

1968

Caprice / Impala

Biscayne / Bel - Air



ORIGINAL COPY

GENERAL

MODEL IDENTIFICATION	2
SERIAL NUMBERS AND IDENTIFICATION	3
REGULAR EQUIPMENT - EXTERIOR	4
REGULAR EQUIPMENT - INTERIOR	5
REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES	6-10
TAXI-CAB EQUIPMENT (RPO B02)	11
POLICE CAR EQUIPMENT (RPO B07)	12
AIR CONDITIONING EQUIPMENT	13

MODEL IDENTIFICATION

BISCAYNE 153-15400 SERIES

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

BEL AIR 155-15600 SERIES

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

IMPALA 163-16400 SERIES

MODEL 163-16487 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 16447 2-DOOR CUSTOM SPORT COUPE, 5-PASSENGER
MODEL 16467 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 163-16469 4-DOOR SEDAN, 6-PASSENGER
MODEL 163-16439 4-DOOR SPORT SEDAN, 6-PASSENGER
MODEL 16435 4-DOOR STATION WAGON, 2-SEAT
MODEL 16445 4-DOOR STATION WAGON, 3-SEAT

CAPRICE 16600 SERIES

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

POWER TRAINS

POWER TRAIN COMBINATIONS	2
POWER TRAIN MULTIPLICATION FACTORS	3
ENGINE DATA AND RATINGS	4
ENGINE SPEED AND PISTON TRAVEL	5
VEHICLE PERFORMANCE FACTORS	6
ENGINE OUTPUT CURVES	7
PRINCIPAL COMPONENTS	9
FUEL SYSTEM	15
EXHAUST AND VENTILATION SYSTEM	16
LUBRICATION SYSTEM	17
COOLING SYSTEM	18
ELECTRICAL SYSTEM	19
CLUTCHES	21
THREE AND FOUR SPEED TRANSMISSIONS	22
OVERDRIVE UNIT	23
POWERGLIDE	24
TURBO HYDRA-MATIC	26

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*									
			2,56:1	2,73:1	3,07:1	3,08:1	3,31:1	3,36:1	3,55:1	3,70:1	3,73:1	
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP Standard (A)	3-Spd (2,85:1 low) & Powerglide	Biscayne & Bel Air Sedans		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning					Std.	Perf.	Spcl.			
		Station Wagons					Econ.	Std.	Perf.			
		With Air Conditioning					Econ.	Std.	Perf.			
		All Other Models			Econ.		Std.	Perf.	Spcl.			
	Overdrive	With Air Conditioning					Std.	Perf.	Spcl.			
		All Models							Std.			
		With Air Conditioning							Std.			
A - Not available with Impala Convertible, Impala Station Wagons, Impala Custom Coupe and Caprice models												
307 Cubic Inch V-8 Turbo-Fire 307 200 HP Standard	3-Spd (2,85:1 low) & 4-Spd (2,85:1 low)	All Models		Spcl.		Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning					Std.	Perf.	Spcl.			
	Powerglide	Station Wagons				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	Overdrive	All Models						Std.	Perf.	Spcl.		
		With Air Conditioning								Std.		
	Turbo Hydra-Matic	All Caprice Models, Impala Cpes., Convs., & Station Wagons	Econ.	Std.		Perf.		Spcl.				
		With Air Conditioning		Econ.		Std.		Perf.				
327 Cubic Inch V-8 Turbo-Fire 327 250 HP RPO L73	3-Spd (2,54:1 low) & Powerglide	All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning					Std.	Perf.	Spcl.			
		Station Wagons				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	4-Spd (2,54:1 low)	All Models				Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.				
		With Air Conditioning		Econ.		Std.		Perf.				
327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2,54:1 low)	All Models				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	4-Spd (2,54:1 low)	All Models			Econ.		Std.		Perf.		Spcl.	
		With Air Conditioning					Std.		Perf.		Spcl.	
	Powerglide	All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		Station Wagons				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.				
		With Air Conditioning		Econ.		Std.		Perf.				
396 Cubic Inch V-8 Turbo-Jet 396 325 HP RPO L35	H.D. 3-Spd (2,41:1 low) & 4-Spd (2,52:1 low)	All Models			Econ.		Std.		Perf.		Spcl.	
		With Air Conditioning					Std.		Perf.			
	Powerglide	All Models		Econ.	Std.		Perf.		Spcl.		Spcl.	
		With Air Conditioning					Std.		Perf.			
	Turbo Hydra-Matic	All Models	Std.(a)	Perf.	Spcl.		Spcl.					
		With Air Conditioning		Std.	Perf.		Spcl.					
427 Cubic Inch V-8 Turbo-Jet 427 385 HP RPO L36	H.D. 3-Spd (2,41:1 low) & 4-Spd (2,52:1 low)	All Models			Econ.		Std.		Perf.		Spcl.	
		With Air Conditioning					Std.		Perf.			
	4-Spd (2,20:1 low)	All Models					Std.		Perf.		Spcl.#	
		With Air Conditioning					Std.					
	Turbo Hydra-Matic	All Models	Econ.	Std.	Perf.		Spcl.					
		With Air Conditioning		Econ.	Std.		Perf.					

* Positraction axles available optionally
for all ratios shown.

Also available in positraction ratios of 4.10:1, 4.56:1 and 4.88:1

(a) 2.29:1 economy axle ratio also available

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

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant (Tarrytown)	Unit Number (25th unit)
15369	8	T	100025

Thus: The 25th model built at Tarrytown would be serial number 153698T100025

8-Cylinder Example:

Model	Model Year	Assembly Plant (Flint)	Unit Number (26th unit)
15469	8	F	100026

Thus: The 26th model built at Flint would be serial number 154698F100026

ASSEMBLY PLANTS

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

Canadian Plant

"2" - Ste. Theresa

Starting unit number ----- 100001 and up at each assembly plant regardless of series

- Location ----- Stamped on plate attached to top left hand of instrument panel

TRANSMISSION IDENTIFICATION

Example: QBS8E01D

Type Designation	Source Designation	Model Year 1968	Production* Month & Date EOID*
QB	S(Saginaw)	8	EOID*
QB 3-Speed	L-6 & V-8 engines	S - Saginaw	
YC 3-Speed overdrive	L-6 engine	O - Saginaw	
YB 3-Speed overdrive	V-8 engine	O - Saginaw	
WQ 4-Speed	V-8 engine	P - Muncie	
		R - Saginaw	
UG Powerglide	L-6 engine	C - Cleveland	
		T - Toledo	
TF Powerglide	V-8 engine	C - Cleveland	
		T - Toledo	
-- Turbo-Hydra-Matic	V-8 engine	CC - Ypsilanti	

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.
- Turbo Hydra-Matic ----- Nameplate tag on right hand side of the case.

o-Month: E denotes May; (see below) 01 denotes 1st day
Alpha Characters used in identifying the Calendar Month
A - January D - April K - July R - October
B - February E - May M - August S - November
C - March H - June P - September T - December

*-The letter "D" or "N" following the date numerals - indicates day or night shift.

ENGINE IDENTIFICATION

Example: F1210CA

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

250 Cubic Inch 6-Cylinder

- CA - Regular production engine, 3-speed
- CQ - Regular production engine, Powerglide

307 Cubic Inch 8-Cylinder

- DO - Regular production engine, 3-speed
- DR - Regular production engine, Powerglide

327 Cubic Inch 8-Cylinder (RPO-L30)

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

396 Cubic Inch 8-Cylinder (RPO-L35)

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

427 Cubic Inch 8-Cylinder (RPO-L36)

- IH - Optional, 3 or 4-speed trans, 4-bbl. carb.
- IJ - Optional, Turbo Hydra-Matic, 4-bbl. carb.

Location:

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

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

REAR AXLE IDENTIFICATION

Example: DA0212B

Type Designation	Production* Month & Date	Source Designation
DA	0212	B (Buffalo)

- DA ---- 3.08 ---- 3-speed and Powerglide transmission
- DD ---- 3.31 ---- 4-speed transmission
- D1 ---- 3.36 ---- 3-speed and Powerglide transmission
- EP ---- 2.73 ---- Turbo Hydra-Matic transmission
- EK ---- 3.70 ---- Overdrive transmission
- GX (Wagons) -- 3.55 -- 3-speed and Powerglide transmission

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

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

REGULAR EQUIPMENT—EXTERIOR

		BISCAYNE 153-15400			BEL AIR 155-15600				IMPALA 163-16400								CAPRICE 16600			
		11	69	35	11	69	35	45	69	39	87	67	47	35	45	35	45	47	39	
Bright Trim And Ornamen- tation	Windshield reveal moldings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Windshield pillar and roof drip gutter moldings				X	X	X	X		X	X		X			X	X	X	X	
	Radiator grille	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Roof rail weatherstrip moldings								X	X		X						X	X	
	Front fender trim plates	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
	Hood header panel emblem	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Hood rear and fender moldings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Headlamp bezels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Front fender lamps and bezels															X	X	X	X	
	Front fender nameplate	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
	Front fender and rear quarter marker lamp bezels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Belt bead molding	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Rocker panel molding	X	X	X					X	X	X	X	X	X	X					
	Body side moldings (black vinyl insert on 163-16400)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Door frame moldings								X					X	X	X	X			
	Ventipane frames	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Ventipane belt reveal molding								X	X	X	X	X	X	X	X	X		X	
	Front and rear wheel opening moldings								X	X	X	X	X	X	X	X	X	X	X	
	Rear view mirror, round (rec- tangular 5" on 16647)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Hup caps	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
	Wheel trim covers															X	X	X	X	
	Rear quarter window reveal molding													X	X	X	X			
	Sail panel nameplate - "Caprice"																	X	X	
	Rear quarter panel molding																	X	X	
	Deck lid and or tailgate nameplate	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Deck lid molding																	X	X	
	Tailgate window reveal moldings			X			X	X						X	X	X	X			
Tailgate belt reveal molding													X	X	X	X				
Rear window reveal moldings	X	X		X	X			X	X	X	X	X					X	X		
Rear belt molding											X									
Tailgate electric window control (manual on 2-seat wagons)			X			X	X						X	X	X	X				
Tail lamp and back-up lamp trim rings (dual rings each lamp on 16600)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Single tail and back-up lamps in bumper (in body on wagons)	X	X	X	X	X	X	X													
Dual tail and back-up lamps in bumper (in body on wagons)								X	X	X	X	X	X	X	X	X	X	X		
Body side and tailgate wood-grain panels and moldings															X	X				
Concealed 2-speed windshield wipers and washers (L.H. articulated blade)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Full-door glass (includes "Astro-Ventilation" script)																	X			

REGULAR EQUIPMENT—INTERIOR

		BISCAYNE 153-15400			BEL AIR 155-15600				IMPALA 163-16400						CAPRICE 16600				
		11	69	35	11	69	35	45	69	39	87	47	67	35	45	35	45	47	39
Bright Trim And Ornamen- tation	Front bench seat end panels										X	X	X					X	
	Door bead trim moldings								X	X	X	X	X	X	X	X	X	X	X
	Rear quarter window bead trim molding										X	X	X					X	
	Rear view mirror support (hook type)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Rear view mirror support (non- hook type)	X	X	X															
	Vent control knobs	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Sunshade support bracket	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Door remote control handle (in armrest)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Window control handle (plastic knobs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Door armrest backing plate								X	X	X	X	X	X	X	X	X	X	X
	Instrument panel lower L. H. and upper R. H. trim plate(R. H. includes series nameplate)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Instrument cluster bead molding	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Seat adjuster handle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Ventipane control handle (plastic knobs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Pedal pad trim																X	X	X
Instrument Panel	Instrument panel control knobs (Includes kick pad vent knobs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Instrument panel ventilation outlets																	X	
	Ash tray (painted on 153-154-155- 15600; colored vinyl on 16000)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Electric clock																X	X	X
	Instrument panel upper and lower trim plates (wood grain)																X	X	X
	Rear window control							X								X		X	
	Ignition lock and starter switch - "4-position"	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lamps And Switches	Cigarette lighter, lights and wiper controls	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Convertible top switch												X						
	Heater controls	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Glove box				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Instrument panel dual courtesy													X		X	X	X	X
	Luggage compartment								X	X	X	X	X					X	X
	Rear window control switch							X							X		X		
	Roof center dome	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Third seat courtesy							X							X		X		
Armrests	Front door jamb switch - L.H. (a)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Front door jamb switch - R.H. (b)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Rear door jamb switch															X	X		X
	Instrument panel manual light switch	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Front seat center armrest																		X
Floor carpeting	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Stowage compartment mat			X			X	X							X	X	X	X		
Dual padded sunshades (hook type all except Biscayne)	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
Luggage compartment mat									X	X	X	X	X					X	X
Deluxe heater	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
Door lock pillar pressure valves													X					X	
Convertible top with solid plate glass rear window												X							

(a) For key-reminder and dome lamp operation

(b) For dome lamp only

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Air cleaner, heavy duty	K45	153-155-16300
Air Conditioners		
Comforton automatic air conditioner	C75	15-16000
Four-Season air conditioner	C60	15-16000
G.M. Chevrolet air conditioner	ACC	15-16000
Appearance Guard Group (Items available as a group or as separate option) - Group 1		
Door edge guards		15-16000 exc 16635-45
Front bumper guards		15-16000
Rear bumper guards		15-16000 exc wgn
Twin front and rear floor mats		15-16000
Auxiliary Lighting (Items available as a group) - RPO ZJ9		
Ash tray light		15-16000 exc 16600
Courtesy lights		150-163-16400 exc conv
Front fender lights		15-16000 exc 16600
Glove box light		153-15400
Ignition lock light		153-15400
Luggage light		15000 exc wgn
Underhood light		15-16000
Axle Ratios		
2.29 ratio	GT2	15-16000
2.56 ratio	GT1	15-16000
2.73 ratio	G97	15-16000
3.07 ratio	H01	15-16000
3.08 ratio	G92	15-16000
3.31 ratio	G94	15-16000
3.36 ratio	G76	15-16000
3.55 ratio	G96	15-16000
3.70 ratio	G75	15-16000
3.73 ratio	H05	15-16000
4.10 ratio	*	15-16000
4.56 ratio	*	15-16000
4.88 ratio	*	15-16000
Positraction — all ratios	G80	15-16000
Battery, heavy duty	T60	15-16000
Belts and Harnesses		
Deluxe front and rear seat belts	A39	16467
Deluxe front seat shoulder harnesses	A85	16467
Deluxe rear seat shoulder harnesses	AS4	15-16000
Deluxe seat belts and front seat shoulder harnesses	ZK3	15-16000 exc conv
Seat belt retractor	ACC	15-16000
Standard front seat shoulder harnesses	AS1	16467
Standard rear seat shoulder harnesses	AS5	15-16000
Body insulation package	ZK1	16439-47-87; 16339-87
Brakes, front disc	J52	15-16000
Brakes, power	J50	ACC 15-16000
Carriers		
Deck lid luggage carrier		ACC 15-16000 exc wgn
Deluxe adjustable roof luggage carrier	V54	ACC 15-16000 wgn
Roof luggage carrier	V55	ACC 15-16000 wgn
Roof luggage carrier cover		ACC 15-16000 wgn
Ski rack (deck lid luggage carrier)		ACC 15-16000 exc wgn
Ski rack (roof clamp-on type)		ACC 15-16000 exc conv
Chassis, heavy duty	Z04	153-15400
Clock, electric	U35	ACC 15-16000 exc 16600
Clutch, heavy duty	M01	15-16000
Compass		ACC 15-16000
Cruise control, Cruise-Master	K30	ACC 154-156-164-16600
Decor Group (Items available as a group or as separate options) - Group 2		
Deluxe steering wheel		15000
Door and window frame molding		15000
Rear fender skirts		15-16000 exc wgn
Wheel covers		150-163-16400
Deflectors, rain		ACC 15-16000 4-dr (exc Sport Sedan) & wgn

* Positraction only.

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO /ACC	Models
Deflector, tailgate window	C51 ACC	15-16000 wgn
Defroster, rear window	C50 ACC	15-16000**
Emergency road kit	ACC	15-16000
Engines		
250-hp Turbo-Fire 327 cu.in. V-8	L73	154-156-164-16600
275-hp Turbo-Fire 327 cu.in. V-8	L30	154-156-164-16600
325-hp Turbo-Jet 396 cu.in. V-8	L35	154-156-164-16600
385-hp Turbo-Jet 427 cu.in. V-8	L36	154-156-164-16600
Engine block heater	K05	15-16000
Engine ventilation, heavy duty closed positive	KD5	15-16600
Exhaust, dual	N10	154-156-164-16600
Fan, temperature-controlled	K02 ACC	15-16000
Fire extinguisher (2-3/4 lb. dry chemical)	ACC	15-16000
Fire extinguisher refill cartridge	ACC	15-16000
Floor Mats		
Cargo floor mat	ACC	15-16000 wgn
Clear vinyl twin front and rear mats	ACC	15-16000
Full width front mats	ACC	15-16000
Heavy duty front floor mat	B34	15000
Heavy duty rear floor mat	B35	15000
Load floor carpet	B39	164-16635-45
Twin front and rear mats	B37 ACC	15-16000
Gauges, instrument panel	U14	154-156-164-16600
Generator, Delcotron (42 amp)	K79	15-16000
Generator, Delcotron (63 amp)	K76	15-16000
Glass, tinted window	A01	15-16000
Glass, tinted windshield	A02	15-16000
Guards		
Door edge guards	B93 ACC	15-16000 exc 16635-45
Front bumper guards	V31 ACC	15-16000
Rear bumper guards	V32 ACC	15-16000 exc wgn
Head restraint, special contour	A81	16639-47, 16447-67-87, 16387
Head restraint, standard	A82	15-16000
Horn, low note	U03 ACC	15-16000
Lights		
Ash tray light	U28 ACC	15-16000 exc 16600
Concealed headlights	T83	16600
Courtesy lights	U29 ACC	150-163-16400 exc conv
Front fender lights	T78	15-16000 exc 16600
Glove box light	U27 ACC	153-15400
Hand portable spotlight	ACC	15-16000
Ignition lock light	U23 ACC	153-15400
Light monitoring system	U46 ACC	15-16000
Luggage light	U25 ACC	15000 exc wgn
Remote control spotlight	ACC	15-16000
Underhood light	U26 ACC	15-16000
Litter container, saddle type	ACC	15-16000 exc floor shift trans
Locks		
Gas cap lock	ACC	15-16000
Power door lock system	A93	15-16000
Rear compartment lock	A96 ACC	15-16000 2-seat wgn
Rear door safety lock	ACC	15-16000
Spare wheel lock	ACC	15-16000
Trunk lid release	A91 ACC	15-16000 exc wgn

* Not available as accessory equipment on 15000.

** For convertibles, defroster available as RPO only.

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Mirrors		
Remote control outside mirror	D33	15-16000
Right hand outside mirror (standard type)	ACC	15-16000
Visor vanity mirror	ACC	15-16000
Model Options		
• Impala Super Sport	Z03	16447-67-87, 16387
Super Sport 427	Z24	16447-67-87
Molding		
• Body side moldings	B84	153-15400
Door and window frame molding	B90	15000
Roof drip molding	B80	153-15400, 16369, 16435-45-69
Operating Convenience Group (Items available as a group or as separate options) — Group 4		
Electric clock		15-16000 exc 16600
Rear window defroster		15-16000
Remote control outside mirror		15-16000
Pedal trim	ACC	15-16000 exc 16000
Police car	B07	15000
Radiator, heavy duty	V01	15-16000
Radio Antennas		
Front fixed height antenna	ACC	15-16000
Front manual antenna	ACC	15-16000
Rear manual antenna	U73	15-16000 exc wgn
Rear power antenna	U75	15-16000 exc wgn
Radios		
Push-button AM radio with front antenna	U63	ACC 15-16000
Push-button AM-FM radio with fixed height antenna	U69	ACC 15-16000
Rear speaker	U80	ACC 15-16000
Seats		
Child restraint seat	ACC	15-16000
Deluxe front seat cushion	B55	15000
• Front Strato-bench seat	A53	16639-47, 16387 16447-87
Front Strato-bucket seat	A51	16647
• 4-way power bucket seat - driver's seat	A46	16387, 16447-67- 87, 16647
6-way power bench seat	A42	155-156-16000
Heavy-duty front seat - low profile type	A75	15000
Heavy-duty rear seat	A76	15000 exc wgn
Ventilated seat pad	ACC	15-16000

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Shock Absorbers		
Air-adjustable shock absorbers	G66	15-16000
Automatic level control	G67	15-16000
Skirts, rear fender	T58	15-16000 exc wgn
Speed warning indicator	U15	15-16000
Steering		
Deluxe steering wheel	N30	15000
Power steering	N40	15-16000
Tilt-type steering wheel	N33	15-16000
Wood-grained plastic steering wheel	N34	15-16000
Stereo		
Stereo multiplex	U79 ACC	15-16000
Stereo tape player	U57 ACC	15-16000
Suspension		
Heavy duty front and rear suspension	F40	15-16000 exc wgn
Special performance front and rear suspension	F41	154-156-164-16600
Tachometer	ACC	154-156-164-16600
Taxicab equipment	B02	153-15469
Tires		
8.15-15-4 pr tire-highway	Q04	150-163-164 exc wgn
8.15-15-4 pr tire-highway-whitewall	R51	15-16000 exc wgn
8.25-14-4 pr tire-highway-whitewall	P77	15-16000 exc wgn
8.25-14-4 pr tire-highway-special nylon	PQ6	15-16000 exc wgn
8.25-14-4 pr tire-highway-special nylon-whitewall	PQ7	15-16000 exc wgn
8.25-14-8 pr tire-highway-special nylon	PR2	15-16000 exc wgn
8.25-14-8 pr tire-highway-special nylon-whitewall	PR3	15-16000 exc wgn
8.45-15-8 pr tire-highway-whitewall	QC2	15-16000 wgn
8.55-14-4 pr tire-highway-whitewall	P85	15-16000 wgn
8.55-14-8 pr tire-highway-special nylon	PS5	15-16000 wgn
8.55-14-8 pr tire-highway-special nylon-whitewall	PS6	15-16000 wgn
● 8.45-15-4 pr tire-highway-OE	P98	164-16639
● 8.45-15-4 pr tire-highway-OE-whitewall	P99	164-16639
● G70-15-4 pr tire-OE-white stripe	PU3	15-1600 exc wgn
● G70-15-4 pr tire-OE-red stripe	PU4	15-16000
● 8.15-15-4 pr tire-highway	Q04	15-16000 exc wgn
● 8.25-14-4 pr tire-special nylon-red stripe	T35	15-16000 exc wgn

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Tissue dispenser, instrument panel mounted	ACC	15-16000
Tops		
Folding convertible top	C05	16467
Vinyl roof covering	C08	16439-47-87, 16639-47, 16339-87
Trailer hitch	ACC	15-16000
Trailer wiring harness	ACC	15-16000
Transmissions		
Overdrive	M10	15-16000
3-Speed, heavy duty (2.86 or 2.41 low ratio)	M13	154-156- 164-16600
Heavy duty 4-speed transmission	M22	154-156- 164-16600
4-Speed (3.11, 2.85, 2.54 or 2.52 ratio)	M20	154-156- 164-16600
4-Speed, close ratio (2.20 ratio)	M21	154-156- 164-16600
Powerglide	M35	15-16000
3-Speed automatic, Turbo Hydra-Matic	M40	154-156- 164-16600
Ventilation, upper level	C56	163-16400, 16639-35-45
Wheel Covers		
Mag-style wheel covers - type A	N96	ACC 15-16000
Mag-style wheel covers - type B	PA2	15-16000
Simulated wire wheel covers	N95	ACC 15-16000
Wheel covers	P01	ACC 150-163-16400
Wheels		
14 x 6JK wheels	P12	15-16000 exc wgn
"Rally wheel," hub cap, trim ring	ZJ7	15-16000
Windows		
Power windows	A31	155-15635-45-69, 16000
Power tailgate window	A33	15-16000 2-seat wgn

MODELS: Biscayne 4-Dr. Sedans

BODY EQUIPMENT

SEATS ----- Heavy duty front and rear seats (front seat low profile); heavy duty black rubber front and rear floor mats with special mastic sound deadener underpad; jam switches at front and rear doors for dome lamp; open door warning lamp on instrument panel.

CHASSIS EQUIPMENT

BODY MOUNTS ----- Heavy duty units at selected locations

FRAME ----- Heavy duty, special gusseted frame with reinforced front upper control arm brackets

FRONT SUSPENSION ----- Heavy duty metal lined spherical joints with special seals; heavy duty springs; heavy duty shock absorbers

REAR SUSPENSION ----- Two upper control arms with heavy duty bushings; heavy duty track bar; heavy duty 8-7/8 ring gear axle; heavy duty springs; heavy duty shock absorbers

BRAKES ----- Heavy duty primary linings, front and rear; heavy duty brake drum webs front and rear; extra thick linings front and rear; heat resistant front brake shoe retracting springs

WHEELS ----- 15 x 5JJ

TIRES ----- 8.15-15-4PR

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 307 Cu.In. V-8

L-6 ENGINE FEATURES ----- Economy carburetor; extra durable compression and oil control piston rings; hardened tip valve push rods; large 14-inch diameter flywheel ring gear (3-speed only); starter with special road splash sealing; take-apart engine ventilation valve; heavy duty radiator (automatic transmission only); heavy duty 61 A.H. battery; heavy duty lower rear crankshaft main bearing (automatic only); high-capacity 11-inch diameter diaphragm spring clutch.

L-6 AUTOMATIC TRANS. FEATURES ----- Heavy duty 11-3/4-inch heavy duty converter with two drain plugs; additional clutch plate; large gearset; extra capacity transmission on cooler in radiator; radiator fan shroud.

POLICE CAR—RPO B07

MODELS: All Biscayne and Bel Air

BODY EQUIPMENT

(Mandatory Option A75, Heavy Duty Front Seat)

FRONT SEAT ----- Heavy duty low
profile front seat; special police
car instrument cluster.

CHASSIS EQUIPMENT

BODY MOUNTS ----- Heavy duty units at
selected locations

FRONT SUSPENSION ----- Heavy duty metal lined
spherical joints with special seals; heavy
duty strut rod bushing; heavy duty
stabilizer bar; lower control arms with
heavy duty frame pivot bushings; heavy
duty springs; heavy duty shock absorbers

REAR SUSPENSION ----- Two upper
control arms with heavy duty bushings;
heavy duty track bar; heavy duty 8-7/8
ring gear axle; heavy duty springs; heavy
duty shock absorbers.

BRAKES ----- Heavy duty primary
linings front and rear; extra thick linings
front and rear; heavy duty brake drum
webs front and rear; heat resistant front
brake shoe retracting springs.

WHEELS ----- 14 x 6

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 307 Cu.In. V-8
(Mandatory Option T60, Heavy Duty Battery)

L-6 ENGINE FEATURES ----- Extra durable
compression and oil control piston rings;
hardened-tip valve push rods; large 14-
inch diameter flywheel ring gear (3-speed
only); starter with special road splash
sealing; take-apart engine ventilation valve;
heavy duty radiator (automatic only); 5-
blade fan; heavy duty 70 A.H. battery;
heavy duty lower rear crankshaft main
bearing (automatic only); truck-type hy-
draulic valve lifters; high capacity 11-inch
diameter diaphragm spring clutch.

L-6 AUTOMATIC TRANS. FEATURES ----- 11-3/4-inch
heavy duty converter with two drain plugs;
additional clutch plate; large gear set;
extra capacity transmission oil cooler in
radiator; radiator fan shroud.

V-8 ENGINE FEATURES ----- Heavy duty
clutch with manual transmission; 5-blade
fan; heavy duty 70 A.H. battery; heavy
duty radiator (automatic transmission);

V-8 AUTOMATIC TRANS. FEATURES ----- Heavy duty
oil pump, valve body and low and drive
regulator valve; extra capacity transmis-
sion oil cooler in radiator.

AIR CONDITIONING EQUIPMENT

COMFORTRON AUTOMATIC TEMPERATURE CONTROL (RPO C75)

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

FOUR SEASON (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSIS

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

POWER TRAINS

Fan Blade ----- 5 blade, L-6; 7 blade, V-8
Fan Clutch ----- Thermomodulated fluid coupling* (a)
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One*
Generator ----- 63 Ampere
Radiator ----- Heavy duty
Radiator Shroud, Fan Opening ----- Steel; 19.34 dia.*

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

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

(a) Fan Clutch ----- Thermomodulated fluid coupling.
V-8 Engines only.

DIMENSIONS AND WEIGHTS

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

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDANS		SPORT SEDANS	SPORT COUPES	CONVERT- IBLES	STATION WAGONS
		2-DR	4-DR				
H3	Seat cushion height			11,6			11,4
H11	Entrance height	30,4			29,8		30,4
H13	Steering wheel thigh clearance	3,6			3,7		3,7
H30	H point to heel point	9,0			9,2		9,0
H32	Seat cushion deflection	3,9			4,0		4,4
H50	Upper body opening to ground						
H58	H point rise		0,7			0,8	
H61	Effective headroom	38,9		38,2	38,3	38,8	39,2
H70	H point to body O line	14,0			14,2		14,0
H75	Effective 'T' point headroom	39,1		38,3	38,5	39,0	39,4
W3	Shoulder room			62,4			62,3
W5	Hip room			63,7			63,7
L7	Steering wheel torso clearance			11,8			11,7
L17	H point travel			4,8			
L34	Effective leg room	41,7			41,6		41,7

REAR COMPARTMENT

H8	Seat cushion height	14,2		14,5	13,2		14,5
H12	Entrance height	---	29,9	29,8	---		29,8
H31	H point to heel point	12,0		10,9	10,7		12,2
H33	Seat cushion deflection	4,0		4,1	4,3		4,3
H51	Upper body opening to ground	---			---		
H63	Effective headroom	37,9		37,1	37,3	37,9	38,8
H71	H point to body O line	14,2		13,5	13,3		14,5
H76	Effective 'T' point headroom	37,8		36,8	37,2	38,0	38,8
W4	Shoulder room	60,7	61,3		61,0	53,1	61,4
W6	Hip room	62,3	62,9	63,0	55,5		63,1
L3	Rear compartment room		25,7		25,7		28,7
L50	H point couple distance	36,2		36,1	33,3		34,6
L51	Effective leg room	38,9	39,5	38,5	34,9		37,5

STATION WAGON THIRD SEAT

W83	Shoulder room						49,7
W86	Hip room						49,2
H86	Effective headroom						36,2
L86	Effective leg room						33,3
L87	Knee room						12,8

LUGGAGE COMPARTMENT

---	Opening width						
---	Interior height						
---	Interior width						
---	Interior length						
H195	Liftover height						
V1	Usable luggage capacity (cu.ft.)						
---	Total volume (cu.ft.)						

STATION WAGON CARGO SPACE

H201	Maximum cargo height						30,7
H202	Rear opening height						28,8
H250	Tailgate to ground height						25,5
W200	Cargo width - front						63,2
W201	Cargo width - wheelhouse						49,7
W203	Rear opening width at floor						52,4
W204	Rear opening width at belt						52,4
W205	Rear opening width above belt						52,4
L200	Maximum cargo length - front seat						122,8
L201	Maximum cargo length - second seat						88,6
L202	Cargo length at floor - front seat						96,0
L203	Cargo length at floor - second seat						61,7
L204	Cargo length at belt - front seat						86,0
L205	Cargo length at belt - second seat						49,7
V2	Total cargo volume (cu.ft.)						94,1(A)

(A) Add 12,0 for compartment on 2-seat wagons; 7,2 on 3-seat wagons.

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	SEDANS		SPORT SEDANS	SPORT COUPES	CONVERT- IBLES	STATION WAGONS
		2-DR	4-DR				
L101	Wheelbase	119,0					
L102	Tire size (standard)	8,25 x 14					
L103	Overall length	214,7					
L104	Overhang - front	36,4					
L105	Overhang - rear	59,3					
----	Overall length - less bumpers						
L127	Body O line to C/L of rear wheels	100,0					
L128	Hood length at centerline	60,9					

WIDTHS

W101	Tread - front	62,5					63,5
W102	Tread - rear	62,4					63,4
W103	Maximum overall width of car	79,6					
W106	Front fender overall width	79,4					
W107	Rear fender overall width	79,6					
W120	Overall car width, front doors open	163,8	143,3		163,8		143,3
W121	Overall car width, rear doors open	---	143,8		---		143,8

HEIGHTS

H101	Overall height (design)	55,8	54,8	54,3	54,6	56,7
----	Overall height (curb)					
H102	Front bumper to ground	12,9		12,6		13,4
H104	Rear bumper to ground	12,6		12,2		13,3
H111	Rocker panel to ground - rear	7,8		7,5	7,4	9,0
H112	Rocker panel to ground - front	8,8		8,5		9,4
H114	Hood at rear to ground	39,0		38,7		39,6
H115	Step height - front (design)					
H116	Step height - rear (design)	---		---		
H125	Headlamp to ground	26,8	27,0	26,6	26,5	27,3
H126	Tail lamp to ground	20,3	20,5		20,0	25,6
H130	Step height - front (curb)					
H131	Step height - rear (curb)	---		---		
H136	Body O line to ground - front	6,0	6,3	5,8	5,7	6,6
H137	Body O line to ground - rear	6,0	6,3	5,8	5,7	6,6

CLEARANCES

H106	Angle of approach (degrees)	26					27
H107	Angle of departure (degrees)	14					15
H147	Ramp breakover angle (degrees)	14					15
H148	Front suspension to ground	7,0		6,7	6,6		7,5
H149	Oil pan to ground	6,2			5,8		6,7
H150	Flywheel housing to ground	7,1			6,8		7,5
H151	Frame to ground	7,4			7,0		7,9
H152	Exhaust system to ground	5,9		5,5	5,4		6,5
H153	Rear axle to ground						
H154	Fuel tank to ground	7,6			7,1		8,3
H155	Tire well to ground	Mounted over rear axle					8,1
H156	Minimum ground clearance (H152)	5,9		5,5	5,4		6,5

VEHICLE WEIGHTS

BISCAYNE

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6-Cyl.	V8	Description	Front	Rear	Total	Front	Rear	Total
15311		2-Door Sedan	1750	1650	3400	1740	1835	3575
	15411		1860	1660	3520	1855	1850	3705
15369		4-Door Sedan	1785	1680	3465	1770	1865	3635
	15469		1895	1690	3585	1890	1880	3770
15335		4-Door Station Wagon, 2-Seat	1725	2065	3790	1710	2255	3965
	15435		1825	2075	3900	1820	2265	4085

BEL AIR

15511		2-Door Sedan	1755	1650	3405	1740	1835	3575
	15611		1860	1665	3525	1855	1850	3705
15569		4-Door Sedan	1790	1680	3470	1775	1865	3640
	15669		1900	1690	3590	1895	1875	3770
15535		4-Door Station Wagon, 2-Seat	1730	2070	3800	1710	2260	3970
	15635		1825	2085	3910	1820	2270	4090
15545		4-Door Station Wagon, 3-Seat	1710	2135	3845	1695	2320	4015
	15645		1810	2145	3955	1805	2330	4135

IMPALA

16369		4-Door Sedan	1815	1705	3520	1800	1890	3690
	16469		1920	1710	3630	1915	1900	3815
	16447	2-Door Custom Coupe	1925	1720	3645	1920	1905	3825
16387		2-Door Sport Coupe	1815	1705	3520	1800	1890	3690
	16487		1920	1710	3630	1915	1895	3810
16339		4-Door Sport Sedan	1860	1745	3605	1845	1930	3775
	16439		1965	1750	3715	1960	1940	3900
	16467	2-Door Convertible	1945	1735	3680	1940	1925	3865
	16435	4-Door Station Wagon, 2-Seat	1840	2100	3940	1835	2290	4125
	16445	4-Door Station Wagon, 3-Seat	1830	2165	3995	1825	2355	4180

CAPRICE

	16647	2-Door Custom Coupe	1935	1725	3660	1930	1910	3840
	16639	4-Door Custom Sedan	1990	1765	3755	1985	1950	3935
	16635	4-Door Custom Wagon, 2-Seat	1845	2105	3950	1840	2295	4135
	16645	4-Door Custom Wagon, 3-Seat	1830	2175	4005	1825	2360	4185

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

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

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

RPO	OPTION	WEIGHT	RPO	OPTION	WEIGHT
A31	Power Windows	+ 22	M10	Overdrive Transmission	+27
A42	Power Seat 6-Way	+ 21	M13	3-Speed H.D. Transmission	+22
A46	Power Seat 4-Way	+ 16	M20	4-Speed Transmission	+22
A51	Strato Bucket Seat	+ 12	M35	Powerglide Transmission	6-Cyl. 0
C60	Air Conditioning	+105			V8 + 4
J50	Power Brakes	+ 9	M40	3-Speed Auto. Transmission	+50
J52	Front Disc Brakes	+ 35	N10	Dual Exhaust	+47
L30	327 Cu. In. V-8	+ 41	N40	Hydraulic Steering	+28
L35	396 Cu. In. V-8	+243	T60	Heavy Duty Battery	+15
L36	427 Cu. In. V-8	+260	U57	Tape Player	+24
L73	327 Cu. In. V-8	+ 41	U63	Radio — Push-Button	+ 9

BODY

EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLORS	3
BODY CONSTRUCTION AND GLASS AREA	8

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.** Marks, 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 silicomes, thus eliminating any paint contamination problem.

EXTERIOR-INTERIOR COLORS

BISCAYNE 153-15400 SERIES

MODELS			TRIM	INTERIOR COLORS AND RPO NUMBERS			
11	69	35		Black	Blue	Gold	Saddle
X	X		Cloth	--	816	831	--
X	X		Vinyl	802	--	--	--
		X	Vinyl	802	817	--	837
RPO EXTERIOR COLOR							
AA	Black			X	X	X	X
CC	White			X	X	X	X
DD	Medium Blue			X	X	--	--
EE	Dark Blue			X	X	--	--
FF	Medium Teal			X	--	--	--
GG	Ivory Gold			X	--	X	X
HH	Medium Green			X	--	--	--
KK	Turquoise			X	--	--	--
LL	Dark Teal			X	X	--	--
NN	Maroon			X	--	--	X
PP	Silver Green			X	--	--	X
RR	Red			X	--	--	--
TT	Ivory			X	--	X	X
VV	Dark Green			X	--	X	X
YY	Yellow			X	--	X	X
Two-Tone (Lower/Upper)							
DC	Med. Blue/White			--	X	--	--
DE	Med. Blue/Dk. Blue			--	X	--	--
ED	Dk. Blue/Med. Blue			--	X	--	--
GT	Ivory Gold/Ivory			X	--	X	--

EXTERIOR-INTERIOR COLORS—Cont'd

BEL AIR 155-15600 SERIES

MODELS				TRIM	INTERIOR COLORS AND RPO NUMBERS				
11	69	35	45		Black	Blue	Gold	Saddle	Turquoise
X	X			Cloth	803	818	832	--	843
X	X			Vinyl	811	819	--	--	--
		X	X	Vinyl	804	819	--	838	844
RPO	EXTERIOR COLOR								
AA	Black				X	X	X	X	X
CC	White				X	X	X	X	X
DD	Medium Blue				X	X	--	--	--
EE	Dark Blue				X	X	--	--	--
FF	Medium Teal				X	--	--	--	--
GG	Ivory Gold				X	--	X	X	--
HH	Medium Green				X	--	--	--	--
KK	Turquoise				X	--	--	--	X
LL	Dark Teal				X	X	--	--	--
NN	Maroon				X	--	--	X	--
PP	Silver Green				X	--	--	X	--
RR	Red				X	--	--	--	--
TT	Ivory				X	--	X	X	--
VV	Dark Green				X	--	X	X	--
YY	Yellow				X	--	X	X	--
Two-Tone (Lower/Upper)									
DC	Med. Blue/White				--	X	--	--	--
KC	Turquoise/White				--	--	--	--	X
DE	Med. Blue/Dk. Blue				--	X	--	--	--
ED	Dk. Blue/Med. Blue				--	X	--	--	--
GT	Ivory Gold/Ivory				X	--	X	--	--

EXTERIOR-INTERIOR COLORS—Cont'd

IMPALA 163-16400 SERIES

MODELS							TRIM	INTERIOR COLORS AND RPO NUMBERS									
69	47	87	39	67	35	45		Black	Blue	Gold	Saddle	Gray- Green	Turquoise	Red	Parch Black	Teal	
X	X	X	X				Cloth	805	820	833	--	853	842	--	--	--	
X	X	X	X	X	X	X	Vinyl	806	--	--	--	--	--	--	--	--	
	X	X		X			Vinyl	--	--	--	--	--	--	--	858	864	
					X	X	Vinyl	--	--	--	839	--	845	--	--	--	
X	X	X	X		X	X	Vinyl	--	821	--	--	--	--	--	--	--	
	X	X	X		X		Vinyl	--	--	830	--	--	--	--	--	--	
				X			Vinyl	--	--	--	--	--	866	--	--	--	
RPO EXTERIOR COLOR																	
AA	Black							X	X	X	X	X	X	X	X	X	
CC	White							X	X	X	X	X	X	X	X	X	
DD	Medium Blue							X	X	--	--	--	--	--	X	--	
EE	Dark Blue							X	X	--	--	X	--	--	X	X	
FF	Medium Teal							X	--	--	--	--	--	--	X	X	
GG	Ivory Gold							X	--	X	X	--	--	--	X	--	
HH	Medium Green							X	--	--	--	X	--	--	X	--	
KK	Turquoise							X	--	--	--	--	X	--	X	--	
LL	Dark Teal							X	X	--	--	X	--	--	X	X	
NN	Maroon							X	--	--	X	--	--	X	X	--	
PP	Silver Green							X	--	--	X	X	--	--	X	--	
RR	Red							X	--	--	--	--	--	X	X	--	
TT	Ivory							X	--	X	X	X	--	--	X	--	
VV	Dark Green							X	--	X	X	X	--	--	X	--	
YY	Yellow							X	--	X	X	--	--	--	X	--	
Two-Tone (Lower/Upper)																	
DC	Med. Blue/White							--	X	--	--	--	--	--	--	--	--
KC	Turquoise/White							--	--	--	--	--	X	--	--	--	
DE	Med. Blue/Dk. Blue							--	X	--	--	--	--	--	--	--	
ED	Dk Blue/Med. Blue							--	X	--	--	--	--	--	--	--	
GT	Ivory Gold/Ivory							X	--	X	--	--	--	--	--	--	
LF	Dk Teal/Med. Teal							--	--	--	--	--	--	--	--	X	

Two-tone exterior color combinations not available with 16467 models.

Vinyl top option (C08): Black or white - available for Sport Sedan and Sport Coupe models.

Convertible top: White-regular production; black or blue (RPO C05) with any exterior color.

EXTERIOR-INTERIOR COLORS—Cont'd

CAPRICE 16600 SERIES

MODELS				TRIM	INTERIOR COLORS AND RPO NUMBERS					
47	39	35	45		Black	Blue	Gold	Saddle	Gray-Green	Turquoise
X	X			Cloth-Bench	807	822	834	--	852	--
X	X			Cloth-Strato-Bench	808	823	835	--	856	--
X				Vinyl-Bucket	809	824	840	--	857	--
	X			Vinyl-Bench	814	815	--	--	--	--
		X	X	Vinyl	806	821	--	839	--	845
RPO EXTERIOR COLOR										
AA	Black				X	X	X	X	X	X
CC	White				X	X	X	X	X	X
DD	Medium Blue				X	X	--	--	--	--
EE	Dark Blue				X	X	--	--	X	--
FF	Medium Teal				X	--	--	--	--	--
GG	Ivory Gold				X	--	X	X	--	--
HH	Medium Green				X	--	--	--	X	--
KK	Turquoise				X	--	--	--	--	X
LL	Dark Teal				X	X	--	--	X	--
NN	Maroon				X	--	--	X	--	--
PP	Silver Green				X	--	--	X	X	--
RR	Red				X	--	--	--	--	--
TT	Ivory				X	--	X	X	X	--
VV	Dark Green				X	--	X	X	X	--
YY	Yellow				X	--	X	X	--	--
Two-Tone (Lower/Upper)										
DC	Med. Blue/White				--	X	--	--	--	--
KC	Turquoise/White				--	--	--	--	--	X
DE	Med. Blue/Dk Blue				--	X	--	--	--	--
ED	Dk Blue/Med. Blue				--	X	--	--	--	--
GT	Ivory Gold/Ivory				X	--	X	--	--	--

Two-tone exterior color combinations not available for station wagon models.

Vinyl top option (RPO C08): Black or white available for Sport Coupe and Sport Sedan models.

EXTERIOR-INTERIOR COLORS—Cont'd

IMPALA SUPER SPORT OPTION

MODELS			TRIM	INTERIOR COLORS AND RPO NUMBERS				
47	87	67		Black	Gold	Red	Parch Black	Teal
X	X		Vinyl-Bucket	812	836	--	859	862
X	X		Vinyl-Strato Bench	813	841	--	--	861
		X	Vinyl-Bucket	812	836	868	859	862
RPO	EXTERIOR COLOR							
AA	Black			X	X	X	X	X
CC	White			X	X	X	X	X
DD	Medium Blue			X	--	--	X	--
EE	Dark Blue			X	--	--	X	X
FF	Medium Teal			X	--	--	X	X
GG	Ivory Gold			X	X	--	X	--
HH	Medium Green			X	--	--	X	--
KK	Turquoise			X	--	--	X	--
LL	Dark Teal			X	--	--	X	X
NN	Maroon			X	--	X	X	--
PP	Silver Green			X	--	--	X	--
RR	Red			X	--	X	X	--
TT	Ivory			X	X	--	X	--
VV	Dark Green			X	X	--	X	--
YY	Yellow			X	X	--	X	--
Two-Tone (Lower/Upper)								
GT	Ivory Gold/Ivory			X	X	--	--	--
LF	Dark Teal/Med. Teal			--	--	--	--	X

Two-tone exterior color combinations not available on 16467 models.
 Vinyl top option (RPO C08): Black or white - available for Sport Coupe models.
 Convertible top: White (regular production); black or blue (RPO C05) with any exterior color.

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

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

HOOD AND TRUNK LID

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

VENTILATION

High level for passenger compartment --- 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. Astro ventilation with instrument panel outlets standard for Caprice Coupe and optional for Caprice Sedan and Estate Wagon and Impala Series.

SEAT CONSTRUCTION

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

WINDSHIELD WIPERS AND WASHERS

Type ----- Concealed dual 2-speed electric
Linkage ----- Parallel acting with articulated left arm

HEADLIGHTS

----- Concealed behind vacuum operated panels

SPARE TIRE AND TOOLS

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

BODY GLASS VISIBILITY AREA

		MODELS						
LOCATION		11	69	47	87	39	67	35-45
Windshield		1448.1		1384.3				1448.1
Front	Ventipane	73.0		87.0				73.0
Door	Window	869.4	645.9	1065.6	922.8	640.7	925.6	645.9
Rear Door Window		630.0		653.2				641.4
Rear Quarter Window		440.6		698.1	476.4		401.8	1187.4
Back Window		1202.0		717.2	1339.8	1239.3	767.3	925.9
Total Area (Sq. In.)		4033.1	3999.0	3865.2	4210.3	4004.5	3566.0	4921.7

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

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 ----- All welded perimeter frame, with front crossmember, rear axle upper control arm crossmember, rear shock absorber crossmember, and rear crossmember. Center sections and rear axle kickup are box welded construction. Body Mounting: Convertible - 8 biscuits + 6 cushions; Station Wagons - 8 biscuits + 4 cushions; all others - 8 biscuits + 2 cushions.

FRONT SUSPENSION

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

Wheel travel (design) -----
 Total ----- 8.55
 Jounce ----- 4.25
 Rebound ----- 4.30
 Wheel to spring, travel ratio ----- 1.79

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters

Inner bearing ----- 1.2493-1.2498
 Outer bearing ----- .7492-.7497

Spindle thread size ----- 3/4-20 NEF-3 (modified)

Wheel bearing

Type ----- Taper roller
 Number ----- Two per spindle

● SPHERICAL JOINTS

Type ----- Ball studs, upper self-adjusting for wear
 Bearing surfaces -----
 Upper ----- Two bearings; upper surface
 teflon coated phenolic; lower sur-
 face teflon cotton composition
 Lower ----- One bearing; steel

SHOCK ABSORBERS

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

STABILIZER BAR

Type ----- Link*
 Material ----- HR steel
 Diameter ----- .8125

FRONT WHEEL ALIGNMENT (Curb)

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

GENERAL SUSPENSION PROVISIONS

Car leveling ----- Front stabilizer bar
 Ant-dive control --- Angle of front upper control arm
 Anti-squat control ----- Rear suspension geometry

● FRONT SPRINGS

(3-Speed, 4-Speed or Powerglide)

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs per inch)	
							Free	Working (In. @ lbs)	@ Spring	@ Wheel
3890610	A	Coil, right hand helix	Steel Alloy	126.6	.614	3.80	16.8	11.76@1450	290	106
3864714	B			126.6	.614	3.80	16.9	11.76@1495	290	106
3864715	C			126.6	.614	3.80	17.2	11.76@1580	290	106
3864716	D			141.1	.636	3.80	17.4	11.76@1630	290	106
3864718	E			141.1	.636	3.80	17.6	11.76@1690	290	106
3864719	F			141.1	.636	3.80	17.7	11.76@1725	290	106
3862967	G			141.1	.636	3.80	17.9	11.76@1770	290	106
3862976	H			113.4	.641	3.80	15.5	11.76@1440	390	136
3862977	I			113.4	.641	3.80	15.7	11.76@1520	390	136
3869404	J			128.1	.668	3.80	16.4	11.76@1800	390	136
3864721	K			128.1	.668	3.80	16.2	11.76@1740	390	136
3862969	L			141.1	.636	3.80	18.0	11.76@1810	290	106
3862970	M			141.1	.636	3.80	18.1	11.76@1850	290	106
3869400	N			141.1	.636	3.80	18.3	11.76@1910	290	106

Engine	250 Cu.In. L-6						307 Cu.In. V-8					
	15300			15500			15600			16400		
Model	11	69	35	11	69	35	45	69	39	87	47	67
Ref.	H	H	H	H	H	H	B	C	A	B	C	I

Engine	327 Cu.In. V-8, RPO L30 and L73						16400					
	15400			15600			16400			16600		
Model	11	69	35	11	69	35	45	69	39	87	47	67
Ref.	B	D	I	B	D	I	I	D	E	C	C	I

Engine	396 Cu.In. V-8, RPO L35						16400					
	15400			15600			16400			16600		
Model	11	69	35	11	69	35	45	69	39	87	47	67
Ref.	F	L	J	F	L	J	K	L	N	G	G	J

Engine	427 Cu.In. V-8, RPO L36						16400					
	15400			15600			16400			16600		
Model	11	69	35	11	69	35	45	69	39	87	47	67
Ref.	G	G	J	G	G	J	K	M	M	F	F	G

* Not available on Bel Air & Biscayne 6-cylinder 2 and 4 door sedans

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description	Semi-reversible, recirculating ball nut gear; and a collapsible steering column for safety. Tilt steering wheel optional.
Ratios	Gear, 24:1; overall, 30.7:1
Turning diameters (ft)	
Outside front, wall to wall	43.0
Outside front, curb to curb	41.0
Inside rear, wall to wall	24.0
Inside rear, curb to curb	24.0
Number of wheel turns, lock to lock	5.8
Outside wheel angle with inside wheel @ 20°	18.1°
Linkage	Parallelogram, rear of wheels, 2 tie rods

POWER STEERING, RPO N40

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

DRIVELINE

Type	Tubular, exposed
Number used	One
Diameter (OD)	3.25
Length (C/L of U-joints)	
3 & 4-speed	62.16
Powerglide	
All except Caprice	62.16
Caprice	61.76
Turbo Hydra-Matic with 307 V-8	60.21
Turbo Hydra-Matic with optional engines	
All except Caprice	61.17
Caprice	60.06
Wall thickness	.065
Prop Shaft Damper	On Caprice models equipped with automatic transmission
Universal joints	
Type	Cross
Number used	Two
Bearings	Prepack, anti-friction
Drive and torque	Through rear suspension control arms

WHEELS, REGULAR PRODUCTION

Type	Short spoke spider
Attachment to hub	5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle
Size	
Except Wagons	14 x 5
Wagons	14 x 6
Offset	
14 x 5	.56
14 x 6	.06

WHEELS, DISC BRAKES

Type	Short spoke spider with ventilation ports
Attachment to hub	Same as wheels, regular production
Size	15 x 6
Offset	.06

WHEELS, RALLY-TYPE, RPO ZJ7 ----- Same as disc brake wheels

● TIRES

Construction	2 Ply
Rating	4 Ply rated (4 pr)
Size	
8.25 - 14 (All models except Wagons)	
Static loaded radius	12.7
Loaded rev/mi @ 50 MPH	755
Capacity @ 24 PSI	1380
8.55 - 14 (Wagons)	
Static loaded radius	12.9
Loaded rev/mi @ 50 MPH	743
Capacity @ 24 PSI	1510
8.15 - 15 (All models except Wagons and 4-dr Sport Sedans)	
Static loaded radius	12.8
Loaded rev/mi @ 50 MPH	767
Capacity @ 24 PSI	1370
8.45 - 15 (4-Dr Sport Sedans)	
Static loaded radius	12.9
Loaded rev/mi @ 50 MPH	735
Capacity @ 24 PSI	1480
*8.45 - 15 (Wagons)	
Static loaded radius	13.2
Loaded rev/mi @ 50 MPH	728
Capacity @ 24 PSI	1480
G70 - 15 (All models except Wagons and 4-dr Sport Sedans)	
Static loaded radius	12.6
Loaded rev/mi @ 50 MPH	766
Capacity @ 24 PSI	1380

● Standard Tire Pressure (PSI, Cold)

Except Station Wagons	F-24, R-28
Station Wagons without disc brakes	F-22, R-32
Station Wagons with disc brakes	F-22, R-34

* - 4-ply construction, 8 ply rated (8PR)

REAR AXLE AND SUSPENSION

REAR AXLE

Description	Semi-floating;
	housing consists of two welded tubes pressed
	into crosshore of cast iron differential carrier.
	Carrier contains an overhung pinion and hypoid
	gear supported by two taper roller bearings
Pinion offset	(Vert) 1.50
Hypoid gear PD	
2.56, 2.73, 3.08, 3.36, 3.55, 3.70	8.125
2.29	8.625
2.56, 2.73, 3.07, 3.31, 3.55, 3.73, 4.10, 4.56, 4.88	8.875
Pinion bearing adjustment	Shim
Lubricant	
Type	Military Spec. MIL-L-2105-B
Viscosity	SAE80
Capacity (pts)	
8.125	3.5
8.625	4.0
8.875	4.0

AXLE SHAFT

Type	Forged and hardened
	steel with integral drive flange
Wheel bearings	Single row
	cylindrical roller, one per wheel
Oil seal	Steel encased,
	spring loaded synthetic rubber

RING AND PINION GEAR TOOTH COMBINATIONS

8.125 Ring gear diameter	
2.56	41,16
2.73	41,15
3.08	37,12
3.36	37,11
3.55	39,11
3.70	37,10

RING AND PINION GEAR TOOTH COMBINATIONS

8.625 Ring gear diameter	
2.29	39,17
8.875 Ring gear diameter	
2.56	41,16
2.73	41,15
3.07	43,14
3.31	43,13
3.55	39,11
3.73	41,11
4.10	41,10
4.56	41,9
4.88	39,8

POSITRACTION DIFFERENTIAL (see Power Trains)

Type	Two pinion with single disc clutch
------	------------------------------------

REAR SUSPENSION, REGULAR PRODUCTION

Description	Link type; except
	wagons, 2 lower control arms, 1 upper control
	arm, and tie rod from axle to frame; wagons,
	2 upper and 2 lower control arms and tie rod.
	Drive and torque taken through control arms
Wheel travel (design)	
Total	9.03
Jounce	3.71
Rebound	5.32
Wheel to spring, travel ratio	1.52

SHOCK ABSORBERS

Type	Direct double acting, hydraulic
Piston diameter	1.00

● REAR SPRINGS

(3-Speed, 4-Speed or Powerglide)

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs per inch)	
							Free	Working (In. @ lbs)	@ Spring	@ Wheel
3882961	A	Coil Right Hand Helix	Steel Alloy	126.2	.597	4.00	17.8	12.37 @ 1240	230	98
3882962	B			133.7	.608	4.00	18.0	12.37 @ 1300	230	98
3882963	C			133.7	.608	4.00	18.2	12.37 @ 1340	230	98
3882964	D			126.9	.621	4.00	17.1	12.37 @ 1250	265	112
3869410	E			129.5	.715	4.00	16.4	12.37 @ 1830	450	190
3895807	F			126.2	.597	4.00	17.3	12.37 @ 1140	230	98
3882960	G			126.2	.597	4.00	17.5	12.37 @ 1190	230	98

Engine	250 Cu.In. L-6										307 Cu.In. V-8																					
Model	15300			15500							15400			15600							16400						16600					
	11	69	35	11	69	35	45	69	39	87	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45				
Ref.	D	D	E	D	D	E	E	B	C	A	A	B	E	A	B	E	E	B	C	A	A	A	E	E	C	A	E	E				

Engine	327 Cu.In. V-8, RPO L30 and L73																							
Model	15400						15600						16400						16600					
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45						
Ref.	A	B	E	A	B	E	E	B	C	A	A	A	E	E	C	A	E	E						

Engine	396 Cu.In. V-8, RPO L35																							
Model	15400						15600						16400						16600					
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45						
Ref.	F	G	E	F	G	E	E	G	A	G	G	E	E	A	G	E	E							

BRAKES

SERVICE BRAKES, REGULAR PRODUCTION

Type	Duo-servo 4-wheel hydraulic; dual circuit hydraulic system with warning lamp, and reverse self-adjusting feature
Line pressure at 100 lb pedal load	739
Braking ratios	
Pedal	5.80
Hydraulic	4.82
Overall	27.9
Wheel cylinder area distribution (percent)--	58.5F;41.5R
Brake drum	
Diameter	11.0
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area	328.3
Brake lining	
Material	Asbestos composition; wet extruded front, compression molded rear. Grooved primaries front & rear.
Length	
Primary, front and rear	9.25
Secondary, front and rear	11.63
Width	
Front linings	2.75
Rear linings	2.00
Thickness, minimum @ C/L	.168
Method of attachment	Bonded
Total effective area	184.3
Gross lining area	198.4
Master cylinder	
Piston diameter	1.00
Piston travel (with available pedal travel)	1.22
Wheel cylinders	
Piston Diameter	
Front	1.1875
Rear	1.00
Foot pedal travel	7.08

PARKING BRAKE

Type	Mechanical: Pull rods and cables operate rear service brakes; parking brake "ON" warning lamp provided.
Total effective area	76.5
Control	Pendulum foot pedal; released by T handle located below in- strument panel to left of steering column.

POWER BRAKES, RPO-J50

(Same as regular production service brakes except as follows)

Type	Vacuum power unit added to assist master cylinder; integral system
Pedal effort	Approximately 30 percent less than regular production service brakes at same deceleration rate.
Braking ratios	
With regular production service brakes	
Pedal	3.38
Hydraulic	4.82
Overall	16.3
With front wheel disc brake system	
See front wheel disc brakes	
Master cylinder	
Piston travel (with available pedal travel)	1.46
Foot pedal travel	4.75

FRONT WHEEL DISC BRAKES, RPO J52

(Regular production service brakes at rear wheels;

Power assist required)

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.
Braking ratios	
Pedal	3.38
Hydraulic	28.5
Overall	96.4
Total effective lining area, disc & drum	114.6
Gross lining area, disc & drum	126.0
Disc	
Diameter	11.75
Material	Cast iron
Swept area per disc	115.0
Swept disc and drum area	368.4
Disc lining	
Material	Wet compression molded asbestos
Size	5.96 x 2.21 x .41
Method of attachment	Riveted
Total effective area per lining	9.5
Gross lining area per lining	10.6
Master cylinder	
Piston diameter	1.125
Piston travel (with available pedal travel)	1.46
Wheel cylinders	
Front calipers	
Number per wheel	4
Diameter	2.063
Rear drums	
Diameter	1.00
Foot pedal travel	4.75

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Floor console 2-1895	2
Back-up	2-1156	32
Brake warning	1-194	2
Clock	1-1895	2
Courtesy		
Instrument panel	2-631	6
Rear quarter (9-passenger)	1-90	6
Seat separator compartment	1-1445	.7
Rear seat separator	1-212	6
Directional signal indicator	2-194	2
Dome		
Roof center	1-211	15
Rear quarter	1-90	6
Front fender	2-67	4
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp hi-beam indicator	1-194	2
Headlamp Outer	2-4002	High beam 37.5W Low beam 55.0W
Inner	2-4001	High beam 37.5W
Heater controls	2-1895	2
Ignition switch	1-1895	2
Instrument cluster	13-194	2
License plate, rear	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park		4
Turn	2-1157	32
Side Marker - Front	2-194-A	2
Side Marker - Rear	2-194	2
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	30W
Tachometer	1-1895	2
Tail		
Tail only (16600)	2-67	4
Tail, stop and turn	15000, 2-1157 16000, 4-1157	Tail, 4; stop & turn, 32 Tail, 4; stop & turn, 32
Temperature indicator	1-194	2
Underhood	1-93	15

FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
Ash tray lamp	AGC 25 fuse	Fuse panel (g)
Auto, trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 5 fuse	Fuse panel (c)
Brake warning lamp	AGC 20 fuse	Fuse panel (d)
Cigarette lighter	AGC 10 fuse	Fuse panel (d)
Clock	AGC 20 fuse	Fuse panel (b)
Courtesy lamps	AGC 20 fuse	Fuse panel (b)
Defroster rear window	AGC 20 fuse	Fuse panel (b)
Direction signal indicator lamps	AGC 20 fuse	Fuse panel (e)
Dome lamps	AGC 20 fuse	Fuse panel (c)
Fuel gage	AGC 20 fuse	Fuse panel (b)
Folding top motor	AGC 10 fuse	Fuse panel (d)
Generator indicator lamp	40 amp CB	Hinge pillar
Glove compartment lamp	AGC 10 fuse	Fuse panel (d)
Headlamps	AGC 20 fuse	Fuse panel (b)
Headlamps hi-beam indicator lamp	15 amp CB	Light switch
Heater	15 amp CB	Light switch
Heater controls lamps	AGC 10 fuse	Fuse panel (g)
Ignition switch lamp	AGC 5 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)
License plate lamp, rear	AGC 5 fuse	Fuse panel (c)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (d)
Oil pressure indicator lamp	AGC 20 fuse	Fuse panel (d)
Overdrive solenoid	AGC 20 fuse	Fuse panel (a)
Park and turn lamp	AGC 10 fuse	Fuse panel (d)
Power antenna	20 amp CB	Light switch
Power seats	AGC 10 fuse	Fuse panel (d)
Power windows	40 amp CB	Hinge pillar
Radio and radio lamp	40 amp CB	Hinge pillar
Seat Sep. Compt. lamp	AGC 10 fuse	Fuse panel (e)
Side Marker lamp - Front	AGC 5 fuse	Fuse panel (c)
Side Marker lamp - Rear	AGC 20 fuse	Light switch
Speed cruise control	AGC 20 fuse	Light switch
Speed warning device	AGC 10 fuse	Fuse panel (e)
Spot lamp	AGC 20 fuse	Fuse panel (b)
Inside operated	AGC 20 fuse	Fuse panel (b)
Portable	AGC 20 fuse	Fuse panel (d)
Tachometer	AGC 4 fuse	Fuse panel (c)
Tachometer lamp	AGC 20 fuse	Fuse panel (a)
Tail, stop and turn lamps	40 amp CB	Hinge pillar
Tailgate motor	AGC 10 fuse	Fuse panel (d)
Temperature gage	AGC 10 fuse	Fuse panel (d)
Temperature indicator lamps	AGC 20 fuse	Fuse panel (b)
Traffic hazard indicator	SAE 4 fuse	In line
Underhood lamp	SAE 20 fuse	Fuse panel (f)
Windshield wiper, two-speed	14 amp CB	Switch

* Letter suffix indicates same circuit

POWER TRAINS

POWER TRAIN COMBINATIONS	2
POWER TRAIN MULTIPLICATION FACTORS	3
ENGINE DATA AND RATINGS	4
ENGINE SPEED AND PISTON TRAVEL	5
VEHICLE PERFORMANCE FACTORS	6
ENGINE OUTPUT CURVES	7
PRINCIPAL COMPONENTS	9
FUEL SYSTEM	15
EXHAUST AND VENTILATION SYSTEM	16
LUBRICATION SYSTEM	17
COOLING SYSTEM	18
ELECTRICAL SYSTEM	19
CLUTCHES	21
THREE AND FOUR SPEED TRANSMISSIONS	22
OVERDRIVE UNIT	23
POWERGLIDE	24
TURBO HYDRA-MATIC	26

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*									
			2.56:1	2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.70:1	3.73:1	
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP Standard (A)	3-Spd (2.85:1 low) & Powerglide	Biscayne & Bel Air Sedans		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		Station Wagons						Econ.	Std.	Perf.		
		With Air Conditioning						Econ.	Std.	Perf.		
		All Other Models				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	Overdrive	All Models								Std.		
		With Air Conditioning								Std.		
A - Not available with Impala Convertible, Impala Station Wagons, Impala Custom Coupe and Caprice models												
307 Cubic Inch V-8 Turbo-Fire 307 200 HP Standard	3-Spd (2.85:1 low) & 4-Spd (2.85:1 low) Powerglide	All Models		Spcl.		Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		Station Wagons				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	Overdrive	All Models								Std.		
		With Air Conditioning								Std.		
	Turbo Hydra-Matic	All Caprice Models, Impala Cpes., Convs., & Station Wagons	Econ.	Std.		Perf.		Spcl.				
		With Air Conditioning		Econ.		Std.		Perf.				
327 Cubic Inch V-8 Turbo-Fire 327 250 HP RPO L73	3-Spd (2.54:1 low) & Powerglide	All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		Station Wagons				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	4-Spd (2.54:1 low)	All Models				Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
	Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.				
		With Air Conditioning		Econ.		Std.		Perf.				
	327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low)	All Models				Econ.		Std.	Perf.	Spcl.	
			With Air Conditioning						Std.	Perf.	Spcl.	
4-Spd (2.54:1 low)		All Models			Econ.		Std.		Perf.		Spcl.	
		With Air Conditioning					Std.		Perf.		Spcl.	
Powerglide		All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
		Station Wagons				Econ.		Std.	Perf.	Spcl.		
		With Air Conditioning						Std.	Perf.	Spcl.		
Turbo Hydra-Matic		All Models	Econ.	Std.		Perf.		Spcl.				
		With Air Conditioning		Econ.		Std.		Perf.				
396 Cubic Inch V-8 Turbo-Jet 396 325 HP RPO L35	H.D. 3-Spd (2.41:1 low) & 4-Spd (2.52:1 low) Powerglide	All Models			Econ.		Std.		Perf.		Spcl.	
		With Air Conditioning					Std.		Perf.			
	All Models		Econ.	Std.		Perf.		Spcl.		Spcl.		
		With Air Conditioning					Std.		Perf.			
	Turbo Hydra-Matic	All Models	Std.(A)	Perf.	Spcl.		Spcl.					
		With Air Conditioning		Std.	Perf.		Spcl.					
427 Cubic Inch V-8 Turbo-Jet 427 385 HP RPO L36	H.D. 3-Spd (2.41:1 low) & 4-Spd (2.52:1 low)	All Models			Econ.		Std.		Perf.		Spcl.	
		With Air Conditioning					Std.		Perf.			
	4-Spd (2.20:1 low)	All Models					Std.		Perf.		Spcl.#	
		With Air Conditioning					Std.					
	Turbo Hydra-Matic	All Models	Econ.	Std.	Perf.		Spcl.					
		With Air Conditioning		Econ.	Std.		Perf.					

* Positraction axles available optionally for all ratios shown.

Also available in positraction ratios of 4.10:1, 4.56:1 and 4.88:1

(a) 2.29:1 economy axle ratio also available

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	
250 Cu.In. L-6 155 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		Overdrive	Out	10.54	6.22	3.70		10.91
			In	7.40	4.37	2.59		10.91
		3-Speed		9.58	5.64	3.36		9.91
307 Cu.In. V-8 200 HP Standard	2-Barrel	Overdrive	Out	10.54	6.22	3.70		10.91
			In	7.40	4.37	2.59		10.91
		4-Speed		9.58	6.79	4.54	3.08	9.58
		3-Speed		7.82	4.62	3.08		8.10
327 Cu.In. V-8 250 HP RPO L73	4-Barrel	4-Speed		7.82	5.54	4.43	3.08	7.82
327 Cu.In. V-8 275 HP RPO L30	4-Barrel	3-Speed		8.53	5.04	3.36		8.84
		4-Speed		8.41	5.96	4.77	3.31	8.41
396 Cu.In. V-8 325 HP RPO L35	4-Barrel	H.D. 3-Speed		7.98	5.26	3.31		7.98
		4-Speed		8.34	6.22	4.83	3.31	8.57
427 Cu.In. V-8 385 HP RPO L36	4-Barrel	H.D. 3-Speed		7.98	5.26	3.31		7.98
		4-Speed (2.52:1)		8.34	6.22	4.83	3.31	8.57
		4-Speed (2.20:1)		7.28	5.42	4.20	3.31	7.48

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 155 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
327 Cu.In. V-8 250 HP RPO L73 and 327 Cu.In. V-8 275 HP RPO L30	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
396 Cu.In. V-8 325 HP RPO L35	Powerglide	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	
	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
427 Cu.In. V-8 385 HP RPO L36	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

1968

GENERAL DATA

Engine Type		L-6 OHV		V-8 OHV		
Piston Displacement (Cu.In.)		250	307	327	396	427
Availability		Standard		L30	L73	L35
Number of Cylinders		Six	Eight			
Bore and Stroke (nominal)		3.875x3.53	3.875x3.25	4.00x3.25	4.094x3.76	4.251x3.76
Compression Ratio		8.5:1	9.00:1	10.00:1	8.75:1	10.25:1
Taxable (SAE) Horsepower		36.0	48.0	51.2	53.6	57.8
Firing Order		1-4-3-6-2-4	1-8-4-3-6-5-7-2			
Idling Speed	3-Speed and/or 4-Speed (in Neutral)	700				
	Overdrive (in Neutral)	700				
	Powerglide (in Drive)	500	600			NA
	Turbo Hydra-Matic (in Drive)	NA	600*			600
Compression Press. (PSI) @ Cranking Speed, Engine Hot		140	150			160
Power Plant Mountings	Front	Two; combination compression and shear type				
	Rear	One; full shear type				
Measurements	Fan to rear of engine block	34.65	30.24			31.89
	Top of air cleaner to bottom of oil pan	27.19	29.23			29.67
	Width - including generator	25.25	29.27			30.00

* Available only with Caprice Models, Impala Coupes, Convertibles and Station Wagons when combined with 307 Cu.In. engine.

ADVERTISED ENGINE RATING

Engine Designation	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 200 HP Turbo-Fire 307 Cu.In.	V-8 250 HP Turbo-Fire 327 Cu.In.	V-8, 275 HP Turbo-Fire 327 Cu.In.	V-8, 325 HP Turbo-Jet 396 Cu.In.	V-8, 385 HP Turbo-Jet 427 Cu.In.
Availability	Standard	Standard	RPO L73	RPO L30	RPO L35	RPO L36
Carburetor	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	155 @ 4200	200 @ 4600	250 @ 4800	275 @ 4800	325 @ 4800	385 @ 5200
Gross Torque @ RPM (lb-ft)	235 @ 1600	300 @ 2400	335 @ 3200	355 @ 3200	410 @ 3200	460 @ 3400

ENGINE SPEED AND PISTON TRAVEL

250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	3-Speed with Overdrive		Powerglide
			OD Locked Out	OD Locked In	
Rear Axle Ratio		3.36:1 (b)	3.70:1		3.36:1 (b)
Tire Size		8.25 x 14 (a)			
Crankshaft Revolutions per Mile		2530.1	2786.1	1950.3	2530.1
Crankshaft RPM@1 MPH	Low	120.2	132.3	92.6	76.7
	Second	70.8	78.0	54.6	
	Third	42.2	46.4	32.5	42.2 (direct)
	Reverse	124.4	137.0	95.9	76.7
Piston Travel (ft/mile)		1488.5	1639.1	1147.4	1488.5

(a) 8.55 x 14 standard on Station Wagons.

(b) 3.08:1 on Biscayne & Bel Air Sedans and 3.55:1 on Station Wagons.

307 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	3-Speed with Overdrive		4-Speed	Powerglide
		OD Locked Out	OD Locked In		
Rear Axle Ratio	3.36:1	3.70:1		3.36:1	3.36:1
Tire Size	8.25 x 14 (a)				
Crankshaft Revolutions per Mile	2530.1	2786.1	1950.3	2530.1	2530.1
Crankshaft RPM@1 MPH	Low	120.2	132.3	92.6	120.2
	Second	70.8	78.0	54.6	85.2
	Third	42.2	46.4	32.5	56.9
	Fourth				42.2
	Reverse	124.4	137.0	95.9	120.2
Piston Travel (ft./mile)	1370.5	1509.1	1056.4	1370.5	1370.5

(a) 8.55 x 14 standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission		L73		L30		L73		L30		L73 & L30	
		3-Speed		4-Speed		Powerglide		Turbo Hydra-Matic			
Rear Axle Ratio		3.08:1	3.36:1	3.08:1	3.31:1	3.36:1	3.08:1			2.73:1	
Tire Size		8.25 x 14 (a)									
Crankshaft Revolutions per Mile		2319.2	2530.1	2319.2	2492.4	2530.1	2319.2			2055.7	
Crankshaft RPM @ 1 MPH	Low	98.2	107.1	98.2	105.5	74.2	68.0			85.0	
	Second	58.0	63.2	69.6	74.8					50.7	
	Third	38.6	42.2	55.7	59.8	42.2	38.7			34.3 (direct)	
	Fourth			38.7	41.5						
	Reverse	101.7	110.9	98.2	105.5	74.2	68.0			71.3	
Piston Travel (ft./mile)		1256.3	1370.5	1256.3	1350.1	1370.5	1256.3			1113.5	

(a) 8.55 x 14 standard on Station Wagons.

396 CUBIC INCH V-8 ENGINE

Transmission	Hvy. Duty 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio	3.31:1		3.07:1	2.56:1
Tire Size	8.25 x 14 (a)			
Crankshaft Revolutions per Mile	2492.4		2311.7	1927.7
Crankshaft RPM@1 MPH	Low	100.1	104.7	67.8
	Second	66.0	78.1	47.6
	Third	41.5	60.6	38.5 (direct)
	Fourth		41.5	32.1 (direct)
Reverse	100.1	107.6	67.8	66.8
	1354.2		1256.0	1208.0

(a) 8.55 x 14 standard on Station Wagons.

427 CUBIC INCH V-8 ENGINE

Transmission	Hvy. Duty 3-Speed	4-Spd (M20)	4-Spd (M21)	Turbo Hydra-Matic
Rear Axle Ratio	3.31:1			2.73:1
Tire Size	8.25 x 14 (a)			
Crankshaft Revolutions per Mile	2492.4			2055.7
Crankshaft RPM@1 MPH	Low	100.1	104.7	91.4
	Second	66.0	78.1	68.1
	Third	41.5	60.6	52.7
	Fourth		41.5	41.5
Reverse	100.1	107.6	93.9	71.3
	1354.2			1116.9

(a) 8.55 x 14 standard on Station Wagons.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 155 HP	BASE 307 CU.IN. 200 HP	RPO L73 327 CU.IN. 250 HP	RPO L30 327 CU.IN. 275 HP	RPO L35 396 CU.IN. 325 HP	RPO L36 427 CU.IN. 385 HP
MODEL	15569	15669	15669	15669	15669	15669

3-SPEED TRANSMISSION

Performance Weight (pounds)	4240	4370	4411	4411	4635	4652
Pounds per Gross Horsepower	27.36	21.85	17.64	16.04	14.26	12.08
Pounds per Cu.In. Displacement	16.96	14.23	13.49	13.49	11.70	10.89
Gross HP per Cu.In. Displacement	.620	.651	.764	.841	.821	.902
Power Displacement (cu.ft./mile)	183.02	224.75	219.44	239.39	285.59	307.94
Displacement Factor (cu.ft./ton mile)	86.33	103.10	99.52	108.57	123.10	132.16

3-SPEED TRANSMISSION WITH OVERDRIVE

Performance Weights (pounds)	4267	4397				
Pounds per Gross Horsepower	27.53	21.98				
Pounds per Cu.In. Displacement	17.07	14.32				
Gross HP per Cu.In. Displacement	.620	.651				
Power Displacement (cu.ft./mile)	Locked Out 201.54 Locked In 141.08	247.49 173.24				
Displacement Factor (cu.ft./ton mile)	Locked Out 94.61 Locked In 66.23	112.50 78.75				

4-SPEED TRANSMISSION

Performance Weight (pounds)		4392	4433	4433	4612	4629
Pounds per Gross Horsepower		21.96	17.73	16.12	14.19	12.02
Pounds per Cu.In. Displacement		14.31	13.56	13.56	11.65	10.84
Gross HP per Cu.In. Displacement		.651	.764	.841	.821	.902
Power Displacement (cu.ft./mile)		224.75	219.44	235.83	285.59	307.94
Displacement Factor (cu.ft./ton mile)		102.16	99.03	106.42	123.63	133.25

TURBO HYDRA-MATIC

Performance Weight (pounds)			4461	4461	4663	4680
Pounds per Gross Horsepower			17.84	16.22	14.35	12.16
Pounds per Cu.In. Displacement			13.64	13.64	11.78	10.96
Gross HP per Cu.In. Displacement			.764	.841	.821	.902
Power Displacement (cu.ft./mile)			194.51	194.51	220.88	253.99
Displacement Factor (cu.ft./ton mile)			87.22	87.22	94.80	108.54

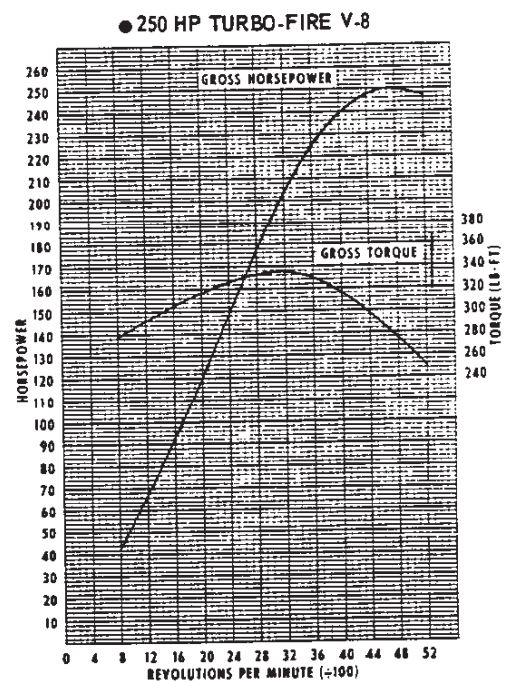
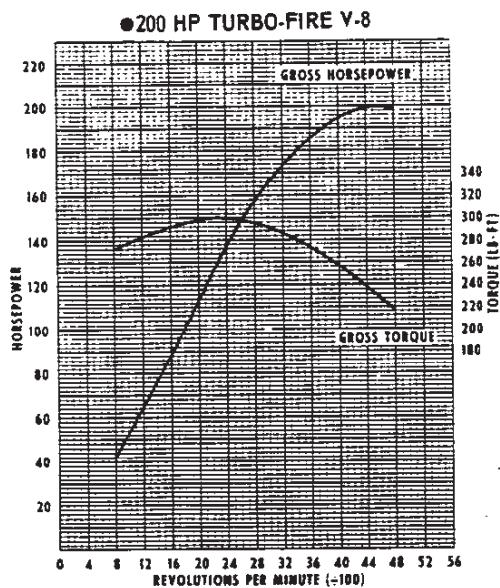
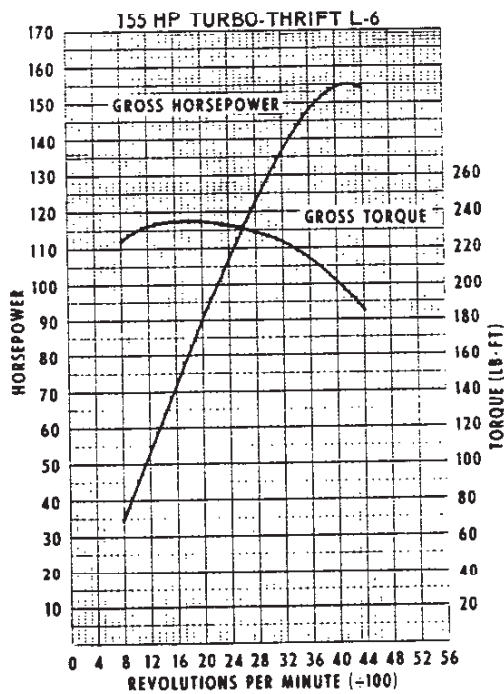
POWERGLIDE

Performance Weight (pounds)	4240	4374	4415	4415	4614	
Pounds per Gross Horsepower	27.36	21.85	17.66	16.05	14.20	
Pounds per Cu.In. Displacement	16.96	14.25	13.50	13.50	11.65	
Gross HP per Cu.In. Displacement	.620	.651	.764	.841	.821	
Power Displacement (cu.ft./mile)	183.02	224.75	239.39	219.44	264.88	
Displacement Factor (cu.ft./ton mile)	86.33	102.63	108.47	99.43	114.67	

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



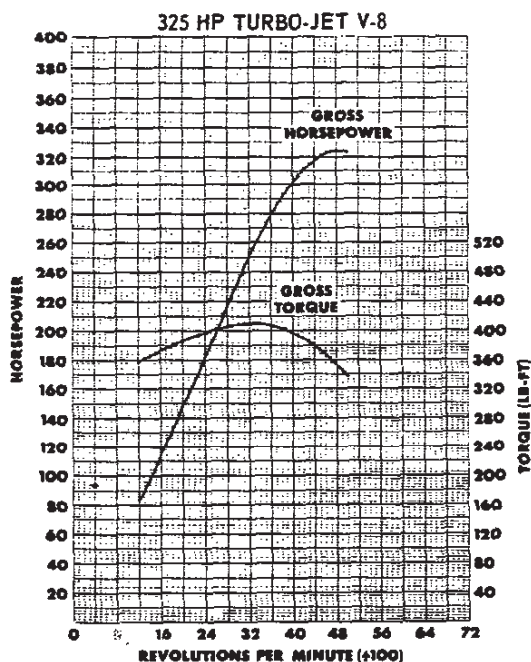
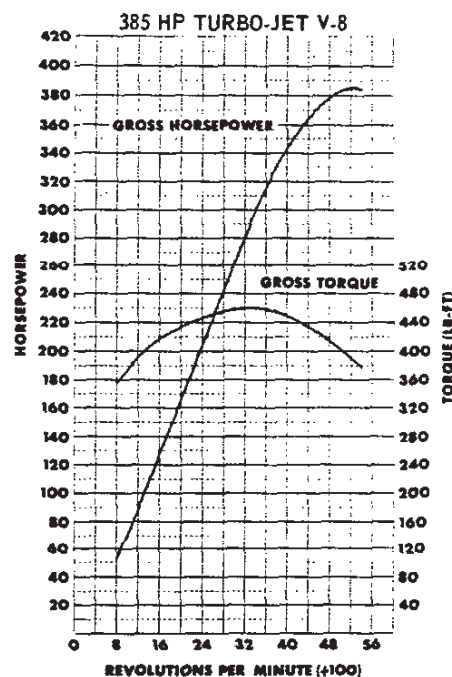
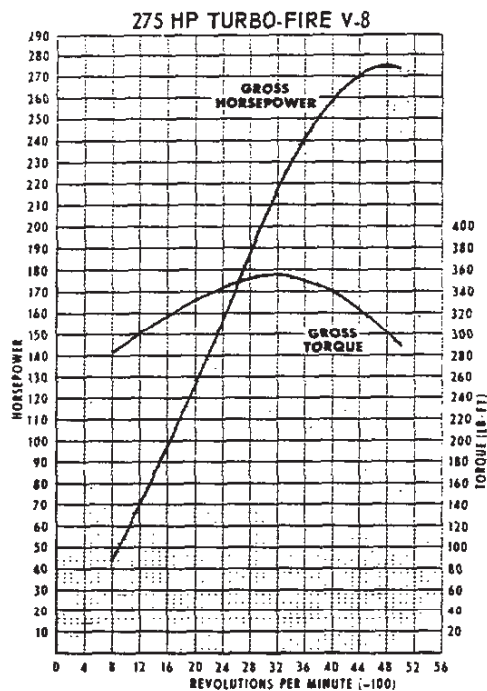
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

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	
L6-250 Cu.In.	3,8745-3,8775
V8-307 Cu.In.	3,8745-3,8775
V8-327 Cu.In.	3,9995-4,0025
V8-396 Cu.In.	4,0925-4,0955
V8-427 Cu.In.	4,2495-4,2525
No. of Bulkheads	
L6	7
V8	5
Water Jacket	Full length around each cylinder
Cylinder Numbering Arrangement	
L6	1-2-3-4-5-6
V8	Left Bank 1-3-5-7 Right Bank 2-4-6-8
Bore Spacing (Centerline to Centerline)	
L6-250 Cu.In.	4,4
V8-307 & 327 Cu.In.	4,4
V8-396 & 427 Cu.In.	4,84

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt No. & Size	
L6-250 Cu.In.	10; .500 dia. 13 threads/in.
V8-307 & 327 Cu.In.	34; .4375 dia. 14 threads/in.
V8-396 & 427 Cu.In.	32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)	
L6-250 Cu.In.	5,73 Cu.In.
V8-307 Cu.In.	5,01 Cu.In.
V8-327 Cu.In. (RPO L30)	4,69 Cu.In.
V8-327 Cu.In. (RPO L73)	5,38 Cu.In.
V8-396 Cu.In.	5,61 Cu.In.
V8-427 Cu.In.	5,95 Cu.In.

INLET MANIFOLD

Material	Cast alloy iron
Type	
L6	3 port, rectangular section
V8	8 port, double deck
Heat Provision	Exhaust gas crossover at carburetor mounting pad

EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
L6-250 Cu.In.	4 port, rectangular, center takedown
V8-307 & 327 Cu.In.	Dual, 4 port, center takedown
V8-396 & 427 Cu.In.	Dual 4 port, rear takedown
Outlet Diameter (Nominal)	
L6-250 Cu.In.	2,0
V8-307 & 327 Cu.In.	2,0
V8-396 & 427 Cu.In.	2,5

CRANKSHAFT

Material	
L6-250 Cu.In.	Cast nodular iron
V8-307, 327 & 396 Cu.In.	Cast nodular iron
V8-427 Cu.In.	Forged steel
End Play	
L6-250 Cu.In.	.002-.006
V8-307 & 327 Cu.In.	.002-.006
V8-396 & 427 Cu.In.	.006-.010
Counter Weights	
L6	12
V8	6
Crank Arm Length	
L6-250 Cu.In.	1,765
V8-307 Cu.In.	1,625
V8-327 Cu.In.	1,625
V8-396 & 427 Cu.In.	1,88
Torsional Damper	Rubber mounted inertia
Timing Gear	
L6	Steel, helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6,64

MAIN BEARINGS

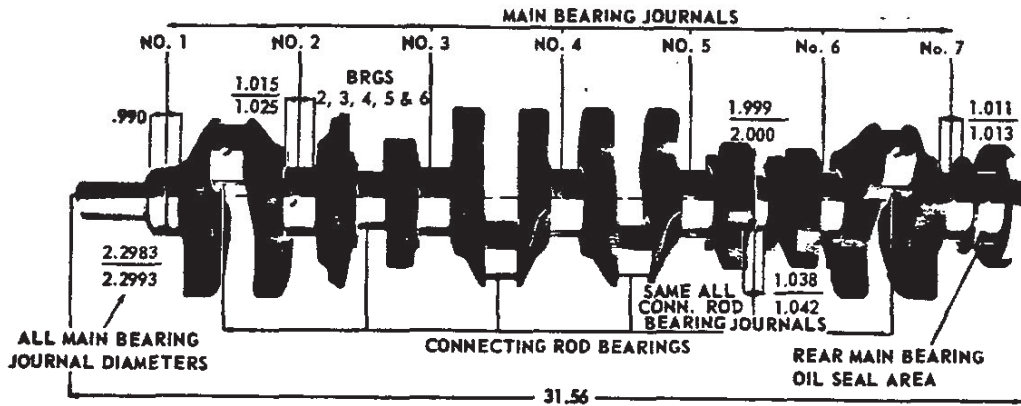
Material	Steel, backed insert (selected bearing material — copper lead alloy or premium aluminum — for intended engine operation & application)
Type	Precision removable
Thrust Against Bearing	No.7(L-6); No.5(V-8)
Clearance	
L6-250 Cu.In.	.0003-.0029
V8-307 & 327 Cu.In.	
No. 1	.0008-.0020
No. 2, 3 & 4	.0008-.0024
No. 5	.0015-.0031
V8-396 & 427 Cu.In.	
No. 1 & 2	.0010-.0020
No. 3 & 4	.0013-.0025
No. 5	.0015-.0031

Dimensions	Theoretical	Effective	Projected
	Inner Dia.	Length	Area
L6-250 Cu.In.			
Bearing #1-6	2,3004	.752	1,7299
Bearing #7	2,3004	.760	1,7483
V8-307 & 327 Cu.In.			
Bearing #1	2,4502	.752	1,8450
Bearing #2, 3 & 4	2,4505	.752	1,8428
Bearing #5	2,4507	1,177	2,8844
V8-396 & 427 Cu.In.			
Bearing #1-2	2,7507	.992	2,7287
Bearing #3-4	2,7505	.992	2,7284
Bearing #5	2,7506	1,2525	3,4451

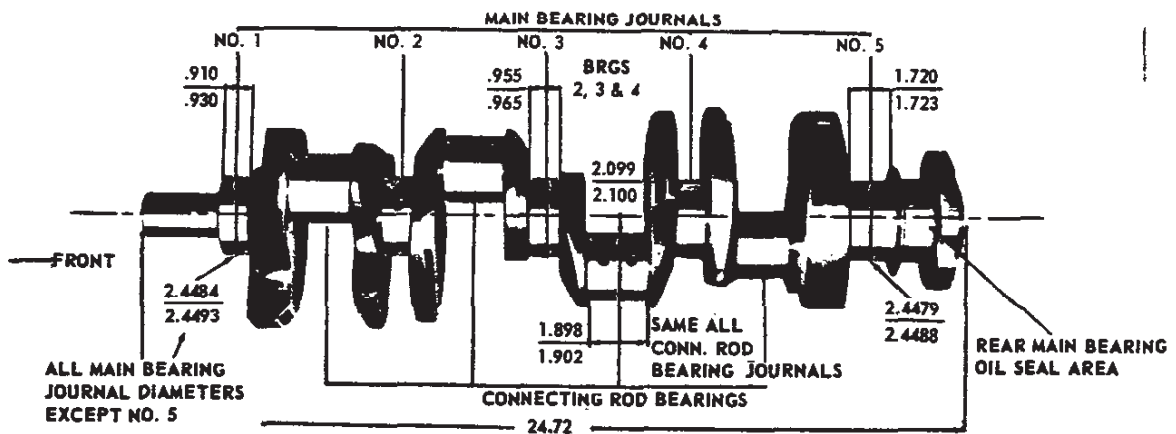
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

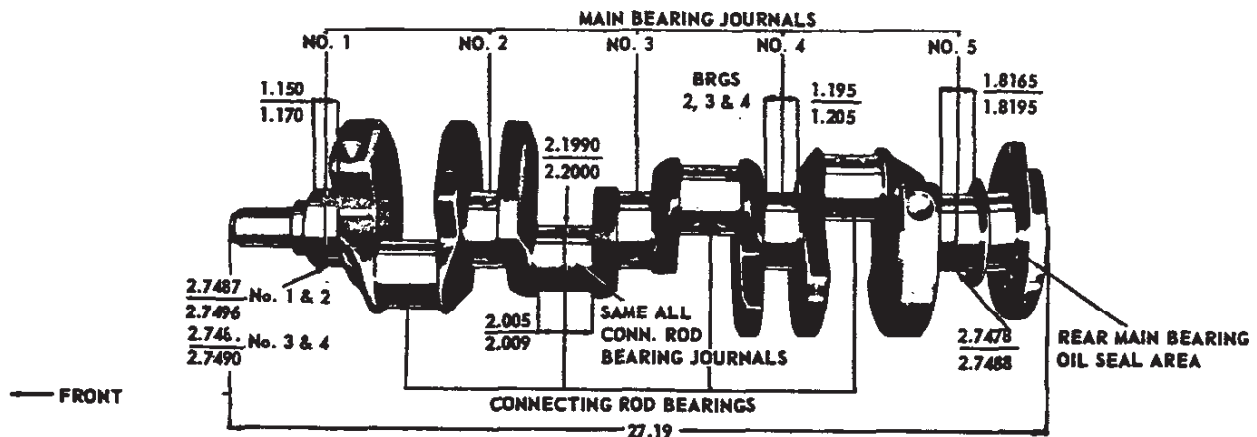
250 CUBIC INCH SIX CYLINDER ENGINE



307 and 327 CUBIC INCH V-8 ENGINES



396 and 427 CUBIC INCH V-8 ENGINES



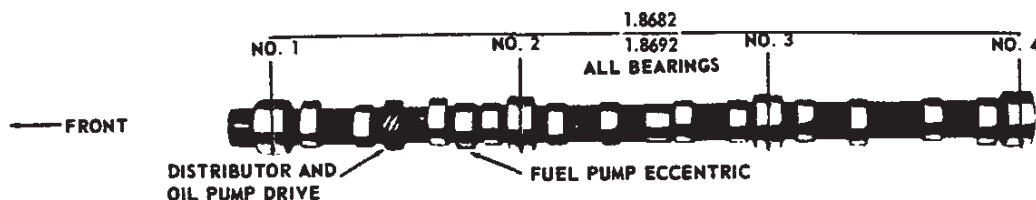
CAMSHAFT		
Material	-----	Cast alloy iron
Drive		
L6	-----	Gear; bakelite and fabric composition with steel hub
V8	-----	Sprocket & chain; steel
Lobe Lift		
L6-250 Cu.In.	-----	.2217 Inlet & Exhaust
V8-307 & 327 Cu.In.	-----	.2600 Inlet; .2733 Exhaust
V8-396 Cu.In.	-----	.2343 Inlet & Exhaust
V8-427 Cu.In.	-----	.2714 Inlet; .2824 Exhaust
Bearings	-----	Steel backed babbitt

VALVE TRAIN		
Type	-----	Individually mounted, overhead rocker arms, push rod actuated
Lifters	-----	Hydraulic
Push Rods		
Type	-----	Hollow steel
Ends	-----	Hardened
Rocker Arms		
Material	-----	Stamped steel
Ratio		
L6-250 Cu.In.	-----	1.75:1
V8-307 & 327 Cu.In.	-----	1.50:1
V8-396 & 427 Cu.In.	-----	1.70:1

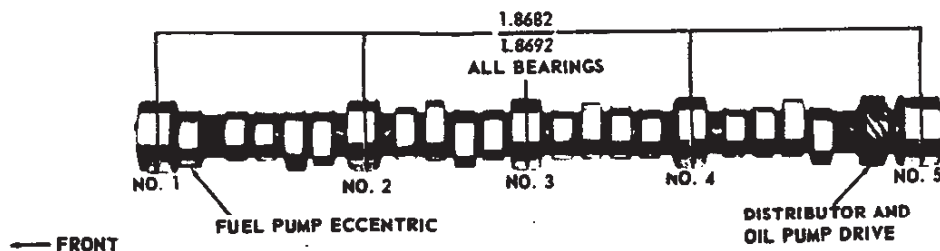
VALVE SPRINGS		
Diameter (I.D.)		
L6-250 Cu.In.	-----	.872-.888
V8-307 Cu.In.	-----	.868-.884
V8-327 Cu.In.	-----	.868-.884
V8-396 & 427 Cu.In.	-----	1.082-1.098
Installed Length (lb. @ In.)		
Valves closed		
L6-250 Cu.In.	-----	56-64 @ 1.66
V8-307 & 327 Cu.In.	-----	76-84 @ 1.70
V8-396 Cu.In.	-----	84-96 @ 1.88
V8-427 Cu.In.	-----	94-106 @ 1.88
Valves opened		
L6-250 Cu.In.	-----	180-192 @ 1.27
V8-307 & 327 Cu.In.	-----	194-206 @ 1.25
V8-396	-----	205-225 @ 1.48
V8-427 Cu.In.	-----	303-327 @ 1.38
Free Length		
L6-250 Cu.In.	-----	1.90
V8-307 & 327 Cu.In.	-----	2.03
V8-396 Cu.In.	-----	2.11
V8-427 Cu.In.	-----	2.09
Valve Spring Damper		
L6-250 Cu.In.	-----	None
V8-307 Cu.In.	-----	Flat steel, 4 coils
V8-327 Cu.In.	-----	Flat steel, 4 coils
V8-396 & 427 Cu.In.	-----	Flat steel, 3.62 coils

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE



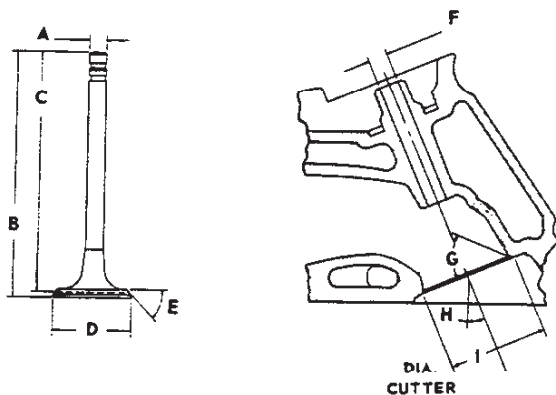
307 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

VALVES - INLET

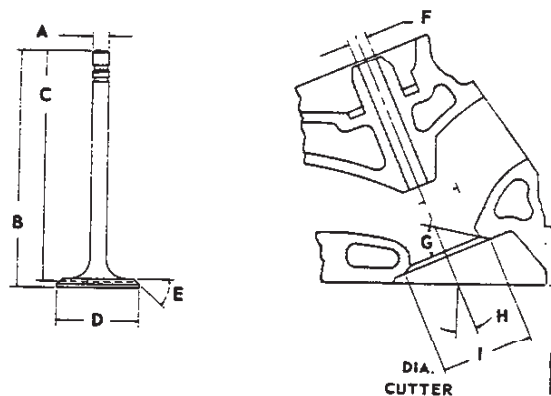
Material	Alloy steel
Coating	
L6-250 Cu,In.	None
V8-307 & 327 Cu,In.	None
V8-396 & 427 Cu,In.	Face & head aluminized
Valve Guide Inserts (V8-396 & 427)	Cast alloy iron



A - Stem Diameter	
L6	.3410-.3417
V8-307 & 327	.3410-.3417
V8-396 & 427	.3715-.3722
B - Overall Length	
L6, V8-307 & 327 (L73)	4.902-4.922
V8-327 (L30)	4.870-4.889
V8-396 & 427	5.215-5.235
C - Gage Length	
L6	4.785-4.795
V8-307 & 327	4.785-4.795
V8-396 & 427	5.115-5.125
D - Overall Head Diameter	
L6, V8-307 & 327 (L73)	1.715-1.725
V8-327 (L30)	1.935-1.945
V8-396 & 427	2.060-2.070
E - Angle of Face	
L6	45°
F - Guide Diameter	
L6	.3427-.3437
V8-307 & 327	.3427-.3437
V8-396 & 427	.3732-.3742
G - Angle of Seat	
L6	46°
H - Valve Angle	
L6	9°
V8-307 & 327	23°
V8-396 & 427	4°
I - Valve Seat (Cutter) Diameter	
L6, V8-307 & 327 (L73)	1.770-1.790
V8-327 (L30)	1.990-2.010
V8-396 & 427	2.150

VALVES - EXHAUST

Material	High alloy steel
Coating	
L6-250 Cu,In.	None
V8-307 & 327 Cu,In.	Aluminized face
V8-396 & 427 Cu,In.	Face & head aluminized
Valve Guide Inserts (V8-396 & 427)	Cast alloy iron



A - Stem Diameter	
L6	.3410-.3417
V8-307 & 327	.3410-.3417
V8-396 & 427	.3713-.3720
B - Overall Length	
L6	4.913-4.933
V8-307 & 327	4.913-4.933
V8-396 & 427	5.345-5.365
C - Gage Length	
L6	4.781-4.791
V8-307 & 327	4.781-4.791
V8-396 & 427	5.235-5.245
D - Overall Head Diameter	
L6	1.495-1.505
V8-307 & 327	1.495-1.505
V8-396 & 427	1.715-1.725
E - Angle of Face	
L6	45°
F - Guide Diameter	
L6	.3427-.3437
V8-307 & 327	.3427-.3437
V8-396 & 427	.3732-.3742
G - Angle of Seat	
L6	46°
H - Valve Angle	
L6	9°
V8-307 & 327	23°
V8-396 & 427	4°
I - Valve Seat (Cutter) Diameter	
L6	1.550-1.570
V8-307 & 327	1.550-1.570
V8-396 & 427	1.625

VALVE LIFT

L6-250 Cu.In.	-----	.3880 Inlet & Exhaust
V8-307 & 327 Cu.In.	-----	.3900 Inlet, .4100 Exhaust
V8-396 Cu.In.	-----	.3983 Inlet & Exhaust
V8-427 Cu.In.	-----	.4614 Inlet, .4800 Exhaust

VALVE TIMING (Crankshaft degrees)

L6-250 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	16 °	62 °
Closes - ABC	48 °	94 °
Duration	244 °	336 °
Exhaust Valve (Zero lash)		
Opens - BBC	46 °30'	92 °30'
Closes - ATC	17 °30'	63 °30'
Duration	244 °	336 °

V8-307 & 327 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28 °	38 °
Closes - ABC	72 °	92 °
Duration	280 °	310 °
Exhaust Valve (Zero lash)		
Opens - BBC	78 °	88 °
Closes - ATC	30 °	52 °
Duration	288 °	320 °

V8-396 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28 °	40 °
Closes - ABC	78 °	102 °
Duration	286 °	322 °
Exhaust Valve (Zero lash)		
Opens - BBC	75 °	87 °
Closes - ATC	31 °	55 °
Duration	286 °	322 °

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

PISTONS

Material	-----	Cast aluminum alloy
Head Type		
L6-250 Cu.In.	-----	Flat, notched head
V8-307 & 327 Cu.In.	-----	Flat, notched head
V8-396 & 427 Cu.In.	-----	Domed head, valve cutout
Skirt Type	-----	Slipper
Top Land Clearance		
L6-250 Cu.In.	-----	.0345-.0435
V8-307 Cu.In.	-----	.0215-.0305
V8-327 Cu.In.	-----	.0365-.0455
V8-396 & 427 Cu.In.	-----	.0305-.0375
Skirt Clearance		
L6-250 Cu.In.	-----	.0005-.0011
V8-307 & 327 Cu.In.	-----	.0005-.0011
V8-396 Cu.In.	-----	.0010-.0016
V8-427 Cu.In.	-----	.0012-.0018
Compression Ring Groove Depth		
L6-250 Cu.In.	-----	.2153-.2218
V8-307 Cu.In.	-----	.2113-.2178
V8-327 Cu.In.	-----	.2218-.2283
V8-396 Cu.In.	-----	.2253-.2318
V8-427 Cu.In.	-----	.2348-.2413
Oil Ring Groove Depth		
L6-250 Cu.In.	-----	.2093-.2158
V8-307 Cu.In.	-----	.2053-.2118
V8-327 Cu.In.	-----	.2038-.2103
V8-396 Cu.In.	-----	.2098-.2168
V8-427 Cu.In.	-----	.2183-.2248
Pin Bore Offset	-----	.055-.065
Compression Height		
L6-250 Cu.In.	-----	1.658-1.662
V8-307 Cu.In.	-----	1.673-1.677
V8-327 Cu.In.	-----	1.674-1.676
V8-396 Cu.In.	-----	1.953-1.957
V8-427 Cu.In.	-----	1.908-1.912

PISTON PINS

Material	-----	Chromium steel
Length		
L6, V8-307 & 327 Cu.In.	-----	2.990-3.010
V8-396 & 427 Cu.In.	-----	2.930-2.950
Diameter		
L6, V8-307 & 327 Cu.In.	-----	.9270-.9273
V8-396 & 427 Cu.In.	-----	.9895-.9898
Clearance in Piston		
L6, V8-307 & 327 Cu.In.	-----	.00015-.00025
V8-396 Cu.In.	-----	.00025-.00035
V8-427 Cu.In.	-----	.00025-.00035
Pin Mounting	-----	Locked in rod by shrink fit

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu,In.	Chrome plate
V8-307 & 327 Cu,In.	Chrome plate
V8-396 & 427 Cu,In.	Molybdenum inlay
Width	
L6-250 Cu,In.	.0628-.0633
V8-307 & 327 Cu,In.	.0775-.0780
V8-396 & 427 Cu,In.	.0770-.0775
Wall Thickness	
L6-250 Cu,In.	.184-.194
V8-307 Cu,In.	.184-.194
V8-327 Cu,In.	.190-.200
V8-396 Cu,In.	.194-.204
V8-427 Cu,In.	.202-.212
Gap	
L6-250 Cu,In.	.010-.020
V8-307 & 327 Cu,In.	.010-.020
V8-396 & 427 Cu,In.	.010-.020

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for L6-250, V8-307 & 327; 50 degrees for V8-396 and 28°-52° for V8-427)
Face	Tapered
Coating	Wear resistant
Width	
L6-250 Cu,In.	.0623-.0633
V8-307 Cu,In.	.0770-.0780
V8-327 Cu,In.	.0770-.0775
V8-396 & 427 Cu,In.	.0770-.0775
Wall Thickness	
L6-250 Cu,In.	.184-.194
V8-307 Cu,In.	.184-.194
V8-327 Cu,In.	.190-.200
V8-396 Cu,In.	.194-.204
V8-427 Cu,In.	.202-.212
Gap	
L6-250 Cu,In.	.010-.020
V8-307 Cu,In.	.010-.020
V8-327 Cu,In.	.013-.025
V8-396 & 427 Cu,In.	.010-.020

OIL CONTROL RINGS

Type	Multi-piece (Two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	.1870-.1890
Wall Thickness	
L6-250 Cu,In.	.152-.158
V8-307 & 327 Cu,In.	.150-.156
V8-396 & 427 Cu,In.	.137-.143
Gap	
L6-250 Cu,In.	.015-.055
V8-307 & 327 Cu,In.	.015-.055
V8-396 & 427 Cu,In.	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
L6-250 Cu,In.	5.699-5.701
V8-307 & 327 Cu,In.	5.699-5.701
V8-396 & 427 Cu,In.	6.130-6.140

CONNECTING ROD BEARINGS

Material	
L6 & V8-307 Cu,In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 Cu,In.	Premium aluminum
V8-396 & 427 Cu,In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu,In.	.0007-.0027
V8-307 & 327 Cu,In.	.0007-.0027
V8-396 & 427 Cu,In.	.0009-.0029
Theoretical I.D.	
L6-250 Cu,In.	2.0017
V8-307 Cu,In.	2.1017
V8-327 Cu,In.	2.1017
V8-396 & 427 Cu,In.	2.2014
Effective Length	
L6-250 Cu,In.	.807
V8-307 Cu,In.	.807
V8-327 Cu,In.	.797
V8-396 & 427 Cu,In.	.857
End Play	
L6-250 Cu,In.	.009-.013
V8-307 & 327 Cu,In.	.009-.013
V8-396 & 427 Cu,In.	.016-.020

FUEL SYSTEM

FUEL TANK

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

FUEL FILTERS, DUAL

In Fuel Tank	Mesh strainer
In Carburetor Inlet	Paper

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (at carburetor)	
L6-250 Cu.In.	3,50-4,50 PSI
V8-307 Cu.In.	5,00-6,50 PSI
V8-327 Cu.In.	5,00-6,50 PSI
V8-396 & 427 Cu.In.	5,00-6,50 PSI

AIR CLEANER

Type	Cylindrical, single air horn
Diameter	
L6-250 Cu.In.	13,00
V8-307 Cu.In.	14,75*
V8-327 Cu.In.	14,75
V8-396 & 427 Cu.In.	15,48
Filter Element	Oil-wetted paper
* For Caprice and Impala	

CARBURETORS

Make and Type	
L6-250 Cu.In.	Rochester, 1-barrel, Monojet
V8-307 Cu.In.	Rochester, 2-barrel, downdraft
V8-327 Cu.In.	Rochester, 4-barrel, Quadrajet
V8-396 & 427 Cu.In.	Rochester, 4-barrel, Quadrajet
SAE Flange Size	
L6-250 Cu.In.	1,50
V8-307 Cu.In.	1,25
V8-327 Cu.In.	1,50
V8-396 & 427 Cu.In.	1,50
Throttle Bore	
L6-250 Cu.In.	1,69
V8-307 Cu.In.	1,44
V8-327 Cu.In.	
Primary	1,38
Secondary	2,25
V8-396 & 427 Cu.In.	
Primary	1,38
Secondary	2,25
Secondary Throttle Actuation	By linkage, approximately when primary valves are opened half way between closed and open
Venturi Diameter	
L6-250 Cu.In.	1,31
V8-307 Cu.In.	1,09
V8-327 Cu.In.	
Primary	1,09
Secondary	Air valve
V8-396 & 427 Cu.In.	
Primary	1,09
Secondary	Air valve

CHOKE

Type	Automatic
------	-----------

EXHAUST AND VENTILATION SYSTEM

TYPE

L6-250 Cu.In.	-----	Single
V8-307 & 327 Cu.In.	-----	Single with crossover pipes
V8-396 Cu.In.	-----	Single with crossover pipes
V8-427 Cu.In.	-----	Dual with resonators

MUFFLERS

Type	-----	Oval, reverse flow
Construction	-----	Heads and body joined by rolled lock seam construction
Head		
L6-250 & V8-307 Cu.In.	-----	.047 sheet steel, aluminized
V8-327 & 396 Cu.In.	-----	.055 sheet steel, aluminized
V8-427 Cu.In.		
Left hand	-----	.055 sheet steel, aluminized
Right hand	-----	.055 stainless steel
Shell		
L6-250 & V8-307 Cu.In.	-----	.035 sheet steel, zinc coated
V8-327 & 396 Cu.In.	-----	.035 sheet steel, zinc coated
V8-427 Cu.In.		
Left hand	-----	.035 sheet steel, zinc coated
Right hand	-----	.035 stainless steel
Wrap	-----	.030 indented asbestos sheet
Cover	-----	.018 sheet steel, aluminized
Baffles		
L6-250 Cu.In.	-----	#2-.035 zinc coated steel
		#1,3 & 4-.047 zinc coated steel
V8-307 Cu.In.	-----	#1 & 4-.047 zinc coated steel
		#2 & 3-.035 zinc coated steel
V8-327 & 396 Cu.In.	-----	#1 & 4-.047 zinc coated steel
		#2 & 3-.035 zinc coated steel
V8-427 Cu.In.(left)	-----	#1 & 4-.047 zinc coated steel
		#2 & 3-.035 zinc coated steel
V8-427 Cu.In.(right)	-----	#1-4-.035 stainless steel
Length, Body		
L6-250 Cu.In.	-----	17.00
V8-307, 327, 396 & 427 Cu.In.	-----	21.25
Width (I.D.)	-----	9.25
Height (I.D.)	-----	5.00

EXHAUST CROSSOVER PIPE

Dimensions (O.D.)	
V8-307 & 327 Cu.In.	----- 2.00
V8-396 Cu.In.	----- 2.50
Wall Thickness	
V8-307 & 327 Cu.In.	----- .073-.091 laminated
V8-396 Cu.In.	----- .073-.091 laminated

EXHAUST PIPE

Dimensions (O.D.)	
L6-250 & V8-307 & 327 (L73) Cu.In.	----- 2.00
V8-327 (L30), 396 & 427 Cu.In.	----- 2.50
Wall Thickness	
L6-250 Cu.In.	----- .057-.071
V8-307, 327, 396 & 427 Cu.In.	----- .073-.091 laminated

RESONATORS (V8-427 Cu.In. only)

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

TAIL PIPES

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

ENGINE VENTILATION

All Engines	-----	Closed-positive
-------------	-------	-----------------

EXHAUST EMISSION CONTROL

All Manual Transmissions	-----	Air Injection
		Reactor Equipment
All Automatic Transmissions	-----	Controlled
		Combustion System

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6-250	Main and conn. rod bearing throw off
V8-307, 327, 396 & 427	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6	Nozzle metered
V8	Centrifugally oiled from front camshaft bearing

Oil Pressure Sending Unit

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

Oil Filler

Cap	Positive seal
Location	
L6-250	Forward end of rocker cover
V8-307 & 327	Left front of intake manifold
V8-396 & 427	Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

Refill	4
Refill with Filter Change	5

LUBRICANT GRADES AND TEMPERATURES

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

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs
Oil Pressure (bench test, no flow conditions)	
L6-250	50-65 PSI @ 2000 RPM
V8-307 & 327	50-65 PSI @ 2000 RPM
V8-396 & 427	50-75 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM) (Theoretical)	
L6-250	4.3 @ 2000
V8-307 & 327	4.3 @ 2000
V8-396 & 427	6.0 @ 2000

OIL FILTER

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

OIL PAN DRAIN PLUG

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

OIL DIP STICK - LOCATION

L6	Right side, rear of engine block
V8-307 & 327	Left side, rear of engine block
V8-396 & 427	Right side, center direct to oil pan

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-250 Cu.In.	12 Qts
V8-307 Cu.In.	17 Qts
V8-327 Cu.In.	15 Qts
V8-396 Cu.In.	22 Qts
V8-427 Cu.In.	22 Qts

RADIATOR

Make and Type	Harrison, tube and center
Core Constant	
●Distance between Fins	
L6-250 Cu.In.	.25 (Syn) .20 (Auto)
V8-307 Cu.In.	.16 (Syn) .18 (Auto)
V8-327 Cu.In. (L73)	.18 (Syn) .16 (Auto)
V8-327 Cu.In. (L30)	.20 (Syn) .16 (Auto)
V8-396 & 427 Cu.In.	.20 (Syn) .20 (Auto)
Distance between Tubes	.55
Thickness of core	
L6-250 Cu.In.	1.26
V8-307 & 327 Cu.In.	1.26
V8-396 & 427 Cu.In.	1.75
Frontal Area (Sq. In.)	
L6-250 Cu.In.	323
V8-307 Cu.In.	357 (Syn) 401 (Auto)
V8-327 Cu.In. (L73)	401
V8-327 Cu.In. (L30)	357
V8-396 & 427 Cu.In.	429

RADIATOR, HEAVY DUTY (RPO V01)

●Core Constant	
Distance between Fins	
L6-250 Cu.In.	.22
V8-307 & 327 Cu.In. (L73)	.18 (Syn) .16 (Auto)
V8-327 Cu.In. (L30)	.18 (Syn) .16 (Auto)
V8-396 & 427 Cu.In.	.16
Distance between Tubes	.55
●Thickness of core	
L6-250 Cu.In.	1.75
V8-307 & 327 Cu.In. (L73)	1.75
V8-327 Cu.In. (L30)	1.75
V8-396 & 427 Cu.In.	1.98
●Frontal Area (Sq. In.)	
L6-250 Cu.In.	404
V8-307 & 327 Cu.In. (L73)	429
V8-327 Cu.In. (L30)	429
V8-396 & 427 Cu.In.	439

RADIATOR CAP RELIEF VALVE

Opens at ----- Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to Open at	192° - 198°
Fully Opened at	217°
Thermostat By-Pass Hose (V8-396 & 427)	.745 ID

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)	
L6-250, V8-307 & 327 Cu.In.	1.75 ID
V8-396 & 427 Cu.In.	1.88 ID
Inlet, Upper (Thermostat Hsg. to Radiator)	1.50 ID

FAN

Number of Blades	4
Diameter	17.62
Fan Pulley Pitch Diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number Used	One
Angle of "V"	38°-42°
Pitch Line	
L6-250 Cu.In.	39.00
V8-307 & 327 Cu.In.	53.25
V8-396 Cu.In.	56.20
V8-427 Cu.In.	56.20
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-250 Cu.In.	60 GPM @ 4400 Engine RPM
V8-307 Cu.In.	54 GPM @ 4400 Engine RPM
V8-327 Cu.In.	57 GPM @ 4400 Engine RPM
V8-396 Cu.In.	82 GPM @ 5200 Engine RPM
V8-427 Cu.In.	82 GPM @ 5200 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (Pump to Engine RPM)	.949:1

DRAIN LOCATIONS AND TYPE

●Radiator-Petcock	
All Engines	Lower right side of radiator
Engine Block - Plug	
L6-250 Cu.In.	Left rear side
V8-307 & 327 Cu.In.	Right and left center
V8-396 & 427 Cu.In.	Left side - rear of block
	Right side - center of block

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage rating	12
Cranking Power @ 0° F	
L6-250 & V8-307 Cu.In.	2300 watts
V8-327, 396 & 427 Cu.In.	2900 watts
Heavy duty (RPO T60)	3150 watts
Total number of plates	
L6-250 & V8-307 Cu.In.	54
V8-327, 396 & 427 & Heavy Duty	66
Number of cells	6
Terminal grounded	Negative
Location	Right front engine compartment

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

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

STARTING SYSTEM

STARTING MOTOR

Rotation (drive end view)	Clockwise
Test conditions	Engine at operating temp.
No load test	
Amps	
L6-250, V8-307 & 327 (L73)	49-87
V8-327 (L30)	65-100
V8-396 & 427	70-99
Volts	10.6
RPM	
L6-250, V8-307 & 327 (L73)	6200-10700
V8-327	3600-5100
V8-396 & 427	7800-12000

Motor drive

Engagement	Solenoid
Pinion meshes at	Rear
Pinion tooth no.	9
Flywheel tooth no.	
L6-250, V8-307 & 327	153
V8-396 & 427	168
Mounting	
L6-250, V8-307 & 327	Bolted to cylinder block flange
V8-396 & 427	Bolted to clutch housing

IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

COIL

Type	12-Volt
Amperes drawn	
Engine stopped	4.0
Engine idling	1.8

SPARK PLUGS

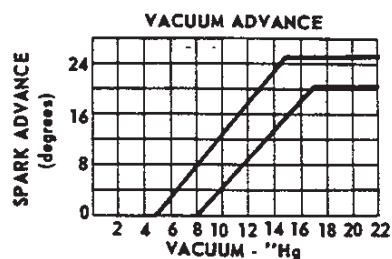
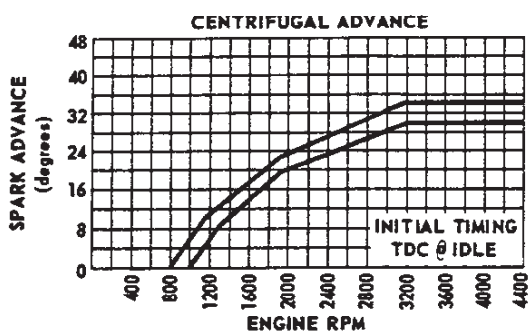
Type	
L6-250 Cu.In.	AC 46N (Long reach)
V8-307 Cu.In.	AC 45S
V8-327 (L73) Cu.In.	AC 44S
V8-327 (L30) Cu.In.	AC 44
V8-396 & 427 Cu.In.	AC 43N
Thread size (mm)	14
Gap	.033-.038
Torque	25 lb ft

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

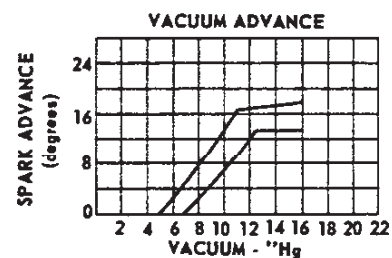
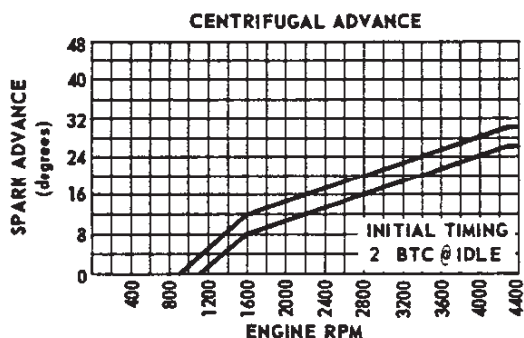
DISTRIBUTORS	L-6 250 Cu.In. 155 HP		V-8 307 Cu.In. 200 HP	V-8 327 Cu.In. 250 HP	V-8 327 Cu.In. 275 HP		V8-396 Cu.In. 325 HP & V8-427 Cu.In. 385 HP
Transmission	Manual	Auto.	All Trans	All Trans	Manual	Auto	All Trans
Model	1110439	1110399	1111257	1111150	1111298	1111297	1111169
Type	Single breaker						
Cam angle	31° - 34°		28° - 32°				
Breaker gap	.019 (new)						
Breaker arm tension	19 - 23 oz						28 - 32 oz
Centrifugal advance begins (RPM)	900		1000	900	900		900
Max degrees @ RPM	32@4200	28@4200	28 @ 4300	28 @ 4200	34@4100	30@4100	32 @ 5000
Vacuum advance begins (In. Hg)	7.00		6.00	8.00	8.00	10.00	8.00
Max degrees @ In. Hg	23 @ 16		15 @ 12	15@15.5	15@15.5	15 @ 17	15 @ 15.5
Timing (Initial design setting)	TDC	4 BTC	2 BTC @	4 BTC @	TDC	4 BTC	4 BTC @
Crankshaft degrees @ RPM (with vacuum line disconnected)	@ 700	@ 500	700 man'l 600 auto	700 man'l 600 auto	@ 700	@ 600	700 man'l 600 auto
Timing mark location	Torsional damper						

ELECTRICAL SYSTEM—Cont'd.

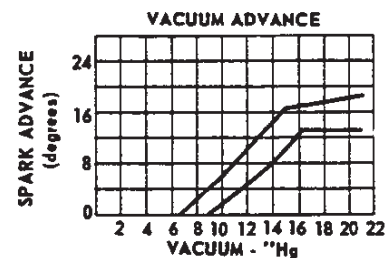
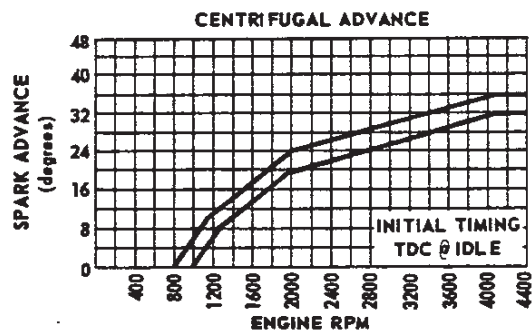
250 CUBIC INCH L-6 ENGINE



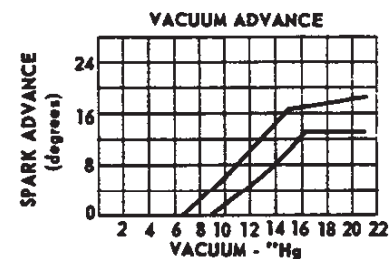
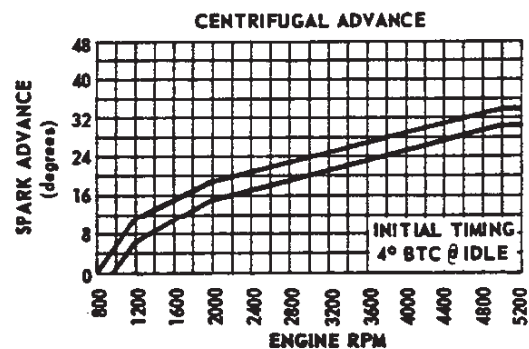
307 CUBIC INCH V-8 ENGINE



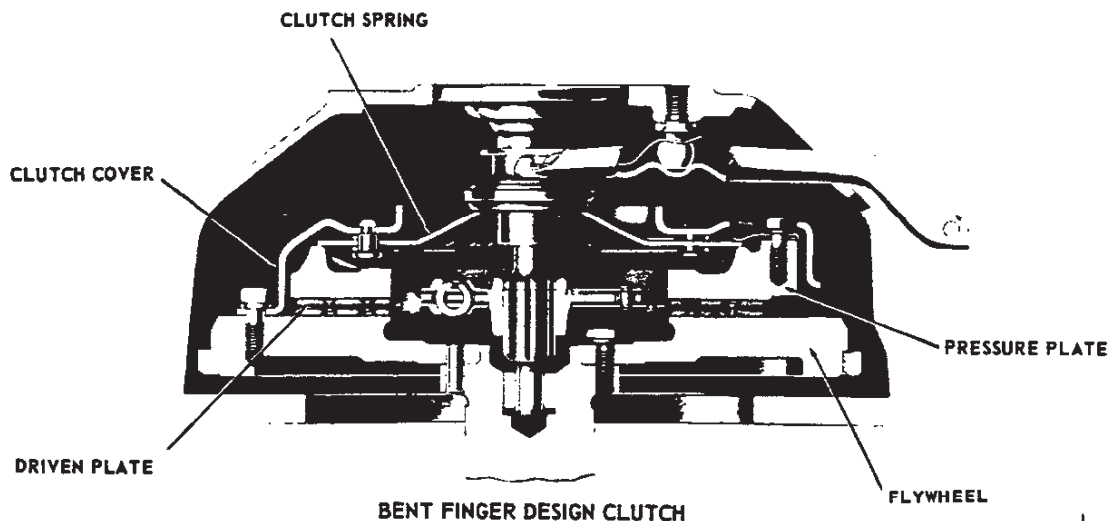
327 CUBIC INCH V-8 ENGINE (RPO L30)



396 and 427 CUBIC INCH V-8 ENGINES



CLUTCHES



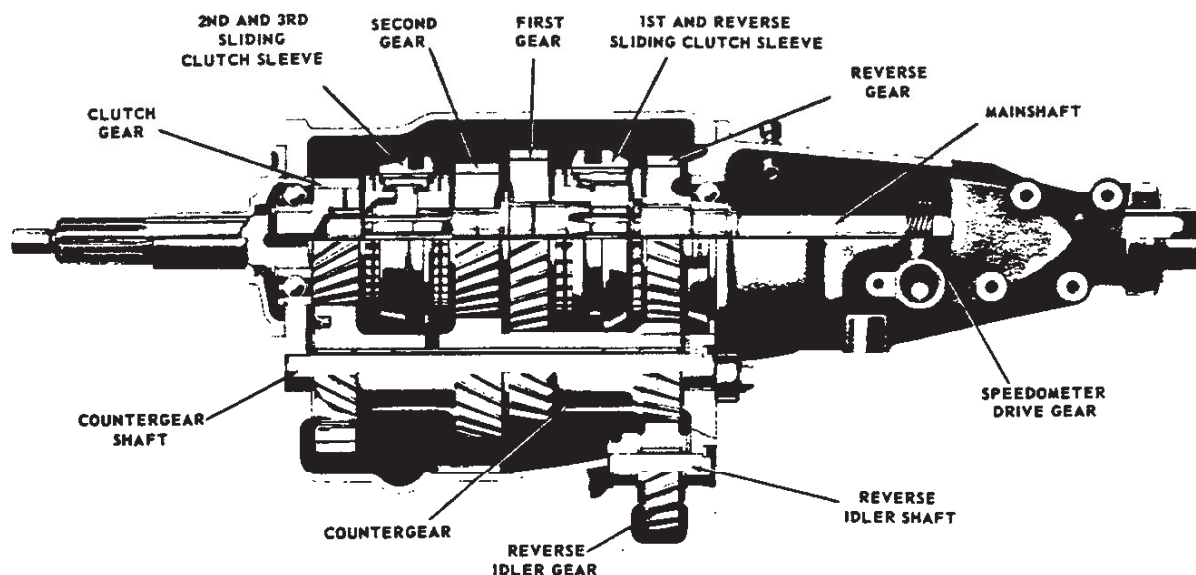
Engine	Type - Cubic Inch	L6-250	V8-307	L6-250 V8-307	V8-307	V8-327	V8-396	V8-427			
	Availability	Base		M01*	Base	Z04**	L30&L73	RPO M01	RPO L35	RPO L36	
Clutch for		3-Speed			4-Speed	3-Speed & 4-Speed		H.D. 3-Speed & 4-Speed			
Type		Single dry disc			Single dry disc, centrifugal						
Clutch cover & pressure plate	Eff. plate load, lbs.	1650- 1850	1900- 2000	1700- 1950	2100-2300		2450-2750		2600- 2800		
	Press. plate matl.	Cast Iron			Nodular Iron						
	Clutch spring type	Diaphragm			Diaphragm, bent finger design						
	Clutch spring matl.	Heat treated spring steel									
Driven plate	Type	Single disk with two friction surfaces									
	Cushions	Flat spring steel between friction rings									
	Damper	(a)	12 coil springs (6 sets of two)		10 coil springs (5 sets of two)						
	Friction ring	OD	9.12	10.0	11.0	10.34		11.0			
		ID	6.12	6.5	6.5	6.5		6.5			
		Total area sq.in.	71.82	90.71	123.70	101.54		123.7			
		Material	Woven asbestos			Premium grade woven asbestos					
	Flywheel	Material	Cast Iron								
Flywheel & Ring gear	Ring gear	Material	Heat treated steel								
		No. of teeth	153				168				
		PD	12.75				14.00				
		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

** Z04 - Option for Heavy Duty Chassis

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

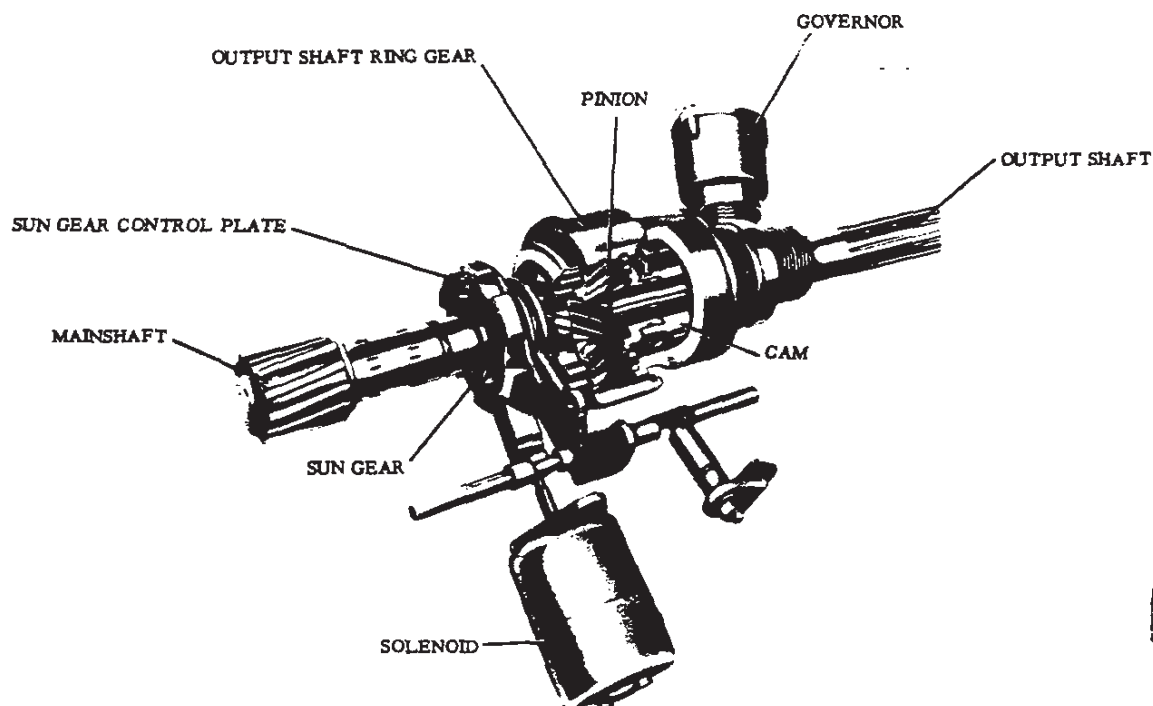
TRANSMISSIONS



3-SPEED HEAVY DUTY TRANSMISSION (RPO-M13)

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed			H.D. 3-Speed		4-Speed							
Engine Application	Type	L-6	V-8	V-8	V-8	V-8	V-8	V-8	V-8	V-8				
	Availability	250 C.I.	307 C.I.	327 C.I.	396 C.I.	427 C.I.	307 C.I.	327 C.I.	396 C.I.	427 C.I.				
Case material		Standard			L30&L73	RPO L35	RPO L36	Standard	L30&L73	RPO L35	RPO L36			
		Cast iron									Aluminum			
Gear Shift	Type	Remote												
	Control	Lever												
	Location	Steering column						Floor						
Gears	Type	Helical												
	Material	Forged steel, hardened												
	Synchronization	All forward gears												
	Constant mesh gear	All gears				All forward gears								
	Sliding gears	None					Reverse							
	Ratios	First	2.85		2.54		2.41		2.85		2.52		2.20	
		Second	1.68		1.50		1.59		2.02		1.80		1.64	
		Third	1.00		1.00		1.00		1.35		1.44		1.47	1.27
		Fourth							1.00		1.00		1.00	1.00
		Reverse	2.95		2.63		2.41		2.85		2.54		2.54	2.27
Lubricant	Type	Meeting Military Specifications MIL-L-2105-B												
	Capacity (pts)	3				3.5			3					
Extension	Material	Cast iron							Aluminum					
	Oil seal	Steel encased double seal of spring loaded rubber or felt												



OVERDRIVE TRANSMISSION (RPO M10)

GENERAL

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

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

Lubricant

Type ----- Meeting Military Specification MIL-L-2105-B

Viscosity ----- SAE 80

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

Gear ratios with overdrive locked in

First ----- 1.995

Second ----- 1.176

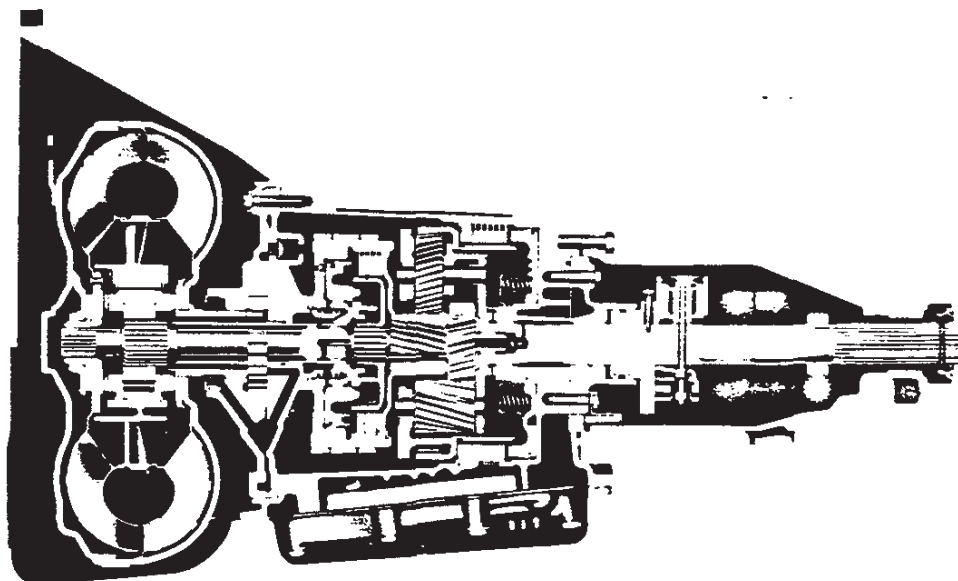
Third ----- .700

Output shaft RPM

Cut-in ----- 1440

Cut-out ----- 1100

TRANSMISSIONS —Cont'd.



POWERGLIDE

Engine	Type		L-6 250 Cu.In.	V-8 307 Cu.In.	V-8 327 Cu.In.	V-8 396 Cu.In.
	Availability		Standard		RPO L73 & L30	RPO L35
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse			
	Selector lever	Location	Steering column (a)			
		Operation	Actuates manual valve in hydraulic control system			
		Quadrant pattern	P-R-N-D-L			
	Parking lock	Type	Pawl and gear (on planetary)			
		Operation	Applied by selector lever thru spring loaded linkage			
Hydraulic	Method of cooling		Water			
	Flywheel assembly		Steel stamping with welded on ring gear			
	Manual valve type		Spool			
	Pressure regulator valve type		Spool			
	Pressure @ Idle (b)	Drive	51	51	51	51
		Low	112	122	132	132
Reverse		91	92	89	89	
Converter assembly	Type		Three element			
	Pump		Inner and outer sheet steel shells separated by sheer 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		2.10			
	Stall speed (RPM)		1620	1530	1680	1880
	Diameter (nominal)		11.0	11.75		
Planetary gear set	Type		Compound planetary			
	Range	Drive	1.82 to 1.00		1.76 to 1.00	
		Low	1.82		1.76	
		Reverse	1.82		1.76	
	Low band		Three linked circular segments			
Case	Low band servo		Piston with release spring and inner cushion spring			
	Material		Aluminum (one piece)			

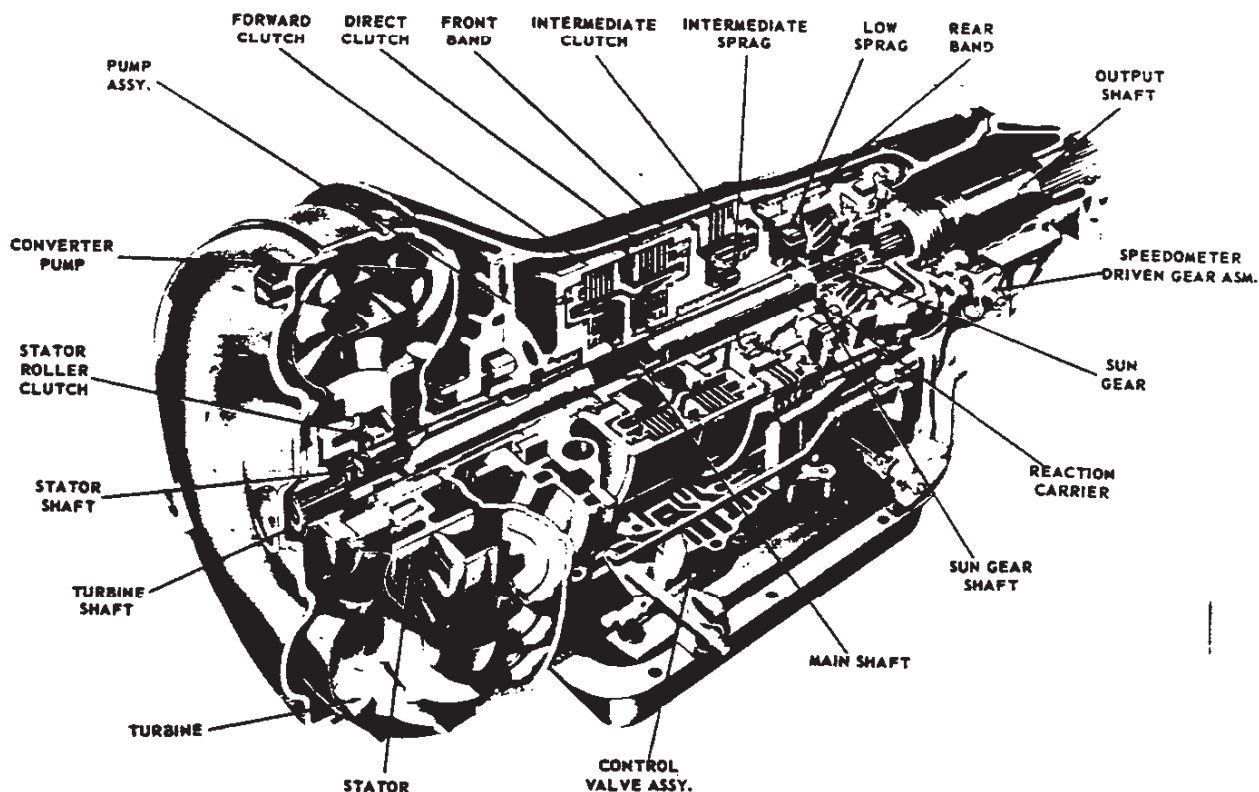
(a) Floor mounted when used with bucket seats.

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

POWERGLIDE

Engine	Type		L-6 250 Cu.In.	V-8 307 Cu.In.	V-8 327 Cu.In.	V-8 396 Cu.In.
	Availability		Standard		RPO L73 & L30	RPO L35
Output shaft RPM and vehicle speed (MPH)	N/V factor		39.1	39.1	39.1	39.2
	Upshift	Closed throttle	650(17)	650(17)	658(17)	660(17)
		Throttle at detent	1970(50)	2075(53)	2340(60)	2345(60)
		Full throttle	2283(58)	2397(61)	2735(70)	2740(70)
	Downshift	Closed throttle	607(16)	607(16)	610(16)	610(16)
		Throttle at detent	1450(37)	1333(34)	1505(39)	897(23)
		Full throttle	2135(53)	2260(52)	2535(66)	2590(66)
High clutch	Type		Multi-disc			
	Drive plates	Description	Waved steel with bonded organic facings			
		Number	3	4		
	Driven plates	Description	Flat steel			
Number		4	5			
Reverse clutch	Type		Multi-disc			
	Drive plates	Description	Flat steel with bonded organic facings			
		Number	4	5	5	6
	Reaction plates	Description	Flat steel			
Number		3	5	5	6	
Torque multiplication	Maximum overall ratio		3.82		3.70	
	Low and reverse		3.82 to 1.82		3.70 to 1.76	
Lubricant	Type		A suffix A			
	Capacity (pts)	Dry	17		19	
		Refill	6		6.5	
Governor	Type		Centrifugal			
	Operation:		Regulates pump oil pressure to automatic shift control valve			
	Drive		Mounted on output shaft			
	Location		In extension			
Oil pump	Type		Internal-external gear			
	Number		One; front			
	Function		To supply pressure			
	Drive		Converter pump			

TRANSMISSIONS—Cont'd.



TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

GENERAL DATA

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

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

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

Quadrant Pattern - Column ----- P-R-N-D-L2-L1
- Floor ----- P-R-N-3-2-1

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

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

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

Parking Lock

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

Method of Cooling ----- Water

TORQUE CONVERTER

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

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

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

Stall Ratio ----- 230 (V8-307 & 327); 2.04 (V8-396 & 427)

Stall Speed (RPM)
V8-307 ----- NA
V8-327 ----- 2130
V8-396 ----- 2110
V8-427 ----- 2220

Diameter (Nominal) ----- 12.20

TURBO HYDRA-MATIC TRANSMISSION—CONTINUED

CLUTCHES

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

PLANETARY GEAR UNIT

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

HYDRAULIC SYSTEM

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

LUBRICANT

Type ----- A suffix A
 Capacity ----- 22 pts
 Refill ----- 8 pts
 Oil cooler ----- Integral with
 radiator assembly and connected to
 transmission by inlet and outlet pipes

TORQUE MULTIPLICATION

	V8-307 & 327	V8-396 & 427
Drive (maximum)	5.70:1 to 1.1	5.06:1 to 1.1
Low 2	5.70:1 to 1.48	5.06:1 to 1.48
Low 1	5.70:1 to 2.48	5.06:1 to 2.48
Reverse	4.78:1 to 2.08	4.24:1 to 2.08