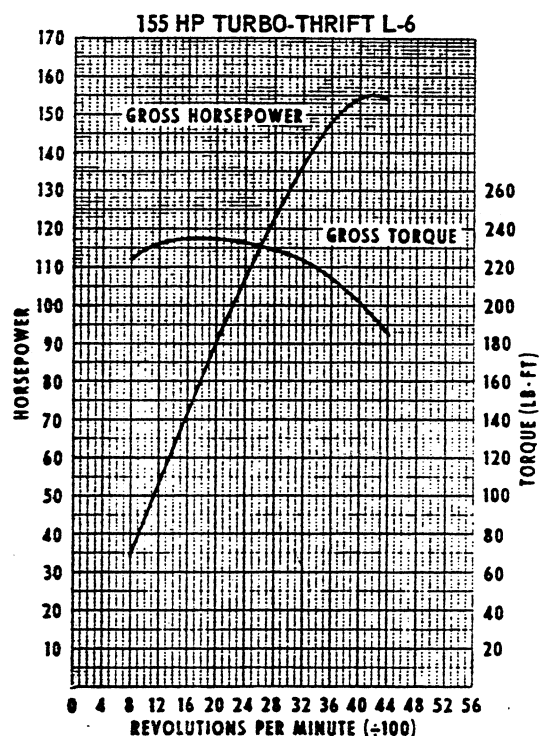
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

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
L6-250 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 & 250 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 & 250 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.	4.38 Cu.In.
L6-250 Cu.In.	5.73 Cu.In.
V8-283 Cu.In.	4.47 Cu.In.
V8-327 Cu.In.	4.69 Cu.In.

INLET MANIFOLD

Material	Cast alloy iron
Type	
L4-153 Cu.In.	2 port, rectangular section
L6-194 & 250 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 & 250 Cu.In.	4 port, center downtake
V8-283 & 327 Cu.In.	Dual, 4 port, center downtake
Outlet Diameter	2.0

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
V8-327 Cu.In.	Forged steel
End Play	.002-.006
Counter Weights	
L4 & L6-194 Cu.In.	4
L6-250 Cu.In.	12
V8	6
Crank Arm Length	
L4 & L6-194 Cu.In.	1.625
L6-250 Cu.In.	1.765
V8-283 Cu.In.	1.50
V8-327 Cu.In.	1.625
Torsional Damper	
L4	None
L6 & V8	Rubber mounted inertia
Timing Gear	
L4 & L6	Steel; helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

MAIN BEARINGS

Material	Steel, backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended engine operation & application)
Type	Precision removable
Thrust Against Bearing No.	5 (L4 & V8); No. 7 (L6)
Clearance	
L4 & L6	.0003-.0029
V8-283 & 327 Cu.In.	
No. 1	.0008-.0020
No. 2, 3 & 4	.0008-.0024
No. 5	.0015-.0031

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

L6-194 & 250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483

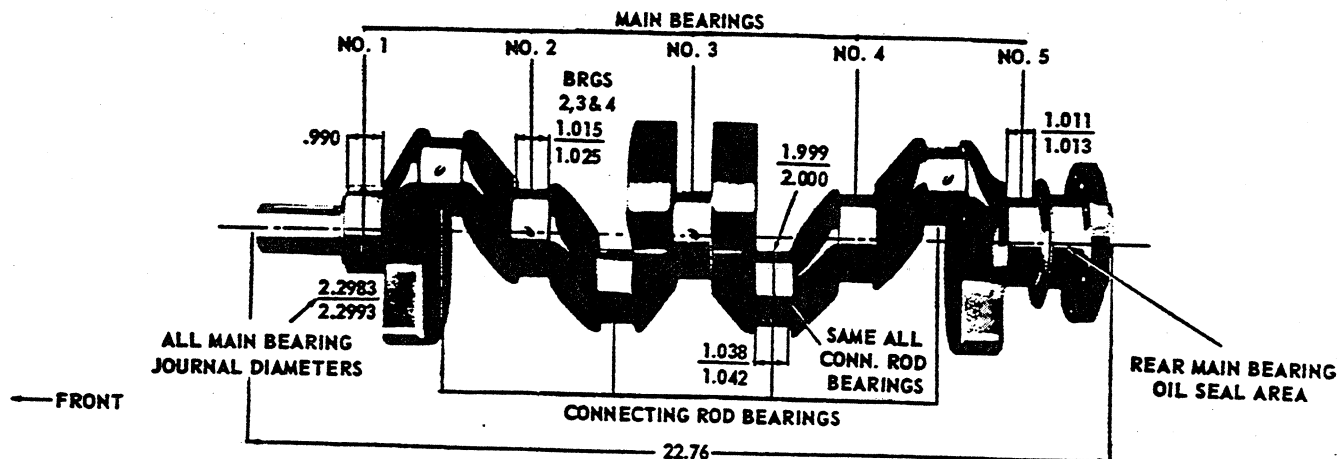
V8-283 Cu.In.			
Bearing #1	2.3003	.752	1.7298
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081

V8-327 Cu.In.			
Bearing #1	2.3003	.752	1.7298
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081

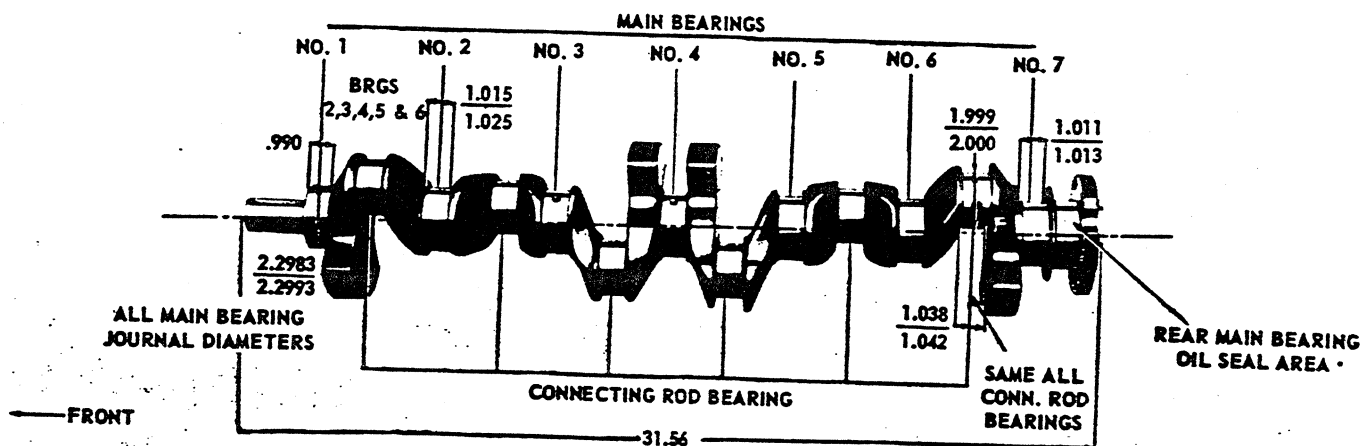
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

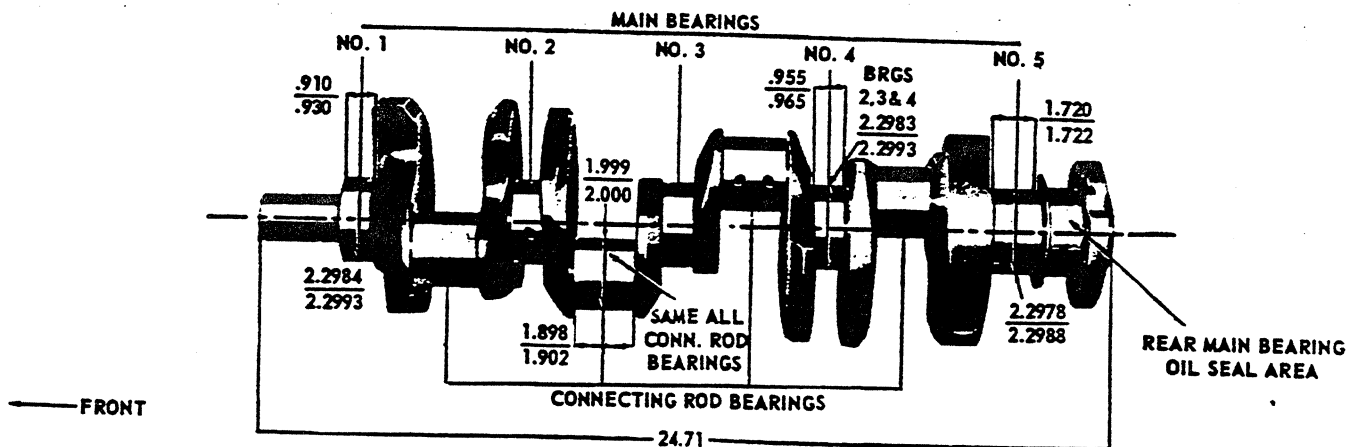
153 CUBIC INCH FOUR CYLINDER ENGINE



194 CUBIC INCH SIX CYLINDER ENGINE



283 and 327 CUBIC INCH V-8 ENGINES



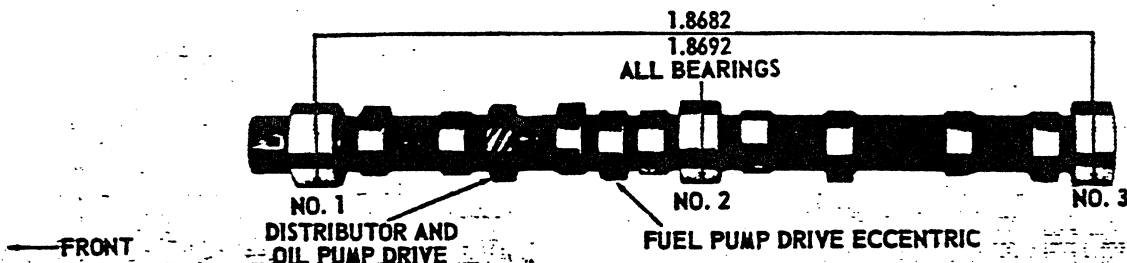
CAMSHAFT	
Material	Cast alloy iron
Drive	
L4 & L6	Gear; bakelite and fabric composition with steel hub
V8	Sprocket & chain; steel
Lobe lift	
L4-153 Cu.In.	.2270 Inlet & Exhaust
L6-194	.1896 Inlet & Exhaust
L6-250	.2217 Inlet & Exhaust
V8-283 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-327 Cu.In.	.2600 Inlet; .2733 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

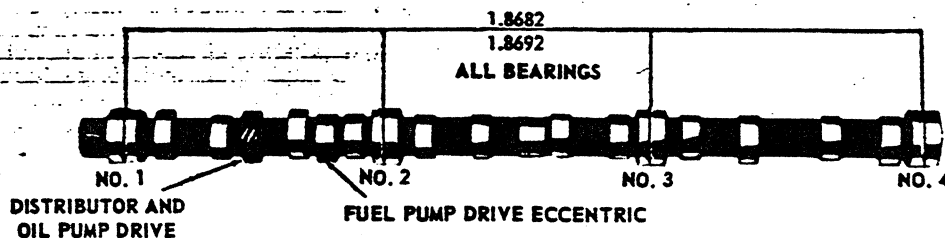
VALVE SPRINGS	
Diameter (I.D.)	.868-.884
Installed length (in. @ lb.)	
Valves closed	
L4-153 Cu.In.	1.66 @ 78-86
L6-194 Cu.In.	1.66 @ 56-64
L6-250 Cu.In.	1.66 @ 56-64
V8-283 & 327 Cu.In.	1.70 @ 76-84
Valves opened	
L4-153 Cu.In.	1.26 @ 170-180
L6-194 Cu.In.	1.27 @ 180-192
L6-250 Cu.In.	1.27 @ 180-192
V8-283 & 327 Cu.In.	1.25 @ 194-206
Free length	
L4-153 Cu.In.	2.08
L6-194 Cu.In.	1.90
L6-250 Cu.In.	1.90
V8-283 & 327 Cu.In.	2.03
Valve spring damper	
L4-153 Cu.In.	Flat steel, 4 coils
L6-194 Cu.In.	None
L6-250 Cu.In.	None
V8-283 & 327 Cu.In.	Flat steel, 4 coils
Oil shield	Steel cup

CAMSHAFT AND BEARINGS

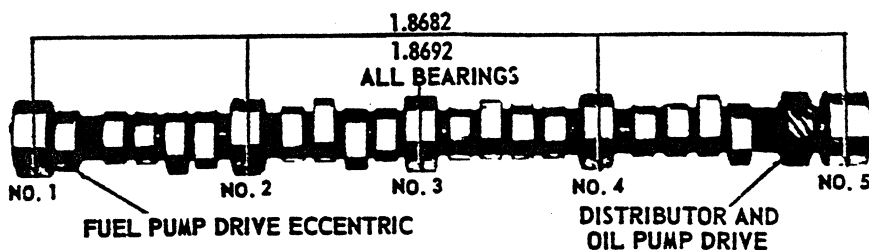
153 CUBIC INCH L-4 ENGINE



194 AND 250 CUBIC INCH L-6 ENGINE



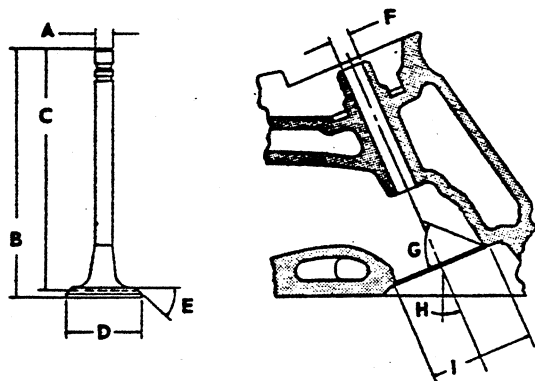
283 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

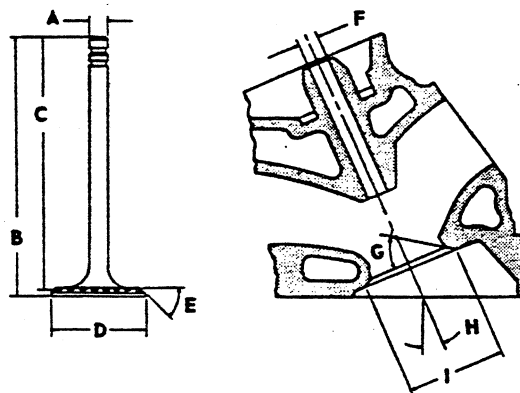
Material ----- Alloy steel
Coating ----- None



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.	-----	1.935-1.945
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.	-----	1.990-2.010

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	-----	4.913-4.933
V8-283 Cu. In.	-----	4.913-4.933
V8-327 Cu. In.	-----	4.913-4.933
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.	-----	1.495-1.505
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.	-----	1.550-1.570

VALVE LIFT

L4-153 Cu.In.	.3973 Inlet & Exhaust
L6-194 Cu.In.	.3318 Inlet & Exhaust
L6-250 Cu.In.	.3880 Inlet & Exhaust
V8-283 Cu.In.	.3900 Inlet; .4100 Exhaust
V8-327 Cu.In.	.3900 Inlet; .4100 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°

L6-194 & 250 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.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

VALVE TRAIN LASH

Inlet	Zero
Exhaust	Zero

PISTONS

Material	
L4 & L6	Cast aluminum alloy
V8-283 & 327 Cu.In.	Cast aluminum alloy

Head type	
L4-153 Cu.In.	Flat, notched
L6-194 Cu.In.	Flat
L6-250 Cu.In.	Flat, notched
V8-283 & 327 Cu.In.	Flat, notched

Skirt type	Slipper
------------	---------

Top land clearance

L4-153 Cu.In.	.0345-.0435
L6-194 Cu.In.	.0330-.0440
L6-250 Cu.In.	.0345-.0435
V8-283 Cu.In.	.0345-.0435
V8-327 Cu.In.	.0365-.0455

Skirt clearance

L4 & L6	.0005-.0011
V8-283 & 327 Cu.In.	.0005-.0011

Compression ring groove depth

L4-153 Cu.In.	.2153-.2218
L6-194 Cu.In.	.1960-.2025
L6-250 Cu.In.	.2153-.2218
V8-283 Cu.In.	.2153-.2218
V8-327 Cu.In.	.2217-.2283

Oil ring groove depth

L4-153 Cu.In.	.2093-.2158
L6-194 Cu.In.	.1985-.2050
L6-250 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.	.055-.065

Compression height

L4-153 Cu.In.	1.799-1.801
L6-194 Cu.In.	1.799-1.801
L6-250 Cu.In.	1.658-1.662
V8-283 Cu.In.	1.799-1.801
V8-327 Cu.In.	1.674-1.676

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Inside bevel(bottom of ring 30 degrees to piston vertical axis) - No bevel on L6-250 Cu.In.
Face	Tapered edge
L6-250 Cu.In.	Barrel edge
Coating	Chrome plate face
Width	.0775-.0780
L6-230 Cu.In.	.0628-.0633
Wall Thickness	
L4-153 Cu.In.	.179-.194
L6-194 Cu.In.	.168-.178
L6-250 Cu.In.	.184-.194
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.	.013-.023

COMPRESSION RINGS - LOWER

Type	
L4 & L6	One ring
V8-283	One ring
V8-327 Cu.In.	One ring and one expander
Material	Cast alloy iron
Inside bevel	Top of ring 30 degrees; 50 degrees for V8-327 to piston vertical axis
Face	Tapered
Coating	Wear resistant
Width	
L4 & L6-194 Cu.In.	.0770-.0780
L6-250 Cu.In.	.0623-.0625
V8-283 Cu.In.	.0770-.0780
V8-327 Cu.In.	.0770-.0775
V8-327 Cu.In.	.0770-.0775
Wall Thickness	
L4-153 Cu.In.	.184-.194
L6-194 Cu.In.	.168-.178
L6-250 Cu.In.	.184-.194
V8-283 Cu.In.	.184-.194
V8-327 Cu.In.	.164-.170
Gap	
L4, L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.025
Expander (V8-327 Cu.In.)	
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	.1870-.1890
V8-283 & 327 Cu.In.	.1870-.1890
Wall Thickness	
L4 & L6-194 Cu.In.	.150-.156
L6-250 Cu.In.	.152-.158
V8-283 & 327 Cu.In.	.150-.156
Gap	.015-.055
L6-250 Cu.In.	.015-.025
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 (approximately)
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
L4-153; L6-194, 250 & V8-283 Cu. In. --- Sintered bronze
V8-327 Cu. In. ----- Paper

FUEL PUMP ASSEMBLY

Type -----	Mechanical; diaphragm
Drive -----	Camshaft, eccentric
Location -----	Right side front of engine
Pressure range (at carburetor)	
L4-153 Cu.In. -----	3.50-4.50 PSI
L6-194 & 250 Cu.In. -----	3.50-4.50 PSI
● V8-283 Cu.In. -----	5.00-6.50 PSI
V8-327 Cu.In. -----	5.00-6.50 PSI

AIR CLEANER

Type	Cylindrical, single air horn	
Diameter		
L4-153 Cu.in.	-----	13.00
L6-194 & 250 Cu.in.	-----	13.00
V8-283 & 327 Cu.in.	-----	15.20
Filter element	-----	Oil-wetted paper

CARBURETORS

Make and type

L4-153 Cu.in.	-----	Carter, single barrel, triple venturi, downdraft
L6-194 & 250 Cu.in.	-----	Rochester, single barrel, downdraft
V8-283 Cu.in.	-----	Rochester, 2-barrel, downdraft
V8-327 Cu.in.	-----	Rochester, Quadrajet

SAE flange type	
L4-153 Cu.in.	1.50
L6-194 & 250 Cu.in.	1.50
V8-283 Cu.in.	1.25
V8-327 Cu.in.	1.50

Throttle bore	1.00
L4-153 Cu.in.	1.6875
L6-194 & 250 Cu.in.	1.56
V8-283 Cu.in.	1.44
V8-327 Cu.in.	

Primary -----	1.38
Secondary -----	2.25
Secondary throttle actuation -----	By linkage
approximately when primary valves are	
opened halfway between closed and open	

Venturi diameter	
L4-153 Cu.In.	1.3125
L6-194 & 250 Cu.In.	1.34
V8-283 Cu.In.	1.09
V8-327 Cu.In.	
Primary	1.09
Secondary	Air valve

CHOKE

Type ----- Automatic
Manual with 153 Cu.In. Engine

EXHAUST AND VENTILATION SYSTEM

TYPE

L4-153 Cu.In.	-----	Single
L6-194 & 250 Cu.In.	-----	Single
V8-283 Cu.In.	-----	Single with crossover pipes
V8-327 Cu.In.	-----	Single with crossover pipes

MUFFLERS

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

Heads

L4-153 Cu.In.	-----	.047 sheet steel, aluminized
L6-194 & 250 Cu.In.	-----	.047 sheet steel, aluminized
V8-283 Cu.In.	-----	.047 sheet steel, aluminized
V8-327 Cu.In.	-----	.048 sheet steel, aluminized

Shell

L4-153 Cu.In.	-----	.035 sheet steel, zinc coated
L6-194 & 250 Cu.In.	-----	.035 sheet steel, zinc coated
V8-283 Cu.In.	-----	.035 sheet steel, zinc coated
V8-327 Cu.In.	-----	.036 sheet steel, zinc coated

Wrap ----- .030 indented asbestos sheet

Cover ----- .018 sheet steel, aluminized

Baffles

L4-153, L6-194 & 250; V8-283 Cu.In.		
No. 1, 2 & 4	-----	.035 sheet steel, zinc coated
No. 3	-----	.047 sheet steel, zinc coated

V8-327 Cu.In.

No. 1 ----- .048 sheet steel, zinc coated

No. 2, 3 & 4 ----- .036 sheet steel, zinc coated

Length, Body ----- 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.)

L4-153 Cu.In.	-----	2.00
L6-194 & 250 Cu.In.	-----	2.00
V8-283 Cu.In.	-----	2.00
V8-327 Cu.In.	-----	2.50

Wall Thickness

L4-153 Cu.In.	-----	.057-.071
L6-194 & 250 Cu.In.	-----	.057-.071
V8-283 Cu.In.	-----	.057-.071
V8-327 Cu.In.	-----	.073-.091 laminated

TAIL PIPES

Dimension (O.D.)	-----	1.875
Wall Thickness	-----	.062-.076

ENGINE VENTILATION

All Engines	-----	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.		

AIR INJECTION REACTOR

(California vehicles only)

Injection System

Point of Entry	-----	Exhaust ports
Check Valve	-----	Pressure (plate type)
Backfire Protection	-----	Vacuum actuated anti-backfire valve

Air Injection Pump

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

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L4-153 Cu.In.	Main and connecting rod bearing throw off
L6-194 & 250 Cu.In.	Main and connecting rod bearing throw off
V8-283 Cu.In.	Pressure, jet cross sprayed
V8-327 Cu.In.	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L4-153 Cu.In.	Nozzle sprayed
L6-194 & 250 Cu.In.	Nozzle sprayed
V8-283 & 327 Cu.In.	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	
L4-153 Cu.In.	Forward end of rocker cover
L6-194 & 250 Cu.In.	Forward end of rocker cover
V8-283 & 327 Cu.In.	Left front of intake manifold

CRANKCASE CAPACITIES (Quarts)

Refill	
L4-153 Cu.In.	3.5
L6-194 & 250 Cu.In.	4
V8-283 & 327 Cu.In.	4
Refill with Filter Change	
L4-153 Cu.In.	4
L6-194 & 250 Cu.In.	5
V8-283 & 327 Cu.In.	5

LUBRICANT GRADES AND TEMPERATURES

32° F and Above	SAE20W or SAE10W-30
0° F to 32° F	SAE10W or SAE10W-30
Below 0° F	SAE5W or SAE5W-20
Alternate	SAE5W-30 can be used at temperatures below freezing

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure (no flow conditions)	
L4-153 Cu.In.	30-45 PSI @ 1500 RPM
L6-194 & 250 Cu.In.	30-45 PSI @ 1500 RPM
V8-283 & 327 Cu.In.	30-45 PSI @ 1500 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L4-153 Cu.In.	4.3 @ 2000
L6-194 & 250 Cu.In.	4.3 @ 2000
V8-283 & 327 Cu.In.	4.3 @ 2000

OIL FILTER

Type	
L4-153 Cu.In.	Full flow, throw away canister
L6-194 & 250 Cu.In.	Full flow, throw away canister
V8-283 Cu.In.	Full flow, throw away canister
V8-327 Cu.In.	Full flow, throw away canister
Location	
L4-153 Cu.In.	Right side front of engine
L6-194 & 250 Cu.In.	Right side front of engine
V8-283 & 327 Cu.In.	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	
L4-153 Cu.In.	Rear lower face of oil pan sump
L6-194 & 250 Cu.In.	Rear lower face of oil pan sump
V8-283 & 327 Cu.In.	Rear 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

L4-153 Cu.In.	Right side front of engine block
L6-194 & 250 Cu.In.	Right side front of engine block
V8-283 & 327 Cu.In.	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.	11 qts
L6-250 Cu.In.	11 qts
V8-283 Cu.In.	16 qts
V8-327 Cu.In.	15 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
L6-250 Cu.In.	.20 Syn., .18 P/Gld
V8-283 Cu.In.	.20 Syn., .16 P/Gld
V8-327 Cu.In.	.18 Syn., .16 P/Gld
Distance between tubes	.55
Thickness of core	1.26
Frontal area (sq.in.)	
L4-153 Cu.In.	229
L6-194 Cu.In.	255
L6-250 Cu.In. (Syn.)	255
L6-250 Cu.In. (P/Gld)	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 Cu.In.	1.26
L6-194 & 250 Cu.In.	1.26
V8-283 Cu.In.	1.75
V8-327 Cu.In.	2.62
Frontal area (sq.in.)	
L4-153 Cu.In.	229
L6-194 Cu.In.	323
L6-250 Cu.In.	357
V8-283 & 327 Cu.In.	357

RADIATOR CAP RELIEF VALVE

Opens at ----- Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to Open at	192° -198° for L6 177° -188° for V8
Fully Opened at	227° for L6 212° for V8

RADIATOR HOSE

Outlet, lower (radiator to water pump)	1.75 ID
Inlet, upper (thermostat housing to radiator)	
L4-153 & L6-194 Cu.In.	1.28 ID
L6-250 Cu.In.	1.50 ID
V8-283 & 327 Cu.In.	1.50 ID

FAN

Number of blades	4
Diameter	
L4-153 Cu.In.	16.00
L6-194 & 250 Cu.In.	17.62
V8-283 & 327 Cu.In.	17.62
Fan pulley pitch diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38° -42°
Pitch line	
L4-153 Cu.In.	41.00
L6-194 & 250 Cu.In.	39.00
V8-283 Cu.In.	53.75
V8-327 Cu.In.	53.75
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
L6-250 Cu.In.	60 GPM @ 4400 Engine RPM
V8-283 Cu.In.	54 GPM @ 4400 Engine RPM
V8-327 Cu.In.	57 GPM @ 4400 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (pump to engine rpm)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator - Plug	
L4-153; L6-194 & 250 Cu.In.	Bottom center, under face of tank
V8-283 & 327 Cu.In. & Heavy Duty	Left side rear face of tank
Engine block - Plug	
L4-153; L6-194 & 250 Cu.In.	Left side rear
V8-283 & 327 Cu.In.	Right and left side

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage Rating ----- 12
Capacity (SAE)
L4, L6 & V8-283 ----- 45 Amp hr @ 20 hr rate
V8-327 ----- 61 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 ----- 58-87
V8-327 ----- 65-100
Volts ----- 10.6
RPM
L4, L6 & V8-283 ----- 8450-10700
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 ----- 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
L4-153 & L6-250 ----- AC 46N (long reach)
L6-194 ----- AC 45N (long reach)
V8-283 ----- AC45
V8-327 ----- AC44
Thread Size (mm) ----- 14
Gap ----- .033-.038
Torque ----- 25 lb ft

STARTING SYSTEM

STARTING MOTOR

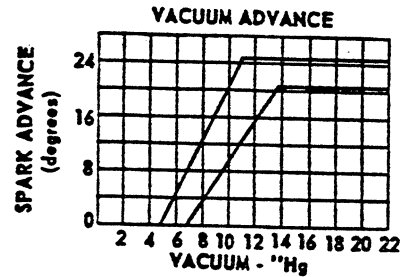
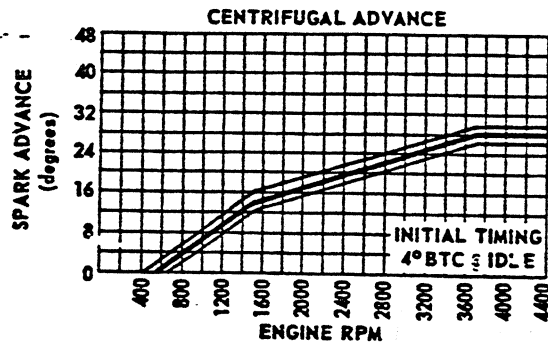
Rotation (Drive End View) ----- Clockwise

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

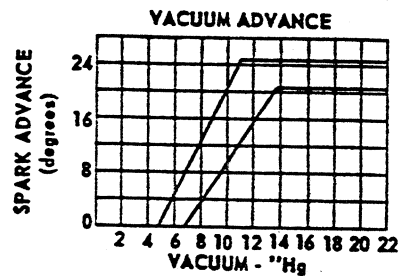
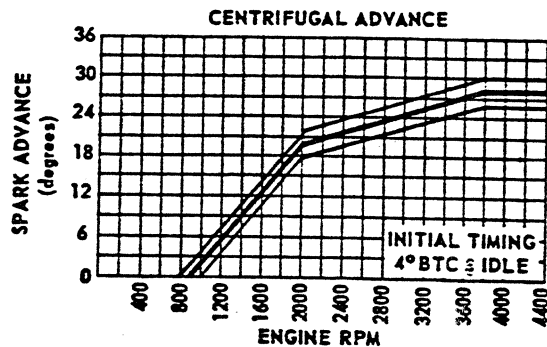
DISTRIBUTORS	L-4 153 Cu.In. 90 HP	L-6 194 Cu.In. 120 HP	L-6 250 Cu.In. 155 HP	V-8 283 Cu.In. 195 HP	V-8 327 Cu.In. 275 HP
Model	1110292	1110388	1110351	1111150	1111249
Type	Single Breaker				
Cam angle	31°-34°			28°-32°	
Breaker gap	.019 (new)				
Breaker arm tension	19-23 oz				
Centrifugal advance begins (RPM)	600	900			
Max degrees @ RPM	28 @ 3700	28 @ 3800	28 @ 2800	28 @ 4200	26 @ 4100
Vacuum advance begins (In. Hg)	6.00	6.00	6.00	8.00	8.00
Max degrees @ In. Hg	23 @ 12	21 @ 14.5	21 @ 14.5	15 @ 15.5	15 @ 15.5
Timing (Initial Design Setting)					
Crankshaft degrees at RPM (with vacuum line disconnected)	4° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 500	8° BTDC @ 500
Timing mark location	On crankshaft pulley for L4-153; harmonic balancer for remainder				

ELECTRICAL SYSTEM—Cont'd.

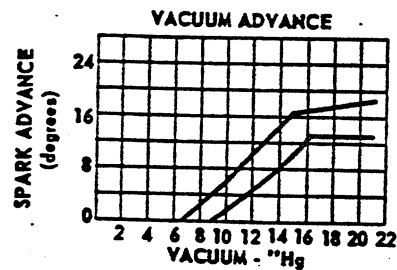
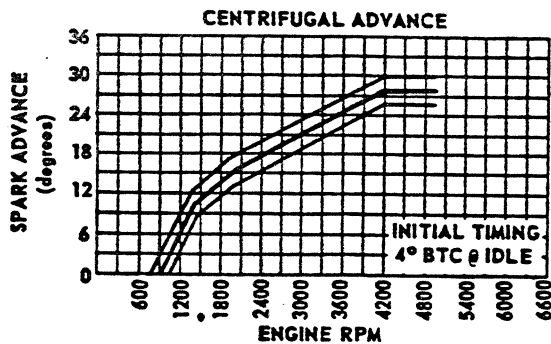
153 CUBIC INCH L-4 ENGINE



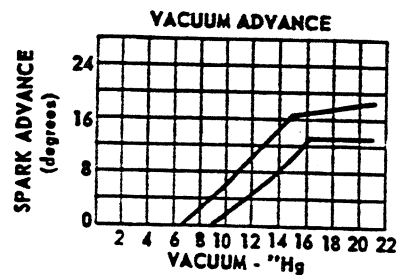
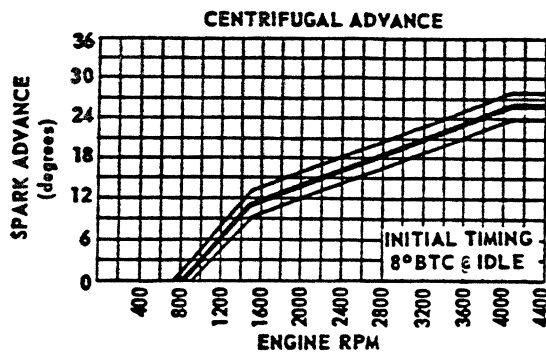
194 CUBIC INCH L-6 ENGINE



283 CUBIC INCH V-8 ENGINE



327 CUBIC INCH V-8 ENGINE



CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine	Type - Cubic Inch	L4-153 L6-194	L6-250	V8-283	V8-327
Clutch for	Availability	Base	RPO L22	Base	RPO L30
Type		3-Speed	RPO M01*	3-Speed	3-Speed & 4-Speed
Clutch cover & pressure plate	Eff. plate load, lb.	1350-1450	1900-2200	1650-1850	1750-2000
	Press. plate matl.	Cast iron	Cast iron	Cast iron	Cast iron
	Clutch spring type	Diaphragm	Diaphragm	Diaphragm	Diaphragm
	Clutch spring matl.	Heat treated spring steel	Heat treated spring steel	Heat treated spring steel	Heat treated spring steel
Driven plate	Type	Single disc with two friction surfaces	Single disc with two friction surfaces	Single disc with two friction surfaces	Single disc with two friction surfaces
	Cushions	Flat spring steel between friction rings	Flat spring steel between friction rings	Flat spring steel between friction rings	Flat spring steel between friction rings
	Dampers	(a)	(b)	(c)	(d)
	Friction rings	OD	10.00	9.12	10.00
		ID	6.12	6.00	6.12
		Total area sq.in.	71.82	100.53	71.82
		Material	Woven type asbestos (e)	Woven type asbestos (e)	Woven type asbestos (e)
Flywheel & Ring Gear	Flywheel	Material	Cast iron	Cast iron	Cast iron
	Ring gear	Material	Heat treated HR steel	Heat treated HR steel	Heat treated HR steel
		No. of teeth	153	153	153
		PD	12.75	12.75	12.75
		Attachment	Shrink fit	Shrink fit	Shrink fit
Bearings	Release	Type	Single row ball	Single row ball	Single row ball
		Lubrication	None, prepacked	None, prepacked	None, prepacked
	Pilot	Type	Bronze bushing	Bronze bushing	Bronze bushing
		Lubrication	None, sintered and oil impregnated	None, sintered and oil impregnated	None, sintered and oil impregnated
Controls	Clutch fork	Drop forged steel, pivot mounted on ball	Drop forged steel, pivot mounted on ball	Drop forged steel, pivot mounted on ball	Drop forged steel, pivot mounted on ball
	Pedal mounting	Pendant from brace on dash	Pendant from brace on dash	Pendant from brace on dash	Pendant from brace on dash
	Lubrication	Crossover shaft	Crossover shaft	Crossover shaft	Crossover shaft
Clutch housing material		Aluminum alloy	Aluminum alloy	Aluminum alloy	Aluminum alloy

* M01 - Option for Heavy Duty Clutch

(a) 8 coil springs (4 sets of two)

(b) 6 coil springs

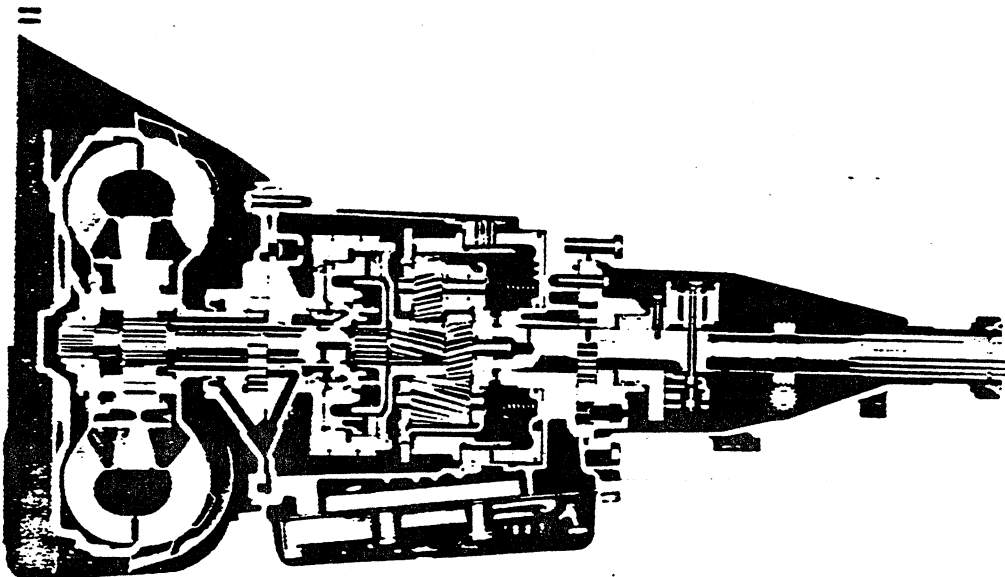
(c) 6 outer coil springs and 3 inner coil springs equally spaced

(d) 12 coil springs (6 sets of two)

(e) Woven front and molded rear asbestos on M01 option

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type	3-Speed	4-Speed
Engine	L4	L6
Application	153 Cu.In.	194 Cu.In.
Availability	Standard	RPO L26
Case material	Cast iron	Standard
Gear Shift	Type	Remote
	Control	Lever
	Location	Steering column
	Type	Helical
	Material	Forged steel hardened
	Synchronization	All forward gears
	Constant mesh gear	All forward gears
	Sliding gears	None
	First	2.85:1
	Second	1.68:1
	Third	1.00:1
	Fourth	2.95:1
	Reverse	2.63:1
Lubricant	Type	Meeting Military Specifications MIL-L-2105-B
	Capacity (pts)	3
Extension	Material	Cast iron
	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-6 250 Cu.In.	V-8 327 Cu.In.
	Availability	Standard			RPO L22	RPO L30
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse				
	Selector lever	Location	Steering column (c)			
		Operation	Actuates manual valve in hydraulic control system			
		Quadrant pattern	P-R-N-D-L			
	Parking lock	Type	Pawl and gear (on planetary)			
		Operation	Applied by selector lever thru spring loaded linkage			
	Method of cooling	Air	Air (a)	Water		
Hydraulic	Flywheel assembly	Steel stamping with welded on ring gear				
	Manual valve type	Spool				
	Press. regulator valve type	Spool				
	Pressure @ Idle (b)	Drive	51	51	51	51
		Low	111	122	132	132
		Reverse	86	92	85	85
Converter assembly	Type	Three element				
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.				
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.				
	Stator	Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.				
	Stall torque ratio	2.40		2.10		
	Stall speed (RPM)	1580	1790	1530	1620	1680
	Diameter (nominal)	11.0		11.75	11.0	11.75
Planetary gear set	Type	Compound planetary				
	Range	Drive	1.82 to 1.00			1.76 to 1.00
		Low	1.82			1.76
		Reverse	1.82			1.76
	Low band	Three linked circular segments				
Case	Low band servo	Piston with release spring and inner cushion spring				
	Material	Aluminum (one piece)				

(a) Water cooled when air conditioning is used

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

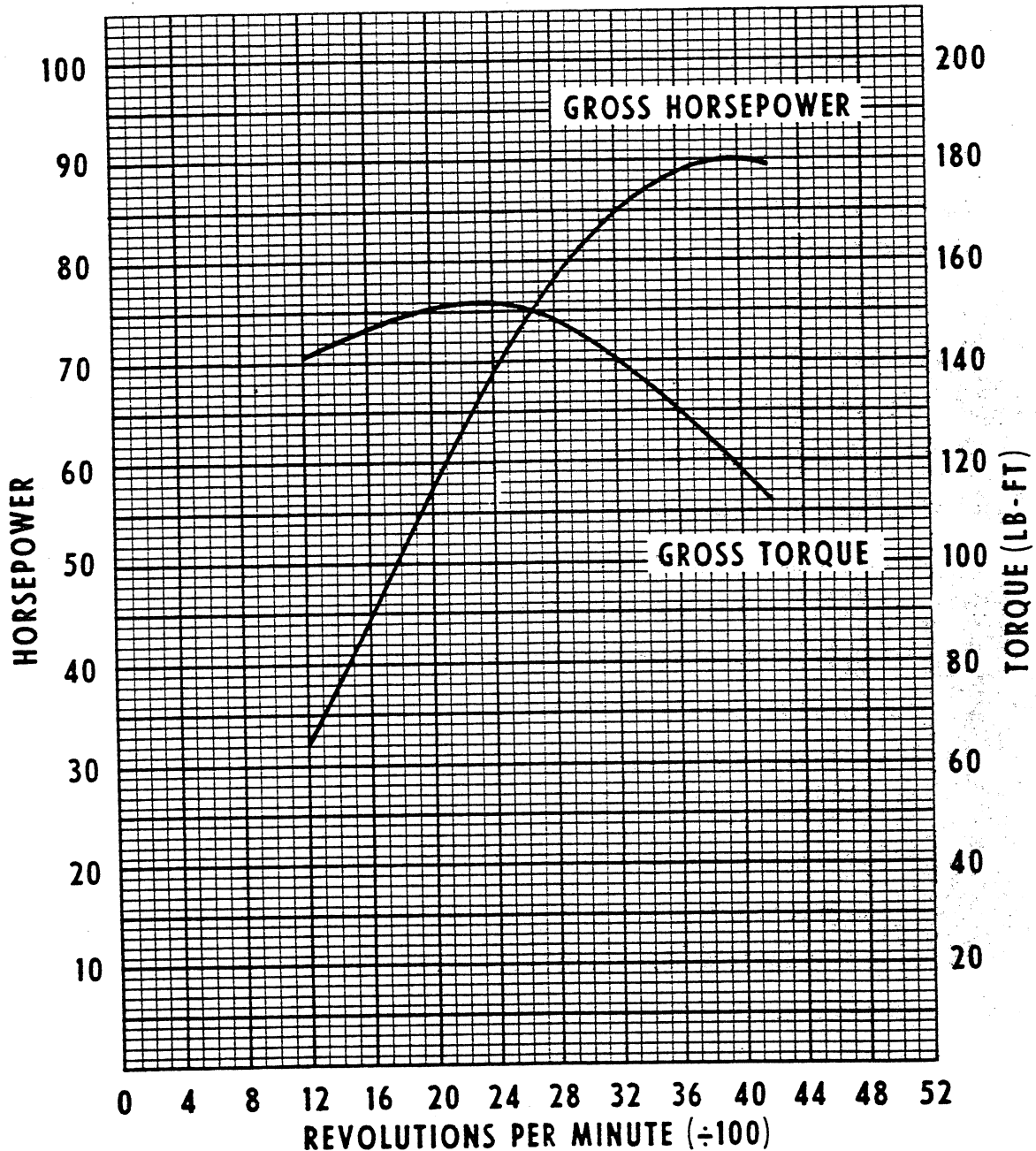
(c) Floor mounted when used with bucket seats

AUTOMATIC TRANSMISSION (RPO M35) - CONTINUED

Engine	Type		L-6 153 Cu.In.	L-6 194 Cu.In.	V-8 283 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.
	Availability		Standard		Standard	RPO L22	RPO L30
Output shaft RPM and vehicle speed (MPH)	N/V factor		42.3	42.3	42.3	42.3	42.3
	Upshift	Closed throttle	645(15)	645(15)	654(15)	650(16)	660(16)
		Throttle at detent	1896(45)	1896(45)	2161(51)	1970(46)	2340(55)
		Full throttle	2199(52)	2199(52)	2494(59)	2284(54)	2742(65)
	Downshift	Closed throttle	603(14)	600(14)	608(14)	604(14)	613(15)
		Throttle at detent	1198(28)	1198(28)	843(20)	1216(29)	882(21)
		Full throttle	2056(48)	2056(48)	2356(56)	2134(50)	2583(61)
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 multiplication	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		4.37:1 to 1.82:1
Lubricant	Type		A suffix A				
	Capacity (pts)	Dry	17	17 (a)	17	17	19
		Refill	6				
Governor	Type		Centrifugal				
	Operation		Regulates pump oil pressure to automatic shift control valve				
	Drive		Mounted on output shaft				
	Location		In extension				
Oil pump	Type		Internal-external gear				
	Number		One, front				
	Function		To supply pressure				
	Drive		Converter pump				

(a) 18 with water cooled equipment.

1967 Super-Thrift 153
Chevy II Base L-4 Engine
1-Barrel Carburetor
153 CID



The data on this sheet are true as represented.
Engineering Center
Chevrolet Motor Division
General Motors Corporation

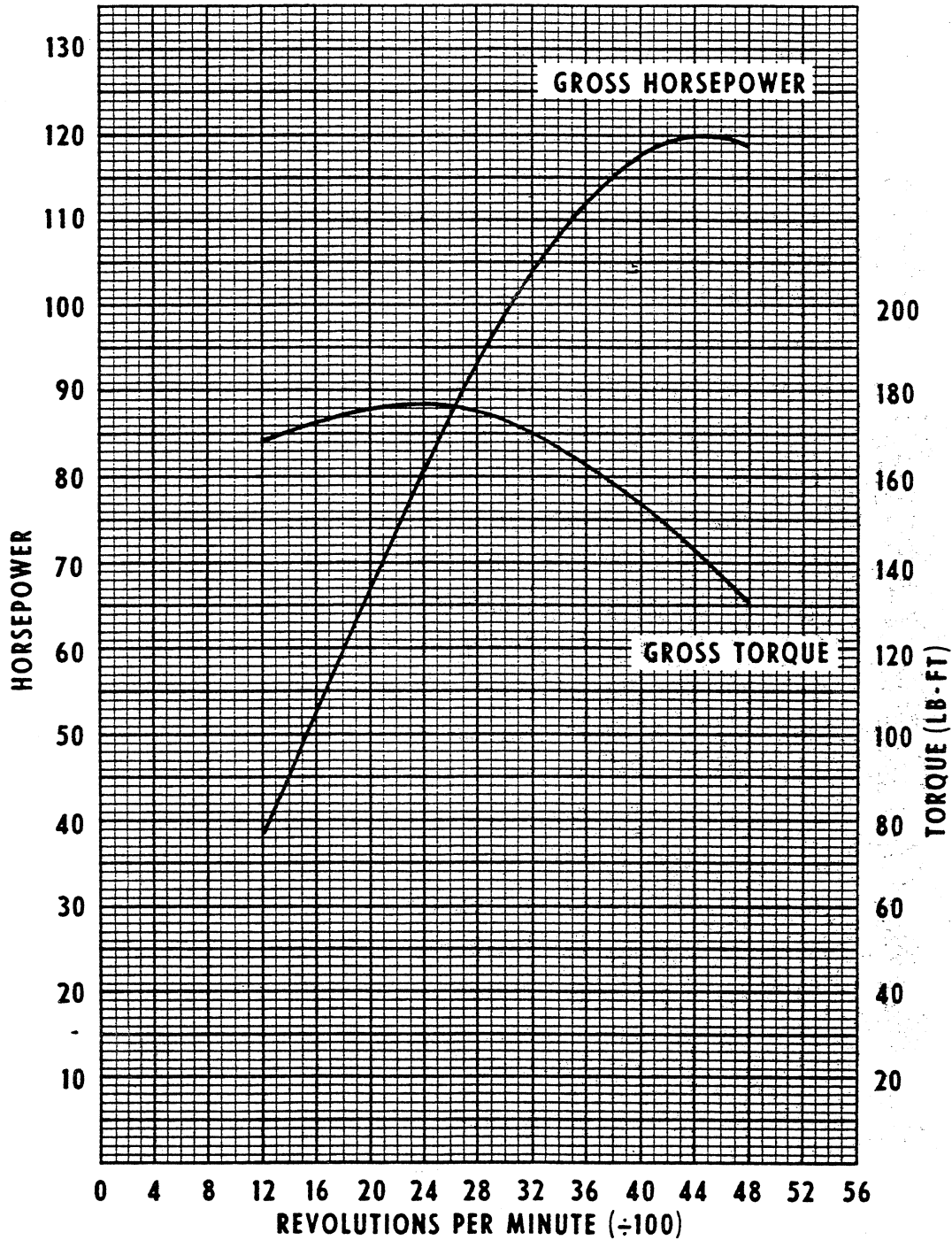
D. H. McPherson
D. H. McPherson
Assistant Chief Engineer

State of Michigan
County of Macomb

On this 3rd day of October 1966 personally
appeared before me D. H. McPherson, known to me to be such, who makes
oath that the data on this sheet are true as represented.

Gerald C. Lind
Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

1967 Hi-Thrift 194
Chevy II Base L-6 Engine
1-Barrel Carburetor
194 CID



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Engineering Center
Chevrolet Motor Division
General Motors Corporation

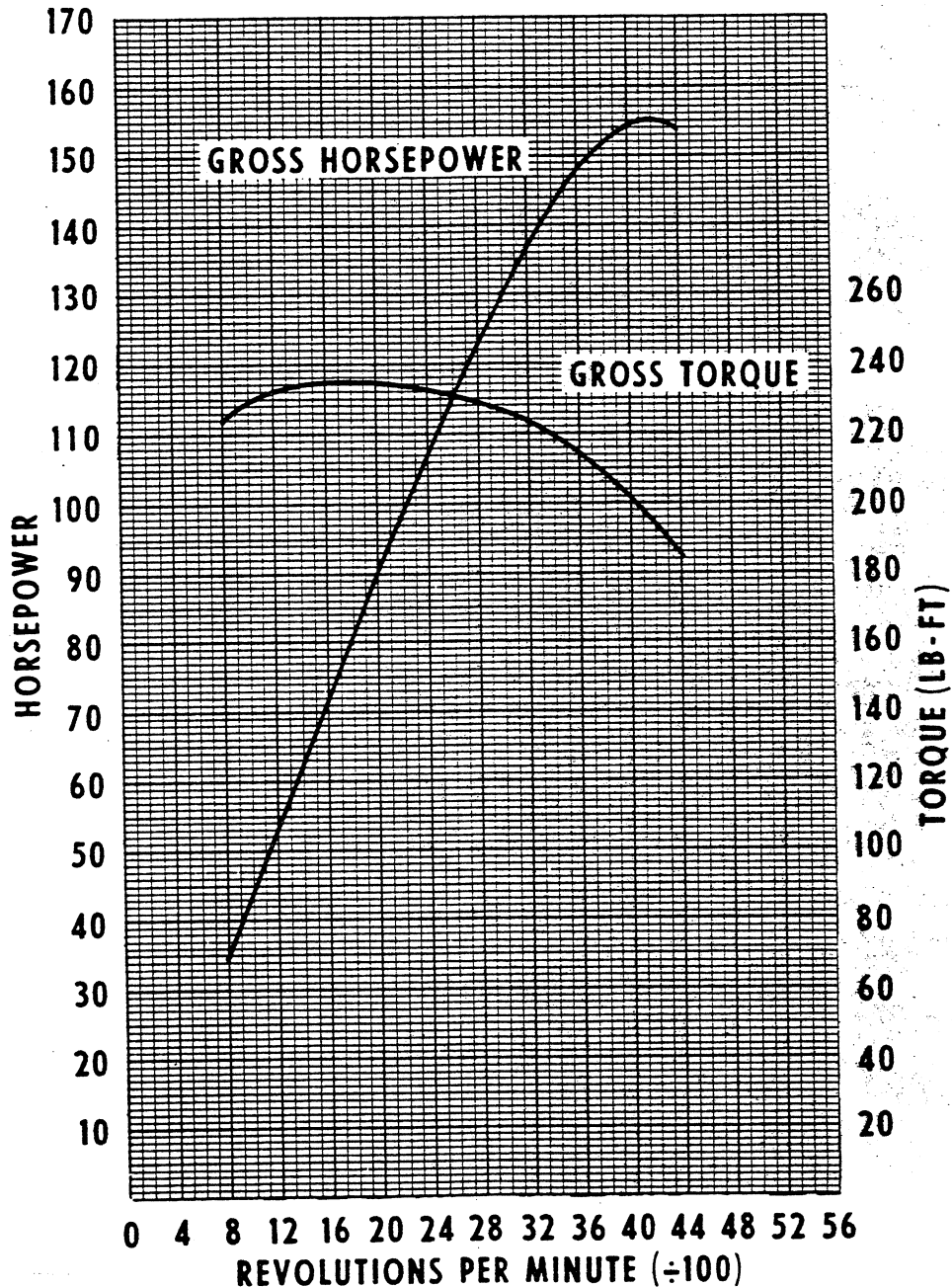
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Gerald C. Lind
Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

1967 Turbo-Thrift 250
Chevy II RPO L22
1-Barrel Carburetor
250 CID



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Engineering Center
Chevrolet Motor Division
General Motors Corporation

D. H. McPherson
D. H. McPherson
Assistant Chief Engineer

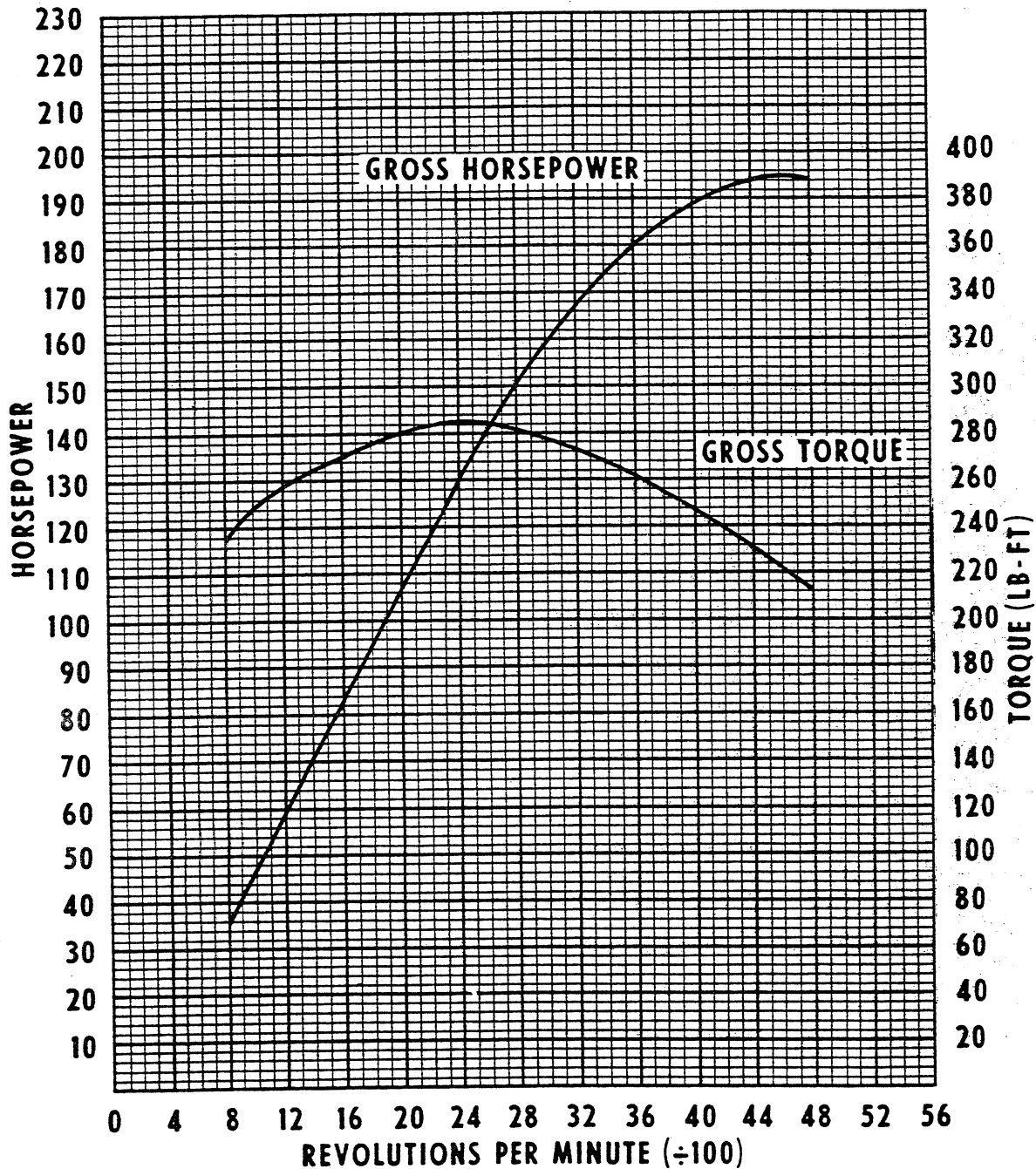
State of Michigan
County of Macomb

On this 3rd day of October 1966 personally
appeared before me D. H. McPherson, known to me to be such, who makes
oath that the data on this sheet are true as represented.

Gerald C. Lind
Gerald C. Lind

Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

1967 Turbo-Fire 283
Chevy II Base V-8 Engine
2-Barrel Carburetor
283 CID



The data on this sheet are true as represented.
Engineering Center
Chevrolet Motor Division
General Motors Corporation

D. H. McPherson
D. H. McPherson
Assistant Chief Engineer

State of Michigan
County of Macomb

On this 25 day of August 1966 personally
appeared before me D. H. McPherson, known to me to be such, who makes
oath that the data on this sheet are true as represented.

Gerald C. Lind
Gerald C. Lind

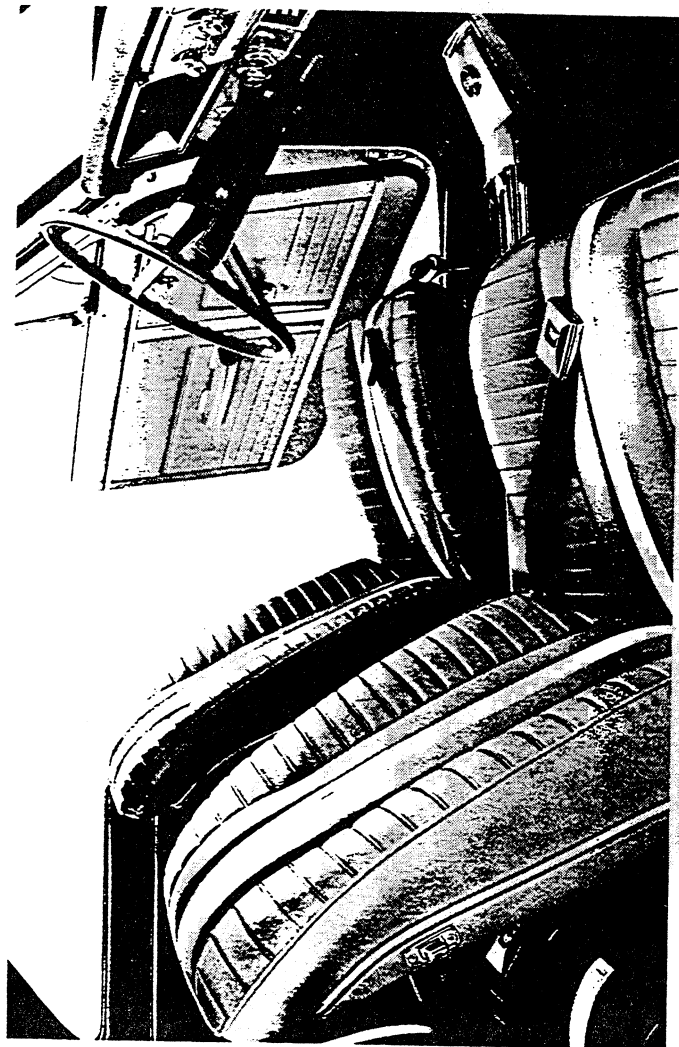
Notary Public, Oakland County, Michigan
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CHEVY II

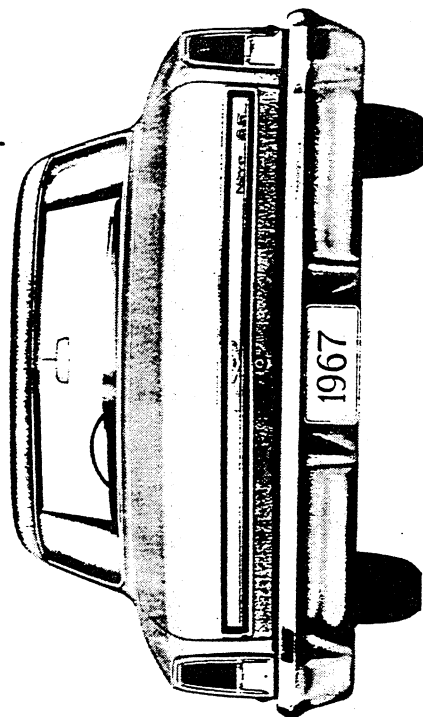
	2-Door Sedan	4-Door Sedan	2-Door Sport Coupe	4-Door Station Wagon
NOVA SS			11737-837	
NOVA		11569-669	11537-637	11535-635
CHEVY II 100	11111-311-411	11169-369-469		11335-435

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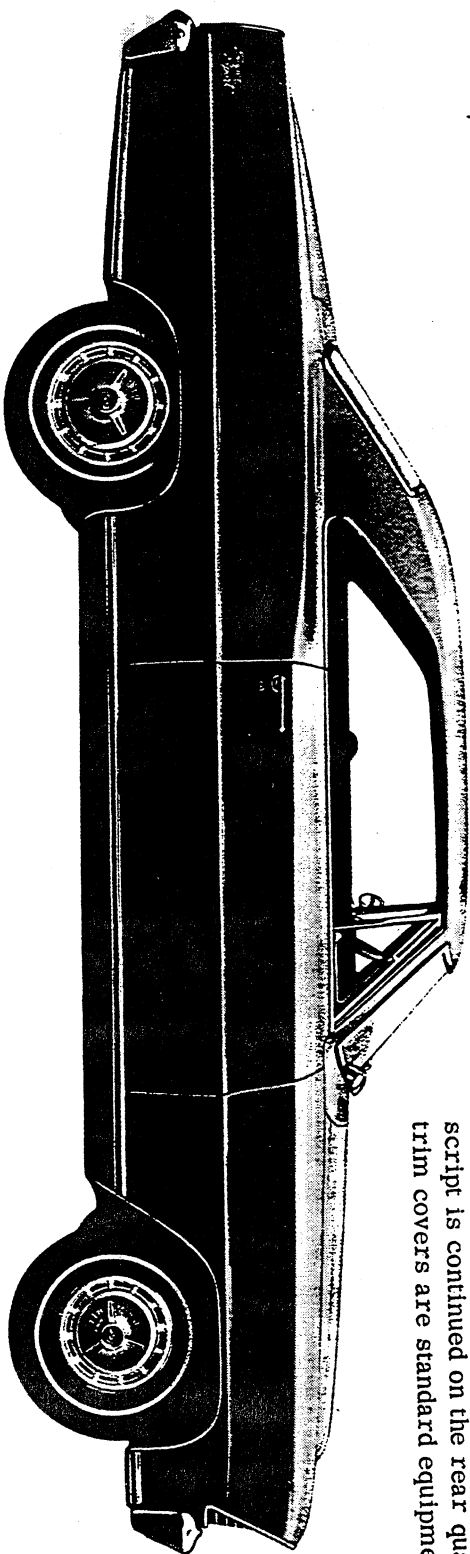
CHEVY II



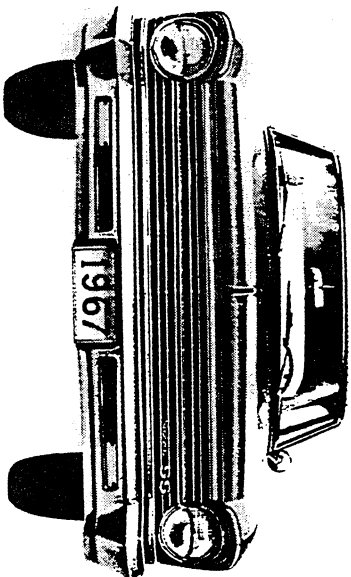
The interior is elegantly trimmed in vinyl and includes slender "Strato-bucket" front seats in a choice of four colors. Seat cushions and backrests have parchment colored vertical bands, that are repeated in the all-vinyl door sidewall. The steering wheel has a special horn button cap carrying an "SS" emblem, and bright trim on the spokes. Instrument panel trim includes a "Super Sport" nameplate below the brush finished glove box door trim plate. Standard convenience items for the Nova SS include a clock, glove box lamp and lighted heater controls. Floor covering is deep-twist carpet and a luggage compartment mat is standard equipment.



NOVA SS



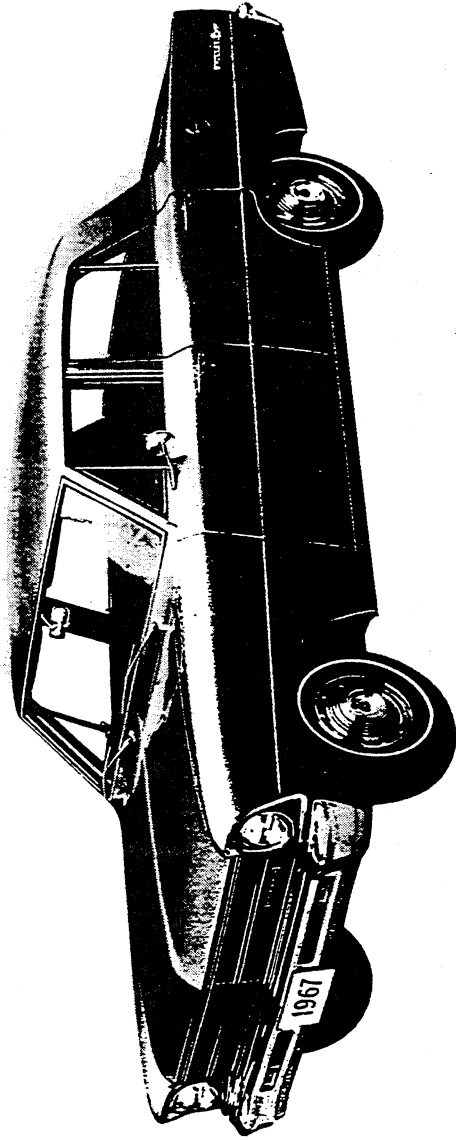
The Nova SS sport coupe models display numerous items of distinguishing exterior ornamentation and interior trim. A wide bright metal molding extends the full length of the lower body and sheet metal, interrupted by the wheel openings, which are also outlined in bright metal. The body and fenders below this molding are painted black. Further decoration includes moldings along the drip gutter and the top of the door and rear quarter panel and dual body side paint stripes. The "Super Sport" script is continued on the rear quarter panel. Wheel trim covers are standard equipment.



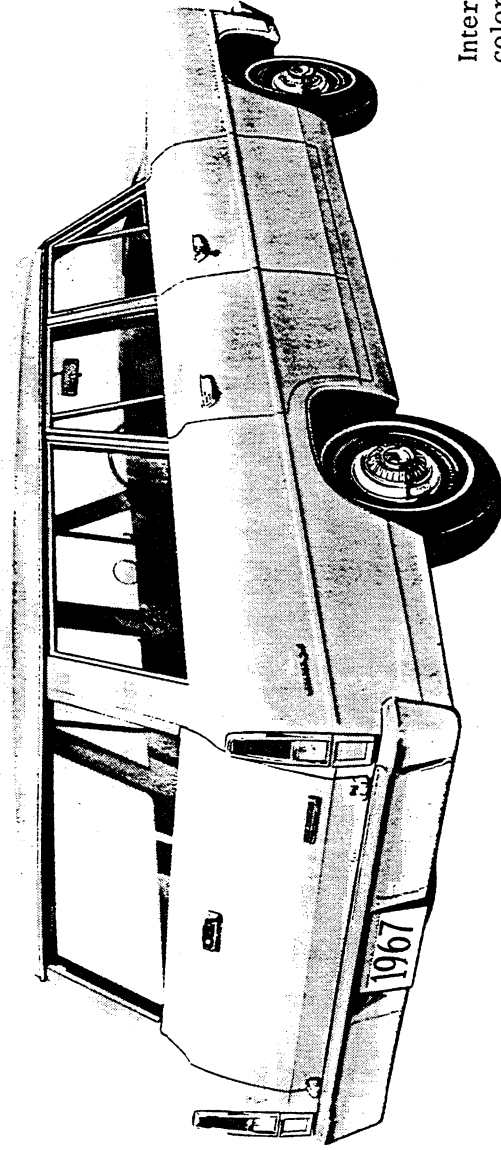
At the front, the Nova SS grille features bright horizontal bars and a "Nova SS" emblem at the right side. Rear ornamentation includes a full-width deck lid trim plate with integral central emblem and right side "Nova SS" nameplate.

CHEVY II

CHEVY II 100



A rear quarter nameplate, bright ventipane frames and windshield and rear window reveal moldings decorate Chevy II 100 models. At the rear, sedan models have a deck lid center emblem and the station wagon has a tailgate right side nameplate.

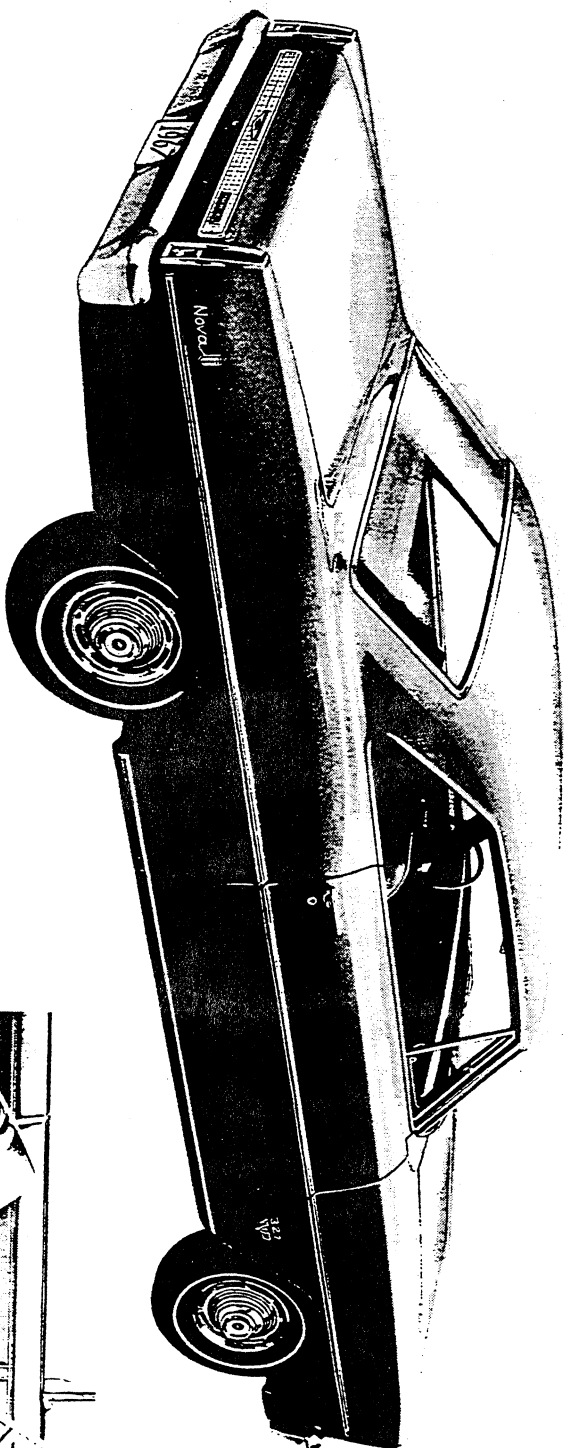


Interiors for sedan models come in two color choices for the cloth interior. A black all-vinyl interior is also available. The station wagon all-vinyl interior is available in three colors. Floor covering is black rubber, including the mat for the station wagon load floor.

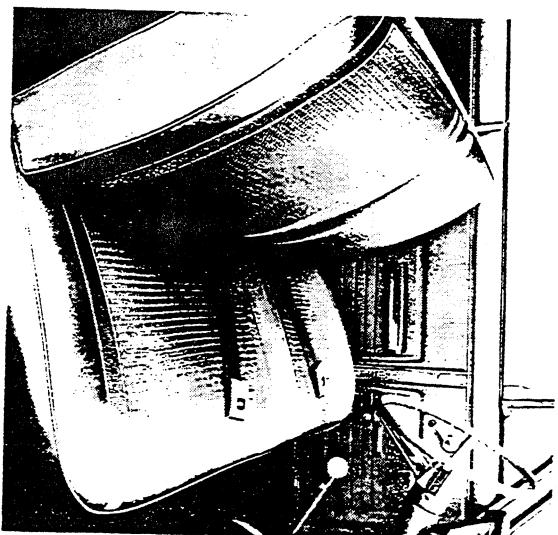
NOVA

Profile appearance items, identifying the Nova models include a black paint filled side molding, as well as moldings decorating the sill, drip gutter and the sedan sail panel. The sport coupe also includes a molding extending along the top of the door and quarter panel. The Nova nameplate is located on the rear quarter panel. Standard equipment hub caps and optional wheel disks are newly styled. The hub caps are common with the Chevelle and Camaro lines.

The radiator grille consists of bright vertical and horizontal bars, with a "Chevy II" nameplate at the right side. A full-width trim plate across the deck lid and station wagon tailgate includes an emblem at the center and a "Chevy II" nameplate at the right side.



The Nova cloth interior is available in four color choices for the 4-door Sedan and two color choices for the Sport Coupe. New appearance items for the Nova instrument panel include a nameplate mounted below a brush finished glove box door trim plate. An all-vinyl black interior is available for the Sport Coupe and three all-vinyl trims are available for the Station Wagon.



CHEVY II

Power Trains

	COMPRESSION RATIO	EQUIPMENT	TRANSMISSION	STANDARD AXLE RATIO
Super-Thrift 153 90 HP 4-Cylinder 153 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed Powerglide	3.08-to-1
Hi-Thrift 194 120 HP 6-Cylinder 194 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed Powerglide	3.08-to-1* ♦
Turbo-Thrift 250 155 HP 6-Cylinder 250 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed Powerglide	3.08-to-1*
Turbo-Fire 283 195 HP V-8 283 Cubic Inch	9.25-to-1	2-Barrel Carburetor	3-Speed 4-Speed (3.11:1 low) Powerglide	3.08-to-1 ♦
Turbo-Fire 327 275 HP V-8 327 Cubic Inch	10.0-to-1	4-Barrel Carburetor	3-Speed 4-Speed (2.54:1 low) Powerglide	3.08-to-1

* - 3.36:1 Ratio for station wagon with 3-speed transmissions.

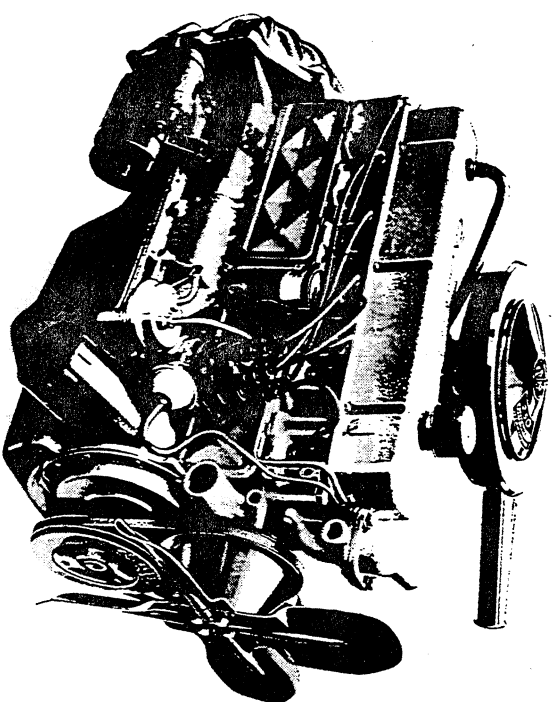
♦ - 2.73:1 Standard, 3.08 Optional when RPO K19 is specified with Powerglide.

**NEW OPTIONAL 155 HORSEPOWER
TURBO-THRIFT 250 L-6 ENGINE**

Mechanical Features

The Chevy II power train line-up is strengthened with introduction of a new optional 6-cylinder engine. Replacing the 140 horsepower 230 cubic inch L-6 previously offered, the new optional selection is of 250 cubic inch displacement and rated at 155 horsepower. The 90 horsepower L-4, the most economical power plant offered by Chevrolet, is again available for Chevy II 100 sedans. Similarly, the base L-6 of last year, the 194 cubic inch 120 horsepower assembly, carries over essentially unchanged. Eight-cylinder selection is limited to two; the 283 cubic inch unit continues as the base V-8, while the optional choice is the 327 displacement V-8 rated at 275 horsepower. With the availability of 5 engines, ranging in horsepower from 90 to 275, and a broad range of transmission selections, twelve different power teams are provided.

As on all product lines, new standard equipment features include energizer-type battery and ignition switch affording greater theft protection; a speed warning device is available optionally. Chevy II L-6 and V-8 engines also come equipped with the new, more durable fuel pump, and 6-cylinders have a higher temperature thermostat and relocated coolant temperature sending unit. In addition, the standard en-



gines and the optional L-6 have the faster cranking starter, and 4- and 6-cylinders benefit from the new paper element air cleaner. The smoother and quieter operating valve train, designed for the 1967 283 and 327 cubic inch displacement engines, is also included in Chevy II versions of these units.

The basic Chevy II chassis designs continued unchanged from the previous year. New standard equipment features include safety items common to all models in the Chevrolet line, the dual-master cylinder brake system with warning light, energy absorbing steering column, four way hazard

warning flasher and a lane change feature incorporated in the direction signal control.

Front wheel disc brakes are available for 1967 as an optional high capability system, featuring excellent fade resistance properties.

Additional chassis modifications include an increase in optional rear axle ratio availability and an increase in standard tire size. Fourteen inch wheels are provided Series 100 models as standard equipment and all Chevy II models are equipped with 6.95-14 tires. Also, inflation pressures are simplified by providing a single preferred recommendation for each model.