

# 1968 Chevrolet Chevy II - Nova Factory Information Kit



**Nova SS Coupe**

# GENERAL

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# SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

## ● VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (25th unit)
11369	8	W	200025

Thus: The 25th model built at Willow Run would be serial number 113698W200025

8-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (26th unit)
11469	8	W	200026

Thus: The 26th model built at Willow Run would be serial number 114698W200026

### ASSEMBLY PLANTS

W - Willow Run

Starting unit number ----- 200001 and up at each assembly plant regardless of series

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

## TRANSMISSION IDENTIFICATION

Example: QPS8EOID

Type	Source	Model Year	Production* Month & Date
QP	S(Saginaw)	1968 8	EOID*

QP	3-Speed	L-4 engine	S - Saginaw
QB	3-Speed	L-6 & V-8 engines	S - Saginaw
HI	4-Speed	V-8 engine	P - Muncie R - Saginaw
YT	Powerglide	L-4 engine	C - Cleveland T - Toledo
TB	Powerglide	L-6 engine	C - Cleveland T - Toledo
UE	Powerglide	V-8 engine	C - Cleveland T - Toledo

Location:

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

o-Month: 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: F12100A

Source Designation	Production* Month & Date	Type Designation
F(Film)	1210	OA

153 Cubic Inch 4-Cylinder

OA - Regular engine, 3-speed  
OH - Regular engine, Powerglide

230 Cubic Inch 6-Cylinder

BA - Regular engine, 3-speed  
BF - Regular engine, Powerglide

250 Cubic Inch 6-Cylinder (RPO-L22)

CM - Optional engine, 3-speed  
CQ - Optional engine, Powerglide

● 307 Cubic Inch 8-Cylinder

DA - Regular engine, 3-speed  
DB - Regular engine, 4-speed  
DE - Regular engine, Powerglide

● 327 Cubic Inch 8-Cylinder (RPO-L30)

EA - Optional engine, 3-speed, 4-bbl. carb.  
EE - Optional engine, Powerglide, 4-bbl. carb.

350 Cubic Inch 8-Cylinder (RPO-L48)

MS - Optional engine, 3-speed  
MU - Optional engine, Powerglide

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: PA0212B

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

PA ----- 3.08 -- 3-speed, and Powerglide transmission  
BP ----- 2.73 ----- Powerglide transmission  
QL ----- 3.31 ----- 4-speed transmission  
BD ----- 3.36 ----- 3-speed transmission

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

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

# REGULAR EQUIPMENT—EXTERIOR AND INTERIOR

	EXTERIOR	NOVA 111-113-11469
Bright Trim And Ornamentation	Radiator grille nameplate	X
	Windshield reveal molding	X
	Rear door glass pillar	69
	Rear quarter nameplate	X
	Front door vent channel and post	X
	Hub caps	X
	Deck lid nameplate	X
	Rear window reveal molding	X
Quarter window reveal molding, painted	27	
Fuel filler - behind hinged license plate	X	
Tail and back-up lamps in common bezel	X	
Front fender and rear quarter marker lamps - includes engine identification for V8 models	X	

	INTERIOR	NOVA 111-113-11400
Bright Trim	Door and window control arms	X
	Seat adjuster handle	X
	Sunshade supports	X
	Rearview mirror support - silver paint	X
	Rearview mirror cover, plastic - trim color	X
Instrument Panel	Ashtray	X
	Cigarette Lighter	X
	Brake system failure indicator and parking brake alarm	X
	Temp, Ammeter, Oil Pressure warning lights	X
	Radio Hole cover plate	X
	Clock hole cover plate	X
	Instrument panel right side emblem	X
Padded windshield pillars	X	
Roof center dome light	X	
3-spoke steering wheel with horn button	X	
Front door padded armrest - plain trim color	X	
Locking knobs - all doors	X	
Padded sunshades	X	
Passenger compartment floor covering - vinyl coated rubber	X	
Ventipanes, front doors, friction type	X	
Front door jam light switch - left side	X	

## REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Air conditioner, Four-Season	C60	113-11400
Air conditioner, G.M. Chevrolet	ACC	11000 exc 11100
<b>Appearance Guard Group (Items available as a group or as separate options) - GRP1</b>		
Door edge guards		11000
Front bumper guards		11000
Rear bumper guards		11000
Twin front and rear floor mats		11000
<b>Auxiliary Lighting (Items available as a group) - RPO Z19</b>		
Ash tray light		11000
Courtesy lights		11000
Glove box light		11000
Luggage light		11000
Underhood light		11000
<b>Axis ratios</b>		
2.56 ratio	GT1	11000
2.73 ratio	G97	11000
3.07 ratio	H01	11000
3.31 ratio	G94	11000
3.36 ratio	G76	11000
3.55 ratio	G96	11000
3.73 ratio	H05	11000
4.10 ratio	*	11000
4.56 ratio	*	11000
4.88 ratio	*	11000
Positraction (all ratios)	G80	11000
Battery, heavy duty	T60	11000
<b>Belts and harnesses</b>		
Deluxe rear seat shoulder harnesses	AS4	11000
Deluxe seat belts and front seat shoulder harnesses	ZK3	11000
Seat belt retractor	ACC	11000
Standard rear seat shoulder harnesses	AS5	11000
Brakes, front disc	J52	113-11400
Brakes, power	J50 ACC	113-11400
Carrier, deck lid luggage	ACC	11000
Carrier, ski (deck lid)	ACC	11000
Clock	U35 ACC	11000
Clutch, heavy duty	M01	111-11300
Compass	ACC	11000
Console, front compartment floor	D55	113-11427
Defroster, rear window	C50 ACC	11000
Emergency road kit	ACC	11000
<b>Engines</b>		
155 hp Turbo-Thrift 250 cu.in. L-6	L22	11300
275 hp Turbo-Fire 327 cu.in. V-8	L30	11400
295 hp Turbo-Jet 350 cu.in. V-8	L48	11427
325 hp Turbo-Fire 327 cu.in. V-8	L79	11400
Engine block heater	K05	113-1400
Engine ventilation, heavy duty closed positive	KD5	11000
Exhaust, dual	N10	11400
Exhaust, dual - deep tone muffler	NF2	11427
Fan, temperature controlled	ACC	11400
Fire extinguisher (2-3/4 lb. dry chemical)	ACC	11000
Fire extinguisher refill cartridge	ACC	11000
Floor mats, clear vinyl twin front and rear	ACC	11000
Floor mats, twin front and rear	B37 ACC	11000
Generator, Delcotron (42 amp)	K79	11000
Generator, Delcotron (61 amp)	K76	11000
Glass, tinted window	A01	11000
Glass, tinted windshield	A02	11000
<b>Guards</b>		
Door edge guards	B93 ACC	11000
Front bumper guards	V31 ACC	11000
Rear bumper guards	V32 ACC	11000

\* Positraction only

# MAJOR APPEARANCE AND PERFORMANCE OPTIONS

\* Coupe Model Only  
 † Sedan Model Only

	RPO ZJ1 CUSTOM INTERIOR (Black, Dk. Blue, Gold)	*RPO A51 BUCKET FRONT SEATS (Black, Dk. Blue, Gold) Available for Coupe only	RPO ZJ3 SPECIAL INTERIOR GROUP	RPO G08 VINYL ROOF (Black, White)	RPO B98 BRIGHT UPPER MOLDINGS Available for Sedan Only	RPO ZJ5 EXTERIOR DECOR PACKAGE		RPO ZJ2 CUSTOM EXTERIOR		*RPO L48 SUPER SPORT WITH 350 Cu. In. V-8 Engine Available for Coupe only
						SEDAN	COUPE	SEDAN	COUPE	
Deluxe bench front seat with vinyl trim & 1.75" poly & cotton padding	X									
Bucket front seats		X								
Deluxe sidewall trim	X	X								
Bright trim for front door armrest	X	X								
Armrest with bright trim and ashtray for rear door or quarter	X	X								
Carpet floor covering	X	X								
Luggage compartment mat	X	X								
Instrument panel "Custom" emblem	X	X								
Deluxe steering wheel, with horn blowing buttons	X	X	X							X
Special steering wheel hub emblem	X	X	X							
Bright rear view mirror support & dome lamp bezel	X	X	X							
Front door jamb light switch	X	X	X							
Glove box lamp	X	X	X							
Lighted heater controls	X	X	X							
Bright pedal pad trim	X	X	X							
Vinyl top material				X						
Sail panel molding				X						
Bright drip molding				X		X		X	X	
Body side molding						X	X	X		
Body rocker extension panel						X	X	X	X	
Rocker & rear quarter lower moldings								X	X	
Body side lower molding with black paint below									X	
Rear end panel trim plate								X	X	
Bright window frame reveal moldings					X		X		X	
Bright pillar scalp					X					
350 Cubic inch V-8 engine										X
Special hood ornaments										X
Black painted radiator grille & rear end panel trim plate										X
Under hood insulation										X
"Super Sport" front fender nameplate										X
"SS" steering wheel hub emblem										X
Instrument panel "SS" emblem										X
"SS" radiator grille & rear panel emblems										X
Red stripe tires, wide oval E70-14-4PR on 6" rim										X
Engine chrome										X
Special front & rear springs										X
Special rear shock absorbers										X
Finned front brake drums										X

# AIR CONDITIONING EQUIPMENT

## 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.

## 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; 19.50 dia.\*

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

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

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

## REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
<b>Head restraints</b>		
Special contour front seat head restraint	A81	113-11427
Standard front seat head restraint	A82	11000
Horn, dual	U05	11000
Instrumentation gauge package	U17	11427
<b>Lights</b>		
Ash tray light	U28 ACC	11000
Courtesy lights	U29 ACC	11000
Glove box light	U27 ACC	11000
Hand portable spotlight	ACC	11000
Luggage light	U25 ACC	11000
Underhood light	U26 ACC	11000
Litter container, saddle type	ACC	11000
<b>Locks</b>		
Gas cap lock	ACC	11000
Rear door safety lock	ACC	11000
Spare wheel lock	ACC	11000
Mirror, remote control outside	D33	11000
Mirror, visor vanity	ACC	11000
<b>Model options</b>		
Custom exterior	ZJ2	113-11400
Custom interior	ZJ1	113-11400
Exterior decor package	ZJ5	113-11400
Interior convenience package	ZJ3	113-11400
Nova Super Sport 350	L48	11427
Molding, body side	B84	11000
Molding, door and window frame	B90	113-11469
<b>Operation Convenience Group (Items available as a group or as separate options) - GRP 4</b>		
Clock		11000
Rear window defroster		11000
Remote control outside mirror		11000
Radiator, heavy duty	V01	11000
<b>Radio</b>		
Front manual antenna	ACC	11000
Push-button AM radio with front antenna	U63 ACC	11000
Rear speaker	U80 ACC	11000
Roof covering, vinyl	C08	113-11400
<b>Seats</b>		
Child restraint seat	ACC	11000
Front Strato-bucket seat	A51	113-11427
Seat cushion, deluxe front	B55	11000
Seat pad, ventilated	ACC	11000
Speed warning indicator	U15	11000
<b>Steering</b>		
Deluxe steering wheel	N30	11000
Power steering	N40	113-11400
Wood-grained plastic steering wheel	N34	11000
Stereo tape player	U57 ACC	11000
<b>Suspension</b>		
Heavy duty front and rear suspension	F40	11000
Special performance front and rear suspension	F41	11427
<b>Tires</b>		
7.35-14-4 pr tire-highway-whitewall	P58	11000
E70-14-4 pr-white stripe	PX7	11427
Tissue dispenser	ACC	11000
<b>Transmissions</b>		
3-speed, heavy duty	M13	11400
4-speed	M20	11400
4-speed, close ratio	M21	11400
Powerglide	M35	11000
Heavy duty 4-speed transmission	M22	11427
Floor shift transmission control	M11	113-11400
<b>Wheel covers</b>		
Mag-style wheel covers-type A	N96 ACC	11000
Mag-style wheel covers-type B	PA2	11000
Simulated wire wheel covers	N95 ACC	11000
Wheel covers	P01 ACC	11000
Wheels-"rally wheel," hub cap, trim ring	ZJ7	11000

# INTERIOR DIMENSIONS

## FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H3	Seat cushion height		11,3
H11	Entrance height	28,7	29,8
H13	Steering wheel thigh clearance		4,4
H30	H point to heel point		8,4
H32	Seat cushion deflection		4,1
H50	Upper body opening to ground		
H58	H point rise		0,6
H61	Effective headroom	37,6	38,8
H70	H point to body O line		13,4
H75	Effective "T" point headroom	37,8	39,0
W3	Shoulder room	56,9	56,7
W5	Hip room	56,2	56,4
L7	Steering wheel torso clearance		12,1
L17	H point travel		4,0
L34	Effective leg room		41,6

## REAR COMPARTMENT

H8	Seat cushion height	12,9	14,1
H12	Entrance height	---	29,0
H31	H point to heel point	11,0	12,2
H33	Seat cushion deflection	4,4	4,9
H51	Upper body opening to ground	---	50,8
H63	Effective headroom	36,6	37,2
H71	H point to body O line	13,3	14,0
H76	Effective "T" point headroom	36,5	37,3
W4	Shoulder room	55,0	56,2
W6	Hip room	56,3	55,1
L3	Rear compartment room	24,4	26,2
L50	H point couple distance	30,2	32,5
L51	Effective leg room	32,6	35,3

## LUGGAGE COMPARTMENT

---	Opening width		53,0
---	Interior height		18,0
---	Interior width		68,0
---	Interior length		47,0
H195	Liftover height		23,2
V1	Usable luggage capacity (cu.ft.)		12,4
---	Total volume (cu.ft.)		

# DIMENSIONS AND WEIGHTS

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# VEHICLE WEIGHTS

## CHEVY II

MODEL SYMBOL			VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
4 Cyl	6 Cyl	V8		Front	Rear	Total	Front	Rear	Total
11127			2-Door Coupe	1505	1255	2760	1500	1390	2890
	11327			1615	1245	2860	1620	1380	3000
		11427		1720	1275	2995	1735	1410	3145
11169			4-Door Sedan	1520	1270	2790	1515	1405	2920
	11369			1635	1255	2890	1640	1390	3030
		11469		1740	1285	3025	1755	1420	3175

**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	
A51	Front Bucket Seats	+ 21	
C60	Air Conditioning	+ 90	
D85	Floor Console	+ 13	
J50	Power Brakes	+ 7	
J52	Front Disc Brakes	+ 43	
L22	250 Cu.In. 6 Cyl.	+ 20	
L30	327 Cu.In. V-8	+ 33	
L48	350 Cu.In. V-8	+ 112	
M20	4-Speed Transmission	+ 7	
M35	Powerglide Transmission	4 Cyl.	+ 4
		6 Cyl.	0
		V-8	- 2
N10	Dual Exhaust	+ 32	
N40	Hydraulic Steering	6 Cyl.	+ 30
		V-8	+ 28
T60	Heavy Duty Battery	+ 16	
U57	Tape Player	+ 21	
U63	Radio - Push-Button	+ 8	

## EXTERIOR DIMENSIONS

### LENGTHS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
L101	Wheelbase	111.0	
L102	Tire size (standard)	7.35 x 14	
L103	Overall length	189.4	
L104	Overhang - front	29.8	
L105	Overhang - rear	48.6	
----	Overall length - less bumpers		
L127	Body O line to C/L of rear wheels	93.0	
L128	Hood length at centerline	56.4	

### WIDTHS

W101	Tread - front	59.0	
W102	Tread - rear	58.9	
W103	Maximum overall width of car	72.4	
W106	Front fender overall width	72.4	
W107	Rear fender overall width	72.2	
W120	Overall car width, front doors open	144.2	128.0
W121	Overall car width, rear doors open	---	125.7

### HEIGHTS

H101	Overall height (design)		
----	Overall height (curb)		
H102	Front bumper to ground	12.9	13.4
H104	Rear bumper to ground	13.5	13.9
H111	Rocker panel to ground - front	8.7	9.1
H112	Rocker panel to ground - rear	8.5	8.9
H114	Hood at rear to ground	36.7	37.2
H115	Step height - front (design)	13.1	13.8
H116	Step height - rear (design)	---	13.4
H125	Headlamp to ground	24.6	25.1
H126	Tail lamp to ground	24.0	24.4
H130	Step height - front (curb)		
H131	Step height - rear (curb)	---	
H136	Body O line to ground - front	5.4	5.9
H137	Body O line to ground - rear	5.7	6.2

### CLEARANCES

H106	Angle of approach (degrees)	31	32
H107	Angle of departure (degrees)	18	
H147	Ramp breakover angle (degrees)	14	16
H148	Front suspension to ground		
H149	Oil pan to ground	5.9	6.3
H150	Flywheel housing to ground	6.4	6.9
H151	Frame to ground	5.9	6.4
H152	Exhaust system to ground	5.8	6.3
H153	Rear axle to ground	6.7	7.1
H154	Fuel tank to ground	8.4	8.9
H155	Tire well to ground	Mounted over rear axle	
H156	Minimum ground clearance (H152)	5.8	6.3

## EXTERIOR PAINT PROCESS

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

# BODY

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# BODY CONSTRUCTION AND GLASS AREA

## GENERAL

Type ----- Separate partial front frame and bolt-on front end sheet metal, with protective inner fender skirts. Doors, front and rear lids are of double-panel construction.

## DOORS AND LOCKS

Door construction ----- Double panel, hinged at front  
 Door handles ----- Push-button fork type latches, inside push-button locks and 2-position free-wheeling inside door handles on rear doors of 4-door models.  
 Door ventipanes ----- Friction pivot

## HOOD AND TRUNK LID

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

## VENTILATION

High level 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.

## SEAT CONSTRUCTION

Type ----- Front seat cushion  
 1.25 poly foam ----- 111-113-11400  
 Rear seat cushion  
 Jute and cotton ----- 113-11400

## WINDSHIELD WIPERS

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

## SPARE TIRE AND TOOLS

Location ----- Sedan and coupe, horizontal - center forward area of trunk floor. Tools consist of bumper jack and socket type "L" wrench stored beneath tire.

## BODY GLASS VISIBILITY AREA

LOCATION	MODELS	
	27	69
Windshield	1050.8	1111.9
Front door	Ventipane	77.6
	Window	768.0
Rear door	Window	498.5
	Fixed glass	79.2
Rear quarter window	341.6	
Back window	1144.2	1005.7
Total area (sq.in.)	3382.2	3360.2

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

# EXTERIOR-INTERIOR COLORS

## CHEVY II NOVA 111-113-11400 SERIES

SERIES	MODELS		TRIM	INTERIOR COLORS AND RPO NUMBERS		
	27	69		Black	Dark Blue	Gold
Nova	X	X	Cloth Bench	-	737	741
	X	X	Vinyl Bench	733	-	-
Custom	X	X	Cloth Bench Opt.	734	739	742
	X	X	Vinyl Bench Opt.	731	-	-
	X		Vinyl Bucket Opt.	735	740	745
RPO	EXTERIOR COLOR					
AA	Black		X	X	X	
CC	White		X	X	X	
DD	Medium Blue		X	X	-	
EE	Dark Blue		X	X	-	
FF	Medium Teal		X	-	-	
GG	Ivory Gold		X	-	X	
HH	Medium Green		X	-	-	
KK	Turquoise		X	-	-	
LL	Dark Teal		X	X	-	
NN	Maroon		X	-	-	
PP	Silver Green		X	-	-	
RR	Red		X	-	-	
TT	Ivory		X	-	X	
VV	Dark Green		X	-	X	
YY	Yellow		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	

Vinyl top option (RPO C08): Black or white with any exterior color.

# FRAME AND FRONT SUSPENSION

## ● FRAME

Description ----- Extended rail front partial frame of deep sectioned double-channelled side members joined by three flanged hat-section cross members

## FRONT SUSPENSION

Description ----- Independent, SLA type with coil springs, center mounted shock absorbers and spherical joint steering knuckle pivots

Wheel travel (M/M @ design load)

Total ----- Sedans 7.44; Coupes 7.44  
Jounce ----- Sedans 3.23; Coupes 2.74  
Rebound ----- Sedans 4.21; Coupes 4.70  
Wheel to spring travel ratio ----- 1.84

## CONTROL ARMS

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

## STEERING KNUCKLES

Description ----- Forged steel with integral brake cylinder mounting pad 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 bearings  
Type ----- Taper roller; inner and outer

## SPHERICAL JOINTS

Type ----- Ball stud  
Upper ----- Compression  
Lower ----- Tension  
Bearing surfaces  
Upper ----- Teflon-cotton composite on phenolic  
Lower ----- Sintered iron

## SHOCK ABSORBERS

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

## STABILIZER BAR (Only with V-8)

Type ----- Link  
Material ----- HR steel  
Diameter ----- .6875

## FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees) ----- N1/4 to P3/4  
Caster (degrees) ----- 0 to P1  
Toe-in (total) ----- 1/8 to 1/4  
Steering axis inclination (degrees) ----- 8-1/4 to 9-1/4

## GENERAL SUSPENSION PROVISIONS

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

## ● FRONT SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lb per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel
3932767	A	Coil	Steel Alloy	94.77	.565	3.63	14.90	11.09@1220	320	105
3932770	B	Right		95.04	.577	3.63	14.97	11.09@1340	345	112
3935700	C	Hand		108.55	.591	3.63	15.70	11.09@1475	320	109
3932764	D	Helix		121.77	.591	3.63	16.49	11.09@1500	278	98

ENGINE	153 Cu.In.		230 and 250 Cu.In.		307 Cu.In.		327 Cu.In. RPO		350 Cu.In. RPO	
	L-4		L-6		V-8		L30 V-8		L48 V-8	
MODELS	11100		11300		11400					
	27	69	27	69	27	69	27	69	27	
Ref.	A		B		C		C		D	

# CHASSIS

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# REAR AXLE AND SUSPENSION

## REAR AXLE

Description	-----	Three piece housing includes integral cast iron differential carrier and housing with two pressed-in and welded steel tubes. Semi-floating axle shafts. Differential carrier contains hypoid overhung pinion and ring gear. Drive pinion supported by two taper roller bearings.
Drive pinion vertical offset	-----	1.50
Pinion bearing adjustment	-----	Shim
Lubricant	-----	
Type	-----	Military Spec. MIL-L-2105-B
Viscosity	-----	SAE 80
Filler plug	-----	5/8 sq. hd., 3/4-14 PTF SAE short
Capacity (pts)	-----	8.125 hypoid gear ----- 3.5 8.875 hypoid gear ----- 4.0
Ratios (standard)		
L-6 engines, 327 V-8	-----	
3 & 4-speed	-----	3.08
Powerglide	-----	
Base	-----	2.73S
Rally sport	-----	3.08
350 V-8	-----	
3 & 4-speed, Powerglide	-----	3.31

## AXLE SHAFT

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

## RING AND PINION GEARS

Axle Ratio	Ring Gear Diameter	Tooth Combination
2.56:1	8.125 in.	41,16
2.73:1	8.125 in.	41,15
3.08:1	8.125 in.	37,12
3.36:1	8.125 in.	37,11
3.55:1	8.125 in.	39,11
2.73:1	8.875 in.	41,15
3.07:1	8.875 in.	43,14
3.31:1	8.875 in.	43,13
3.55:1	8.875 in.	39,11
3.73:1	8.875 in.	41,11
4.10:1	8.875 in.	41,10
4.56:1	8.875 in.	41,9
4.88:1	8.875 in.	39,8

## POSITRACTION DIFFERENTIAL (see POWER TRAINS)

Type ----- 2 pinion with single disc clutch

## REAR SUSPENSION

Description	-----	Horchkiss; 2 semi-elliptical single leaf springs
Wheel travel (design)	-----	
Total	-----	7.85
Jounce	-----	3.59
Rebound	-----	4.26
Wheel to spring, travel ratio	-----	1:1

## SHOCK ABSORBERS

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

## ● REAR SPRINGS

Part Number	Ref.	Type	Material	Length C/L Eye centers	Width C/L of axle	Design load @ C/L of axle (lb @ camber)	Deflection rate (lb per inch)	
							@ Spring	@ Wheel
3934897	A	Single leaf	Steel alloy	56.0	2.25	500 @ 1.50	115	125
3934896	B	5-leaf		56.0	2.25	540 @ 1.50	100	110

ENGINE	153 Cu.in.	230 Cu.in.	307 Cu.in.	327 Cu.in. V-8	153 Cu.in.	230 Cu.in.	307 Cu.in.	327 Cu.in. V-8	350 Cu.in. V-8
	L4	L6	V8	RPO L30	L4	L6	V8	RPO L30	RPO L48
MODELS					11000				
	127	327	427	427	169	369	469	469	427
Ref.	A	A	A	A	A	A	A	A	B

# STEERING, DRIVELINE, WHEELS AND TIRES

## MANUAL STEERING (Standard)

Description ----- Semi-reversible, recirculating bearing ball nut steering gear, energy absorbing steering column.  
 Ratios ----- Gear 24:1, overall 28.3:1  
 Turning diameters (ft)  
 Outside front, wall to wall -----  
 Outside front, curb to curb -----  
 Inside rear, wall to wall -----  
 Inside rear, curb to curb -----  
 Number of turns, lock to lock ----- 4.8  
 Outside wheel angle vs. inside wheel angle  
 28.9 degrees ----- 34.1 degrees  
 Linkage ----- Parallelogram, rear of wheels, 2 tie rods  
 Steering wheel  
 Type ----- Elliptical, deep dished  
 Diameter ----- 15.5 x 16.25

## POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)  
 Type ----- Integral power piston and steering gear, with vane type pump driven by crankshaft pulley.  
 Ratios ----- Gear 17.3:1, overall 20.7:1  
 Number of turns, lock to lock ----- 3.5

## DRIVELINE

Type ----- Tubular  
 Number used ----- One  
 Diameter (OD) ----- 2.75  
 Wall thickness ----- .065  
 Length (C/L of U-joints) ----- 53.00  
 Universal joints  
 Type ----- Cross  
 Number used ----- Two  
 Bearings ----- Prepacked, anti-friction

## WHEELS

Type ----- Short spoke spider  
 Attachment to hub ----- 5 hex nuts, 7/16-20 UNF 2-B, on 4.75 diameter bolt circle  
 Rim size  
 Base ----- 14 x 5.00  
 RPO L48 ----- 14 x 6.00  
 Offset  
 5.00 ----- .56  
 6.00 ----- .50

## TIRES

Construction ----- 2 ply  
 Rating ----- 4 ply  
 Size  
 Base, RPO L22 & RPO L30 ----- 7.35 x 14  
 RPO L48 ----- E70 x 14

## TIRE SPECIFICATIONS

	7.35 x 14	E70 x 14
Static loaded radius	12.0	11.9
Loaded rev/mi @ 45 MPH	786	811
Capacity (lbs @ PSI)	1160 @ 24	1190 @ 24
Recommended pressure (cold)	Front	24
	Rear	28

# 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	.7
Back-up	2-1156	32
Brake warning	1-194	2
Clock (with tachometer option)	1-1895	2
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-194	2
Dome	1-211	12
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W Low beam 45W
Headlamp hi-beam indicator	1-194	2
Heater	1-1895	2
Instrument cluster	5-168	3
License plate	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park		4
Turn	2-1157	32
Radio	1-1893	2
Side Marker - Front	2-194A	2
Side Marker - Rear	2-194	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail		4
Stop and turn	2-1157	32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Heater controls	1-1895	2

# BRAKES

## ● SERVICE BRAKES (Standard)

Type	Dual-circuit
brake system, pressure differential and parking brake warning light, self-adjusting brake shoes.	
Line pressure, psi, @ 100 lb pedal load	790
Braking ratios	
Pedal	6.20
Hydraulic	4.06
Overall	25.2
Distribution of braking effort	
Front wheels (theoretical, percent)	62
Brake drum	
Diameter, front & rear	9.5
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area (sq.in.)	268.8
Brake lining	
Material	Asbestos composition
Length	
Primary shoe, front & rear	9.01
Secondary shoe, front & rear	9.75
Width	
Front wheels, primary & secondary	2.50
Rear wheels, primary & secondary	2.00
Thickness, minimum @ centerline	
Primary	.17
Secondary	.20
Method of attachment	Bonded
Total effective area (sq.in.)	168.9
Gross lining area (sq.in.)	168.9
Master cylinder	
Piston diameter	1.00
Piston travel	1.16
Wheel cylinders	
Piston diameter	
Front	1.125
Rear	.875
Foot pedal travel	7.18

## PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq.in.)	75.0
Control	Pendulum foot pedal; release by T handle located below instrument panel to left of steering column
Ratio, overall	29.5:1

## ● POWER BRAKES (RPO J50)

(Same as standard service brakes except as follows)	
Type	Vacuum power unit added to assist standard master cylinder; integral
Braking ratios	
With standard production service brake linings	
Pedal	3.60
Hydraulic	4.06
Overall	14.6
With front disc brakes	
Pedal	3.60
Hydraulic	23.5
Overall	84.5
Master cylinder	
Piston diameter	1.00
Piston travel	1.24
Foot pedal travel	4.78

## FRONT DISC BRAKES (RPO J52 - Power Brakes J50 mandatory)

(Rear - standard production service brakes)	
Type	Hub mounted front discs, with self-adjusting caliper units mounted on steering knuckle, Metering valve between front and rear systems for braking balance.
Braking ratios	
Pedal	6.20
Hydraulic	29.7
Overall	184.0
Brake disc	
Construction	Double faced disc spaced by integrally cast radial cooling passages
Material	
Diameter	Cast iron
Swept disc & drum area	11.00
Swept disc & drum area	332.4
Brake lining	
Material	
Size, disc segment	Molded asbestos
Method of attachment	5.96 x 2.21 x .41
Total effective area (sq.in.)	Riveted
Gross lining area (sq.in.)	114.0
Gross lining area (sq.in.)	118.1
Master cylinder	
Piston diameter	1.125
Piston travel	1.24
Wheel cylinders (front)	
Number	4 per wheel
Piston diameter	1-7/8
Foot pedal travel	4.72

# FUSES AND CIRCUIT BREAKERS

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

\* Letter suffix indicates same circuit

# POWER 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	3,73:1	
153 Cubic Inch L-4 Super Thrift 153 90 HP Standard	3-Spd (2,85:1 low) & Powerglide	All Models (A)		Econ.		Std.			Perf.		
230 Cubic Inch L-6 Turbo-Thrift 230 140 HP Standard	3-Spd (2,85:1 low)	All Models		Econ.		Std.		Perf.	Spcl.		
		With Air Conditioning				Std.		Perf.			
	Powerglide	All Models	Econ.	Srd.				Perf.			
		With Air Conditioning				Std.		Perf.			
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2,85:1 low)	All Models		Econ.		Std.		Perf.	Spcl.		
		With Air Conditioning				Std.		Perf.			
	Powerglide	All Models	Econ.	Srd.				Perf.			
		With Air Conditioning				Std.		Perf.			
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		Econ.		Std.			Perf.		
		With Air Conditioning				Std.		Perf.			
	Powerglide	All Models	Econ.	Srd.				Perf.			
		With Air Conditioning				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.		
		With Air Conditioning				Std.		Perf.			
	4-Spd (2,54:1 low)	All Models		Econ.	Srd.				Perf.		
		With Air Conditioning			Srd.				Perf.		
	Powerglide	All Models	Econ.	Srd.					Perf.		
		With Air Conditioning					Std.		Perf.		
350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	3-Spd (2,54:1 low)	2-Door Coupe Only			Econ.		Std.			Perf.	
		With Air Conditioning			Econ.		Std.			Perf.	
	H.D. 3-Spd (2,41:1 low)	2-Door Coupe Only			Econ.		Std.			Perf.	Spcl.
		With Air Conditioning			Econ.		Std.			Perf.	
	4-Spd (2,52:1 low)	2-Door Coupe Only			Econ.		Std.			Perf.	Spcl. #
		With Air Conditioning			Econ.		Std.			Perf.	
	Powerglide	2-Door Coupe Only			Econ.	Std.		Perf.		Spcl.	Spcl.
		With Air Conditioning			Econ.	Std.		Perf.		Spcl.	

\* Positraction axles available optionally for all ratios shown.

(A) Air Conditioning not available.

# Also available in Positraction ratios of 4.10:1, 4.56:1 and 4.88:1.

Std. - Standard

Econ. - Economy (optional)

Perf. - Performance (optional)

Spcl. - Special (optional)

# POWER TRAINS

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# ENGINE DATA AND RATINGS

## GENERAL DATA

Engine Type	L-4 OHV	L-6 OHV		V-8 OHV		
Piston Displacement (Cu.In.)	153	230	250	307	327	350
Availability	Base		RPO L22	Base	RPO L30	RPO L48
Number of Cylinders	Four	Six		Eight		
Bore (nominal)	3.875			4.001		
Stroke (nominal)	3.25	3.53		3.25 <sup>3/4</sup>		3.48
Compression Ratio	8.5:1			9.00:1	10.0:1	10.25:1
Taxable (SAE) Horsepower	24.0	36.0		48.0	51.2	
Firing Order	1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2		
Idling Speed	Synchronesh (in Neutral)			700		
	Powerglide (in Drive)			600		
Compress. Press. (PSI) @ Cranking Speed, Engine Hot	140			150		
	Front			Two, combination compression and shear type		
Power Plant Mounting	Rear			One, shear type		
Measurements	Fan to rear of engine block			25.41	33.11	
	Top of air cleaner to bottom of oil pan			27.19		
	Width - including air cleaner			25.25		
				27.98		

## ADVERTISED ENGINE RATING

Engine Designation	L-4, 90 HP Super-Thrift 153 Cu.In.	L-6, 230 HP Hi-Thrift 230 Cu.In.	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 200 HP Turbo-Fire 307 Cu.In.	V-8, 275 HP Turbo-Fire 327 Cu.In.	V-8, 295 HP Turbo-Fire 350 Cu.In.
Availability	Base	Base	RPO L22	Base	RPO L30	RPO L48
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	275 @ 4800	295 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	355 @ 3200	380 @ 3200

## MULTIPLICATION FACTORS

### WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
153 Cu.In. L-4 90 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
230 Cu.In. L-6 140 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
250 Cu.In. L-6 155 HP RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	8.78	6.22	4.16	3.08	8.78	3.08
327 Cu.In. V-8 275 HP RPO L30	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.80	5.53	4.42	3.07	7.80	3.07
350 Cu.In. V-8 295 HP RPO L48	4-Barrel	3-Speed	8.41	4.97	3.31		8.71	3.31
		H.D. 3-Speed	7.98	5.26	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.84	3.31	8.57	3.31

### WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
153 Cu.In. L-4 90 HP Standard	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
230 Cu.In. L-6 140 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
250 Cu.In. L-6 155 HP RPO L22	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 2.73:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 2.73:1	
327 Cu.In. V-8 275 HP RPO L30	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
		Low & Reverse	10.10:1 - 4.80:1	
350 Cu.In. V-8 295 HP RPO L48	Powerglide	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	

\* Axle ratio x transmission ratio.

# VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 230 CU.IN. 140 HP	RPO L22 250 CU.IN. 155 HP	BASE 307 CU.IN. 200 HP	RPO L30 327 CU.IN. 275 HP	RPO L48 350 CU.IN. 295 HP
MODEL	11169	11369	11369	11469	11469	11427

## 3-SPEED TRANSMISSION

Performance Weight (pounds)	3520	3630	3650	3775	3808	3857
Pounds per Gross Horsepower	39.11	25.93	23.55	18.87	13.85	13.07
Pounds per Cu. In. Displacement	23.01	15.78	14.60	12.30	11.64	11.02
Gross HP per Cu. In. Displacement	.588	.609	.620	.651	.841	.843
Power Displacement (cu.ft./mile)	107.86	162.14	176.23	216.42	230.52	257.78
Displacement Factor (cu.ft./ton mile)	61.28	89.33	96.04	114.69	121.07	133.70

## 4-SPEED TRANSMISSION

Performance Weight (pounds)				3782	3850	3852
Pounds per Gross Horsepower				18.91	14.00	13.06
Pounds per Cu. In. Displacement				12.32	11.77	11.01
Gross HP per Cu. In. Displacement				.651	.841	.843
Power Displacement (cu.ft./mile)				216.42	229.77	257.78
Displacement Factor (cu.ft./ton mile)				114.44	119.36	133.84

## POWERGLIDE

Performance Weight (pounds)	3524	3630	3642	3773	3806	3855
Pounds per Gross Horsepower	39.16	25.93	23.50	18.86	13.85	13.07
Pounds per Cu. In. Displacement	23.03	15.78	14.57	12.29	11.64	11.01
Gross HP per Cu. In. Displacement	.588	.609	.620	.651	.841	.843
Power Displacement (cu.ft./mile)	108.86	143.71	156.21	216.42	204.32	245.93
Displacement Factor (cu.ft./ton mile)	61.21	79.18	85.78	114.75	107.37	127.62

## 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 SPEED AND PISTON TRAVEL

## 153 CUBIC INCH FOUR CYLINDER ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		7.35x14	
Crankshaft Revolutions per Mile		2436.3	
Crankshaft RPM @ 1 MPH	Low	115.7	73.9
	Second	68.2	
	Third	40.6	40.6 (direct)
	Reverse	119.8	73.9
Piston Travel (ft/mile)		1319.6	

## 230 and 250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	2.73:1
Tire Size		7.35 x 14	
Crankshaft Revolutions per Mile		2436.3	2159.4
Crankshaft RPM @ 1 MPH	Low	115.7	65.5
	Second	68.2	
	Third	40.6	36.0 (direct)
	Reverse	119.8	65.5
Piston Travel (ft/mile)		1319.6 on 230; 1433.8 on 250	1169.7 on 230; 1270.4 on 250

## 307 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3		2159.4
Crankshaft RPM @ 1 MPH	Low	115.7	115.7	75.5
	Second	68.2	82.0	
	Third	40.6	54.8	
	Fourth		40.6	41.5 (direct)
	Reverse	119.8	115.7	75.5
Piston Travel (ft/mile)		1319.6		1169.7

## 327 CUBIC INCH V-8 ENGINE

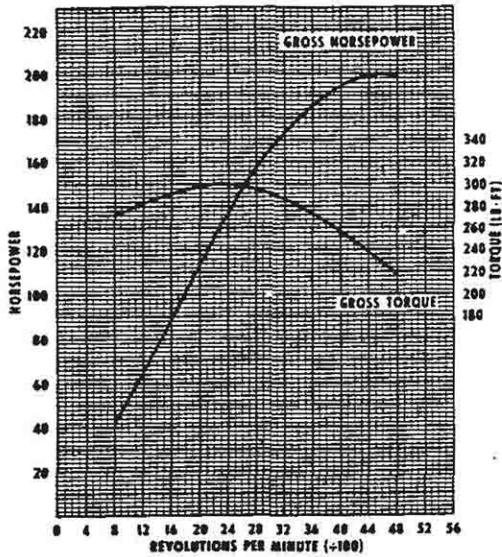
Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1	3.07:1	2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3	2428.4	2159.4
Crankshaft RPM @ 1 MPH	Low	103.1	102.8	63.3
	Second	60.9	72.8	
	Third	40.6	58.3	40.0 (direct)
	Fourth		40.5	
	Reverse	106.8	102.8	63.3
Piston Travel (ft/mile)		1319.6	1315.4	1169.7

## 350 CUBIC INCH V-8 ENGINE

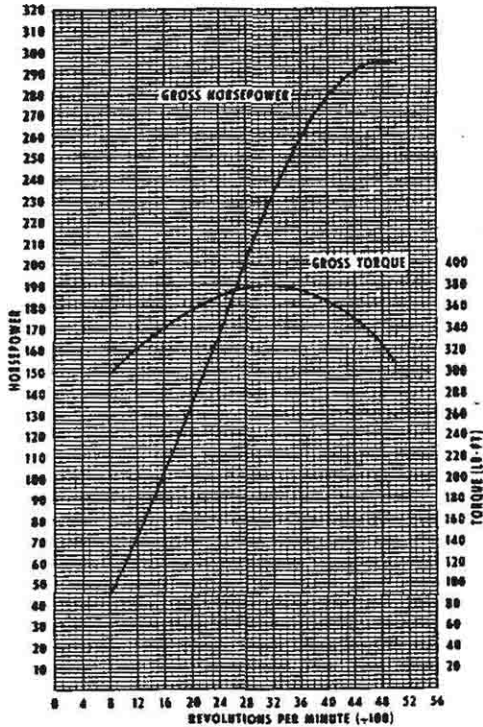
Transmission		3-Speed	H.D. 3-Speed	4-Speed	Powerglide
Rear Axle Ratio			3.31:1		3.07
Tire Size		7.35 x 14			
Crankshaft Revolutions per Mile		2545.4			2428.4
Crankshaft RPM @ 1 MPH	Low	107.7	102.2	106.9	71.2
	Second	63.6	67.4	79.8	
	Third	42.4	42.4	61.9	40.5 (direct)
	Fourth			42.4	
	Reverse	111.6	102.2	109.9	71.2
Piston Travel (ft/mile)		2545.4			2428.4

# ENGINE OUTPUT CURVES—Cont'd.

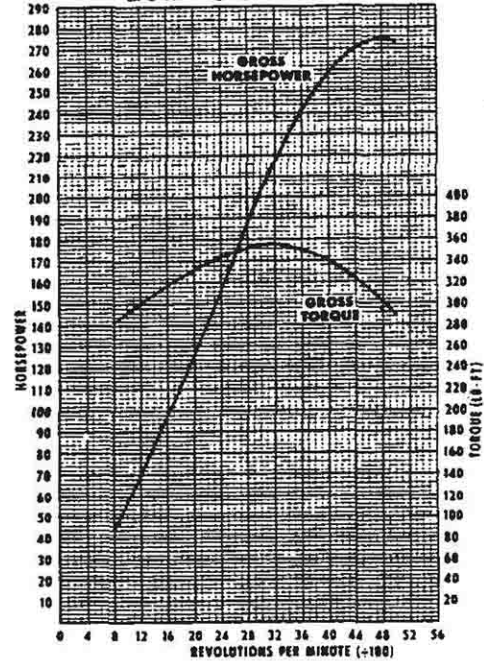
● 200 HP TURBO-FIRE V-8



295 HP TURBO-FIRE V-8



275 HP TURBO-FIRE V-8



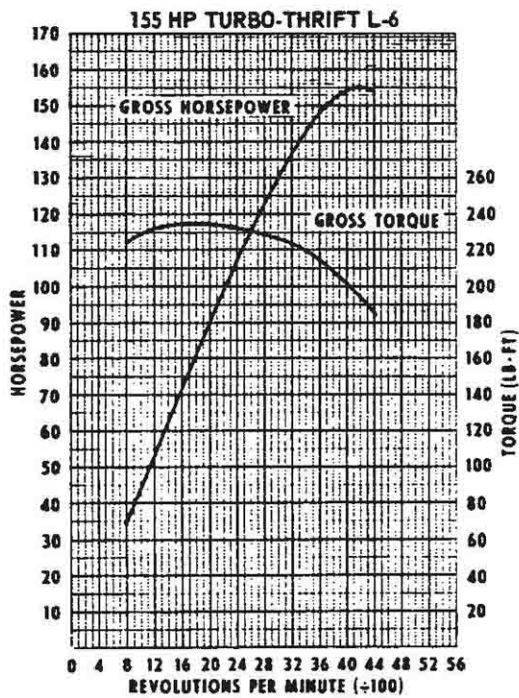
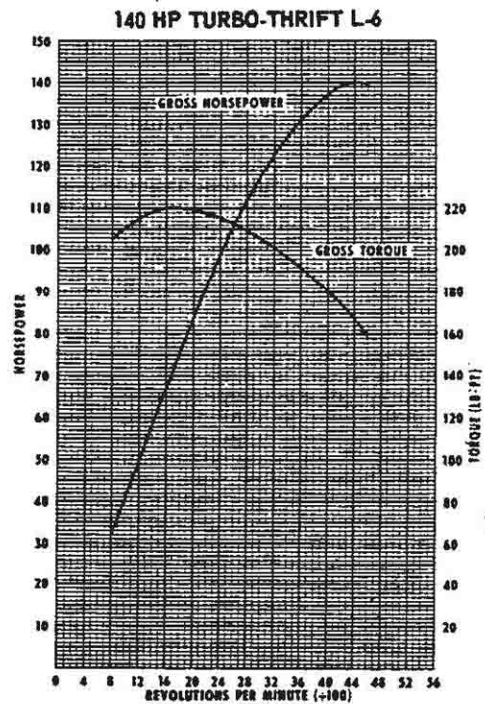
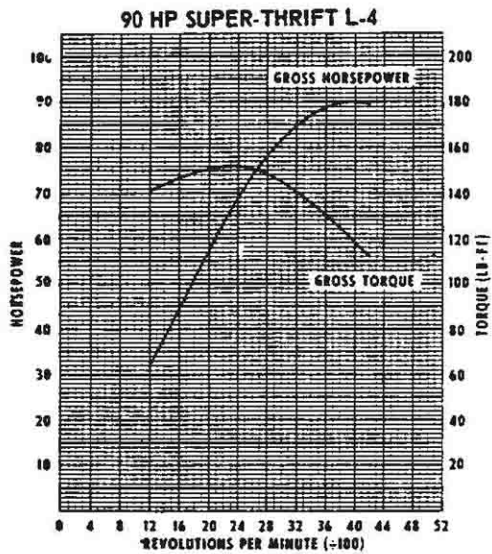
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

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

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

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

# ENGINE OUTPUT CURVES



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,

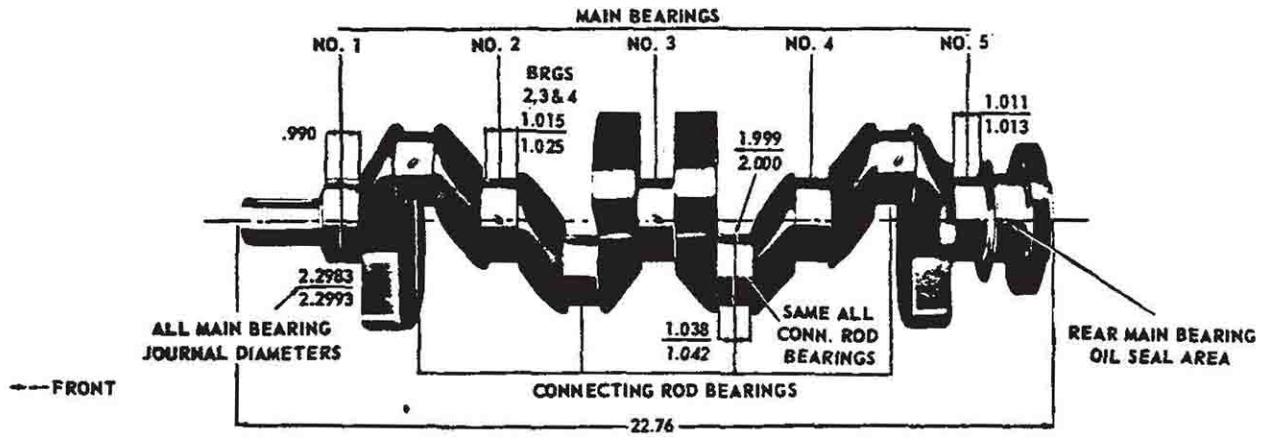
no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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.

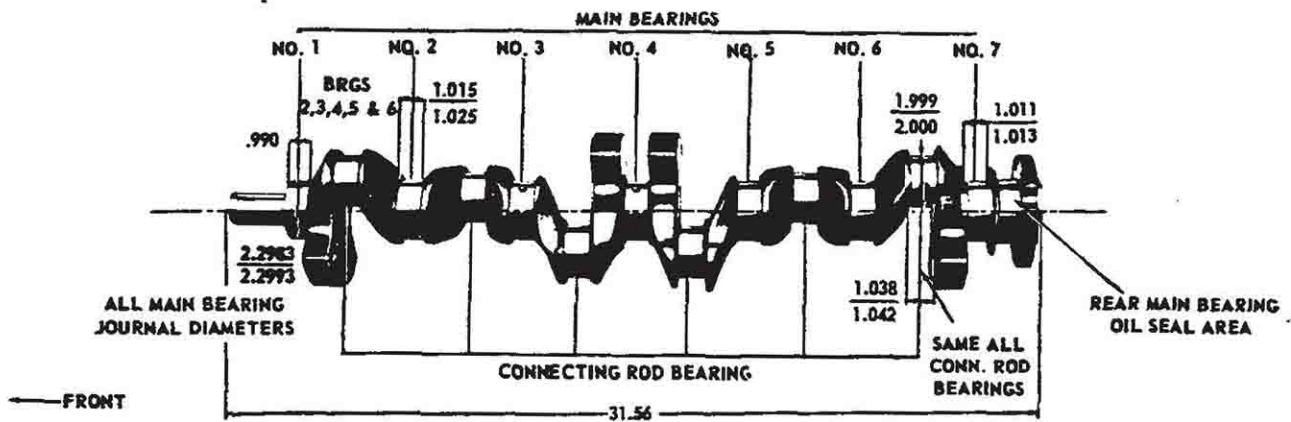
# PRINCIPAL COMPONENTS—Cont'd.

## CRANKSHAFTS AND BEARINGS

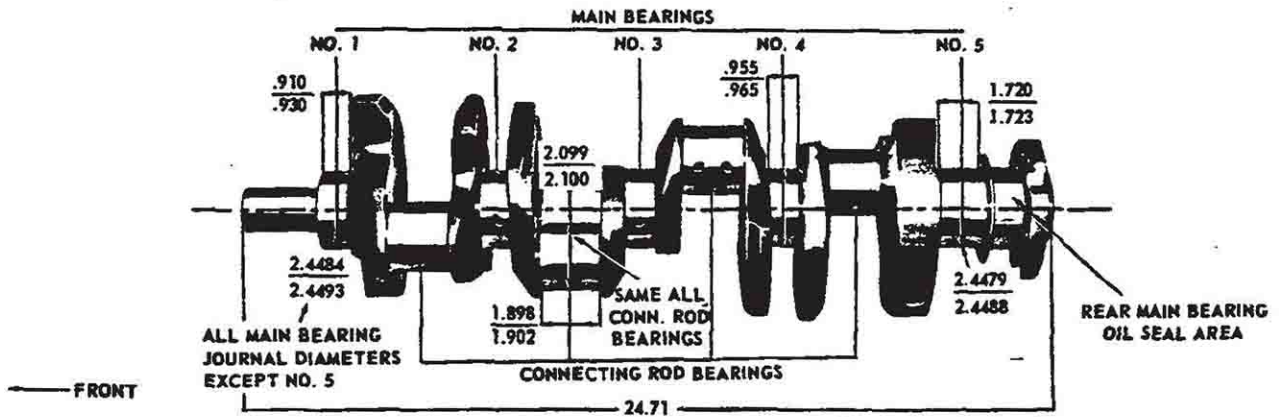
### 153 CUBIC INCH FOUR CYLINDER ENGINE



### 230 CUBIC INCH SIX CYLINDER ENGINE



### 307 and 327 CUBIC INCH V-8 ENGINES



# PRINCIPAL COMPONENTS

## CYLINDER BLOCK

Material	Cast alloy iron
Bore Diameter	
L4-153 Cu,In.	3,8745-3,8775
L6-230 & 250 Cu,In.	3,8745-3,8775
V8-307 Cu,In.	3,8745-3,8775
V8-327 & 350 Cu,In.	3,9995-4,0025
No. of Bulkheads	
L4-153 Cu,In.	5
L6-230 & 250 Cu,In.	7
V8-307, 327 & 350 Cu,In.	5
Water Jacket Full length around each cylinder	
Cylinder Numbering Arrangement	
L4-153 Cu,In.	1-2-3-4
L6-230 & 250 Cu,In.	1-2-3-4-5-6
V8-307, 327 & 350 Cu,In.	Left Bank 1-3-5-7 Right Bank 2-4-6-8
Bore Spacing (Centerline to Centerline)	
L4-153 Cu,In.	4,4
L6-230 & 250 Cu,In.	4,4
V8-307, 327 & 350 Cu,In.	4,4

## CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt No. & Size	
L4-153 Cu,In.	10; .500 dia, 13 threads/in.
L6-230 & 250 Cu,In.	10; .500 dia, 13 threads/in.
V8-307, 327 & 350 Cu,In.	34; .4375 dia, threads/in.

## COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)	
L4-153 Cu,In.	5,37 Cu,In.
L6-230 Cu,In.	5,37 Cu,In.
L6-250 Cu,In.	5,73 Cu,In.
V8-307 Cu,In.	5,02 Cu,In.
V8-327 Cu,In.	4,69 Cu,In.
V8-350 Cu,In.	4,79 Cu,In.

## INLET MANIFOLD

Material	Cast alloy iron
Type	
L4-153 Cu,In.	2 port, rectangular section
L6-230 & 250 Cu,In.	3 port, rectangular section
V8-307, 327 & 350 Cu,In.	8 port, double deck

## EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
L4-153 Cu,In.	3 port, center downtake
L6-230 & 250 Cu,In.	4 port, center downtake
V8-307, 327 & 350 Cu,In.	Dual, 4 port, center downtake
Outlet Diameter (Nominal)	2,0

## CRANKSHAFT

Material	
L4-153 Cu,In.	Cast nodular iron
L6-230 & 250 Cu,In.	Cast nodular iron
V8-307 & 327 Cu,In.	Cast nodular iron
V8-350 Cu,In.	Forged steel
End Play	.002-.006
Counter Weights	
L4-153 & L6-230	4
L6-250 Cu,In.	12
V8-307, 327 & 350 Cu,In.	6
Crank Arm Length	
L4-153 & L6-230 Cu,In.	1,625
L6-250 Cu,In.	1,765
V8-307 & 327 Cu,In.	1,625
V8-350 Cu,In.	1,74
Torsional Damper	
L4	None
L6 & V8	Rubber mounted inertia
Timing Gear	
L4 & L6	Steel; helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6,64

## MAIN BEARINGS

Material	Steel, hacked insert (selected bearing material - copper lead alloy or premium aluminum - for intended engine operation & application)
Type	Precision removable
Thrust Against Bearing No.	-- No. 5(L4 & V8); No. 7(L6)
Clearance	
L4 & L6	.0003-.0029
V8-307, 327 & 350 Cu,In.	
No. 1	.0008-.0020
No. 2, 3 & 4	.0008-.0024
No. 5	.0015-.0031

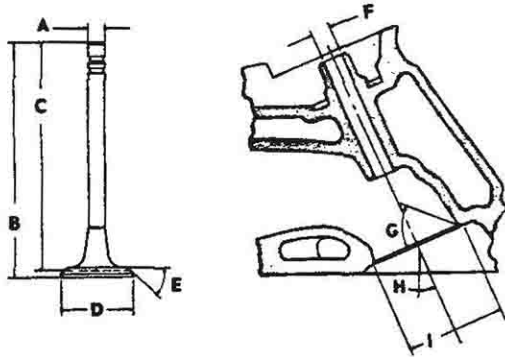
## Dimensions

	Theoretical Inner Dia.	Effective Length	Projected Area
<b>L4-153 Cu,In.</b>			
Bearing #1-4	2,3004	.752	1,7299
Bearing #5	2,3004	.760	1,7483
<b>L6-230 &amp; 250 Cu,In.</b>			
Bearing #1-6	2,3004	.752	1,7299
Bearing #7	2,3004	.760	1,7483
<b>V8-307 Cu,In.</b>			
Bearing #1	2,4503	.752	1,8425
Bearing #2-4	2,4505	.752	1,8428
Bearing #5	2,4507	1,177	2,8844
<b>V8-327 &amp; 350 Cu,In.</b>			
Bearing #1	2,4502	.752	1,8425
Bearing #2-4	2,4505	.752	1,8428
Bearing #5	2,4507	1,177	2,8844

# PRINCIPAL COMPONENTS—Cont'd.

## INLET VALVES

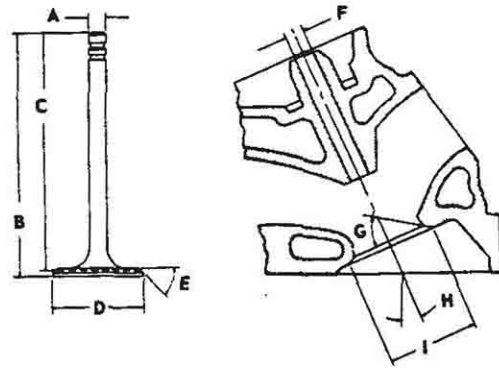
Material ----- Alloy steel  
Coating ----- None



A - Stem diameter	-----	.3410-.3417
B - Overall length	-----	
L4-153 Cu.In.	-----	4.902-4.922
L6-230 & 250 Cu.In.	-----	4.902-4.922
V8-307 Cu.In.	-----	4.902-4.922
V8-327 & 350 Cu.In.	-----	4.870-4.889
C - Gage length	-----	4.785-4.795
D - Overall head diameter	-----	
L4-153 Cu.In.	-----	1.715-1.725
L6-230 & 250 Cu.In.	-----	1.715-1.725
V8-307 Cu.In.	-----	1.715-1.725
V8-327 & 350 Cu.In.	-----	1.935-1.945
E - Angle of face	-----	45°
F - Guide diameter	-----	.3427-.3437
G - Angle of seat	-----	46°
H - Valve angle	-----	
L4-153 Cu.In.	-----	9°
L6-230 & 250 Cu.In.	-----	9°
V8-307 Cu.In.	-----	23°
V8-327 & 350 Cu.In.	-----	23°
I - Valve seat (cutter) diameter	-----	
L4-153 Cu.In.	-----	1.770-1.790
L6-230 & 250 Cu.In.	-----	1.770-1.790
V8-307 Cu.In.	-----	1.770-1.790
V8-327 & 350 Cu.In.	-----	1.990-2.010

## EXHAUST VALVES

Material ----- High alloy steel  
Coating ----- Aluminized face on V8-307, 327 & 350



A - Stem diameter	-----	.3410-.3417
B - Over length	-----	
L4-153 Cu.In.	-----	4.913-4.933
L6-230 & 250 Cu.In.	-----	4.913-4.933
V8-307 Cu.In.	-----	4.913-4.933
V8-327 & 350 Cu.In.	-----	4.913-4.933
C - Gage length	-----	4.781-4.791
D - Overall head diameter	-----	
L4-153 Cu.In.	-----	1.495-1.505
L6-230 & 250 Cu.In.	-----	1.495-1.505
V8-307 Cu.In.	-----	1.495-1.505
V8-327 & 350 Cu.In.	-----	1.495-1.505
E - Angle of face	-----	45°
F - Guide diameter	-----	.3427-.3437
G - Angle of seat	-----	46°
H - Valve angle	-----	
L4-153 Cu.In.	-----	9°
L6-230 & 250 Cu.In.	-----	9°
V8-307 Cu.In.	-----	23°
V8-327 & 350 Cu.In.	-----	23°
I - Valve seat (cutter) diameter	-----	
L4-153 Cu.In.	-----	1.550-1.570
L6-230 & 250 Cu.In.	-----	1.550-1.570
V8-307 Cu.In.	-----	1.550-1.570
V8-327 & 350 Cu.In.	-----	1.550-1.570

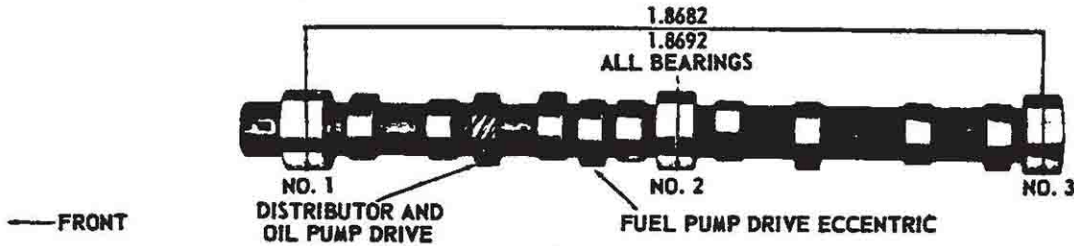
**CAMSHAFT**  
 Material ----- Cast alloy iron  
 Drive ----- Gear; bakelite and fabric composition with steel hub  
 L4 & L6 ----- Sprocket & chain; steel  
 V8 -----  
 Lobe lift  
 L4-153 Cu,In. ----- .2270 Inlet & Exhaust  
 L6-230 Cu,In. ----- .1896 Inlet & Exhaust  
 L6-250 ----- .2217 Inlet & Exhaust  
 V8-307 & 327 Cu,In. ----- .2600 Inlet; .2733 Exhaust  
 V8-350 Cu,In. ----- .2600 Inlet; .2733 Exhaust  
 Bearings ----- Steel backed babbit

**VALVE TRAIN**  
 Type ----- Individually mounted, overhead rocker arms, push rod actuated  
 Lifters ----- Hydraulic  
 Rocker arms  
 Ratio -----  
 L4 & L6 ----- 1,75:1  
 V8 ----- 1,50:1  
 Push rods  
 Type ----- Hollow steel  
 Ends ----- Hardened

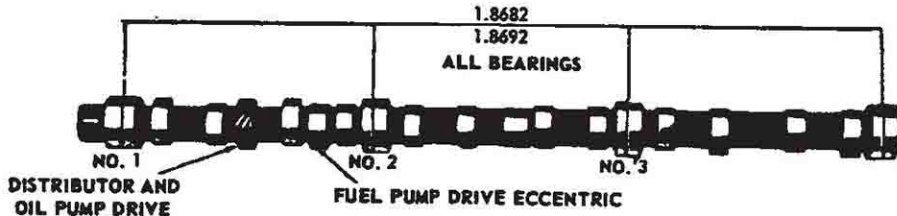
**VALVE SPRINGS**  
 Diameter (I. D.) ----- .868-.884  
 Installed length (lb. @ in.)  
 Valves closed  
 L4-153 Cu,In. ----- 78-86 @ 1,66  
 L6-230 & 250 Cu,In. ----- 56-64 @ 1,66  
 V8-307 & 327 Cu,In. ----- 76-84 @ 1,70  
 V8-350 Cu,In. ----- 76,84 @ 1,70  
 Valves opened  
 L4-153 Cu,In. ----- 170-180 @ 1,26  
 L6-230 & 250 Cu,In. ----- 180-192 @ 1,27  
 V8-307 & 327 Cu,In. ----- 194-206 @ 1,25  
 V8-350 Cu,In. ----- 194-206 @ 1,25  
 Free length  
 L4-153 Cu,In. ----- 2,08  
 L6-230 & 250 Cu,In. ----- 1,90  
 V8-307 & 327 Cu,In. ----- 2,03  
 V8-350 Cu,In. ----- 2,03  
 Valve spring damper  
 L4-153 Cu,In. ----- Flat steel, 4 coils  
 L6-230 Cu,In. ----- None  
 L6-250 Cu,In. ----- None  
 V8-307 & 327 Cu,In. ----- Flat steel, 4 coils  
 V8-350 Cu,In. ----- Flat steel, 4 coils  
 Oil shield ----- Steel cup

### CAMSHAFT AND BEARINGS

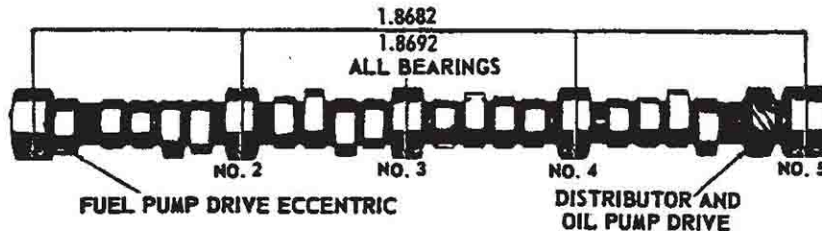
#### 153 CUBIC INCH L-4 ENGINE



#### 230 and 250 CUBIC INCH V-8 ENGINES



#### 307 and 327 CUBIC INCH V-8 ENGINES



# PRINCIPAL COMPONENTS—Cont'd.

## COMPRESSION RINGS - UPPER

Material	-----	Cast alloy iron
Type	-----	Inside bevel on L4-153 & L6-230 (bottom of ring 30 degrees to piston vertical axis); No inside bevel on L6-250, V8-307, 327 & 350
Face	-----	
L4-153 & L6-230 Cu, In.	-----	Tapered
L6-250, V8-307, 327 & 350 Cu, In.	-----	Barrel
Coating	-----	Chrome plate face except V8-350 Cu, In. has molybdenum inlay
Width	-----	
L4-153 & L6-230 Cu, In.	-----	.0775-.0780
L6-250 Cu, In.	-----	.0628-.0633
V8-307 & 327 Cu, In.	-----	.0775-.0780
V8-350 Cu, In.	-----	.0770-.0775
Wall Thickness	-----	
L4-153 Cu, In.	-----	.179-.194
L6-230 Cu, In.	-----	.179-.194
L6-250 Cu, In.	-----	.184-.194
V8-307 Cu, In.	-----	.184-.194
V8-327 & 350 Cu, In.	-----	.190-.200
Gap	-----	.010-.020

## COMPRESSION RINGS - LOWER

Type	-----	Inside bevel (top of ring 30 degrees to piston vertical axis)
Face	-----	Tapered
Coating	-----	Wear resistant except V8-350 is chrome plated
Width	-----	
L4-153 & L6-230 Cu, In.	-----	.0770-.0780
L6-250 Cu, In.	-----	.0623-.0625
V8-307 Cu, In.	-----	.0770-.0780
V8-327 Cu, In.	-----	.0770-.0775
V8-350 Cu, In.	-----	.0775-.0780
Wall Thickness	-----	
L4-153 Cu, In.	-----	.184-.194
L6-230 & 250 Cu, In.	-----	.184-.194
V8-307 Cu, In.	-----	.184-.194
V8-327 & 350 Cu, In.	-----	.190-.200
Gap	-----	
L4-153; L6-230 & 250 Cu, In.	-----	.010-.020
V8-307 Cu, In.	-----	.010-.020
V8-327 Cu, In.	-----	.013-.025
V8-350 Cu, In.	-----	.013-.023

## OIL CONTROL RINGS

Type	-----	Multi-piece (two rails and one spacer)
Material	-----	
Rails	-----	Steel
Spacer	-----	Alloy steel
Width (assembled)	-----	.1870-.1890
Wall Thickness	-----	
L4-153 Cu, In.	-----	.150-.156
L6-230 Cu, In.	-----	.150-.156
L6-230 Cu, In.	-----	.150-.156
L6-250 Cu, In.	-----	.152-.158
V8-283 & 327 Cu, In.	-----	.150-.156
Gap	-----	.015-.055
Rail Coatings	-----	Chrome plated

## PISTON PINS

Material	-----	Chromium steel
Length	-----	2.990-3.010
Diameter	-----	.9270-.9273
Clearance in Piston	-----	
L4-153; L6-230 & 250 Cu, In.	-----	.00015-.00025
V8-307 & 327 Cu, In.	-----	.00015-.00025
V8-350 Cu, In.	-----	.00025-.00035
Pin Mounting	-----	Locked in rod by shrink fit

## CONNECTING RODS

Material	-----	Drop forged steel
Length (Center to Center)	-----	5.695-5.705

## CONNECTING ROD BEARINGS

Material	-----	
L4, L6 & V8-307 Cu, In.	-----	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 & 350 Cu, In.	-----	Premium aluminum
Type	-----	Precision removable
Clearance	-----	
L4 & L6	-----	.0007-.0027
V8-307 Cu, In.	-----	.0007-.0027
V8-327 & 350 Cu, In.	-----	.0007-.0028
Theoretical I.D.	-----	
L4 & L6	-----	2.0016
V8-307 Cu, In.	-----	2.1017
V8-327 & 350 Cu, In.	-----	2.1017
Effective Length	-----	.807 except .797 for V8-327
End Play	-----	.009-.013

**VALVE LIFT**

L4-153 Cu,In. ----- ,3973 Inlet & Exhaust  
 L6-230 Cu,In. ----- ,3317 Inlet & Exhaust  
 L6-250 Cu,In. ----- ,3880 Inlet & Exhaust  
 V8-307 Cu,In. ----- ,3900 Inlet; ,4100 Exhaust  
 V8-327 & 350 Cu,In. ----- ,3900 Inlet; ,4100 Exhaust

**VALVE TRAIN LASH**

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

**VALVE TIMING (Crankshaft Degrees)**

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

L6-230 & 250 Cu,In.	Excluding Ramps	Including Ramps
<b>Inlet Valve</b>		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
<b>Exhaust Valve</b>		
Opens - BBC	46° 30'	92° 30'
Closes - ATC	17° 30'	63° 30'
Duration	244°	336°

V8-307, 327 & 350 Cu,In.	Excluding Ramps	Including Ramps
<b>Inlet Valve</b>		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
<b>Exhaust Valve</b>		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

**PISTONS**

Material ----- Cast aluminum alloy  
 Head type ----- Flat, notched head  
 Skirt type ----- Slipper

**Top land clearance**  
 L4-153 Cu,In. ----- ,0345-.0435  
 L6-230 & 250 Cu,In. ----- ,0345-.0435  
 V8-307 Cu,In. ----- ,0215-.0305  
 V8-327 Cu,In. ----- ,0365-.0455  
 V8-350 Cu,In. ----- ,0175-.0285

**Skirt clearance**  
 L4-153 Cu,In. ----- ,0005-.0011  
 L6-230 & 250 Cu,In. ----- ,0005-.0011  
 V8-307 & 327 Cu,In. ----- ,0005-.0011  
 V8-350 Cu,In. ----- ,0007-.0013

**Compression ring groove depth**  
 L4-153 Cu,In. ----- ,2153-.2218  
 L6-230 & 250 Cu,In. ----- ,2153-.2218  
 V8-307 Cu,In. ----- ,2113-.2178  
 V8-327 Cu,In. ----- ,2217-.2283  
 V8-350 Cu,In. ----- ,2218-.2288

**Oil ring groove depth**  
 L4-153 Cu,In. ----- ,2093-.2158  
 L6-230 & 250 Cu,In. ----- ,2093-.2158  
 V8-307 Cu,In. ----- ,2053-.2118  
 V8-327 Cu,In. ----- ,2038-.2103  
 V8-350 Cu,In. ----- ,2038-.2103

**Pin bore offset**  
 L4 & L6 ----- ,055-.065  
 V8-327 Cu,In. ----- ,055-.065

**Compression height**  
 L4-153 Cu,In. ----- 1,799-1,801  
 L6-230 Cu,In. ----- 1,799-1,801  
 L6-250 Cu,In. ----- 1,658-1,662  
 V8-307 Cu,In. ----- 1,673-1,677  
 V8-327 Cu,In. ----- 1,674-1,676  
 V8-350 Cu,In. ----- 1,563-1,567

# EXHAUST AND VENTILATION SYSTEM

## TYPE

L4-153 Cu.In.	-----	Single
L6-230 & 250 Cu.In.	-----	Single
V8-307 Cu.In.	-----	Single with crossover pipes
V8-327 Cu.In.	-----	Single with crossover pipes
V8-350 Cu.In.	-----	Dual exhaust with resonators, single muffler

## MUFFLERS

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

### Heads

L4-153 Cu.In.	-----	.048 sheet steel, aluminized
L6-230 & 250 Cu.In.	-----	.048 sheet steel, aluminized
V8-307 & 327 Cu.In.	-----	.048 sheet steel, aluminized
V8-350 Cu.In.	-----	.060 sheet steel, aluminized
Shell	-----	.036 sheet steel, aluminized
Wrap	-----	.030 indented asbestos sheet
Cover	-----	.018 sheet steel, aluminized
Baffles	-----	4; .036 sheet steel, aluminized

### Length, Body

L4-153 Cu.In.	-----	21.00
L6-230 & 250 Cu.In.	-----	21.00
V8-307 & 327 Cu.In.	-----	24.00
V8-350 Cu.In.	-----	24.00

Width (I.D.)	-----	9.75
Height (I.D.)	-----	4.00

## RESONATORS (V8-350 Cu.In. Only)

Type	-----	Diverter
Head	-----	
Left hand	-----	.048 sheet steel, aluminized
Right hand	-----	.060 sheet steel, aluminized
Shell	-----	.036 sheet steel, aluminized
Wrap	-----	.030 indented asbestos sheet
Cover	-----	.018 sheet steel, aluminized
Baffles	-----	2; .036 sheet steel, aluminized

## EXHAUST CROSSOVER PIPE (V8-307 & 327 Cu.In.)

Dimensions (O.D.)	-----	2.00
Wall Thickness	-----	.073-.091 laminated

## EXHAUST PIPE

Dimensions (O.D.)	-----	
L4-153 Cu.In.	-----	2.00
L6-230 & 250 Cu.In.	-----	2.00
V8-307 & 327 Cu.In.	-----	2.00
V8-350 Cu.In.	-----	2.25
Wall Thickness	-----	
L4-153 Cu.In.	-----	.057-.071
L6-230 & 250 Cu.In.	-----	.057-.071
V8-307 & 327 Cu.In.	-----	.073-.091 laminated
V8-350 Cu.In.	-----	
From	-----	.073-.091 laminated
Rear	-----	.075-.091

## TAIL PIPES

Dimension (O.D.)	-----	
L4-153 Cu.In.	-----	1.875
L6-230 & 250 Cu.In.	-----	1.875
V8-307, 327 & 350 Cu.In.	-----	2.00
Wall Thickness	-----	.062-.076

## ENGINE VENTILATION

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

## EXHAUST EMISSION CONTROL

All Manual Transmissions	-----	Air Injection Reactor Equipment
All Auto. trans. except with 153 Cu.In. Eng.	---	Controlled Combustion System
Automatic Trans. with 153 Cu.In. Eng.	-----	Air Injection Reactor Equipment

# FUEL SYSTEM

## FUEL TANK

Capacity (Gal) ----- 18 (approximately)  
 Fuel tank location ----- Attached to  
 underbody behind rear axle  
 Filler location ----- Behind hinged rear license plate

## 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)  
 L4-153 Cu,In. ----- 3,50-4,50 PSI  
 L6-230 & 250 Cu,In. ----- 3,50-4,50 PSI  
 V8-307 Cu,In. ----- 5,00-6,50 PSI  
 V8-327 & 350 Cu,In. ----- 5,00-6,50 PSI

## AIR CLEANER

Type ----- Cylindrical, single air horn  
 chrome cover on V8-350 Cu,In.  
 Diameter  
 L-153 Cu,In. ----- 13,00  
 L6-230 & 250 Cu,In. ----- 13,00  
 V8-307 Cu,In. ----- 13,00  
 V8-327 & 350 Cu,In. ----- 15,48  
 Filter element ----- Oil-wetted paper

## CARBURETORS

Make and type  
 L4-153 Cu,In. ----- Rochester, 1-barrel, Monojet  
 L6-230 & 250 Cu,In. ----- Rochester, 1-barrel, Monojet  
 V8-307 Cu,In. ----- Rochester, 2-barrel, downdraft  
 V8-327 & 350 Cu,In. Rochester, 4-barrel, Quadrajet

### SAE flange type

L4-153 Cu,In. ----- 1,50  
 L6-230 & 250 Cu,In. ----- 1,50  
 V8-307 Cu,In. ----- 1,25  
 V8-327 & 350 Cu,In. ----- 1,50

### Throttle bore

L4-153 Cu,In. ----- 1,69  
 L6-230 & 250 Cu,In. ----- 1,69  
 V8-307 Cu,In. ----- 1,44  
 V8-327 & 350 Cu,In.

Primary ----- 1,38  
 Secondary ----- 2,25

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

### Venturi diameter

L4-153 Cu,In. ----- 1,312  
 L6-230 & 250 Cu,In. ----- 1,312  
 V8-307 Cu,In. ----- 1,09  
 V8-327

Primary ----- 1,09  
 Secondary ----- Air valve

## CHOKE

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

# LUBRICATION SYSTEM

## GENERAL

Type .....	Controlled full pressure
Main Bearings .....	Pressure
Connecting Rods .....	Pressure
Piston Pins .....	Splash
Cylinder Walls .....	
L4-153 Cu.in. ....	Main and connecting rod bearing throw off
L6-230 & 250 Cu.in. ....	Main and connecting rod bearing throw off
V8-307 Cu.in. ....	Pressure, jet cross sprayed
V8-327 & 350 Cu.in. ....	Pressure, jet cross sprayed
Camshaft Bearings .....	Pressure
Valve Lifters .....	Pressure
Rocker Arms .....	Pressure
Timing Gears .....	
L4-153 Cu.in. ....	Nozzle metered
L6-230 & 250 Cu.in. ....	Nozzle metered
V8-307, 327 & 350 Cu.in. ....	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit .....	
Type .....	Electric
Actuation .....	Opens or closes circuit @ 2 to 6 PSI
Oil Filler .....	
Cap .....	Positive seal
Location .....	
L4-153 Cu.in. ....	Forward end of rocker cover
L6-230 & 250 Cu.in. ....	Forward end of rocker cover
V8-307 & 327 Cu.in. ....	Left front of intake manifold
V8-350 Cu.in. ....	Left front of intake manifold

## OIL PAN CAPACITIES (Quarts)

Refill .....	
L4-153 Cu.in. ....	3.5
L6-230 & 250 Cu.in. ....	4
V8-307, 327 & 350 Cu.in. ....	4
Refill with Filter Change .....	
L4-153 Cu.in. ....	4
L6-230 & 250 Cu.in. ....	5
V8-307, 327 & 350 Cu.in. ....	5

## LUBRICANT GRADES AND TEMPERATURES

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

## OIL PUMP

Type .....	Gear
Regulator Valve .....	Opens between 40-45 lbs.
Oil Pressure (bench test - no flow conditions) .....	
L4-153 Cu.in. ....	50-65 PSI @ 2000 RPM
L6-230 & 250 Cu.in. ....	50-65 PSI @ 2000 RPM
V8-307, 327 & 350 Cu.in. ....	50-65 PSI @ 2000 RPM
Intake Type .....	Fixed pickup with screen
Capacity (GPM @ Engine RPM) .....	
L4-153 Cu.in. ....	4.3 @ 2000
L6-230 & 250 Cu.in. ....	4.3 @ 2000
V8-307, 327 & 350 Cu.in. ....	4.3 @ 2000

## OIL FILTER

Type .....	
L4-153 Cu.in. ....	Full flow, throw away canister
L6-230 & 250 Cu.in. ....	Full flow, throw away canister
V8-307 Cu.in. ....	Full flow, throw away canister
V8-327 & 350 Cu.in. ....	Full flow, throw away canister
Location .....	
L4-153 Cu.in. ....	Right side front of engine
L6-230 & 250 Cu.in. ....	Right side front of engine
V8-307, 327 & 350 Cu.in. ....	Left rear side of engine
Capacity .....	One quart
Bypass Valve .....	Opens between 9 to 11 PSI drop in pressure

## OIL PAN DRAIN PLUG

Type .....	Hex head
Location .....	
L4-153 Cu.in. ....	Front lower face of oil pan sump
L6-230 & 250 Cu.in. ....	Front lower face of oil pan sump
V8-307, 327 & 350 Cu.in. ....	Left lower face of oil pan sump
Size of Hex Head .....	.860-.875
Thread .....	1/2-20 UNF 2A
Length .....	0.81
Diameter .....	.410-.430

## OIL DIPSTICK - LOCATION

L4-153 Cu.in. ....	Right side rear of engine block
L6-230 & 250 Cu.in. ....	Right side rear of engine block
V8-307, 327 & 350 Cu.in. ....	Left side center rear of engine block

# COOLING SYSTEM

## GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L4-153 Cu.,In.	9 qts
L6-230 & 250 Cu.,In.	12 qts
V8-307 Cu.,In.	17 qts
V8-327 Cu.,In.	16 qts
V8-350 Cu.,In.	16 qts

## RADIATOR

Make and type	Harrison, tube and center
Core constant	
Distance between fins	
L4-153 Cu.,In.	.28 Syn., & Auto
L6-230 Cu.,In.	.28 Syn., .25 Auto
L6-250 Cu.,In.	.28 Syn., .22 Auto
V8-307 Cu.,In.	.22 Syn., .18 Auto
V8-327 Cu.,In.	.22 Syn., .18 Auto
● V8-350 Cu.,In.	.22 Syn., .18 Auto
Distance between tubes	.55
Thickness of core	1.26
Frontal area (sq. in.)	
L4-153 Cu.,In.	229
L6-230 Cu.,In.	353
L6-250 Cu.,In.	353
V8-307 & 327 Cu.,In.	353
V8-350 Cu.,In.	353

## RADIATOR HEAVY DUTY (RPO V01)

Core constant	
Distance between fins	
L4-153 Cu.,In.	16
L6-230 & 250 Cu.,In.	16
V8-307 Cu.,In.	16
V8-327 Cu.,In.	18
V8-350 Cu.,In.	16
Distance between tubes	.55
Thickness of core	
L4-153 Cu.,In.	1.26
L6-230 & 250 Cu.,In.	1.26
V8-307 Cu.,In.	1.98
V8-327 Cu.,In.	1.98
V8-350 Cu.,In.	1.98
Frontal area (sq. in.)	
L4-153 Cu.,In.	229
L6-230 Cu.,In.	353
L6-250 Cu.,In.	353
V8-307 Cu.,In.	353
V8-327 Cu.,In.	390
V8-350 Cu.,In.	353

## RADIATOR CAP RELIEF VALVE

Opens at \_\_\_\_\_ Approximately 15 PSI

## THERMOSTAT

Type	Pellet
Begins to Open at	192°-198°
Fully Opened at	227°

## RADIATOR HOSE

Outlet, lower (radiator to water pump)	1.75 ID
Inlet, upper (thermostat housing to radiator)	
L4-153 Cu.,In.	1.28 ID
L6-230 & 250 Cu.,In.	1.50 ID
V8-307, 327 & 350 Cu.,In.	1.50 ID

## FAN

Number of blades	4
Diameter	
L4-153 Cu.,In.	16.00
L6-230 & 250 Cu.,In.	17.62
V8-307, 327 & 350	17.62
Fan pulley pitch diameter	7.00

## BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38°-42°
Pitch line	
L4-153 Cu.,In.	41.00
L6-230 & 250 Cu.,In.	39.00
L8-307 Cu.,In.	53.50
V8-327 & 350 Cu.,In.	53.50
Width	.380

## WATER PUMP

Type	Centrifugal
Capacity	
L4-153 Cu.,In.	63 GPM @ 4400 Engine RPM
L6-230 Cu.,In.	60 GPM @ 4400 Engine RPM
L6-250 Cu.,In.	60 GPM @ 4400 Engine RPM
V8-307 Cu.,In.	54 GPM @ 4400 Engine RPM
V8-327 & 350 Cu.,In.	57 GPM @ 4400 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (pump to engine rpm)	.949:1

## DRAIN LOCATIONS AND TYPE

● Radiator; Petcock	Left hand, lower rear face
Engine block; Plug	
L4-153; L6-230 & Cu.,In.	Left side rear
V8-307; 327 & 350 Cu.,In.	Right and left side

# ELECTRICAL SYSTEM

## SUPPLY SYSTEM

### BATTERY

Voltage Rating ----- 12  
 Cranking Power @ 0° F  
 L4-153; L6-230 & 250 Cu.In. ----- 2300 watts  
 V8-307 Cu.In. ----- 2300 watts  
 V8-327 & 350 Cu.In. ----- 2900 watts  
 Heavy Duty (RPO T60) ----- 3150 watts  
 Total Number of Plates  
 L4-153; L6-230 & 250 Cu.In. ----- 54  
 V8-307 Cu.In. ----- 54  
 V8-327, 357 Cu.In. & Heavy Duty ----- 66  
 Number of Cells ----- 6  
 Terminal Grounded ----- Negative  
 Location ----- Right front engine compartment

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

### No Load Test

Amps  
 L4-153; L6-230 & 250 Cu.In. ----- 58-87  
 V8-307 Cu.In. ----- 58-87  
 V8-327 & 350 Cu.In. ----- 65-100  
 Volts ----- 10.6  
 RPM  
 L4; L6-230 & 250 Cu.In. ----- 6200-10700  
 V8-307 Cu.In. ----- 6200-10700  
 V8-327 & 350 Cu.In. ----- 3600-5100

### Motor Drive

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

## GENERATOR

Type ----- Diode rectified  
 Rating  
 Amps ----- 9-37  
 Volts ----- 12-15  
 Drive ----- By fan belt  
 Pulley Pitch Diameter ----- 2.70  
 Ratio (Gen. to Engine Speed) ----- 2.46:1

## IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

## COIL

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

## REGULATOR

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

## SPARK PLUGS

Type  
 L4-153; L6-230 & 250 Cu.In. --- AC 46N (long reach)  
 V8-307 Cu.In. ----- AC 45S  
 V8-327 & 350 Cu.In. ----- AC 44  
 Thread Size (mm) ----- 14  
 Gap ----- .033-.038  
 Torque ----- 25 lb ft

## STARTING SYSTEM

### STARTING MOTOR

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

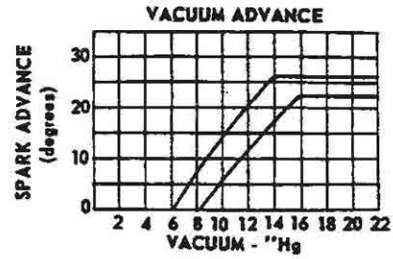
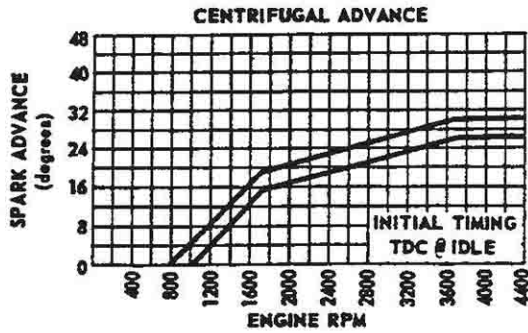
CABLE ----- Linen core impregnated

with electrical conducting material and insulation of rubber with neoprene jacket

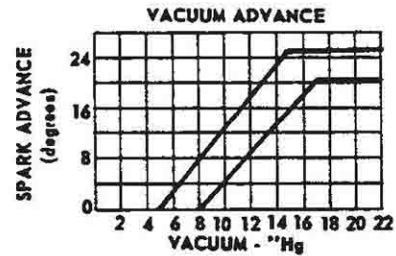
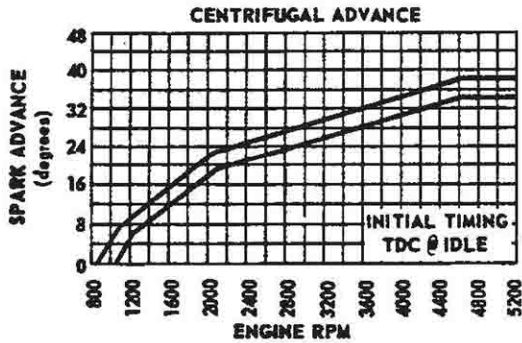
DISTRIBUTORS	L-4 153 Cu.In. 90 HP		L-6 230 Cu.In. 140 HP		L-6 250 Cu.In. 155 HP		V-8 307 Cu.In. 200 HP		V-8 327 Cu.In. 275 HP		V-8 350 Cu.In. 295 HP	
	Man'l	Auto	Man'l	Auto	Man'l	Auto	All Trans	Man'l	Auto	Man'l	Auto	
Model	1110447	1110426	1110436	1110433	1110439	1110399	1111257	1111298	1111297	1111264	1111168	
Type	Single breaker											
Cam angle	31° - 34°						28 - 32°					
Breaker gap	.019 (new)											
Breaker arm tension	19 - 23 oz											
Centrifugal advance begins (RPM)	900		1000		900		1000		900		950 900	
Max degrees @ RPM	28 @ 3700	24 @ 3600	36 @ 4600	32 @ 4600	32 @ 4200	28 @ 4200	28 @ 4300	34 @ 4100	30 @ 4100	30 @ 4700	26 @ 4700	
Vacuum advance begins (In. Hg)	7.00		7.00		7.00		6.00		8.00 10.00		10.00	
Max degrees @ In. Hg	24 @ 15		23 @ 16		23 @ 16		15 @ 12		15 @ 15.5 15 @ 17		15 @ 17	
Timing (Initial Design Setting)	TDC	4 BTC	TDC	4 BTC	TDC	4 BTC	2 BTC @	TDC	4 BTC	TDC	4 BTC	
Crankshaft degrees at RPM (with vacuum line disconnected)	@ 750	@ 600	@ 700	@ 500	@ 700	@ 500	@ 700 man'l 600 auto	@ 700	@ 600	@ 700	@ 600	
Timing mark location	Torsional damper											

# ELECTRICAL SYSTEM—Cont'd.

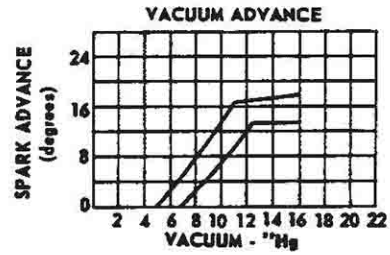
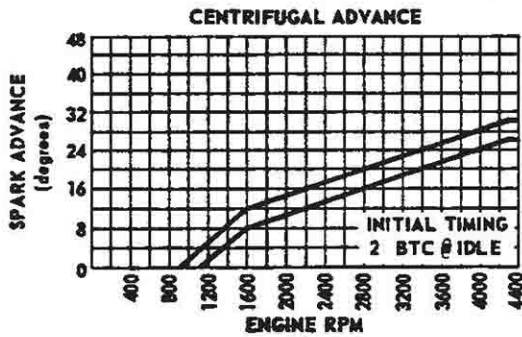
## 153 CUBIC INCH L-4 ENGINE



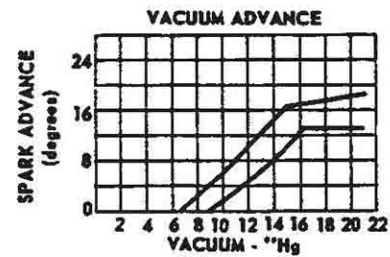
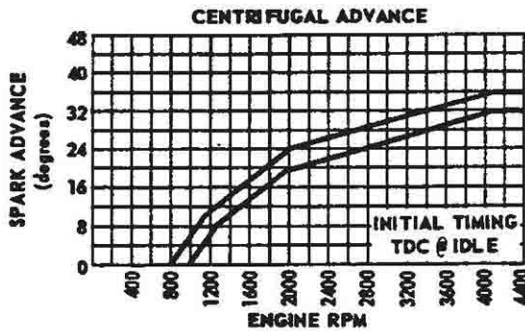
## 230 CUBIC INCH L-6 ENGINE



## 307 CUBIC INCH V-8 ENGINE



## 327 CUBIC INCH V-8 ENGINE



# CLUTCHES AND TRANSMISSIONS

## CLUTCHES

Engine	Type - Cubic Inch	L4-153	L4-153 L6-230	L6-230	L6-250	V8-307	V8-327	V8-350	
	Availability	Base		Base	RPO L22	Base	RPO L30	RPO L48	
Clutch for		3-Speed	RPO M01*	3-Speed		3-Speed	4-Speed	3 & 4-Speed	
Type		Single dry disc				Single dry disc centrifugal			
Clutch cover & pressure plate	Eff. plate load, lb.	1350-1450	1900-2200	1650-1850		1900-2200	2100-2300 2450-2750		
	Press. plate matl.	Cast iron				Nodular iron			
	Clutch spring type	Diaphragm				Diaphragm, bent finger			
	Clutch spring matl.	Heat treated spring steel							
Driven plate	Type	Single disc with two friction surfaces							
	Cushions	Flat spring steel between friction rings							
	Dampers	(a)	(b)	(c)	(d)	10 coil springs (5 sets of two)			
	Friction rings	OD	9.12	10.00	9.12	10.00	10.34	11.00	
		ID	6.12	6.00	6.12	6.50	6.50	6.50	
		Total area sq. in.	71.82	100.53	71.82	90.71	101.54	123.70	
	Material	Woven type asbestos (e)							
Flywheel	Material	Cast iron							
Flywheel & Ring Gear	Ring gear	Material	Heat treated H.R. steel						
		No. of teeth	153						
	PD	12.75							
	Attachment	Shrink fit							
Bearings	Release	Type	Single row ball						
	Lubrication	None, prepacked							
	Pilot	Type	Bronze bushing						
Controls	Lubrication	None, sintered and oil impregnated							
	Clutch fork	Drop forged steel, pivot mounted on ball							
	Pedal mounting	Pendant from brace on dash							
Clutch housing material		Crossover shaft							
		Aluminum alloy							

\* M01 - Option for Heavy Duty Clutch

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

(b) 6 coil springs

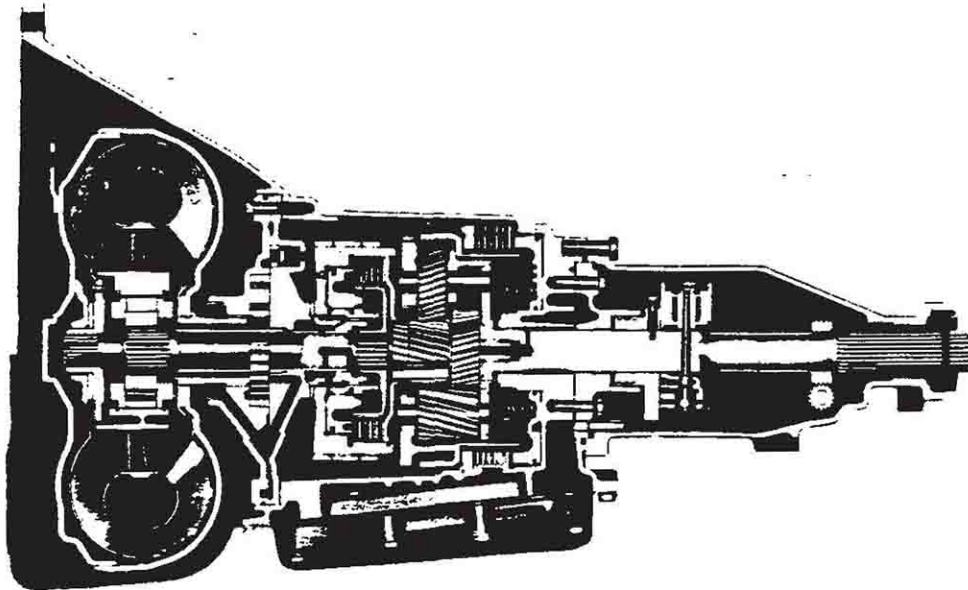
(c) 6 outer coil springs and 3 inner coil springs equally spaced

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

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

## 3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed						H.D. 3-Speed	4-Speed			
Engine	Type (Cu. In.)	L4	L6	L6	V8	V8	V8	V8	V8	V8	V8	
Application	Availability	153	230	250	307	327	350	350	307	327	350	
Case material		Base	Base	L22	Base	L30	L48	L48	Base	L30	L48	
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										
	Ratios	First	2.85:1			2.54:1		2.41:1	2.85:1	2.54:1	2.52:1	
		Second	1.68:1			1.50:1		1.59:1	2.02:1	1.80:1	1.88:1	
Third		1.00:1			1.00:1		1.00:1	1.35:1	1.44:1	1.46:1		
Fourth								1.00:1	1.00:1	1.00:1		
Reverse		2.95:1			2.63:1		2.41:1	2.85:1	2.54:1	2.59:1		
Lubricant	Type	Meeting Military Spec. MIL-L-2105B										
	Capacity (pts)	3					3.5	3				
Extension	Material	Cast iron									Aluminum	
	Oil seal	Steel encased double seal of spring loaded rubber or felt										



### AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-4	L-6	V-8	L-6	V-8	V-8
	Availability	153 Cu.In.	230 Cu.In.	307 Cu.In.	250 Cu.In.	327 Cu.In.	350 Cu.In.
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				
	Parking lock	Quadrant pattern	P-R-N-D-L				
		Type	Pawl and gear (on planetary)				
	Method of cooling	Air	Water				
	Flywheel assembly	Steel stamping with welded on ring gear					
Hydraulic	Manual valve type	Spool					
	Press. regulator valve type	Spool					
	Pressure @ Idle (b)	Drive	51				
		Reverse	111	132	122	112	132
Converter assembly	Type	Three element					
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.					
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.					
	Stator	Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.					
	Stall torque ratio	2.40	2.10				
	Stall speed (RPM)	1580	1790	1530	1620	1680	1810
	Diameter (nominal)	11.0		11.75		11.0	
Planetary gear set	Type	Compound planetary					
	Range	Drive	1.82 to 1.00			1.76 to 1.00	
		Low	1.82			1.76	
		Reverse	1.82			1.76	
Low band	Three linked circular segments						
Low band servo	Piston with release spring and inner cushion spring						
Case	Material	Aluminum (one piece)					

(a) Floor mount optional when bucket seats are used.  
 (b) Conditions: 450 RPM input @ 25 inches Hg vacuum.

### AUTOMATIC TRANSMISSION (RPO M35) - CONTINUED

Engine	Type	L-4	L-6	V-8	L-6	V-8	V-8	
	Availability	153 Cu.In.	230 Cu.In.	307 Cu.In.	250 Cu.In.	327 Cu.In.	350 Cu.In.	
Output shaft RPM and vehicle speed (MPH)	N/V factor	41.1			36.4		41.7	
	Upshift	Closed throttle	650(16)	650(18)	650(18)	650(18)	658(18)	667(16)
		Throttle at detent	1890(46)	1970(54)	2150(59)	1970(54)	2340(64)	2510(60)
		Full throttle	2200(54)	2283(63)	2485(68)	2283(63)	2735(75)	2962(71)
	Downshift	Closed throttle	603(15)	605(17)	605(17)	605(17)	610(17)	622(20)
		Throttle at detent	1195(29)	1440(40)	1395(38)	1440(40)	1505(41)	1495(36)
		Full throttle	2060(50)	2125(58)	2350(65)	2125(58)	2535(71)	2777(67)
High clutch	Type	Multi-disk						
	Drive plates	Waved steel with bonded organic facings						
	Number	3		4		3	4	
	Driven plates	Flat steel						
Reverse clutch	Type	Multi-disk						
	Drive plates	Flat steel with bonded organic facings						
	Number	4		5		4	5	
	Reaction plates	Flat steel						
Torque multiplication	Number	4		5		4	5	
	Type	Flat steel						
	Maximum overall ratio	4.37:1		3.82:1		3.70:1		
	Low and reverse	4.37:1 to 1.82:1		3.82:1 to 1.82:1		● 3.70:1 to 1.76:1		
Lubricant	Type	A suffix A						
	Capacity (pts)	17				19		
	Refill	6				6.5		
Governor	Type	Centrifugal						
	Operation	Regulates pump oil pressure to automatic shift control valve						
	Drive	Mounted on output shaft						
Oil pump	Location	In extension						
	Type	Internal-external gear						
	Number	One front						
Function		To supply pressure						
	Drive	Converter pump						

(a) 18 with water cooled equipment.

# CHEVY II

## 1968 MODELS WITH STANDARD EQUIPMENT (111" Wheelbase)

Model Description	List Price Less Invoice Discount (19%)*	List Price Less Base Discount (21%)	Factory D & H	List Price	Mfr's Suggested Dealer D & H	Mfr's Suggested Retail Price*	Destination Group No.	Destination Charge	Total
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### 4-Cylinder Models

#### 90-hp Super-Thrift 153 Engine

**Chevy II—Nova**

11127	2-Door Coupe—5-Passenger					\$2222.00	9		
11169	4-Door Sedan—6-Passenger					2252.00	9		

### 6-Cylinder Models

#### 140-hp Turbo-Thrift 230 Engine

**Chevy II—Nova**

11327	2-Door Coupe—5-Passenger					2284.00	9		
11369	4-Door Sedan—6-Passenger					2314.00	9		

### 8-Cylinder Models

#### 200-hp Turbo-Fire 307 Engine

**Chevy II—Nova**

11427	2-Door Coupe—5-Passenger					2390.00	9		
11469	4-Door Sedan—6-Passenger					2419.00	9		

\* Base discount is 21% with the 2% difference retained for dealer's account in accordance with Terms of Sale Bulletin.  
 \* Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price*
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### MODEL OPTIONS

(6-Cyl and V8 Models Only)

➤ **Nova SS: (Model 11427 Only)** Includes deluxe steering wheel, special hood ornaments, black-accented grille and rear deck trim plate, hood insulation, "Super Sport" front leader nameplate, "SS" grille and rear deck emblems, red stripe tires on 6" rims

295-hp Turbo-Fire 350 engine	L48				210.65
350-hp Turbo-Jet 396 engine	L34				368.65
375-hp Turbo-Jet 396 engine	L78				500.30

**Custom Interior:** Includes luxury seat and sidewall trim with bright accents, ashtrays in rear armrests, carpet floor covering, deluxe steering wheel, bright rearview mirror support, glove compartment light, bright pedal pads, illuminated heater controls and luggage compartment mat

With full-width seat (Coupe or Sedan)	Z11				110.60
With Strato-bucket seats (Coupe Only)	A51				221.20

**Special Interior Group:** (Included in Custom Interior) Includes deluxe steering wheel, bright rearview mirror support, glove compartment light, bright pedal pads and illuminated heater controls

	Z13				15.80
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**Custom Exterior:**

On Sedan; includes side, upper and lower moldings plus deck lid trim panel	Z12				68.50
On Coupe; includes upper, lower and window moldings plus deck lid trim panel	Z12				84.30

**Interior Decor Packages:**

1 Sedan; includes side and upper moldings	Z15				31.60
Coupe; includes side and window moldings	Z15				42.15

\* State and local taxes not included.

# CHEVY II

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price <sup>◇</sup>
<b>FEATURE GROUPS*</b>					
<b>APPEARANCE GUARD GROUP</b>					
INCLUDES					
(A) Front Bumper Guards	V31				\$12.65
(B) Rear Bumper Guards	V32				12.65
(C) Door Edge Guards (Coupe Models)	B93				4.25
(C) Door Edge Guards (Sedan Models)	B93				7.40
(D) Color-Keyed Floor Mats, 2 Front, 2 Rear	B37				10.55
For Coupe Models—Includes A, B, C & D	GRP1				40.10
For Sedan Models—Includes A, B, C & D	GRP1				43.25
<b>OPERATING CONVENIENCE GROUP</b>					
INCLUDES					
(A) Electric Clock: Included when special instrumentation is ordered	U35				15.80
(B) L.H. Outside Remote-Control Rearview Mirror	D33				9.50
(C) Rear Window Defroster	C50				21.10
For All Models with special instrumentation—Includes B & C	GRP4				30.60
For All Models without special instrumentation—Includes A, B & C	GRP4				46.40
*Any item contained in feature groups may be ordered separately.					
<b>POWER TEAMS</b>					
→ Engines: See Power Teams chart for complete engine specifications, model and transmission availability					
155-hp Turbo-Thrift 250 6-cyl.	L22				26.35
275-hp Turbo-Fire 327 V8	L30				92.70
325-hp Turbo-Fire 327 V8	L79				198.05
295-hp Turbo-Fire 350 V8. See Nova SS model option for price and ordering information					
350-hp Turbo-let 396 V8. See Nova SS model option for price and ordering information					
373-hp Turbo-let 396 V8. See Nova SS model option for price and ordering information					
→ Transmissions: See Power Teams chart for availability					
Powerglide; for use with 200-hp, 275-hp or 295-hp engine V8 models	M35				174.25
Powerglide; 4- and 6-cyl models	M35				163.70
Special 3-Speed	M13				79.00
4-Speed (wide-range)	M20				184.35
4-Speed (close-ratio)	M21				184.35
Torque-Drive (4- and 6-cyl only)	MB1				68.65
Turbo Hydra-Matic	M40				237.00
HD 4-Speed (close-ratio)	M22				310.70
→ Axle, Positraction Rear: Not available when Torque-Drive is ordered	G80				42.15
Axle Ratios: See Power Teams chart for availability					
Economy	AXL1				2.15
Performance	AXL2				2.15
Special (If axle ratio other than Standard, Economy or Performance is desired, refer to Power Teams chart for availability—then list ratio on order form in box under "Special Ratio")					2.15
<b>POWER ASSISTS</b>					
Brakes, Power: (6-cyl or V8 models only) With drum-type brakes	I50				42.15
Brakes, Power: (6-cyl or V8 models only) With disc-type front brakes	I50/I52				100.10
Steering, Power: (6-cyl or V8 models only) Power brakes recommended	N40				84.30
<b>OTHER OPTIONS</b>					
Air Conditioning, Four-Season: (6-cyl or V8 models only) Includes 42-amp Delcotron, HD radiator and temperature-controlled radiator fan. Not available with 396 engines					
	C60				347.60
Battery, Heavy-Duty: 66-plate, 70-amp-hour	T60				7.40
Belts, Seat and Shoulder: in addition to or replacing standard belts as shown in chart on page 41					
Standard Style Shoulder Belts					
2 rear	AS5				23.20
Custom Deluxe Front and Rear Seat Belts & Front Shoulder					
With bucket front seats	ZK3				11.10
With full-width front seat	ZK3				12.65
Custom Deluxe Shoulder Belts (Requires Option ZK3)					
2 rear	AS4				26.35

◇ State and local taxes not included.

→ Indicates change

# CHEVY II

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price <sup>o</sup>
Clutch, Heavy-Duty: For 90-hp and 120-hp engines only	M01				\$ 5.30
Console: (6-cyl or V8 Coupe model only) Available only when bucket front seats are ordered. Includes floor-mounted shift lever. Not available when 295-hp or 325-hp engine with standard transmission is ordered or when Torque-Drive transmission is ordered	D55				50.60
Exhaust, Dual: V8 models with std or 275-hp engine only	N10				27.40
→ Generators: Not available with 375-hp engine					
42-amp Delcotron. Included when air conditioning is ordered	K79				10.55
61-amp Delcotron: heavy-duty	K76				26.35
→ Glass, Soft-Ray Tinted: All windows	A01				30.55
Head Restraints: Driver & passenger					
With Strato-bucket front seats	A81				52.70
With full-width front seat	A82				42.15
Horns, Dual	U05				5.30
Instrumentation, Special: V8 Coupe model with console only. Includes tachometer located in instrument panel plus temperature, fuel, oil pressure & ammeter gauges and clock located on floor console	U17				94.80
Lighting, Auxiliary:					
(A) Ashtray Light					
(B) Courtesy Lights					
(C) Glove Compartment Light					
(D) Luggage Compartment Light					
(E) Underhood Light					
For All Models with Custom or Special Interior—Includes A, B, D & E	Z19				11.10
For All Models without Custom or Special Interior—Includes A, B, C, D & E	Z19				13.70
Moldings, Body Side: Included in exterior decor package and on sedan with custom exterior. Not available with custom exterior on coupe model	B84				26.35
Moldings, Side Window Frame: Sedan model only	B90				26.35
Paint, Exterior: Solid colors					N.C.
Two-tone combinations					21.10
→ Radiator, Heavy-Duty: Included when air conditioning is ordered. Not available when 396 engine is ordered					
4-cyl models	V01				5.30
6-cyl and V8 models	V01				13.70
Radio Equipment: Includes front antenna					
Pushbutton control AM radio	U63				61.10
Speaker, rear seat. Included when stereo tape system is ordered	U80				13.20
Roof Cover, Vinyl: 6-cyl or V8 models only. (Solid exterior colors only)					
Black	C082				73.75
White	C081				73.75
Seats, Strato-Bucket: See custom interior option					
Seat Cushion, Extra-Thick Foam: Front only. Not available when Custom interior is ordered	B55				7.40
Shift Lever, Floor-Mounted: Available only with standard 3-speed transmission with 6-cyl, 307-cu-in or 327-cu-in 275-hp engines	M11				10.55
Speed Warning Indicator	U15				10.55
Steering Wheel, Deluxe:					
Included when Custom Interior, Special Interior Group or Nova SS is ordered	N30				7.40
Steering Wheel, Sports-Styled: Wood-grained plastic rim	N34				31.60
Stereo Tape System: Includes 4 speakers	U57				133.80
Suspension, Special Purpose Front & Rear: Available only when Nova SS is ordered. Includes special front and rear springs and matching shock absorbers	F41				10.55
Suspension, Special Front & Rear: (6-cyl and V8 models only) Not available when 295-hp engine is ordered. Includes front stabilizer shaft (6-cyl only), special front & rear springs and rear shock absorbers	F40				4.75
Trim, Vinyl Interior: For availability see Color & Trim chart					
For use with Custom interior					10.55
For use with standard interior					5.30
Ventilation, HD Closed Engine Positive:					
Not available with 325-hp engine	KD5				6.35
Wheel Covers	P01				21.10
Wheel Covers, Simulated Wire	N95				73.75
Wheel Covers, Mag-Style	N96				73.75
Wheel Covers, Mag-Spoke	PA2				73.75
→ Wheels, Rally: Includes special wheel, hub cap and trim ring	Z17				31.60

### FACTORY INSTALLED REGULAR PRODUCTION TIRES

Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwall					
(5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall	P58	22.80	1.35	30.00	31.35
→ Replaces (5) E70-14/2-ply (4-ply rating) Special Red Stripe (295-hp, 350-hp or 375-hp Nova "SS" Options)					
(5) E70-14/2-ply (4-ply rating) Special White Stripe	PX7	N.C.	N.C.	N.C.	N.C.

◊ State and local taxes not included.

→ Indicates change

# TRANSMISSION SHIFT AND FLOOR CONSOLE AVAILABILITY

ENGINE	TRANSMISSION	STANDARD SHIFT-LEVER LOCATION	FLOOR CONSOLE RPO D55	OPTIONAL SHIFT-LEVER LOCATION (RPO M11)
90-hp Super-Thrift 153	Std 3-Speed	Column	Not Available	—
	Powerglide RPO M35	Column	Not Available	—
	Torque-Drive RPO MB1	Column	Not Available	—
140-hp Hi-Thrift 230	Std 3-Speed	Column	Console With Floor Shift-Lever	Floor With Boot
155-hp Turbo-Thrift 250	Torque-Drive RPO MB1 (140-hp & 155-hp Only)	Column	Not Available	—
155-hp Turbo-Thrift 250	4-Speed RPO M20 (V8 Only)	Floor With Boot	Console	—
200-hp Turbo-Fire 307	Powerglide RPO M35	Column	Console With Floor Shift-Lever	—
275-hp Turbo-Fire 327	Std 3-Speed (295-hp Only)	Column	Not Available	—
325-hp Turbo-Fire 327	Special 3-Speed RPO M13	Floor With Boot	Console With Floor Shift-Lever	—
	4-Speed RPO M20	Floor With Boot	Console	—
295-hp Turbo-Fire 350	4-Speed C.R. RPO M21 (325-hp Only)	Floor With Boot	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift-Lever	—
350-hp Turbo-Jet 396	Special 3-Speed RPO M13	Floor With Boot	Console	—
	4-Speed RPO M20	Floor With Boot	Console	—
375-hp Turbo-Jet 396	4-Speed RPO M21	Floor With Boot	Console	—
	4-Speed HD Close-Ratio M22	Floor With Boot	Console	—
	Turbo Hydra Matic RPO M40 (350-hp Only)	Column	Console With Floor Shift-Lever	—

## CHEVY II POWER TEAMS (STANDARD ENGINES) ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS*							
Option Number	Description			Without Air Cond				With Air Conditioning			
				Std	Optional			Std	Optional		
	Econ	Perf	Spec		Econ	Perf	Spec			Econ	Perf
Std FOUR- CYLINDER	90-hp Super-Thrift 153 4-Cylinder 153-cu-in displacement Single-barrel carburetor Hydraulic lifters 8.5:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	Air Conditioning Not Available			
		Powerglide—M35	All	3.08	2.73	3.55	—	Air Conditioning Not Available			
		Torque-Drive—MB1	All	3.08	—	—	—	Air Conditioning Not Available			
Std SIX- CYLINDER	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor Hydraulic lifters 8.5:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	3.55	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—
		Torque-Drive—MB1	All	2.73	—	—	—	3.08	—	—	—
Std EIGHT- CYLINDER	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement 2-barrel carburetor Hydraulic valve lifters 9.00:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		4-Speed Wide-Range—M20	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—

\* All ratios available as Positraction. See ordering information on page 32.

# CHEVY II POWER TEAMS (OPTIONAL ENGINES)

## ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS*								
				Without Air Cond				With Air Conditioning				
				Std	Optional			Std	Optional			
Econ	Perf	Spec	Econ		Perf	Spec						
Option Number	Description											
L22 on Series 113	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	3.55	3.08	—	3.55	—	
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—	
		Torque-Drive—M81	All	2.73	—	—	—	3.08	—	—	—	
L30 on Series 114	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Regular camshaft 4-barrel carburetor 10.0:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—	
		4-Speed Wide-Range—M20	All	3.07	2.73	3.55	—	3.07	—	3.55	—	
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—	
L79 on Series 114	325-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Special camshaft 4-barrel carburetor 11.00:1 compression ratio Dual exhaust	Special 3-Speed—M13	All	3.31	—	3.55	—	3.31	—	3.55	—	
		4-Speed Wide-Range—M20	All	3.31	—	3.55	—	3.31	—	3.55	—	
		4-Speed Close-Ratio—M21	All	3.31	—	3.55	3.73	3.31	—	3.55	—	
L48 on Model 11427 Nova SS	295-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	3-Speed—Std	Coupe Only	3.31	3.07	3.55	—	3.31	3.07	3.55	—	
		Special 3-Speed—M13	Coupe Only	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
		4-Speed Wide-Range—M20	Coupe Only	3.31	3.07	3.55	3.73 4.10 4.56 4.88	3.31	3.07	3.55	—	
		Powerglide—M35	Coupe Only	3.07	2.73	3.31	3.55 3.73	3.07	2.73	3.31	—	
Nova SS Option L34 on Models 11427	350-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-lift camshaft Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed—M13	All	3.31	3.07	3.55	3.73	Air Conditioning Not Available				
		4-Speed Wide-Range—M20	All	3.31	3.07	3.55	3.73					
		4-Speed Close-Ratio—M21	All	3.31	3.07	3.55	3.73 4.10 4.56 4.88					
		Turbo Hydra-Matic—M40	All	3.07	2.73	3.31	3.55 3.73 4.10 4.56 4.88					
Nova SS Option L78 on Models 11427	375-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Special camshaft Four-barrel carburetor 11.0:1 compression ratio Mechanical valve lifters Dual exhausts	Special 3-Speed—M13	All	3.55	3.31	3.73	—	Air Conditioning Not Available				
		4-Speed Wide-Range—M20	All	3.55	3.31	3.73	3.07					
		4-Speed Close-Ratio—M21	All	3.55	3.31	3.73	4.10					
		HD 4-Speed Close-Ratio—M22	All	3.55	3.31	3.73	4.56 4.88					

\*All ratios available as Positraction. (4.10, 4.56 & 4.88 available as Positraction only.)

# CHEVY II

**PLEASE NOTE:** The exterior and interior combinations shown in the chart below have been approved as the only combinations that would be attractive to the average customer. Orders for combinations other than those approved will be returned to dealers for written confirmation unless the original order carries a notation in the special instruction section to the effect that the color and trim selection has been checked and is definitely desired.

INVOICE INTERIOR TRIM IDENTIFICATION				
Black	731	733	734	735
Dark Blue	737	739	740	
Gold	741	742	743	745

## INTERIOR SELECTION CHART

TYPE OF SEAT	Material	Extra Cost	INTERIOR TRIM COLOR AVAILABILITY		
			Black	Dark Blue	Gold
<b>NOVA SEDAN AND COUPE WITH CUSTOM INTERIOR</b>					
Full-Width Bench (RPO ZJ1)	Cloth	Yes	E	B	G
Full-Width Bench (RPO ZJ1)	Vinyl	Yes	L		
Strato-Bucket (RPO A51) Coupe Model Only	Vinyl	Yes	E	B	G
<b>NOVA SEDAN AND COUPE WITH STANDARD INTERIOR</b>					
Full-Width Bench	Cloth	No		B	G
Full-Width Bench	Vinyl	Yes	E		*P

\*Fleet and Taxicab-Type Trim.

## EXTERIOR SELECTION CHART

INTERIOR TRIM	C O D E	EXTERIOR COLOR AVAILABILITY										
BLACK	E or L	ALL SOLID COLORS & GT										
BLUE	B	AA	CC	DD	EE	FF	LL	TT	DC	ED	DE	
GOLD	G or P	AA	CC	GG	HH	PP	TT	VV	YY	GT		

SOLID		TWO-TONE	
EXTERIOR COLOR	EXTERIOR CODE	EXTERIOR COLOR	EXTERIOR CODE
TUXEDO BLACK	AA	ERMINE WHITE—Upper	DC
ERMINE WHITE	CC	GROTTO BLUE—Lower	
GROTTO BLUE (Med)	DD	GROTTO BLUE—Upper	ED
FATHOM BLUE (Dk)	EE	FATHOM BLUE—Lower	
ISLAND TEAL (Med)	FF	FATHOM BLUE—Upper	DE
ASH GOLD	GG	GROTTO BLUE—Lower	
GRECIAN GREEN (Med)	HH	PALOMINO IVORY—Upper	GT
TRIPOLI TURQUOISE	KK	ASH GOLD—Lower	
TEAL BLUE (Dk)	LL		
CORDOVAN MAROON	NN		
SEAFROST GREEN	PP		
MATADOR RED	RR		
PALOMINO IVORY	TT		
SEQUOIA GREEN (Dk)	VV		
BUTTERNUT YELLOW	YY		

# CHEVY II EXTERIOR FEATURES & IDENTIFICATION

	Nova SS (RPO L48)	Nova Custom Exterior (RPO ZJ2)	Exterior Decor Group (RPO ZJ5)	Nova Standard Exterior
Special black-accented grille with SS emblem	•			
Bright grille		•	•	•
Chevy II front nameplate	•	•	•	•
Grille opening moldings	•	•	•	•
Front bumper mounted parking turn signal lights	•	•	•	•
Single-unit headlights with bright bezels (black-accented with SS)	•	•	•	•
Twin simulated air intakes on hood	•			
Super Sport front fender nameplates	•			
Side marker lights—front and rear	•	•	•	•
Curved side window glass	•	•	•	•
Red stripe wide-oval tires (White stripe optional)	•			
Hub caps	•	•	•	•
Ribbed body sill and rear fender lower moldings		•	•	
Outside rearview mirror	•	•	•	•
Special lower body and rear fender accent band (Coupe only)		•		
Bright lower body and rear fender moldings (Coupe only)		•		
Bright side window reveal moldings (Coupe only)		• (a)		
Bright roof drip moldings		•	• (b)	
Bright full-length body side moldings		• (b)	•	EC
Nova rear fender nameplates	•	•	•	•
Black-accented deck lid panel with SS emblem	•			
Bright deck lid panel		•		
Chevy II rear deck nameplate	•	•	•	•
Single-unit taillights with built-in back-up lights	•	•	•	•

EC—Extra Cost

(a) Option for Sedan (RPO B90) includes bright side window reveal and center pillar moldings

(b) Sedan only