

AMA Specifications – Passenger Car

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MANUFACTURER Studebaker Corporation	CAR NAME Studebaker Lark III and Cruiser	
MAILING ADDRESS 635 South Main Street South Bend 27, Indiana	MODEL YEAR 1963	ISSUED: August, 1962 REVISED (a)

NOTES:

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

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BODY—TYPES AND STYLE NAMES—

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

2 Door Sedan - 6 Pass. - 63V-F4
 4 Door Sedan - 6 Pass. - 63V-Y4
 4 Door Sedan - 6 Pass. - 63V-Y6
 4 Door Sedan "Cruiser" - 6 Pass. - 63V-Y8 - Luxury
 2 Door Sedan Hardtop "Daytona" - 6 Pass. - 63V-J8 - Luxury
 4 Door Station Wagon - 6 Pass. - 63V-P4
 4 Door Station Wagon - 6 Pass. - 63V-P8 - Daytona Luxury
 2 Door Convertible - 6 Pass. - 63V-L8 - Daytona Luxury

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GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	LARK
Wheelbase (L101)		23	Y, P - 113", F, J, L - 109"
Tread	Front (W101)	22	57 3/8"
	Rear (W102)	22	56 9/16"
Maximum Overall Dimensions	Length (L103)	23	F, J, L - 184" Y - 188" P - 187"
	Width (W103)	22	71 1/4
	Height (H101) ^{Loaded}	24	F, J, Y - 55 3/4" P - 57" L - 58 1/8"
Transmission— (Specify trade name - opt., not available)	Manual	15	3 Speed
	Overdrive	16	Optional
	Automatic	16	Optional
Axle ratio	Manual	17	F, J, Y - 3.07 L, Y8, P - 3.31
	Overdrive	17	F, J, Y - 3.31 L, Y8, P - 3.73
	Automatic	17	F, J, Y - 3.07 L, Y8, P - 3.31
Tire size		18	F, J, Y, P - 6.50X15 L - 6.70X15
Engine	Type, no. cyl., valve arr.	2	V8 - OHV
	Fuel system (Carb., other)	8	Carburetor
	Bore and stroke	2	F, Y, J, L, P - Std. Eng. 3 9/16 x 3 1/4 Y8 - Std. Eng. (Opt. Other Models) 3 9/16 x 3 5/8
	Piston displ., cu.in.	2	F, Y, J, L, P - 259.2 Y8 - 289
	Std. compression ratio	2	On 259.2 - 8.5-1 On 289 - 8.5-1
	Max. bhp at engine rpm	2	On 259.2 - 180 @ 4500; On 289 - 210 @ 4500
	Max. torque at rpm	2	On 259.2 - 260 @ 2800; On 289 - 300 @ 2800

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MODEL

ENGINE—GENERAL		Std-F, V, J, L-P Thunderbolt I	Std-Y8-Opt Others Thunderbolt II	Optional All Models Jet-Thrust Super Jet-Thrust	
Type, no. cyls., valve arr.			V8		
Bore and stroke (nominal)		3-9/16"x3-1/4"		3-9/16" x 3-5/8"	
Piston displacement, c.u. in.		259.2		289	
Bore spacing (C/L to C/L)			4.5		
No. system (front to rear)	L. Bank		1-3-5-7		
	R. Bank		2-4-6-8		
Firing order			1-8-4-3-6-5-7-2		
Compress. ratio (nominal)		8.5	8.5:1	10.25:1	9.0:1
Cylinder Head Material			Cast Iron		
Cylinder Block Material			Cast Iron		
Cylinder Sleeves—Wet, dry, none			None		
Number of mounting points	Front		2		
	Rear		1 (2 W/Automatic)		
Engine installation angle		6°-18'	6°-35'		5°-49'
Taxable $\frac{\text{Dia.}^2 \times \text{No. Cyl.}}{\text{horsepower}}$ 2.5			40.6		
Published max. bhp* @ eng. RPM		180 @ 4500	210 @ 4500		---
Published max. torque* (lb. ft. @ RPM)		260 @ 2800	300 @ 2800		---
Recommended fuel regular - premium		Regular		Premium	
Idle speed (spec. neutral or drive)	Manual	550 Neutral		650	
	Automatic	550 Neutral		650	

ENGINE—PISTONS

Material		F-132 Aluminum		
Description and finish		Cam Ground Tin Plated T-Slot	Autothermic Controlled Expansion	Autothermic - Tin Plated
Weight (piston only) oz.		16.21	16.6	16.6
Clearance (limits)	Top land	.0182-.0207	.0225-.0305	.0225-.0305
	Skirt	selective Fit	selective Fit	selective Fit
		selective Fit	selective Fit	selective Fit
Ring groove depth	No. 1 ring	.1905-.1970	.1845-.1925	.1845-.1925
	No. 2 ring	.1905-.1970	.1845-.1925	.1845-.1925
	No. 3 ring	.1905-.1970	.1845-.1925	.1845-.1925
	No. 4 ring	None	-	-

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first)
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		
63V-F,Y,P,L,J	259	2 Bbl.	8.5	180 @ 4500	260 @ 2800	3-Speed Overdrive Automatic 4-Speed	3.07 - 3.31 3.31, 3.07, 3.73 3.07 - 3.31 3.31 - 3.73
Opt. - All Models		4 Bbl.		195 @ 4500			
63V-Y8	289	2 Bbl.	8.5	210 @ 4500	300 @ 2800	3-Speed Overdrive Automatic 4-Speed	3.31 - 3.73 3.73 - 3.31 3.37 - 3.07 3.31 - 3.07
Opt. - All Models		4 Bbl.		225 @ 4500	305 @ 3000		
Opt. - All Models	Jet Thrust		10.25	NA	NA	Same as above for 289	
Opt. - All Models	Super Jet Thrust		9.0	NA	NA	Available with 4-Speed and Automatic Only	Same as above for 289

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MODEL Thunderbolt I Thunderbolt II Jet-Thrust and Super Jet-Thrust

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression	Compression	Compression
	No. 2, oil or comp.	Compression	Compression	Compression
	No. 3, oil or comp.	Oil	Oil	Oil
	No. 4, oil or comp.	None	None	-
Compression	Description - material, type, coating, etc.	Cast Iron - Granoseal	Cast Iron - Granoseal 2nd-Ferrox Opt.	Top Cast Iron Chrome Plated - 2d Cast Iron Granoseal
	Width	.078	.078	.078
	Gap	.008 - .016	.008 - .016	.012-.020 Top-.008-.016 2d
Oil	Description - material, type, coating, etc.	Cast Iron - Granoseal	Chrome Plated Steel Rail	Chrome Plated Steel Rail
	Width	.187	.187	.187
	Gap	.008 - .016	.015 - .055	.015 - .055
Expanders		Behind Oil Ring	Behind Oil Ring	Behind Oil Ring Only

ENGINE—PISTON PINS

Material	C. D. Steel - SAE-1118		C.D.Steel-SAE 5120(SAE 8620-Opt)
Length	3-1/16"		2-7/8"
Diameter	7/8"		
Type	Locked in rod, in piston, floating, etc.	Clamped In Rod	
	Bushing	In rod or piston	None
	Material	-	
Clearance	In piston	.0001 - .0003 Selective Fit	
	In rod	None	
Direction & amount offset in piston	None		1/16" Toward Thrust Side

ENGINE—CONNECTING RODS

Material	Special D. F. Steel - C-1141		
Weight (oz.)	23.71	23.73	23.71
Length (center to center)	6.625		
Bearing	Material & Type	Steel Back - Aluminum Lined With Babbitt Overlay	Steel Back - Trimetal Aluminum Steel Back - Trimetal Copperlead
	Overall length	.838" - .848"	13/16"
	Clearance (limits)	.00025" - .00275"	
	End play	.008" - .013"	

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MODEL Thunderbolts Jet-Thrust and Super Jet-Thrust

ENGINE—CRANKSHAFT

Material		D. F. Steel - (SAE-1046) Type 07		
Vibration damper type		Rubber Mounted Disc	Rubber Mounted Inertia Member	
End thrust taken by bearing (No.)		1		
Crankshaft end play		.003" - .006"		
Main bearing	Material & type	Steel Back - Babbitt Lined	Front&Rear-Steel Back-Babbitt Lined H2-3&4-Steel Back-Trimetal Aluminum	
	Clearance	.0006" - .0027"	.0008" - .0033"	
	Journal dia. and bearing overall length	No. 1	2.500" - 1.309"	2.500" - 1.3125"
		No. 2	2.500" - .906"	2.500" - 1.125"
		No. 3	2.500" - .906"	2.500" - 1.125"
		No. 4	2.500" - .906"	2.500" - 1.125"
		No. 5	2.500" - 1.546"	2.500" - 1.78125"
		No. 6	-	-
		No. 7	-	-
Dir. & amt. cyl. offset	None			
Crankpin journal diameter		1.99925 - 2.00025		

ENGINE—CAMSHAFT

Location			Cylinder Block - Center	
Material			Alloy - Cast Iron	
Bearings	Material		Steel Back - Babbitt Lined	
	Number		5	
Type of Drive	Gear or chain		Gear	
	Crankshaft gear or sprocket material		Cast Iron	
	Camshaft gear or sprocket material		Celeron W/Steel Hub	Alcoa - Aluminum
	Timing chain	No. of links	None	
		Width	None	
		Pitch	None	

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		N.A.	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.5:1	
Operating tappet clearance (indicate hot or cold)	Intake	.023 - .025" - Hot	.025 - .027" - Hot
		.025 - .027" - Cold	
	Exhaust	.023 - .025" - Hot	.025 - .027" - Hot
		.025 - .027" - Cold	
Timing marks on flywheel, damper, other		Damper	

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MODEL Thunderbolts Jet-Thrust and Super Jet-Thrust

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	11°	17°	
		Closes (°ABC)	54° - 36'	63°	
		Duration - deg.	245° - 36'	260°	
	Exhaust	Opens (°BBC)	51° - 36'	56°	
		Closes (°ATC)	14°	24°	
		Duration - deg.	245° - 36'	260°	
Valve opening overlap		25°	41°		
Intake	Material		SAE 8645 *	Sil. #1 Steel	
	Overall length		5-5/32"		
	Actual overall head dia.		1-21/32"		
	Angle of seat & face		45°		
	Seat insert material		None		
	Stem diameter		11/32"		
	Stem to guide clearance		.0015" - .0035"		
	Lift (@ zero lash)		.375"		
	Outer spring press. and length	Valve closed (lb. @ in.)	45 to 55 @ 2.031"	67 to 75 @ 2.031"	
		Valve open (lb. @ in.)	105 to 115 @ 1.671"	148 to 160 @ 1.631"	
	Inner spring press. and length	Valve closed (lb. @ in.)	None		
		Valve open (lb. @ in.)	None		
	Exhaust	Material		SAE-2112-I	SAE-2112-N (Stellite Faced)
		Overall length		5-5/32"	
Actual overall head dia.		1-17/32"			
Angle of seat & face		45°			
Seat insert material		None			
Stem diameter		11/32"			
Stem to guide clearance		.0015" - .0035"			
Lift (@ zero lash)		.375"	.400"		
Outer spring press. and length		Valve closed (lb. @ in.)	45 to 55 @ 2.031"	65 to 75 @ 2.031"	
		Valve open (lb. @ in.)	105 to 115 @ 1.671"	148 to 160 @ 1.671"	
Inner spring press. and length		Valve closed (lb. @ in.)	None		
		Valve open (lb. @ in.)	None		

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Directed Jet
	Cylinder walls	Directed Jet

* SAE-1047 Optional

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MODEL	Thunderbolt I	Thunderbolt II	Jet-Thrust	Super Jet-Thrust			

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Spur Gear		
Normal oil pressure (lb. @ engine rpm)	Min. 30 Lbs. 2000 RPM		
Oil pressure sending unit (elect. or mech.)	Mechanical		
Type oil intake (floating, stationary)	Stationary		
Oil filter system (full flow, partial, other)	Full Flow*	Full Flow	
Filter replacement (element, complete)	Both Special Orders	Complete	
Capacity of crankcase, less filter-refill (qt.)	5		
Oil grade recommended (SAE viscosity and temperature range)	Above +32°- SAE 30 - or - 10W-30		
	Above +10°- SAE 20 - or - 10W-30		
	Above -10°- SAE 10W - or - 10W-30		
	Under -10°- SAE 5W - or - 5W-20		
	(20W-30 For Severe Service)		
Engine Service Requirement (MM, MS, etc.)	MS Alone or in Combination with MM, ML, DG		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single With Crossover **	Dual	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One (or 2 **)	Dual	2 Straight Thru - Glass Wool Pack
Exhaust pipe dia. (O.D. / Branch wall thickness)	1.875" x .059"	Reverse Flow	-
	2.000" x .059"	Reverse Flow	2"
Tail pipe diameter (O.D. & wall thickness)	1.750" x .0478"		2"

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Induction System		
	Optional	-		
Control unit	Make and model	Carter C-3558-S	Studebaker	
	Location	Carburetor	-	
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold Vacuum	-	
	Control method (variable orifice, fixed orifice, other)	Variable Orifice	-	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake Manifold	Intake Manifold and Air Cleaner Intake	Intake Manifold and Carb. Air Intake
	Air inlet (breather cap, carburetor air cleaner, other)	Breather Cap		
	Flame arrestor (screen, check valve, other)	Check Valve		

* - F4 Oil Filter Optional

** - Dual Exhaust Pipes Optional With
2 Bbl. Carb, and Standard With
4 Bbl. Carb.

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MODEL Thunderbolt I Thunderbolt II Jet-Thrust Super Jet-Thrust

ENGINE—FUEL SYSTEM

(See Supplement to Page 8 for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		Carburetor Supercharged	
Fuel Tank	Capacity (gals.)		18			
	Filler location		Lower Deck Lid Panel - Center			
Fuel Pump	Type (elec. or mech.)		Mechanical			
	Locations		Left Front of Engine			
	Pressure range		4 to 5-1/2 PSI	5-1/2 to 7 PSI @ 1000 RPM		
Vacuum booster (std., optional, none)			None			
Fuel Filter	Type	Plasticized Paper	Ceramic	Pleated Paper		
	Locations	Fuel Pump		Line Between Pump & Carb.		
Carburetor	Choke type		Automatic			
	Intake manifold heat control (exhaust or water)		Exhaust			
	Air clnr. type	Plasticized Paper				
		Standard	Optional	Oil Bath		
			None			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
Standard on Thunderbolt I and Thunderbolt II	259 & 289	Std.-3-Speed Opt.-Overdrive Opt.-Automatic Opt.-4-Speed	Stromberg	WW6-130	1 Dual Down Draft	1.44
Optional With Thunderbolt I and Thunderbolt II	259 & 289	Std.-3-Speed Opt.-Overdrive Opt.-Automatic Opt.-4-Speed	Carter	AFB-3540S	1 4 Bbl. Down Draft	1.44 Prim. 1.69 Sec.
Jet-Thrust	289	Std.-3-Speed Opt.-Overdrive Opt.-Automatic Opt.-4-Speed	Carter	AFB-3506S	1 4 Bbl. Down Draft	1 7/16 Prim. 1 11/16 Sec.
Super Jet-Thrust	289		Carter	AFB-3507S	4 Bbl. Down Draft	1 7/16 Prim. 1 11/16 Sec.

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MODEL _____

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure - Atmospheric Vented		
Radiator cap relief valve pressure			13 Lbs.		
Circulation thermostat	Type (choke, bypass)		Choke		
	Starts to open at (°F)		170°		
Water pump	Type (centrifugal, other)		Centrifugal		
	GPM @ 1000 pump rpm		15		
	Number of pumps		1		
	Drive (V-belt, other)		V-Belt		
	Bearing type		Sealed Double Row Ball		
By-pass recirculation type (internal, external)			Internal		
Radiator core type (cellular, tube and fin, other)			Cellular - Tubular		
Cooling system capacity	With heater (qt.)		18		
	Without heater (qt.)		17		
	Opt. equipment-specify (qt.)		None		
Water jackets full length of cylinder (yes, no)			Yes		
Water all around cylinder (yes, no)			Yes		
Radiator hose	Lower	Number and type (molded, straight)	One - Moulded		
		inside diameter	1.500"		
	Upper	Number and type (molded, straight)	One - Moulded		
		inside diameter	1.500"		
	By-pass	Number and type (molded, straight)	None		
		inside diameter	None		
	Fan	Number of blades & Spacing		4 - 76° and 104°	5 - 65°, 65°, 92°, 46°, 92°
		Diameter		18.250"	17"
Ratio-fan to crankshaft rev.		.87:1	1.20		
Fan cutout type		None	2500 (Viscous Drive)		
Bearing type		Double Row Ball			
*Drive belts (indicate belt used by letter)	Fan		D		
	Generator		D		
	Water Pump		D		
	Power Steering		E		
	Air Conditioning		F		

* Drive Belt Dimensions	A	B	C	D	E	F	
Angle of V	38°	38°	38°	38°	38°	38°	
Nominal length (SAE)	40"	54"	60"	56 1/2"	37 1/2"	53 1/4"	
Width	.380	15/32"	.500"	.380"	15/32"	.500"	

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MAKE OF CAR	Studebaker	MODEL YEAR	1963	DATE ISSUED	8-1962	REVISED (a)
MODEL	Thunderbolt I & Thunderbolt II		Jet-Thrust & Super Jet-Thrust			

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Willard HO-11-50	
	Voltage Rtg. & Total Plates		12 - 9 Plates Per Cell	
	SAE Designation & Amp Hr. Rtg		50 Amp. Hour	
	Location		Under Hood - Left Fender	
	Terminal grounded		Negative	
Alternator Generator Std.	Make		Prestolite	
	Model		AIK-5001	AIE-5003
	Type		Diode Rectification - Self - Limiting	
	Ratio—Gen. to Cr/s rev.		2.53:1	2.452
	Gen. cut-in (hot)—engine rpm		375	
Regulator	Make		Prestolite	
	Model		VBT-6201A	
	Type		Single Unit - Vibrating	
	Cutout relay	Closing voltage @ generator rpm	N.A.	N.A.
		Reverse current to open	-	
	Regulated	Voltage	14.2	14.0 - 14.4 Upper Contact
		Current	None - Self Limiting	
	Voltage test conditions	Temperature	70°	
		Load	10 Amp	
		Other	20 Min 2000 Alternator RPM	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Autolite	
	Model		MDU-7025-Std. MDU-7026-Auto.	
	Rotation (drive end view)		Clockwise	
	Engine cranking speed		160	
	Test conditions		Normal Engine Operating Temp.	
	Lock test	Amps	425	
		Volts	6.0	
		Torque (lb. ft.)	11	
	No load test	Amps	55	
		Volts	10	
		RPM (min.)	5200	
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		1. Rotate the ignition key clockwise to the starting position. 2. When the engine starts, permit the key to return to ignition 'on' position.	

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MODEL		Thunderbolt I & II		Jet-Thrust		Super Jet-Thrust	

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Bendix Folo-Thru
	Pinion meshes (front, rear)		Front
	Number of teeth	Pinion	9
		Flywheel	162
Flywheel tooth face width		.375"	

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Autolite			
	Model		200567		200674	
	Amps	Engine stopped	N.A.			
		Engine idling	3.8		4	
Distributor	Make		Autolite			
	Model		IBP-4108		IBS-4012 IBS-4012A	
	Cent'gal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	600		730-870 530-660	
		Intermediate points deg. @ rpm	6° @ 800 18° @ 1700		14° to 18° @ 1350 10° @ 960	
		Max deg. @ rpm	26° @ 2300		22° @ 2000 20° @ 1200	
		Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	7"		7" to 9"
		Intermediate points, deg @ in Hg	10° @ 11"		7° to 12° @ 11"	
		Max. deg. in. Hg.	18° @ 13"			
	Breaker gap (in.)		.014" - .019"			
	Cam angle (deg.)		27° - 31°		39° - + 3°	
Breaker arm tension (oz.)		17 - 22 oz.		27 - 31 oz.		
Timing	Crankshaft deg. @ rpm.		4° BTDC @ 600 4° BTC @ 550		4° @ 650 24° @ 1600	
	Mark location		Vibration Damper			
	Cylinder numbering system (see page 2)		Left Bank - 1-3-5-7 Right Bank - 2-4-6-8-			
	Firing order (see page 2)		1-8-4-3-6-5-7-2			
Spark Plug	Make and model		Champion H-14Y		Champion J-12Y	
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25-30			
	Gap		.033 - .038			
Cable	Conductor type		Radio Suppression 5000 OHM per ft - Nominal			
	Insulation type		Neoprene			
	Spark plug protector		Applied or Molded Terminal Cover			

ELECTRICAL—SUPPRESSION

Locations & type		.5 MFD. Condensers at Ignition Coil, Generator, Armature and Voltage Regulator, with Radio only.
		10,000 OHM - In Distributor Rotor - Ground at Oil Pipe.

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MODEL _____

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	Stewart-Warner
	Trip odometer (yes, no)	No
Charge indicator—type		Direct Reading
Temperature indicator—type		Electric Gage
Oil pressure indicator—type		Direct Reading
Fuel indicator—type		Electric Gage
Other		-
Ignition switch	Identify positions in order and circuits controlled	Center - Off 1st Position Right - All circuits 'on' except starter 2nd Position Right - All circuits 'off' except ignition & starter 1st Position Left - Instruments and accessories
	Provision for illumination	On Regal Models Only
	Location	Instrument Board Right of Steering Column
Main lighting switch	Identify positions and lamps controlled	1st Position - Off - "Rockette Type Switch". 2nd Position - Parking, Tail & License Plate Lamps. 3rd Position - Head, Tail & License Plate Lamps. Instrument Lights Adjusted by Rheostat. Rockette Switch Off & On
Other light switches	Locations and lamps controlled	Dome Lamp Controlled by Door Operated Switches, with Manual Switch in Lamp Body. Directional Signal Lights Controlled by Self-Cancelling Switch Under Steering Wheel.
Other switches	Locations and devices controlled	Windshield Wiper Switch - Rockette Type, Located on Instrument Board Climatizer & Defroster Blower Motor Control Switch - Rockette Type, Located on Instrument Board Station Wagon Tail-Gate Window is Key Controlled
Windshield wiper	Make	Autolite or Bosch
	Type	Two Speed Electric
	Vacuum booster provision	None
	Washer provision	Yes
Horn	Type	Solenoid
	Number used	One on Deluxe-Two on Regal
	Amp draw (each)	10 Amps @ 14 Volts

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[illegible]

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002. Indicate accessories which are not standard equipment by an asterisk following the numbers.

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MAKE OF CAR	Studebaker		MODEL YEAR	1963	DATE ISSUED	8-1962	REVISED (*)
MODEL	Thunderbolt I	Thunderbolt II	Jet-Thrust	Super Jet-Thrust	All Engine 4 Sp. Trans.		

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Borg & Beck Single Disc - Dry		Borg & Beck Semi-Centrifugal		
Type pressure plate springs		Coil				
Effective plate pressure (lb.)		1582	1640	1465	1784	1465*
No. of clutch driven discs		One				
Clutch facing	Material	Molded Asbestos		Woven Molded		
	Outside & inside dia.	10.0 - 6.5	10.5 - 6.5	10.5 - 6.5		
	Total eff. area (sq.in.)	90.6	106.8	106.8	99.1*	
	Thickness	.125	.140	.135	.140	
	Engagement cushioning method	Plate Cushion Spring				
Release bearing	Type & method of lubrication	Single Row Ball - Pre-Lubricated				
Torsional damping	Methods: springs, friction material	Coil Springs and Steel Washers				

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	3-Speed
Manual with overdrive (std. or opt.)	Optional
Automatic (std. or opt.)	Optional

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		3	4
Transmission ratios	In first	2.57-1	2.54-1
	In second	1.55-1	1.92-1
	In third	1.00-1	1.51-1
	In fourth	None	1.00-1
	In reverse	3.489-1	2.61-1
Synchronous meshing, specify gears		2nd & 3rd	1st, 2nd, 3rd, 4th
Shift lever location		Steering Column	Floor
Lubricant	Capacity (pt.)	3.8	2.5
	Type recommended	Mineral Oil Gear Lubricant	
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

* 1784 with Super Jet-Thrust

** 106.8

MAKE OF CAR Studebaker MODEL YEAR 1963 DATE ISSUED 8-1962 REVISED (a)

MODEL _____

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Overdrive	Type (planetary or other)		Planetary
	Manual lockout (yes, no)		Yes
	Downshift accelerator control (yes, no)		Yes
	Minimum cut-in speed		Approx. 27 MPH
	Gear ratio		70:1
	Lubricant	Capacity (pt.) (Overdrive only)	0.26
		Separate filler (yes, no)	Yes
		Type recommended	Mineral Gear Lubricant
		SAE viscosity number Summer	SAE 80
		Winter	SAE 80
		Ext. cold	SAE 80

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Flightomatic
Type describe		Torque Converter and Compound Planetary Gear
Method of Selection (Lever, Push Button or other)		Lever
Selector Pattern		P-N-D-L-R
List gear ratios Selector Pattern and indicate which are used in each selector position		1st Gear - Torq. Conv. X 2.40-1 2nd Gear - Torq. Conv. X 1.47-1 3rd Gear - Torq. Conv. X 1.00-1 Low - Torq. Conv. X 2.40-1 Reverse - Torq. Conv. X 2.00-1
Max. upshift speeds—drive range		1-2 -- 34-42 2-3 -- 63-73
Max. kickdown speeds—drive range		2-1 -- 20.26 3-2 -- 60.70
Torque converter	Number of elements	3
	Max. ratio at stall	2.15 @ 1600
	Type of cooling (air, water)	Forced Air
Lubricant	Capacity—refill (pt.)	18
	Type recommended	Type 'A' Automatic Transmission Fluid
Special transmission features		Transmission can be locked in 2nd gear in low range providing car speed is above approx. 15-20 MPH and transmission has upshifted to 2nd or 3rd.

DRIVE UNITS—PROPELLER SHAFT

Number used		One
Type (exposed, torque tube)		Exposed-Tubular
Outer diameter x length* x wall thickness	Manual transmission	F, J, L - 2 1/4 X 46 15/32 X .065 P - 3 X 49 23/32 X .065 Y - 3 X 50 11/32 X .065 *
	Overdrive transmission	Same as Above
	Automatic transmission	F, J, L - 2 1/4 X 46 31/32 X .065 P - 3 X 50 11/32 X .065 Y - 3 X 51 3/32 X .065

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

(Continued)

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* 4 Speed Trans. - 2 3/4 X 52 19/32 X .065.

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MAKE OF CAR	Studebaker	MODEL YEAR	1963	DATE ISSUED	8-1962	REVISED (*)
MODEL						

DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None	
	Lubrication (fitting, prepack)	None	
Universal joints	Make	Spicer-or-Mechanics	Spicer
	Number used	Two	
	Type (ball and trunnion, cross, other)	Cross	
	Bearing	Type (plain, anti-friction)	Anti-Friction Needle
Lubric. (fitting, prepack)		Pre-Packed	
Drive taken through (torque tube or arms, springs)		Rear Springs	
Torque taken through (torque tube or arms, springs)		Rear Springs	

DRIVE UNITS—REAR AXLE

Description (see instructions)		Carrier Type		
Limited Slip differential, type		Twin-Traction Optional		
Drive Pinion Offset		9/16 - Model 27 Axle - 1" - Model 44 Axle		
No. of differential pinions				
Gear ratios (Std. equip.)	Manual transmission	F4, Y4, Y6, J - 3.07 Y8, P, L - 3.31		
	Overdrive transmission	F4, Y4, Y6, J - 3.31 Y8, P, L - 3.73		
	Automatic transmission	F4, Y4, Y6, J - 3.07 Y8, P, L - 3.31		
Ring gear O.D. (std. ratio)		Model 27 - P.D. 7.125 - OD. 7.157 -- Model 44 - P.D.8.50 -OD.8.544		
Pinion adjustment (shim, other)		Shim		
Pinion bearing adj. (shim, other)		Shim		
Wheel bearing type		Tapered Roller		
Lubricant	Capacity (pt.)	Model 27 - 2 1/2 - Model 44 - 3		
	Type recommended	Hypoid Lubricant)		
	SAE viscosity number	Summer	SAE 90	) For Twin-Traction Special Stude Lubricant
		Winter	SAE 90	
		Extreme cold	SAE 80	

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		N.A.
No. of teeth	Pinion	N.A.
	Ring gear	N.A.

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MODEL _____

DRIVE UNITS—WHEELS

Type & material		Disc - H. R. Steel
Rim (size and flange type)	Std.	15x4.5K - Drop Center - Safety Rim
	Opt.	None
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.5
	Number and size	5-1/2"

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	F, J, Y, P - 6.50x15 L - 670x15 - 2 Ply
	Type - Nylon, etc.	Rayon (Nylon-Optional)
Rev./mile at 50 mph.		770 753
Inflation press. (cold)	Front	24
	Rear	F, J, Y, P, L - 20 P - 24
Optional tires - size and ply		6.70x15 - 2, 4 or 6 Ply 6.50x15 - 2, 4 or 6 Ply

BRAKES—SERVICE

Type (duo-servo, disc, balanced, etc.)	Hydraulic - Self-Centering - Self-Energizing	
Self adjusting (std., opt., N.A.)	Standard	
Hydraulic system type (single, dual, etc.)	Dual	Single, on Opt. Disc Type
Power brake make & type (remote, integral, etc.)	Hydrovac - Opt.	standard w/disc type
Effective area (sq. in.)*	172.8	105
Gross lining area (sq. in.)**	172.8	105
Swept drum area (sq. in.)***	281.6	377
Percent brake effectiveness—front	62	62
Drum	Diameter Front	11 1/2" O.D. Disc
	Rear	11 x 2
	Type and material	Budd - Composite Frt. Grey Iron Disc *
Wheel cyl-inder bore	Front	1.062 2 1/8"
	Rear	.875 3/4"
Master cylinder bore	1.000	1 1/8"
Available pedal travel	6	6 3/8"
Line pressure at 100 lb. pedal load	890 PSI	1300
Shoe clearance adjustment	.006 - .008"	Frt. D.N.A. - RR. - .006 - .008"

(Continued)

* Excludes rivet holes, grooves, chamfers, etc.

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

*** Total swept areas for four brakes:

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

* Rear - Composite-Finned

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MODEL _____

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			Bonded	
	Front Shoe	Material		Marshall - Eclipse	
		Size (length x width x thickness)	Front wheel	9 21/64 x 2 1/4 x 3/16	
			Rear wheel	8 15/32 x 2 x 3/16	
		Segments per shoe			One
	Rear Shoe	Material		Marshall - Eclipse	
		Size (length x width x thickness)	Front wheel	11 57/64 x 2 1/4 x 7/32	
			Rear wheel	10 27/32 x 2 x 3/16	
		Segments per shoe			One

BRAKES—PARKING

Type of control	T-Handle - Pull Type		
Location of control	Right of Steering Column		
Operates on	Rear Wheel Brakes		
If separate from service brakes	Type (internal or external)	None	
	Drum diameter	None	
	Lining size (length x width x thickness)	None	

FRAME or UNITIZED CONSTRUCTION

Type and description

Box Section, Double Drop, Ladder Type
(X-Member on L Models)

SUSPENSION—GENERAL (See Supplemental page 19 for details on Air Suspension)*

Provision for car leveling		None
Provision for brake dip control		Yes - Asymmetric Rear Springs
Provision for acc. squat control		Yes - Asymmetric Rear Springs
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct Acting Hydraulic
	Make	Gabriel
	Piston dia.	1
Other special features		None

SUSPENSION—FRONT

Type and description

Independent Coil Springs

* Air Suspension:
Air spring type
Compressor data
type
make
drive ratio

Normal operating pressures
spring rates
leveling data

(Continued)

* On Disc Type—Material -Front - Mintex 33M
-Rear - Marshall-Eclipse M2112C
-Size - Front - 2x2x.416 Usable (inner and outer)
- Rear - Front Shoe -12.2x2x.180
Rear Shoe -10x2x.180

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MODEL _____

SUSPENSION FRONT (cont.)

Spring	Type	Independent Coil Springs	
	Material	SAE 9260 or 5160 Steel	
	Size (coil design height & I.D., bar length x dia.)	F,J,Y,P - 10.10 x 4.187 L - 9.90 x 4.187	
	Spring rate (lb. per in.)	F,J,Y,P - 180	L - 207
	Rate at wheel (lb. per in.)	F,J,Y,P - 78	L - 90
	Design load (lb. @ design height)	F,J,Y,P - 12.90 @ 10" L - 1478 @ 9.9	
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	SAE 1065 - .750"	

STEERING

Mechanical (std., opt., NA)				Standard	
Power (std., opt., NA)				Optional	
Wheel diameter				17	
Turning diameter	Outside front	Wall to wall (l. & r.)		F,J,L - 40'-0"	Y-P - 41'-6"
		Curb to curb (l. & r.)		F,J,L - 37'-6"	Y-P - 39'-0"
	Inside rear	Wall to wall (l. & r.)		NA	
		Curb to curb (l. & r.)		NA	
Outside wheel angle with inside wheel at 20°				17° to 18°	
Mechanical	Gear	Type		Recirculating Ball	
		Make		Saginaw	
		Ratios	Gear	F,J,Y,P - 20:1	L - 24:1
			Overall	F,J,P,Y - 31-26.5-31	L - 28-24-28
	No. wheel turns		F,J,P,Y - 4.7	L - 5.2	
Power	Type (coaxial, linkage, etc.)		Hydraulic Linkage		
	Make		Bendix Eaton		
	Trade name		-		
	Gear	Type		Recirculating	
		Ratios	Gear	20:1	
			Overall	26.5 - 22.5 - 26.5	
	Pump driven by		V-Belt		
	Number wheel turns		4.4		
	Linkage	Type		Center point steering with equal point tie-rods	
		Location (front or rear of wheels, other)		Rear	
Drag link (trans. or longit.)		Longitudinal			
Tie rods (one or two)		Two			

(Continued)

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MODEL _____

STEERING (cont)

Steering Axis	Inclination at camber (deg.)		6° @ 0° Camber
	Bearings (type)	Upper	Bushing
		Lower	Needle
		Thrust	Ball
Wheel alignment (range and preferred)	Caster (deg.)		+3/4° to -3/4° (0° Preferred)
	Camber (deg.)		0 to +1° (1/2° degree greater camber favored on driver's side)
	Toe-in (outside tread-inches)		3/16" to 1/4" with Manual Steering 1/16" to 1/8" with Power Steering
Steering spindle & joint type			Reverse-Elliott
Wheel spindle	Diameter	Inner bearing	1.250"
		Outer bearing	.750"
	Thread size		3/4" - 16"
	Bearing type		Tapered Roller

SUSPENSION—REAR

Type and description			Semi-Elliptic-Asymmetric		
Drive and torq. taken through (see page 17)			Rear Springs		
Spring	Type		Semi Elliptic-Leaf		
	Material		SAE 5160 or 9260		
	Size (length x width, coil design height and I.D.; bar length & dia.)		51 x 2 1/2		
	Spring rate (lb. per in.)		F,J,Y,L - 85 P - 105		
	Rate at wheel (lb. per in.)		F,J,Y,L - 108 P - 136		
	Design load (lb. at design height)		700		
	Mounting insulation type		Rubber Bushings		
	If leaf	No. of leaves		F,J,Y,L - 4 P - 5	
		Inserts	Type and size	Button Type	
Material			Polyethlene with Graphite		
		Shackle (comp. or tens.)		Compression	
Stabilizer	Type (link, linkless, frameless)		None		
	Material		None		
Track bar type			None		

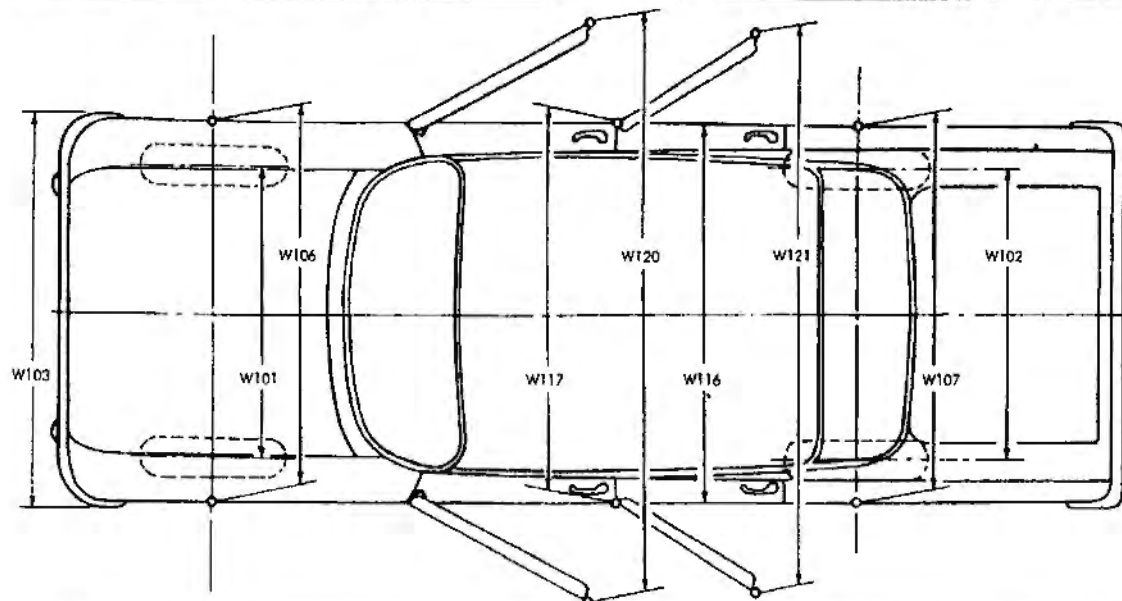
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CAR AND BODY DIMENSIONS—GENERAL

NOTE: Included in the dimension definitions listed on pages 34-36 are those which have been adopted by SAE. These are indicated by a number following the type of dimension, e.g., L3. Additional dimensions have been added by the AMA Specifications Review Committee. These are shown by an additional letter, e.g., H67a. The symbol "a" has been added as a suffix to denote a dimension adopted by the AMA and submitted to the SAE for approval. The dimensions are developed from the following basic points:

1. Body dimensions are for all body styles.
2. All interior dimensions are taken with manikin 15.0 inches outboard of car centerline unless otherwise stated.
3. All interior dimensions are measured with the front seat in the lowest and rearmost position.
4. Unless otherwise specified, all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
5. The SAE manikin with 90th percentile leg length will be used for recording purposes.
6. The H Point is the pivot center of the manikin's torso and thigh.
7. The Torso Line is a line parallel to the small of manikin's back and extending through the H Point.

EXTERIOR WIDTH DIMENSIONS



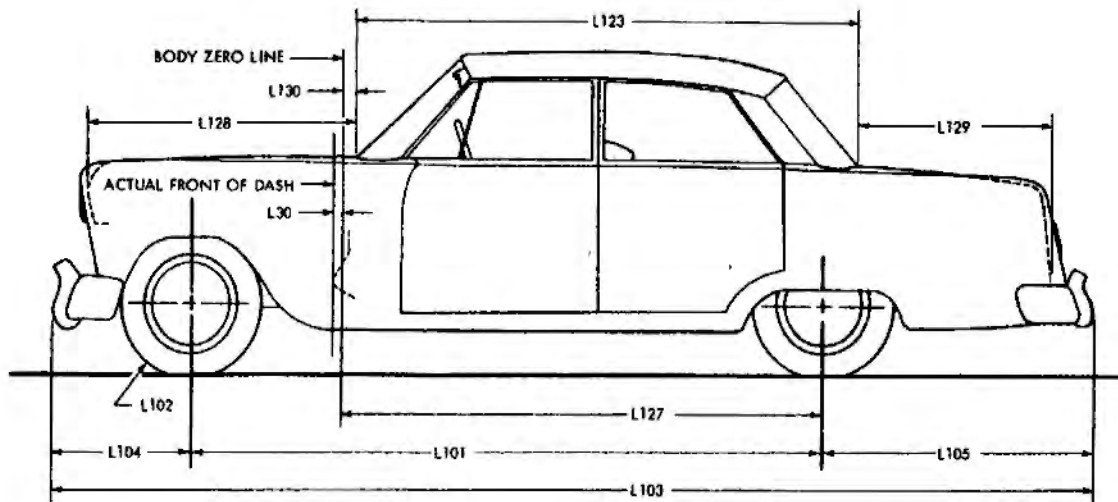
MODEL	Ref. No.	Y	F, J & L	P
Tread - front	W101	57.375"		
Tread - rear	W102	56.5625"		
Maximum overall car width	W103	71.25 @ Front Door Handles		
Maximum overall body width	W116	70.5 @ Front Wheel Opening		
Maximum body width at #2 pillar	W117	69.25	68.375	69.25
Front fender overall width	W106	70.5		
Rear fender overall width	W107	69.32		
Maximum overall car width - front doors open	W120a	140	145	140
Maximum overall car width - rear doors open	W121a	126.8	None	126.8

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EXTERIOR LENGTH DIMENSIONS



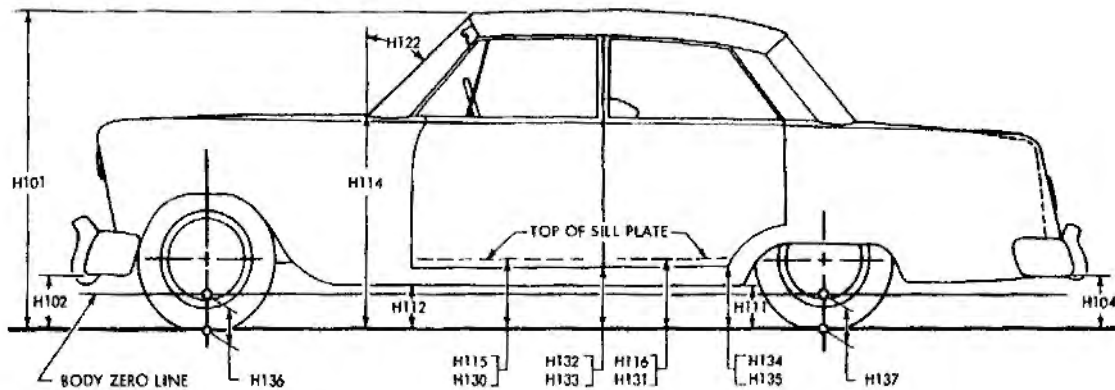
MODEL	Ref. No.	Y	F & J	L	P
Body zero line to actual front of dash	L30	0			
Wheelbase	L101	113	109		113
Overhang - front	L104	28.94			
Overhang - rear	L105	46			48.56
Overall length	L103	188	184		190-3/16
Hood length at car centerline	L128a	48.5			
Body upper structure length at car centerline	L123	97.38	93.38	94.0	131.87
Deck length at car centerline	L129a	38.23		37.61	None
Body zero line to centerline of rear wheels	L127	99.5		95.5	99.5
Body zero line to windshield cowl point	L130a	9.60			
Tire size	L102	6.70x15	6.50x15	6.70x15	6.50x15

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EXTERIOR HEIGHT DIMENSIONS



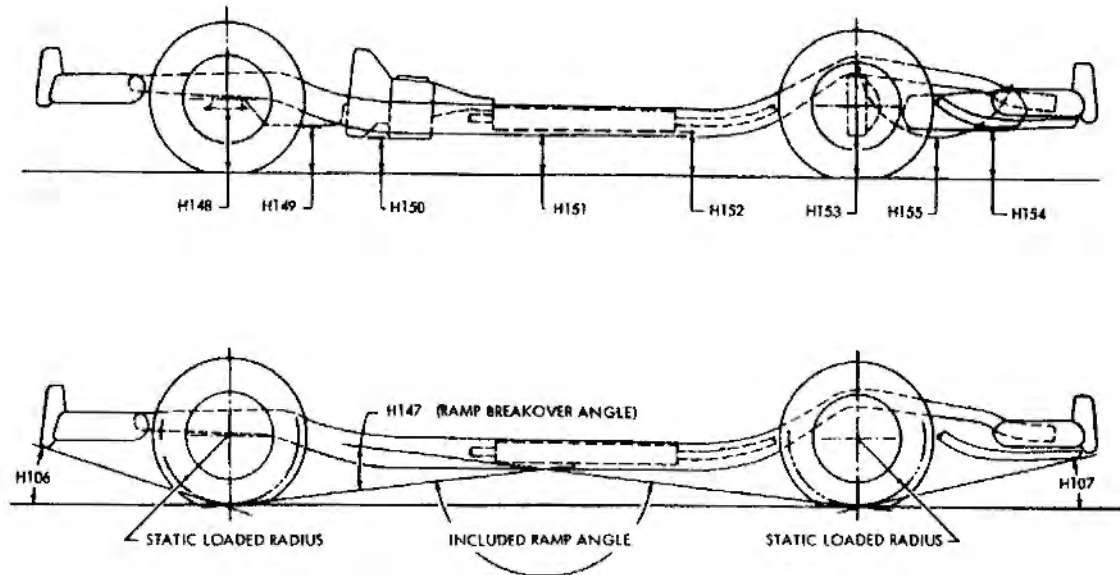
MODEL	Ref. No.	Y	F & J	L	P
Overall height	H101	55.75		58.0	57.51
Hood at rear to ground	H114	27.875			
Rocker panel to ground - front	H112a	7.625			
Rocker panel to ground - rear	H111	7.94	7.815		7.94
Step height - front (design load)	H115	10.25			
Step height - rear (design load)	H116	10.25			
Step height - front (curb load)	H130	N.A.			
Step height - rear (curb load)	H131	N.A.			
Bottom of door to ground, open - front	H132	11.75		10.69	11.75
Bottom of door to ground, closed - front	H133	10.75		9.69	10.75
Bottom of door to ground, open - rear	H134	11.75	None		11.00
Bottom of door to ground, closed - rear	H135	10.50	None		10.50
Front bumper to ground	H102	13.813			
Rear bumper to ground	H104	12.375			13.690
Windshield slope angle	H122	45°			
Body zero to ground - front	H136a	9.75			
Body zero to ground - rear	H137a	9.75			

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GROUND CLEARANCE DIMENSIONS



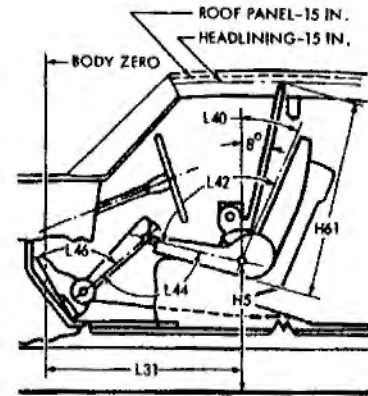
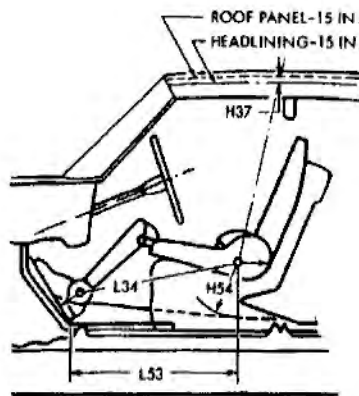
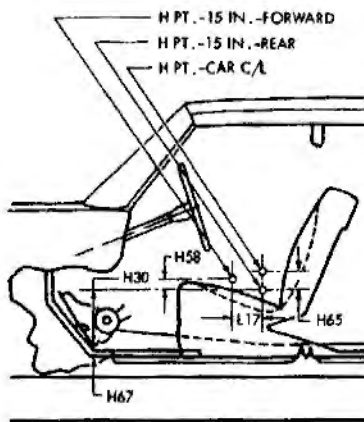
MODEL	Ref. No.	Y	F & J	L	P
Angle of approach	H106	28°			
Angle of departure	H107	14° - 30'	14° - 45'		15°
Ramp breakover angle	H147	14°	14° - 30'		14°
Front suspension to ground	H148	7-1/2		7-13/16	7-1/2
Oil pan to ground	H149	6-3/4		7-1/16	6-3/4
Flywheel housing to ground	H150	7-9/16		7-7/8	7-9/16
Frame structure to ground	H151	7		7-5/16	7
Exhaust system to ground	H152	5-7/8		6-3/16	5-7/8
Rear axle differential to ground	H153	7-11/16		8	7-11/16
Fuel tank to ground	H154	8-1/2		8-13/16	8-1/2
Spare tire well to ground	H155	None			
Minimum running ground clearance	H156	5-7/8		6-3/16	5-7/8

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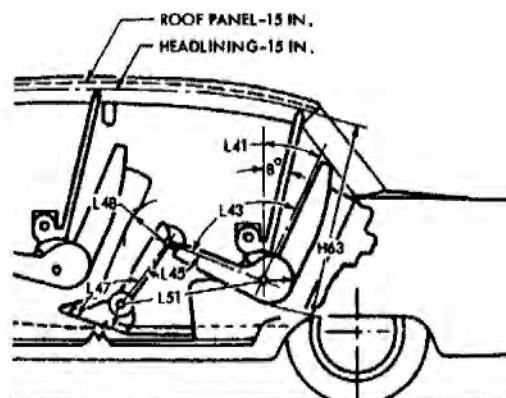
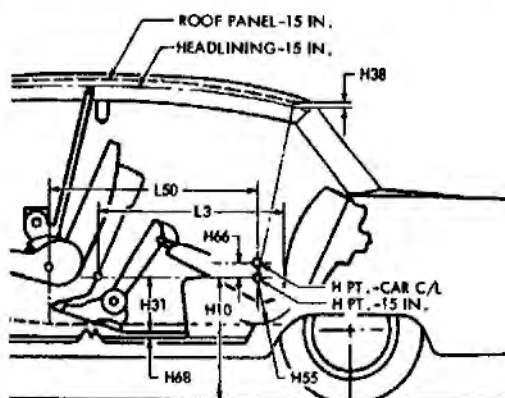
FRONT COMPARTMENT DIMENSIONS



MODEL	Ref. No.	Y, F, J, P & L
H Point to body zero line	L31a	42.56
H Point to ground	H5a	21.43
Effective head room	H61a	43.7
Headlining to roof height	H37	.25
Maximum effective leg room - accelerator	L34a	39.25
H Point to heel point	H30a	8.12
Depressed floor covering thickness	H67a	.18
Back angle	L40a	26°
Hip angle	L42a	90°
Knee angle	L44a	112°
Foot angle	L46a	88°
H Point differential, side to center	H65a	N.A.
H Point to tunnel	H54a	7.12
H Point to accelerator floor point	L53a	32.56
H Point travel	L17a	5.88
H Point rise	H58a	1.31

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REAR COMPARTMENT DIMENSIONS



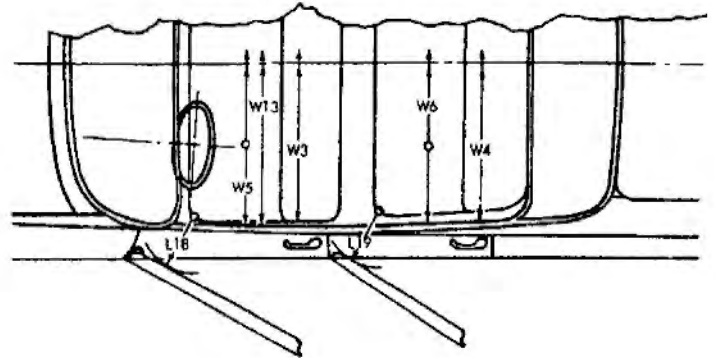
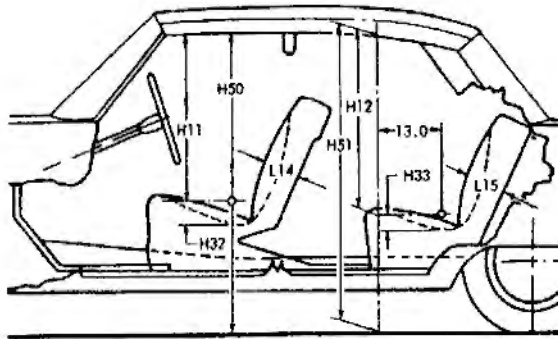
MODEL	Ref. No.	Y	F, J & L	P
H Point couple distance	L50a	36.12		33.84
H Point to ground	H10a	20.75		24.43
Effective head room	H63a	41.9		39.8
Headlining to roof height	H38	.25		.25
Minimum effective leg room	L51a	27.5	23.5	26.12
H Point to heel point	H31a	25.38	21.38	24.93
Depressed floor covering thickness	H68a	.18		.18
Minimum knee room	L48a	8.75	4.75	5.18
Rear compartment room	L3	33.0	29.0	30.38
Back angle	L41a	28° - 30°		26°
Hip angle	L43a	90°		93°
Knee angle	L45a	102°		96°
Foot angle	L47a	137°		125°
H Point differential, side to center	H66a	N.A.		N.A.
H Point to tunnel	H55a	5.62		9.12

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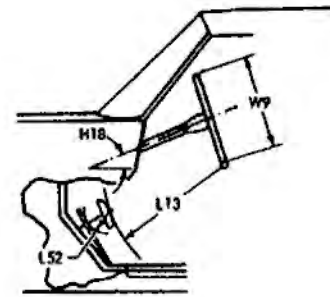
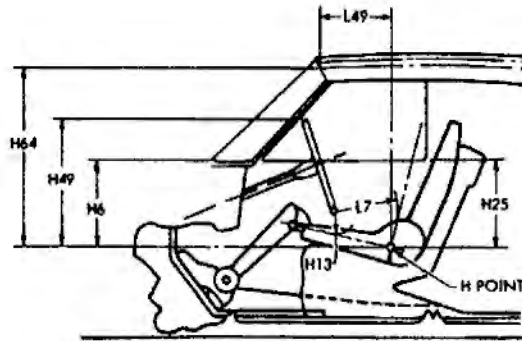
SEAT AND ENTRANCE DIMENSIONS



MODEL	Ref. No.	Y	F & J	L	P	
Shoulder room - front	W3a	54.875				
Hip room - front	W5a	60.2				
Seat width - front	W16a	56		51.75	56	
Upper body opening to ground - front	H50a	52.95		54.5	52.95	
Entrance height - front	H11a	32				
Entrance foot clearance - front	L18	15.5		17	15.5	
Seat cushion deflection - front	H32a	2.88				
Seat back thickness - front	L14	4.6				
Shoulder room - rear	W4a	55		44.0	55	
Hip room - rear	W6a	60		44.0	60	
Upper body opening to ground - rear	H51a	51.98	None		53.125	
Entrance height - rear	H12a	31.5	None		32.0	
Entrance foot clearance - rear	L19	13.5	None		12	
Seat cushion deflection - rear	H33a	2.38				1.81
Seat back thickness - rear	L15	5.12				4.38

MAKE OF CAR Studebaker MODEL YEAR 1963 DATE ISSUED 8-1962 REVISED(•)

VISION AND CONTROL DIMENSIONS



MODEL	Ref. No.	Y, F, J, P & L
H Point to windshield bottom DLO	H6a	18.88
H Point to windshield upper DLO	H64a	31.75
H Point to windshield upper DLO	L49a	18.88
Belt height - front	H25a	16.0
Steering wheel center to centerline of car	W7	14.0
Steering wheel maximum outside diameter	W9	17.0
Steering column angle - horizontal	H18	24° - 30°
H Point to top of steering wheel	H49a	Y, F, J, P - 22.38 L - 22.88
Steering wheel torso clearance	L7a	12.18
Steering wheel thigh clearance	H13a	7.68
Brake pedal knee clearance	L13	24.18
Brake pedal to accelerator	L52a	2.43
Tumble-home	W122a	12°

AMA Specifications – Passenger Car

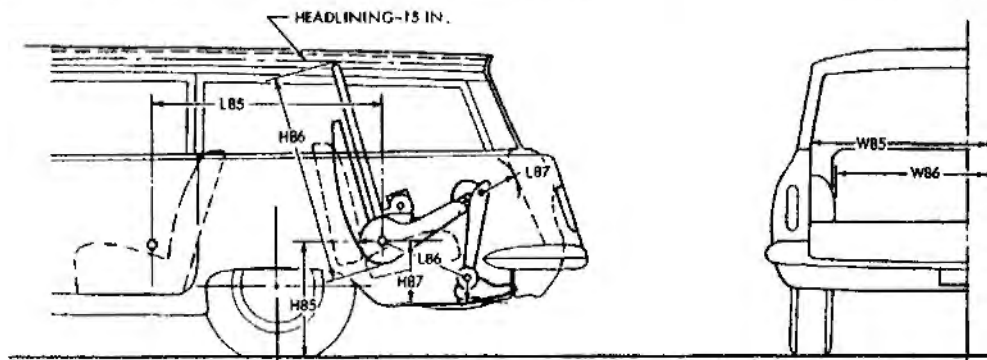
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LUGGAGE COMPARTMENT

MODEL	Ref. No.	Y, F, J	L
Usable luggage capacity (See Instructions)		13.57	11.57
Liftover height*	H301a	22.5	
Position of spare tire storage		Horizontal On Floor	
Method of holding lid open		Torsion Spring	

THIRD SEAT DIMENSIONS



MODEL	Ref. No.	P ONLY
Seat facing direction		Rear
Shoulder room	WB5a	54.0
Hip room	WB6a	42.0
H Point couple distance	LB5a	31.06
H Point to ground	H85a	29.18
Effective head room	H86a	35.5
Effective leg room	L86a	31.38
H Point to heel point	H87a	13.75
Knee room	L87a	5.93
Back angle	L88a	24°
Hip angle	L89a	88°
Knee angle	L90a	74°
Foot angle	L91a	107°

* Vertical dimension from luggage compartment lower opening to ground.

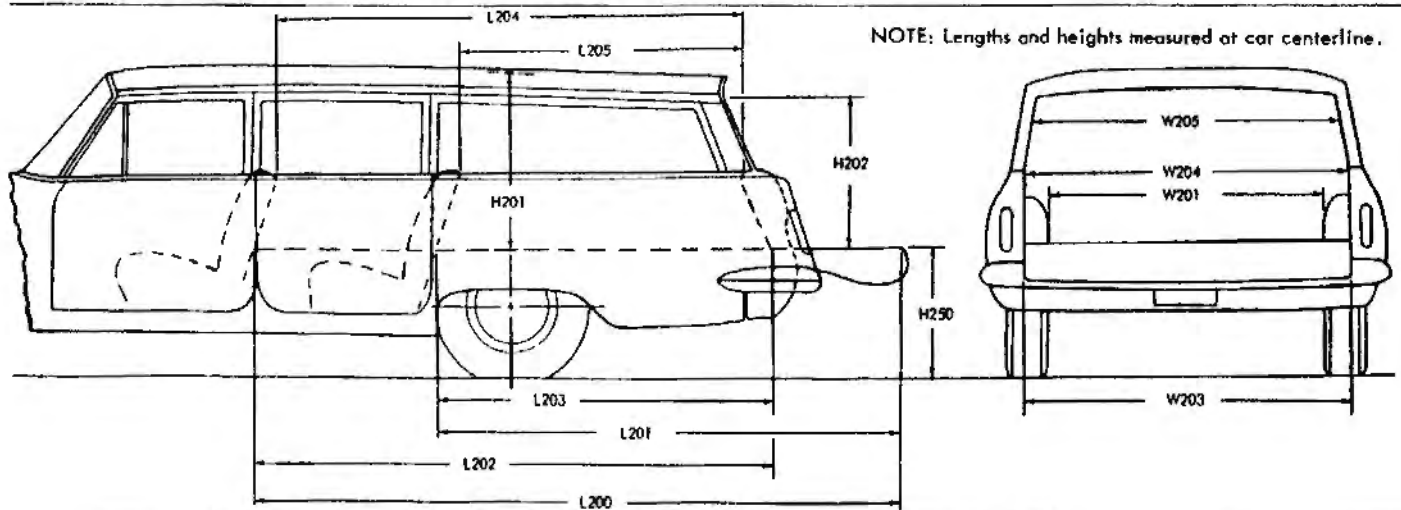
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STATION WAGON—CARGO SPACE DIMENSIONS



MODEL	Ref. No.	P ONLY
Floor length from back of front seat at floor level to end of lowered tail gate or floor	L200	95.562
Floor length from back of second seat at floor level to end of lowered tail gate or floor	L201	74.2
Floor length from back of front seat at floor level to inside of closed tail gate	L202	69.375
Floor length from back of second seat at floor level to inside of closed tail gate	L203	48
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	73.35
Minimum horizontal distance from top rear of second seat back to inside of tail gate at belt	L205	37
Maximum width of cargo space at floor - specify location	W200a	85.575
Minimum distance between wheel houses at floor level	W201	42
Rear end opening width at floor	W203	51
Rear end opening width at belt	W204	46.375
Maximum width of rear opening above belt	W205	43.625
Maximum height - floor covering to headlining at centerline of rear axle	H201	32.125
Maximum height of rear opening - tail and lift gates open	H202	30.25
Platform height from ground to top of tail gate floor covering at rear most edge of tail gate - curb weight	H250	23.37
Rear end closure (e.g., one piece door, hinged left - sliding glass, drop tail gate)		Sliding Glass & Drop Tailgate
Cargo volume index (cu. ft.) W4 x L204 x H201 1728		75 Cu. Ft.

AMA Specifications – Passenger Car

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MODEL 63V Lark

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Front
Type of finish (lacquer, enamel, other)		Enamel
Hood hinge location (front, rear)		Rear
Hood counterbalanced (yes, no)		No
Hood release control (internal, external)		Internal
Vehicle (Serial) No. Location		Left Front Pillar Post
Engine No. Location		Left Front Top Of Block
Theft protection - type		Lock & Key At Front Doors, Ignition & Trunk
Vent window control method (crank, friction pivot)	Front	Friction Pivot
	Rear	----
Seat cushion type	Front	Cone - Coil
	Rear	Cone - Coil
Seat back type	Front	Cone - Coil
	Rear	Cone - Coil
Windshield type (single curved, compound curved, other)		One Piece - Curved
Rear window type (flat, curved, one piece, three piece)		Y, F & J - Curved, One Piece; PL- Flat, One Piece
Side glass type (curved, flat)		Flat
Side glass exposed surface area		Y - 1623.95; F - 1428.32; J, L- 1314.77; P - 2958
Windshield glass exposed surface area		994.37
Backlight glass exposed surface area		L - 862.44; Y, F & J - 990; P - 728
Total glass exposed surface area		Y - 3608.32; F - 3412.69; J - 3299.14; P - 4680.37; L-3171.58

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MAJOR OPTIONAL ITEMS - WEIGHTS

Form Rev. 3-62

DIMENSION DEFINITIONS

- W3a SHOULDER ROOM - FRONT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
- W4a SHOULDER ROOM - REAR. Measured in the same manner as W3a.
- W5a HIP ROOM - FRONT. The lateral dimension through H Point to trimmed surfaces.
- W6a HIP ROOM - REAR. Measured in the same manner as W5a.
- W7 STEERING WHEEL CENTER TO CENTERLINE OF CAR. Measured horizontally from steering wheel center to centerline of car. The point at steering wheel center is located in the surface plane of wheel.
- W9 STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.
- W16a SEAT WIDTH - FRONT. The maximum trimmed width of front seat cushion.
- W85a SHOULDER ROOM - THIRD SEAT. Measured in the same manner as W3a.
- W86a HIP ROOM - THIRD SEAT. Measured in the same manner as W5a.
- W101 TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.
- W102 TREAD - REAR. Measured at centerline of tires at ground.
- W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions.
- W106 FRONT FENDER OVERALL WIDTH. Measured at centerline of front wheels, excluding moldings.
- W107 REAR FENDER OVERALL WIDTH. Measured at centerline of rear wheels, excluding moldings.
- W116 MAXIMUM OVERALL BODY WIDTH. Measured across body, excluding hardware and applied moldings, but including fenders when integral with body.
- W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.
- W120a MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN. Measured with front doors in maximum hold-open position.
- W121a MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN. Measured in same manner as W120a.
- W122a TUMBLE-HOME. The angle from vertical to the front door glass outer surface or the chord of a curved door glass, measured at the front H Point station.
- L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at a height tangent to the top of rear seat cushion.
- L7a STEERING WHEEL TORSO CLEARANCE. The minimum distance from the back edge of steering wheel, in straight-ahead position, to the Torso Line.
- L13 BRAKE PEDAL KNEE CLEARANCE. The minimum dimension from the lower edge of the steering wheel to the brake pedal face centerline.
- L14 SEAT BACK THICKNESS - FRONT. The maximum thickness of the seat back, excluding bolsters.
- L15 SEAT BACK THICKNESS - REAR. Measured in the same manner as L14.
- L17a H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.
- L18 ENTRANCE FOOT CLEARANCE - FRONT. The minimum horizontal dimension between seat and normal line of door or pillar at a height between the sill plate bead and 4.0 inches above the bead. Door should be in the maximum hold-open position.
- L19 ENTRANCE FOOT CLEARANCE - REAR. Measured in the same manner as L18 on four-door models. On two-door styles, the minimum dimension between rear corner of front seat, with front seat back tilted forward, and trimmed lock pillar, built-in quarter armrest panel, or rear seat cushion at a height between the sill plate bead and 4.0 inches above the bead.
- L30 BODY ZERO LINE TO ACTUAL FRONT OF DASH. If actual front of dash is to the rear of Body Zero Line, it is identified by a minus (-) sign.
- L31a H POINT TO BODY ZERO LINE - FRONT. Horizontal dimension.
- L34a MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the right foot on accelerator pedal.
- L40a BACK ANGLE - FRONT. The angle between a vertical line through the H Point and the Torso Line.
- L41a BACK ANGLE - REAR. Measured in the same manner as L40a.
- L42a HIP ANGLE - FRONT. The angle between Torso Line and a line extending from knee pivot center to H Point.
- L43a HIP ANGLE - REAR. Measured in the same manner as L42a.
- L44a KNEE ANGLE - FRONT. The angle between a line from H Point to knee pivot center and a line from the knee pivot center to the ankle pivot center.
- L45a KNEE ANGLE - REAR. Measured in the same manner as L44a.
- L46a FOOT ANGLE - FRONT. The angle between a line extended from the knee pivot center through the ankle pivot center and a line tangent to the sole and heel of manikin bare foot.
- L47a FOOT ANGLE - REAR. Measured in the same manner as L46a.
- L48a MINIMUM KNEE ROOM - REAR. The minimum dimension from the knee pivot center to the back of front seat back.
- L49a H POINT TO WINDSHIELD UPPER DLO. The horizontal dimension from H Point to the point of tangency of horizontal line of vision (described in dimension M64a) with body upper structure.

DIMENSION DEFINITIONS (cont.)

- L50a H POINT COUPLE DISTANCE.** The horizontal dimension from the front seat H Point to the rear seat H Point.
- L51a MINIMUM EFFECTIVE LEG ROOM – REAR.** Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the foot positioned to nearest interference between seat structure and toe, instep or lower leg.
- L52a BRAKE PEDAL TO ACCELERATOR.** The minimum dimension from center of brake pedal face to accelerator. Measured in the side view.
- L53a H POINT TO ACCELERATOR FLOOR POINT.** The horizontal dimension from intersection of accelerator and depressed floor covering to the H Point.
- L85a H POINT COUPLE DISTANCE – THIRD SEAT.** The horizontal dimension from the second seat H Point to the third seat H Point.
- L86a EFFECTIVE LEG ROOM – THIRD SEAT.** Measured in the same manner as L51a. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- L87a KNEE ROOM – THIRD SEAT.** Measured in the same manner as L48a. With rear-facing third seat, dimension is measured to rear closure.
- L88a BACK ANGLE – THIRD SEAT.** Measured in the same manner as L40a.
- L89a HIP ANGLE – THIRD SEAT.** Measured in the same manner as L42a.
- L90a KNEE ANGLE – THIRD SEAT.** Measured in the same manner as L44a.
- L91a FOOT ANGLE – THIRD SEAT.** Measured in the same manner as L46a.
- L101 WHEELBASE.**
- L102 TIRE SIZE.**
- L103 OVERALL LENGTH.** Include bumper guards if standard equipment.
- L104 OVERHANG – FRONT.** Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
- L105 OVERHANG – REAR.** Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
- L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE.** The horizontal dimension from the theoretical intersection of extended windshield glass plane and normal cowl surface to the theoretical intersection of extended back window glass plane and normal deck surface; or in the case of a Fastback roof or Station Wagon, to back glass lower reveal molding, or rubber when molding is not used.
- L127 BODY ZERO LINE TO CENTERLINE OF REAR WHEELS.** A horizontal dimension.
- L128a HOOD LENGTH AT CAR CENTERLINE.** The horizontal dimension from the foremost point on sheet metal hood surface, excluding series identification or ornamentation, to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- L129a DECK LENGTH AT CAR CENTERLINE.** The horizontal dimension from the rearmost point of the body sheet metal (visible above bumper), excluding series identification or ornamentation, to the theoretical intersection of extended back window glass plane and normal deck surface.
- L130a BODY ZERO LINE TO WINDSHIELD COWL POINT.** The horizontal dimension from body zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- H5a H POINT TO GROUND – FRONT.** Vertical dimension.
- H6a H POINT TO WINDSHIELD BOTTOM DLO.** Vertical dimension.
- H10a H POINT TO GROUND – REAR.** Vertical dimension.
- H11a ENTRANCE HEIGHT – FRONT.** The vertical dimension from H Point to upper trimmed body opening.
- H12a ENTRANCE HEIGHT – REAR.** The vertical dimension from H Point to the upper trimmed body opening at a section 13.0 inches forward of the H Point.
- H13a STEERING WHEEL THIGH CLEARANCE.** The minimum dimension from the bottom of steering wheel, in straight-ahead position, to centerline of thigh.
- H18 STEERING COLUMN ANGLE – HORIZONTAL.** The angle the centerline of steering column makes with the horizontal.
- H25a BELT HEIGHT – FRONT.** The vertical dimension from H Point to bottom of side window DLO.
- H30a H POINT TO HEEL POINT – FRONT.** The vertical dimension from the H Point to the manikin accelerator heel point on the depressed floor covering.
- H31a H POINT TO HEEL POINT – REAR.** The vertical dimension from the H Point to the manikin heel point on the depressed floor covering.
- H32a SEAT CUSHION DEFLECTION – FRONT.** The vertical dimension from a point on the undeepressed seat cushion to the depressed seat cushion. Measured at the H Point station.
- H33a SEAT CUSHION DEFLECTION – REAR.** Measured in the same manner as H32a.
- H37 HEADLINING TO ROOF HEIGHT – FRONT.** The dimension from the intersection of the headlining and the extended effective head room line to the roof panel. Measured perpendicularly to the roof panel.
- H38 HEADLINING TO ROOF HEIGHT – REAR.** Measured in the same manner as H37.
- H49a H POINT TO TOP OF STEERING WHEEL.** The vertical dimension from the H Point to top of steering wheel, in straight-ahead position.
- H50a UPPER BODY OPENING TO GROUND – FRONT.** The vertical dimension from a point on the trimmed body opening to the ground. Measured at the H Point station.

DIMENSION DEFINITIONS (cont.)

- H51a UPPER BODY OPENING TO GROUND - REAR.** The vertical dimension from a point on the trimmed body opening to the ground. Measured 13.0 inches forward of the H Point.
- H54a H POINT TO TUNNEL - FRONT.** The minimum dimension from the H Point, at car centerline, to top of tunnel.
- H55a H POINT TO TUNNEL - REAR.** Measured in the same manner as H54a.
- H58a H POINT RISE.** The vertical dimension between the H Point in the most forward and rearward seat positions.
- H61a EFFECTIVE HEAD ROOM - FRONT.** The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.
- H63a EFFECTIVE HEAD ROOM - REAR.** Measured in the same manner as H61a.
- H64a H POINT TO WINDSHIELD UPPER DLO.** Vertical dimension from H Point to highest horizontal line of vision through windshield at 15 inch section.
- H65a H POINT DIFFERENTIAL, SIDE TO CENTER - FRONT.** The vertical dimension from side occupant H Point to center occupant H Point.
- H66a H POINT DIFFERENTIAL, SIDE TO CENTER - REAR.** Measured in the same manner as H65a.
- H67a DEPRESSED FLOOR COVERING THICKNESS - FRONT.** The vertical dimension from manikin accelerator heel point normally to underbody sheet metal immediately below heel point.
- H68a DEPRESSED FLOOR COVERING THICKNESS - REAR.** Measured same as H67a.
- H85a H POINT TO GROUND - THIRD SEAT.** Vertical dimension.
- H86a EFFECTIVE HEAD ROOM - THIRD SEAT.** Measured in the same manner as H61a.
- H87a H POINT TO HEEL POINT - THIRD SEAT.** Measured in the same manner as H31a.
- H101 OVERALL HEIGHT.** Measured with full design load.
- H102 FRONT BUMPER TO GROUND.** Minimum dimension.
- H104 REAR BUMPER TO GROUND.** Minimum dimension.
- H106 ANGLE OF APPROACH.** Minimum angle between ground and a line tangent to arc of front tire static loaded radius and touching the limiting point of interference on front bumper, bumper guard, or gravel deflector.
- H107 ANGLE OF DEPARTURE.** Minimum angle between ground and a line tangent to arc of rear tire static loaded radius and touching the limiting point of interference on rear bumper, bumper guard, gravel deflector, tail pipe, fender or other interfering structure.
- H111 ROCKER PANEL TO GROUND - REAR.** The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at front of rear wheel opening.
- H112a ROCKER PANEL TO GROUND - FRONT.** The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at foremost point of rocker panel.
- H114 HOOD AT REAR TO GROUND.** Measured from hood opening line on shroud, exclusive of moldings.
- H115 STEP HEIGHT - FRONT (DESIGN LOAD).** The vertical dimension from top of sill plate bead, at C/L of front door sill plate, to ground.
- H116 STEP HEIGHT - REAR (DESIGN LOAD).** Measured in same manner as dimension H115.
- H122 WINDSHIELD SLOPE ANGLE.** The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.
- H130 STEP HEIGHT - FRONT (CURB LOAD).** The vertical dimension from top of sill plate, at C/L of front door sill plate, to ground.
- H131 STEP HEIGHT - REAR (CURB LOAD).** Measured in same manner as H130.
- H132 BOTTOM OF DOOR TO GROUND, OPEN - FRONT.** Measured from bottom outside corner of door with door in maximum hold-open position.
- H133 BOTTOM OF DOOR TO GROUND, CLOSED - FRONT.** Same point on door as H132 dimension, with door closed.
- H134 BOTTOM OF DOOR TO GROUND, OPEN - REAR.** Measured in same manner as H132.
- H135 BOTTOM OF DOOR TO GROUND, CLOSED - REAR.** Measured in same manner as H133.
- H136a BODY ZERO TO GROUND - FRONT.** A vertical dimension measured at front wheel centerline.
- H137a BODY ZERO TO GROUND - REAR.** A vertical dimension measured at rear wheel centerline.
- H147 RAMP BREAKOVER ANGLE.** Supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.
- H148 FRONT SUSPENSION TO GROUND.** Minimum clearance measured from lower control arm inner shaft or lowest point on the car centerline.
- H149 OIL PAN TO GROUND.** Minimum clearance measured from sheet metal or drain plug.
- H150 FLYWHEEL/CONVERTER HOUSING AND TRANSMISSION ASSEMBLY TO GROUND.** Minimum clearance.
- H151 FRAME STRUCTURE TO GROUND.** Minimum clearance measured approximately midway between front and rear axles. In this measurement, cross bars and X-members shall be considered part of frame.
- H152 EXHAUST SYSTEM TO GROUND.** Minimum clearance. Specify location.
- H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND.** Minimum clearance.
- H154 FUEL TANK TO GROUND.** Minimum clearance measured from sheet metal or drain plug, but excluding supports or straps.
- H155 SPARE TIRE WELL TO GROUND.** Minimum clearance.
- H156 MINIMUM RUNNING GROUND CLEARANCE.** Location of measurement on the car is to be clearly recorded.

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