



1955 CORVETTE

Production: 700 roadsters

1955 NUMBERS

Vehicle: VE55S001001 through VE55S001700

• For six-cylinder models, "V" is omitted.

Suffix: FG: 265ci, 195hp, at YG: 235ci, 155hp, at (6-cyl)
GR: 265ci, 195hp, mt

Block: 3703524: 265ci, 195hp 3835911: 235ci, 155hp (6-cyl)

Head: 3703523: 265ci, 195hp 3836241: 235ci, 155hp (6-cyl)

Carburetor: Carter 2066SA #3706989: 235ci, 155hp (6-cyl)
Carter 2218S #3717687: 265ci, 195hp, fd
Carter 2351S #3724158: 265ci, 195hp, sd

Distributor: 1110847: 265ci, 195hp, without vacuum advance
1110855: 265ci, 195hp, with vacuum advance
1112314: 235ci, 155hp (6-cyl)

Generator: 1102025: 265ci, 195hp 1102793: 235ci, 155hp (6-cyl)

Starter: 1107627: 265ci, 195hp, fd 1108035: 235ci, 155hp (6-cyl)
1107645: 265ci, 195hp, sd

Ending Vehicle: Jan 55: 001027 May 55: 001300 Sep 55: 001599
Feb 55: 001110 Jun 55: 001389 Oct 55: 001634
Mar 55: 001150 Jul 55: 001489 Nov 55: 001688
Apr 55: 001200 Aug 55: 001555 Dec 55: 001700

Abbreviations: at=automatic transmission, ci=cubic inch, fd=first design, hp=horsepower, mt=manual transmission, sd=second design.

1955 FACTS

- Outward appearance of the 1955 Corvette nearly duplicated the previous two years, but the big news was the V8 engine under the Corvette's hood. The new 265ci engine that debuted in 1955 Chevrolet passenger cars also found its way into the Corvette. But not all 1955 Corvettes were V8-powered, as a small number of six-cylinder models were also built.
- Electrical systems were changed to 12-volt in 1955 Corvette models, except for the six-cylinder models which continued to use the 6-volt systems common to 1953-54.
- Corvettes with V8s in 1955 were identified by an enlarged gold "V" attached over the small "v" in the Chevrolet script on both front fenders. Also, the vehicle identification number (vin) for V8 models started with a "V." Six-cylinder models had standard scripts and no "V" in their vins.
- Corvette production of 700 in 1955 was second only to 1953 in low annual volume. Poor public acceptance the previous year resulted in over 1,100 unsold 1954 models at the start of 1955 production. Despite the low production, 1955 remains one of the most mysterious Corvette models in terms of accurate documentation.
- Ignition shielding for 1955 consisted of chrome distributor and coil covers with bails, braided and grounded plug wires, and wire carriers behind the exhaust manifolds.
- A manual heater cutoff valve was spliced into the upper heater hose along the inner fender.
- Windshield washer activation was by floor pedal with coordinator.
- Valve covers for V8 models were chrome plated with the Chevrolet script. They were held in place by phillips-head screws. The six-cylinder model valve covers duplicated 1954.
- Shortly after 1955 production began, a new type inside rearview mirror was used which permitted vertical adjustment of the entire mirror unit.

1955 OPTIONS

CODE	DESCRIPTION	QTY	RETAIL \$
2934-6	Base Corvette Convertible, six-cylinder	—	\$2,774.00
2934-8	Base Corvette Convertible, V8	—	2,909.00
100	Directional Signal	700	16.75
101	Heater	700	91.40
102A	AM Radio, signal seeking	700	145.15
290B	Whitewall Tires, 6.70x15	—	26.90
313	Powerglide Automatic Transmission	—	178.35
420A	Parking Brake Alarm	700	5.65
421A	Courtesy Lights	700	4.05
422A	Windshield Washers	700	11.85

- A 235ci, 155hp six-cylinder engine, 3-speed manual transmission, vinyl interior trim, and a soft top were included in the base price of #2934-6. However, the Powerglide automatic transmission was a required option and no 1955 Corvette with the combination of six-cylinder and manual transmission has ever been documented.

- A 265ci, 195hp V8 engine, 3-speed manual transmission, vinyl interior trim, and a soft top were included in the base price of #2934-8. The Powerglide automatic transmission was a required option with the V8 engine until somewhere past the midpoint of 1955 production when the manual transmission started to be used.

- Most 1955 models had automatic transmissions. Estimates place the number of manual transmissions at 75. Though not necessarily accurate, available records do support a total in the range of 70 to 80 units.

- It is likely that most 1955 options were not really optional, but required. Exceptions may surface, but the list of probable 100% usage includes directional signals, heaters, radios, parking brake alarms, courtesy lamps and windshield washers.

- The 1955 heater was a non-fresh air unit; that is, it recirculated interior cabin air only. The heater itself was the same for six-cylinder and V8 models, except for modifications in the blower motors required by the different voltages of the two models.

- Auxiliary hardtops were not available for 1955 models as factory options or as Chevrolet-sponsored dealer accessories. However, aftermarket companies manufactured removable hardtops for 1955 (and 1953-54) Corvettes and some Chevrolet dealers sold them.

- Corvette tires changed from tube-type to tubeless during 1954, so it is likely, but not certain, that all 1955 models had tubeless tires.

1955 COLORS

CODE	EXTERIOR	QTY(est)	SOFT TOP	WHEELS	INTERIOR
567	Polo White	325	White/Beige	Red	Red
570	Pennant Blue	45	Beige	Red	Dark Beige
573	Corvette Copper ..	15	White	Bronze	Dark Beige
596	Gypsy Red	180	White/Beige	Red	Light Beige
632	Harvest Gold	120	Dark Green	Yellow	Yellow

- Exterior color quantities are not from Chevrolet records. These are estimates based on surveys, theories, and other data. They should not be relied upon as precise.

- Interiors and exteriors were not coded to individual cars. Only 700 were produced, yet no Chevrolet records have been found to document color usage. The exterior colors are subject to question and conjecture. Records do show Pennant Blue was discontinued in April 1955. Gypsy Red and Corvette Copper are thought to have been offered after Pennant Blue was discontinued. Owners report other color combinations.

- Early 1955 soft tops were made of a canvas material. A vinyl-coated fabric material was introduced after production started. Both materials were used for beige and green soft tops, but all white soft tops were vinyl. Owner surveys have not determined an exact transition from one soft top material to another. Concurrent use was likely.

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AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR: CHEVROLET	MODEL NAME	SYMBOL
COMPANY: CHEVROLET DIVISION GENERAL MOTORS CORP. GENERAL MOTORS BLDG. DETROIT 2, MICHIGAN	CORVETTE 2934	
MODEL YEAR: 1955	DATE May 31, 1955	PLEASE RETURN TO PRODUCT INFORMATION FILE ROOM 3-312

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- NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
 2. All specifications are standard for the models under which they are listed unless otherwise indicated.
 3. All dimensions are nominal engineering dimensions unless otherwise indicated.
 4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

GENERAL SPECIFICATIONS

Model	Six Cylinder	Eight Cylinder	
Wheelbase	102		
Tread	Front	56.70	
	Rear	58.80	
Maximum Overall Dimensions	Length (L-103)	167.00	
	Width (W-103)	72.21	
	Height (H-101)	48.50 Over W/S (Top Down)	
Steering ratio—overall	16:1		
Turning diameter (curb to curb)	Right—36.55; Left 36.93		
Shipping weight* (a)	2695 Lbs.	2665 Lbs.	
Transmission— (Specify standard, optional, not avail.)	Conventional	N.A.	
	Overdrive	N.A.	
	Automatic	Standard	
Axle ratio	Conventional	N.A.	
	Overdrive	N.A.	
	Automatic	3.55:1	
Tire size	6.70-15-1/2 Ply Rating		
Engine	Type	In Line	Vee
	No. of cylinders	6	8
	Valve arrangement	In Head	
	Bore and stroke	3-9/16 x 3-15/16	3-3/4 x 3
	Piston displacement, cu. in.	235.5	265
	Standard compression ratio	8.0:1	
	Maximum bhp at engine rpm	155 @ 4200	195 @ 5000
	Maximum torque at rpm	225 @ 2800	260 @ 3000

*Standard car weight, not including gas and water.

(a) Without Radio and Heater

ORIGINAL

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL <u>CORVETTE</u>	<u>Six Cylinder</u>	<u>Eight Cylinder</u>
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ENGINE—GENERAL

Type	V, In-line, other		In Line	V
	Angle of V		---	90°
No. of cylinders			6	8
Valve arrangement			In Head	
Bore and stroke			3-9/16 x 3-15/16	3-3/4 x 3
Piston displacement, cu. in.			235.5	265
Numbering system (front to rear)	L. Bank		---	1-3-5-7
	R. Bank		---	2-4-6-8
Firing order			1-5-3-6-2-4	1-8-4-3-6-5-7-2
Compression ratio	Standard Head		8.0:1	
	Optional Head		N.A.	
Cylinders	Head Material	Standard	Cast Alloy Iron	
		Optional	N.A.	
	Sleeve—Wet, dry, other, none		None	
Number of mounting points	Front		2	
	Rear		2	
Taxable horsepower	(Dia. ² x No. Cyl.) 2.5		30.4	45
Advertised max. brake horsepower at engine RPM*	Standard head		155 @ 4200	195 @ 5000
	Optional head		---	
	With fuel (Octane and method)	Standard Head	80-85	85-90
		Optional Head	---	
Max. torque (lb. ft. @ RPM)	Standard head		225 @ 2800	260 @ 3000
	Optional head		---	
Recommended idle speed (neutral)			425 In Drive	

ENGINE—PISTONS

Material			Cast Aluminum Alloy with Steel Struts	
Description and finish			Cam Ground, Tin Coated Controlled Expansion, Flat Head.	Cam Ground, Tin Coated Controlled Expansion, Flat Head, Slipper Type Skirt
Weight (piston only) oz.			18.88	18.77
Clearance	Top land		.028-.036	.035-.042
	Skirt	Top	.0005-.0011 (a) .0005-.0011 (b)	
		Bottom		
Ring groove depth	No. 1 ring		.1985-.2045	.2118-.2178
	No. 2 ring		.1985-.2045	.2118-.2178
	No. 3 ring		.1985-.2045	.2041-.2105
	No. 4 ring		None	

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Dynamometer Exhaust, water pump, no fan, generator (not charging)

- (a) Measured 1.29 inches from top of piston
- (b) Measured 2.44 inches from top of piston
- (c) Measured with respect to cylinder wall

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL <u>CORVETTE</u>	<u>Six Cylinder</u>	<u>Eight Cylinder</u>
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ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.	(a)	(d)
	No. 2 oil or comp.	(b)	(e)
	No. 3 oil or comp.	(c)	(b)
	No. 4 oil or comp.	None	
No. rings above piston pin		3	
Compression	Material	Cast Alloy Iron	
	Coating	Top Ring - Chrome Plated Bottom Ring - Wear Resistant Coating	
	Width	.0930-.0935	.077-.078
	Gap	.007-.017	Upper-.008-.016; Lower-.009-.018
	Maximum wall thickness	.178	Upper-.179; Lower-.187
Oil	Material	Steel	
	Coating	Chrome Plated O.D.	
	Width	.180-.185	.181-.188
	Gap	.015-.035	.015-.055
	Maximum wall thickness	.138 (Rails)	.168 (Rails)
Location of expanders		Oil Ring	None

ENGINE—PISTON PINS

Material		Chromium Steel (File Hard Case)	
Length		3.168-3.198	3.110-3.130
Diameter		.8660-.8665	.9270-.9273
Type	Locked in rod, in piston, floating, etc.	Clamped in Rod	Pressed in Rod
	Bushing	None	
	In rod or piston		
	Material		
Clearance	In piston	.00015-.00025	.00011-.00029
	In rod	None	
Direction offset in piston		Major Thrust Side	

ENGINE—CONNECTING RODS

Material		Drop Forged Steel	
Weight (oz.)		31.70	19.02
Length (center to center)		6.8125	5.700
Bearing	Material	Steel Backed Babbitt	
	Type (cast-in or removable)	Removable	
	Effective length	1.008	.817
	Clearance	.0007-.0028	
	End play	.005-.010	.008-.011 (2 Rods)

ENGINE—CRANKSHAFT

Material		Drop Forged Steel	
Weight (lb.)		80.00	17.75

- (a) Thick Wall - Inside Bevel - Chrome Plated
- (b) Thick Wall - Inside Bevel or Counterbore
- (c) Three Piece with Expander (2 Chrome Plated Rails)
- (d) Thick Wall - Inside Bevel - Taper Face - Chrome Plated
- (e) Thick Wall - Inside Bevel or Counterbore - Taper Face
- (f) Multi-Piece (2 Chrome Plated Rails with Spacer)

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ENGINE—CRANKSHAFT (cont.)

Vibration damper type		Oscillating (Rubber Floating)		
End thrust taken by bearing (No.)		3	5	
Crankshaft end play		.0035-.0095	.002-.006	
Main bearing	Material	Steel Backed Babbitt		
	Type (cast-in or removable)	Removable		
	Clearance	.0004-.0025	.0008-.0034	
	Journal dia. and bearing effective length	No. 1	2.6810 x 1.063	2.2983 x .702
		No. 2	2.7150 x .907	2.2983 x .702
		No. 3	2.7160 x .968	2.2983 x .702
		No. 4	2.7770 x 1.189	2.2983 x .702
		No. 5	---	2.2983 x 1.160
No. 6		---	---	
No. 7		---	---	
Direction offset from cyl. bore		None		
Connecting rod crankpin journal diameter		2.3115	1.9995	

ENGINE—CAMSHAFT

Material		Cast Alloy Iron		
Bearings	Material	Steel Backed Babbitt		
	Number	4	5	
	Gear or chain	Gear	Chain & Sprocket	
Type of drive	Crankshaft gear or sprocket material		Steel	
	Camshaft gear or sprocket material		Aluminum Alloy	
	Timing chain	Make	None	Link Belt
		No. of links	---	46
		Width	---	.875
		Pitch	---	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		No	
Special provision for valve rotation (intake, exhaust)		None	
Rocker ratio		1.477:1	1.455:1
Operating tappet clearance (indicate hot or cold)	Intake	.006 Hot	.008 Hot
	Exhaust	.013 Hot	.018 Hot
Tappet clearance for timing	Intake	---	
	Exhaust	Zero	
Timing marks on fly-wheel, damper, other		Flywheel	Damper

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	190 30'	210 30'	
		Closes (°ABC)	440 30'	630 30'	
	Exhaust	Opens (°BBC)	590	620 30'	
		Closes (°ATC)	50	230 30'	
Intake	Material		Silicon Chromium or Nickel Chromium Steel		
	Overall length		6.376-6.396	4.902-4.922	
	Actual overall head dia.		1.875	1.720	
	Angle of seat		30° Valve Face - 31° in Head	45° Valve Face - 46° in Head	
	Seat insert material		None		
	Stem diameter		.3410-.3417	.3415-.3422	
	Stem to guide clearance		.0010-.0027		
	Lift		.4051	.4043	
	Outer spring press. and length	Valve closed (lb. @ in.)	66-72 @ 1.858	65-72 @ 1.696	
		Valve open (lb. @ in.)	150-160 @ 1.462	151-161 @ 1.306	
	Inner spring press. and length	Valve closed (lb. @ in.)	27-31 @ 1.788	---	
		Valve open (lb. @ in.)	55-61 @ 1.392	---	
	Exhaust	Material		Silchrome XCR Steel	Silchrome XCR Steel- Aluminum Dipped Seats
		Overall length		4.913-4.933	
Actual overall head dia.		1.500			
Angle of seat		45° Valve Face - 46° in Head			
Seat insert material		None			
Stem diameter		.3410-.3417			
Stem to guide clearance		.0010-.0027			
Lift		.4143	.4136		
Outer spring press. and length		Valve closed (lb. @ in.)	66-72 @ 1.858	65-72 @ 1.696	
		Valve open (lb. @ in.)	150-160 @ 1.462	151-161 @ 1.306	
Inner spring press. and length	Valve closed (lb. @ in.)	27-31 @ 1.788	---		
	Valve open (lb. @ in.)	55-61 @ 1.392	---		

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure		
	Connecting rods	Pressure		
	Piston pins	Sprayed from Connecting Rod Journal Boss		
	Camshaft bearings	Pressure		
	Tappets	Metered Pressure		
	Timing gear or chain	Nozzle	Pressure	
	Cylinder walls	Pressure Jet		

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MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. @ rpm)	30 PSI @ 1170-1200 RPM	
Oil pressure gage type (electric or mechanical)	Electric	
Type oil intake (floating, stationary)	Floating	
Oil filter type (full flow, partial flow)	None	
Capacity of crankcase, less filter—refill (qt.)	5	4
Oil grade recommended (SAE viscosity and temperature range)	Not Lower than 32° F As Low as 10° F As Low as Minus 10° F Below Minus 10° F	SAE 20W or SAE 20 SAE 20W SAE 10W SAE 5W
Oil type recommended	Heavy Duty	

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head	See Fuel Octane Information on Page 2		
	Optional head	None		
Fuel Tank	Capacity (gals.)	17.25		
	Filler Location	Rear of Driver's Door on Body L.H. Side		
Fuel Filter	Type	None		
	Location	---		
Fuel pump	Type (elec. or mech.)	Mechanical		
	Location	R.H. Side Near Front of Block		
	Pressure range	3 1/2-4 1/2	4-5 1/4	
	Vacuum booster (std., optl., none)	None		
Carburetor	Make	Carter		
	Model number	3706989	WCER 2218S	
	Number used	3	1	
	Type	Downdraft, side inlet, other	Side Draft	Downdraft
		Single or dual	Single	Dual
		Intake manifold heat control (manual, auto., none)	None	Automatic
		Automatic choke type (integral, other)	Manual	Integral
	Air cleaner type	Standard	Air Inlet Extension & Screen	Oil Wetted
Optional		None		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual	
Muffler type (rev. flow, str. thru, sep. resonator)	Reverse Flow	Straight Through
Exhaust pipe dia.	Branch	---
	Main	1.75" O.D.
Tail pipe diameter	1.69" O.D. (a)	1.81 O.D. (a)

(a) Stainless steel tail pipe extension added to end of tail pipe.

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)		Pressure		
Radiator cap relief valve press.		(a)	6 1/4-7 1/2 PSI	
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at			
Water pump	Type (centrifugal, other)	Centrifugal		
	Number of pumps	1		
	Drive (V-belt, other)	V-Belt		
	Bearing type	Permanently Lubricated, Double Row Ball Bearing		
By-pass recirculation type (internal, external)		Internal		
Radiator core type (cellular, tube and fin)		Cellular		
Cooling system capacity	With heater (qt.)	18.25	17	
	Without heater (qt.)	17.75	16	
Water jackets full length of cylinder (yes, no)		Full Stroke Length		
Water all around cylinder (yes, no)		Yes		
Radiator hose	Lower	Number and type (molded, straight)	2-Molded	1-Molded
		Inside diameter and length	1-1/2 x 6-3/4	1-3/4 x 15
	Upper	Number and type (molded, straight)	2-1-Molded 1-Straight	1-Moldec
		Inside diameter and length	Molded-1-1/4 x 12-1/2 Straight-1-1/4 x 10-1/2	1-1/2 x 16.50
	By-pass	Number and type (molded, straight)	None	
		Inside diameter and length	---	
Drive belts	Fan	Number used	1	
		Angle of V	37°-1/4°	
		Outside length	40"	54-3/4"
		Width	3/8	
	Generator	Angle of V	Same as Fan Belt	
		Outside length	---	
Fan	Number of blades and spacing		4 Staggered	
	Diameter		18	17
	Ratio—fan to crankshaft revolutions		.904:1	.949:1
	Bearing type		Water Pump Bearing	

(a) Auxiliary Tank Relief Valve Pressure 3 1/2-4 1/2 Lbs. PSI

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MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—SUPPLY SYSTEM

Battery			<u>Delco 15AA6-W</u>	<u>Delco 25M50-W</u>
			<u>6 Volt-15 Plate</u>	<u>12 Volt-9 Plate</u>
	Location		<u>TM, 100 AMP Hrs. @ 20 Hr. Rate None, 50 AMP Hrs. @ 20 Hr. Rate</u>	
		<u>Under Hood, Right Side</u>		
		<u>Negative</u>		
Generator	Terminal grounded		<u>Negative</u>	
	Make		<u>Delco-Remy</u>	
	Model		<u>1102793</u>	<u>1102025</u>
	Type		<u>2 Brush, Shunt Wound</u>	
Ratio—Gen. to Cr/s rev.		<u>2.05:1</u>	<u>2.00:1</u>	
Regulator	Make		<u>Delco-Remy</u>	
	Model		<u>1118827</u>	<u>1118826</u>
	Type		<u>Current and Voltage Control</u>	
	Cutout relay	Closing voltage @ generator rpm	<u>6.4 @ 1200</u>	<u>12.8 @ 1250</u>
		Reverse current to open	<u>---</u>	
	Regulated	Voltage	<u>7.4</u>	<u>14.5</u>
		Current	<u>45</u>	<u>30</u>
	Min. Gen. rpm required		<u>(For Max. Output) 2250</u>	<u>(For Max. Output) 1930</u>
Voltage test conditions	Temperature	<u>Operating (Run Gen. 15 Min. @ 8-10 Amps. Before Testing)</u>		
	Load	<u>8-10 Amps.</u>	<u>10 Amps. Max.</u>	
	Other	<u>---</u>		

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		<u>Delco-Remy</u>	
	Model		<u>1108035</u>	<u>1107627</u>
	Rotation (drive end view)		<u>Clockwise</u>	
	Engine cranking speed		<u>N.A.</u>	
	Test conditions		<u>Engine at Operating Temperature</u>	
	Lock test	Amps	<u>600</u>	<u>415</u>
		Volts	<u>3.0</u>	<u>5.8</u>
		Torque (lb. ft.)	<u>14</u>	<u>12.7</u>
No load test	Amps	<u>70</u>	<u>65</u>	
	Volts	<u>5.0</u>	<u>10.4</u>	
	RPM (min.)	<u>5000</u>	<u>7900</u>	
Motor control	Switch (solenoid, manual)		<u>Solenoid</u>	
	Starting procedure		<u>Place Selector Lever in "PARK" or "NEUTRAL"</u>	
			<u>Pull Choke Knob out Part Way</u>	<u>Depress Accelerator Pedal to Floor to Set Auto. Choke</u>
			<u>or all way Depending on Climate</u>	
		<u>Turn Ignition Key to Extreme Right Position to Start Engine</u>		

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Positive Shift Solenoid	
	Pinion meshes (front, rear)		Front	
	Number of teeth	Pinion	9	
		Flywheel	139	168
	Flywheel tooth face width		.500	.485

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy	
	Model		1115394	1115086
	Amps	Engine stopped	5.4	4
		Engine idling	3.0	1.75
Distributor	Make		Delco-Remy	
	Model		1112314	1110855
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	300	
		Centr. advance max. deg. @ rpm	13° @ 1750	16° @ 1800
		Vacuum advance start (in. Hg.)	5.0	6.0
		Vac. adv. (max. deg. @ in. Hg.)	15° @ 9 In. Hg.	13-3/4° @ 15 In. Hg.
	Breaker gap (in.)		.013-.018	.016-.021
	Cam angle (deg.)		26-33	
	Breaker arm tension (oz.)		19-23	
	Timing	C/S deg. @ rpm		T.C. @ Idle
Mark location		Flywheel	Damper	
Cylinder numbering system (see page 2)		Front to Rear	Left Bank 1-3-5-7 Right Bank 2-4-6-8	
Firing order (see page 2)		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Spark plug	Make and model		AC 43-5	AC 43-5R
	Thread (mm)		14MM	
	Tightening torque (lb. ft.)		20-25	
	Gap		.033-.038	
Cable	Conductor type		Linen Core Impregnated with an Electrical Conducting Matl.	
	Insulation type		Rubber with Neoprene Jacket	
	Spark plug protector		Neoprene Jacket	

ELECTRICAL—SUPPRESSION

Description	Non Metallic High Tension Cables
-------------	----------------------------------

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Make</td> <td>AC See Note (a)</td> </tr> <tr> <td>Trip odometer (yes, no)</td> <td>No</td> </tr> </table>	Make	AC See Note (a)	Trip odometer (yes, no)	No				
Make	AC See Note (a)								
Trip odometer (yes, no)	No								
Charge indicator—type	Ammeter								
Temperature indicator—type	Bourdon Tube								
Oil pressure indicator—type	Bourdon Tube								
Fuel indicator—type	Electric								
Ignition switch	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Identify positions in order and circuits controlled</td> <td> Vertical - Off, Unlocked. Counter Clockwise - Off, Locked 1st Position Clockwise from Vert. - Ignition and Acc. "On" 2nd Position Clockwise from Vert. - Ignition, Accessories and Starter "On" with Spring (Key Removable in all Positions) Return to 1st Position </td> </tr> <tr> <td>Provision for illumination</td> <td>Yes, Bulb at Switch</td> </tr> <tr> <td>Location</td> <td>On Instrument Panel - Right of Steering Column</td> </tr> <tr> <td>Theft protection type</td> <td>None</td> </tr> </table>	Identify positions in order and circuits controlled	Vertical - Off, Unlocked. Counter Clockwise - Off, Locked 1st Position Clockwise from Vert. - Ignition and Acc. "On" 2nd Position Clockwise from Vert. - Ignition, Accessories and Starter "On" with Spring (Key Removable in all Positions) Return to 1st Position	Provision for illumination	Yes, Bulb at Switch	Location	On Instrument Panel - Right of Steering Column	Theft protection type	None
	Identify positions in order and circuits controlled	Vertical - Off, Unlocked. Counter Clockwise - Off, Locked 1st Position Clockwise from Vert. - Ignition and Acc. "On" 2nd Position Clockwise from Vert. - Ignition, Accessories and Starter "On" with Spring (Key Removable in all Positions) Return to 1st Position							
	Provision for illumination	Yes, Bulb at Switch							
	Location	On Instrument Panel - Right of Steering Column							
Theft protection type	None								
Main lighting switch	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Identify positions and lights controlled</td> <td> Depressed - Off 1st. Notch - Instrument Panel Lights, Parking Lights 2nd. Notch - Instrument Panel Lights, Driving Lights Rotate - Clockwise to Dim and Turn off Instrument Panel Lights Counter Clockwise to Turn on and brighten Panel Lights </td> </tr> </table>	Identify positions and lights controlled	Depressed - Off 1st. Notch - Instrument Panel Lights, Parking Lights 2nd. Notch - Instrument Panel Lights, Driving Lights Rotate - Clockwise to Dim and Turn off Instrument Panel Lights Counter Clockwise to Turn on and brighten Panel Lights						
	Identify positions and lights controlled	Depressed - Off 1st. Notch - Instrument Panel Lights, Parking Lights 2nd. Notch - Instrument Panel Lights, Driving Lights Rotate - Clockwise to Dim and Turn off Instrument Panel Lights Counter Clockwise to Turn on and brighten Panel Lights							
	Other light switches	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Locations and lamps controlled</td> <td> Left Hand Toe Board - High and Low Beam Driving Lights Parking Brake Handle On - Light On, Released Light Out Parking Brake Alarm Light Switch on Parking Brake Lever Housing at Rear of Instrument Panel Front Compartment Courtesy Lamp Switch in Door Hinge Pillars Door Open - Light On, Door Closed - Light Out Directional Signal Switch in Hub of Steering Mast Jacket </td> </tr> </table>	Locations and lamps controlled	Left Hand Toe Board - High and Low Beam Driving Lights Parking Brake Handle On - Light On, Released Light Out Parking Brake Alarm Light Switch on Parking Brake Lever Housing at Rear of Instrument Panel Front Compartment Courtesy Lamp Switch in Door Hinge Pillars Door Open - Light On, Door Closed - Light Out Directional Signal Switch in Hub of Steering Mast Jacket					
		Locations and lamps controlled	Left Hand Toe Board - High and Low Beam Driving Lights Parking Brake Handle On - Light On, Released Light Out Parking Brake Alarm Light Switch on Parking Brake Lever Housing at Rear of Instrument Panel Front Compartment Courtesy Lamp Switch in Door Hinge Pillars Door Open - Light On, Door Closed - Light Out Directional Signal Switch in Hub of Steering Mast Jacket						
Other switches		---							
Windshield wiper	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Make</td> <td>Trico</td> </tr> <tr> <td>Type</td> <td>Vacuum</td> </tr> <tr> <td>Vacuum booster provision</td> <td>Standard</td> </tr> <tr> <td>Washer provision</td> <td>Dealer Installed Accessory</td> </tr> </table>	Make	Trico	Type	Vacuum	Vacuum booster provision	Standard	Washer provision	Dealer Installed Accessory
	Make	Trico							
	Type	Vacuum							
	Vacuum booster provision	Standard							
Washer provision	Dealer Installed Accessory								
Horn	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Type</td> <td>Vibrator</td> </tr> <tr> <td>Number used</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Amp draw (each)</td> <td>High 17-19-Low 19-21 High 9, Low 10</td> </tr> </table>	Type	Vibrator	Number used	2	Amp draw (each)	High 17-19-Low 19-21 High 9, Low 10		
	Type	Vibrator							
	Number used	2							
Amp draw (each)	High 17-19-Low 19-21 High 9, Low 10								

(a) AC Tachometer with Totalizer

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030. Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp		2-2400CC	2-4400
Headlamp beam indicator		1-51	1-53
Parking light		3CP Filament of 115 $\frac{1}{2}$ Bulb	4CP Filament of 103 $\frac{1}{2}$ Bulb
Tail light		3CP Filament of 115 $\frac{1}{2}$ Bulb	4CP Filament of 103 $\frac{1}{2}$ Bulb
Stop light		21CP Filament of 115 $\frac{1}{2}$ Bulb	32CP Filament of 103 $\frac{1}{2}$ Bulb
Direction indicator	Front	21CP Filament of Parking Lamp	32CP Filament of Parking Lamp
	Rear	21CP Filament of Tail Lamp	32CP Filament of Tail Lamp
	Tail-Tale	2-51	2-53
License plate light		2-63	2-67
Instrument light		4-55	4-57
Ignition lock light		1-51	1-53
Map light		N.A.	N.A.
Dome light		N.A.	N.A.
Clock light		1-55	1-57
Radio dial light		1-44	1-57
Glove compartment light		N.A.	N.A.
Courtesy light		2-82 *	2-89 *
Trunk compartment light		N.A.	N.A.
Other			
Cigarette Lighter		1-51	1-53
Parking Brake Alarm		1-82 *	1-90 *
Tachometer		1-55	1-57

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE-10 (a), Direction Indicator: same as (a).

Headlamp	30CB (a)	13CB (a)
Headlamp beam indicator	Same as (a)	Same as (a)
Parking light	Same as (a)	Same as (a)
Tail light	Same as (a)	Same as (a)
Stop light	Same as (a)	Same as (a)
Direction indicator	SFE 14	SFE 9
License plate light	Same as (a)	Same as (a)
Instrument light	Same as (a)	Same as (a)
Ignition light	Same as (a)	Same as (a)
Map light	None	None
Dome light	None	None
Clock	Same as (a)	Same as (a)
Clock light	Same as (a)	Same as (a)
Radio	SFE 14	SFE 9
Glove compartment light	None	None
Courtesy light	Same as (a) *	Same as (a) *
Trunk compartment light	None	None
Other		
Parking Brake Alarm	SFE 14 *	SFE 9 *
Heater (Recirculating)	SFE 14	SFE 9

* Accessory Only

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE

DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			
Type (dry or wet plate)			
In combination with fluid coupling (yes, no)			
Semi-centrifugal (yes, no)			
Type pressure plate springs			
Total plate pressure (lb.)			
No. of clutch driven discs			
Clutch facing	Material		
	Inside diameter		
	Outside diameter		
	Total eff. area (sq. in.)		
	Thickness		
	Number required		
	Engagement cushioning method		
	Release bearing	Type	
		Method of lubrication	
	Torsional damping	Method (springs, other)	
	Frict. mat.		

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	N.A.
Conventional with overdrive (std. or opt.)	N.A.
Automatic (std. or opt.)	Standard

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		
Transmission ratios	In first	
	In second	
	In third	
	In fourth	
	In reverse	
Constant mesh gears in 2nd (yes, no)		
Spur gear used in (indicate speeds)		
Helical gears used in (indicate speeds)		
Synchronous meshing in 2nd and 3rd gears (yes, no)		

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
Extreme cold			

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)			
	If planetary, No. of pinions			
	Manual lockout (yes, no)			
	Downshift accelerator control (yes, no)			
	Minimum cut-in speed			
	Gear ratio			
	Lubricant	Capacity (O.D. only)		
		Separate filter (yes, no)		
		Type recommended		
		SAE viscosity number	Summer	
Winter				
Ext. cold				

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide
Type (fluid coupling with gears, torque convertor with gears, other)	Torque Converter With Planetary Gears
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	P-Park N-Neutral D-Drive L-Low R-Reverse
List gear ratios in each drive position (range)	Drive 1.82-1 Low 1.82 Rev. 1.82
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes
By governor—forced shift (yes, no)	Yes
Downshift of gears in high range possible up to (mph)	50

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET

MODEL YEAR 1955

MODEL CORVETTE

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		3
	Max. ratio at stall at engine rpm		2.1:1
	Mechanical lockup	Provided (yes, no)	No
		Speed range	---
		Releases at (speed range, mph)	---
	Type of cooling (forced air, oil cooler and type, other)		None
Anti-creep device (yes, no)		No	
Lubricant	Capacity—refill (pt.)		11 Qts.—Refill 5 qts.
	Type recommended		Type A
	Grade	Summer	Same Grade For
		Winter	All Temperature
		Extreme cold	Ranges

DRIVE UNITS—PROPELLER SHAFT

Number used		1	
Type (exposed, torque tube)		Exposed Hotchkiss	
Outer diameter x length* x wall thickness	Conventional trans.	---	
	Overdrive trans.	---	
	Automatic trans.	2.50 x .065 (Effective Length Varies Due to Joint Slip on Spline)	
Intermediate bearing	Type (plain, anti-friction)	None	
	Lubri. (fitting, prepack)	None	
Universal joints	Make		Own
	Number used		2
	Type (ball and trunnion, cross, other)		Yoke and Spider (Trunnion)
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Z-Fittings
Drive taken through (torque tube or arms, spring)		Rear Springs	
Torque taken through (torque tube or arms, springs)		Rear Springs	

*Centerline to centerline of joints or centerline of rear attachment point.

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE

DRIVE UNITS—REAR AXLE

Type (semi-floating, other)		Semi-Floating	
Gear type (hypoid, other)		Hypoid	
Gear ratio and No. of teeth	Conventional trans.	---	
	Overdrive trans.	---	
	Automatic trans.	3.55:1 (11-39)	
Pinion adjustment (shim, other)		Shim	
Pinion bearing adj. (shim, other)		None	
Lubricant	Capacity (pt.)	4	
	Type recommended	A-9 Hypoid Lubricant	
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
Extreme cold		SAE 80	

DRIVE UNITS—WHEELS

Type (disc, other)		Short Spoke Disc
Rim (size and flange type)		15 x 5K
Attachment	Type (bolt or stud)	Bolt
	Circle diameter	4.75
	Number and size	5. 7/16 x 20

DRIVE UNITS—TIRES

Size and ply rating	Standard	6.70-15-4 Ply Tubeless
	Optional	6.70-15-4 Ply White & Blackwall
Rev/mile at 30 mph		754
Inflation press. (cold)	Front	24 Lbs.
	Rear	24 Lbs.

BRAKES—SERVICE

Type		Servo-4 Wheel Hydraulic	
Booster type		None	
Effective area (sq. in.)		158	
Percent brake effectiveness—rear		44 %	
Drum	Diameter	Front	11
		Rear	11
	Type and material		Composite, Rim-Cast Alloy Iron, Web-Pressed Steel

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE

BRAKES—SERVICE (cont.)

		Bonded or riveted		Bonded	
		Material	Size (length x width x thickness)	Material	Size (length x width x thickness)
Brake lining	Primary			Full Molded Asbestos Composition	
			Front wheel	9.3125 x 2.0 x .202-.222	
			Rear wheel	9.3125 x 1.75 x .202-.222	
		Segments per shoe	1		
	Secondary		Full Molded Asbestos Composition		
			Front wheel	11.6875 x 2.0 x .202-.222	
		Rear wheel	11.6875 x 1.75 x .202-.222		
	Segments per shoe	1			
Wheel cylinder bore	Front			1.125	
	Rear			1.0	
Master cylinder bore				1.0	
Available pedal travel				4-1/2	
Line pressure at 100 lb. pedal load				700 (Approx.)	
Shoe clearance adjustment				To Light Drag and Back Off 7 Notches	

BRAKES—PARKING

Type of control		"T" Handle Pull Rod
Location of control		L.H. of Steering Column, Below Instrument Panel
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	---
	Drum diameter	---
	Lining size (length x width x thickness)	---

FRAME

Type and description	Full Length, Welded, Box Section Side and Rear Cross-members. "I" Beam Type Member, Bracing From "X" Member To Frame Front Sidemember. Rear Shock Absorber Cross-member of "U" Type. "J" Beam Type "y" Member.
----------------------	--

FRONT SUSPENSION

Type and description	Unitized, Independent, Short & Long Arm
----------------------	---

AMA Consolidated Specification Questionnaire

MAKE OF CAR Chevrolet MODEL YEAR 1955

MODEL Corvette

FRONT SUSPENSION (cont.)

Spring	Type	Coil
	Material	Chrome Alloy Steel
	Size (length x width x No. leaves or coil I.D.)	13.45 Free Length X 3.752 Total Number of Coils 9-3/4
	Spring rate (lb. per in.)	300
	Rate at wheel (lb. per in.)	110
	Normal load (lb. @ rated length)	1145 @ 9.62
Shock absorbers	Manufacturer	Delco
	Type (direct or lever)	Direct, Double Acting, Hydraulic
	Piston diameter	1
Stabilizer	Type (link, linkless, frameless)	Link
	Material	Heat Treated Hr Carbon Steel

STEERING

Type used (Standard or optional)	Mechanical	Standard		
	Power	N.A.		
Wheel diameter		17.25		
Turning diameter	Outside front	Wall to wall (r. & l.)	38.58-Right-38.99-Left	
		Curb to curb (r. & l.)	36.55-Right-36.93-Left	
	Inside rear	Wall to wall (r. & l.)	N.A.	
		Curb to curb (r. & l.)	N.A.	
Inside wheel angle with outside wheel at 20°		17°		
Mechanical	Gear	Type	Semi-Reversible, Hour Glass Worm And Ball Bearing Roller Sector	
		Make	Saginaw	
		Ratios	16.0:1	
		Overall	16.0:1	
No. wheel turns		3.9		
Power	Type		---	
	Make		---	
	Trade name		---	
	Gear	Type		---
		Ratios	Gear	---
			Overall	---
	Pump driven by		---	
	Overall torque ratio		---	
Number wheel turns		---		
Linkage	Type		Center Point	
	Location (front or rear of wheels)		Rear of Wheels	
	Drag link (trans. or long)		Longitudinal	
	Tie rods (one or two)		2	

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL CORVETTE

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		3-1/2-4-1/2
	Diameter		.8660-.8665
	Bearings (type)	Upper	Bushing
		Lower	Bushing
Thrust		Single Row Ball	
Wheel alignment (range and preferred)	Caster (deg.)		0-1
	Camber (deg.)		0-1
	Toe-in (outside tread-inches)		0-1/8"
Steering knuckle type			Reverse Elliott
Wheel spindle	Diameter	Inner bearing	1.2810-1.2815
		Outer bearing	.7498-.7503
	Thread size		3/4-20
	Bearing type		Ball

REAR SUSPENSION

Type		Longitudinal Springs			
Drive and torq. taken through (see page 14)		Rear Springs			
Spring	Type		Semi-Elliptic		
	Material		Chrome Alloy Steel		
	Size (length x width x No. leaves or coil I.D.)		51 x 2 x 4		
	Spring rate (lb. per in.)		115		
	Rate at wheel (lb. per in.)		---		
	Normal load (lb. at rated length)		725		
	Mounting insulation type		Rubber Bushed		
	If leaf	No. of leaves		4	
		Covers (yes, no)		No	
		Lubricated (yes, no)		No	
		Inserts	Type and size		3-Liners-19.76x1.88x.100-31.76x1.88x.100-46.21x1.88x.100
			Material		Wax Impregnated Fiber Board
Shackle (comp. or tens.)		In Tension From Rear Hanger			
Shock absorbers	Manufacturer		Delco		
	Type (direct or lever)		Direct, Double Acting, Hydraulic		
	Piston diameter		1		
Stabilizer	Type (link, linkless, frameless)		None		
	Material		---		
Track bar type			None		

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MAKE OF CAR CHEVROLET MODEL YEAR 1955

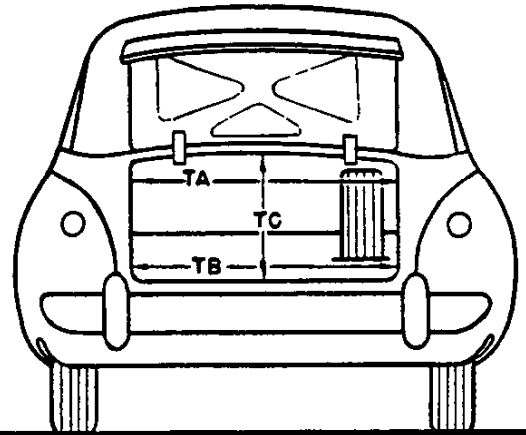
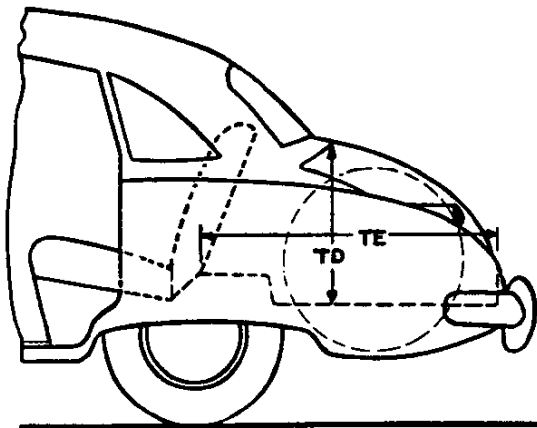
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL CORVETTE

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	45.96
TB—Width across the bottom	35.00 One Inch Above Floor Line
TC—Diagonal dimension at Ct from top of opening to bottom	*
TD—Vertical height of opening (floor to top, inside edge of opening)	14.40
TE—Max. horizontal depth (forward from vertical projection of inside edge of opening)	31.00
Position of spare tire stowage	Horizontal In Floor Tire Well Under Mat
Method of holding lid open	Counterbalance Springs

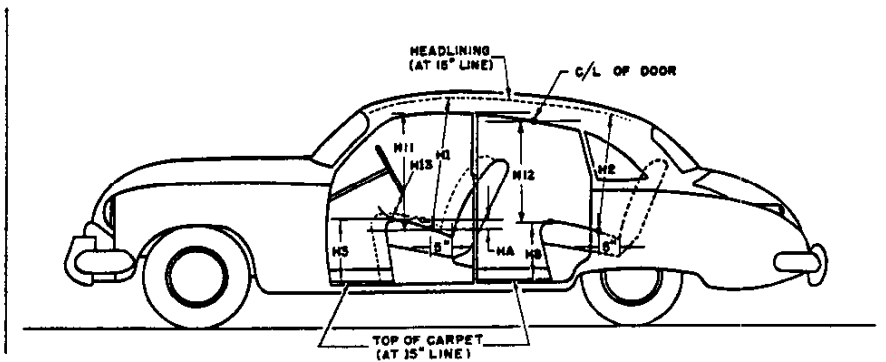
* - Not A Standard Dimension

AMA Consolidated Specification Questionnaire

MAKE OF CAR Chevrolet MODEL YEAR 1958

MODEL Corvette

BODY—HEIGHT DIMENSIONS—INTERIOR



H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	35.40
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	---
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	8.00
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	---
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	30.00
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	---
H13. Steering wheel clearance to seat cushion taken on arc.	5.50
HA. Front seat vertical rise at "A" pt. (inches.)	.22

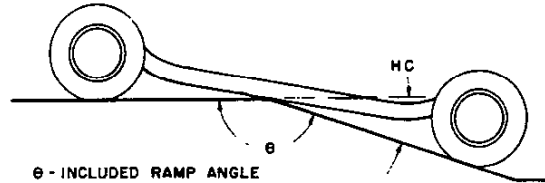
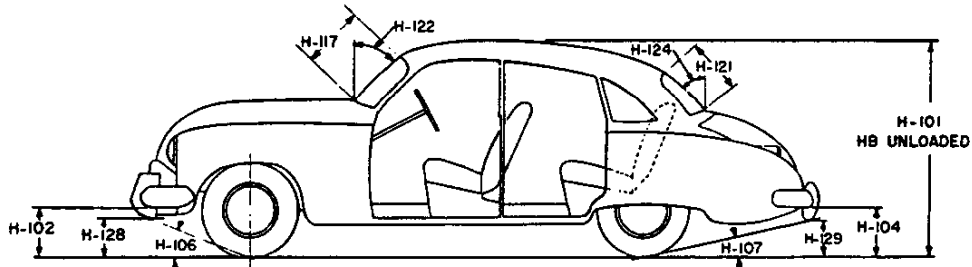
AMA Consolidated Specification Questionnaire

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MAKE OF CAR Chevrolet MODEL YEAR 1955

MODEL Corvette

BODY—HEIGHT DIMENSIONS—EXTERIOR



θ - INCLUDED RAMP ANGLE
HC - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height. Loaded—Top Up	51.25
HB. Overall height—unloaded. —Top Up	52.16
H102. Front bumper bottom to ground at normal section.	9.33
H104. Rear bumper bottom to ground at normal section.	15.00
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	28°32'
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	17°40'
HC. Ramp breakover angle.*	14°54'
H117. Windshield DLO—slant height.	16.92
H121. Backlight DLO*—Max., slant height.	10.00
H122. Windshield slope angle to vertical line on car axis.	53°
H124. Backlight slope angle to vertical line on car axis.	40°
H128. Ground to bottom of front bumper guard.	---
H129. Ground to bottom of rear bumper guard.	---
HD. Min. road clearance (location and dimension).	6" Minimum Below Door Opening
HE. Min. road clearance at rear axle.	8.00

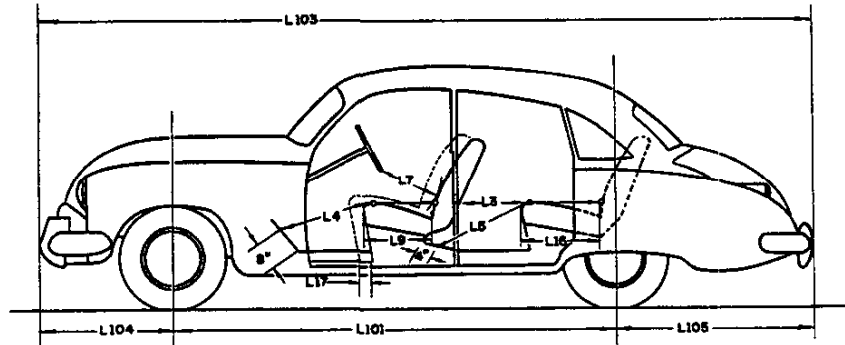
*See Notes, page 19.

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE

BODY—LENGTH DIMENSIONS



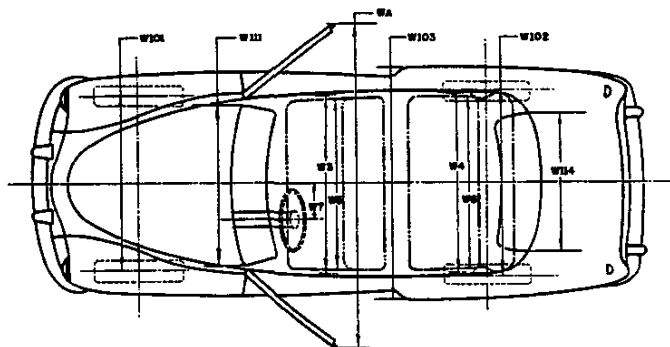
Interior	L3. Rear compartment back of front seat back to rear seat back.	---
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	39.00
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	---
	L7. Steering wheel clearance to seat back taken on arc.	13.70
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.24
	L16. Depth of rear seat (front edge to seat back).	---
	L17. Total adjustment of front seat at floor.	4.4
Exterior	L101. Wheel base.	102
	L103. Overall length (bumper to bumper inc. guards).	167
	L104. Overhang—front including bumper guards.	26.10
	L105. Overhang—rear including bumper guards.	38.90

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE

BODY—WIDTH DIMENSIONS



	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	51.25
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	---
Interior	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	57.20
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	---
	W7. Steering wheel center to center of body.	13.85
	W101. Front tread at ground.	57.00
	W102. Rear tread at ground.	59.00
	W103. Max. overall width of car including bumpers or mouldings.	72.24
Exterior	WA. Max. overall width of car with doors open.	10' 5"
	W111. Windshield DLO, max. width.	52.58
	W114. Back window DLO, max. width.	30.88

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	Front
	Rear	---
Type of finish (lacquer, enamel)		Lacquer
Hood opening (front, side; semi-full, full, half)		Front-Reverse Alligator
Hood counterbalanced (yes, no)		No
Hood release control (internal, external)		Internal
Vent window control method (crank, friction, pivot).		Pivot
Windshield (one piece, two piece; curved, flat)		One-Piece Curved
Rear window type (one piece, two piece, three piece; curved, flat)		Plastic-One Piece, Flat
Windshield glass area		892 Sq. In.
Backlight glass area		300 Sq. In.
Total glass area		1687 Sq. In.

BODY—TYPES AND STYLE NAMES

Body type, number of passengers, and style names (use letter code shown below followed by passenger capacity and style name e.g., N-6 Ranchwagon)

L-Convertible-2 Door-2 Passenger

Body type code

- | | |
|--|---|
| <ul style="list-style-type: none"> A—Coupe—2 door flatback B—Coupe—2 door notchback C—Sedan—2 door flatback D—Sedan—2 door notchback E—Sedan—4 door flatback (4 windows) F—Sedan—4 door flatback (6 windows) G—Sedan—4 door notchback (4 windows) H—Sedan—4 door notchback (6 windows) J—Hardtop—2 door K—Hardtop—4 door | <ul style="list-style-type: none"> L—Convertible—2 door M—Convertible—4 door N—Station wagon—2 door P—Station wagon—4 door Q—Combined passenger and utility—2 door R—Combined passenger and utility—4 door S—Sedan delivery T—Limousine |
|--|---|

AMA Consolidated Specification Questionnaire

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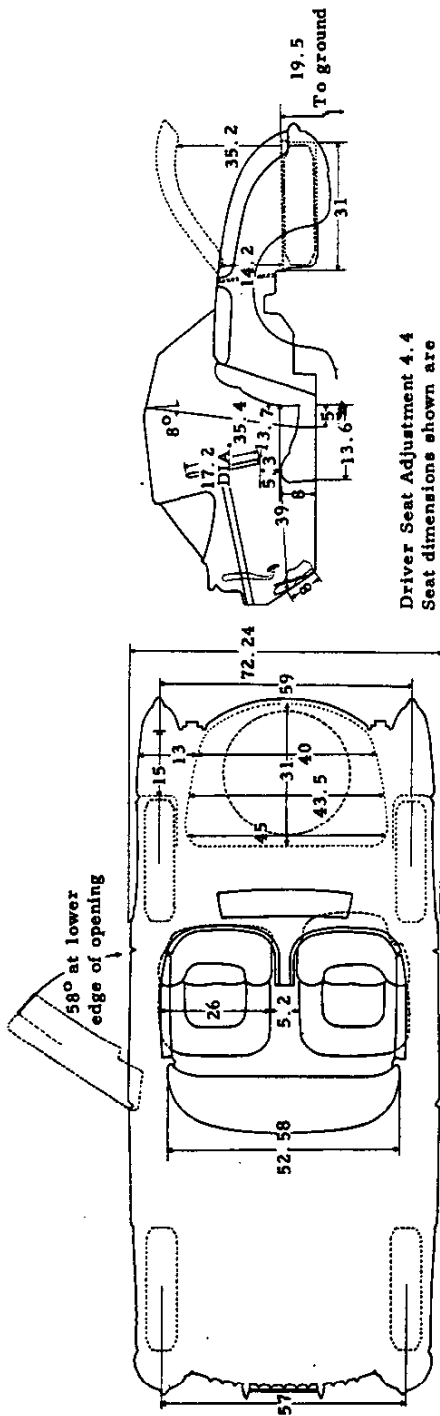
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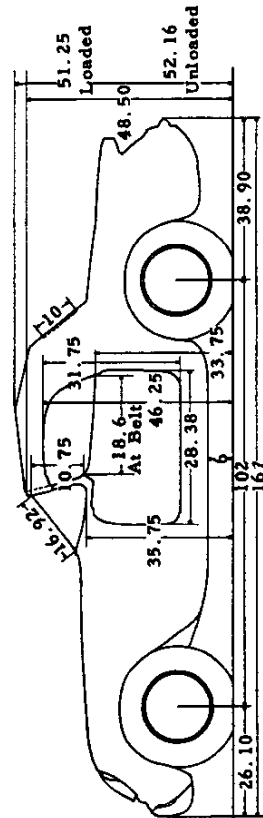
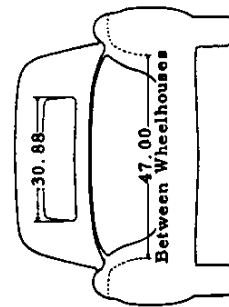
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CORVETTE - Supplement



Driver Seat Adjustment 4.4
 Seat dimensions shown are
 measured 15 from E of car
 with seat in rear position.



CORVETTE - SUPPLEMENT •

SERIAL NUMBERS

Vehicle Serial Number:
 Type designation ---- "VE" for 8-Cyl; "V" for 6-Cyl
 Assembly plant ----- "S" for St. Louis;
 thus "VE" or "V" 55S 001001 is the first unit.
 Transmission Serial Number:
 Type designation and Assembly plant-"C" for Cleveland
 Engine Serial Number: Type designation -----
 6-Cylinder Powerglide ----- YG
 8-Cylinder Powerglide ----- FG
 Rear Axle Serial Number:
 Type designation -----
 "AE"; unit is built at Detroit Gear and Axle plant.

DIMENSIONS

Wheelbase ----- 102
 Length (Overall) ----- 167
 Width (Overall) ----- 72.24
 Height (Over windshield with top down) ----- 48.50
 Tread: Front ----- 56.70
 Rear ----- 58.80

VEHICLE WEIGHTS*

6-Cylinder with Powerglide:
 Shipping ----- 2695 pounds
 Curb ----- 2840 pounds
 Loaded ----- 3140 pounds
 8-Cylinder with Powerglide:
 Shipping ----- 2665 pounds
 Curb ----- 2805 pounds
 Loaded ----- 3105 pounds
 * - Curb weight: This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weight of gasoline (105 pounds) and water (6-Cylinder - 38 pounds; 8-Cylinder - 35 pounds). For definition of Shipping and Loaded Weights see page 10.

FRAME

Make and Type ---- Own, Box Girder with "X" member
 Maximum overall length ----- 139.28
 Maximum overall width (over side members) --- 43.24
 Material ----- Hot Rolled Steel
 Material yield point ----- 33,000 lbs/sq. in.
 Material elongation ----- 25% minimum in 2 inches
 Side member section modulus (inches cubed) ---- 1.677
 Moment of inertia (in.⁴) ----- 4.930
 Construction:
 Side members ----- Box section, each composed of two full length channel sections welded together.
 Front suspension cross member-Flanged, semi-tubular section with welded-on flat steel bottom plate.
 Rear shock absorber upper mounting cross member- ----- Inverted channel section
 Rear cross member - Box section composed of a flanged channel section and a welded-on bottom plate.
 Center "X" member -----
 Composed of I-beam sections attached to side members at the end of each leg of the "X". Also attached to forward section of side members by long angular braces from the front legs of the "X".

EQUIPMENT

Arm Rest ----- Both Doors
 Stowage Compartment ----- Both Doors
 Top -----
 ----- Folding, manually operated and stowed in top well at rear of driver and passenger seats.
 Door Windows ----- In chrome frames including ventipanes. Window frame snaps into slots in top of doors. When not in use the side windows are stored in the luggage compartment.
 Luggage Compartment -----
 ----- Rear Deck; operated by key with counterbalanced lid. Spare tire stowed below floor.
 Hood ----- Hinged at front with release inside of cockpit. Supported in open position by manually operated support arm.
 Headlights -----
 ----- Recessed into front fenders behind mesh grille.

EXTERIOR-INTERIOR COLORS

EXTERIOR	TOP COLOR	WHEELS	INTERIOR
Polo White	White	Red	Red
Harvest Gold	Dark Green	Yellow	Yellow
Gypsy Red	Beige	Red	Light Beige
Corvette Copper	White	Bronze	Dark Beige

INTERIOR COLORS

ITEM	Red	Yellow	Light Beige	Dark Beige
Upper Inst. Panel	Red	Green	Red	Bronze
Steering Column				
Steering Whl Hub & Spokes	Red	Green	Beige	White
Dir. Sig. Housing				
Lower Inst. Panel	White	Yellow	Beige	White
Door Trim Molding				
Steering Wheel Rim	White	Yellow	Red	Bronze
Seats				
Door Panels	Red	Yellow	Light Beige	Dark Beige
Cowl Side Kick Panels				

10-29-54. Revised: 6-10-55, • - Data revised.
 58 - CORVETTE CONVERTIBLE (MODEL 2934)

CORVETTE SUPPLEMENT - Continued •

FRONT SPRINGS

Make and Type -----Own, Coil
 Material and Gauge ---- Chrome alloy steel; .547-.553
 Number of Coils ----- Total, 9.75; Active, 7.94
 Diameters ----- Outside 4.30; Pitch 3.752
 Height ----- Free 13.45; Working 9.62 @ 1145lbs
 Height under curb weight -----9.72
 Capacity at ground -----800 lbs
 Deflection Rate:
 At Spring -----300 lbs/in.
 At Wheel -----110 lbs/in.

FRONT SHOCK ABSORBERS

Make and Type -----Delco, Direct double-acting
 Mounting ----- Vertically from lower control arm
 through coil spring to front suspension crossmember
 Model Number -----538F
 Valve Code -----3.5G6/OXR/P1.25
 Piston Diameter and Travel -----1 x 4.69

REAR SHOCK ABSORBERS

Make and Type -----Delco, Direct double-acting
 Mounting -----Stem attached at top to slotted holes
 in flanged "U" shaped rear crossmember, eye at-
 tached at bottom to an anchor bolt on rear spring
 "U" bolt and shock absorber anchor bolt plate.
 Model Number -----560P
 Valve Code -----4D6/OXH/J1.25
 Piston diameter and travel -----1 x 6.69

6-CYLINDER ENGINE SPECIFICATIONS

6-CYLINDER ENGINE (POWERGLIDE)

The Corvette engine is basically the same as the New Blue Flame-136 passenger car engine, with the following exceptions and characteristics:

Tappets ----- Mechanical
 Timing Gear ----- Aluminum
 Carburetor ----- 3-Side draft with manual choke
 Compression Ratio ----- 8.0:1
 Electrical System ----- 6-volt
 Piston Rings -----Top compression ring chrome plated
 Valve Springs ----- Dual; Inlet and Exhaust

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Gross Horsepower ----- 155 @ 4200 RPM
 Net Horsepower -----140 @ 4000 RPM
 Gross Torque ----- 225 @ 2800 RPM
 Net Torque -----212 @ 2800 RPM

ADVERTISED CAR PERFORMANCE

Based on curb weight plus 300 lbs for 2 passengers
 Performance weight -----3140 pounds
 Pounds/gross horsepower -----20
 Pounds/cu. in. displacement -----13.33
 Gross Horsepower/cu. in. displacement -----.66
 Power displacement (cu. ft./mile) -----182.4
 Displacement factor (cu. ft./ton mile) -----116.18

CARBURETOR

Number used -----3
 Make and Type -----Carter, Side Draft
 Size (Main Venturi Throat I.D.) -----1.312
 Choke -----Manual
 10-29-54. Revised: 6-10-55, e-Data revised.
CHEVROLET 1955 SPECIFICATIONS - PASSENGER

REAR SPRINGS

Make and Type ----- Own, Semi-elliptic
 Material ----- Chrome carbon steel
 Length and Width ----- 51 x 2
 Spring Clips ----- Total-4; 3 clinch type, 1 bolt type
 Number of leaves -----4
 Thickness of leaves -----1 & 3, .282; 2, .313; 4, .262
 Total thickness -----1.159
 Camber height at design load -----1.58 Negative
 Average rate of deflection -----115 lbs/in.
 Capacity at spring pad -----575 lbs
 Capacity at ground -----725 lbs

DRIVE LINE

Type ----- Hotchkiss drive
 with one propeller shaft with "U" Joints at both ends

REAR AXLE

Same as Passenger Powerglide, See page 31
SERVICE AND PARKING BRAKES

STEERING

Steering Gear Ratio ----- 16:1
 Steering Wheel Diameter ----- 17.25
 Turning Diameters:
 Right - Wall to Wall ----- 38.58
 Left - Wall to Wall ----- 38.99
 Right - Curb to Curb -----36.55
 Left - Curb to Curb -----36.93

CAMSHAFT

Ramp, Inlet:
 Opening ----- .01070, 30° Long
 Closing ----- .00856, 18° Long
 Ramp, Exhaust:
 Opening ----- .01481, 37° Long
 Closing ----- .01476, 30° Long
 Tappet Lift:
 Inlet ----- .27428
 Exhaust ----- .28049
 Valve Lift:
 Inlet ----- .4051
 Exhaust ----- .4143

AIR INLET

Number Used ----- Three (One for each carburetor)
 Type -----Chrome
 plated metal housing with screen covered openings

ELECTRICAL SYSTEM (6-Volt)†

Generator ----- Delco-Remy, 1102793
 Voltage & Current Regulator --- Delco-Remy, 1118827
 Distributor ----- 1112314
 Coil ----- 1115394
 Spark Plugs ----- AC 43-5
 Commercial Spark Plugs, Wires, Distributor and
 Coil are completely enclosed by a metal shield.
 Firing Order ----- 1-5-3-6-2-4
 Valve Timing (Theoretical)
 Intake Opens ----- 19° 30' BTC
 Intake Closes -----44° 30' ABC
 Exhaust Opens ----- 59° BBC
 Exhaust Closes -----50° ATC
 Battery ----- Delco
 6-volt, 15 plate; 100 amp/hrs. @ 20 hour rating
 † - See page 60 for definition.

CORVETTE SUPPLEMENT •

8-CYLINDER ENGINE SPECIFICATIONS

8-CYLINDER ENGINE (POWERGLIDE)

The Corvette engine is basically the same as the Turbo-Fire - 180 passenger car engine, with the following exceptions and characteristics.

Tappets ----- Mechanical
Piston Rings (Upper Compression)

Gap ----- .008-.016
Thickness ----- .169-.179

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Gross Horsepower -----195 @ 5000 RPM
Net Horsepower ----- 180 @ 4800 RPM
Gross Torque ----- 260 @ 3000 RPM
Net Torque ----- 250 @ 3000 RPM

ADVERTISED CAR PERFORMANCE

Based on curb weight plus 300 lbs for 2 passengers.
Performance Weight ----- 3105 pounds
Pounds/gross horsepower ----- 16
Pounds/cu.in. displacement ----- 11.72
Gross horsepower/cu.in. displacement ----- .74
Power displacement (cu. ft./mile) ----- 205.3
Displacement factor (cu. ft./ton mile) ----- 132.22

CAMSHAFT

Ramp, Inlet:
Opening ----- .00843, 20° Long
Closing ----- .01065, 30° Long

Ramp, Exhaust:
Opening ----- .01453, 33° Long
Closing ----- .01468, 37° Long

Tappet Lift:
Inlet ----- .26955
Exhaust ----- .27570

Valve Lift:

Inlet ----- .4043
Exhaust ----- .4136

VALVE SPRINGS

Length and Pressure:

Valve closed ----- 1.696 @ 65-72 lbs
Valve open ----- 1.306 @ 151-161 lbs
Free length ----- 2.06 approximately

CARBURETOR

Same as 4-Barrel Carburetor used on passenger car power package (RPO 410) as shown on page 48.

AIR CLEANER

Make and Type ---- AC, oil wetted with chrome housing
Filter element ----- Aluminum wire

ELECTRICAL SYSTEM (12-Volt)†

Generator ----- Delco-Remy, 1102025
Voltage and Current Regulator---Delco-Remy, 1118826
Distributor ----- 1110855
Coil ----- 1115086
Spark Plugs ----- AC 43-5R Commercial
Spark Plugs, Wires, Distributor and Coil Unshielded.
Firing Order ----- 1-8-4-3-6-5-7-2
Valve Timing (Theoretical)
Intake Opens ----- 21°30' BTC
Intake Closes ----- 63°30' ABC
Exhaust Opens ----- 62°30' BBC
Exhaust Closes ----- 23°30' ATC
Battery -----
Delco, 12-Volt, 9 plate 50 amp/hr @ 20 hour rate.
Generator to Engine Ratio ----- 2.00:1

6 AND 8 - CYLINDER ENGINE SPECIFICATIONS

EXHAUST SYSTEM

Type ----- Dual
Muffler ----- Two
Type ----- Diffusion and resonance, reverse flow
Size (Body) 6-Cylinder ----- 16 x 5.06 x 7.31 (Oval)
8-Cylinder ----- 24 x 4.06
Manifold (6-Cylinder) -----
----- Split, each exhaust pipe serving 3 cylinders.
Manifold (8-Cylinder) -----
----- Each serving 4 cylinders.

Exhaust and Tail Pipes ----- Two
Size (6-Cylinder) Exhaust & Tail Pipe -1.75 OD; 1.69 ID
8-Cylinder--Exhaust Pipe OD 2.00; Tail Pipe ID 1.81
Suspension ---- Individually rubber insulated mounting

FUEL SYSTEM

Fuel Tank ----- Two stamped pans, seam welded
Capacity ----- 17.25 gallons
Mounting ----- Supported
by two straps attached to under body behind seat.
Filler -----
----- In body left side to rear of driver's side.

TRANSMISSION

Same as passenger car Powerglide as shown on page 54, except selector lever is mounted on floor to right of driver.

COOLING SYSTEM

Radiator, Make & Type ----- Harrison, Cellular
Material ----- Copper
Size ----- .20 x .560 x 2
Frontal Area:
6-Cylinder ----- 393.48 sq. in.
8-Cylinder ----- 340.66 sq. in.

Auxiliary Water Tank (6-Cylinder only) -----
----- Located in engine compartment on right side at
cylinder height with a 4 pound pressure capacity.
Capacity:
6-Cylinder with Heater & Auxiliary Tank --- 18.25 qts
8-Cylinder with Heater ----- 17 qts
Radiator Fan Shroud ----- 8-Cylinder only

RADIATOR HOSES (6-Cylinder)

Function	Inlet	Outlet	Aux. Tank
Material	Fabric Reinforced Rubber		
Location	Cyl Head to Radiator	Radiator to Water Pump	Aux. Tank to Radiator
Quantity	1	2	1
Type	Compound Curve	Elbow	Straight
ID	1.25	1.50	1.24
Developed Length (Approx.)	12.50	6.75	10.50

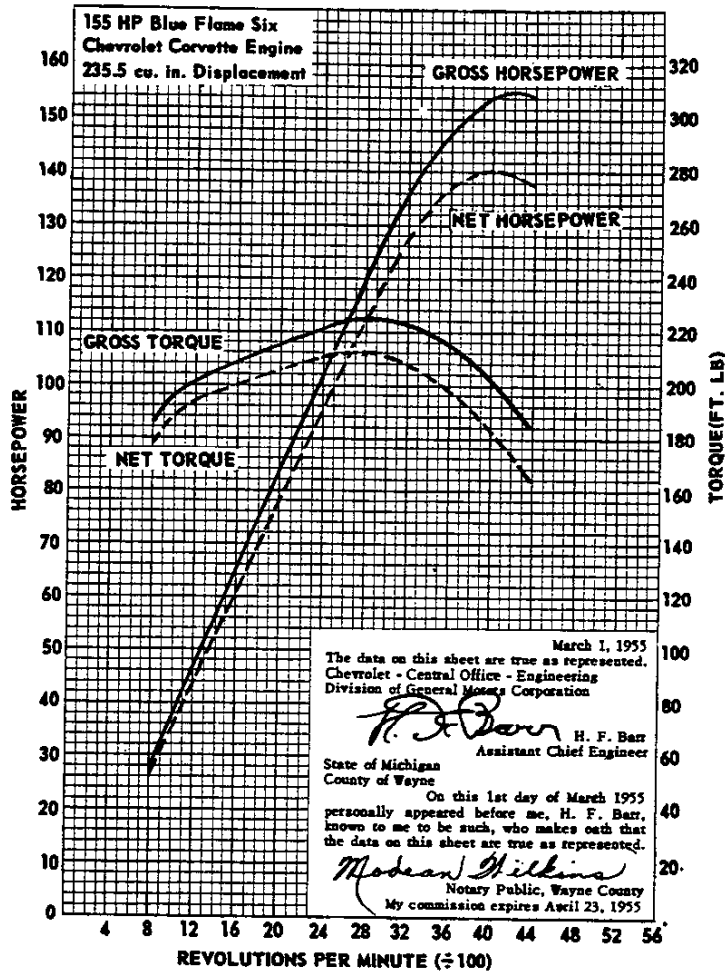
RADIATOR HOSES (8-Cylinder)

Function	Inlet	Outlet
Material	Fabric Reinforced Rubber	
Location	Cylinder Head to Radiator	Radiator to Water Pump
Quantity	1	1
Type	Molded Elbow	Compound Curve
ID	1.50	1.75
Developed Length (Approx.)	16.50	15.00

† - REFER TO THE PASSENGER CAR SECTION OF THE 1954 SPECIFICATIONS FOR DETAILED INFORMATION ON THE 6-VOLT ELECTRICAL SYSTEM OR THE 1955 SPECIFICATIONS FOR THE 12-VOLT ELECT. SYSTEM.
10-29-54. Revised: 6-10-55, • - Data revised.

CORVETTE - SUPPLEMENT (Continued)

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 19011-55. They represent the full throttle performance of a New Blue Flame 155 six cylinder corvette engine (235.5 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a reg-6-10-55.
CHEVROLET 1955 SPECIFICATIONS - PASSENGER

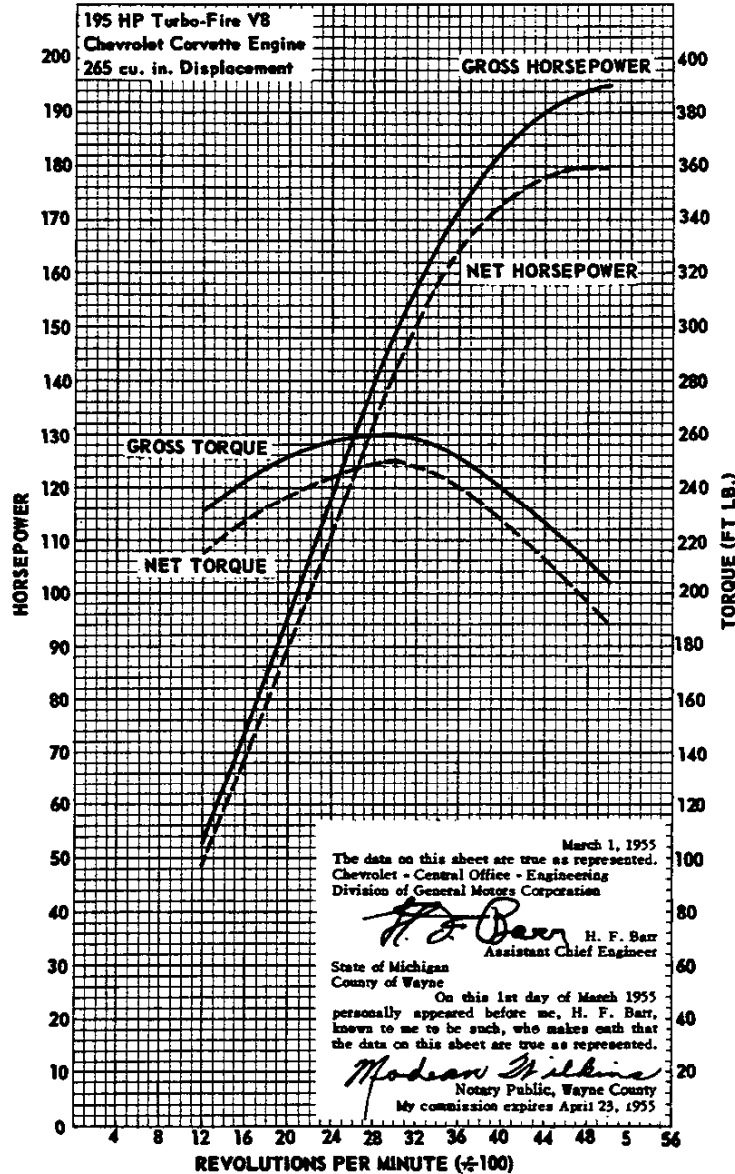
ular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular mufflers and pipes, the fan in operation and automatic spark advance. The generator is not charging.

CORVETTE CONVERTIBLE (MODEL 2934) - 60A

CORVETTE - SUPPLEMENT

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 16965-89. They represent the full throttle performance of a Turbo-Fire V-8 Chevrolet corvette engine (265 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular mufflers and pipes, the fan in operation and automatic spark advance. The generator is not charging.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

6-10-55.
60B - CORVETTE CONVERTIBLE (MODEL 2934)

ular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular mufflers and pipes, the fan in operation and automatic spark advance. The generator is not charging.

AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

PC

MAKE OF CAR: CHEVROLET	MODEL NAME	SYMBOL
COMPANY: CHEVROLET DIVISION GENERAL MOTORS CORP. GENERAL MOTORS BLDG. DETROIT 2, MICHIGAN	CORVETTE 293L	
MODEL YEAR: 1955	PLEASE RETURN TO PRODUCT INFORMATION FILE ROOM 3-312	
DATE May 31, 1955		

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- NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
 2. All specifications are standard for the models under which they are listed unless otherwise indicated.
 3. All dimensions are nominal engineering dimensions unless otherwise indicated.
 4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

GENERAL SPECIFICATIONS

Model	Six Cylinder	Eight Cylinder	
Wheelbase	102		
Tread	Front	56.70	
	Rear	58.80	
Maximum Overall Dimensions	Length (L-103)	167.00	
	Width (W-103)	72.21	
	Height (H-101)	48.50 Over $\frac{1}{2}$ S (Top Down)	
Steering ratio—overall	16:1		
Turning diameter (curb to curb)	Right=36.55; Left 36.93		
Shipping weight* (a)	2695 Lbs.	2665 Lbs.	
Transmission— (Specify standard, optional, not avail.)	Conventional	N.A.	
	Overdrive	N.A.	
	Automatic	Standard	
Axle ratio	Conventional	N.A.	
	Overdrive	N.A.	
	Automatic	3.55:1	
Tire size	6.70-15-1, Ply Rating		
Engine	Type	In Line	Vee
	No. of cylinders	6	8
	Valve arrangement	In Head	
	Bore and stroke	3-9/16 x 3-15/16	3-3/4 x 3
	Piston displacement, cu. in.	235.5	265
	Standard compression ratio	8.0:1	
	Maximum bhp at engine rpm	155 @ 4200	195 @ 5000
Maximum torque at rpm	225 @ 2800	260 @ 3000	

*Standard car weight, not including gas and water.

(a) Without Radio and Heater

ORIGINAL

AMA Consolidated Specification Questionnaire

Page 2

MAKE OF CAR CHEVROLET MODEL YEAR 1955

MODEL CORVETTE Six Cylinder Eight Cylinder

ENGINE—GENERAL

Type	V, In-line, other	In Line	V	
	Angle of V	---	90°	
No. of cylinders		6	8	
Valve arrangement		In Head		
Bore and stroke		3-9/16 x 3-15/16	3-3/4 x 3	
Piston displacement, cu. in.		235.5	265	
Numbering system (front to rear)	L. Bank	---	1-3-5-7	
	R. Bank	---	2-4-6-8	
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Compression ratio	Standard Head	8.0:1		
	Optional Head	N.A.		
Cylinders	Head	Standard		
	Material	Optional		
	Sleeve—Wet, dry, other, none	Cast Alloy Iron		
Number of mounting points	Front	N.A.		
	Rear	N.A.		
Taxable horsepower	(Dia. ² x No. Cyl.) 2.5	30.4	45	
Advertised max. brake horsepower at engine RPM*	Standard head	155 @ 4200	195 @ 5000	
	Optional head	---		
	With fuel (Octane and method)	Standard Head	80-85	85-90
		Optional Head	---	
Max. torque (lb. ft. @ RPM)	Standard head	225 @ 2800	260 @ 3000	
	Optional head	---		
Recommended idle speed (neutral)		425 In Drive		

ENGINE—PISTONS

Material	Cast Aluminum Alloy with Steel Struts		
Description and finish	Cam Ground, Tin Coated Controlled Expansion, Flat Head.		Cam Ground, Tin Coated Controlled Expansion, Flat Head, Slipper Type Skirt
Weight (piston only) oz.	18.88		18.77
Clearance	Top land	.028-.036	
	Skirt	Top	.0005-.0011 (a)
		Bottom	---
Ring groove depth	No. 1 ring	.1985-.2045	.2118-.2178
	No. 2 ring	.1985-.2045	.2118-.2178
	No. 3 ring	.1985-.2045	.2041-.2105
	No. 4 ring	None	

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Dynamometer Exhaust, water pump, no fan, generator (not charging)

- (a) Measured 1.29 inches from top of piston
- (b) Measured 2.44 inches from top of piston
- (c) Measured with respect to cylinder wall

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MAKE OF CAR CHEVROLET **MODEL YEAR** 1955

MODEL <u>CORVETTE</u>	<u>Six Cylinder</u>	<u>Eight Cylinder</u>
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ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.	(a)	(d)
	No. 2 oil or comp.	(b)	(e)
	No. 3 oil or comp.	(c)	(h)
	No. 4 oil or comp.	None	
No. rings above piston pin		3	
Compression	Material	Cast Alloy Iron	
	Coating	Top Ring - Chrome Plated Bottom Ring - Wear Resistant Coating	
	Width	.0930-.0935	.077-.078
	Gap	.007-.017	Upper-.008-.016; Lower-.009-.018
	Maximum wall thickness	.178	Upper-.179; Lower-.187
Oil	Material	Steel	
	Coating	Chrome Plated O.D.	
	Width	.180-.185	.181-.188
	Gap	.015-.035	.015-.055
	Maximum wall thickness	.138 (Rails)	.168 (Rails)
Location of expanders		Oil Ring	None

ENGINE—PISTON PINS

Material		Chromium Steel (File Hard Case)	
Length		3.168-3.198	3.110-3.130
Diameter		.8660-.8665	.9270-.9273
Type	Locked in rod, in piston, floating, etc.		Clamped in Rod
	Bushing	In rod or piston	Pressed in Rod
		Material	None
Clearance	In piston	.00015-.00025	.00011-.00029
	In rod	None	
Direction offset in piston		Major Thrust Side	

ENGINE—CONNECTING RODS

Material		Drop Forged Steel	
Weight (oz.)		31.70	19.02
Length (center to center)		6.8125	5.700
Bearing	Material	Steel Backed Babbitt	
	Type (cast-in or removable)	Removable	
	Effective length	1.008	.817
	Clearance	.0007-.0028	
	End play	.005-.010	.008-.011 (2 Rods)

ENGINE—CRANKSHAFT

Material		Drop Forged Steel	
Weight (lb.)		80.00	17.75

- (a) Thick Wall - Inside Bevel - Chrome Plated
- (b) Thick Wall - Inside Bevel or Counterbore
- (c) Three Piece with Expander (2 Chrome Plated Rails)
- (d) Thick Wall - Inside Bevel - Taper Face - Chrome Plated
- (e) Thick Wall - Inside Bevel or Counterbore - Taper Face
- (f) Multi-Piece (2 Chrome Plated Rails with Spacer)

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MODEL CORVETTE Six Cylinder Eight Cylinder

ENGINE—CRANKSHAFT (cont.)

Vibration damper type		Oscillating (Rubber Floating)		
End thrust taken by bearing (No.)		3	5	
Crankshaft end play		.0035-.0095	.002-.006	
Main bearing	Material	Steel Backed Babbitt		
	Type (cast-in or removable)	Removable		
	Clearance	.0004-.0025	.0008-.0034	
	Journal dia. and bearing effective length	No. 1	2.6810 x 1.063	2.2983 x .702
		No. 2	2.7150 x .907	2.2983 x .702
		No. 3	2.7160 x .968	2.2983 x .702
		No. 4	2.7770 x 1.189	2.2983 x .702
		No. 5	---	2.2983 x 1.160
No. 6		---	---	
No. 7		---	---	
Direction offset from cyl. bore		None		
Connecting rod crankpin journal diameter		2.3115	1.9995	

ENGINE—CAMSHAFT

Material		Cast Alloy Iron		
Bearings	Material	Steel Backed Babbitt		
	Number	4	5	
	Gear or chain	Gear	Chain & Sprocket	
Type of drive	Crankshaft gear or sprocket material		Steel	
	Camshaft gear or sprocket material		Aluminum Alloy	
	Timing chain	Make	None	Link Belt
		No. of links	---	46
		Width	---	.875
		Pitch	---	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		No	
Special provision for valve rotation (intake, exhaust)		None	
Rocker ratio		1.477:1	1.455:1
Operating tappet clearance (indicate hot or cold)	Intake	.006 Hot	.008 Hot
	Exhaust	.013 Hot	.018 Hot
Tappet clearance for timing	Intake	---	
	Exhaust	Zero	
Timing marks on fly-wheel, damper, other		Flywheel	Damper

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	19° 30'	21° 30'	
		Closes (°ABC)	44° 30'	63° 30'	
	Exhaust	Opens (°BBC)	59°	62° 30'	
		Closes (°ATC)	5°	23° 30'	
Intake	Material		Silicon Chromium or Nickel Chromium Steel		
	Overall length		6.376-6.396	4.902-4.922	
	Actual overall head dia.		1.875	1.720	
	Angle of seat		30° Valve Face - 31° in Head	45° Valve Face - 46° in Head	
	Seat insert material		None		
	Stem diameter		.3410-.3417	.3415-.3422	
	Stem to guide clearance		.0010-.0027		
	Lift		.4051	.4043	
	Outer spring press. and length	Valve closed (lb. @ in.)	66-72 @ 1.858	65-72 @ 1.696	
		Valve open (lb. @ in.)	150-160 @ 1.462	151-161 @ 1.306	
	Inner spring press. and length	Valve closed (lb. @ in.)	27-31 @ 1.788	---	
		Valve open (lb. @ in.)	55-61 @ 1.392	---	
	Exhaust	Material		Silchrome XCR Steel	Silchrome XCR Steel- Aluminum Dipped Seats
		Overall length		4.913-4.933	
Actual overall head dia.		1.500			
Angle of seat		45° Valve Face - 46° in Head			
Seat insert material		None			
Stem diameter		.3410-.3417			
Stem to guide clearance		.0010-.0027	.0015-.0032		
Lift		.4143	.4136		
Outer spring press. and length		Valve closed (lb. @ in.)	66-72 @ 1.858	65-72 @ 1.696	
		Valve open (lb. @ in.)	150-160 @ 1.462	151-161 @ 1.306	
Inner spring press. and length	Valve closed (lb. @ in.)	27-31 @ 1.788	---		
	Valve open (lb. @ in.)	55-61 @ 1.392	---		

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Sprayed from Connecting Rod Journal Boss
	Camshaft bearings	Pressure
	Tappets	Metered Pressure
	Timing gear or chain	Nozzle Pressure
	Cylinder walls	Pressure Jet

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. @ rpm)	30 PSI @ 1170-1200 RPM	
Oil pressure gage type (electric or mechanical)	Electric	
Type oil intake (floating, stationary)	Floating	
Oil filter type (full flow, partial flow)	None	
Capacity of crankcase, less filter—refill (qt.)	5	4
Oil grade recommended (SAE viscosity and temperature range)	Not Lower than 32° F As Low as 10° F As Low as Minus 10° F Below Minus 10° F	SAE 20W or SAE 20 SAE 20W SAE 10W SAE 5W
Oil type recommended	Heavy Duty	

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head	See Fuel Octane Information on Page 2	
	Optional head	None	
Fuel Tank	Capacity (gals.)	17.25	
	Filler location	Rear of Driver's Door on Body L.H. Side	
Fuel Filter	Type	None	
	Location	---	
Fuel pump	Type (elec. or mech.)	Mechanical	
	Location	R.H. Side Near Front of Block	
	Pressure range	3 1/2-4 1/2	4-5 1/4
	Vacuum booster (std., optl., none)	None	
Carburetor	Make	Carter	
	Model number	3706989	WCFB 2218S
	Number used	3	1
	Type	Downdraft, side inlet, other	Downdraft
		Single or dual	Dual
	Intake manifold heat control (manual, auto., none)	None	
	Automatic choke type (integral, other)	Manual	
	Air cleaner type	Standard	Integral
		Optional	Oil Watted
		Air Inlet Extension & Screen	
		None	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual	
Muffler type (rev. flow, str. thru, sep. resonator)	Reverse Flow	Straight Through
Exhaust pipe dia.	Branch	---
	Main	1.75" O.D.
Tail pipe diameter	1.69" O.D. (a)	2" O.D.
		1.81 O.D. (a)

(a) Stainless steel tail pipe extension added to end of tail pipe.

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ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)		Pressure		
Radiator cap relief valve press.		(a)	6 1/4-7 1/2 PSI	
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at			
Water pump	Type (centrifugal, other)	Centrifugal		
	Number of pumps	1		
	Drive (V-belt, other)	V-Belt		
	Bearing type	Permanently Lubricated, Double Row Ball Bearing		
By-pass recirculation type (internal, external)		Internal		
Radiator core type (cellular, tube and fin)		Cellular		
Cooling system capacity	With heater (qt.)	18.25	17	
	Without heater (qt.)	17.75	16	
Water jackets full length of cylinder (yes, no)		Full Stroke Length		
Water all around cylinder (yes, no)		Yes		
Radiator hose	Lower	Number and type (molded, straight)	2-Molded	1-Molded
		Inside diameter and length	1-1/2 x 6-3/4	1-3/4 x 15
	Upper	Number and type (molded, straight)	2-1-Molded 1-Straight	1-Molded
		Inside diameter and length	Molded-1-1/4 x 12-1/2 Straight-1-1/4 x 10-1/2	1-1/2 x 16.50
	By-pass	Number and type (molded, straight)	None	
		Inside diameter and length	---	
Drive belts	Fan	Number used	1	
		Angle of V	37°-111°	
		Outside length	40"	54-3/4"
		Width	3/8	
	Generator	Angle of V	Same as Fan Belt	
		Outside length	---	
Fan	Number of blades and spacing	4 Staggered		
	Diameter	18	17	
	Ratio—fan to crankshaft revolutions	.904:1	.949:1	
	Bearing type	Water Pump Bearing		

(a) Auxiliary Tank Relief Valve Pressure 3 1/2-4 1/2 Lbs. PSI

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MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—SUPPLY SYSTEM

Battery			<u>Delco 15AA6-W</u>	<u>Delco 25M50-W</u>	
			<u>6 Volt-15 Plate</u>	<u>12 Volt-9 Plate</u>	
	Location		<u>TM, 100 AMP Hrs. @ 20 Hr. Rate None, 50 AMP Hrs. @ 20 Hr. Rate</u>		
		<u>Under Hood, Right Side</u>			
		<u>Negative</u>			
Generator	Make		<u>Delco-Remy</u>		
	Model		<u>1102793</u>	<u>1102025</u>	
	Type		<u>2 Brush, Shunt Wound</u>		
	Ratio—Gen. to Cr/s rev.		<u>2.05:1</u>	<u>2.00:1</u>	
Regulator	Make		<u>Delco-Remy</u>		
	Model		<u>1118827</u>	<u>1118826</u>	
	Type		<u>Current and Voltage Control</u>		
	Cutout relay	Closing voltage @ generator rpm	<u>6.4 @ 1200</u>	<u>12.8 @ 1250</u>	
		Reverse current to open	<u>---</u>		
	Regulated	Voltage	<u>7.4</u>	<u>14.5</u>	
		Current	<u>45</u>	<u>30</u>	
	Min. Gen. rpm required		<u>(For Max. Output) 2250</u>	<u>(For Max. Output) 1930</u>	
	Voltage test conditions	Temperature		<u>Operating (Run Gen. 15 Min. @ 8-10 Amps. Before Testing)</u>	
		Load		<u>8-10 Amps.</u>	<u>10 Amps. Max.</u>
Other		<u>---</u>			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		<u>Delco-Remy</u>	
	Model		<u>1108035</u>	<u>1107627</u>
	Rotation (drive end view)		<u>Clockwise</u>	
	Engine cranking speed		<u>N.A.</u>	
	Test conditions		<u>Engine at Operating Temperature</u>	
	Lock test	Amps	<u>600</u>	<u>415</u>
		Volts	<u>3.0</u>	<u>5.8</u>
		Torque (lb. ft.)	<u>14</u>	<u>12.7</u>
	No load test	Amps	<u>70</u>	<u>65</u>
		Volts	<u>5.0</u>	<u>10.4</u>
RPM (min.)		<u>5000</u>	<u>7900</u>	
Motor control	Switch (solenoid, manual)		<u>Solenoid</u>	
	Starting procedure		<u>Place Selector Lever in "PARK" or "NEUTRAL"</u>	
			<u>Pull Choke Knob out Part Way</u>	<u>Depress Accelerator Pedal to Floor to Set Auto. Choke</u>
			<u>Turn Ignition Key to Extreme Right Position to Start Engine</u>	

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MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Positive Shift Solenoid	
	Pinion meshes (front, rear)		Front	
	Number of teeth	Pinion	9	
		Flywheel	139	168
Flywheel tooth face width		.500	.485	

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy	
	Model		11153911	1115086
	Amps	Engine stopped	5.4	
Engine idling		3.0	1.75	
Distributor	Make		Delco-Remy	
	Model		11123111	1110855
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	300	
		Centr. advance max. deg. @ rpm	13° @ 1750	16° @ 1800
		Vacuum advance start (in. Hg.)	5.0	6.0
		Vac. adv. (max. deg. @ in. Hg.)	15° @ 9 In. Hg.	13-3/4° @ 15 In. Hg.
	Breaker gap (in.)		.013-.018	.016-.021
	Cam angle (deg.)		26-33	
	Breaker arm tension (oz.)		19-23	
	Timing	C/S deg. @ rpm		T.C. @ Idle
Mark location		Flywheel	Damper	
Cylinder numbering system (see page 2)		Front to Rear	Left Bank 1-3-5-7 Right Bank 2-4-6-8	
Firing order (see page 2)		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Spark plug	Make and model		AC 43-5	AC 43-5R
	Thread (mm)		11MM	
	Tightening torque (lb. ft.)		20-25	
	Gap		.033-.038	
Cable	Conductor type		Linen Core Impregnated with an Electrical Conducting Matl	
	Insulation type		Rubber with Neoprene Jacket	
	Spark plug protector		Neoprene Jacket	

ELECTRICAL—SUPPRESSION

Description	Non Metallic High Tension Cables
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MODEL <u>CORVETTE</u>	<u>Six Cylinder</u>	<u>Eight Cylinder</u>
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ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	AC See Note (a)
	Trip odometer (yes, no)	No
	Charge indicator—type	Ammeter
	Temperature indicator—type	Bourdon Tube
	Oil pressure indicator—type	Bourdon Tube
	Fuel indicator—type	Electric
Ignition switch	Identify positions in order and circuits controlled	Vertical - Off, Unlocked Counter Clockwise - Off, Locked 1st Position Clockwise from Vert. - Ignition and Acc. "On" 2nd Position Clockwise from Vert. - Ignition, Accessories and Starter "On" with Spring Return to 1st Position (Key Removable in all Positions)
	Provision for illumination	Yes, Bulb at Switch
	Location	On Instrument Panel - Right of Steering Column
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Depressed - Off 1st. Notch - Instrument Panel Lights, Parking Lights 2nd. Notch - Instrument Panel Lights, Driving Lights Rotate - Clockwise to Dim and Turn off Instrument Panel Lights Counter Clockwise to Turn on and brighten Panel Lights
Other light switches	Locations and lamps controlled	Left Hand Toe Board - High and Low Beam Driving Lights Parking Brake Handle On - Light On, Released Light Out Parking Brake Alarm Light Switch on Parking Brake Lever Housing at Rear of Instrument Panel Front Compartment Courtesy Lamp Switch in Door Hinge Pillars Door Open - Light On, Door Closed - Light Out Directional Signal Switch in Hub of Steering Mast Jacket
Other switches	Locations and devices controlled	---
Windshield wiper	Make	Trico
	Type	Vacuum
	Vacuum booster provision	Standard
	Washer provision	Dealer Installed Accessory
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	High 17-19-Low 19-21 High 9, Low 10

(a) AC Tachometer with Totalizer

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MODEL CORVETTE Six Cylinder Eight Cylinder

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4000. Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp	2-2400CC	2-4400
Headlamp beam indicator	1-51	1-53
Parking light	3CP Filament of 115 $\frac{1}{2}$ Bulb	4CP Filament of 103 $\frac{1}{2}$ Bulb
Tail light	3CP Filament of 115 $\frac{1}{2}$ Bulb	4CP Filament of 103 $\frac{1}{2}$ Bulb
Stop light	21CP Filament of 115 $\frac{1}{2}$ Bulb	32CP Filament of 103 $\frac{1}{2}$ Bulb
Direction indicator	21CP Filament of Parking Lamp	32CP Filament of Parking Lamp
	21CP Filament of Tail Lamp	32CP Filament of Tail Lamp
	2-51	2-53
License plate light	2-63	2-67
Instrument light	4-55	4-57
Ignition lock light	1-51	1-53
Map light	N.A.	N.A.
Dome light	N.A.	N.A.
Clock light	1-55	1-57
Radio dial light	1-44	1-57
Glove compartment light	N.A.	N.A.
Courtesy light	2-82 *	2-89 *
Trunk compartment light	N.A.	N.A.
Other		
Cigarette Lighter	1-51	1-53
Parking Brake Alarm	1-82 *	1-90 *
Tachometer	1-55	1-57

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE-10 (a), Direction indicator: same as (a).

Headlamp	30CB (a)	13CB (a)
Headlamp beam indicator	Same as (a)	Same as (a)
Parking light	Same as (a)	Same as (a)
Tail light	Same as (a)	Same as (a)
Stop light	Same as (a)	Same as (a)
Direction indicator	SFE 14	SFE 9
License plate light	Same as (a)	Same as (a)
Instrument light	Same as (a)	Same as (a)
Ignition light	Same as (a)	Same as (a)
Map light	None	None
Dome light	None	None
Clock	Same as (a)	Same as (a)
Clock light	Same as (a)	Same as (a)
Radio	SFE 14	SFE 9
Glove compartment light	None	None
Courtesy light	Same as (a) *	Same as (a) *
Trunk compartment light	None	None
Other		
Parking Brake Alarm	SFE 14 *	SFE 9 *
Heater (Recirculating)	SFE 14	SFE 9

* Accessory Only

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MODEL CORVETTE

DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			
Type (dry or wet plate)			
In combination with fluid coupling (yes, no)			
Semi-centrifugal (yes, no)			
Type pressure plate springs			
Total plate pressure (lb.)			
No. of clutch driven discs			
Clutch facing	Material		
	Inside diameter		
	Outside diameter		
	Total eff. area (sq. in.)		
	Thickness		
	Number required		
	Engagement cushioning method		
	Release bearing	Type	
		Method of lubrication	
	Torsional damping	Method (springs, other)	
Frict. mat.			

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	N.A.
Conventional with overdrive (std. or opt.)	N.A.
Automatic (std. or opt.)	Standard

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		
Transmission ratios	In first	
	In second	
	In third	
	In fourth	
	In reverse	
Constant mesh gears in 2nd (yes, no)		
Spur gear used in (indicate speeds)		
Helical gears used in (indicate speeds)		
Synchronous meshing in 2nd and 3rd gears (yes, no)		

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MODEL CORVETTE

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		
	Type recommended		
	SAE vis- cosity number	Summer	
		Winter	
Extreme cold			

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)		
	If planetary, No. of pinions		
	Manual lockout (yes, no)		
	Downshift accelerator control (yes, no)		
	Minimum cut-in speed		
	Gear ratio		
Lubri- cant	Capacity (O.D. only)		
	Separate filter (yes, no)		
	Type recommended		
	SAE vis- cosity number	Summer	
		Winter	
Ext. cold			

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide
Type (fluid coupling with gears, torque convertor with gears, other)	Torque Converter With Planetary Gears
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	P-Park N-Neutral D-Drive L-Low R-Reverse
List gear ratios in each drive position (range)	Drive 1.82-1 Low 1.82 Rev. 1.82
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes
By governor—forced shift (yes, no)	Yes
Downshift of gears in high range possible up to (mph)	50

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MODEL CORVETTE

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		3	
	Max. ratio at stall at engine rpm		2.1:1	
	Mechanical lockup	Provided (yes, no)	No	
		Speed range	---	
		Releases at (speed range, mph)	---	
	Type of cooling (forced air, oil cooler and type, other)		None	
Anti-creep device (yes, no)		No		
Lubricant	Capacity—refill (pt.)		11 Qts.—Refill 5 qts.	
	Type recommended		Type A	
	Grade	Summer	Same Grade For	
		Winter	All Temperature	
		Extreme cold	Ranges	

DRIVE UNITS—PROPELLER SHAFT

Number used		1	
Type (exposed, torque tube)		Exposed Hotchkiss	
Outer diameter x length* x wall thickness	Conventional trans.	---	
	Overdrive trans.	---	
	Automatic trans.	2.50 x .065 (Effective Length Varies Due to U-Joint Slip on Spline)	
Inter-mediate bearing	Type (plain, anti-friction)	None	
	Lubri. (fitting, prepack)	None	
Universal joints	Make		Own
	Number used		2
	Type (ball and trunnion, cross, other)		Yoke and Spider (Trunnion)
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Z-Fittings
Drive taken through (torque tube or arms, spring)		Rear Springs	
Torque taken through (torque tube or arms, springs)		Rear Springs	

*Centerline to centerline of joints or centerline of rear attachment point.

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MODEL CORVETTE

DRIVE UNITS—REAR AXLE

Type (semi-floating, other)		Semi-Floating	
Gear type (hypoid, other)		Hypoid	
Gear ratio and No. of teeth	Conventional trans.	---	
	Overdrive trans.	---	
	Automatic trans.	3.55:1 (11-39)	
Pinion adjustment (shim, other)		Shim	
Pinion bearing adj. (shim, other)		None	
Lubricant	Capacity (pt.)	4	
	Type recommended	A-9 Hypoid Lubricant	
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme cold	SAE 80

DRIVE UNITS—WHEELS

Type (disc, other)		Short Spoke Disc
Rim (size and flange type)		15 x 5K
Attachment	Type (bolt or stud)	Bolt
	Circle diameter	4.75
	Number and size	5. 7/16 x 20

DRIVE UNITS—TIRES

Size and ply rating	Standard	6.70-15-4 Ply Tubeless
	Optional	6.70-15-4 Ply White & Blackwall
Rev/mile at 30 mph		754
Inflation press. (cold)	Front	24 Lbs.
	Rear	24 Lbs.

BRAKES—SERVICE

Type		Servo-4 Wheel Hydraulic
Booster type		None
Effective area (sq. in.)		158
Percent brake effectiveness—rear		44 %
Drum	Diameter	Front 11
		Rear 11
	Type and material	Composite, Rim-Cast Alloy Iron, Web-Pressed Steel

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MODEL CORVETTE

BRAKES—SERVICE (cont.)

	Bonded or riveted		Bonded	
	Brake lining	Primary	Material	Full Molded Asbestos Composition
Size (length x width x thickness)			Front wheel	9.3125 x 2.0 x .202-.222
			Rear wheel	9.3125 x 1.75 x .202-.222
Segments per shoe		1		
Secondary		Material	Full Molded Asbestos Composition	
		Size (length x width x thickness)	Front wheel	11.6875 x 2.0 x .202-.222
	Rear wheel		11.6875 x 1.75 x .202-.222	
Segments per shoe		1		
Wheel cylinder bore	Front	1.125		
	Rear	1.0		
Master cylinder bore	1.0			
Available pedal travel	1/2			
Line pressure at 100 lb. pedal load	700 (Approx.)			
Shoe clearance adjustment	To Light Drag and Back Off 7 Notches			

BRAKES—PARKING

Type of control	"T" Handle Pull Rod		
Location of control	L.H. of Steering Column, Below Instrument Panel		
Operates on	Rear Service Brakes		
If separate from service brakes	Type (internal or external)	---	
	Drum diameter	---	
	Lining size (length x width x thickness)	---	

FRAME

Type and description	Full Length, Welded, Box Section Side and Rear Cross-members. "I" Beam Type Member, Bracing From "Y" Member To Frame Front Sidemember. Rear Shock Absorber Cross-member of "U" Type. "I" Beam Type "Y" Member.
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FRONT SUSPENSION

Type and description	Unitized, Independent, Short & Long Arm
----------------------	---

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MAKE OF CAR Chevrolet **MODEL YEAR** 1955

MODEL Corvette

FRONT SUSPENSION (cont.)

	Type	Coil
	Material	Chrome Alloy Steel
Spring	Size (length x width x No. leaves or coil I.D.)	13.45 Free Length X 3.752 Total Number of Coils 9-3/4
	Spring rate (lb. per in.)	300
	Rate at wheel (lb. per in.)	110
	Normal load (lb. @ rated length)	1145 @ 9.62
Shock absorbers	Manufacturer	Delco
	Type (direct or lever)	Direct, Double Acting, Hydraulic
	Piston diameter	1
Stabilizer	Type (link, linkless, frameless)	Link
	Material	Heat Treated Hr Carbon Steel

STEERING

Type used (Standard or optional)	Mechanical	Standard	
	Power	N.A.	
Wheel diameter		17.25	
Turning diameter	Outside front	Wall to wall (r. & l.)	38.58-Right-38.99-Left
		Curb to curb (r. & l.)	36.55-Right-36.93-Left
	Inside rear	Wall to wall (r. & l.)	N.A.
		Curb to curb (r. & l.)	N.A.
Inside wheel angle with outside wheel at 20°		17°	

Mechanical	Gear	Type	Semi-Reversible, Hour Glass Worm And Ball Bearing Roller Sector	
		Make	Saginaw	
		Ratios	Gear	16.0:1
			Overall	16.0:1
	No. wheel turns	3.9		

Power	Type	---		
	Make	---		
	Trade name	---		
	Gear	Type	---	
		Ratios	Gear	---
			Overall	---
	Pump driven by	---		
Overall torque ratio	---			
Number wheel turns	---			

Linkage	Type	Center Point
	Location (front or rear of wheels)	Rear of Wheels
	Drag link (trans. or long)	Longitudinal
	Tie rods (one or two)	2

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STEERING (cont.)

Kingpin	Inclination at camber (deg.)		3-1/2-4-1/2
	Diameter		.8660-.8665
	Bearings (type)	Upper	Bushings
		Lower	Bushings
Thrust		Single Row Ball	
Wheel alignment (range and preferred)	Caster (deg.)		0-1
	Camber (deg.)		0-1
	Toe-in (outside tread-inches)		0-1/8"
Steering knuckle type			Reverse Elliott
Wheel spindle	Diameter	Inner bearing	1.2810-1.2815
		Outer bearing	.7498-.7503
	Thread size		3/4-20
	Bearing type		Ball

REAR SUSPENSION

Type			Longitudinal Springs	
Drive and torq. taken through (see page 14)			Rear Springs	
Spring	Type		Semi-Elliptic	
	Material		Chrome Alloy Steel	
	Size (length x width x No. leaves or coil I.D.)		51 x 2 x 4	
	Spring rate (lb. per in.)		115	
	Rate at wheel (lb. per in.)		---	
	Normal load (lb. at rated length)		725	
	Mounting insulation type			Rubber Bushed
	If leaf	No. of leaves		4
		Covers (yes, no)		No
		Lubricated (yes, no)		No
Inserts		Type and size	3-Liners-19.76x1.88x.100-31.76x1.88x.100-46.21x1.88x.100	
	Material	Wax Impregnated Fiber Board		
Shackle (comp. or tens.)			In Tension From Rear Hanger	
Shock absorbers	Manufacturer		Delco	
	Type (direct or lever)		Direct, Double Acting, Hydraulic	
	Piston diameter		1	
Stabilizer	Type (link, linkless, frameless)		None	
	Material		---	
Track bar type			None	

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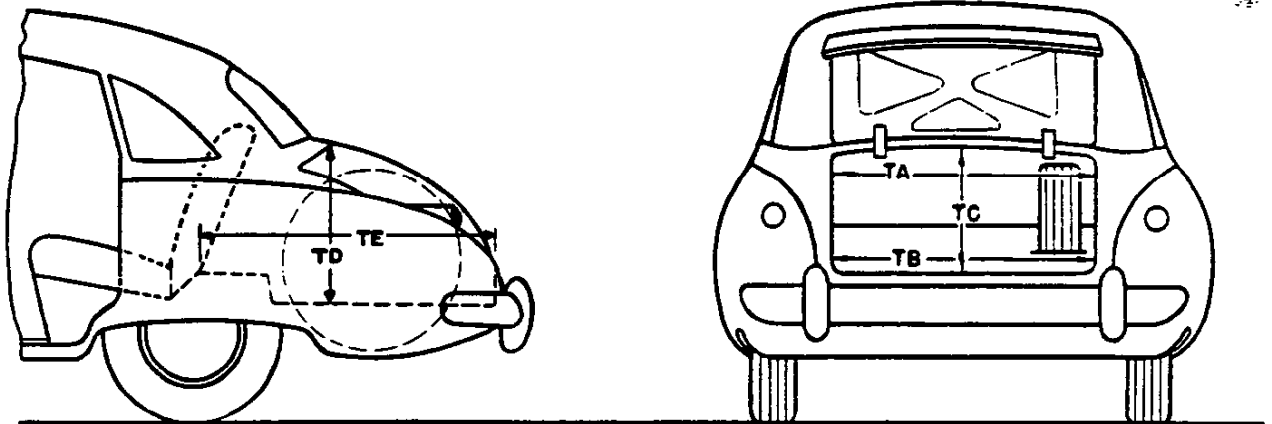
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL CORVETTE

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	45.96
TB—Width across the bottom	35.00 One Inch Above Floor Line
TC—Diagonal dimension at Cl from top of opening to bottom	*
TD—Vertical height of opening (floor to top, inside edge of opening)	14.40
TE—Max. horizontal depth (forward from vertical projection of inside edge of opening)	31.00
Position of spare tire stowage	Horizontal In Floor Tire Well Under Mat
Method of holding lid open	Counterbalance Springs

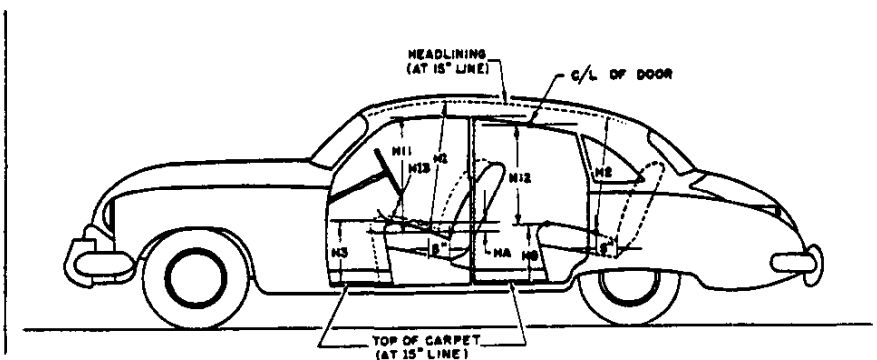
* - Not A Standard Dimension

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BODY—HEIGHT DIMENSIONS—INTERIOR



H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	35.40
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	---
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	8.00
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	---
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	30.00
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	---
H13. Steering wheel clearance to seat cushion taken on arc.	5.00
HA. Front seat vertical rise at "A" pt. (inches.)	.22

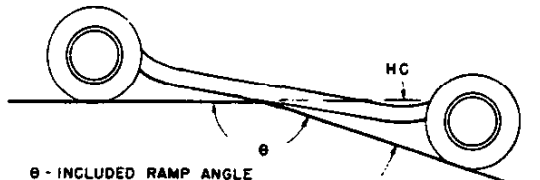
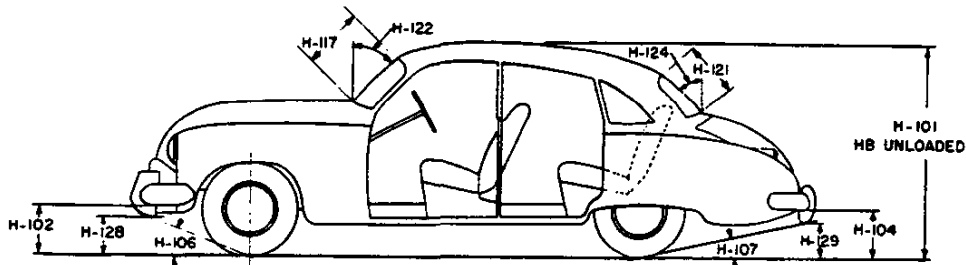
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MODEL Corvette

BODY—HEIGHT DIMENSIONS—EXTERIOR



θ - INCLUDED RAMP ANGLE
HC - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height. Loaded-Top Up	51.25
HB. Overall height—unloaded. -Top Up	52.16
H102. Front bumper bottom to ground at normal section.	9.33
H104. Rear bumper bottom to ground at normal section.	15.00
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	28°32'
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	17°40'
HC. Ramp breakover angle.*	14°54'
H117. Windshield DLO-slant height.	16.92
H121. Backlight DLO*—Max., slant height.	10.00
H122. Windshield slope angle to vertical line on car axis.	53°
H124. Backlight slope angle to vertical line on car axis.	40°
H128. Ground to bottom of front bumper guard.	---
H129. Ground to bottom of rear bumper guard.	---
HD. Min. road clearance (location and dimension).	6" Minimum Below Door Opening
HE. Min. road clearance at rear axle.	8.00

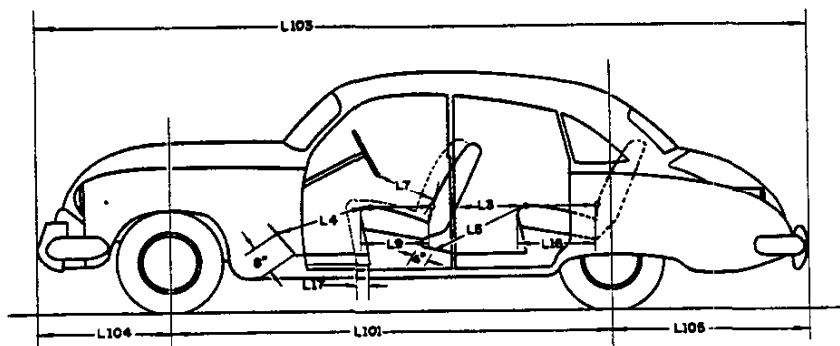
*See Notes, page 19.

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MODEL CORVETTE

BODY—LENGTH DIMENSIONS



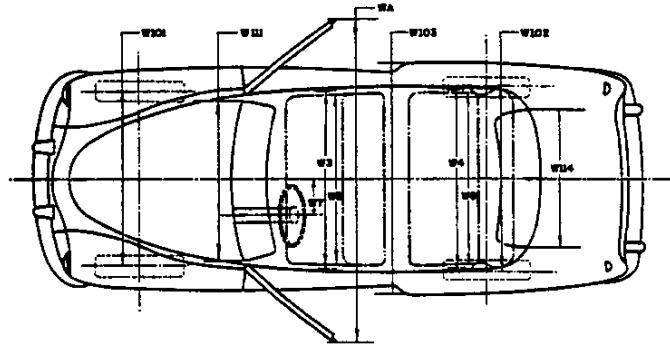
Interior	L3. Rear compartment back of front seat back to rear seat back.	---
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15° line.	39.00
	L5. Leg room—rear—diagonal— from ball of foot to top of rear seat cushion and to seat back.	---
	L7. Steering wheel clearance to seat back taken on arc.	13.70
	L9. Front seat depth (front edge to vert. tan. to seat back on 15° line).	18.24
	L16. Depth of rear seat (front edge to seat back).	---
	L17. Total adjustment of front seat at floor.	4.4
Exterior	L101. Wheel base.	102
	L103. Overall length (bumper to bumper inc. guards).	167
	L104. Overhang—front including bumper guards.	26.10
	L105. Overhang—rear including bumper guards.	38.90

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BODY—WIDTH DIMENSIONS



	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	51.25
Interior	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	---
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	57.20
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	---
	W7. Steering wheel center to center of body.	13.85
Exterior	W101. Front tread at ground.	57.00
	W102. Rear tread at ground.	59.00
	W103. Max. overall width of car including bumpers or mouldings.	72.24
	WA. Max. overall width of car with doors open.	10' 5"
	W111. Windshield DLO, max. width.	52.58
	W114. Back window DLO, max. width.	30.88

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MODEL CORVETTE

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	Front
	Rear	---
Type of finish (lacquer, enamel)		Lacquer
Hood opening (front, side, semi-full, full, half)		Front-Reverse Alligator
Hood counterbalanced (yes, no)		No
Hood release control (internal, external)		Internal
Vent window control method (crank, friction, pivot).		Pivot
Windshield (one piece, two piece; curved, flat)		One-Piece Curved
Rear window type (one piece, two piece, three piece; curved, flat)		Plastic-One Piece, Flat
Windshield glass area		892 Sq. In.
Backlight glass area		300 Sq. In.
Total glass area		1687 Sq. In.

BODY—TYPES AND STYLE NAMES

Body type, number of passengers, and style names (use letter code shown below followed by passenger capacity and style name e.g., N-6 Ranchwagon)

L-Convertible-2 Door-2 Passenger

Body type code

- | | |
|--|---|
| <ul style="list-style-type: none"> A—Coupe—2 door flatback B—Coupe—2 door notchback C—Sedan—2 door flatback D—Sedan—2 door notchback E—Sedan—4 door flatback (4 windows) F—Sedan—4 door flatback (6 windows) G—Sedan—4 door notchback (4 windows) H—Sedan—4 door notchback (6 windows) J—Hardtop—2 door K—Hardtop—4 door | <ul style="list-style-type: none"> L—Convertible—2 door M—Convertible—4 door N—Station wagon—2 door P—Station wagon—4 door Q—Combined passenger and utility—2 door R—Combined passenger and utility—4 door S—Sedan delivery T—Limousine |
|--|---|

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