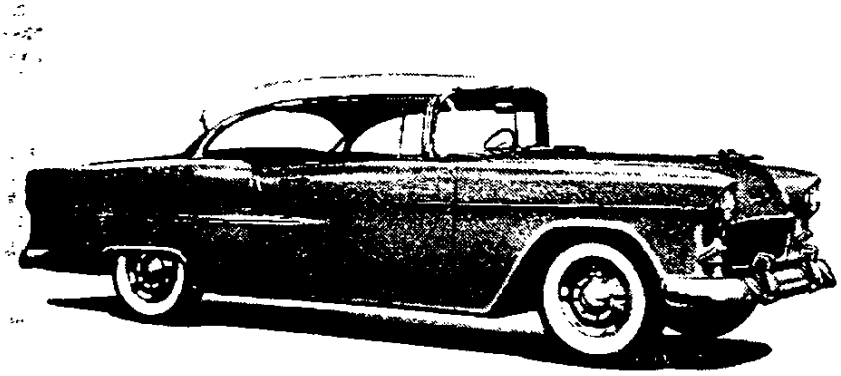
CHEVROLET

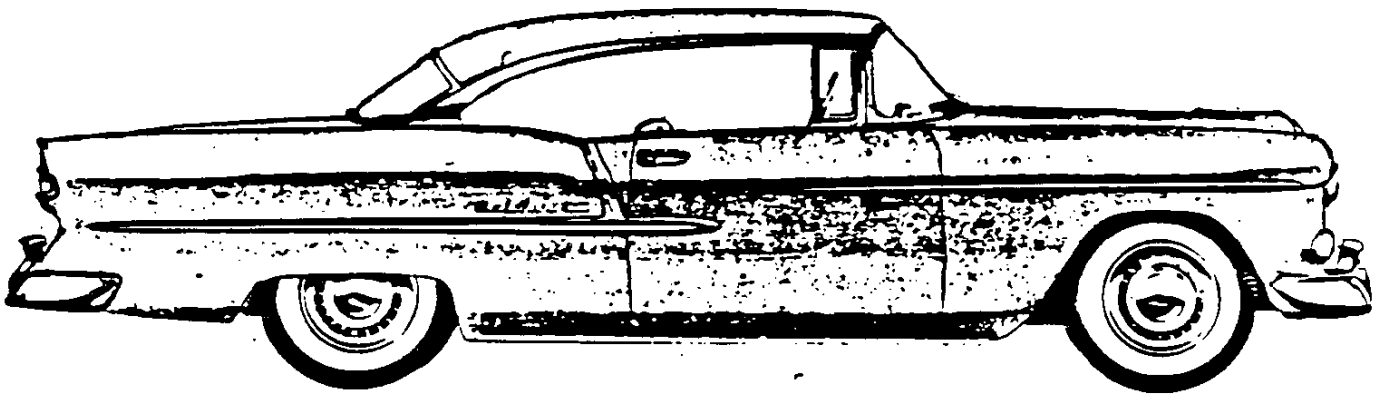


1955 Chevrolet, Bel Air two-door hardtop Sport Coupe, V-8

1955

CHEVROLET

1955

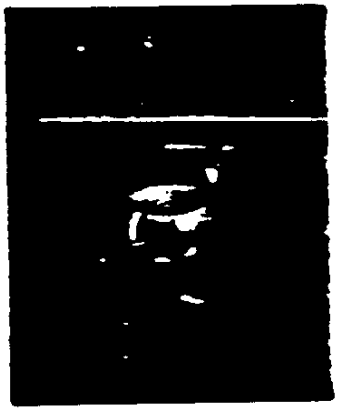


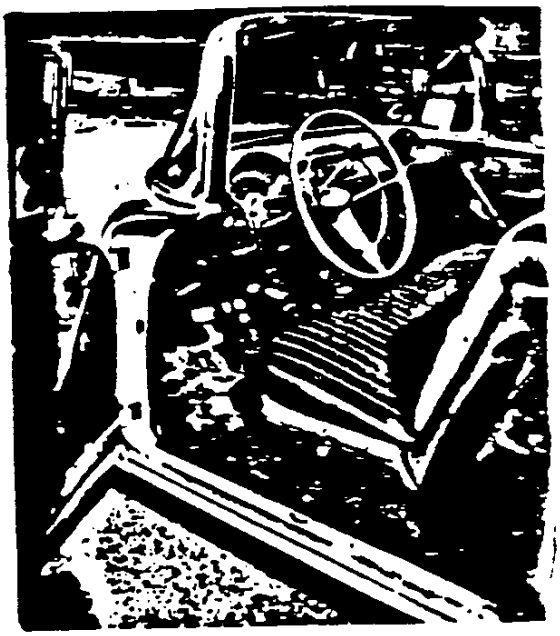
New Look! New Life (V8 OR 6)! New Everything!

BEL AIR SERIES
- 2-door Sedan
- 4-door Sedan
- Sport Coupe
- Convertible
- 4-door station wagon
- Nomad

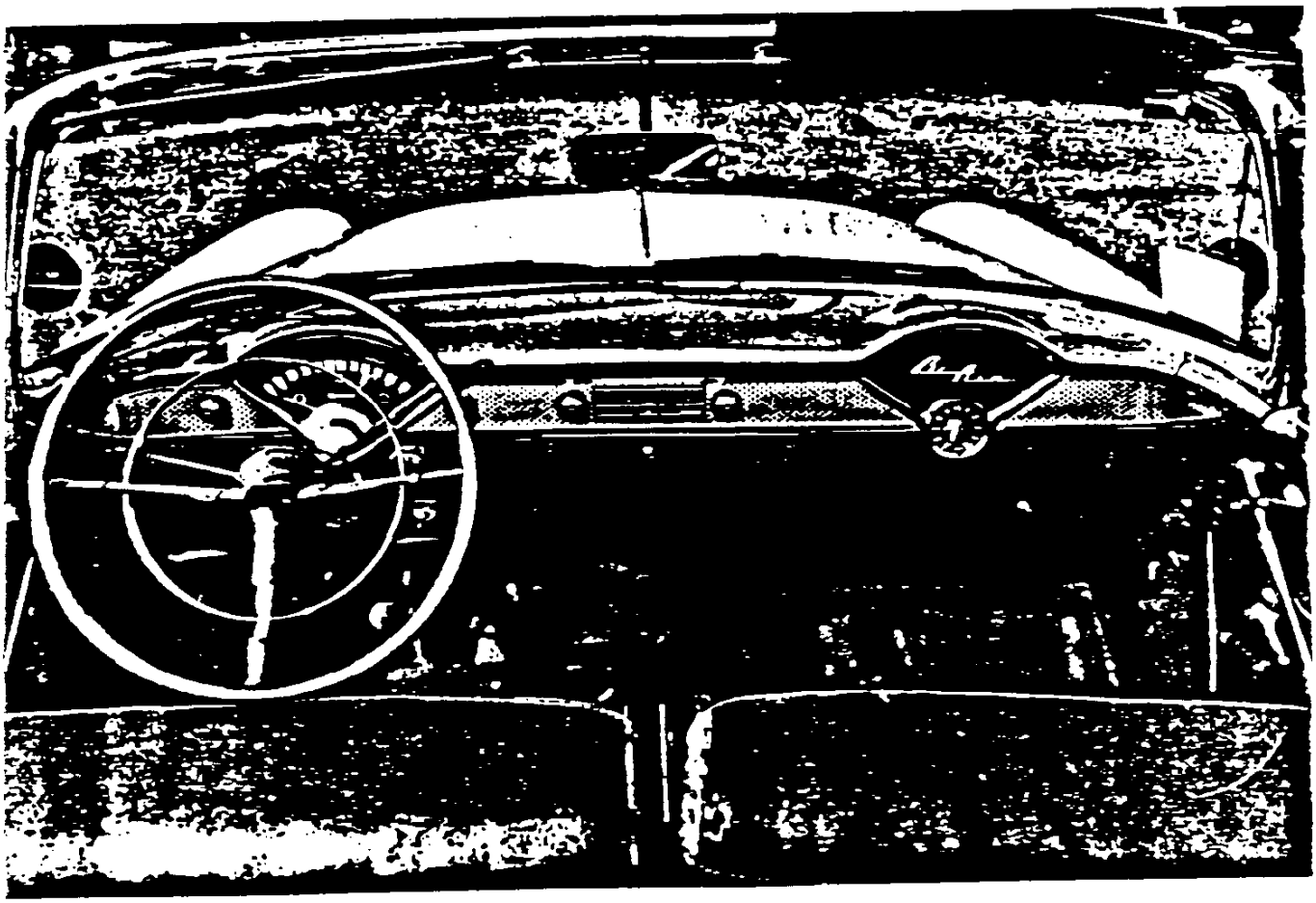
TWO-TEN SERIES
- 2-door Sedan
- 4-door Sedan
- Del Ray Club Coupe
- 2-door station wagon
- 4-door station wagon

ONE-FIFTY SERIES
- 2-door Sedan
- 4-door Sedan
- Utility Sedan
- 2-door station wagon





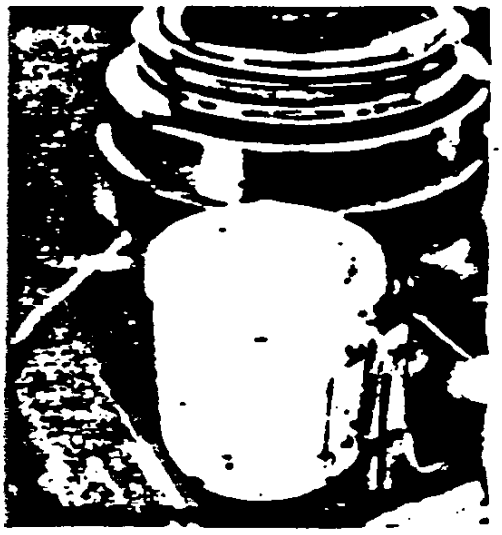
The front seats of all models are adjustable and move in an inclined track which raises seat as it moves forward. A power-operated seat is available as an option, or seat may be manually adjusted by releasing knob (left).



rior view, 1955 Bel Air Convertible

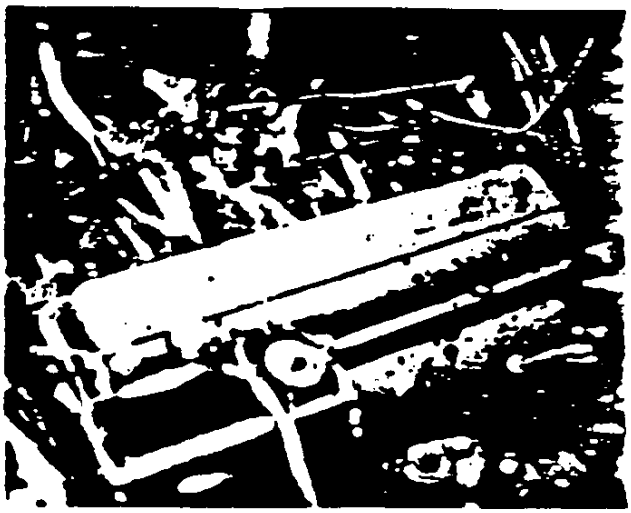
Hoods are front-opening on all models.

Running from the rear left corner of the V-8 manifold is a semi-flexible copper tube connected to a temperature sensing probe. Used only on the 1955 V-8, the "mechanical" manifold was modified in 1956 to accept an electrical sensor and the copper tube deleted.

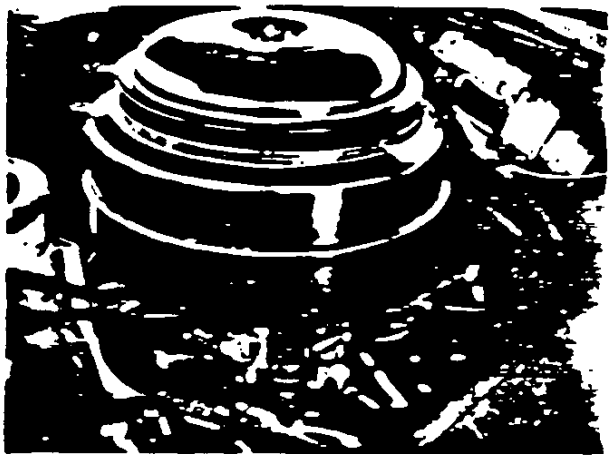


his is a factory accessory oil filter. The 1955 lock had no other provision for filtering the

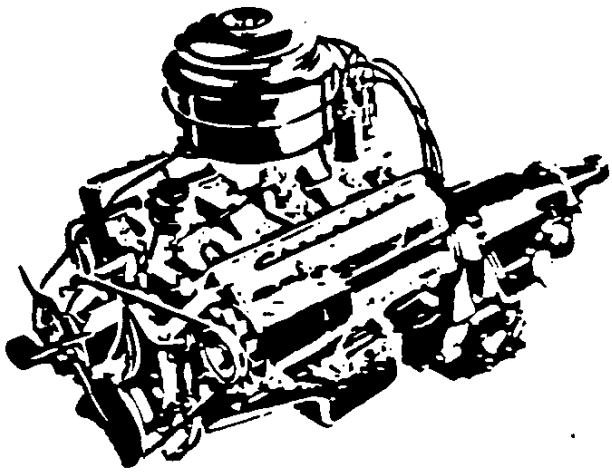
A factory-installed option, the new Plus-Power Package boosts the standard V-8 horsepower from 162 to 180 with dual exhausts, four-barrel carburetor, etc.

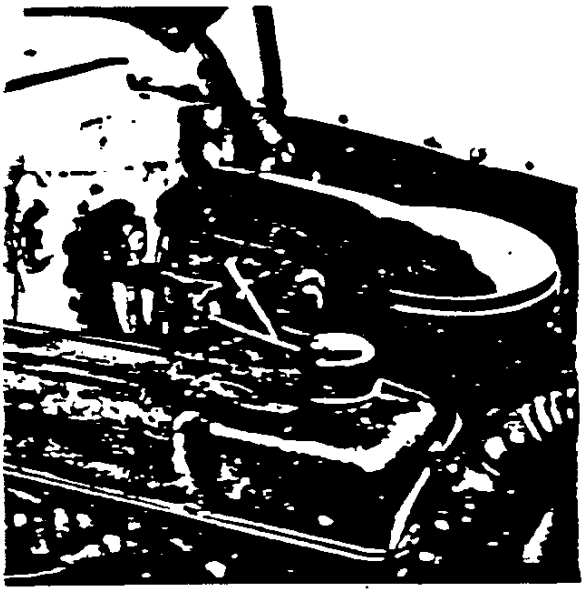


Two steel valve covers bearing the Chevrolet name are used on the new V-8 engines.



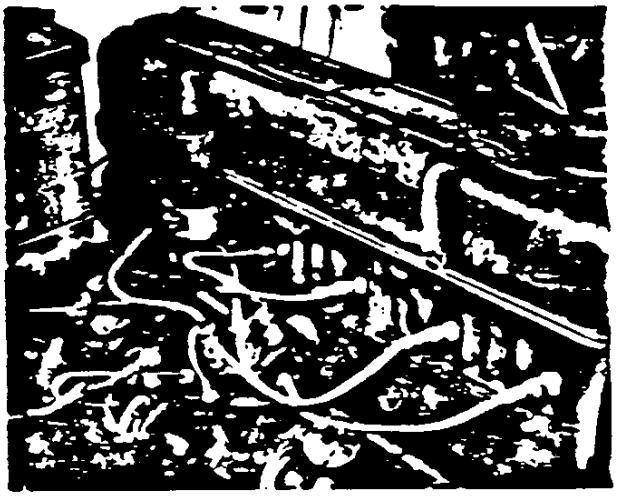
A new oil-bath air cleaner is employed on the new V-8.





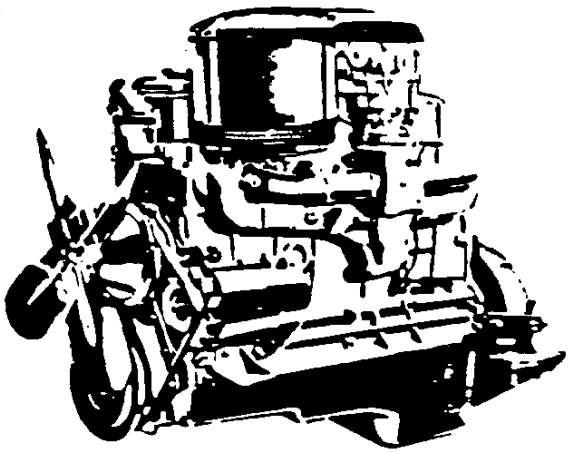
...to the crowded V-8 engine, the six-cylinder ...ems small for the available space.

Two Sizes are available. The standard engine, with Synchro-Mesh transmission, is rated at 123 horspower. The Powerglide version with the high-lift cam, hydraulic lifters, and other changes, is rated at 136 hp.

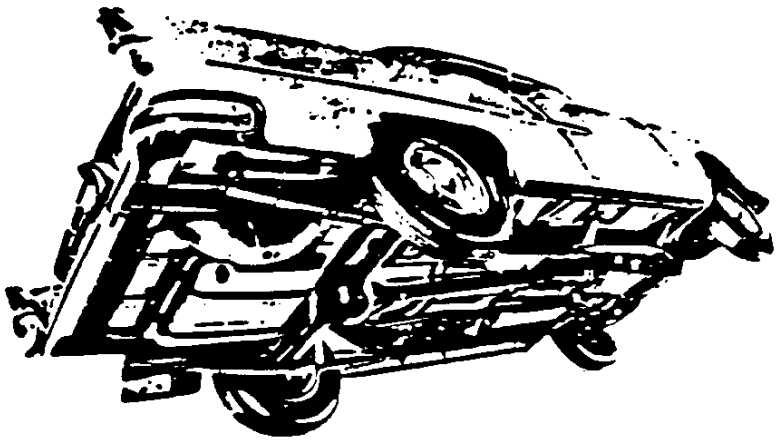


The 123 H.P. SIX shown here is externally identical to the 136 horsepower version used with Powerglide installations.

l horns are mounted ahead of the radiator.

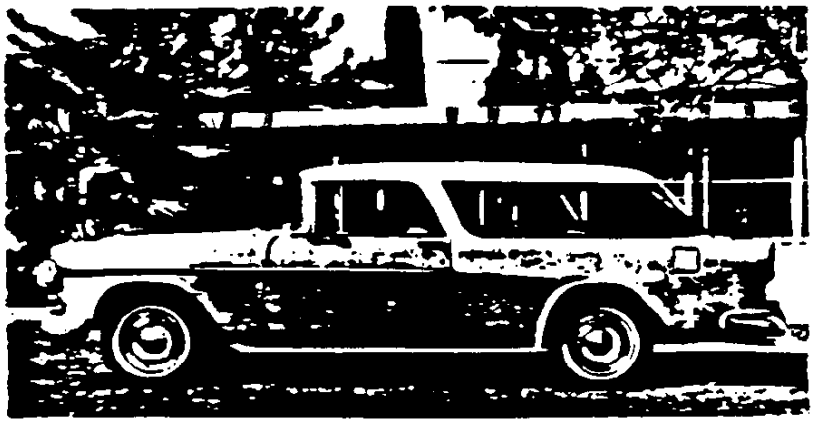


1955 Chevrolet 123 horsepower SIX

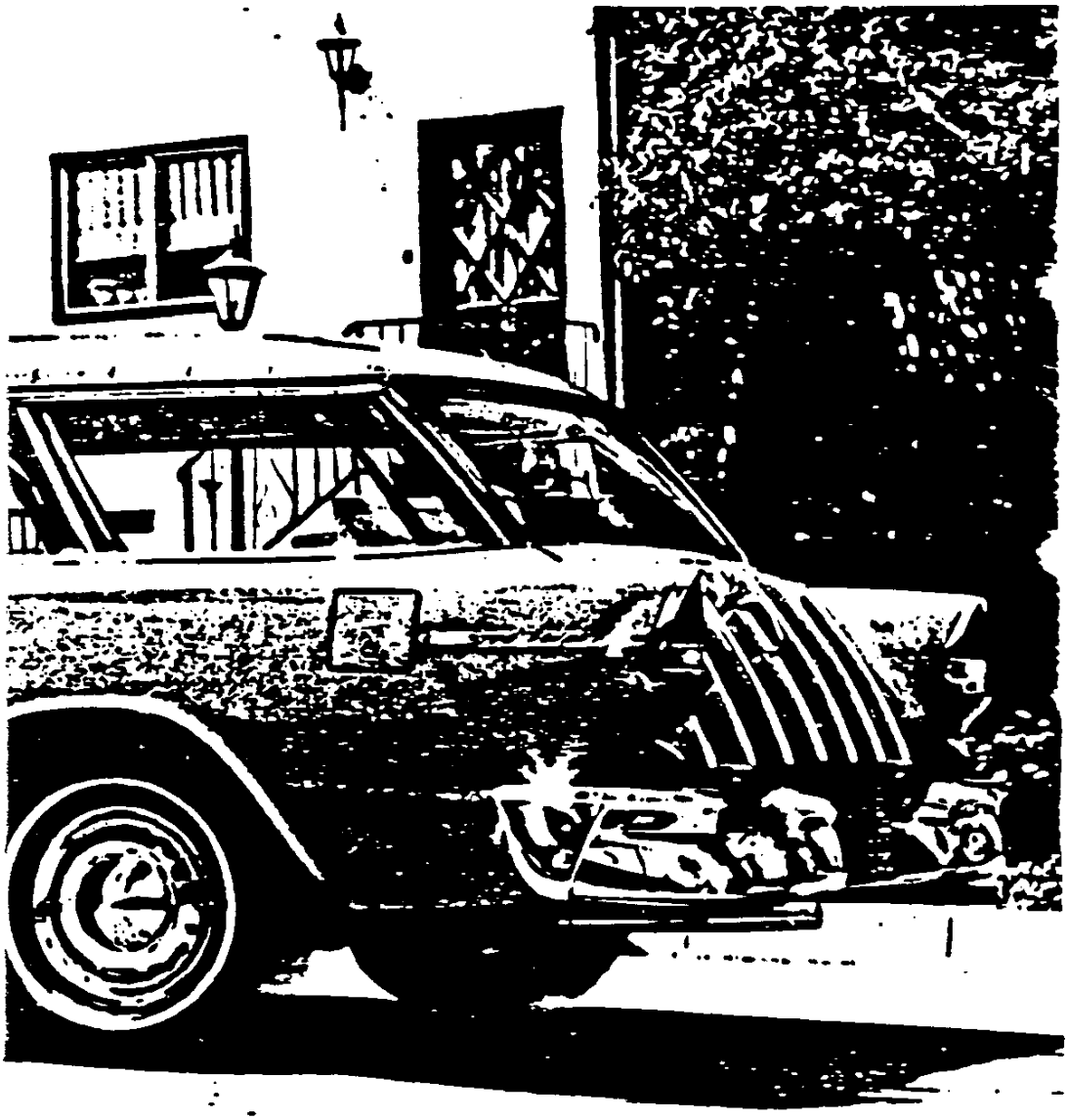


In an unusual illustration from the 1955 Sales Folder, Chevrolet's new 1955 chassis can be viewed easily.

1955 Nomad



1955 Bel Air Nomad featuring optional two-tone paint.

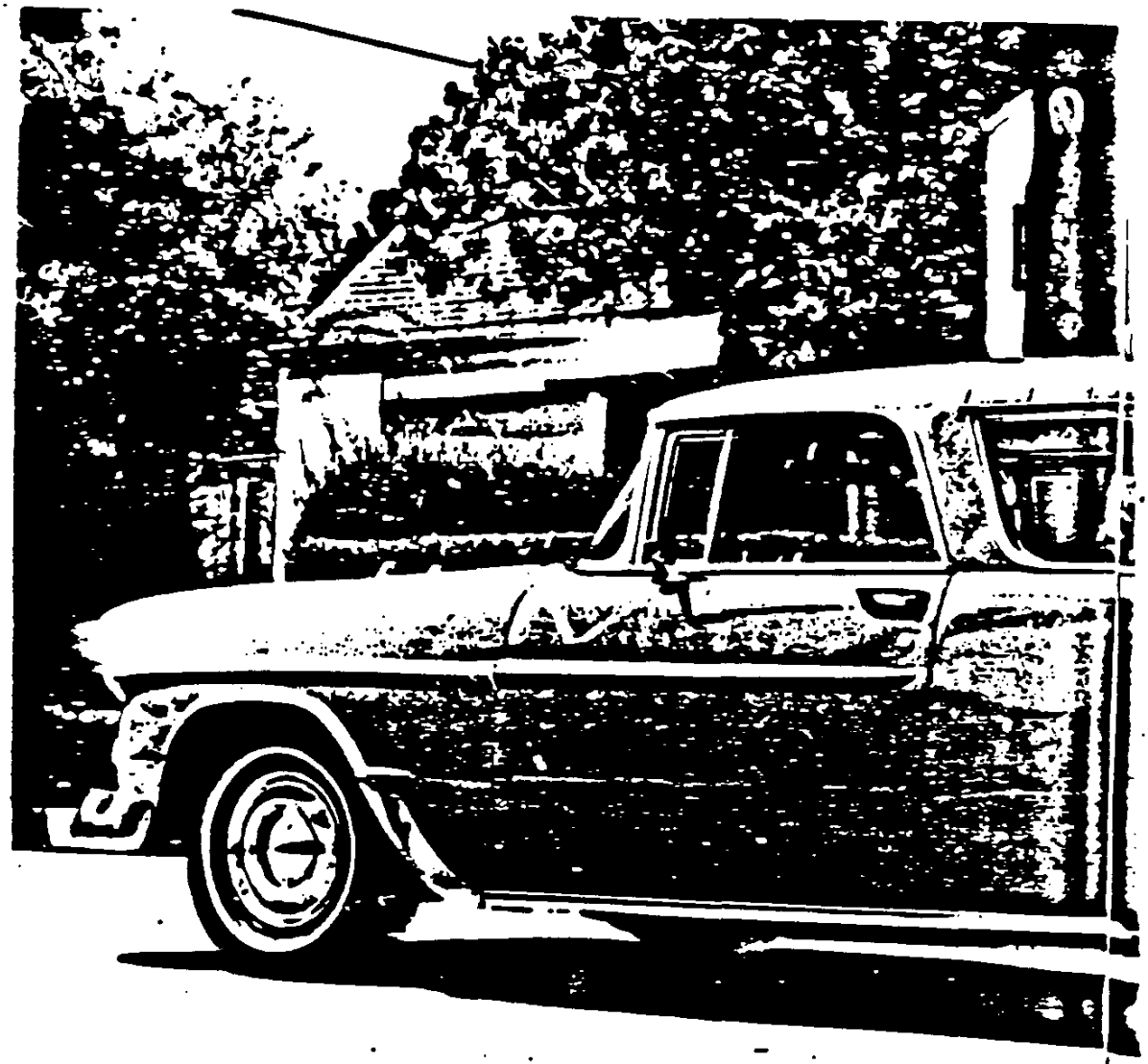


Mr. Earl Bryan, Bellflower, California

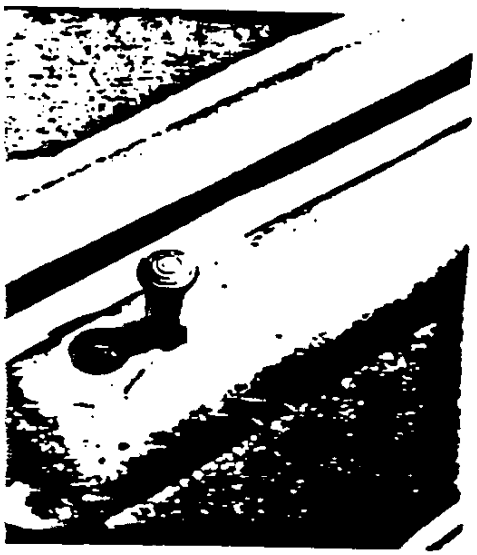
; Nomad

Derived from a one-off "dream car" first shown at the GM Motorama early in 1954, the attractive new 1955 Bel Air Nomad was curious 2-door, 6-passenger station wagon. With unique mechanical features including a rear window that wrapped around to its er post, the model featured a rear seat that could be folded to increase cargo space.

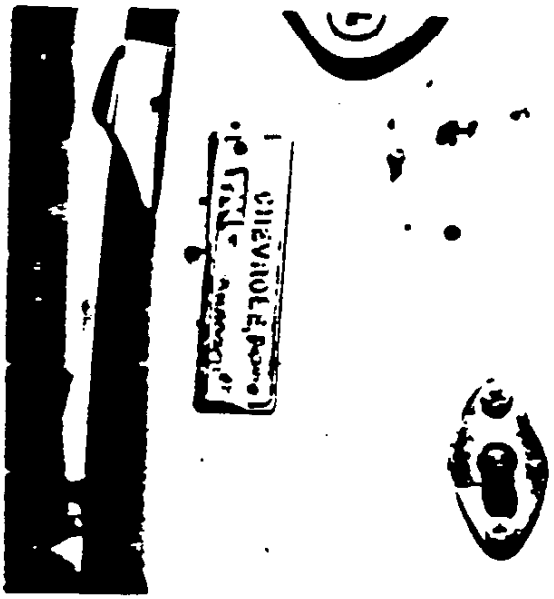
The Nomad was not Chevrolet's only 2-door 1955 station wagon. In addition there was offered a Two-Ten and a One-Fifty el, each with descending standard trim and upholstery. However, the Nomad is remembered best because despite unmistakably looks, it failed to create a place for itself. The Nomad was to be continued for only two more years and then discontinued.



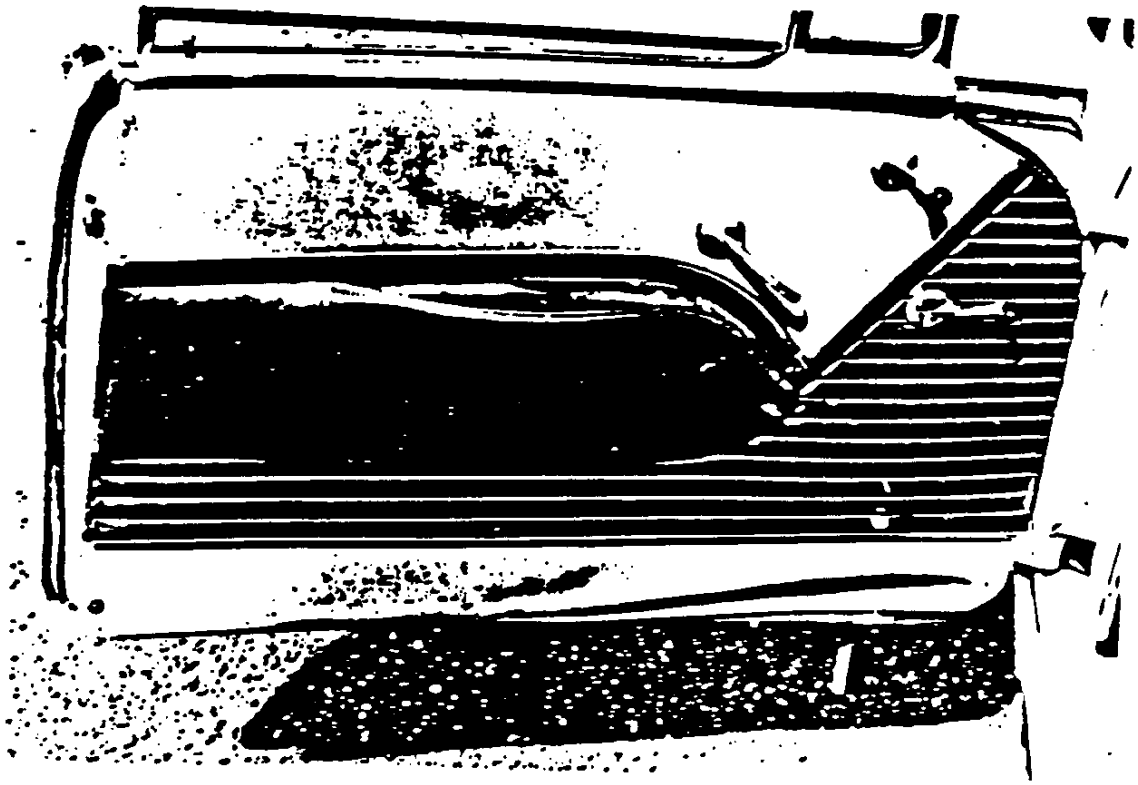
1955 Bel Air Nomad



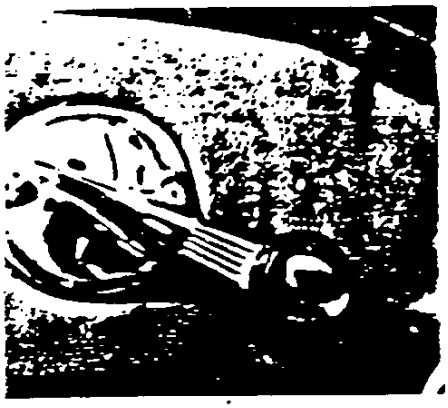
or locks are standard and protrude through

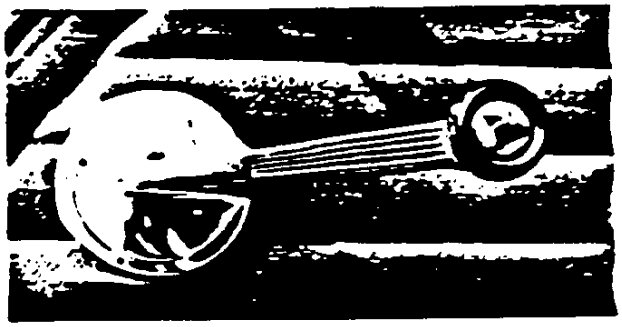


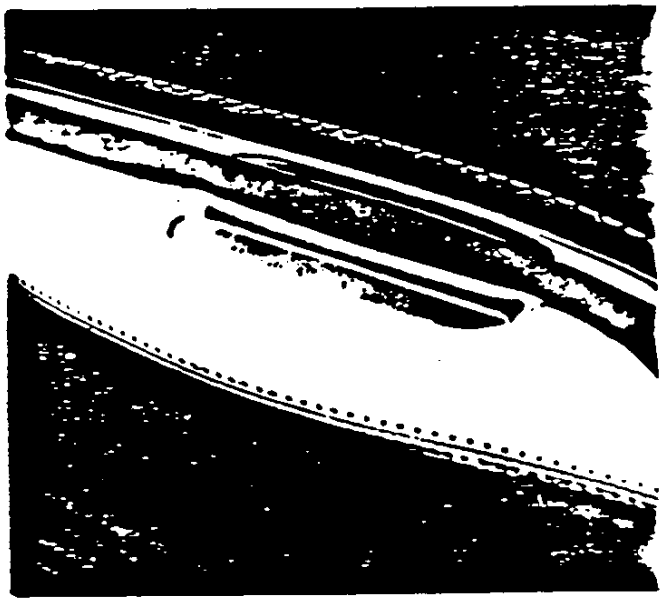
The use of a serial number plate on the left front door jamb is continued. The automatic switch for the interior lights is standard on all doors of the Bel Air Series cars and the front doors only in the Two-Ten models. It is not furnished on the One-Fifty Models.



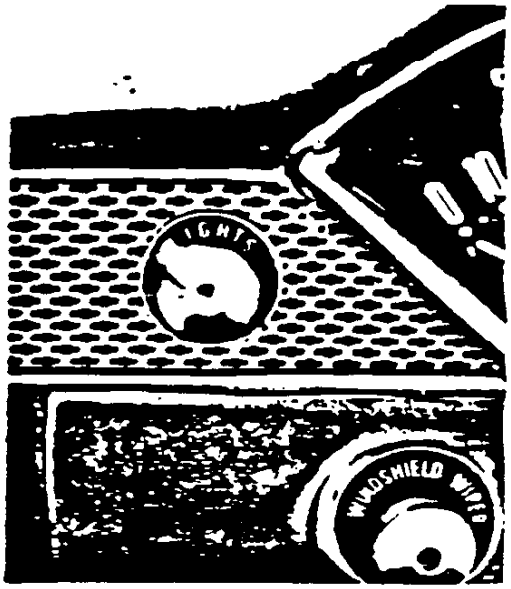
The upholstery panels of the Bel Air Series are distinctively done in two-tone vinyl with bright metal trim strips and moulded in arm rests on the front

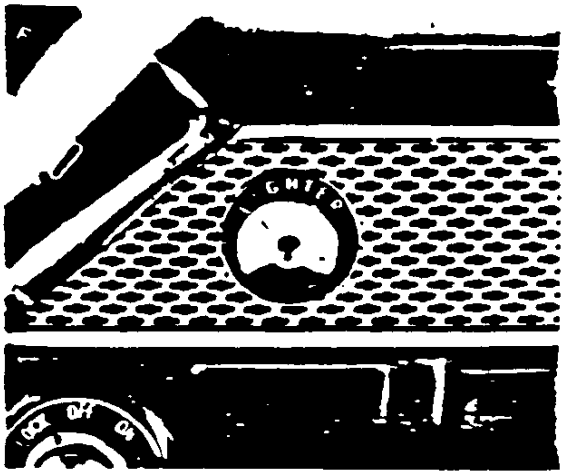




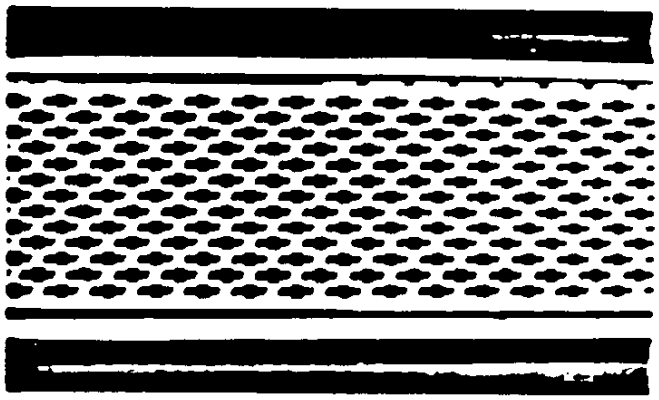


Moulded arm rests appear in the door panels of the Bel Air models. Conventional unitized arm rests are furnished in the front doors of the Two-Ten models and all station wagons. No arm rests are provided in the economy One-Fifty models.

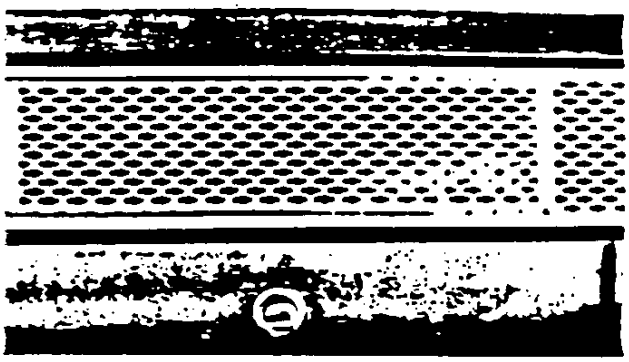




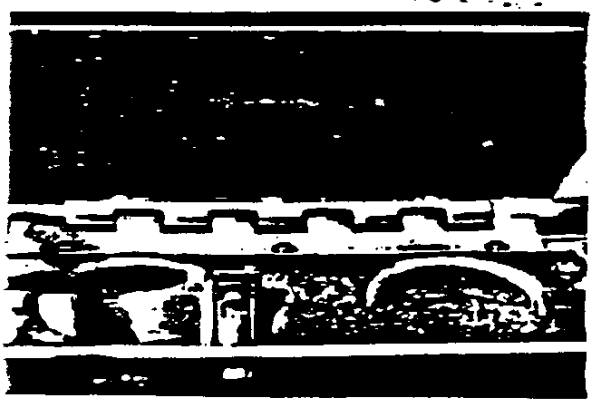
Function knobs on the 1955 instrument panel are fitted with legible escutcheon plates.



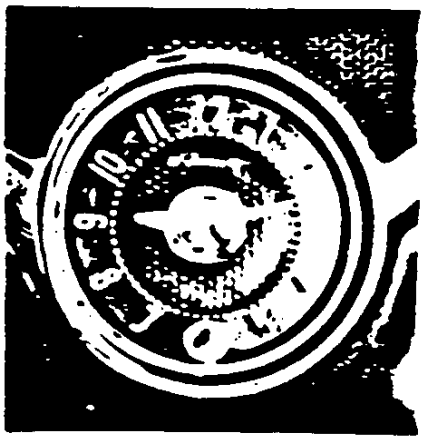
The Chevrolet bow-tie emblem is repeated endlessly in a pattern pierced in the instrument panel trim.



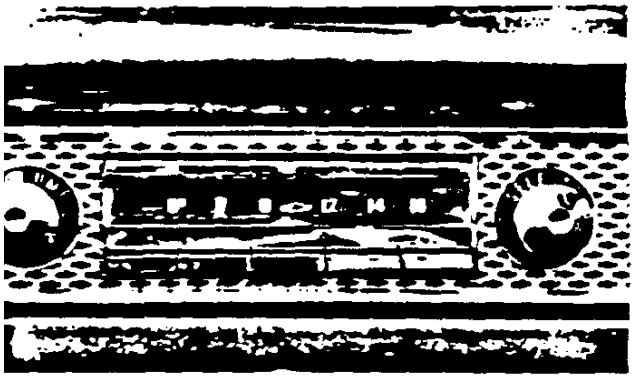
: radio blanking plate, furnished when that accessory is not chased, matches the bow tie trim. Beneath it can be seen package compartment which has been placed at the center the instrument panel.



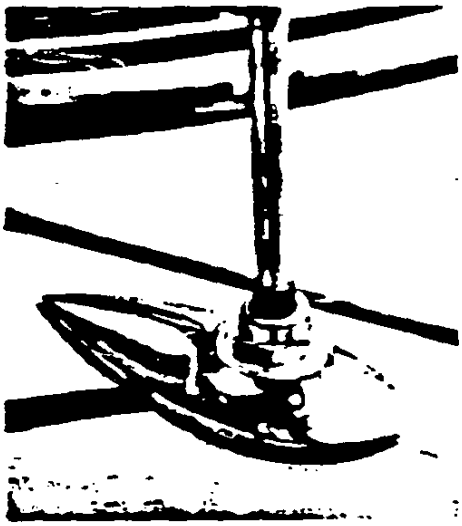
cking package compartment has interior lighting (in l Air and Two-Ten models only) operated by the switch the upper left



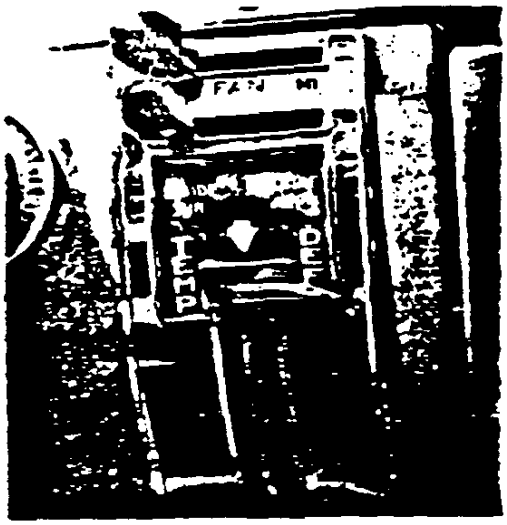
The electric clock is standard in Bel Air models only, but available as an option in the others. Its speed is adjusted by a screw placed between the numerals at



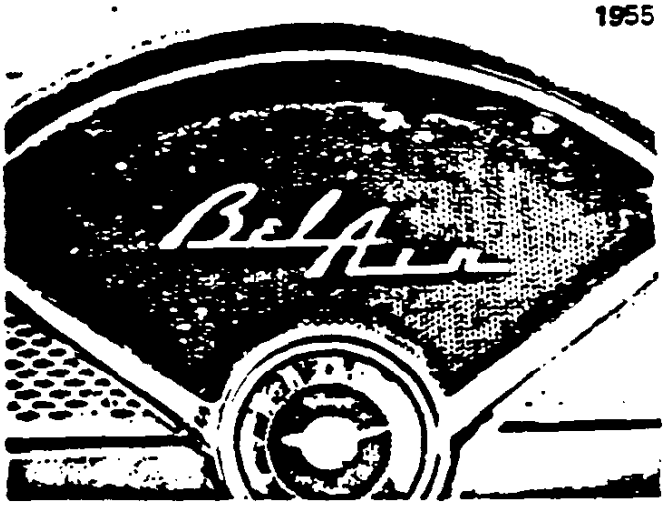
ailable for the first time, in 1955, is this signal-seeking nder Bar push-button radio. A manual tuning economy del as well as a conventional push button version were o offered.



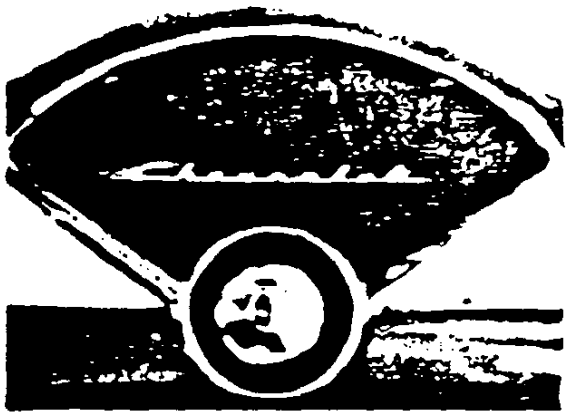
An antenna for the accessory radio is installed on the right front fender.



The optional Ventilating Heater and Defroster controls replace a standard blanking panel at the bottom of the instrument panel. An alternate economy Recirculating Heater control head also fits this space.

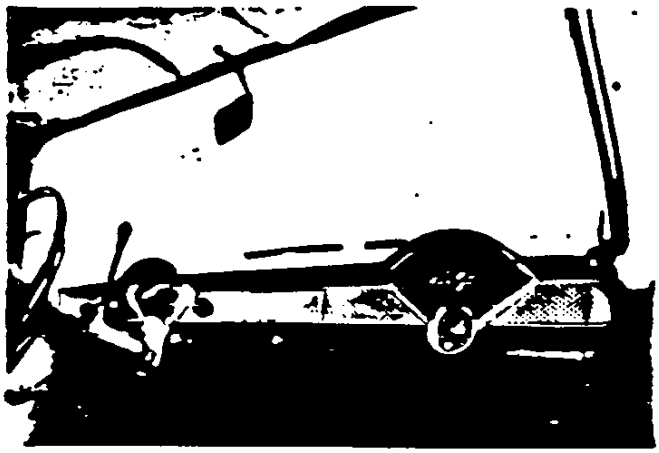


The radio speaker is installed behind this standard grill at the right side of the instrument panel. The decorative Bel Air nameplate is replaced by a Chevrolet script (below) on the Two-Ten and One-Fifty models.

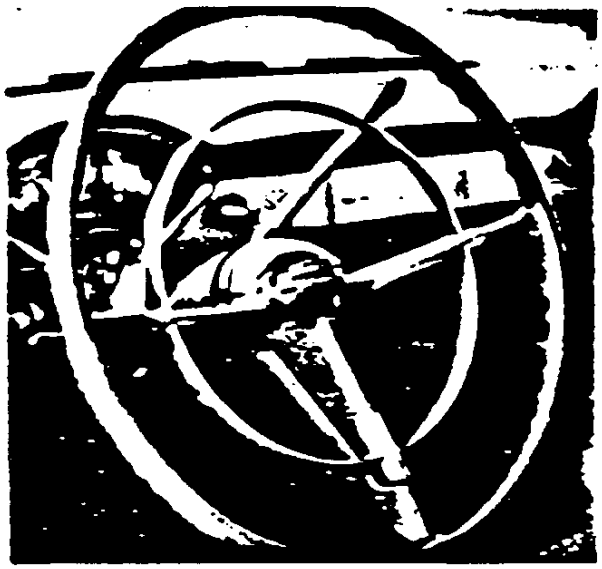


When the electric clock option is not installed in the Two-Ten or One-Fifty models, a blanking plate is furnished.

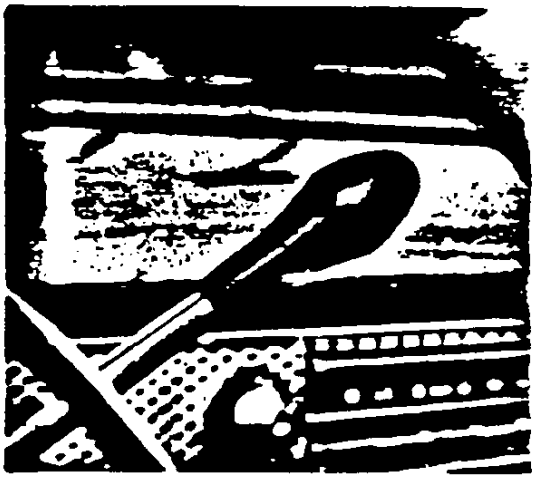
An ash receptacle is standard in the Bel Air Two-Ten Series, but is not furnished in the One-Fifty models.



The basic Bel Air instrument panel, like the others, does not include a radio. This is an extra-cost accessory.



Reversing previous installations, the Bel Air series is furnished with a special *three*-spoke steering wheel with a full-circle horn blowing ring. Two-spoke steering wheels are used on the Two-Ten and One-Fifty cars, but the horn ring only appears in the Two-Ten.

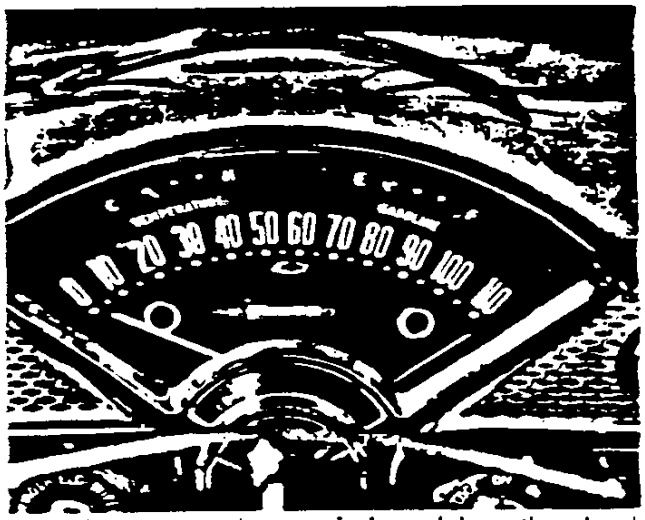


This unique black knob is used on both standard and automatic transmission shift levers.

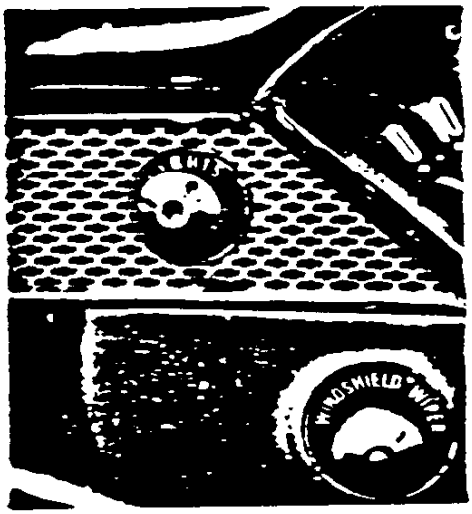
Direction signals are a factory option at

Steering wheel hubs bear decorative emblems. This one signifies a six-cylinder engine car. A "V" emblem (page 226) is used on eight cylinder cars.

new 12-volt electric system appeared in the 1955 models ding the use of the former 6-volt system. Although func-nally similar, there is therefore no interchangeability be-een 1955 and earlier electric components such as in-uments, radio, clock, lamp bulbs, starter, generator, etc.

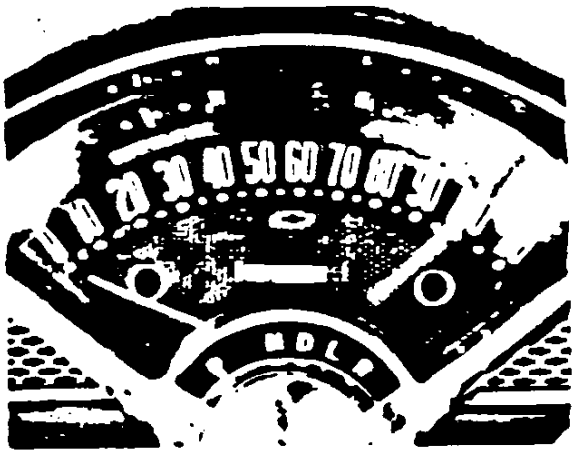


entirely new speedometer is housed beneath a hood ned in the surface of the instrument panel.

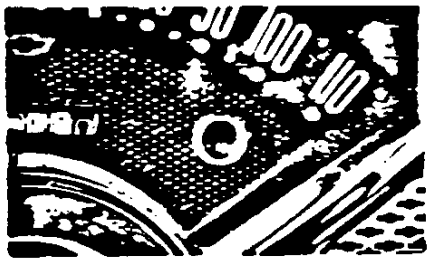


New knobs are used on the instrument panel.

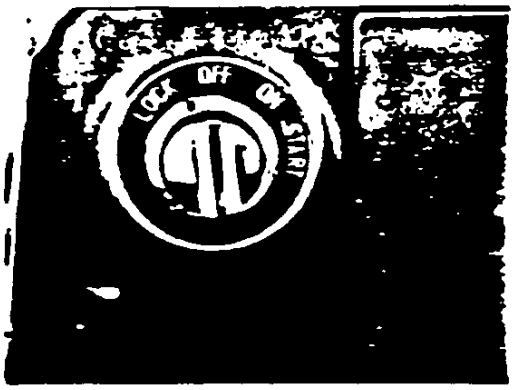
e new T-handle parking brake is moved to the t side, and foot pedals are now suspended. (com-re page 160.)



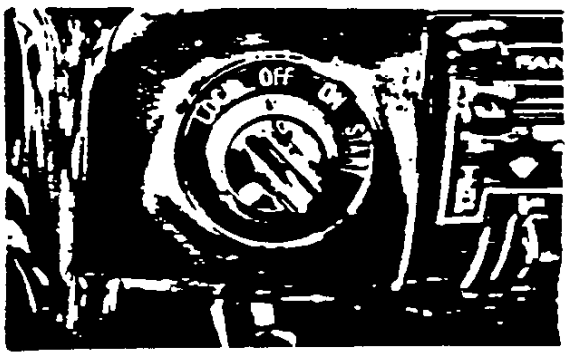
Optional Powerglide brings a visible indicator at the base of the speedometer. Standard transmission installations are fitted with a blanking plate at this point (left).

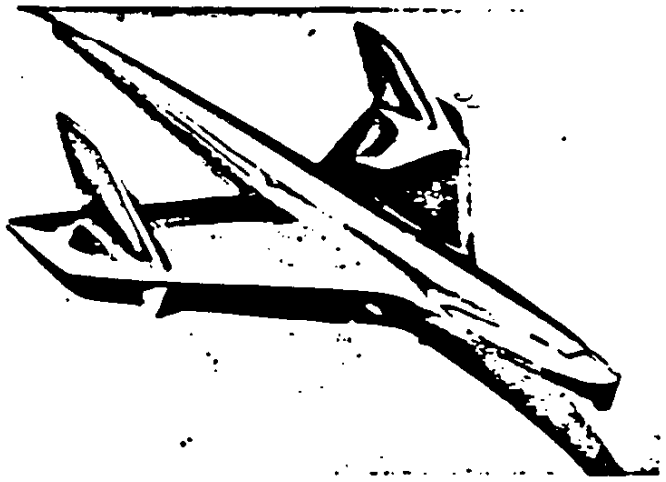


Round warning lights (above and left) replace the gauges and illuminate to warn of Low Oil Pressure (above) or Battery Discharge.



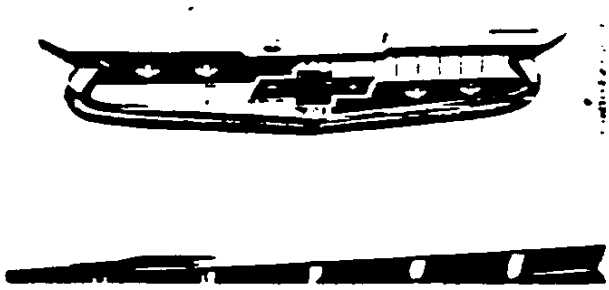
Functionally unchanged, the ignition switch is flanked by a standard blanking plate (above) or optional heater controls (below). Beneath the switch (below) can be seen the Overdrive control.



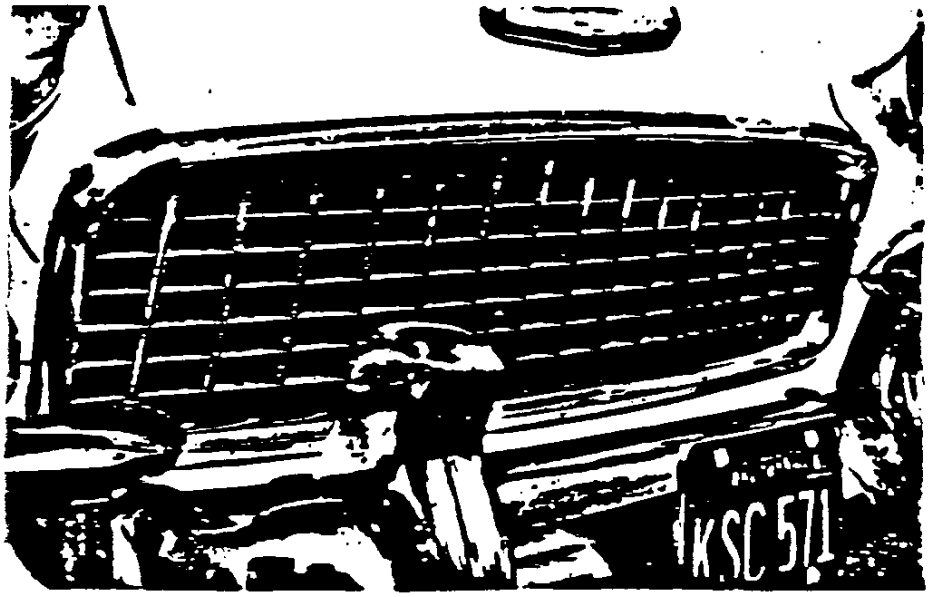


A new hood ornament having a longer look than the 1953 style (page 154) now appears.

These are accessory bumper tips, added to give a more massive appearance.



A new longer, and narrower, hood ornament now appears.



1955, Chevrolet could well have advertised "The Name's Same, but Change is the game", for this was the year for ential revision.

distinctive, entirely new style was unveiled. Built on the 115" wheelbase as previously, Chevrolet manged to e the passenger car height and increase the overall length ly in a restyling that gave a new graceful appearance to ars. Within the framework of the three-Series line up al changes were made, although some were merely re- g of previous models.

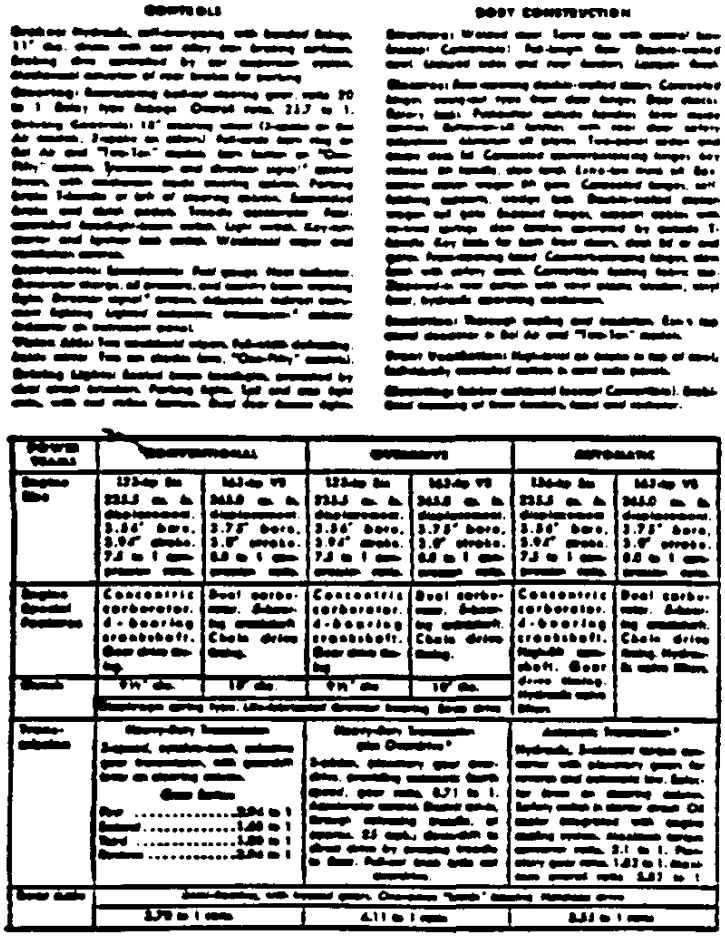
'55 saw the introduction of the Nomad, a new concept mated a two-door six-passenger luxury sedan with the g ability of a station wagon. With unique trim and ially attractive interiors, Chevrolet had made styling fications to the less-well-remembered Two-Ten 2-door n wagon and produced this memorable new Bel Air l.

wer aides became optionally available in all Series. These led for 1955 Chevrolet's first "factory air", extension of ower windows option to all windows, new Power Brakes, ic windshield wipers, and the added options of Power- or Overdrive, directional signals, and many more.

With all of this, 1955 still remains best known for its introduction of Chevrolet's new V-8 engine, the first since 1918. With a 265 cubic inch displacement (3.75" bore x 3.0" stroke), the engine featured an 8.0 to 1 compression ratio and was rated at 162 horsepower. It was available with standard three-speed transmission, with or without additional Overdrive, and in a beefed-up version featuring hydraulic lifters and chain-drive timing, in Powerglide installations. Nor was this all; a factory option provided for a larger 4-barrel carburetor and dual exhausts for even greater power.

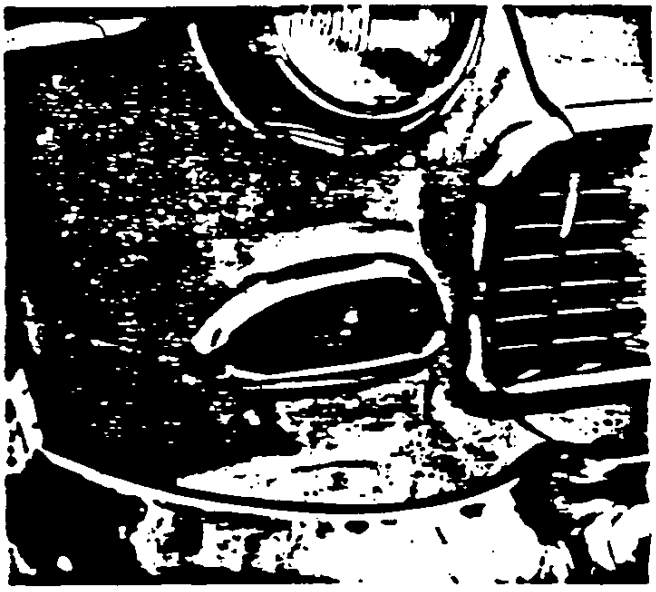
For those whose affiliation to the long-lived Chevrolet SIX was to be considered, the 1955 Chevrolet also offered two new versions of that engine. The 123 horsepower 235.5 cid version with a 3.56 bore and 3.94 stroke was used with standard transmission with or without Overdrive. Powerglide installations were fitted with a similar engine with hydraulic lifters and a high-lift cam for a rating of 136 horsepower. Both engines used aluminum pistons in place of the cast iron pistons found in Chevrolet's earlier Six Cylinder engines, and both had a new floating-intake oil pump designed to prevent sludge from the bottom of the oil sump from entering the pump.

INEERING CIFICATIONS

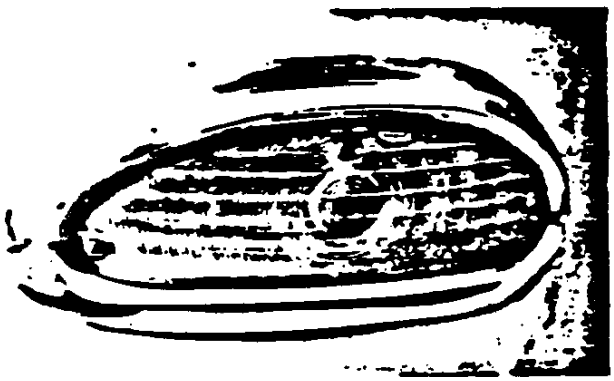


This Chevrolet script appears on the front fenders of the Two-Ten and the One-Fifty Series cars only.

New wrap-around front bumpers sweep well around the front corners to the wheel opening.

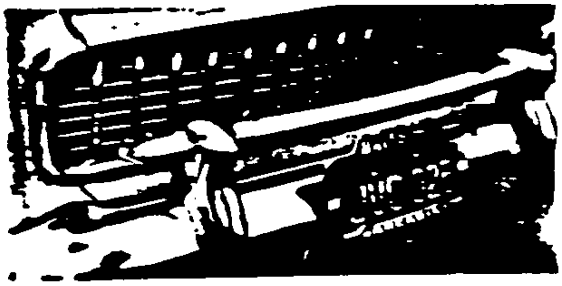


New tear-drop shaped parking lamps appear below the headlights in a simplified housing exposing a parting line in the fender side panel.

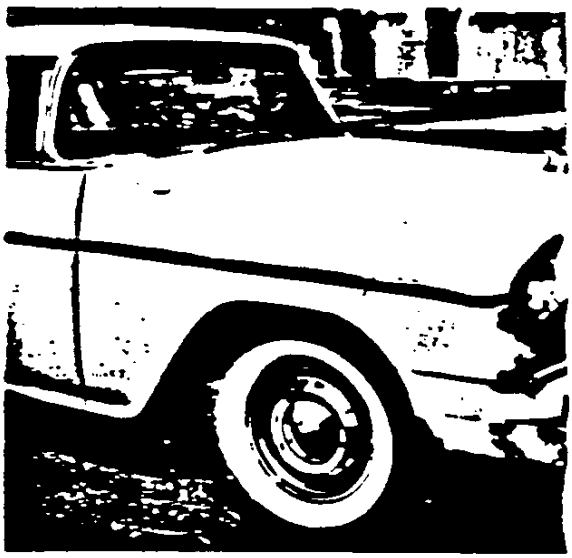


lean, uncluttered look of the 1955 Chevrolet results largely from the use of a new
ıd front bumper.

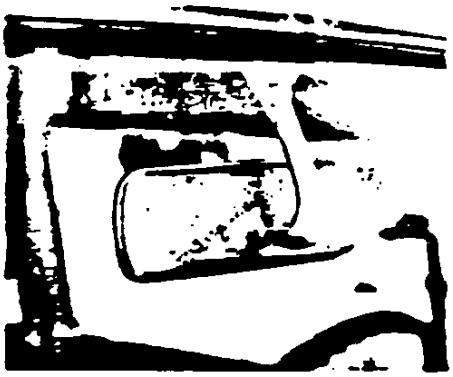
The new, more massive bumpers require a new guard.



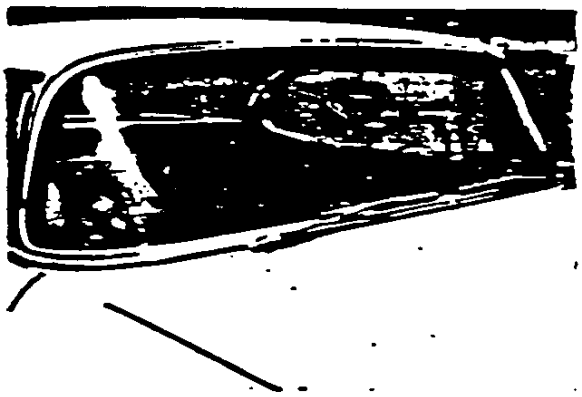
This grill guard is an accessory which replaces the two standard bumper guards as well.



Although the fenders all have the characteristic "crease", only on the Bel Air series does the added front trim strip appear. Wheel size remains at 15 inches, tires are 6.70 x 15 as previously.

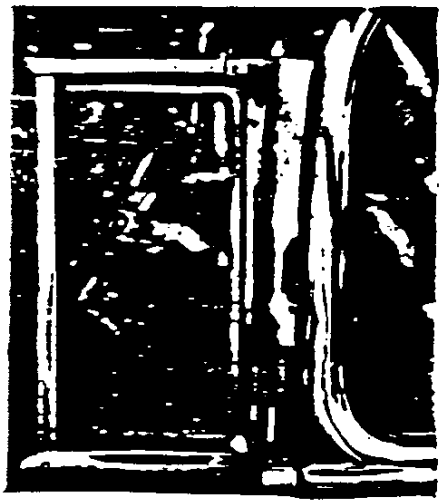


The inside rear view mirrow is now suspended from above the windhsield on all models, including the Sport Coupe.



A new "Sweep-Sight Windshield" curves around at the ends. The bright metal trim around the glass is again omitted on the One-Fifty models.

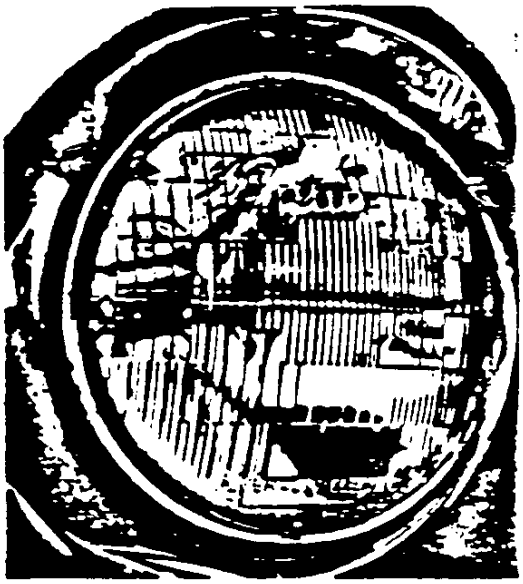
Just forward of the windshield, a grill now appears, the high-level entry point for ventilating air.



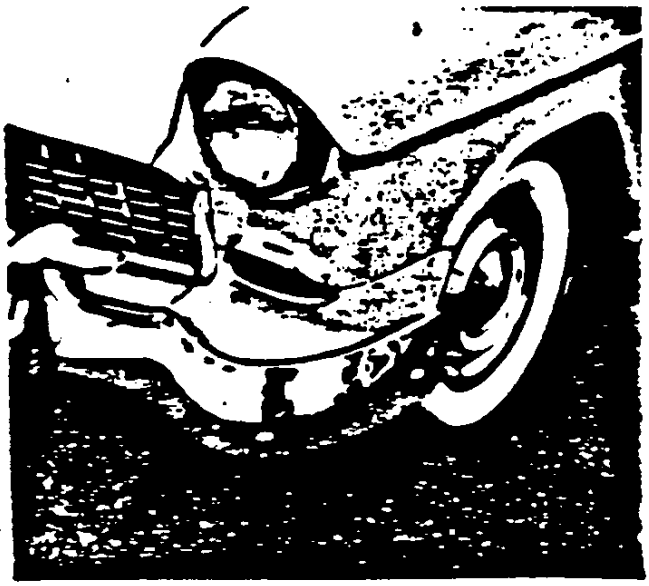
ith vertical windshield pillars, the vent

The ends of the new wrap-around wind-

y formed fenders have a protruding "brow" over the headlamps.

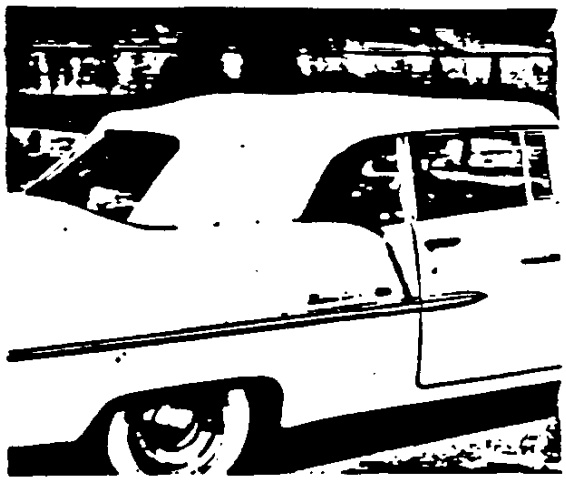


A chromed headlight bezel emphasizes the visor-like effect of the fenders.



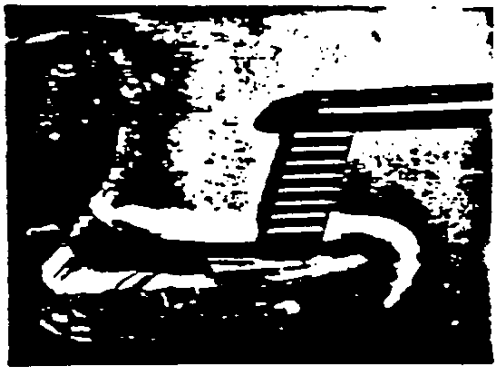
The entire front corner of the car has been re-styled to emphasize the forward thrust of the vehicle.

The TWO-TEN Series has, in addition to the simulated air scoop of the Bel Air, a single stripe on its rear fenders. The ONE-FIFTY cars are devoid of such ornamentation.

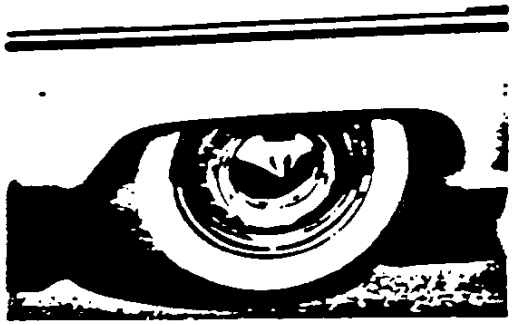


The rear fenders of the BEL AIR Series cars have a dual stripe trim and other distinctive features (below).

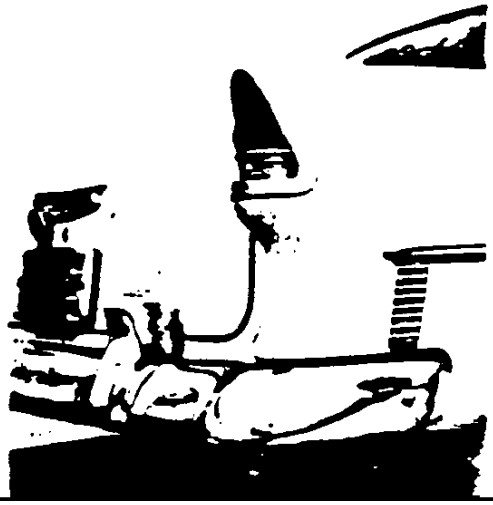
Bel Air

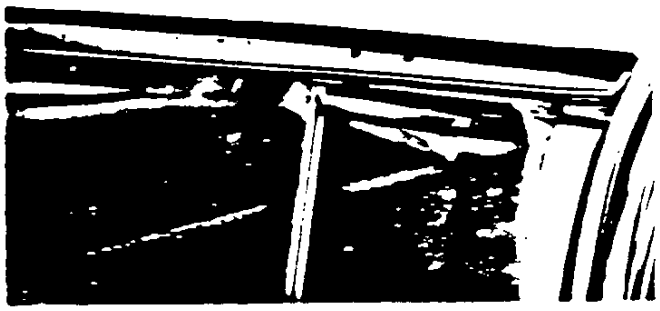


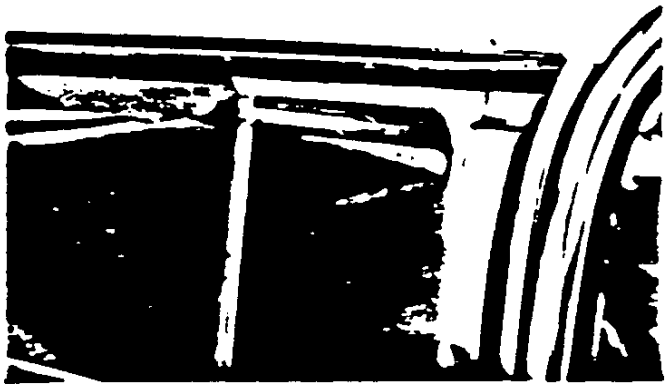
Added trim characteristics of the Bel Air Series cars are the nameplate and side emblem, and the trim plate just above the rear bumper tips.



Wheel cover panels, long a characteristics of the



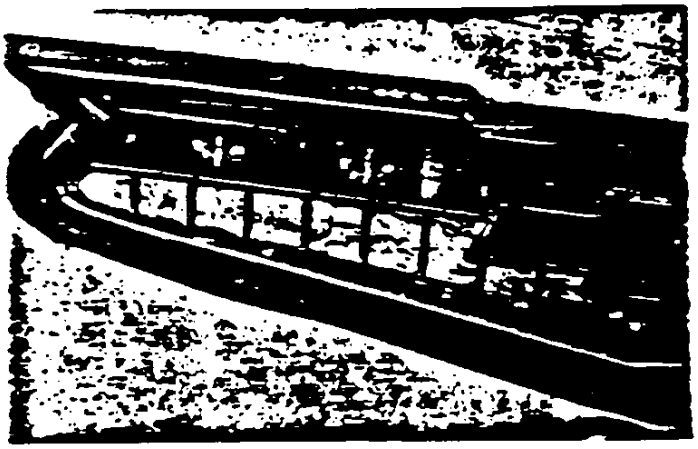


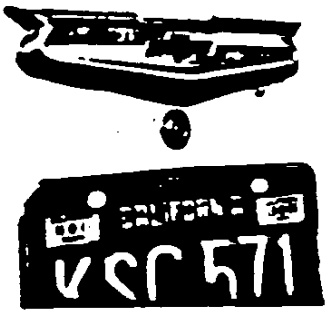


An added wind and rain deflector above the front windows of the Bel Air Sport Coupe is hinged and triggered to flip up (left) when the door is opened.

With windows lowered, the Bel Air Sport Coupe passengers have an unobstructed view.

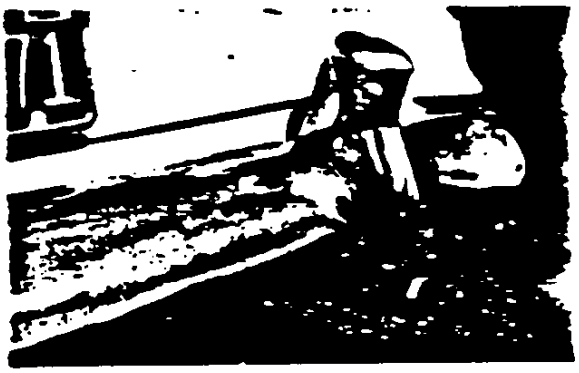
Metal-framed windows of the Bel Air Sport Coupe can be lowered into the body.



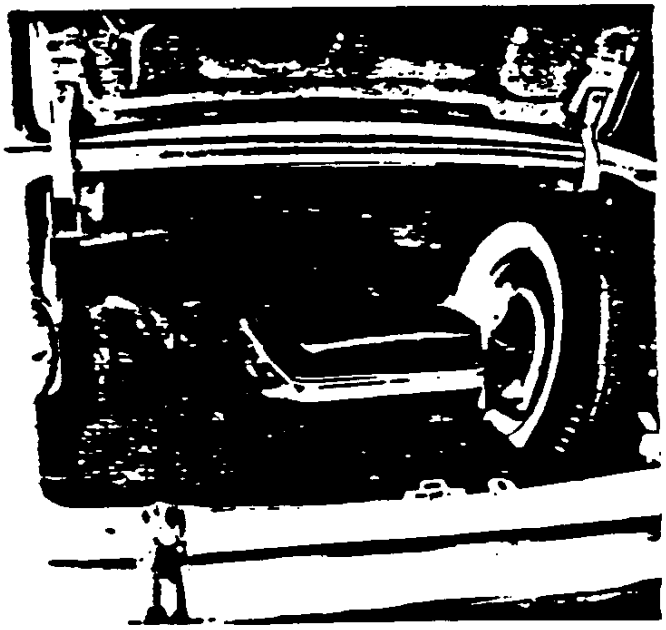


A handsome new ornamental emblem appears on the rear deck lid as well as the hood.

The separate key lock releases the rear deck lid latch.

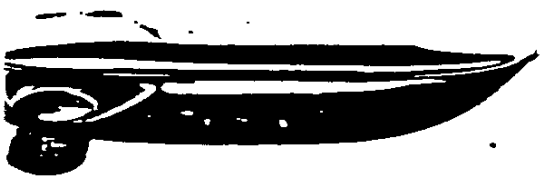


Restyled rear bumper guards contain lamps to illuminate the license plate.



A rubber mat appears in the large luggage compartment. The

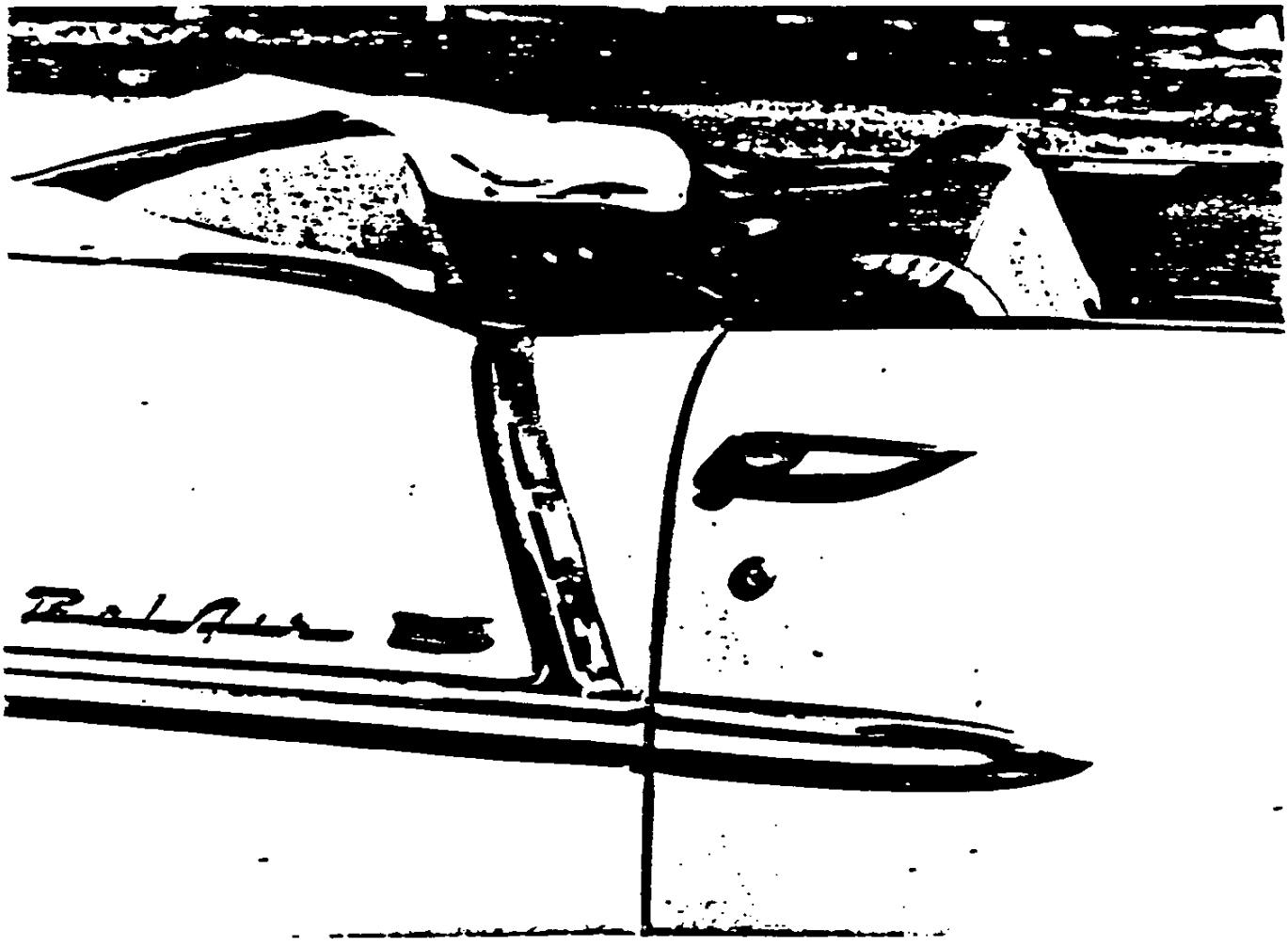
Jacking instructions are placed in the luggage compartment inside the right rear fender.



outside door handles with oval push-buttons replace earlier round-button style (page 157).

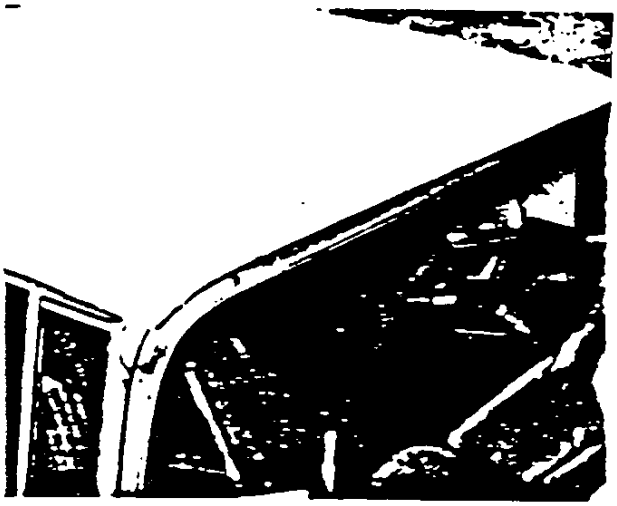
A dress-up accessory trim plate behind the door handle helps to protect the door paint.

A return to the separate outside door lock in place of the earlier style (page 157) adds a keylock below the front door handles.

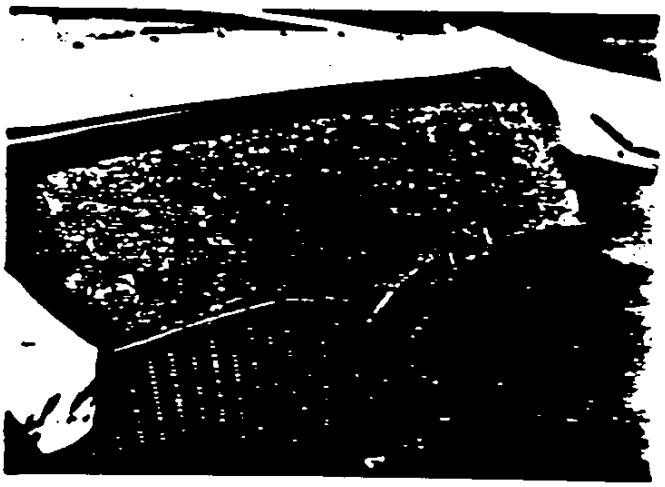


trim strip, simulating an air scoop, is placed at the hipline of the Bel Air and the Two-Ten series cars.

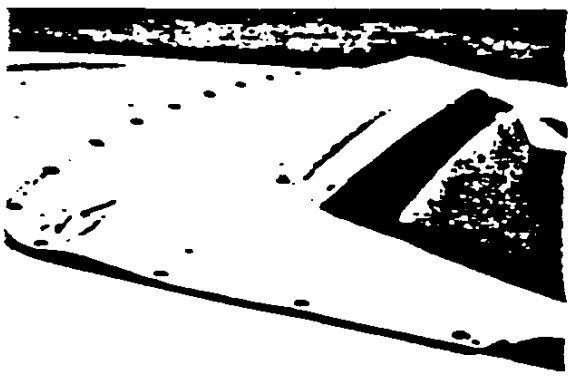
The 1955 Bel Air Convertible interior is inviting and access to the rear seat is adequate. (The current owner has installed protective vinyl slip covers.)

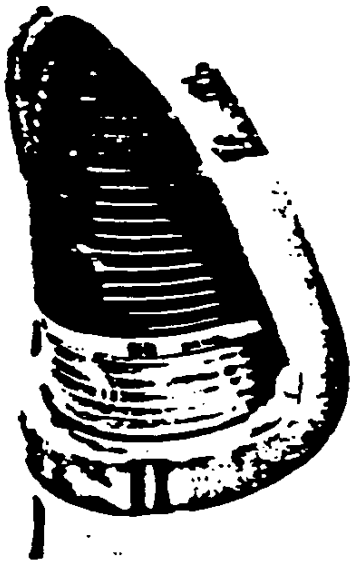


The folding top of the Convertible is power-operated.



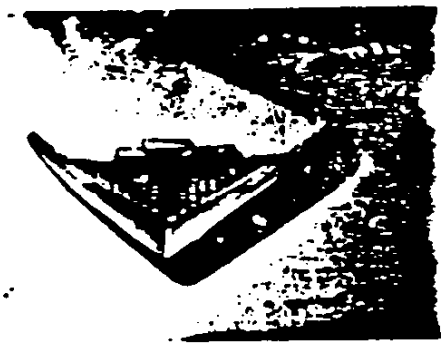
A distinctive two-tone pattern is used on the seats of the Convertible.





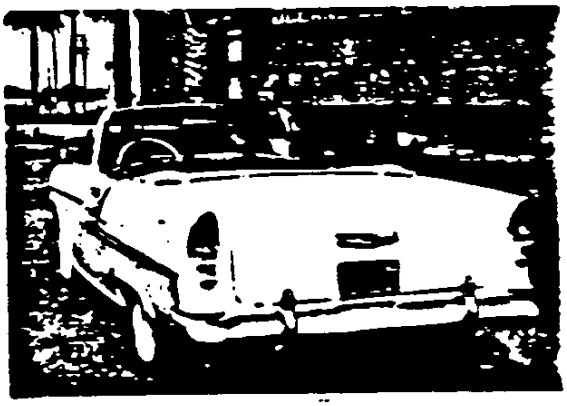
An entirely new, somewhat angular, tail light now appears, but back-up lights and directional signals remain extra cost options.

ail light assembly is designed as a part of the rear fender into which



This emblem appears under the tail lights (upper left) only on those cars in which the V-8 engine is installed.

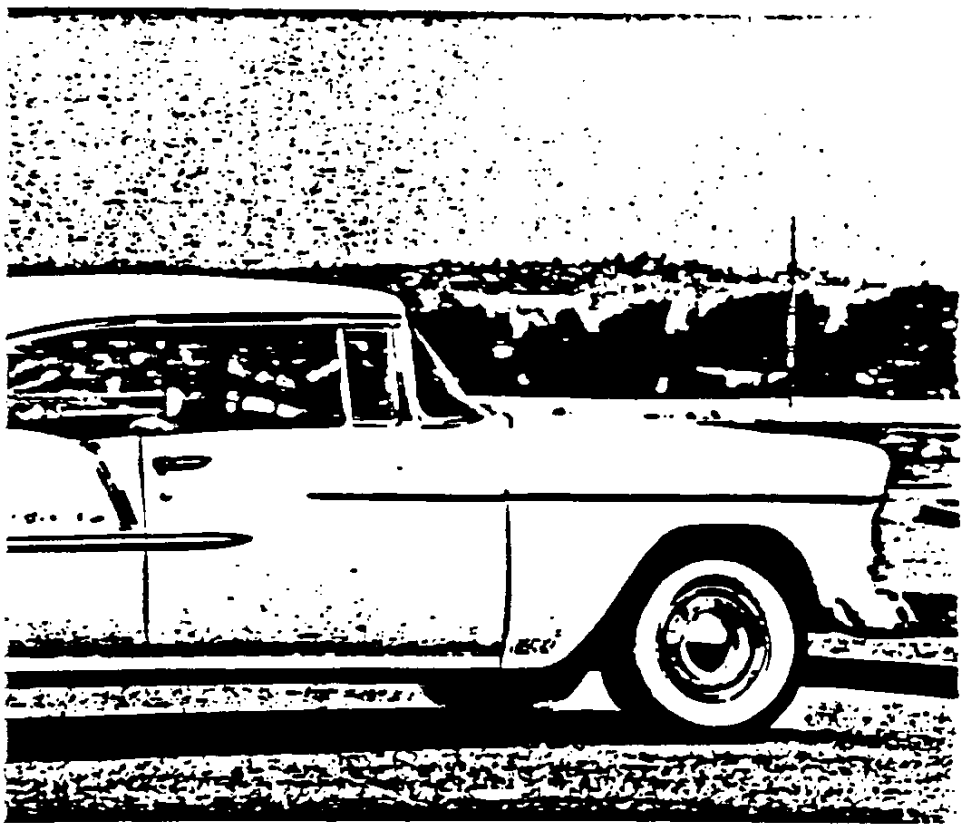
The gas tank filler tube is located under a flap in the left rear fender. Unlike past installations, (page 159), the flap is now hinged at its forward edge.



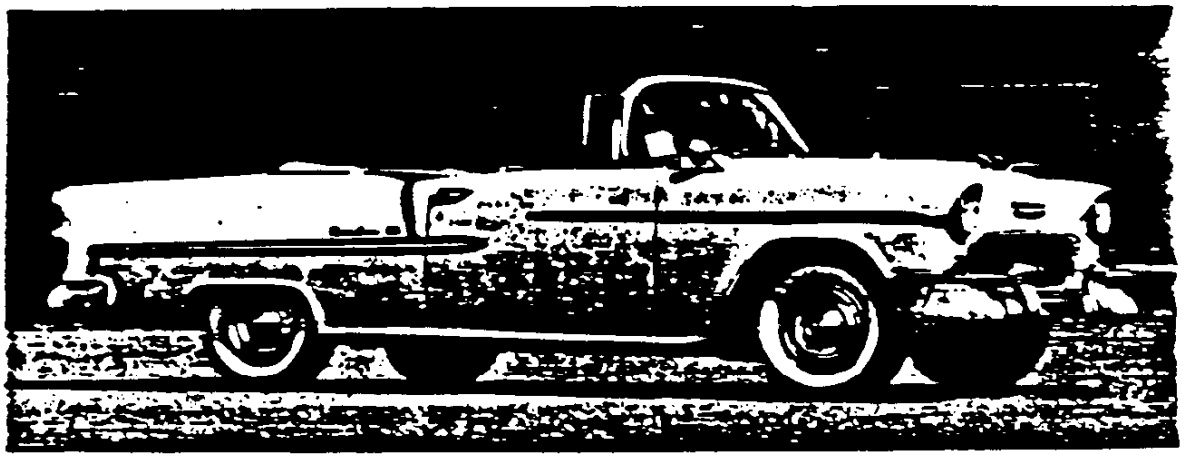
The factory-installed Plus Power Package option included a four-barrel carburetor and dual exhausts on the V-8 engine. Dress-up, "Power Pack" tips were also provided on the exhaust pipes (below).

Standard Chevrolet exhaust pipe is oval-

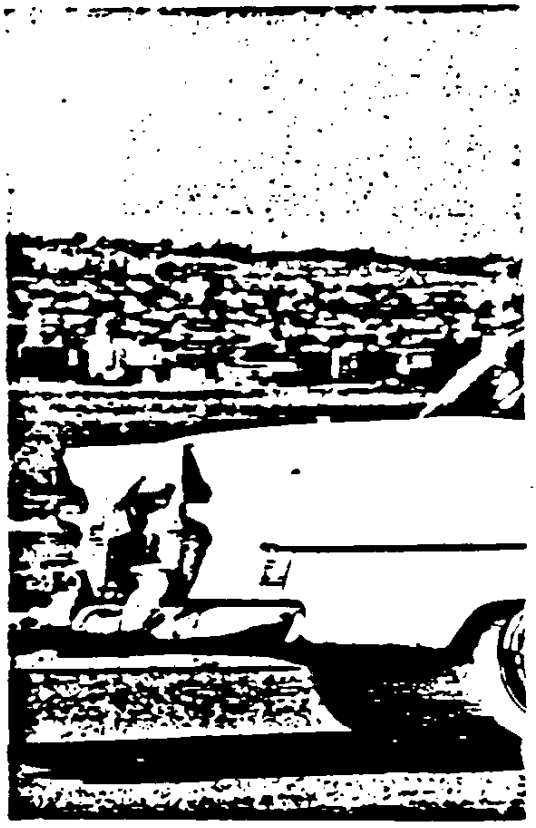
1955



Jon Guilmet, San Diego, California

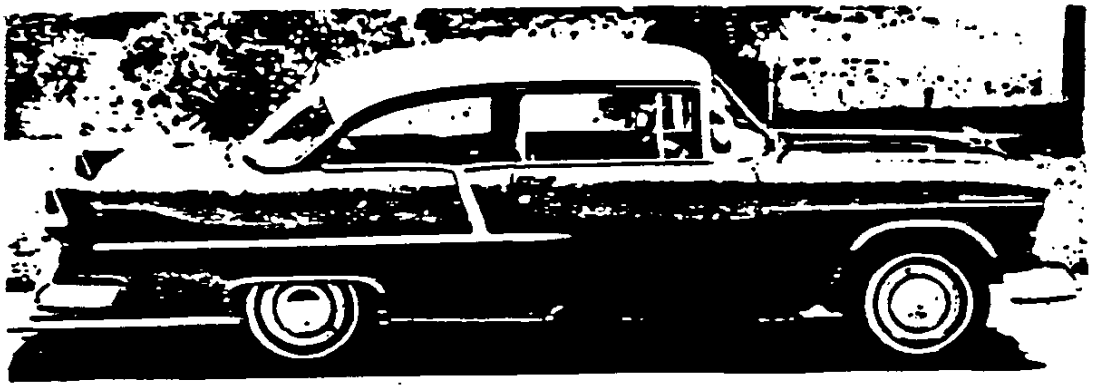


1955 Bel Air Convertible

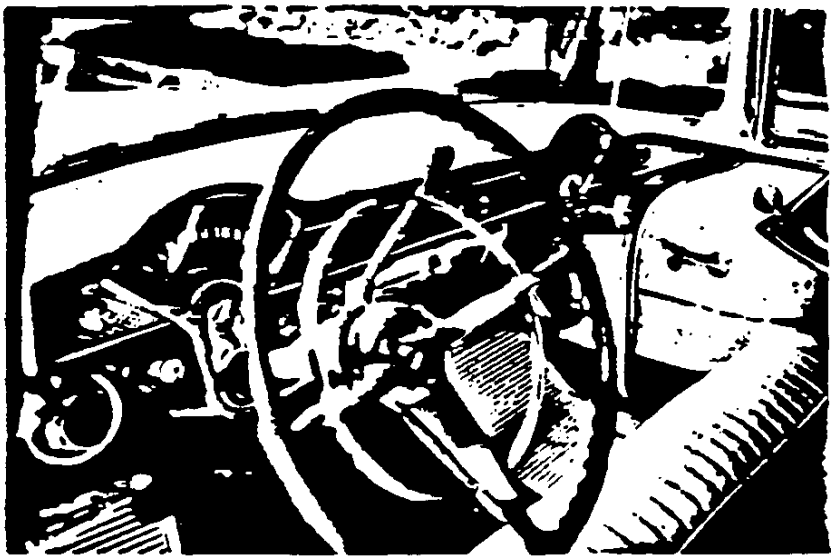


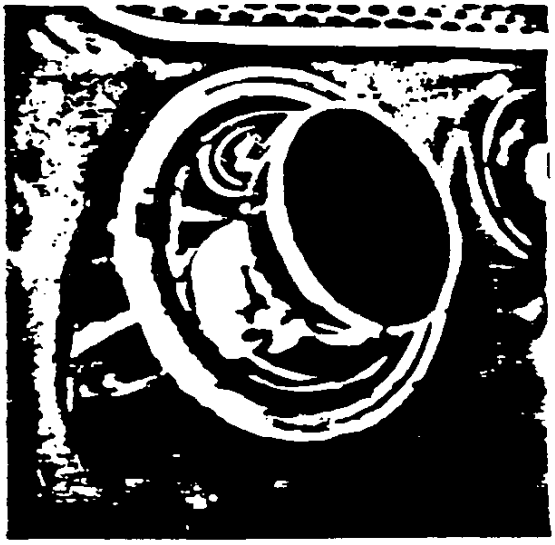
1955 Bel Air Sport Coupe

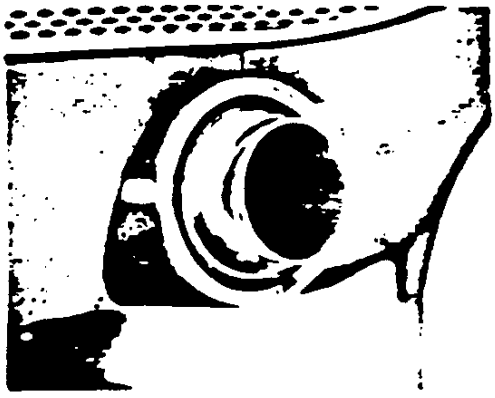
1955 Two-Ten 2-door Sedan

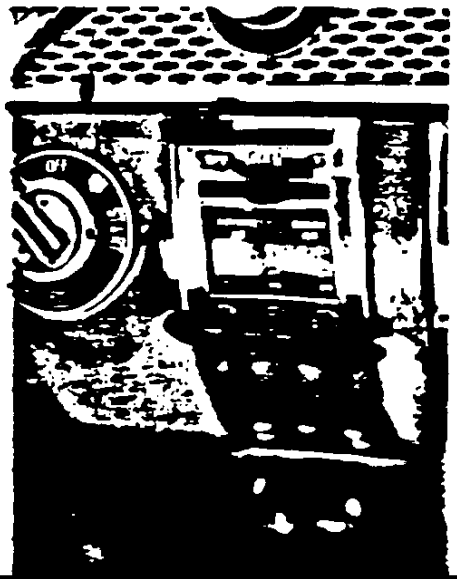


Some 1955
Accessories







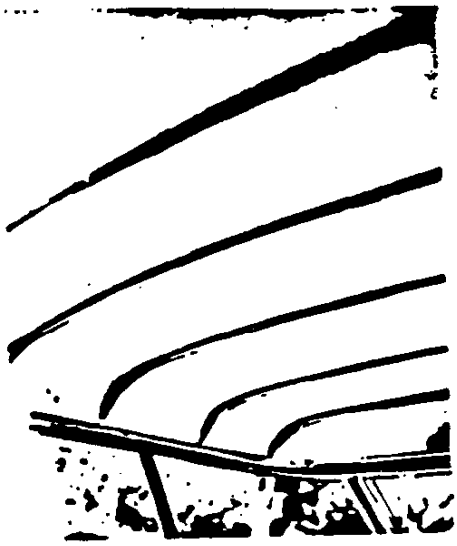


Among the most enduring of the extra-cost options is Air Conditioning, a feature first offered in the 1955 model. Engineered into the instrument panel, not merely suspended beneath it, it has continued to be one of the most popular luxury accessories.

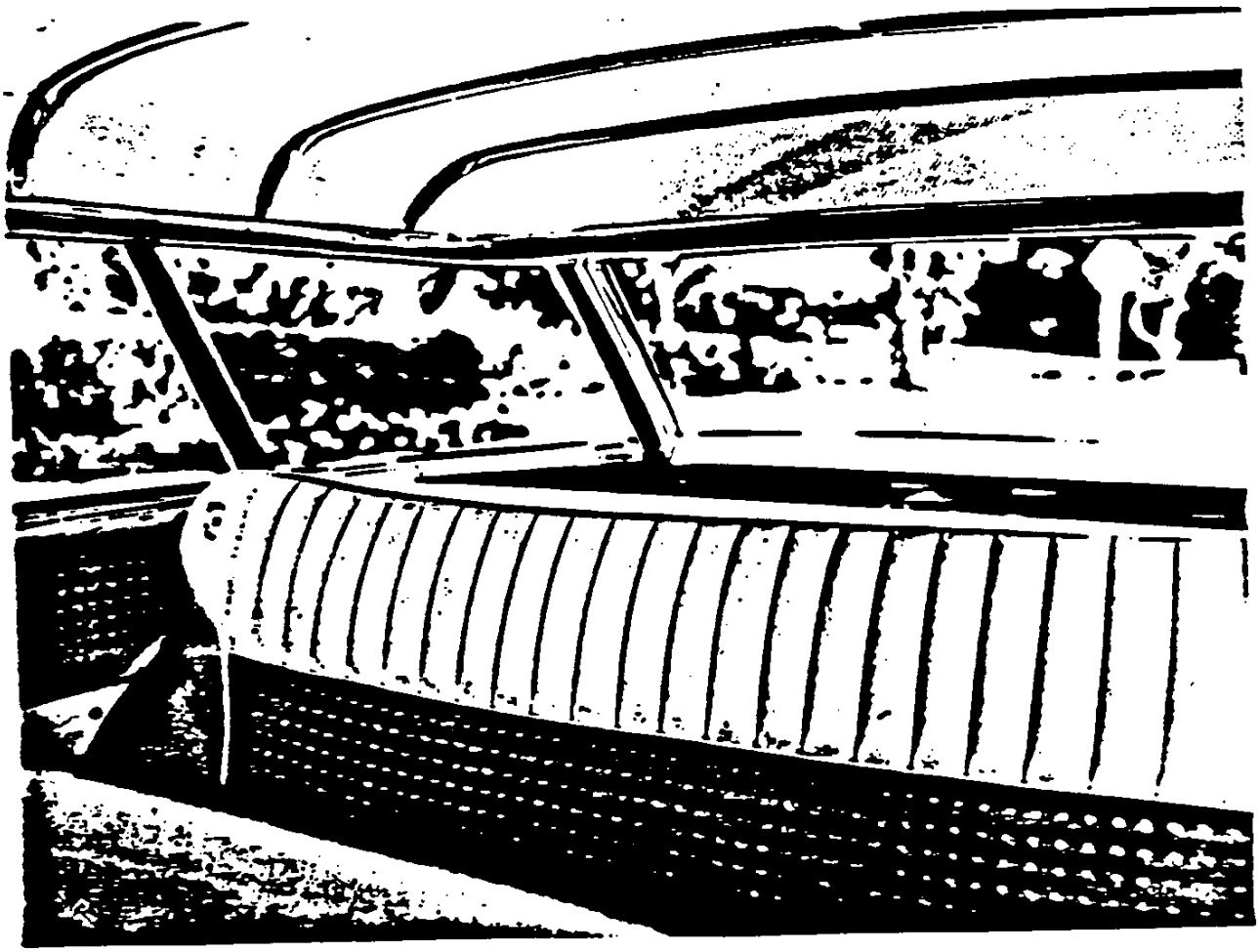
The accessory Air Conditioner is fully installed behind the instrument panel and in the engine compartment. Its only evidence is the two adjustable vents placed at the ends of the instrument panel, and the control head which replaces the standard blanking plate (page 197).

1955 Nomad

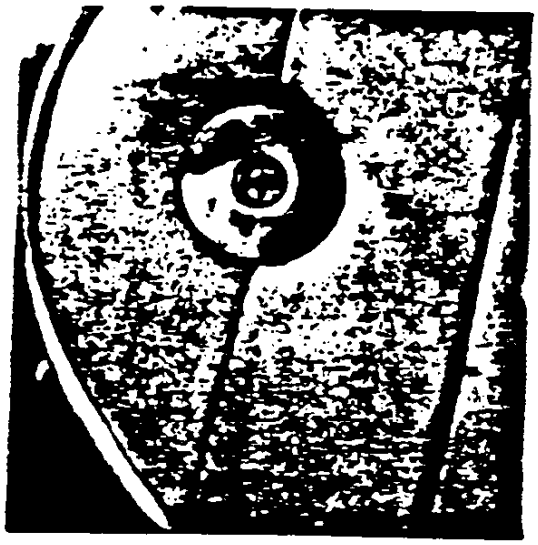
A split back front seat is hinged to allow access to the rear bench seat.



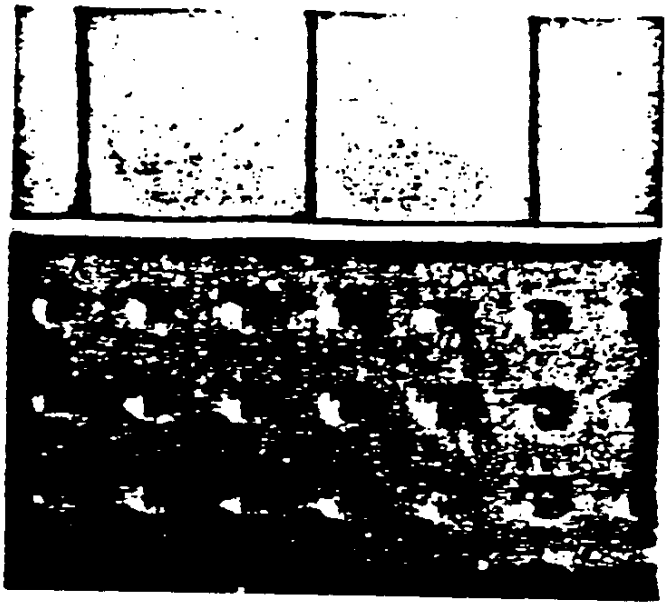
The headliner of the Nomad is held in place by seven chromed metal bows, five of which may be seen in this view.



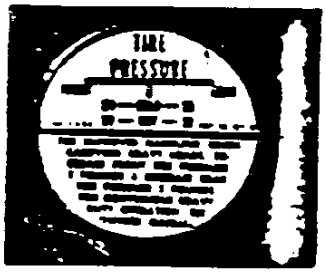
The [illegible] seat of the Nomad, like other 2-door station wagons, can be folded for added cargo, but in this posi-



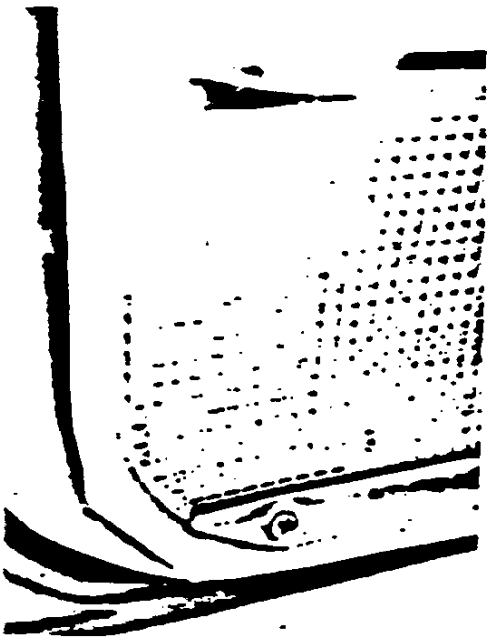
Special hardware at the tip of the folding rear seat back secures a latching mechanism.



The distinctive Nomad vinyl waffle pattern upholstery is found in other models as well, notably the 1956/57 Corvettes.



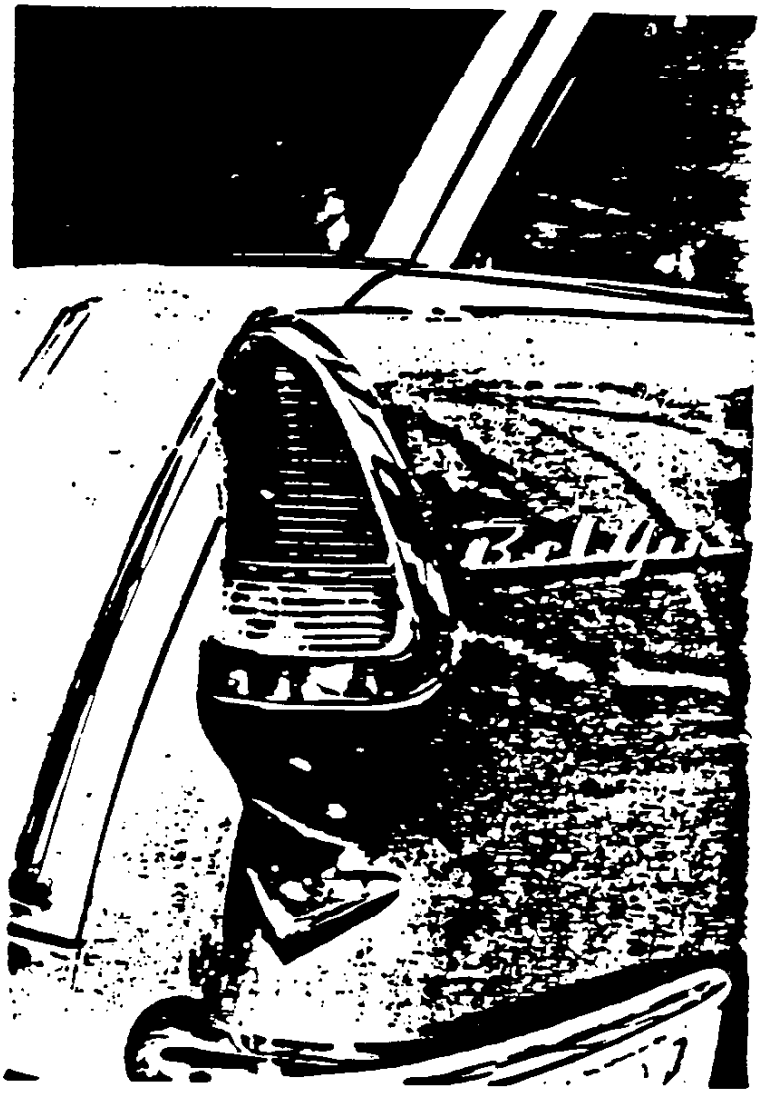
A tire pressure decal is placed on the edge of the door.



bottom of the Nomad doors is protected patterned metal scuff plates.

The narrow back pillars and abundantly curved quarter glass windows are distinctive to the Nomad.

1955 Nomad

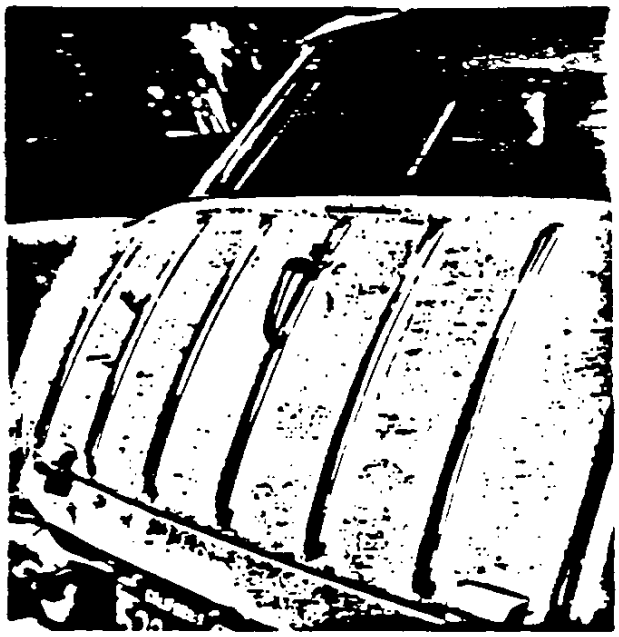


The Nomad shares the tail light design of the other 1955 models.

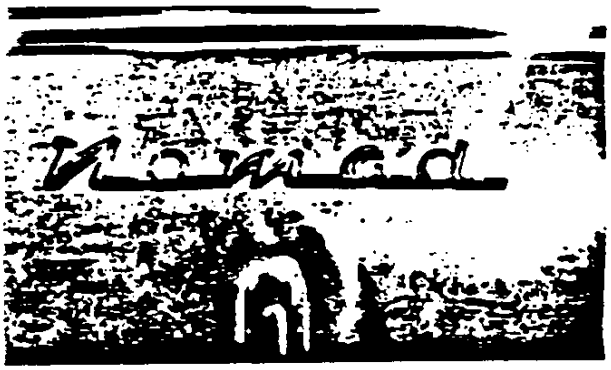
The Nomad appears longer than it actually is due to the extension of the rear fenders (and tail lights) beyond the tailgate.

The side trim includes the Bel Air script and familiar emblem (upper left).

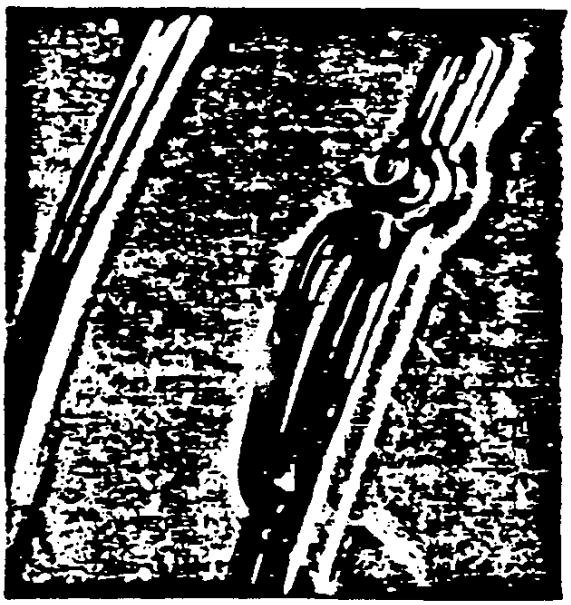
ear end of the Nomad is unique in appearance. Featuring wrap-d windows, narrow pillars, emphatic stripes on the tailgate, it is takable.



Seven bright metal trim stripes are used on Nomad models only.



Nomad name appears on the tailgate just above the lock-ndle.

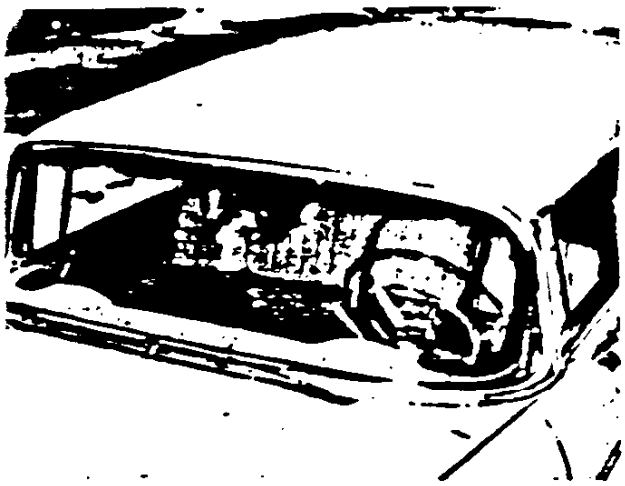


The tailgate latch is released by depressing the lock-able push button. The back window ("lift gate") is hinged at its top and provided with telescoping sup-ports (page 235).

1955 Nomad

Nomad, the highest priced model of Chevrolet's line, was often furnished with added dress-up items. The front grill guard is one such an accessory.

Unique to the Nomad are the chromed trim pieces fitted over the headlamp housing.



ll-steel roof of the Nomad station wagon has distinctive gthening "ribs" towards its rear.

The forward portion of the roof is smooth. Decorative transverse "ribs" run over the side above the quarter windows.

This graceful center pillar is unique to the Nomad.

The front windows curve at their trailing edge to match the curve of the pillar.

forward portion of the rear quarter window slides n for ventilation.

1953 Chevy

WHEELS

Golden Chevy' possibly found

JAMES M. MILLER
rnal staff writer

The "golden Chevy" — one of e legendary collectible cars eved lost long ago — may e been found.

o celebrate its 50-millionth GM built a special gold-col- 1955 Chevrolet. The car's and hundreds of fasteners e plated in real gold.

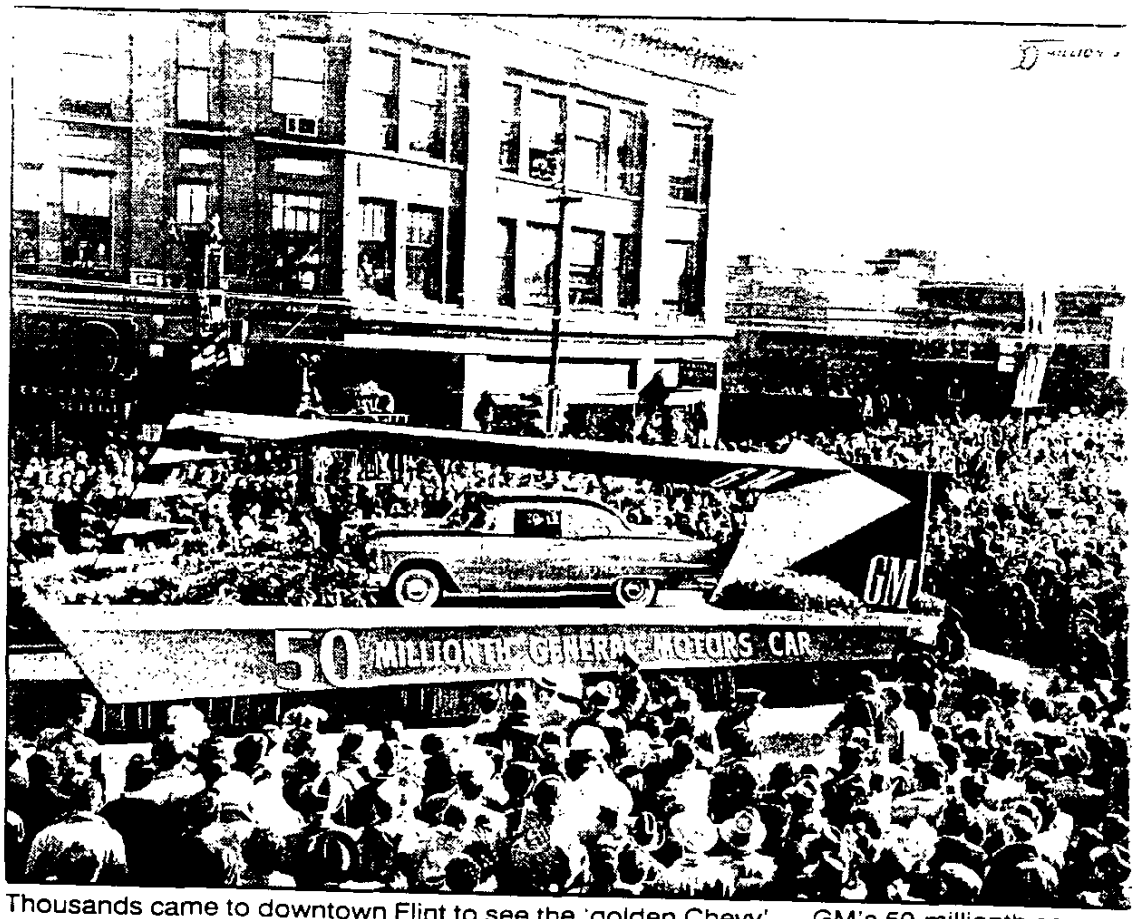
hotographers followed the ial car as it was assembled, tured in a huge parade Flint on Nov. 23, 1954.

omehow, after all the hoopla, car disappeared. Despite ru- s that the car was stored in of GM's warehouses, Chevro- as no record of what hap- d to the car.

ut it may not have been lost all.

ccording to an article in the August issue of Special In- t Autos, the special Chevy shipped south in 1957 and is owned by a Chevrolet collec- ere.

he collector, who was not ed by the magazine, was ed as saying the car is being



Thousands came to downtown Flint to see the 'golden Chevy' — GM's 50-millionth car.

restored, and its completion date will depend in part on the price of gold, since some of the trim needs to be plated.

The golden Chevrolet drew nationwide attention and even a letter of congratulation from President Dwight Eisenhower to GM President Harlow Curtice.

As production figures climbed toward 50 million, GM executives decided that the milestone car would be a Chevrolet. Not just any Chevy, but a very special Flint-built Chevrolet, and the centerpiece for a big celebration.

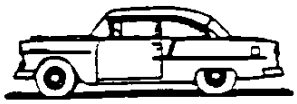
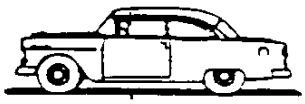
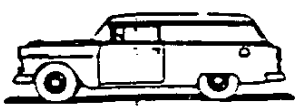
According to Journal reports, the car was completed at 10:10 a.m., and factory whistles all around town screamed in unison to celebrate the occasion. The golden Chevy was immediately loaded on a float and towed to downtown Flint for the 11 a.m. parade.

The mile-long parade includ 72 new vehicles, the 1908 Cac lac identified as the first GM c other "milestone" cars, 18 flo and nine bands.

If the golden Chevy has tru been located, it would be a val able car — but since it is one o kind, the only way to determi its value would be to offer it f sale.

PASSENGER CARS

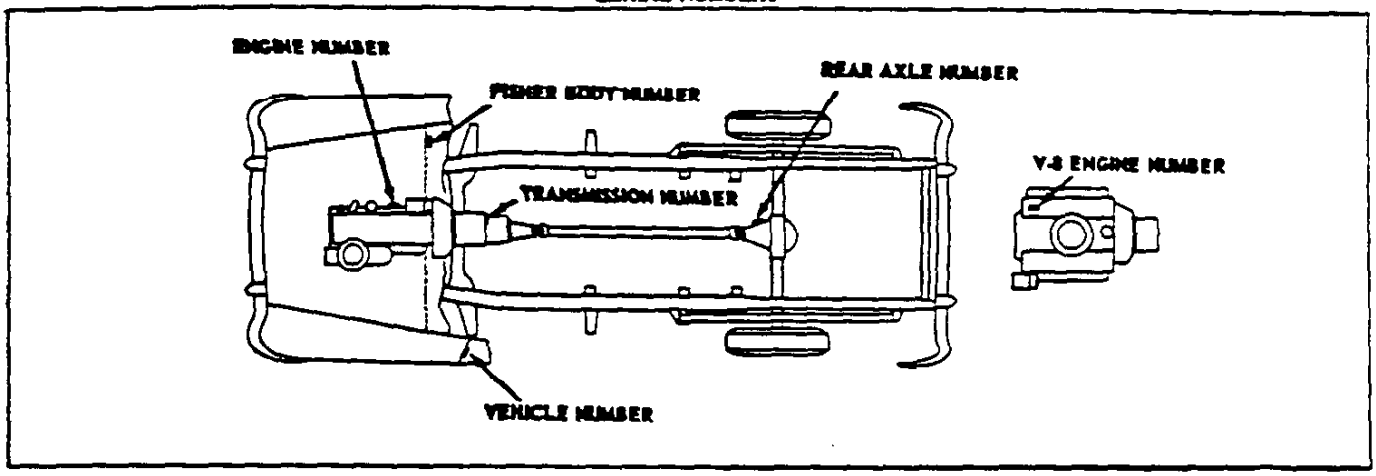
MODEL IDENTIFICATION

Name and Description	One-Fifty-Series 1500	Two-Ten-Series 2100	Bel Air-Series 2400
4-DOOR SEDAN 6-passenger, 7-window sedan with luggage compartment in rear			
MODEL	1503; 55-1219*	2103; 55-1019*	2403; 55-1019D*
2-DOOR SEDAN 6-passenger, 5-window sedan with luggage compartment in rear			
MODEL	1502; 55-1211*	2102; 55-1011*	2402; 55-1011D*
CLUB COUPE 6-passenger, 2-door, 5-window coupe with luggage compartment in rear			
MODEL		2124; 55-1011A*	
UTILITY SEDAN 3-passenger, 5-window sedan with luggage compartment in rear			
MODEL	1512; 55-1211B*		
SPORT COUPE 6-passenger, 2-door, 5-window coupe with hard top; luggage compartment in rear			
MODEL		2154; 55-1037D*•	2454; 55-1037D*
CONVERTIBLE 5-passenger, 2-door, 5-window coupe with folding top; luggage compartment in rear			
MODEL			2434; 55-1067DTX*
STATION WAGON 6-passenger, 2-door, 5-window, all-steel body with drop and lift gates in rear			
MODEL	1529; 55-1263F*	2129; 55-1063F*	2429; 55-1064 DF*•
STATION WAGON 6-passenger, 4-door, 7-window, all-steel body with drop and lift gates in rear			
MODEL		2109; 55-1062F*	2409; 55-1062DF*
SEDAN DELIVERY 2-passenger, 3-door, 3-window panel delivery			
MODEL	1508; 55-1271*		

* - Fisher body style number

-29-54. Revised: 6-10-55, • - New Model added.

SERIAL NUMBERS



VEHICLE SERIAL NUMBER

Example: A 55 T 001025

Series | Model Year | Assembly Plant | Unit Number

With 6 cyl engine	T-Tarrytown
A "One-Fifty"	F-Flint
B "Two-Ten"	S-St. Louis
C Bel Air	K-Kansas City
D Sedan Delivery	O-Oakland
With 8 cyl engine	A-Atlanta
VA "One-Fifty", except model 1508	N-Norwood
	B-Baltimore
VB "Two-Ten"	L-Los Angeles
VC Bel Air	J-Janesville

Starting unit number----------1001 and up, at each assembly plant regardless of series.
Location----------Stamped on plate attached to left front body hinge pillar.

ENGINE SERIAL NUMBER

Example: 001001 F 55 Z

Unit Number | Plant Designation | Model Year | Type Designation

Plant: T-Tonawanda; F-Flint
Type:

6-Cyl
- Z - Regular Engine
- ZC - RPO Z27 (HD clutch) or RPO 330 (Taxicabs with HD clutch)
- ZH - RPO Z19A (For fleet users; aluminum camshaft gear)
- ZJ - RPO Z19B (For fleet users; aluminum camshaft gear and HD clutch)
- Y - RPO 313 (Automatic transmission)

8-Cyl
- F - RPO 223 (8 cylinder with auto. trans.)
- FB - RPO 410 (8 cylinder with auto. trans.)
- FC - RPO 450 (8 cylinder with auto. trans.)
- *FD - RPO 410 (8 cylinder with automatic transmission and air conditioning)
- G - RPO 221 (8 cyl with 3-Speed trans.)
- GC - RPO 222 (8 cyl with overdrive trans.)
- GD - RPO 410 (8 cyl with 3-Speed trans.)
- GF - RPO 450 (8 cyl with 3-Speed trans.)
- *GG - RPO 410 (8 cyl with 3-Speed transmission and air conditioning)
- GJ - RPO 227 (8 cyl with HD clutch & 3-Spd trans)
- GK - RPO 450 (8 cyl with HD clutch & 3-Spd trans)
- GL - RPO 410 (8 cylinder with HD clutch and 3-Speed transmission)
- GM - RPO 410 (8 cyl with HD clutch, air conditioning and 3-Speed transmission)
- *GL - RPO 410 & 411 (8 cyl with Overdrive
- *GM - RPO 410 & 411 (8 cyl with Overdrive and Air Conditioning
- *GQ - RPO 450 (8 cyl with Overdrive)

Starting unit number (6 & 8 Cyl engines are numbered separately) starting with 1001 and up, at each engine plant.
Location: 6 Cylinder -------- Stamped on pad on right hand side of cylinder block at rear of distributor
8 Cylinder ---------- Stamped on pad at front right hand side of cylinder block

TRANSMISSION IDENTIFICATION

Example: M 11 26

Plant & type desig. Prefix | Month Plant | Day of Month Type

M	Muncie	3-Speed *
S	Saginaw	3-Speed *
C	Cleveland	Powerglide

Location: Conventional---------- Stamped on rear face of case in the upper right hand corner
Powerglide---------- Stamped on rear face of case in the lower right corner.
*-Overdrive----------Have the same identification as the conventional 3-speed trans; the difference being distinguished by physical appearance.

REAR AXLE SERIAL NUMBER

Example: BB Z12

Plant & Type Designation | Unit Number Type

Gear & Axle	Plant Buffalo	
AA	BA	3-Speed
AB	BB	Powerglide
AC	BC	3-Speed, Overdrive

Unit number----------The first one of two digits represent the month; the last two, the day of the month
Location-Stamped on fr. right side of differential carrier

FISHER BODY NUMBER

Description---------- Consists of separate numbers and symbols for body style, body number, trim type, and paint combination. Controlled by body source.
Location ----------Stamped on plate on right hand shoulder of cowl, under the hood.

10-29-54. Revised 6-10-55, * - New data added.

VEHICLE WEIGHTS ♯ ¢ • •

1500 SERIES

	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT			LOADED WEIGHT		
1	Description	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear
P	2-Door Sedan	3205	1770	1435	3335	1805	1530	4235	2130	2105
		3110	1695	1415	3240	1730	1510	4140	2055	2085
P	4-Door Sedan	3260	1780	1480	3390	1815	1575	4290	2140	2150
		3165	1705	1460	3295	1740	1555	4195	2065	2130
P	Sedan Delivery	3205	1725	1480	3335	1760	1575	4000	1765	2235
		3110	1650	1460	3240	1685	1555	4000	1695	2305
P	Utility Sedan	3180	1780	1400	3310	1815	1495	3760	2065	1695
		3085	1705	1380	3215	1740	1475	3665	1990	1675
P	2-Door Station Wagon	3385	1765	1620	3515	1800	1715	4415	2100	2315
		3290	1690	1600	3420	1725	1695	4320	2025	2295

2100 SERIES

P	2-Door Sedan	3240	1770	1470	3370	1805	1565	4270	2130	2140
		3145	1695	1450	3275	1730	1545	4175	2155	2120
P	4-Door Sedan	3275	1780	1495	3405	1815	1590	4305	2140	2165
		3180	1705	1475	3310	1740	1570	4210	2065	2145
P	4-Door Station Wagon	3465	1760	1705	3595	1795	1800	4495	2095	2400
		3370	1685	1685	3500	1720	1780	4400	2020	2380
P	Club Coupe	3240	1775	1465	3370	1810	1560	4270	2135	2135
		3145	1700	1445	3275	1735	1540	4175	2060	2115
P	2-Door Station Wagon	3425	1755	1670	3555	1790	1765	4455	2090	2365
		3330	1680	1650	3460	1715	1745	4360	2015	2345
P*	Sport Coupe	3280	1780	1500	3410	1815	1595	4310	2150	2160
		3185	1705	1480	3315	1740	1575	4215	2075	2140

2400 SERIES

P	2-Door Sedan	3250	1780	1470	3380	1815	1565	4280	2140	2140
		3155	1705	1450	3285	1740	1545	4185	2065	2120
P	4-Door Sedan	3295	1790	1505	3425	1825	1600	4325	2150	2175
		3200	1715	1485	3330	1750	1580	4320	2075	2155
P	4-Door Station Wagon	3480	1775	1705	3610	1810	1800	4510	2095	2415
		3385	1700	1685	3515	1735	1780	4415	2020	2395
P	2-Door Station Wagon	3460	1780	1680	3590	1805	1785	4490	2090	2400
		3365	1705	1660	3495	1730	1765	4395	2015	2380
P	Convertible	3410	1855	1555	3540	1890	1650	4290	2190	2100
		3315	1780	1535	3445	1815	1630	4195	2115	2080
P	Sport Coupe	3290	1785	1505	3420	1820	1600	4320	2155	2165
		3195	1710	1485	3325	1745	1580	4225	2080	2145

ING WEIGHT: This is the weight of the basic with all regular equipment and with grease and rever required. It does not include the weight oline and water.

WEIGHT: This is the weight of the empty vehicle to drive. It is the shipping weight plus the s of gasoline (97 pounds) and water (33 pounds).

LOADED WEIGHT: This is the curb weight of the basic vehicle plus 150 pounds for each passenger.

PERFORMANCE WEIGHT: This is the curb weight of the lowest price 4-Door Sedan with regular equipment plus 600 pounds for passengers. A representative example is:

Model 1503 ---------- 3895

r V-Eight engine option, deduct 30 pounds from total and front.

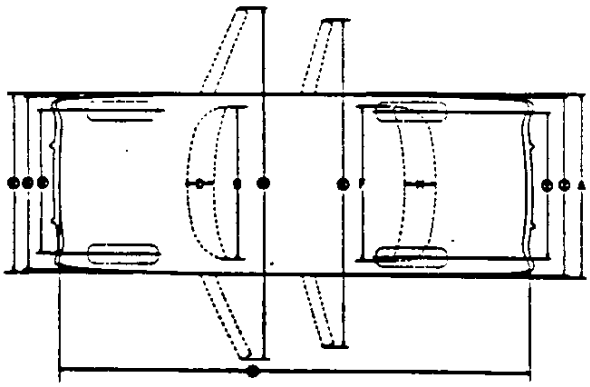
l models equipped with automatic transmissions are designated with the letter "P". Example: 1503P

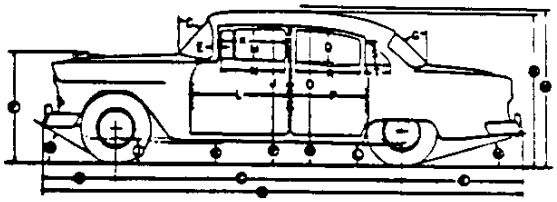
timated weights.

ese are official production weights and replace weights shown on sheet dated 10-29-54, which were estimated ights. Weights shown for 2154 are estimated weights.

-54. Revised: 6-10-55, • - Weights revised; see note above.

EXTERIOR DIMENSIONS





DESCRIPTION		KEY	1502 1512 2102 2124 2402	1503 2103 2403	1529 2129	2109 2409	2434	2154● 2454	1508	2429●
Vehicle length	Overall	Ⓐ	195.6		197.1		195.6		197.1	
	Overall less bumpers	Ⓑ	188.3							
	Wheelbase	Ⓒ	115.0							
	Front overhang	Ⓓ	31.1							
	Rear overhang	Ⓔ	49.5		51.0		49.5		51.0	
Vehicle height	Over ornament	Ⓕ*	43.0							
	Over roof, loaded	Ⓖ*	60.5		60.8		59.1 ▼		60.8	59.4
	Over roof, unloaded	Ⓗ⊕	62.1				60.4 ▼		62.1	60.7
Road clearance	Under front susp X-member	Ⓘ¢	8.1							
	Under exhaust pipe	Ⓙ¢	6.5							
	Under rear axle center	Ⓚ¢	8.0							
Angle of approach		Ⓛ	28.4°							
Angle of departure		Ⓜ	16.0°		15.9°		16.0°		15.9°	
Door step height	Front door	Ⓝ⊕	13.5	14.5		15.0	13.5			
	Rear door	Ⓞ⊕		14.5		15.5				
Vehicle width	Over front bumper	Ⓟ	72.5							
	Over front fenders	Ⓠ	73.4							
	Front wheel tread	Ⓡ	58.0							
	Over front doors, open	Ⓢ	153.0	140.7	153.0	137.5	153.3	151.5	153.0	
	Over rear doors, open	Ⓣ		125.5		124.7				
	Rear wheel tread	Ⓤ	58.8							
	Over rear bumper	Ⓥ	72.0							
	Over body maximum	A	74.0							
Windshield	Width	B	58.5							
	Slope Angle	C	41.9°							
	Height on slope	D	17.5				16.8		17.5	16.8
	Corner post (blind spot)	E	3.8							
Rear window	Width	F	57.5		41.0		46.3	58.8	41.0	41.8
	Slope angle	G	47.0°		31.3°		46.0°	41.0°	31.3°	
	Height on slope	H	18.3		13.6		16.5	17.0	13.6	15.5
Front door	Opening height	J	42.0				40.0		42.0	41.5
	Opening width, above belt	K	34.0	28.0	34.0	28.0	32.0		34.0	
	Opening width, below belt	L	43.8	37.0	43.8	37.0	43.0		43.8	
	Window DLO height	M	13.0							13.3
	Window DLO width	N	31.3	25.5	31.3	25.5	30.5		31.3	?
Rear side door	Opening height	O		41.0		41.0				
	Opening width	P		27.5		27.5				
	Window DLO height	Q		13.3		13.3				
	Window DLO width	R		25.5		25.5				
Rear quarter	Window DLO height	S	13.0	9.0	13.0		13.3	13.5		12.3
	Window DLO width	T	33.5	10.6	69.8	45.8	19.1	24.8		?

* - Under design load conditions ⊕ - At curb weight

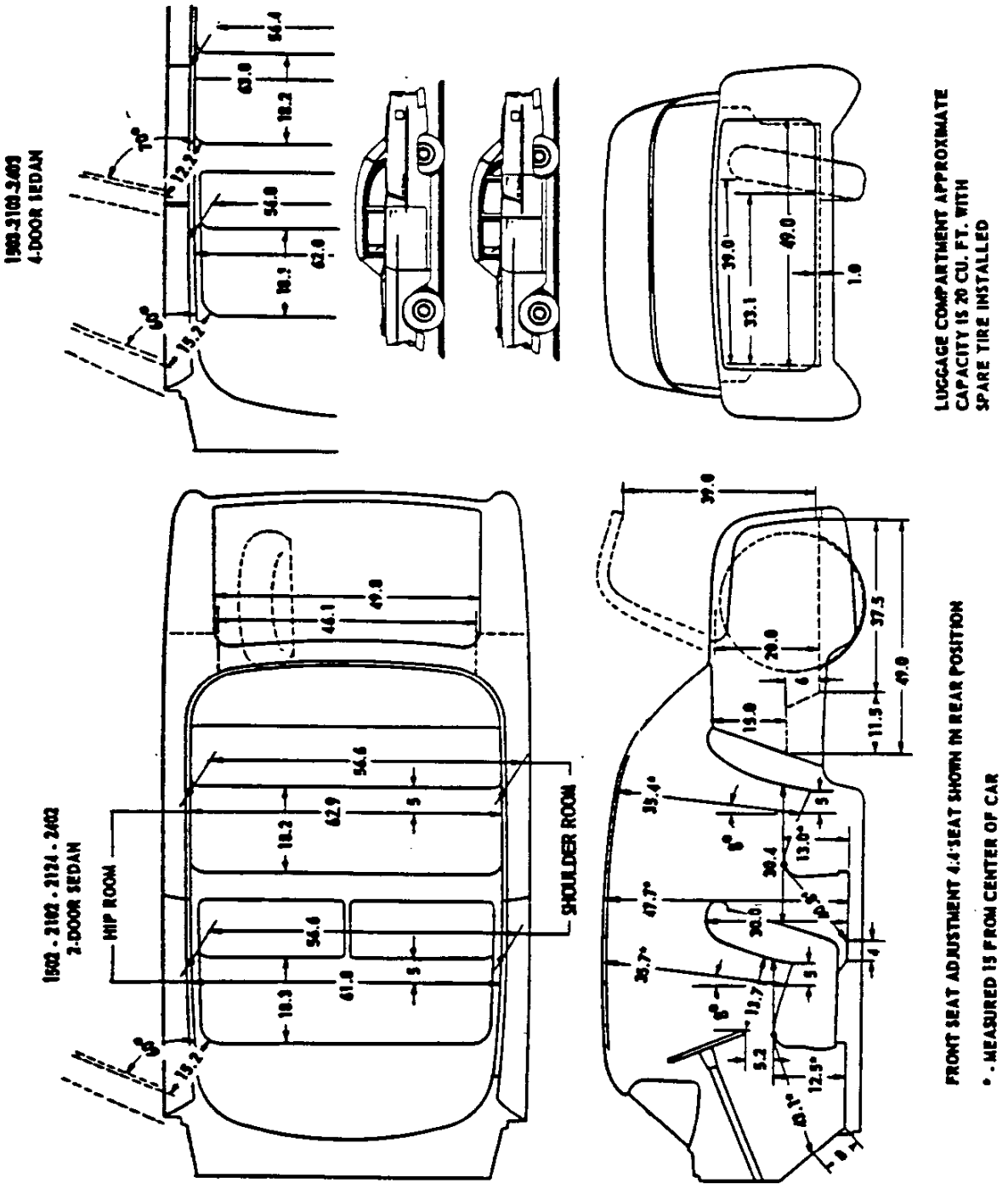
¢ - Road clearance based on static conditions of tires and springs under design load

▼ - Convertible height, top down (measured from W/S header bar) 55.5 design load; 56.8 unloaded

10-29-54. Revised:6-10-55. ●-New model added. ? - Information not available.

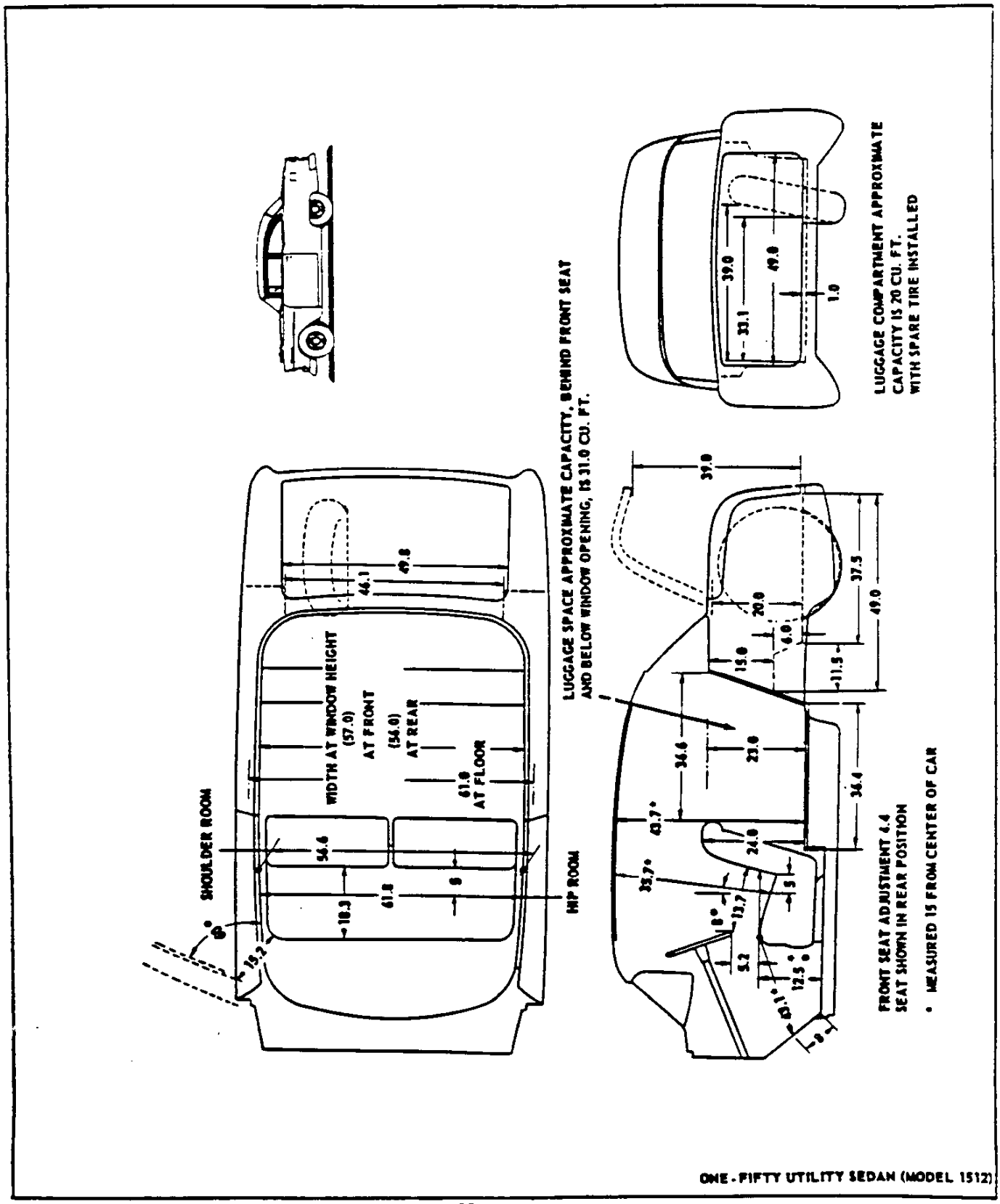
BODY INTERIOR DIMENSIONS

Trim and hardware differences between One-Fifty, Two-Ten, and Bel Air models are not considered in these dimensions. However, these differences are never greater than 5/8.



BEL AIR 2 - DOOR AND 4 - DOOR SEDANS (MODELS 2402 AND 2403)
TWO-TEN 2 - DOOR AND 4 - DOOR SEDANS (MODELS 2102 AND 2103)
TWO-TEN CLUB COUPE (MODEL 2124)
ONE-FIFTY 2 - DOOR AND 4 - DOOR SEDANS (MODELS 1502 AND 1503)

CONTINUED



ONE-FIFTY UTILITY SEDAN (MODEL 1512)

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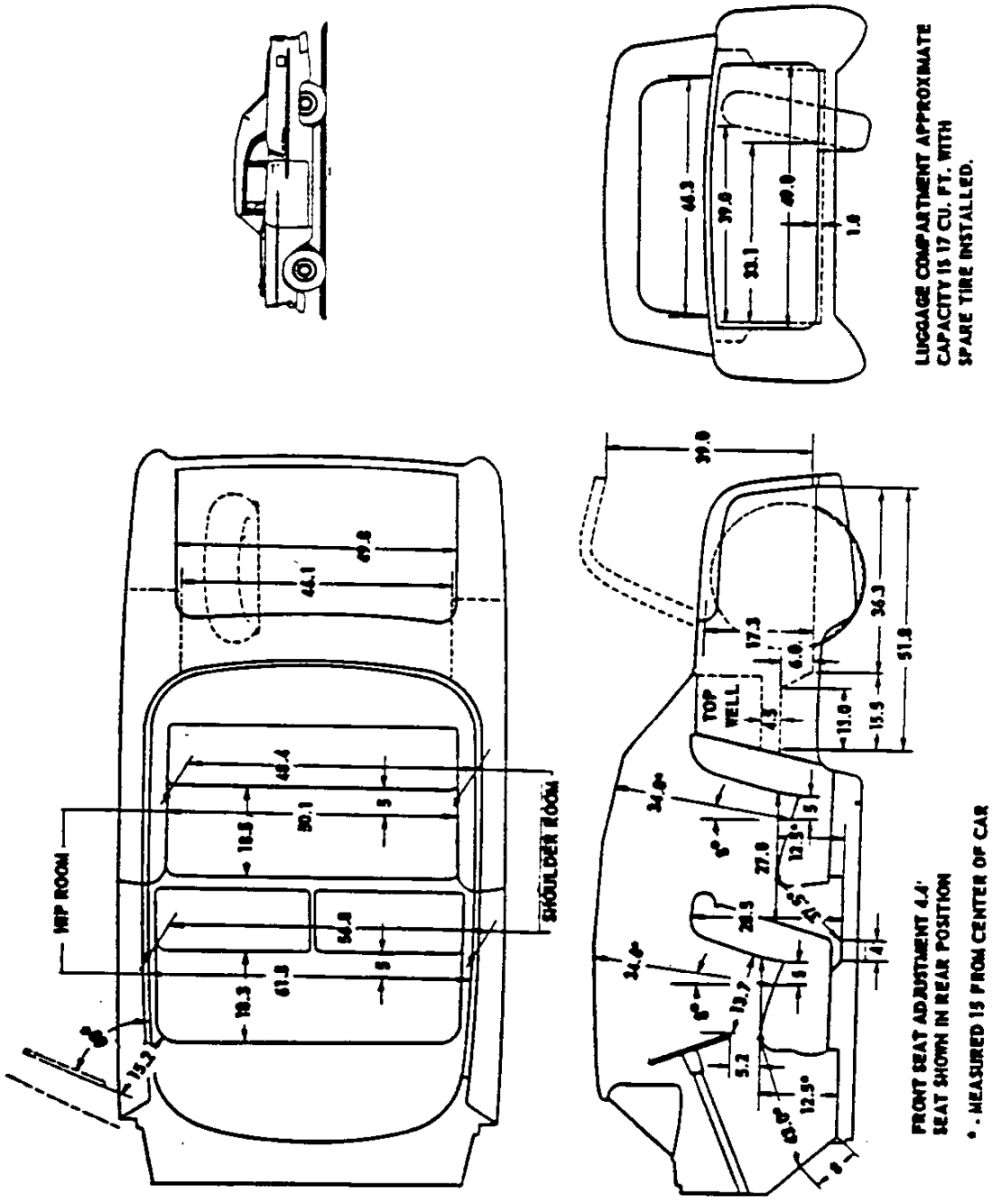

BEL AIR CONVERTIBLE (MODEL 2454)

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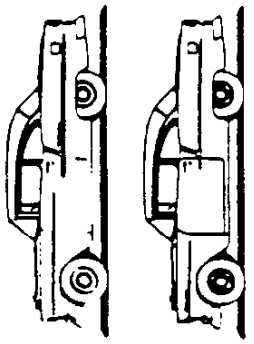
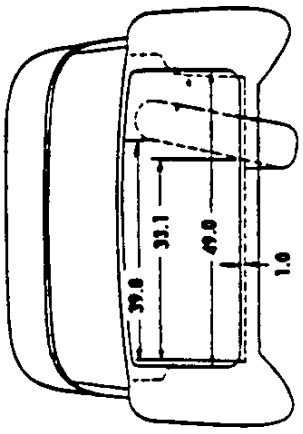
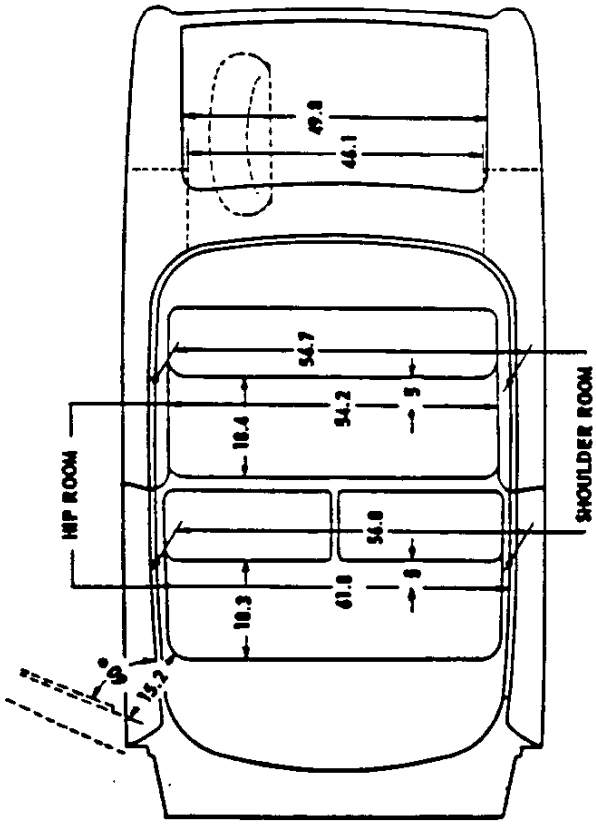
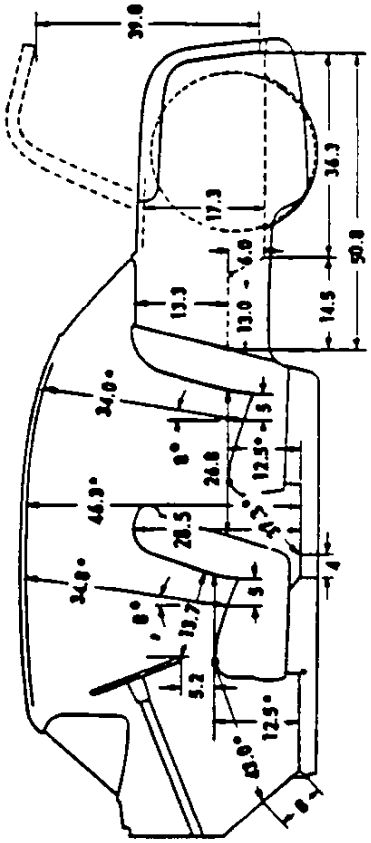




LUGGAGE COMPARTMENT APPROXIMATE CAPACITY IS 20 CU. FT. WITH SPARE TIRE INSTALLED.





FRONT SEAT ADJUSTMENT 4.4
SEAT SHOWN IN REAR POSITION

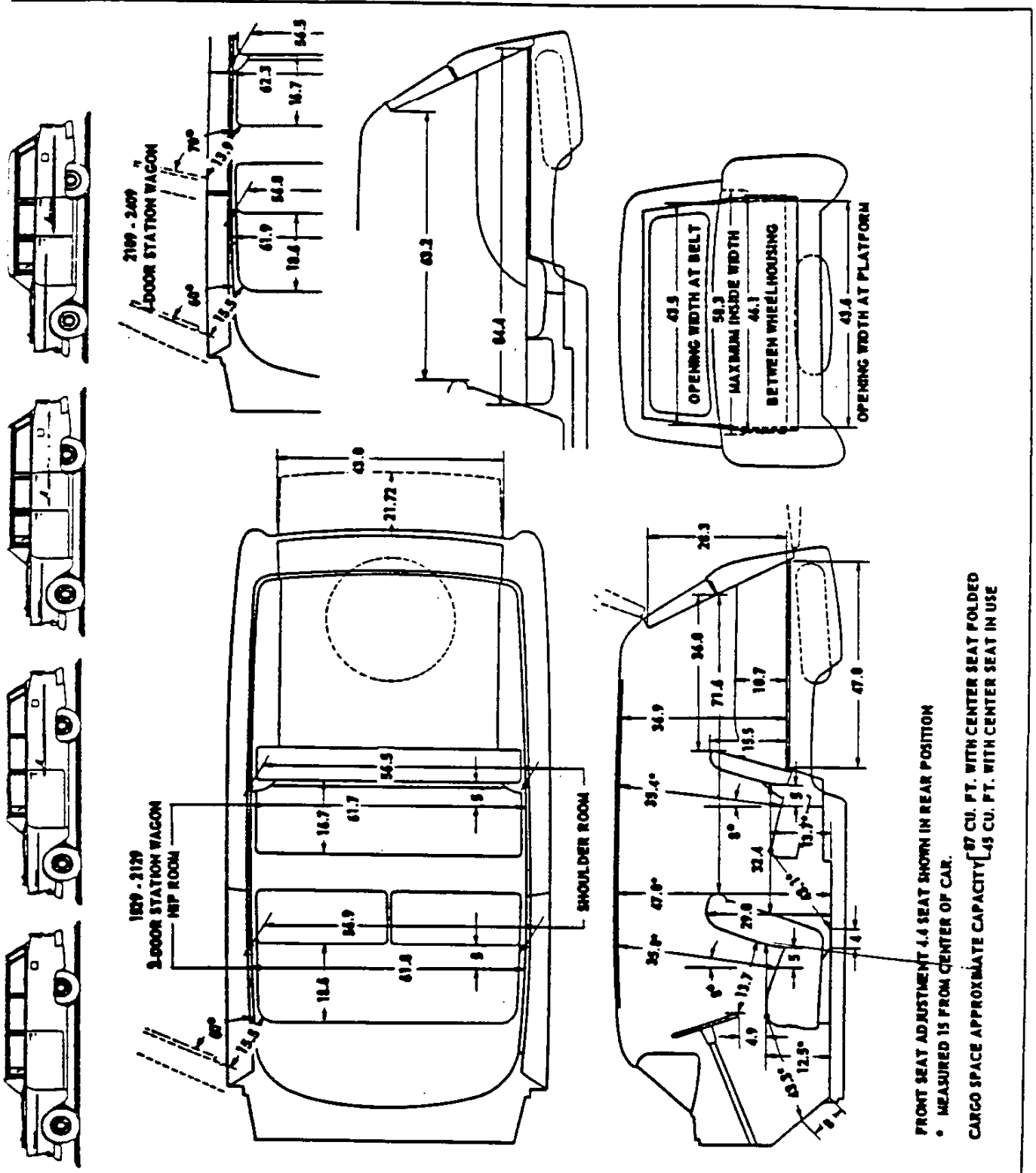
• - MEASURED 15 FROM CENTER OF CAR

• TWO-TEN SPORT COUPE (MODEL 2154)
BEL AIR SPORT COUPE (MODEL 2454)

CONTINUED

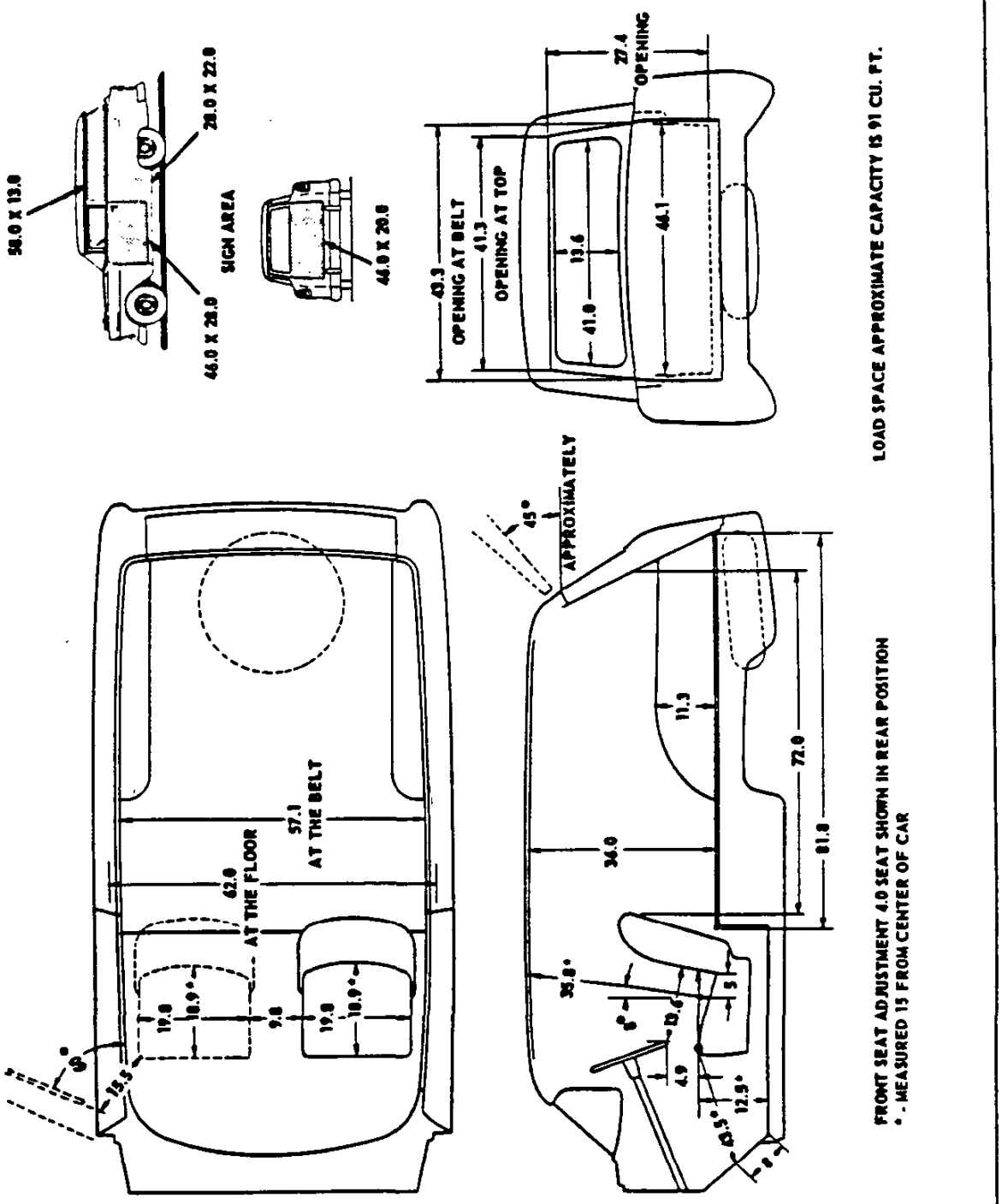
BODY INTERIOR DIMENSIONS - CONTINUED

Trim and hardware differences between One-Fifty, Two-Ten, and Bel Air models are not considered in these dimensions. However, these differences are never greater than 5/8.

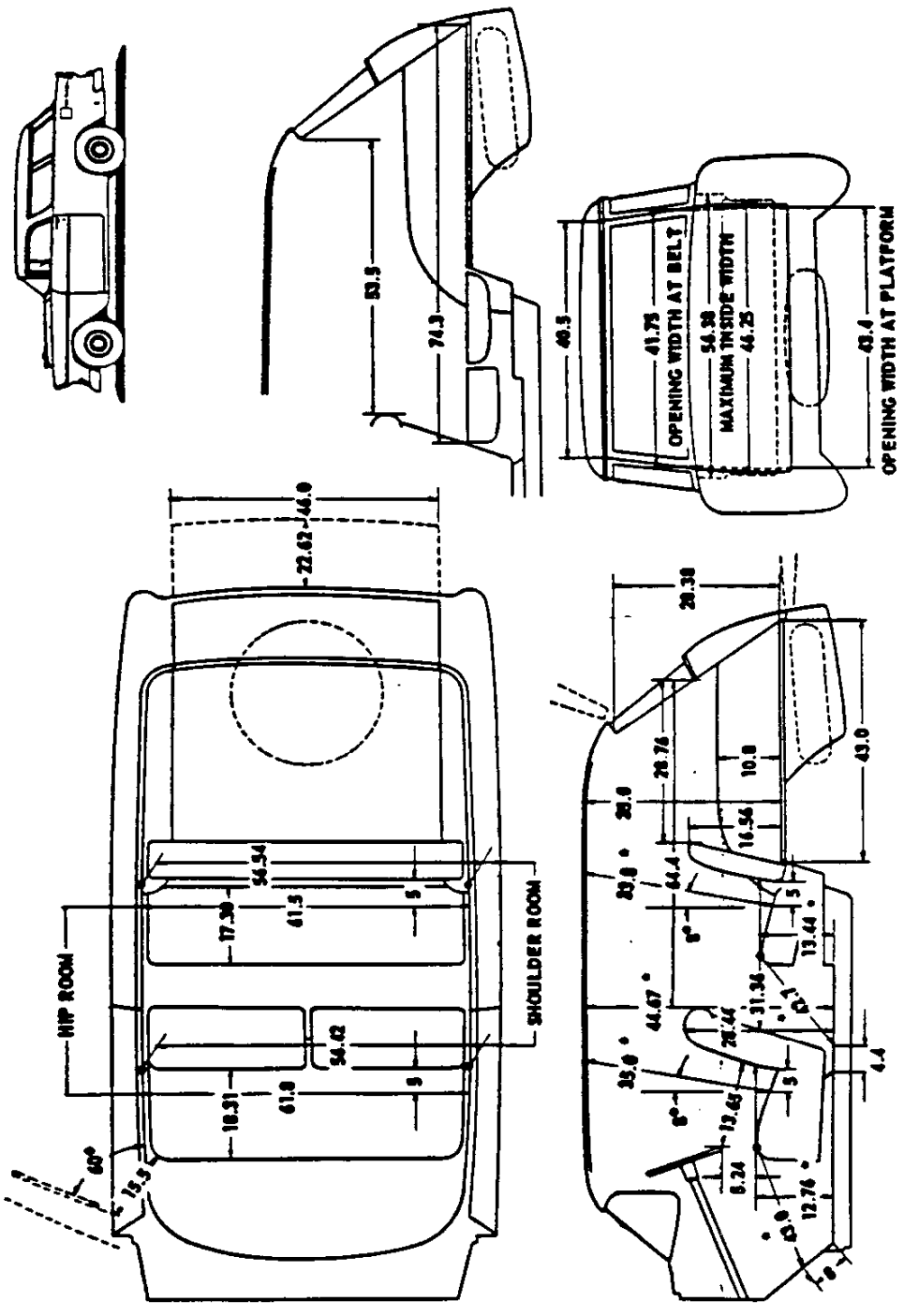


BEL AIR 4-DOOR STATION WAGON (MODEL 2409)
TWO-TEN 2-DOOR AND 4-DOOR STATION WAGONS (MODELS 2129 AND 2109)
ONE-FIFTY 2-DOOR STATION WAGON (MODEL 1529)

CONTINUED



ONE-FIFTY SEDAN DELIVERY (MODEL 1508)



BEL AIR 2-DOOR NOMAD STATION WAGON (MODEL 2429)

ACCESSORIES

Definition: Items made available at extra cost through the Parts and Accessories Department and installed by the customer, or his dealer, unless otherwise indicated.

ITEM			MODEL
Alarm	Parking brake		All
Arm rests	Door, front and/or rear		1500
Ash tray	Instrument panel		
Blade	Windshield Wiper (De-icing)		All
Block●	Wiring junction		All
Cap	Hub (Full disk)		1500-2100
	Gasoline tank filler locking		All
Carrier	Wheel (continental type)		All except 1508-29; 2109-29; 2409-29x
Clock	Instrument panel (electric)		1500-2100
Compass	Illuminated		All
Cover	Accelerator pedal		
	Seat & back	Plastic	1502-03-12; 2102-03-24; 2402-03-54x
		Nylon	
		Fiber	
	Seat only	Nylon	All except 1508-29; 2109-29; 2409-29x
Deflector	Rain	Front & rear doors	1503; 2103; 2403
		Front doors & rear quarter windows	1502-12; 2102-24; 2402
Dispenser	Tissue		All
Extension	Muffler tail pipe		
Filter	Water (cooling system)		
Frame	License plate		
Guard	Grille (on bumper)		
	Fender (on front & rear bumpers)		
	Door edge		All except 1529; 2109-29; 2409-29x
	Gasoline tank filler door		All
Heater & Defroster*	Recirculating		
	Air-flow		
Lamp	Back-up pair (with conventional or auto transmission)		
	Lighter, cigarette		
	Courtesy		All except 2434
	Luggage Compartment		All except 1508-29; 2109-29; 2409-29x
	Under hood		All
	Portable spot (plugs in cigarette lighter)		
	Spot, LH; Guide (with bracket & mirror)		
	Glove compartment		1500
Lighter	Cigarette		
Mat	Floor (blue, red, green, black, brown)		All
Mirror	Rear view	Door, remote-control	All except 1508
		Door, body mount	
		Inside, non-glare	
	Visor, vanity		All
Molding	Wheel (stainless steel)		1500-2100
	Body sill		All
Radio	Manual tuning (Delco)		
	Push-button tuning (Delco)		
	Signal seeking (Delco)		
	Antenna (on RH fender)		
	Speaker, auxiliary (rear seat)		All except 1508-29; 2109-29; 2409-34
Reflector	Reflex (red)		All
Pad●	Ventilated seat		
Shaver	Electric		
Shield	Door handle (on door)		
	Front fender (pair)		
	Windshield glare		
Signal ¶	Direction (self-cancelling)		
Sunshade	Right hand		1500
Sun visor	Outside type		All except 2434-29x
Tool kit	Bag with tools		All
Top lift	Automatic (moisture-sensitive)		2434 only
Viewer	Traffic light		All
Washer	Windshield (foot or vacuum-operated)		
	Co-ordinator (automatic wiper & washer action)		

* - Factory optional accessory but can be purchased through dealer.

¶ - Factory optional accessory only.

10-29-54. Revised:6-10-55,●- Data added. x - Data revised.

REGULAR PRODUCTION OPTIONS *

Definition: Items released by the Engineering Department for installation at the assembly plant at the customer's request in addition to or in place of regular equipment, and usually at extra cost.

RPO	ITEM	Weight, Added (lbs)#
216	Oil bath air cleaner; 1 pint capacity	*
219	Aluminum camshaft gear	*
221	8 Cylinder engine with 3-Speed transmission	Minus 26.57 Front
222	8 Cylinder engine with Overdrive transmission	Minus 27.09 Front
223	8 Cylinder engine with Automatic transmission	Minus 84.45 Front
227	Heavy Duty Clutch	*
231	Color combinations	*
235	Color combinations (Solid color)	*
236	Color & trim combinations	*
237	Oil filter, 1 quart capacity	9.61
238	Color & trim combinations	*
239	Color & trim combinations	*
241	Governor	*
246	Color combinations (Two-tone)	*
247	Color combinations (Special Two-tone)	*
254	Heavy duty rear spring	19.31
263	Auxiliary seat	43.00
288	6.70-15-6 ply tires, Black wall & white & blackwall	13.45
290	6.70-15-4 ply tires, White & blackwall	*
313	Automatic transmission (Powerglide)	157.40
315	Overdrive transmission	30.00
320	Electric windshield wipers	*
324	Hydraulic steering	
325	Generator — 30 Amp 40 Amp low cut-in	28.81
330	Taxi Cab - Cloth & leather interior trim with conventional or Powerglide transmission. Also includes the following features: Black, green, blue & brown rubber floor mats with special water resistant floor covering front & rear; arm rest door pull handles on rear doors; heavy duty front & rear seat cushion & back spring; automatic dome light switch operated by right hand rear door.	18.62
345	Heavy Duty Battery	10.78
397	Electric seat & window control	31.97
398	Body glass (Tinted)	*
406	Front Stabilizer (Police Cars)	17.54
410	Power package (8 cylinder engine)	44.79
411	Four Barrel Carburetor	17.70
412	Vacuum power brakes	15.57
417	Engine positive ventilation	*
435	Trim combination (Body)	*
436	Trim combination (Body)	*
437	Color & trim combinations (Solid color)	*
441	Color & trim combinations (Two-tone)	*
442	Color & trim combinations (Two-tone)	*
450	Air conditioning	162.26

- Figures shown are maximum weights taken from the RPO Weight List for each RPO number. For distribution of weight on front and rear or for further information on model usage for each option, see RPO Weight List. For information on tire RPO's see page 53.

* - Weight is less than 10 pounds.

REGULAR EQUIPMENT

	ITEM	MODELS
Exterior	Bumpers & dual bumper guards, front and rear	All
	Bright metal headlights rims	
	Dual parking lights	
	Hood ornament and emblem	
	Dual windshield wipers	
	Dual horns	
	Outside key locks, both front doors below handles	
	Wheel disks	2400
	Hub caps	1500, 2100
	Concealed gasoline filler cap	All
	Rear deck lid emblem with finger grip	All except 1508-29; 2109-29; 2409-29
	Push button tailgate handle	2429x
	Dual tail and stop lights with provisions for back-up lights	All
	Rear license plate lights in bumper guards	
	Push button side door handles	
	Outside rear window mirror	1508

Continued

10-29-54. Revised: 6-10-55,* - RPO list revised. x - Equipment added for Model 2429.

ITEM				MODELS
Exterior	Bright metal molding	Body belt		2109-29; 2409
		Roof header		
		Front fender (painted insert on 2429)		2400
		Rear fender (painted insert on 2400)		2100, 2400 except 2429•
		Sash molding	on rear quarter panel	2102-03-24-54; 2402-03-34-54•
		Wing molding		2109-29; 2409
		Fender hood molding		2429
		W/S pillar		2400
		Saddle molding		2154, 2434-54•
		Tail gate vertical moldings		2429
		Bright metal lift gate frame		2429
		Reveals	Windshield	2100, 2400
			Side window	2102-03-24-54; 2402-03-29-34-54•
			Rear window	2100, 2400 except 2434
	Series nameplate on rear quarter panel			2400
	Name on front fender			1500, 2100
	V-emblem below each tail light (8 cylinder)			All•
	Bonderized body and sheet metal			
Interior	Instrument panel	Two-tone finish		All
		Bright metal cluster bezel		
		Bright metal insert		2400
		Glove compartment	Lock	All
			Automatic light	2100, 2400
		Ash tray		
		Cigarette lighter		
		Electric clock		2400
		Crash pad		
		3-position ignition lock and starter switch		All
		Script on radio grille, "Chevrolet" 1500 & 2100; "Bel Air" 2400		
	Steering wheel	Two spoke		1500, 2100
		Three spoke		2400
		Horn blowing ring		2100, 2400
		Horn button		1500
		Emblem on steering wheel hub (Gold plated on 2400; bright metal, others)		2100, 2400 (V-type when equip with V-8 engine)
	Dual ventilators in cowl side panels			All
	Sunshades	Dual		2100, 2400
		Left hand only		1500
	Inside rear view mirror			All except 1508
	Foam rubber seat cushion pads, front and rear			2400, except 2409•
	Foam rubber seat cushion pads, front only			2100
	Arm rests, front and rear doors or quarter panels			21-2400 Front only on 2109-29; 2409-29
	Assist straps			2102-24; 2402
	Coat hooks			2100, 2400 except 2129 and 2434
	Rear compartment ash tray		In front seat back	2103, 2403
			In arm rests	2102-24-54; 2402-34-54•
	Package shelf			All except 1508-29; 2109-29; 2409-29-34•
	Scuff pads on doors and/or quarter panels			All
	Passenger compartment lights			1, all except 2 on 2434-29-54•
	Automatic door switch	Front doors only		2100, 2400
		All doors		2400
	Manual compartment light switch integral with headlamp switch (Main switch)			All
	Manual compartment light switch at tailgate			2429
	Rolled embossed aluminum step plates with "Body by Fisher" emblem			All
	Extra roof insulation			2100, 2400 except 2434
	Crank-type ventipanes with bright metal frames			All
	Adjustable front seat			
	Bright metal moldings	Windshield garnish		2434
		Roof rail and side window garnish		2429 & 2454•
		On seat scuff pads & side trim scuff pads		2100, 2400
		Roof bows		2429 & 2459•
		Rear window garnish		

10-29-54. Revised: 6-10-55. • - Data revised.

● EXTERIOR -INTERIOR COLOR COMBINATIONS — ONE COLOR EXTERIORS

Upper Body	Lower Body Sheet Metal, Wheels	Wheel Stripe (No Stripe on Series 2400)	Trim Combinations	Instrument Panel Center, Radio Cover Plate	Upper and Lower Instrument Panel, Steering Wheel, Steering Column, Steering Wheel Hub, Garnish Moldings, Dir. Signal Housing, Ash Tray Cover Panel, Door Locking Knobs, Heater Cover Panel	
Onyx Black	Onyx Black	Argent	Gray & Black	India Ivory	Shadow Gray ♂	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Blue	India Ivory $	Glacier Blue	
			Beige & Red	Bright Metal	Gypsy Red	
			Red	Bright Metal	Gypsy Red	
			Black & Ivory	India Ivory	Onyx Black	
Sea-Mist Green	Sea-Mist Green	Black	Gray & Black	India Ivory	Shadow Gray ♂	
			Green	Sea-Mist Green $	Neptune Green	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Green & Beige	Shoreline Beige	Neptune Green	
Neptune Green *	Neptune Green	Argent	Gray & Black	India Ivory	Shadow Gray ♂	
			Green	Sea-Mist Green $	Neptune Green	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Green & Beige	Shoreline Beige	Neptune Green	
			Beige	Bright Metal	Neptune Green	
Cashmere Blue	Cashmere Blue	Argent	Gray & Black	India Ivory	Shadow Gray ♂	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Blue	India Ivory $	Glacier Blue	
			Blue & Beige	India Ivory	Glacier Blue	
Glacier Blue	Glacier Blue	Argent	Gray & Black	India Ivory	Shadow Gray ♂	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Blue	India Ivory $	Glacier Blue	
			Blue & Beige	India Ivory $	Glacier Blue	
			Blue	India Ivory	Glacier Blue	
Shoreline Beige	Shoreline Beige	Black	Gray & Black	India Ivory	Shadow Gray ♂	
			Brown	Shoreline Beige	Navajo Tan	
			Beige & Brown	Bright Metal	Navajo Tan	
			Red	Bright Metal	Gypsy Red	
			Blue & Beige	Bright Metal	Glacier Blue	
India Ivory	India Ivory	Black	Gray & Black	India Ivory	Shadow Gray ♂	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Blue	India Ivory $	Glacier Blue	
			Black & Ivory	India Ivory	Onyx Black	
Shadow Gray	Shadow Gray	Argent	Gray & Black	India Ivory	Shadow Gray ♂	
			Beige & Brown	Shoreline Beige	Navajo Tan	
			Blue	India Ivory $	Glacier Blue	
Gypsy Red *	Gypsy Red	Argent	Beige & Red	Bright Metal	Gypsy Red	
			Beige & Brown	Shoreline Beige	Navajo Tan	
Regal Turquoise	Regal Turquoise		Beige	Bright Metal	Regal Turquoise	
Coral	Coral		Coral & Gray	Bright Metal	Shadow Gray	
Harvest Gold	Harvest Gold		Green	Bright Metal	Neptune Green	

* - Available on special order on 1508. ♂ - Black steering wheel and hub. $ - Bright metal on 2400.

** - Series 2400 rear fender molding insert - Winter White.

10-29-54. Revised: 6-10-55, ● - Spring Colors added.

● EXTERIOR-INTERIOR COLOR COMBINATIONS — ONE COLOR EXTERIORS

SERIES 1500			SERIES 2100			SERIES 2400 **					
1502 1503 1512	1529	1508	2102 2103 2154	2124	2109 2129	2402 2403	2434	2454	2409	2429	2434 Top Color
●											
		●									
			●			●					
							●				
								●			
				●							
●											
	●		●			●					
		●									
				●							
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		●							●		
●											
		●									
			●			●					
				●							
●											
		●									
			●			●					
							●				Beige
		●									
									●		
							●				White
								●			

10-29-54. Revised: 6-10-55. ● - Spring Colors added.

● EXTERIOR-INTERIOR COLOR COMBINATIONS
TWO-COLOR EXTERIORS

Upper Body Series 1500 & 2100 Except 2154 Roof, Deck, Pillars and Partial Quarters Series 2400 & 2154	Lower Body, Sheet Metal, Wheels,	Wheel Stripe (No Stripe on Series 2400)	Trim Combinations	Instrument Panel Center, Radio Cover Plate	Upper and Lower Instrument Panel, Steering Wheel, Steering Column, Steering Wheel Hub, Garnish Moldings, Dir. Signal Housing, Ash Tray Cover Panel, Door Locking Knob, Heater Cover Panel	
Sea-Mist Green	Neptune Green	Argent	Grey & Black	India Ivory	Shadow Gray ó	
			Green	Sea-Mist Green $	Neptune Green	
			Green & Beige	Bright Metal	Neptune Green	
India Ivory	Cashmere Blue	Black	Grey & Black	India Ivory	Shadow Gray ó	
			Blue	India Ivory $	Glacier Blue	
			Beige & Blue	India Ivory $	Glacier Blue	
India Ivory	Shadow Grey	Argent	Grey & Black	India Ivory	Shadow Gray ó	
			Blue	India Ivory $	Glacier Blue	
India Ivory	Sea-Mist Green	Black	Green	Sea-Mist Green	Neptune Green	
			Beige & Green	Shoreline Beige	Neptune Green	
India Ivory	Onyx Black	Argent	Ivory & Black	India Ivory	Onyx Black	
			Ivory & Gray	Bright Metal	Shadow Gray	
India Ivory	Gypsy Red	Argent	Ivory & Black	India Ivory	Onyx Black	
India Ivory	Regal Turquoise		Ivory & Turquoise	Bright Metal	Regal Turquoise	
			Turquoise	Bright Metal	Regal Turquoise	
Shoreline Beige	Neptune Green	Argent	Grey & Black	India Ivory	Shadow Gray ó	
			Green	Sea-Mist Green $	Neptune Green	
Shoreline Beige	Glacier Blue	Argent	Blue	India Ivory $	Glacier Blue	
			Blue & Beige	India Ivory $	Glacier Blue	
			Grey & Black	India Ivory	Shadow Gray ó	
Shoreline Beige	Gypsy Red		Red	Bright Metal	Gypsy Red	
			Beige & Red	Bright Metal	Gypsy Red	
			Beige	Bright Metal	Gypsy Red	
Onyx Black	India Ivory	Black	Ivory & Black	India Ivory	Onyx Black	
			Ivory & Gray	Bright Metal	Shadow Gray	
Shadow Gray	Coral		Coral & Gray	Bright Metal	Shadow Gray	
Neptune Green	Sea-Mist Green		Green	Bright Metal	Neptune Green	
			Beige	Bright Metal	Neptune Green	
India Ivory	Harvest Gold	Black	Beige & Green	Shoreline Beige $	Neptune Green	
			Green	Bright Metal	Neptune Green	
India Ivory	Navajo Tan	Argent	Straw & Brown	Shoreline Beige	Navajo Tan	
			Brown	Shoreline Beige	Navajo Tan	
			Beige & Brown	Shoreline Beige $	Navajo Tan	
			Green	Bright Metal	Neptune Green	
			Beige	Bright Metal	Navajo Tan	
India Ivory	Dusk Rose		Ivory & Grey	Bright Metal	Dusk Rose	

ó - Black steering wheel hub.
$ - Bright metal on 2400.
* - Series 2400 rear fender molding insert - Winter White.

10-29-54. Revised: 6-10-55. ● - Spring colors added.

● EXTERIOR-INTERIOR COLOR COMBINATIONS
TWO-COLOR INTERIORS

SERIES 1500			SERIES 2100			SERIES 2400 *					
1502 1503 1512	1508	1529	2102 2103 2154	2124	2109 2129	2402 2403	2454	2434		2429	2434 Top Color
●											
		●	●		●	●					
										●	
●											
			●			●	●	●			White
				●	●				●	●	
●											
			●			●					
			●								
				●							
				●							
						●	●	●			White
				●							
						●		●		●	White
							●				
●											
			●			●	●				
			●			●	●				
				●	●				●	●	
●											
							●				●
								●		●	Beige
									●		
				●							
						●	●				
						●	●	●		●	Gray
								●			Green
									●		
				●						●	
						●	●	●			White
		●									
			●								
					●	●		●		●	White
							●				
									●		
						●	●	●		●	White

10-29-54. Revised: 6-10-55, ● - Spring Colors added.

INTERIOR UPHOLSTERY AND COLOR COMBINATIONS

1500 SERIES

SEDANS
Models 1502-03-12

Color: Gray and black

Seats: Two-tone gray pattern cloth cushion and backrest with black elascofab backrest bolster. Gray pattern vinyl front seat back insert on 1502, 1503, black vinyl on 1512. Black vinyl lower cross bar. Black vinyl front seat end panels.

Sidewalls: Black vinyl upper and lower panel; gray pattern vinyl center panel; black embossed composition board quarter panels and rear partition in model 1512.

Horn button: Black paint, framed in bright metal, with bright metal shield.

Headlining and sunshade: Gray napped cloth. Gray vinyl sunshade binding and grip.

Floor covering: Front and rear - textured black rubber; luggage compartment - ribbed black rubber.

HANDYMAN
Model 1529

Color: Two-tone green, beige and brown

Seats: Beige or dark green linked cord pattern vinyl cushions, backrests and front seat back insert. Brown or light green vinyl backrest bolster and lower cross bar. Ribbed beige linoleum on rear seat back and bottom of cushion. Brown or light green vinyl on front seat end panels.

Sidewalls: Brown or light green vinyl upper and lower panels; beige or dark green linked cord pattern vinyl center panel.

Horn button: Brown or light green paint, framed in bright metal, with bright metal shield.

Wheelhouse cover panels: Beige textured paint

Headlining and sunshade: Beige or light green vinyl

Floor covering and tail gate: Front and center - black textured rubber. Rear - ribbed beige linoleum on load space floor and tail gate.

SEDAN DELIVERY
Model 1508

Color: Beige and brown

Seats (bucket type) and side doors: Beige linked cord pattern vinyl cushion, backrests and center panel of sidewalls. Brown vinyl upper and lower panel of sidewalls, seat back and facing and door pillar.

Horn button: Brown paint framed in bright metal, with bright metal shield.

Headlining and sunshade: Beige vinyl

Load space sidewalls: Beige painted fiber board

Rear door inner panel: Beige painted steel

Floor covering: Driver's compartment - textured black rubber.

Load space: Black painted plywood

2100 SERIES

SEDANS
Models 2102-03-54●

Color: Two-tone green, blue or brown

Seats: Light tone ribbed pattern cloth cushions and backrests. Dark tone gabardine ripple weave cloth backrest bolsters, cushion and backrest facings. Light tone gabardine ripple weave cloth front seat back insert; dark tone vinyl lower cross bar. Dark tone vinyl front seat end panels.

Sidewalls: Dark tone vinyl upper and lower panel, light tone ribbed vinyl center panel and scuff pad.

Arm rests: Light tone vinyl upper; light tone plastic base.

Headlining and sunshades: Light tone plain napped cloth. Light tone vinyl binding and grip on sunshade.

Floor covering: Front and rear - dark tone textured rubber; luggage compartment - ribbed black rubber.

CLUB COUPE
Model 2124

Color: Ivory and black; beige with green or blue.

Seats: Dark tone elascofab cushions and backrest bolsters with white saddle stitching. Light tone elascofab backrest, cushion and backrest facings. Light tone vinyl front seat back insert; dark tone vinyl lower cross bar. Dark tone vinyl front seat end panels.

Sidewalls: Dark tone vinyl upper panel with white saddle stitching; light tone embossed vinyl center panel; dark tone vinyl scuff pad.

Arm Rests: Dark tone vinyl upper; light tone plastic base.

Headlining and sunshades: Light tone vinyl

Floor covering: Front and rear - dark tone solid color carpet; luggage compartment - ribbed black rubber.

HANDYMAN AND TOWNSMAN
Models 2109-29

Colors: Two-tone green, beige and blue or brown.

Seats: Dark tone ribbed vinyl cushion and backrest. Light tone elascofab backrest bolster, cushion and backrest facings. Light tone vinyl front seat end panels. Dark tone vinyl front seat back insert and lower cross bar. Ribbed beige linoleum on rear seat back and bottom of cushion.

Sidewalls: Light tone vinyl upper and lower panel; dark tone ribbed vinyl center panel and scuff pad.

Arm rests: Dark tone vinyl upper; dark tone plastic base.

Headlining and sunshades: Light tone vinyl

Wheelhouse cover panels: Beige paint

Floor covering and tail gate: Front and center - Dark tone textured rubber. Rear - Beige ribbed linoleum on load space floor and tail gate.

2400 SERIES

SEDANS
Model 2402-03

Colors: Two-tone green or blue, coral and gray, beige and brown, ivory and turquoise, ivory and gray.

Seats: Dark tone pattern cloth cushion and backrest. Light tone elascofab backrest bolster, cushion and backrest facings. Dark tone gabardine flat cloth front seat back insert; dark tone vinyl lower cross bar. Light tone vinyl upper and lower front seat end panels with bright metal molding.

Sidewalls: Light tone vinyl upper panel and scuff pad; dark tone ribbed gabardine flat cloth center panel.

Arm rests: Built-in arm rests on doors with dark tone gabardine flat cloth lower; dark tone elascofab upper. Dark tone vinyl upper and dark tone plastic base rear compartment arm rests in model 2402.

Headlining and sunshades: Light tone plain napped cloth. Light tone vinyl binding and grip on sunshade.

Floor covering: Front and rear - dark tone solid color carpet; luggage compartment - ribbed black rubber.

10-29-54. Revised: 6-10-55. ● - Model added.

2400 SERIES

SPORT COUPE
Model 2454

Colors: Beige with green, blue, red or turquoise; coral and gray and ivory and gray.

Seats: Beige or gray straw pattern cloth cushion and backrest. Dark tone or coral or ivory elascofab backrest bolster, cushion and backrest facings. Beige or gray vinyl front seat back insert; dark tone or gray vinyl lower cross bar and front seat end panels with bright metal molding.

Sidewalls: Dark tone or coral or ivory vinyl upper panel and scuff pad; beige or gray ribbed vinyl center panel.

Arm rests: Built-in front arm rests with beige or coral elascofab upper and beige or coral vinyl lower. Beige or gray elascofab upper and beige or gray vinyl lower rear arm rests.

Headlining and sunshades: Beige or coral or ivory vinyl.

Side window frames and exposed roof bows: Bright metal.

Floor covering: Front and rear - dark tone solid color carpet; luggage compartment - ribbed black rubber.

CONVERTIBLE
Model 2434

Color: Two-tone green or blue, beige and brown or red, coral and gray, ivory and turquoise, ivory and gray.

Seats: Dark tone elascofab cushion backrest and backrest upper facings. Light tone elascofab cushion facing, backrest bolster and backrest lower facings. Dark tone vinyl lower cross bar; light tone vinyl front seat back insert and front seat end panels with bright metal molding.

Sidewalls: Light tone vinyl upper panel and scuff pad; dark tone ribbed vinyl center panel.

Arm rests: Built-in front arm rests with dark tone elascofab upper and dark tone vinyl lower. Dark tone elascofab upper and dark tone vinyl lower rear arm rests.

Sunshades: Dark tone or coral or ivory vinyl.

Floor covering: Front and rear - dark tone solid color carpet; luggage compartment - ribbed black rubber.

Top boot: Beige, ivory or dark tone elascofab.

BEAUVILE
Model 2409

Color: Two-tone beige or blue and beige.

Seats: Beige straw pattern cushion and backrest. Light beige or blue backrest bolster, cushion and backrest facings. Ribbed beige linoleum on rear seat back and bottom of cushion. Beige vinyl front seat back insert and lower cross bar. Light beige or blue vinyl front seat end panels with bright metal molding.

Sidewalls: Light beige or blue vinyl upper panel and scuff pad; beige ribbed vinyl center panel.

Arm rests: Built-in front arm rests with beige elascofab upper and beige vinyl lower.

Headlining and sunshades: Beige vinyl.

Wheelhouse cover panels: Beige vinyl.

Floor covering and tail gate: Front and center - beige or blue textured rubber. Rear - Beige ribbed linoleum on load spacefloor and tail gate.

NOMAD
Model 2429 x

Colors: Beige with green, blue, brown, red; ivory with turquoise, gray; coral and gray.

Seats: Dark tone, tufted elascofab seat cushion and backrest. Light tone pleated elascofab cushion and backrest bolster. Light tone elascofab cushion facings, backrest upper and outer facings, front seat end panels. Dark tone ribbed linoleum on rear seat back and bottom of cushion. Light tone elascofab front seat back insert, dark tone vinyl lower cross bar.

Sidewalls: Light tone vinyl forward and lower panels. Dark tone tufted elascofab upper panel. Light tone elascofab center panel. Stainless steel scuff pad.

Arm rests: Built-in front arm rests with ivory, beige or coral upper and lower.

Headlining and sunshades: Ivory, beige or coral perforated vinyl.

Floor covering and tail gate: Front and center--Dark tone solid color carpet. Dark tone linoleum on load space floor and tail gate.

BODY GLASS ●

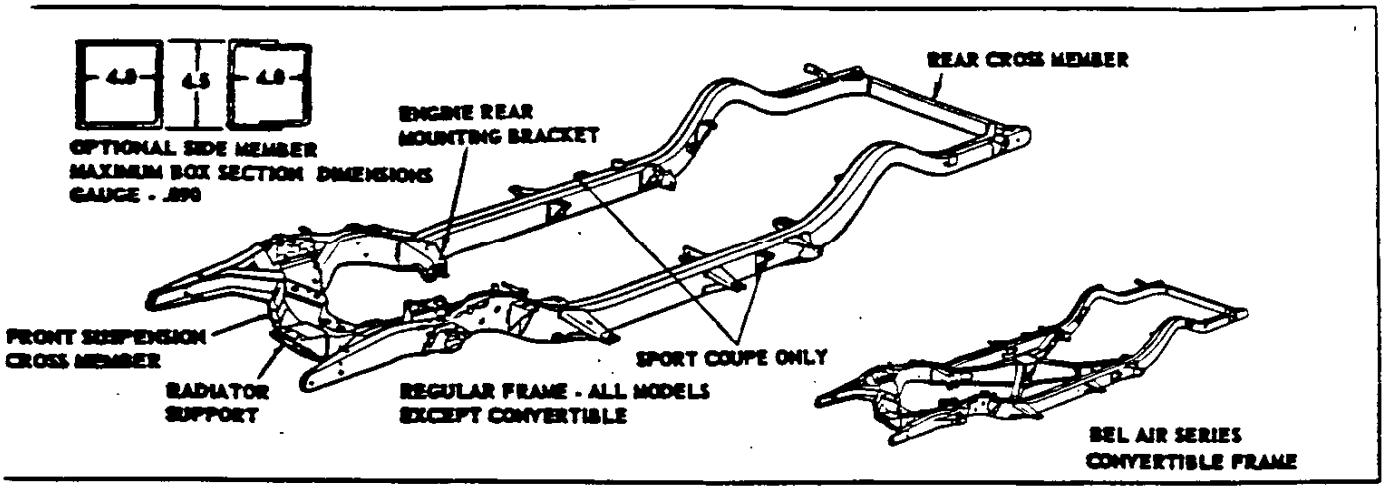
MODELS			1503 2103 2403	1502 2102 2124 2402	1512	2154 2454	2434	1529	2109, 2409	2129, 2429	1508
Windshield			Laminated safety plate, curved 1-piece								
Front door	Ventipanes		Laminated safety plate, curved 1-piece								
	Drop glass										
Side rear door	Drop glass		LSP						LSP		
Rear quarter windows *	Movable section	Drop Glass		LSP						Front, LSP (2129 Only)	
		Sliding Glass								Front, LSP (2429 Only)	
		Pivoting Glass				LSP					
	Fixed Section		Safety Solid Plate		Safety Solid Plate			Front SSP / Rear LSP	Laminated Safety Plate	Rear Laminated Safety Plate	
Rear window (Backlite)			Safety solid plate, curved				Vinyl Plastic	Safety solid plate, curved			

* - On models 1529, 2129 and 2429 the front and rear sections are separated by a division post similar to the ventipane post used on the front doors.

LSP - Laminated safety plate. SSP - Safety solid plate.

10-29-54. Revised: 6-10-55. ● - Data revised. x - New model added.

CHASSIS FRAME



Make ----------Various
Type ----------Box Girder
Material ---------- Hot rolled pickled steel
Material yield point ----------33,000 lbs/sq. in.
Material elongation ----------25% min in 2 inches
Construction:
Side members ---------- Tubular stock rolled to rectangular section or two lapped channel sections welded together.
Front suspension cross member ---------- Flanged channel section with welded-on bottom plate.
Engine rear supports ----------Two stamped brackets welded to side members.
Rear cross member ---------- Single C-channel
Body mounting points: Convertible ---------- 20x
Sport coupe ---------- 16x
All others ---------- 14x
Maximum overall length ----------188.63
Maximum width (over side members)---------- 42
Side member section:
Modulus (In.^{3}) ---------- 2.044
Moment of inertia (In.^{4}) ---------- 4.600

CONVERTIBLE FRAME

Intermediate cross members are added through the use of an X-shaped I-beamed structure.

FRONT SUSPENSION

Make ----------Own
Type ----------Independent, combining long and short wishbone arms with spherical joints and coil springs.
Rated capacity ----------2450 lb

WHEEL TRAVEL

Vertical, loaded conditions (2/3 bumper compression) ----------3.5 up and down
Wheel to spring ratio ---------- 1.9
Wheel travel for steering ----------
----------36°-38° 30' from neutral to stop

SPRING BUMPERS

Material and number ---------Rubber; 1 each, L & RH
Location ----------Lower control arms

SHOCK ABSORBERS

Make ---------- Delco
Type ---------- Direct, double-acting hydraulic
Mounting ----------Vertically from lower control arm through coil spring to front suspension cross member.
Model number ----------510F
Valve code ---------- 4J6/OX J $\frac{L}{}$ 1.5
Piston diameter and travel ----------1 x 4.69

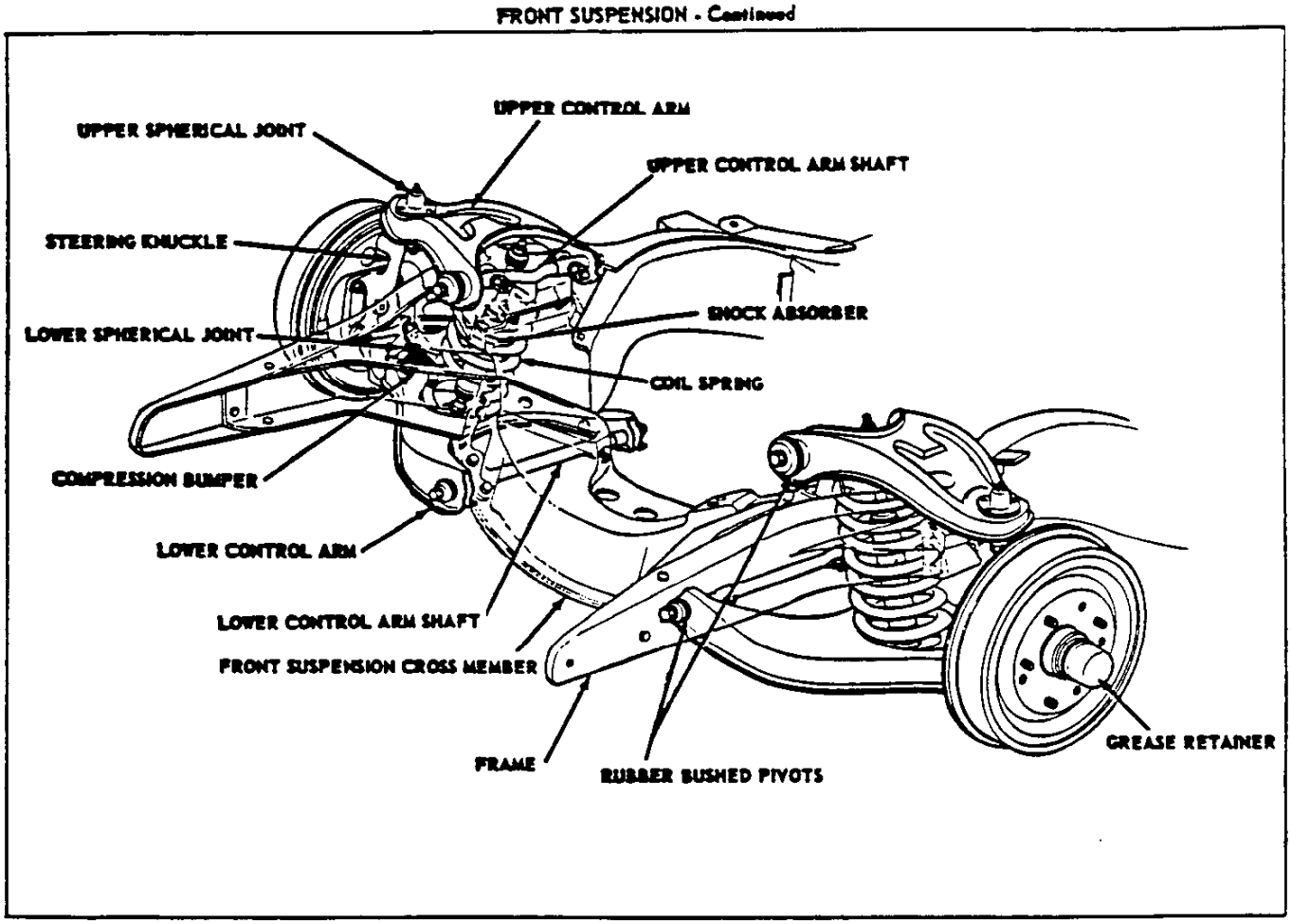
SPRINGS* ●

Usage		1508	1502-03-12-29; 2100; 2402-03-09-29 With 6 or 8 Cyl & 3-Speed Trans. 2154, 2454 with 8 Cyl & 3-Speed Trans.	1502-03-12-29; 2100; 2402-03-09 29-54. P. G. with 6 or 8 Cyl Engine. 2434 with 6 or 8 cyl and 3-Speed trans. 2454 with 6 cylinder and 3-Speed trans.	2434 P. G. With 6 or 8 Cyl.	1503, 2103 Taxicab With 6 or P. G.	1503, 2103 Taxicab With 6 Cyl & 3-Speed Trans.
Make and type		Own, right hand helical coil					
Material		chrome alloy steel					
Gauge (Mean)		.623					.638
Number of coils		Total 10; Active 8.67					
Outside diameter		4.848				4.883	
Pitch diameter		4.225				4.245	
Height	Free	14.65	14.90	15.16	15.45	14.70	14.95
	Working	9.69 @ 1550 lbs	9.69 @ 1630 lbs	9.69 @ 1710 lbs	9.69 @ 1790 lbs	9.69 @ 1695 lbs	9.69 @ 1785 lbs
Height under curb weight		9.92	10.28	10.31	10.33	10.17	10.52
Capacity at ground		925 lbs	975 lbs	1000 lbs	1050 lbs	1000 lbs	1050 lbs
Deflection Rate	At spring	311 lb/inch					338 lb/inch
	At wheel	109 lb/inch					109 lb/inch

Continued

- Spring data for models equipped with Air Conditioning not available.

0-29-54. Revised: 6-10-55, ● - Data revised. x - Data corrected. ♦ - Data added.



STEERING KNUCKLE

Type-----Reverse Elliott in combination with spherical joints eliminating kingpin and steering knuckle support.

Spindle diameters:

At inner bearing---------- 1.2490-1.2495

At outer bearing---------- .7490-.7495

SPHERICAL JOINTS

Type---------- Ball stud and socket in assembly; self-adjusting for wear.

Number---------- 1 each, upper & lower; LH & RH

Ball stud:

Material----------H. R. steel, hardened and ground.

Attachment---------- Bolted to steering knuckle upper or lower arm.

Ball stud seating material---------- Asbestos composition (within socket).

Ball stud seal---------- Water tight steel-reinforced rubber unit with nylon bushing.

Socket:

Type and material---- Two inverted cup-shaped steel stampings bonded by grease-tight weld. Upper socket assembly is spring-loaded to compensate for wear and vertical movement.

Attachment----------Rivetted to upper or lower control arms.

Lubrication---------- Through high pressure fitting at top of each socket.

BUSHINGS

Type & number---------- Friction; 4 (2 each pivot shaft, Left hand and Right hand)

Material---------- Steel encased rubber

Size:

Upper control arm pivot shaft----------.670-.675ID X 1.76 approximately

Lower control arm pivot shaft----------.737-.742ID X 2.08 approximately

Mounting----------Through control arms and onto pivot shaft ends.

Attachment----------By bolts in shaft ends holding bushing retainers.

BEARINGS

Wheel bearing lubricant----- High melting-point grease

Anti-friction bearings----------See pages 171, 172

FRONT WHEEL ALIGNMENT (Service Data)

Camber, caster adjustment----------By shims between upper control arm cross shaft & frame.

Camber ---------- 0° to 1°

Caster ----------Minus 1/2° to plus 1/2°

Steering axis inclination ----------3-1/2°

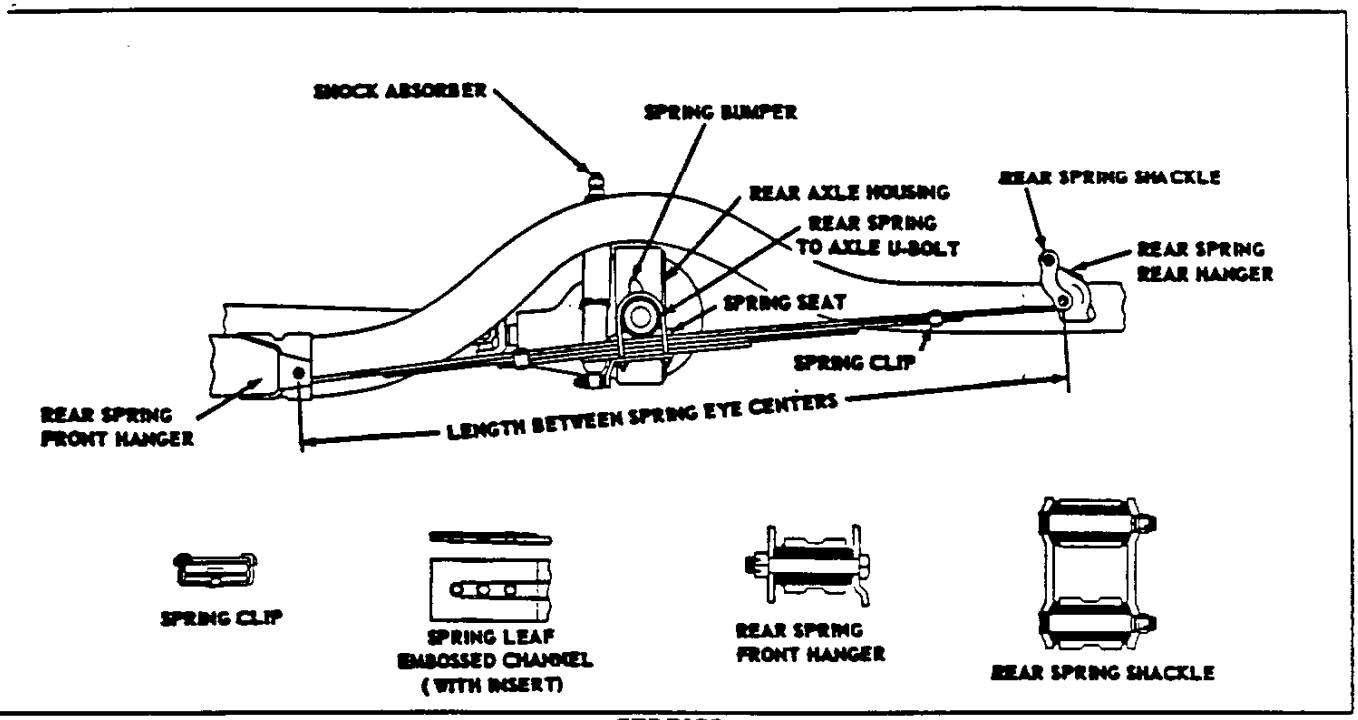
Toe-in ---------- 1/8 to 3/16

Toe-out on turns:

Outside wheel ---------- 18° 10"

Inside wheel ----------20°

REAR SUSPENSION



SPRINGS

Make and type ---------- Own, semi-elliptic
Material ---------- Chrome carbon steel
Length and width ---------- 58 x 2
Spring leaf type ---------- Full-length embossed channel with tapered ends.
Spring clips ---------- Clinch type; two on four leaf spring; three all others.
Spring covers ---------- None
Spring leaf inserts ---------- Wax-impregnated cotton webbing strips attached with brass eyelets.

ITEM		• 1502-03-12; 2102-03-24-54; 2402-03-34-54	• 1508(RPO 1502, 03-12;2102-03-24-54;2402-03-34-54)	• 1529;2109-29;2409-29(RPO on 1502-03-08-12;2102-03-24-54;2402-03-34-54)	RPO 1500, 2100 2400
Number of leaves		4	5	5	6
Thickness of leaves	#1 & 2	.291	.313	.347	.291
	#3				
	#4				
	#5		.291		
	#6				
Total thickness		1.298	1.611	1.679	2.026
Leaf ends drilled for attaching inserts		2 & 3	2, 3 & 4		
Average rate of deflection (lb/in.)		112	126	144	177
Camber height at design load		.125 negative			
Capacity at spring pad (lb)		820	900	1000	1100
Capacity at ground (lb)		1050	1100	1200	1300

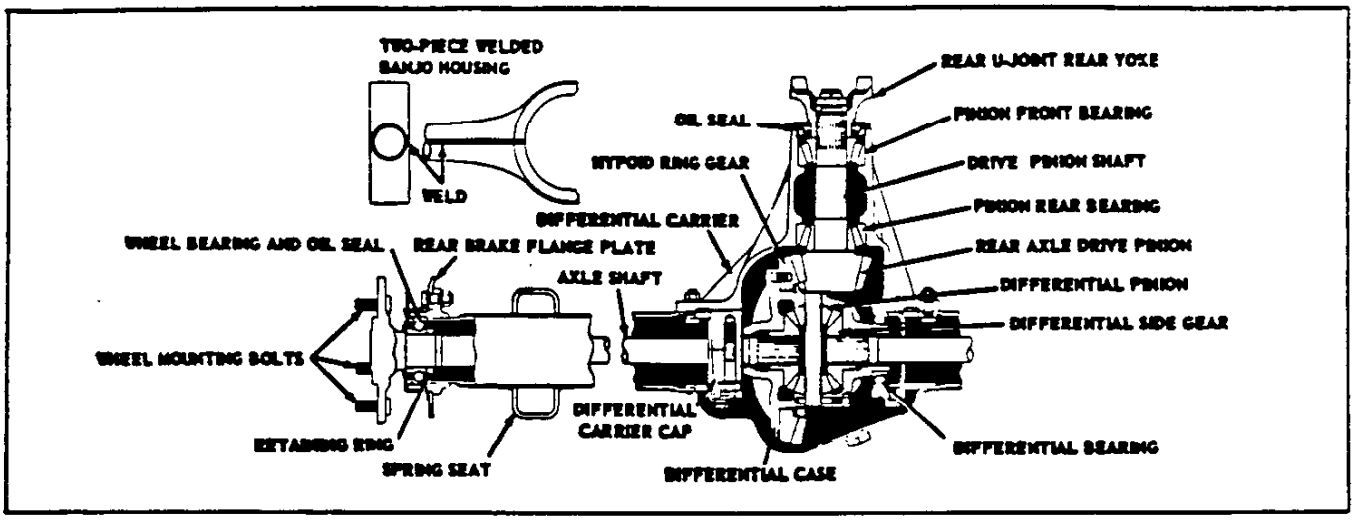
SPRING MOUNTING

Type ---------- Parallel, 46 between centers.
Front eye bolt diameter ---------- .493-.500
Front eye bolt bushing, type & size ---------- Rubber bushed, .505 min ID X 2.552-2.572 long
Shackle mounting ---------- Outrigger type
Shackle type ---------- Rubber bushed
Shackle pin OD ---------- .623-.627
Shackle bushing, size & number ---------- 1.110-1.120 OD X 1.474-1.494 long; two per shackle pin
Spring to axle attachment ---------- 2 U-bolts (.50 dia) to spring seat on rear axle housing

SHOCK ABSORBER

Make and type ---------- Delco, hydraulic; direct double-acting
Model number ---------- 560Y
Valve code ---------- 4.25G6/OXG/1.5
Piston diameter and travel ---------- 1, 8.94

REAR AXLE



GENERAL DATA

Make ---------- Own
Type ---------- Semi-floating
Rating ---------- 3000 lb
Hotchkiss drive:
Drive taken through ---------- Springs
Torque taken through ---------- Springs
Housing type ----------
---- Pressed steel banjo, 2-piece welded construction with axle housing rear cover welded in place
Lubricant capacity ---------- 4 Pints •
Lubricant recommended ---------- SAE 90 passenger car hypoid lubricant or "Multi-Purpose" lubricant
Bearings ---------- Anti-friction, see pages 148-151

GEARS

Final drive:

Transmission	3-Speed Conventional	3-Speed Overdrive	Powerglide
Type	Spiral hypoid		
Ratio	3.70:1	4.11:1	3.55:1
Teeth ring gear & pinion	37 & 10	37 & 9	39 & 11

Gear backlash ---------- .005-.008
Pinion gear:
Mounting ---------- Overhung
Thrust taken by ---------- Pinion rear bearing
Adjustment ----------
---------- By shims with .027 average thickness

Item		Regular	Overdrive	
Axle ratio		3.70:1	4.11:1	
Overdrive Ratio			Out	In
Total gear reduction *	1st	10.88	12.08	8.46
	2nd	6.22	6.90	4.83
	Direct	3.70	4.11	2.88
	Reverse	10.88	12.08	
⊖ Maximum axle shaft torque in ft lb (Low gear)		1803	2002	1402

Powerglide:
Total torque multiplication (final drive gears, transmission, torque converter and planetary gears).
Drive ---------- 3.55:1 to 7.46:1
Low ---------- 6.46:1 to 13.57:1
Reverse ---------- 6.46:1 to 13.57:1

AXLE SHAFT

Type and material --------- Forged and hardened steel
With wheel drive flange forged integral with shaft.
Minimum diameter ---------- 1.06
Oil seal---------- Steel-encased spring loaded synthetic rubber (part of rear wheel bearing assembly)
Hub attachment ----------
----- Bolted to integrally forged wheel drive flange

DIFFERENTIAL

Type -------- Two pinion with cast arma-steel housing
Bearing cap bolt torque ---------- 70-75 ft lb

• - Axle ratio x transmission ratio
⊖ - Gear reduction x maximum net engine torque x efficiency factor (.90 indirect drive, .85 all others).

BRAKES

POWER BRAKES (RPO 412)

Type ----------Vacuum assisted hydraulic unit with integral master cylinder
Components ----------
Hydraulic power unit mounted on dash under hood.
Location ---------- Hydraulic power unit mounted on dash under hood. Vacuum reserve tank mounted on left front fender splash pan.
Braking assistance %
By vacuum cylinder ---------- 40%
By foot pedal ---------- 60%

Braking ratio:
Pedal ---------- 1.55:1
Hydraulic ---------- 10.6:1
Overall ---------- 16.4:1
Pedal, load to actuate power brakes ---------- 10 lb
Stop light switch:
Type ----------Hydraulic
Mounting ---------- On hydraulic power unit
Fluid:
Type ---------- Same as regular brakes
Capacity (Complete brake system) ------ 0.80 Pints •

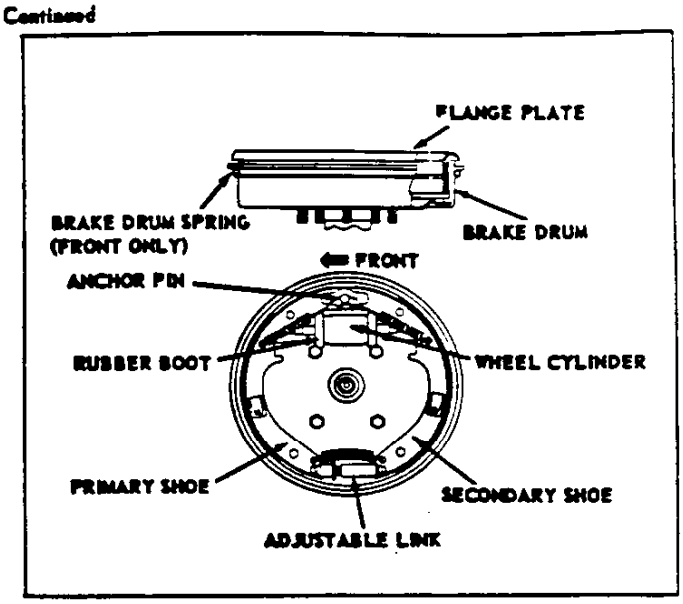
% - These figures are approximate depending on the severity of stop.

Continued

10-29-54. Revised: 8-1-55, •-Data Corrected

SERVICE BRAKES

Make---------- Own
Type---------- Servo, four wheel, hydraulic
Brake drum:
Type---------- Composite (cast alloy iron rim & pressed steel web)
Diameter, front and rear---------- 11
Total effective area---------- 259 sq. in.
Distribution of braking effort (theoretical)
On front wheels---------- 56%
On rear wheels---------- 44%
Brake lining:
Material----------Full molded asbestos composition
Width, front brakes---------- 2.00
Width, rear brakes---------- 1.75
Thickness (Before grinding)----------.202-.222
Length per wheel---------- 21
Length, primary shoe---------- 9.312
Length, secondary shoe---------- 11.687
Method of attachment to shoe---------- Bonded
Clearance---------- Adjust to a light drag and back-up seven notches.
Total effective area---------- 158 sq. in.
Main Cylinder:
Mounting---------- Under hood on dash panel
Diameter----------1
Piston travel---------- 1
Wheel cylinders:
Mounting---------- Front, on wheel spindles; rear on backing plate.
Front, inside diameter---------- 1.125
Rear, inside diameter----------1
Piston travel----------.221
Braking ratio:
Pedal---------- 6.42:1
Hydraulic---------- 4.53:1
Total overall---------- 29.1:1

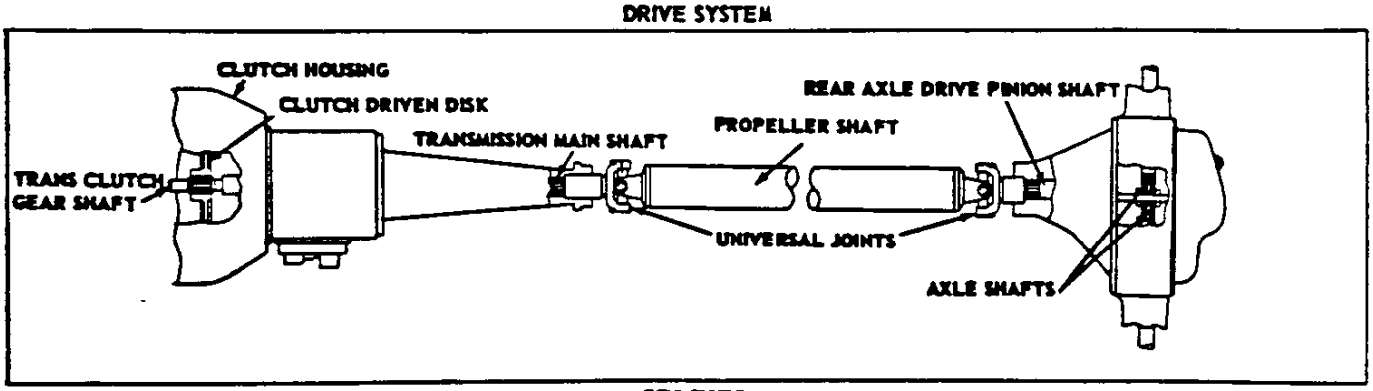


Foot pedal:
Type----------Pendant
Travel----------6.38
Mounting---------- On brace under dash
Pad cover material---------- Rubber
Brake system fluid capacity---------- .70 pint approx.
Brake fluid recommended---------- Delco Super 11

PARKING BRAKE

Make and type---------- Own, mechanical pull rods and cables operate the two rear service brakes.
Total effective lining area---------- 74 sq. in.
Control---------T-handle on ratchet-rod (pull to apply, turn 60° counter clockwise to release, mounted below instrument panel to left of steering column.

DRIVE SYSTEM



SPLINES

FUNCTION OF SPLINES:	NUMBER AND TYPE OF SPLINES
Clutch disc hub to transmission clutch gear shaft	10 straight side
Transmission mainshaft to U-joint front yoke	16 involute
Propeller shaft pinion flange to rear axle pinion shaft	17 involute
Differential side gears to rear axle shafts	17 involute

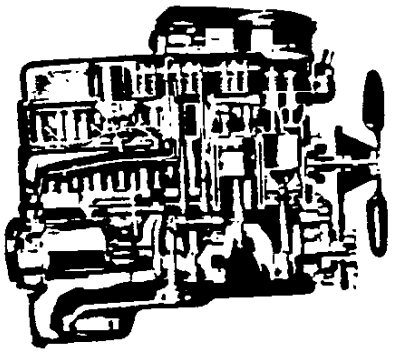
PROPELLER SHAFT

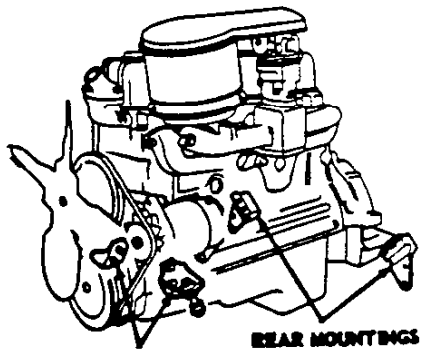
Make and type---------- Own, tubular
Tube O.D.---------- 2.995-3.005
Tube wall thickness----------.062-.068
Oil seal------- Steel-reinforced, spring loaded leather
Front and rear ends type---------- Welded yoke

UNIVERSAL JOINT

Make---------- Own
Type----------2, yoke and spider (trunnion)
Trunnion material--------Drop-forged steel, hardened
Trunnion pin diameter----------.5955-.5960
Bearing, front & rear-- Anti-friction, see pages 171, 172
Lubrication----------Bearings packed for life

10-29-54





BASIC ENGINE DATA

		Regular	Powerglide
Engine		235.5	
Piston displacement (cu. in.)		Valve-in-head	
Type		6	
Number of cylinder		3.56 x 3.94	
Bore and stroke (Nominal)		7.5:1	
Compression Ratio		30.4	
Taxable (SAE) horsepower		475 in neutral	425 in drive
Idling speed (RPM)		130 (or better)	
Compression pressure at cranking speed, engine hot (PSI)			
Dry Weights (Pounds)	Engine	●607@	●550
	Engine and transmission	●672*; ●699§	●777
Lubrication		Full pressure	
Power plant mounting		4-Point rubber-cushioned, strut-type front mounts & shear-type rear mounts	

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Engine		Blue Flame 123	Blue Flame 136
Brake horsepower	Gross	123 @ 3800 RPM	136 @ 4200 RPM
	Net	109 @ 3600 RPM	121 @ 3800 RPM
Torque (ft lb)	Gross	207 @ 2000 RPM	209 @ 2200 RPM
	Net	195 @ 2000 RPM	195 @ 2000 RPM

ENGINE SPEED AND PISTON TRAVEL

Engine and transmission		Regular with 3-speed	Regular with overdrive		Powerglide
			O.D. locked out	O.D. locked in	
Rear axle ratio		3.70:1	4.11:1		3.55:1
Tire size		6.70-15-4 ply			
Crankshaft revolutions per mile		2790.0	3099.0	2169.0	2677.0
Crankshaft RPM at one MPH	Low and reverse	196.6	151.7	106.1 $	81.1
	Second	78.1	86.7	60.6	
	Direct ¢	46.4	51.6	36.1	44.6
Piston travel (ft/mile)		1831.0	2034.0	1423.0	1757.0

ADVERTISED CAR PERFORMANCE

The following information is based on model 2103, 4-Door Sedan (with and without Powerglide) at performance weight (Curb weight plus 600 lbs to represent four passengers):

Model	2103	2103 PG
Performance weight (pounds)	3910●	4005●
Pounds/gross horsepower	31.79●	29.45●
Pounds/cu. in. piston displacement	16.60●	17.01●
Gross horsepower/cu. in. displacement	.522●	.577●
Power displacement (cu. ft/mile)%	190.12●	182.42§●
Displacement factor (cu ft/ton mile)#	97.25●	91.10§●

@ - Including clutch for Conventional or Overdrive transmission.

* - Including clutch with 3-Speed transmission. § - Including clutch with Overdrive transmission.

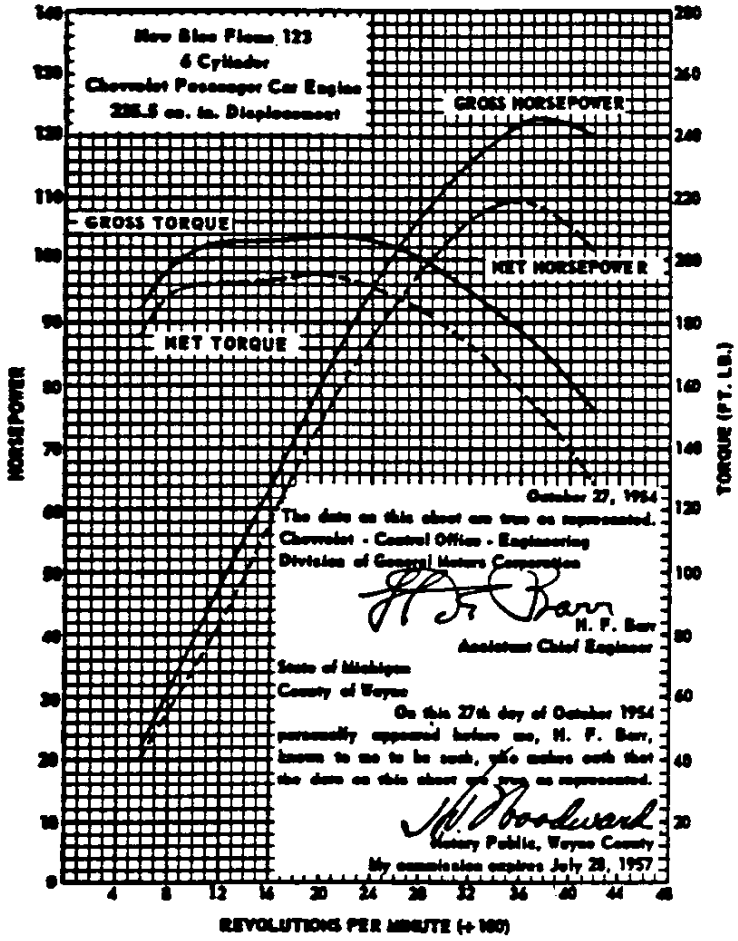
$ - Applicable to low gear only. Overdrive does not function in reverse.

% - $\frac{\text{Crankshaft rev/mile x piston displacement}}{1728 \times 2}$ ¢ - Also known as N/V factor.

- Power displacement divided by the performance weight in tons.

§ - These data are computed assuming zero slippage in the torque converter.

10-29-54. Revised: 6-10-55, ● - Data revised.

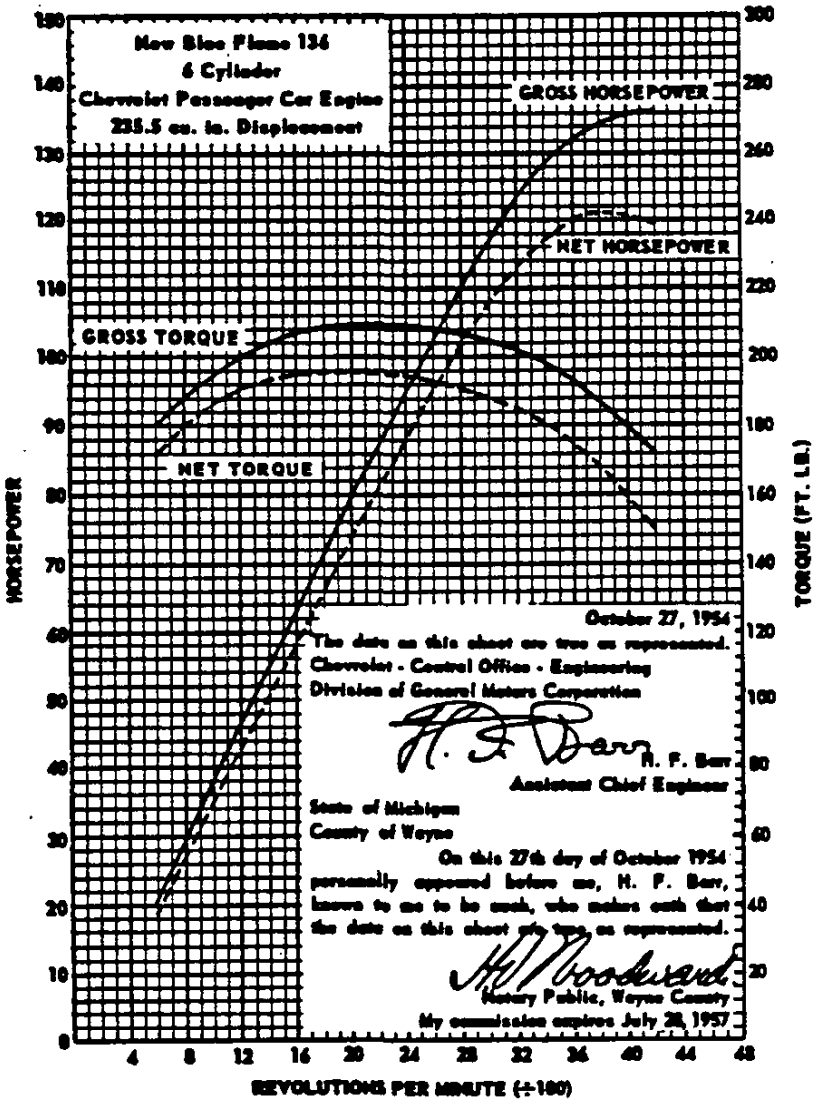


The engine performance curves shown on this sheet re taken from Chevrolet engine test report 16926-80. hey represent the full throttle performance of a New lue Flame 123-six cylinder passenger car engine 235.5 cu. in. displacement) as obtained from dyna-ometer test data which were corrected to the stan-ard barometric pressure 29.92"Hg. and the standard mperature 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 muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 16926-80. They represent the full throttle performance of a New Blue Flame 136 six cylinder passenger car 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.

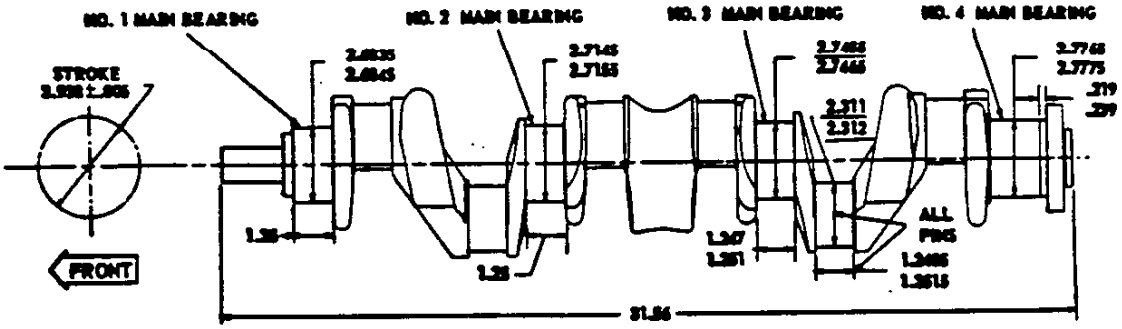
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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 muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

CYLINDER CASE AND HEAD

:erial ---------- Cast alloy iron
inder head bolt torque ---------- 90-95 ft lb
Offset ---------- None
Bore diameter ---------- 3.5620-3.5640

CRANKSHAFT AND BEARINGS



CRANKSHAFT

laterial ---------- Drop-forged steel
eight (Crankshaft & pilot bearing assembly) ---- 80 lb
nd play ---------- .0035-.0095
ounter weights ---------- 7
Stroke ---------- 3.938 ± .005

HARMONIC BALANCER
(Vibration Damper)

ype ----------
---------- Oscillating (Rubber-floated)
rankshaft pulley:
Pitch diameter ---------- 6.64

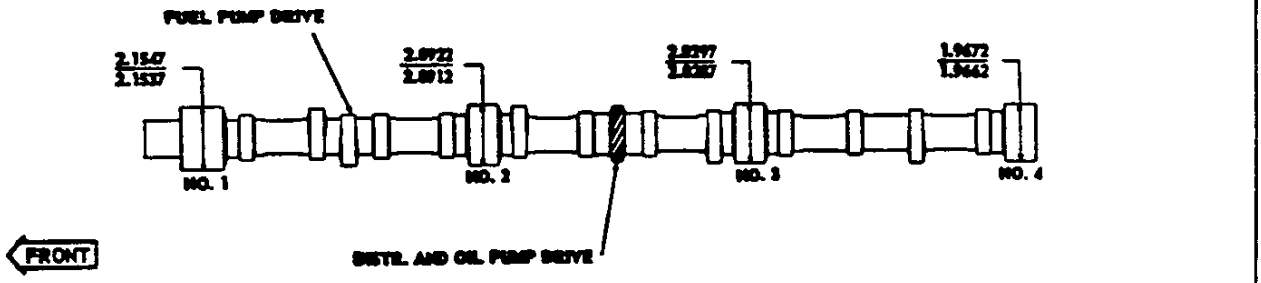
MAIN BEARING

Type ---------- Precision, removable
Removable ---------- From below
Necessary to align ream ---------- No
Clearance ---------- .0004-.0025 fit with solid shimse
End thrust against ---------- #3 bearing
Bearing cap bolt torque ----------
---------- 100-110 ft lb with oiled threads
Material ----------.003-.006 babbitt on steel shell

Brg	Theo I.D.*	Eff Length†	Proj Area§
1	2.6855	1.063e	2.855 sq. in.
2	2.7165	.907	2.464 sq. in.
3	2.7475	.968	2.658 sq. in.
4	2.7785	1.189e	3.304 sq. in.

* - Journal diameter plus clearance
† - Overall length minus chamfers
§ - Based on theoretical I.D. and effective length

CAMSHAFT AND BEARINGS



CAMSHAFT

laterial ---------- Cast alloy iron
nd play ---------- .003-.007
igh lift type ---------- Powerglide only
hrust taken by ---------- Thrust plate between driven timing gear and camshaft #1 journal front face.
amp: (Regular)
Inlet (Opening & closing) ---------- .0111, 28° long
Exhaust (Opening & closing) ------- .0140, 36° long
amp: (Powerglide) Inlet and exhaust
Opening ---------- .00549, 15° long
Closing ---------- .00705, 29° long

DRIVE

ake and type ---------- Own, helical gear
0-29-54. Revised: 6-10-55, e - Data revised.

Driven gear (On camshaft) material ----------
---- Bakelite and fabric composition with steel hub
Drive gear (On crankshaft) material ---------- Steel

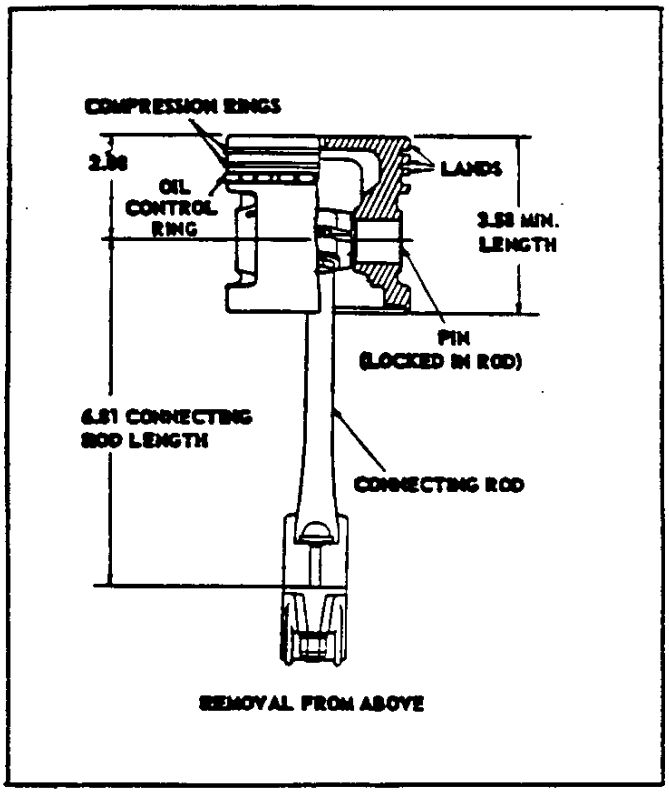
BEARING

Material ---------- Steel backed babbitt
Clearance on diameter ---------- .0010-.0030

Brg	Ream dia	Overall length	Proj Area⊖
1	2.1562	1.12	2.415 sq. in.
2	2.0937	.94	1.968 sq. in.
3	2.0312	.94	1.909 sq. in.
4	1.9687	.94	1.846 sq. in.

⊖ - Based on ream diameter and overall length as shown above.

PISTON-PIN-RINGS



PISTON

Make---------- Own
Features----------Flathead, tin plated, oval with controlled thermo expansion
Material---------Cast alloy aluminum with steel struts
Skirt clearance in cylinder bore----------.0005-.0011
Land clearance in cylinder bore----------.028-.036
Compression and oil ring groove depth------.199-.205
Oil ring holes, number and size --------- 8, .156 drill
Head thickness at center----------.235-.245
Piston pin bushings----------None
Weight of piston---------- 1.18
Weight of piston, rings, pin and connecting rod upper end x 6 (Units/engine)----------12.50

PISTON PIN

Type----------Locked in rod
Material----------Chromium steel (File hard case)
Diameter----------.8660-.8665
Length----------3.168-3.198x

Taper limit in full length---------- .0002
Weight---------- .320
Clearance in piston---------- .00015-.00025
Offset in piston ---------- 5/64
Direction offset ----------Major thrust side

COMPRESSION RINGSe

Material----------Cast alloy iron, surface treated with a wear resistant coating
Type ------- Thick-wall, inside bevel or counter bored
Number per piston----------2
Width---------- .0930-.0935
Wall thickness---------- .168-.178
Gap clearance---------- .007-.017
Ring clearance in groove---------- .0020-.0035
Weight (Each)---------- .04216

OIL CONTROL RINGe

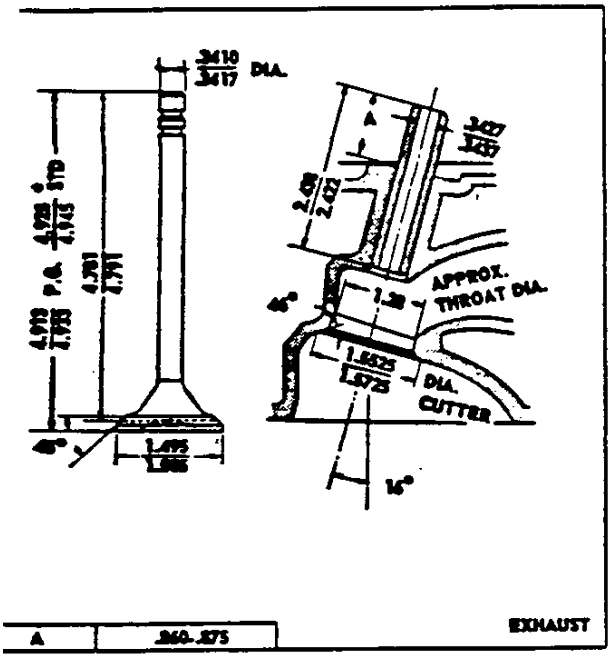
Material and type----------
---------- Steel, multi-piece, 2 rails and spacer
Upper and lower rails----------Flat spring or scale less tempered steel; full chrome plate O.D.
Spacer (Between rails)---------- Flat spring steel
Gap clearance (On rails)---------- .015-.055
Ring clearance in groove---------- .000-.008
Width---------- .181-.188
Maximum wall thickness (Rails)----------.153
Weight:
Spacer---------- .020
Segment (Each)---------- .022

CONNECTING RODS

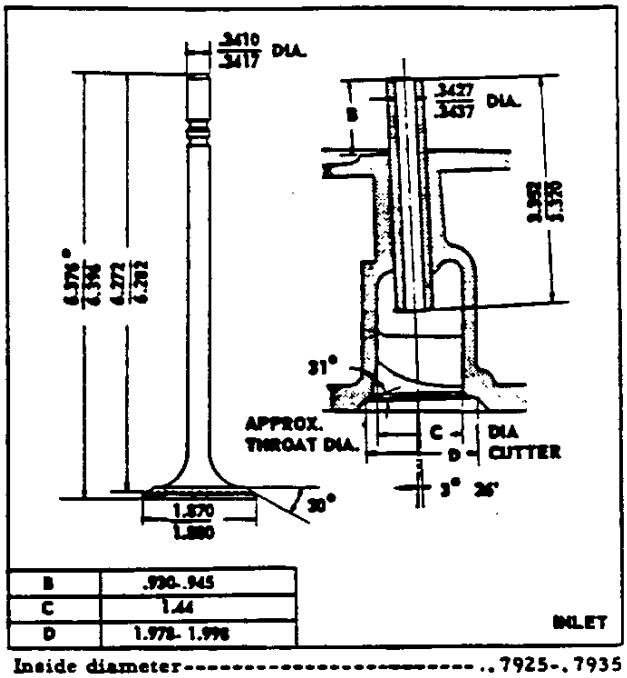
Material----------Drop-forged steel
Rod width at piston pin---------- 1.126-1.129
Rod width at crank pin----------1.2415-1.2435
Crankpin bearing:
Type----------Precision interchangeable insert
Material----------Steel backed, thin wall babbitt
I.D. (Theoretical)----------2.3133 ▲
Effective length----------1.008 ⊖
Clearance on diameter---------- .0007-.0028
Projected area per rod----------2.332¢
Assembly weight---------- 1.99 lbx
Upper end weight---------- .454 lb
Lower end weight---------- 1.54 lbx
Total rotating weight of connecting rods (weight of lower end x 6)---------- 9.22 lbx
End play----------.005-.010
Recommended nut torque, with oiled threads --------
---------- 35-45 ft lb

▲ - Crankpin diameter plus clearance ⊖- Overall length minus chamfers
¢ - Based on theoretical I.D. and effective length
10-29-54. Revised: 6-10-55, e - Data revised, x - Data corrected.

VALVE TRAIN



A	.860-.875



B	.930-.945
C	1.44
D	1.978-1.998

VALVES

or conventional transmission engine:

Make---------- Own
Material: Exhaust valve----- Silicon-Nickel-chrome
Inlet valve------ Silicon-chrome or Nickel-chrome
Stem and style--------- Grooved for keys and oil seal
Lift: Exhaust valve---------- .3118
Inlet valve---------- .2941
Face angle: Exhaust valve---------- 45°
Inlet valve---------- 30°
Distance between valve centers (measured along centerline of engine)---------- 1.547
Valve lash (engine normalized) *
Exhaust---------- .013
Inlet---------- .006

* - To normalize engine, run it at fast idle (approximately 600 RPM) until a constant oil temperature is maintained for a period of five minutes.

or Powerglide transmission engine:

Material: Exhaust valve------- Moly-nickel-chrome
Inlet valve------ Silicon-chrome or Nickel-chrome
Lift: Inlet and exhaust---------- .4004
Valve lash (hydraulic lifter):
At time of assembly---------- Basic adjustment
During operation---------- Self-adjusting
All other data---------- Same as for conventional transmission engine.

VALVE ROCKER ARMS

aterial---------- Cast malleable iron
atio (valve lift to cam lift)---------- 1.477:1
orque of valve rocker shaft support bolts and nuts
---------- 25-30 ft lb
earing: Type---------- Machined in rocker arm
Inside diameter---------- .7925-.7935
Length---------- .9354

VALVE SEATS

Material----------Cast alloy iron (cylinder head)
Inserts---------- None
Angle: Exhaust seat (in head)---------- 46°
Inlet seat (in head)---------- 31°
Width in head:
Exhaust seat---------- .062-.093
Inlet seat---------- .035-.060

VALVE STEM GUIDES

Type----------Removable
Clearance with stem: Exhaust & inlet----- .001-.0027

TAPPETS

(For conventional transmission engine only)

Type---------- Cylindrical
Material---------- Cast alloy iron
Outside diameter---------- .989-.990
Lift: Exhaust---------- .2111
Inlet---------- .1991
Clearance----------Selective fit

HYDRAULIC VALVE LIFTERS

(For Powerglide transmission engine only)

Make---------- GM Diesel
Material: Lifter body---------- Cast iron
Lifter plunger and push rod seat---------- Steel
Lift: Exhaust and inlet---------- .2711
Oil flow----------Oil enters the valve lifter oil gallery through a drilled passage from the camshaft rear and front bearings, where it flows to the hydraulic lifters. Oil enters the valve lifters through holes in the side of the lifter body and plunger. Oil enters the ram chamber around the steel ball.

VALVE SPRINGS *

Item			Regular	Powerglide	
ength and Pressure	Valve Closed	Inlet	1.821 @ 62-68 lb	1.858 @ 74-82 lb	
		Exhaust		Inner	1.788 @ 27-31 lb
				Outer	1.858 @ 66-72 lb
	Valve Open	Inlet	1.505 @ 155-165 lb	1.462 @ 196-208 lb	
		Exhaust		Inner	1.392 @ 55-61 lb
				Outer	1.462 @ 150-160 lb
	Free Length	Inlet	2.16	2.234	
		Exhaust		Inner	2.375
				Outer	2.280

)-29-54. Revised: 6-10-55, * - Data revised.

ENGINE LUBRICATION SYSTEM

METHOD OF LUBRICATION

Type----------Full pressure
Main bearings----------Direct pressure through drilled passages in the cylinder case to the bearings. Oil from main bearings flows through drilled passages in the crankshaft to the connecting rod bearings.
Cylinder walls and piston pins----------Sprayed by oil metered through a hole in the connecting rod journal boss.
Camshaft bearings----------Direct pressure through passages from main bearings.
Timing gears----------Sprayed by a nozzle fed from the camshaft front bearings.
Valve mechanism----------Oil flows under pressure from rear camshaft bearing through metering hole in pipe fitting; then is piped to rocker shafts and arms. Valve stems, springs, and push rod ends are gravity fed from rocker arms.

OIL PAN

Type---------- Rear sump with welded-in baffle
Capacity----------5-1/2qt, dry; 5qt, for refill
Drain----------Drain plug in rear of pan
Torque, corner bolts---------- 12-1/2 to 15 ft lb
Torque, flange screws----------6 to 7-1/2 ft lb

OIL PUMP

Type and drive---------- Gear, from camshaft
Capacity (gallons per minute, hot oil)----------
----------4.01-4.22 @ 1170-1200 Engine RPMe
Normal oil pressure-30 PSI @ 1170-1200 Engine RPM e
Width of gears----------1
Intake----------"Floto-type" with 16 mesh galvanized wire screen.

MISCELLANEOUS

Oil filler----------Through valve rocker cover
Crankcase oil lever gauge type---------- Rod
Oil pressure----"Tell-tale" light in instrument cluster
Crankcase ventilation:
Inlet---------- Through breather-type oil filler cap on valve rocker cover.
Outlet----------Through road draft pipe at right side of engine.
Oil filter (RPO 237): Make & type-----AC, partial flow
Capacity (dry)----------1 quart
Flow---------- Approximately 39.5 gal/hr
Oil cooler---------- None

LUBRICANT RECOMMENDED

Temperature:	Grade
Not lower than 32°F----------	SAE 20W or SAE 20
As low as 10°F ----------	SAE 20W
As low as minus 10°F----------	SAE 10W
Below minus 10°F----------	SAE 5W

FUEL AND EXHAUST SYSTEMS

FUEL TANK

Type---------- 2 stamped pans, seam-welded together
Capacity:
Station Wagon & Sedan Delivery---------- 17 gallons
All others----------16 gallons
Mounting---------- Supported by two straps attached to under body between rear axle and rear cross member of frame; all models.
Filler:
Location & access---------- Through door in left rear fender; all models.
Fuel gauge (tank unit):
Make & type----------AC, electric; riser pipe & filter integral with unit.
Filter----------40 mesh metal filter cloth tube mounted on end of riser pipe.

FUEL PUMP

Make & model----------AC, model EM
Type ----------Mechanical (diaphragm) "high reserve"
Drive----------From camshaft
Arm movement ----------1/4 at camshaft
Air dome----------Yes (Inlet & outlet)
Pressure at carburetor----------3.5 to 4.5 PSI
Filter ----------None (See Fuel Tank)

CARBURETOR

Make---------- Rochester Products
Models:
For conventional transmission engine-------7007181
For Powerglide transmission engine--------7007180
Type----------Single adjustment, balanced, downdraft
SAE Flange Size ----------1.50
Size (Main venturi throat ID)---------- 1.34
Choke---------- Automatic
Basic idle adjustment, number of turns----------1-1/2
Float level, bottom of float to cover----------1.28

INTAKE MANIFOLD

Manifold heat control-------- Automatic (thermostatic)

OCTANE SELECTOR

Type---------Manual, 20° Range, on distributor assy.

AIR CLEANER

Regular or RPO	Regular	216C
Flame arrester	Yes	
Silencer	Yes	
Filter element	Cu or Al ribbon	Cactus fiber
Type	Oil-wetted	Oil bath
Dirt capacity	[illegible]	1 pound
Used with gov	No	Yes

EXHAUST SYSTEM

Muffler: Make ---------- Various
Type---------Diffusion and resonance, reverse flow
Size (body outside)---------- Model 2434, 4 x 7-3/4 (oval) x 24; all others 4 x 7-3/4 (oval) x 30
Exhaust pipe: Type-------Unitized (welded to muffler) all except 2434.
Outside diameter---------- 2.)
Tail pipe inside diameter----------1.81
Mounting----------Two point rubber suspension

10-29-54. Revised: 6-10-55, e-Data revised.

ENGINE COOLING SYSTEM

METHOD OF COOLING

Cylinder cooling---------- Full stroke length water jacket around each cylinder.
Cooling system capacity----------16 qts
With heater----------17 qts
Pressurised cooling system----------Yes
By-pass for recirculation----------
----------Integral with front of block

RADIATOR CORE

Make and type---------- Harrison, cellular
Material---------- All copper core
Size--.25 x .56 x 2, regular; .20 x .56 x 2, Powerglide
Frontal area---------- 385 sq.in.
Radiator pressure capacity--------7.5 lb/sq.in. (max)
Drain cocks:
Number used and size----------Two, 1/4
(one at bottom of radiator, left front side; one at rear of cylinder block, left side.

WATER PUMP

Type and drive--------- Centrifugal, driven by fan belt
Location----------On front of cylinder and case
Capacity---------- 55 gal/minute @ 4000 engine RPM
Impeller type---------- Vane
Bearing and shaft assembly:
Lubrication----------Permanent
Bearing, anti-friction----------See pages 171, 172
Seal assembly----------Spring loaded sheet brass encased synthetic rubber and plastic.

WATER THERMOSTAT

Make----------Harrison
Type---------- Bellows operated poppet valve
Location---------- In cylinder head water outlet
By-pass for recirculation----------None
Thermostatic action at 29" HG barometric pressure:
Starts to open---------- 157°-163°F
Fully open---------- 183°F

RADIATOR HOSE

Function	Inlet	Outlet
Location	Cyl head to rad	Rad to water pump
Quantity	1	1
Type	Molded elbow	Compound curve
ID	1.5	1.75
Material	Fabric reinforced rubber	
Spring reinforcement	None	Brass coil spring

ENGINE FAN AND BELT

Make and type---------- Own, 4 staggered blades
Diameter---------- 17
Pulley size---------- 7, pitch diameter: 36°V
Fan to engine speed ratio---------- .949:1x
Fan belt:
Material---------- Reinforced rubber
Construction----------Molded, one-piece; plain bottom, wrapped or cut sides.
Size----- .375 width; 40.5 approximately pitch length
Angle of V---------- 37°-44°

ENGINE ELECTRICAL SYSTEM

GENERATOR

Make and model----------Delco-Remy, 1100310
Type---------- Two brush, shunt-wound
Rating: Amperes---------- 25
Volts---------- 12-15
Ventilation---------- Pulley fan
Drive---------- Fan belt
Pulley size---------- 2.88 pitch diameter x 36°V
Armature shaft bearings:
Commutator end---------- Plain bushing
Drive end---Anti-friction bearing, see pages 171, 172
Brush spring tension---------- 24-32 ounces
Rotation (drive end)---------- Clockwise
Generator RPM/MPH ----------107 approximately
Car MPH (High gear)---------- 26.2 approximately
Maximum Generator Output RPM (Hot) ---- 2750 and upe
Maximum Engine Output RPM (Hot)---------- 1190♦
Speed ratio (Generator to engine)---------- 2.31:1

RPO 325 GENERATOR EQUIPMENTe

Rating	Delco-Remy Model Number	
	Generator	Regulator
30 ampere	1102014	1118826
40 ampere (Low cut-in)	1106981	1118948

BATTERY

Make, model---------- Delco, 25M 50-W
Size---------- 10.19 long x 6.75 wide x 8.81 highx
Rated voltage----------12
Capacity----------50 amp hours at 20 hour rate
Bench normal charging rate---------- 3.5 amps
Cell arrangement----------6, side by side
Plates per cell---------- 9
Terminal grounded----------Negative
Location------- On right hand side of dash, under hood

VOLTAGE AND CURRENT REGULATOR

Make and model----------Delco-Remy, 1118945
Location----------LH front fender skirt
Type----------Vibrator
Voltage regulator:
Maximum volts (controlled)---------- 14.5
Temperature---------- Operating
Average air gap---------- .075
Current regulator:
Amperes----------25
Temperature---------- Operating
Average air gap---------- .075
Cutout relay:
Point closing, volts---------- 12.8
Generator armature speed (Hot)----------1300 RPMe
Car MPH (High Gear)---------- 11
Average air gap and point gap---------- .020

STARTING MOTOR

Make and model----------Delco-Remy, 1107626
Number of field coils---------- 4
Rotation (drive end view)----------Clockwise
Brush spring tension---------- 30 ounces
Armature shaft bushings:
Drive and commutator ends----------
----------Graphite lubricated, bronze

Testing:	Lock test	No load test
Amperage draw	415	65
Volts	5.8	10.4
Torque	12 ft lb	
RPM		7900

Continued

10-29-54. Revised: 6-10-55, e - Data revised. x - Data corrected. ♦ - Data added.

STARTING

Motor control:
- Ignition switch, 4 positions: locked off, unlocked off, on, and start.
- Starting operation ---------- Turn ignition key to extreme right.
- Neutral safety switch (Powerglide only) wired in series with ignition switch and permits operation of motor with transmission control in "Neutral" or "Park" positions only.

Motor drive:
- Engagement type ----------Positive shift solenoid
- Starter pinion meshes ---------From front of flywheel
- No. of teeth ----------9, starter pinion; 168 flywheel
- Gear ratio (starter to flywheel) ---------- 18.67:1

DISTRIBUTOR

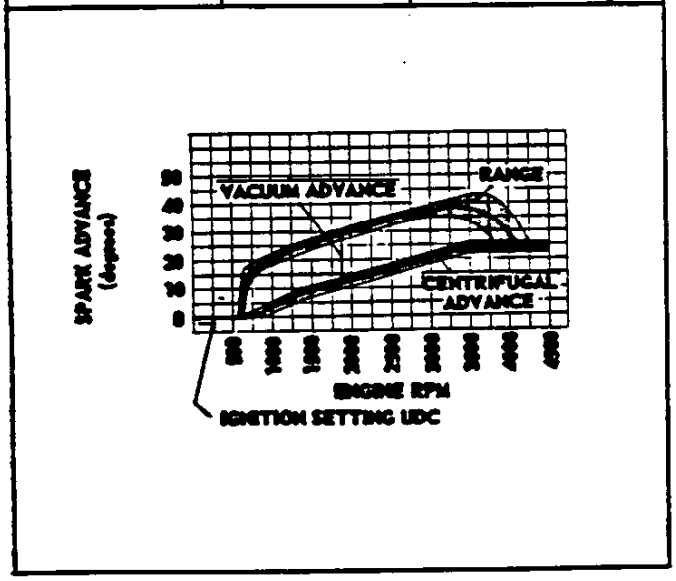
Make and model ----------Delco-Remy, 1112403
Current source ---------- Generator or battery
Vacuum control part number ---------- 1116089
New breaker contact opening ----------.016-.021
Cam angle at .016 point setting ----------26°-33°
Breaker arm tension ----------19-23 ounces

SPARK PLUGS

Make and model ---------- AC, 44-5
Thread size ----------14mm
Recommended gap ----------.033-.038
Recommended torque ---------- 15-25 ft lb

SPARK ADVANCE CURVE

Automatic spark advance	Advance begins	Full advance
Vacuum control	4" to 6" Hg	13° to 17° @ 7.5" to 10" Hg x
Centrifugal	450 to 750 RPM	24° to 28° at 3500 RPM and up



COIL

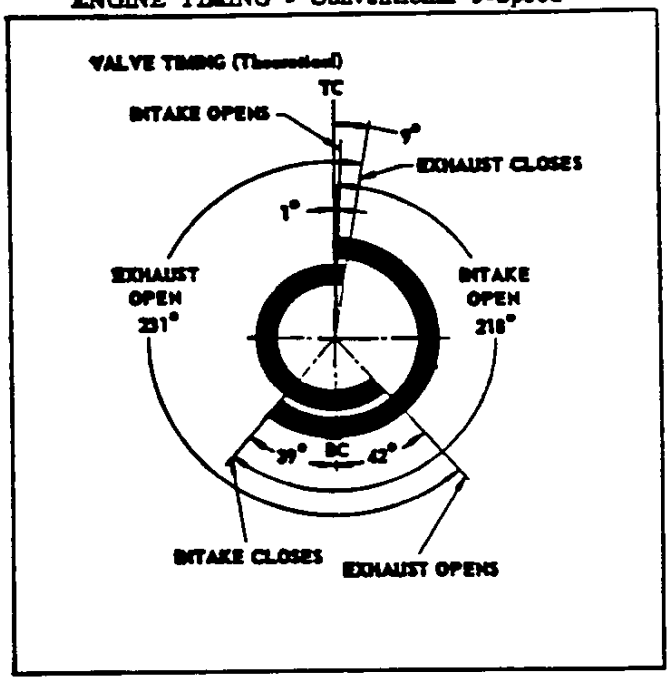
Make and model ----------Delco-Remy, 1115085
Resistor type ---------- External
Location ---------- Engine, right side
Amperes drawn -6.0 Eng. stopped; 1.8 idling (500 RPM)e

ENGINE TIMING

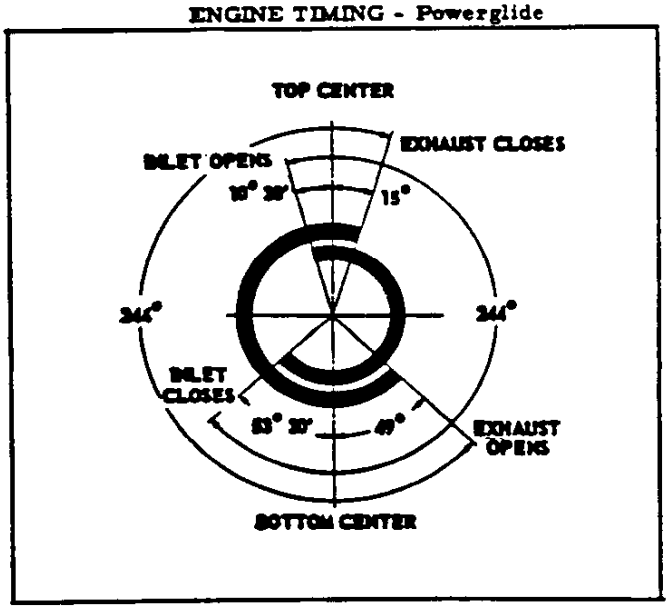
Timing spark advance (initial setting):
- Engine for 3-Speed or Overdrive -------- On U.D.C.
- Engine for Powerglide ---------- On U.D.C.

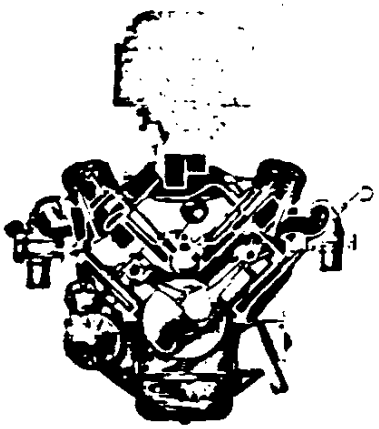
Timing mark location ---------- On flywheel
Firing order ----------1-5-3-6-2-4

ENGINE TIMING - Conventional 3-Speed



ENGINE TIMING - Powerglide





BASIC ENGINE DATA

Engine		8 Cylinder Engine with Conventional or Powerglide transmission	
Piston displacement (cu. in.)		265.0	
Type		Valve-in-head	
Number of cylinders		8	
Bore and stroke (Nominal)		3.75 x 3.00	
Compression ratio		8.0:1	
Taxable (SAE) horsepower		45	
Idling speed (RPM)		475 In Neutral	425 In Drive
Compression pressure @ cranking speed, engine hot (PSI)		160 (or better)	
Dry Weights (Pounds)	Engine	●566 ■	●506
	Engine and transmission	●631 ●; ●659 ♦	●735 ▶
Lubrication		Full pressure	
Power plant mounting		4-Point rubber-cushioned, strut-type front mounts & shear-type rear mounts	

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Carburetor		Double barrel	RPO (4-Barrel)
Brake horsepower	Gross	162 @ 4400 RPM	180 @ 4600 RPM
	Net	137 @ 4000 RPM	160 @ 4200 RPM
Torque (ft lb)	Gross	257 @ 2200 RPM	260 @ 2800 RPM
	Net	235 @ 2200 RPM	240 @ 2600 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission		Conv 3-Speed	3-Speed with overdrive		Powerglide
			O.D. locked out	O.D. locked in	
Rear axle ratio		3.70:1	4.11:1		3.55:1
Tire size		6.70-15-4 Ply			
Crankshaft revs/mile		2790.0	3099.0	2169.0	2677.0
Crankshaft RPM at one MPH	Low & reverse	136.6	151.7	106.1*	81.1
	Second	78.1	86.7	60.6	
	Direct ¢	46.4	51.6	36.1	44.6
Piston travel (ft/mile)		1395.0	1550.0	1085.0	1339.0

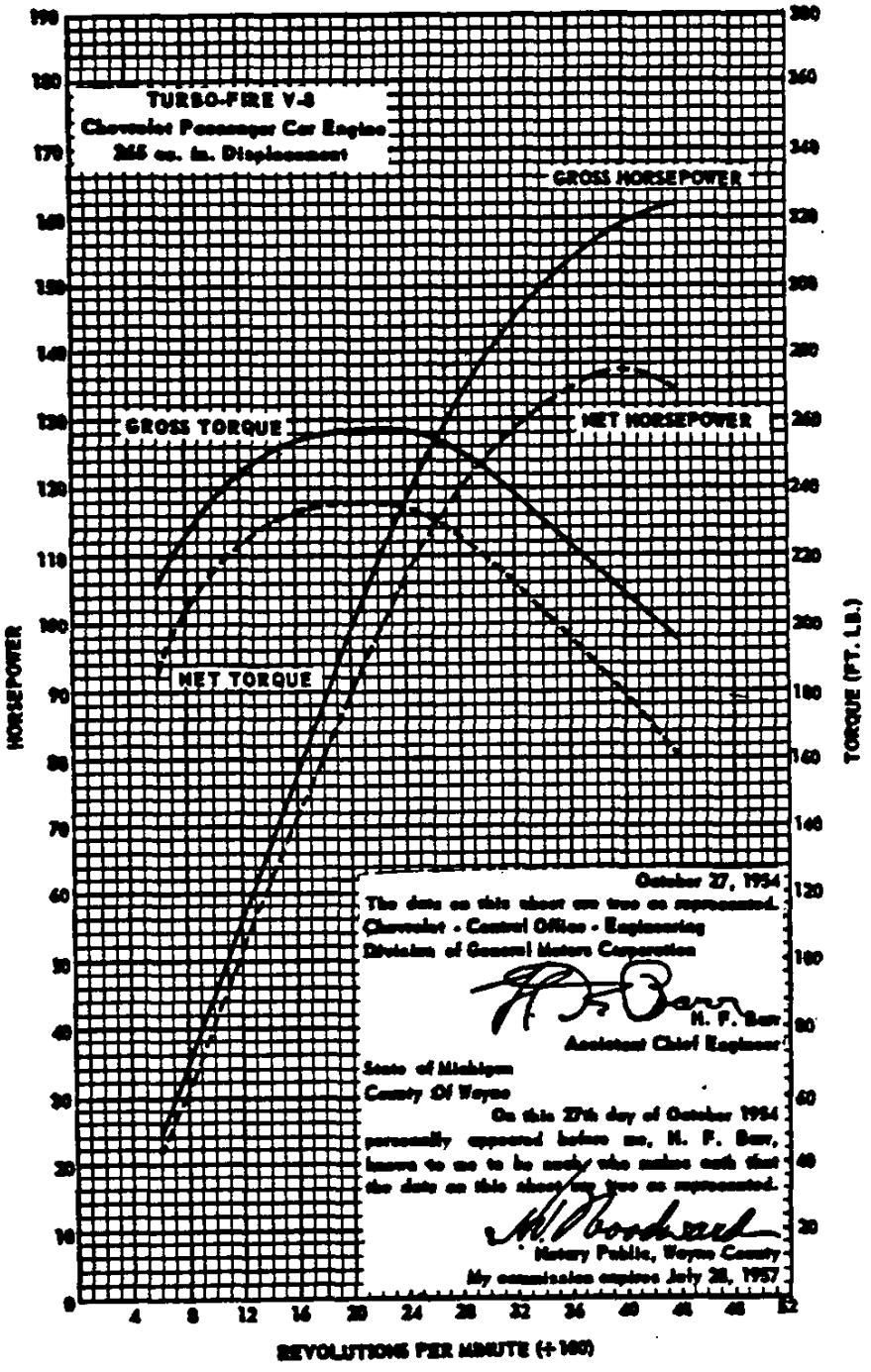
ADVERTISED CAR PERFORMANCE

The following information is based on Model 2103, 4-Door Sedan (with and without Powerglide and with a double barrel carburetor) at performance weight (curb weight plus 600 lbs to represent four passengers)

Models	2103	2103 PG
Performance weight (Pounds)	3880 ●	3975 ●
Pounds/gross horsepower	23.95●	24.54●
Pounds/cu. in. displacement	14.64●	15.00●
Gross horsepower/cu. in. displacement	.611●	
Power displacement (cu. ft. /mile) §	213.76●	205.27 %●
Displacement factor (cu. ft. /ton mile) §	110.18●	103.28 %●

* - Applicable to low gear only. Overdrive does not function in reverse.
■ - Including clutch with Conventional or Overdrive transmission.
● - Including clutch with 3-Speed transmission. ♦ - Including clutch with Overdrive transmission
▶ - Engine and Powerglide transmission. ¢ - Also known as N/V factor.
§ - $\frac{\text{Crankshaft rev/mile x piston displacement}}{1728 \times 2}$
§ - Power displacement divided by performance weight in tons.
% - These data are computed assuming zero slippage in the torque converter.
10-29-54. Revised: 6-10-55. ● - Data revised.

ENGINE PERFORMANCE

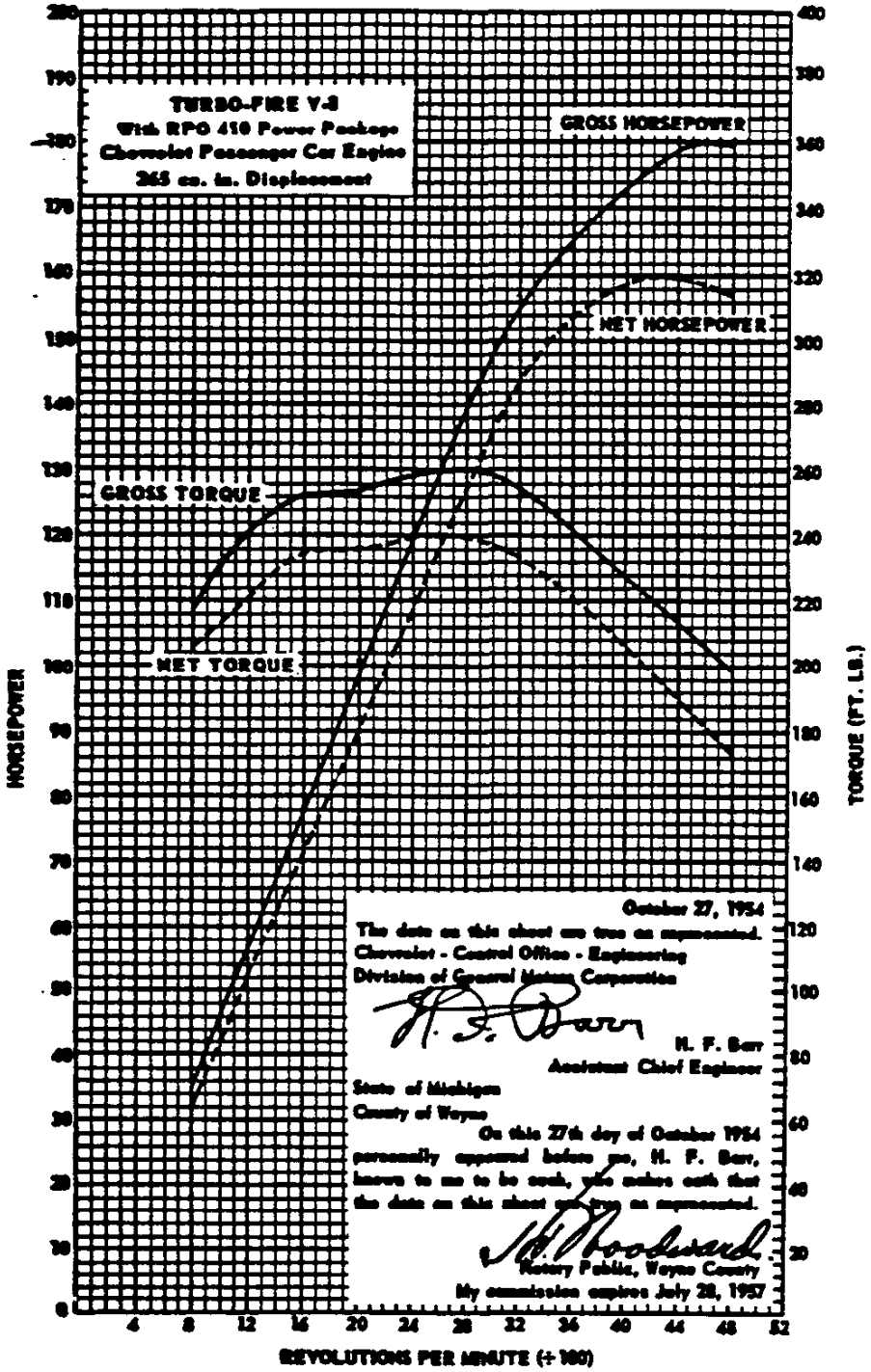


The engine performance curves shown on this sheet are taken from Chevrolet engine test report 16965-89. They represent the full throttle performance of a Turbo-Fire V-8 Chevrolet passenger car engine (265 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard 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 muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

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 passenger car engine with RPO 410 power package (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.

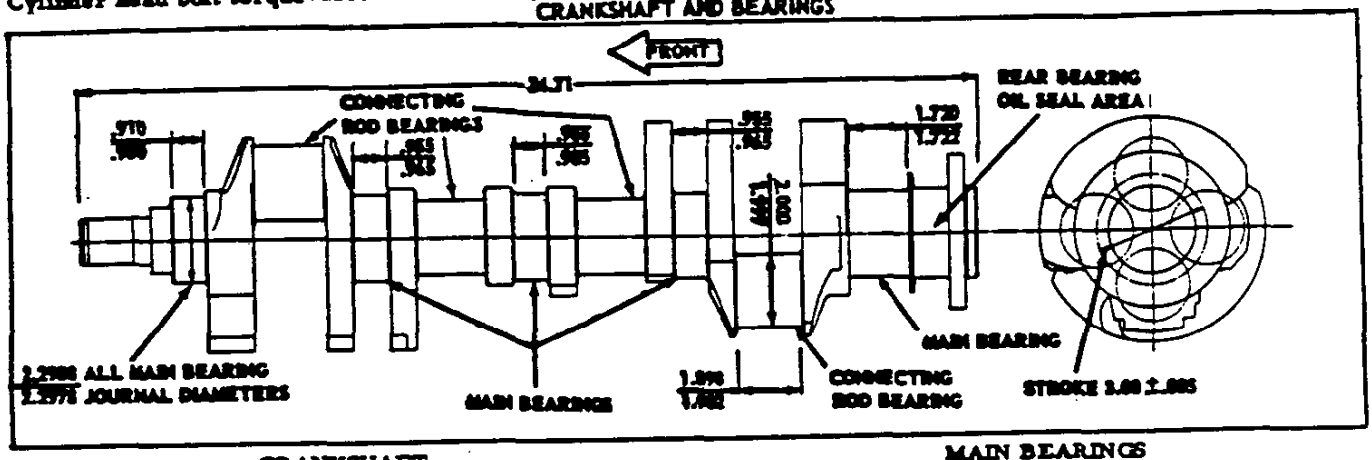
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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 muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

CYLINDER CASE AND HEAD

Material----------Cast alloy iron
Cylinder head bolt torque----------60-70 ft lbs
Offset----------None
Bore diameter----------3.7495-3.7515

CRANKSHAFT AND BEARINGS



CRANKSHAFT

Material----------Drop-forged steel
Weight (crankshaft & pilot bearing assembly)--47.75 lbs
End play----------.002-.006
Counter weights----------6
Stroke----------3.00±.005

HARMONIC BALANCER
(Vibration damper)

Type----------Oscillating (Rubber-floated)
Crankshaft pulley:
Pitch diameter----------6.64

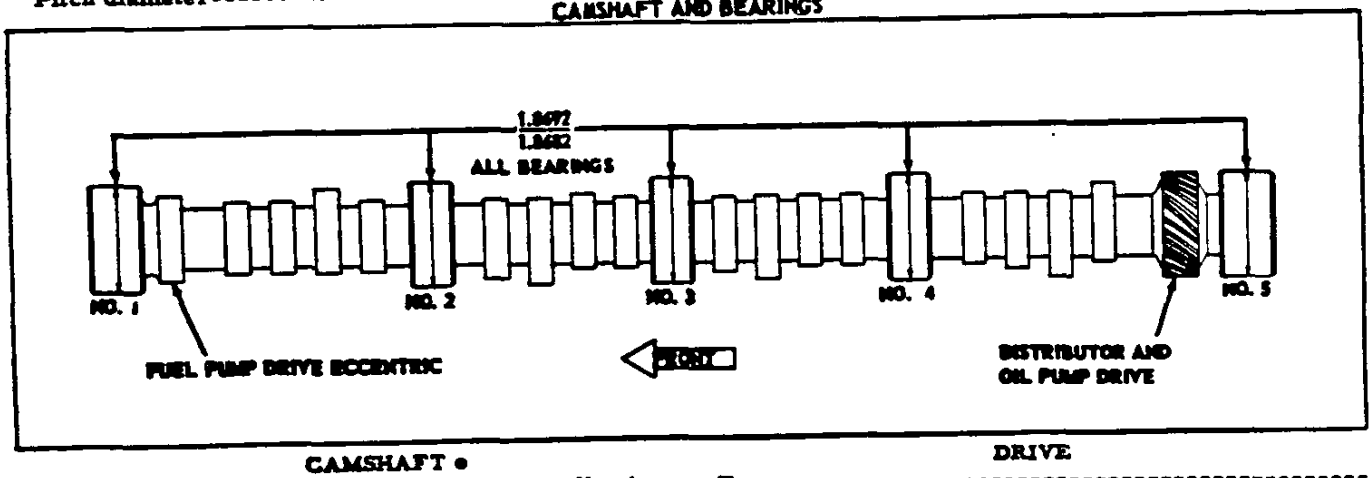
MAIN BEARINGS

Type----------Precision, removable
Necessary to align ream----------No
Vertical oil clearance----------.0008-.0034
End thrust against----------#5 bearing
Bearing cap bolt torque----------60-70 ft lb
Material----------.003-.006 babbitt on steel shell

Brg	Theo. I.D.*	Eff length ¢	Proj Area §
#1-4	2.3004	.702	1.615 sq. in. each
#5	2.3004	1.160	2.667

* - Journal diameter plus oil clearance.
¢ - Overall length minus chamfers.
§ - Based on effective length and theoretical I.D.

CAMSHAFT AND BEARINGS



CAMSHAFT •

Material----------Cast alloy iron
Thrust----------Rearward, carried against the face of the crankcase at the front bearing
Ramp, Inlet:
(With 3-Speed and Powerglide transmission):
Opening----------.00300, 7.5° long
Closing----------.00600, 24° long
Ramp, Exhaust:
(With 3-Speed and Powerglide transmission):
Opening----------.00400, 10° long
Closing----------.00600, 15° long

DRIVE

Type----------Chain and sprocket, driven from crankshaft

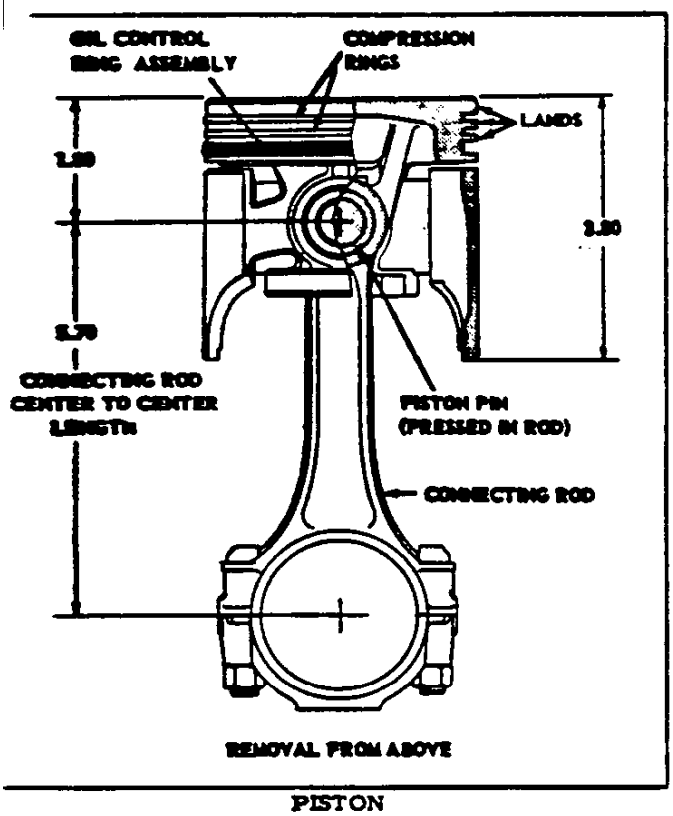
BEARINGS

Material----------Steel-backed babbitt
Clearance on diameter----------.0015-.0035

Brg	Ream dia	Overall length	Proj Area ⊙
1-4	1.8712	.740	1.385
5	1.8712	.940	1.759

⊙ - Based on ream diameter and overall length shown above.

PISTON-PIN-RINGS



PISTON

Make and type---------- Own, slipper skirt
Features---------- Flat head, tin plated, oval with controlled thermo expansion.
Material---------- Cast alloy aluminum with steel struts
Skirt clearance in cylinder bore---------- .0005-.0011
Top land clearance in cylinder bores ---------- .035-.042x
Lower land clearance in cylinder bore ---------- .025-.032x
Compression ring groove depth ---------- .2116-.2180x
Oil ring groove:
  Depth ---------- .2041-.2105x
  Holes, number and size ---------- 8, .156 drill
Minimum head thickness at center ---------- .25
Piston pin bushings ---------- None
Weight of piston ---------- 1.173
Weight of piston, rings, pin and connecting rod upper end x 8 (Units/engine) ---------- 15.536x

PISTON PIN

Type---------- Rod shrunk fit to pin
Material---------- Chromium steel (file hard case)
Diameter---------- .9270-.9273
Length---------- 3.110-3.130
Taper limit in full length---------- .0001
Weight ---------- .310
Clearance in piston ---------- .00011-.00029x

COMPRESSION RINGS

Material ---------- Cast alloy iron, surface treated with a wear-resistant coating.
Type ---------- Thick-wall, twist, inside bevel or counter bored, taper-faced.
Number per piston ---------- 2
Flash chrome plating ------ Top compression ring only
Width ---------- .077-.078
Wall thickness ---------- .177-.187
Gap clearance ---------- .009-.018
Ring clearance in groove ---------- .0012-.0032
Weight (Each) ---------- .039

OIL CONTROL RING

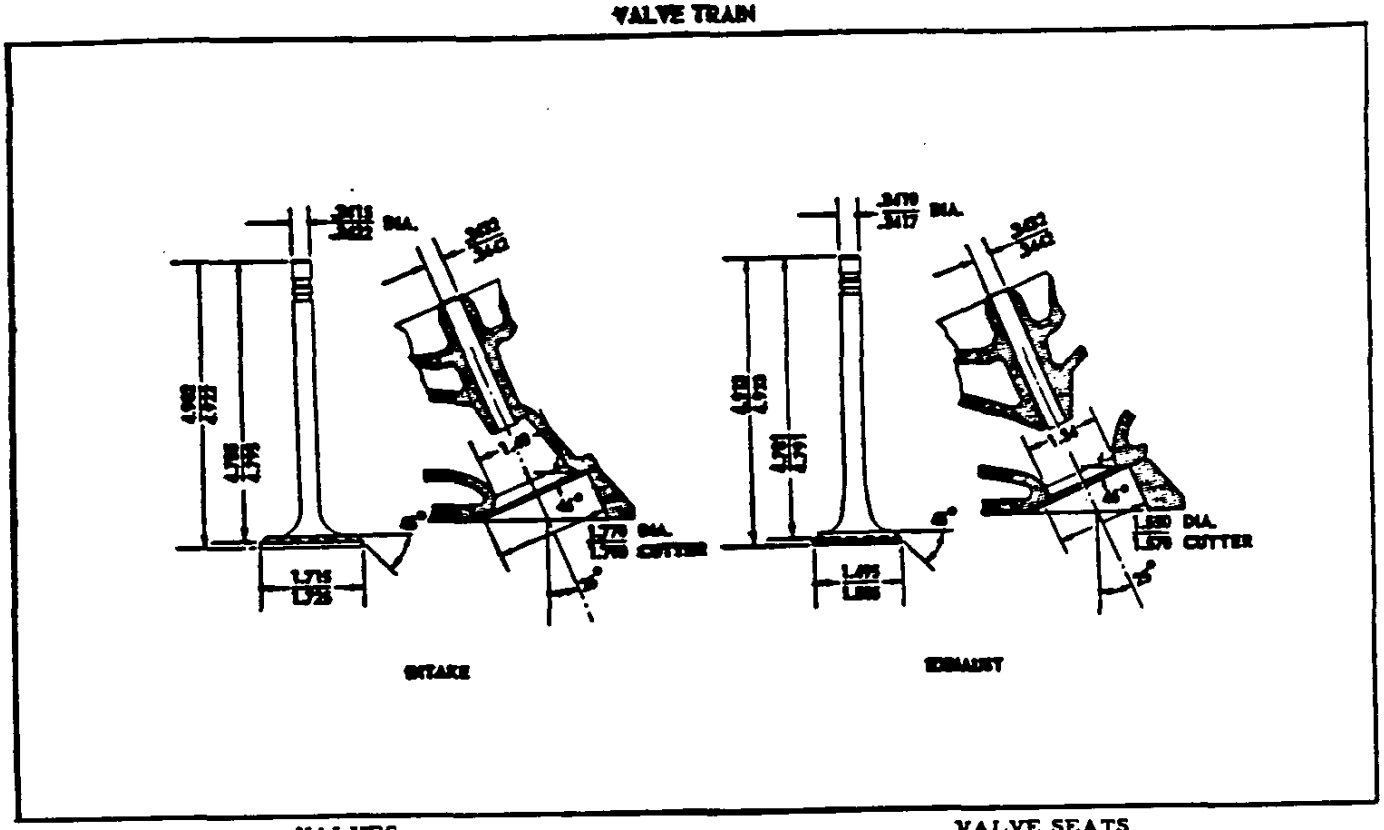
Material and type -- Steel, multi-piece, 2 rails & spacer
Upper and lower rails ---------- Flat spring or scaleless temper steel, full chrome plated O.D.
Spacer (between rails) ---------- Flat spring steel
Gap clearance (On rails) ---------- .015-.005
Ring clearance in groove ---------- .0006-.0084
Weight including expander ---------- .025
Width ---------- .181-.188
Maximum wall thickness (Rails) ---------- .168
Weight:
  Spacer ---------- .023●
  Segment (Each) ---------- .025●

CONNECTING RODS

Material---------- Drop forged steel
Rod width at piston pin---------- 1.007-1.011
Rod width at crankpin---------- .944-.945
Crankpin bearing:
  Type---------- Precision, interchangeable insert
  Material---------- Steel backed with babbitt overlay
  I.D. (Theoretical)---------- 2.0013 ∮
  Effective length---------- .817 ⊖
  Clearance in diameter---------- .0007-.0028
Projected area per rod---------- 1.635¢
Assembly weight (Machined)---------- 1.189
  Upper end---------- .333
  Lower end---------- .856
Total rotating weight of connecting rods (weight of lower end x 8)---------- 6.848
End play---------- .008-.014
Recommended nut torque, with oiled threads---------- 30-35 ft lbs

∮ - Crankpin diameter plus clearance.
⊖ - Overall length minus chamfers.
¢ - Based on theoretical I.D. and effective length.
10-29-54: Revised: 6-10-55, ● - Data added. x - Data revised.

VALVE TRAIN



VALVES

Make ---------- Own
Material:
Exhaust valve ----------
----- Silchrome, XCR with aluminum dipped seats
Inlet valve ---------- Silchrome steel
Stem end style ---------- Grooved for keys & oil seal
Lift: With Conventional & Powerglide transmission
Inlet and Exhaust ---------- .3336
Face angle (Exhaust and inlet valve) ---------- 45°
Distance between valve centers (Measured along centerline of engine) ---------- 1.86
Valve lash (engine normalized)*
Conventional & Powerglide ---------- Self-adjusting

* - To normalize engine, run it at fast idle (approximately 600 RPM) until a constant oil temperature is maintained for a period of five minutes.

VALVE STEM GUIDES

Type ---------- Integral with cylinder heads
Clearance with stem:
Exhaust ---------- .0015-.0032
Inlet ---------- .0010-.0027

VALVE ROCKER ARMS

Type --- Hollow arm with semi-spherical pivot bearing
Material ---------- Hardened pressed steel
Mounting ---------- Bolted to individual studs
Adjusting nut ---------- Tighten to zero axial movement of push rod plus 3/4 of a turn.
Rocker arm ratio (valve lift to cam lift) ----------1.5:1

VALVE SEATS

Material ---------- Cast alloy iron (cylinder head)
Inserts ---------- None
Inlet and exhaust seat angle (in head) ---------- 46°x
Width in head:
Exhaust seat ---------- .062-.093
Inlet seat ---------- .035-.060

VALVE SPRINGS

Length and pressure:
Valve closed ---------- 1.696 @ 71-79 lbs
Valve open ---------- 1.366 @ 145-155 lbs
Free (out of engine) ---------- 2.03 approximately

PUSH RODS

Type and material ---------- Hollow, welded steel tubing
Push rod seats ----------
----------Contained in lifter cylinders.

HYDRAULIC VALVE LIFTERS

Make ---------- GM Diesel
Material: Lifter body ---------- Cast iron
Lifter plunger & push rod seat ---------- Steel
Lift: Exhaust & Inlet ---------- .2224
Oil flow - Oil centers the valve lifter oil galleries through a drilled passage from the camshaft rear bearing where it flows to the hydraulic lifters. Oil enters the hydraulic lifters through holes in the side of the lifter body and plunger. Oil enters the ram chamber around the steel ball and is delivered to the disc valve which meters the oil into the hollow push rods.

10-29-54. Revised: 6-10-55, o - Data revised. x - Data corrected.

ENGINE LUBRICATION SYSTEM

GENERAL DATA

Type ---------- Controlled, full pressure
Oil passages ---------- Centralized main gallery, two lifter galleries, various drillings; all integral with block.
Oil source ---------- Main oil gallery fed by pump
Main bearings ---------- Direct pressure fed from main oil gallery through drilled passages in the cylinder case to the bearings.
Rod bearings ---------- Individually fed by oil from main bearings through drilled passages in the crankshaft.
Cylinder walls and piston pins ---------- Cross sprayed by pressurized jets of oil from spit holes in connecting rod caps.
Camshaft bearings ---------- Direct pressure fed by vertical drillings from main oil gallery.
Timing chain ---- Oil supplied through camshaft bearing and centrifugally fed through slots on sprocket hub
Hydraulic lifters ---------- Oil equally distributed by slot at rear camshaft bearing to both lifter galleries which pass through the centerlines of the lifter cylinder bores.
Rocker arms ---------- Individually lubricated by oil from lifter cylinders through hollow push rods. A hole in the rocker arm allows oil to enter and lubricate the pivot area. Excess oil spills over the outside lip and onto the valve spring which atomizes it for distribution upon the working surfaces.

OIL PUMP

Type and drive ---------- Gear, from camshaft
Mounting ---------- On rear main bearing cap; attached with one bolt and two dowels.
Intake "Floto-type" with 16 mesh galvanized wire screen
Relief valve ---------- In pump cover
Width of gears ---------- 1.198-1.200
Capacity (gal/min) -- 4.01-4.22 @ 1170-1200 engine RPM e
Normal oil pressure -- 30 PSI @ 1170-1200 engine RPM e

OIL PAN

Type ---------- Rear sump with welded in baffle
Capacity ---------- 4.5 qt dry; 4 qt refill
Drain ---------- Plug in rear of pan
Torque, corner bolts ---------- 12.5 to 15 ft lb
Torque, flange screws ---------- 6 to 7.5 ft lb

MISCELLANEOUS

Oil filler ---------- Through tube attached to front end of intake manifold.
Crankcase oil level gauge type ---------- Rod
Oil pressure gauge "Tell tale" light in instrument cluster
Crankcase ventilation: Inlet ---------- Through breather type oil filler cap on filler tube.
Outlet ----- Through road draft pipe at rear of engine
Oil filter (RPO 237): Make ---------- AC
Capacity (dry) ---------- 1 quart
Flow ---------- Approximately 39.5 gal/hr
Oil cooler ---------- None

LUBRICANT RECOMMENDED

Temperature:	Grade
Not lower than 32°F	SAE 20W or SAE 20
As low as 10°F	SAE 20W
As low as minus 10°F	SAE 10W
Below minus 10°F	SAE 5W

FUEL AND EXHAUST SYSTEM

FUEL TANK

Type ---------- 2 stamped pans, seam welded together
Capacity: Station Wagon & Sedan Delivery ---17 gallons
All others ---------- 16 gallons
Mounting ---------- Supported by two straps attached to underbody between rear axle and rear cross member of frame; all models.
Filler: Location and access ---------- Through door in left rear fender; all models.
Fuel gauge (tank unit): Make & type ---------- AC, electric; riser pipe & filter integral with unit.
Filter ---------- 40 mesh metal filter cloth tube mounted on end of riser pipe.

FUEL PUMP

Make and model ---------- AC, model EN
Type ---------- Mechanical (diaphragm) "high reserve"
Drive ---------- From camshaft through pump push rod to rocker arm.
Arm movement ---------- .34 @ camshaft
Air dome ---------- Yes (inlet and outlet)
Pressure at carburetor ---------- 4-5.25 PSI
Filter ---------- None (See fuel tank)

CARBURETOR

Make ---------- Rochester
Model: Regular ---------- 7008005e
Powerglide ---------- 7008004e
Type ----- Individually adjusted double barrel, downdraft
SAE flange size ---------- 1.25
Size: Venturi throat I.D. ---------- 1.16
Throttle body I.D. ---------- 1.44
Choke ---------- Automatic
Basic idle adjustment, number of turns ---------- 1-1/2

EXHAUST MANIFOLD

Manifold heat control ---------- Automatic (thermostat)

AIR CLEANER & SILENCER

Make & type ---------- AC, oil bath
Flame arrester ---------- Yes
Filter element ---------- Cactus Fibere

EXHAUST SYSTEM

Capacity ---------- 1 Pint
Used with governor ---------- No
Muffler: Make ---------- Various
Type -------- Diffusion and resonance, reverse flow
Size (body outside) ---------- Model 2434 (4 x 7.75 Oval) x 24; all others, (4 x 7.5 oval) x 30
Cross under pipe ---------- Flanged for attachment to exhaust manifolds; approximately 2 diameter
Exhaust pipe: Type ---------- Unitized, welded to muffler; all except 2434
Outside diameter ---------- 2
Tail pipe inside diameter ---------- 1.81
Mounting ---------- 2 Point rubber suspension

HIGH PERFORMANCE PACKAGE (RPO 410)

Carburetor: Make ---------- Carter
Model ---------- WCFB 2351Se
Type ------- Four barrel downdraft, climatic control
Venturi throat I.D.: Primary side ---------- 1.06
Secondary side ---------- .937
Throttle body I.D.: Primary side ---------- 1.31
Secondary side ---------- 1.31
Choke ---------- Automatic
Basic idle adjustment, number of turns --- 1/2 to 1-1/2
Intake manifold:
Manifold heat control ----- Automatic (thermostatic)
Dual exhaust system:
Muffler: Make ---------- 2-Various
Type ------ Diffusion and resonance, reverse flow
Size (Body outside) ---------- 4.25 x 8 x 24
Exhaust pipe O.D. ---------- 2 (each)
Tail pipe I.D. ---------- 1.81 (each)
Suspension -- Individually rubber insulated mountings
Air cleaner & silencer:
Make and type -- AC oil bath, high air intake capacity e
(Other information same as regular)

10-29-54. Revised: 6-10-55, e - Data revised.

ENGINE COOLING SYSTEM

METHOD OF COOLING

Cylinder Cooling ---------- Full stroke length water jacket around each cylinder.
Cooling system capacity -----16 qts: with heater 17 qts
Pressurized cooling system ----------Yes
By-pass for recirculation ----------Integral with right hand water pump distribution arm.

WATER PUMP

Type and Drive -------- Centrifugal, driven by fan belt
Location ----------At front center of cylinder and case
Distribution arms ---------- One per bank
Capacity ---------- 44.5 gals/min @ 4000 Engine RPM
Impeller type ----------Vane
Water pump and fan bearing and shaft assembly:
Lubrication ---------- Permanent
Bearing, anti-friction ---------- See pages 171, 172
Seal assembly ----------Spring-loaded brass encased synthetic rubber and plastic.

RADIATOR CORE

Usage	Regular	Powerglide
Make & type	Harrison; cellular	
Model	3133044	3133045
Material	All copper	
Cell constant & core thickness	.25 x .56; 2	.22 x .56; 2
Frontal area	357 sq. in.	355 sq. in.
Radiator Pressure cap	7.5 lbs/sq. in. (Max.)	
Radiator drain cock	Size .25; location, at bottom left front side	

WATER THERMOSTAT

Make ---------- Harrison
Type ----------Bellows operated poppet valve
Thermostat housing ----------At front center of intake manifold
By-pass for recirculation ----------None
Thermostat action at 29"Hg. barometric pressure.
Starts to open ----------157°-163°F
Fully open ----------183°F

RADIATOR HOSE

Function	Inlet	Outlet
Location	Cylinder Head To radiator	Radiator to Water pump
Quantity	1	1
Type	Molded elbow	Compound curve
ID	1.50	1.75
Material	Fabric reinforced rubber	
Spring reinforcement	None	Brass coil spring

ENGINE FAN AND BELT

Make and type ---------- Own, 4 staggered blades
Diameter ---------- 17
Pulley size ----------7PD, 36°V
Fan to engine speed ratio ----------.949:1
Fan belt:
Material ---------- One-piece reinforced rubber with wrapped or cut molded sides.
Size ---------- .38 width, 54.22 approximate pitch length
Angle of V ----------37°-44°

ENGINE ELECTRICAL SYSTEM

GENERATOR

Make and model ----------Delco-Remy, 1100310
Type ----------Two brush, shunt-wound
Rating
Amperes ---------- 25
Volts ----------12-15
Ventilation ---------- By pulley fan
Drive ---------- By fan belt
Pulley size ----------2.88PD x 36°V
Armature shaft bearings:
Commutator end ----------Plain bushings
Drive end-Anti-friction bearing, see pages 171, 172
Brush spring tension ----------24-32 ounces
Rotation (drive end) ----------Clockwise
Generator RPM/MPH ---------- 107 approximately♦
Car MPH (High gear) ---------- 26.5 approximately
Maximum Generator Output RPM (Hot) ---- 2750 and up
Maximum Engine Output RPM (Hot) ---------- 1190●
Speed ratio (Generator to engine) ----------2.31:1

RPO 325 GENERATOR EQUIPMENT

Rating	Delco-Remy Model Number	
	Generator	Regulator
30 amp	1102014	1118826
40 amp (Low cut-in)	1106981	1118948

BATTERY

Make and model ----------Delco, 25M50-W
Size ----------10.19 long x 6.75 wide x 8.81 high
Rated voltage ---------- 12
Capacity ---------- 50 amp hours @ 20 hour rate
Bench normal charging rate ----------3.5 amps
Cell arrangement ---------- 6, side by side
Plates per cell ---------- 9
Terminal grounded ---------- Negative
Location ----------
----------On right hand side of dash under hood

VOLTAGE AND CURRENT REGULATOR

Make and model ---------- Delco-Remy, 1118945
Location ---------- Front fender skirt, LH
Type ---------- Vibrator
Voltage regulator:
Volts ----------14.5
Temperature ----------Operating
Average air gap ----------.075
Current regulator:
Amperes ---------- 25
Temperature ----------Operating
Average air gap ----------.075
Cutout relay:
Point closing: Volts ----------12.8
Generator armature speed (Hot) ---------- 1300 RPMx
Car MPH (high gear) ---------- 11 approximately
Average air gap and point gap ----------.020

STARTING MOTOR

Make and model ---------- Delco-Remy, 1107627x
Number of field coils ---------- 4
Rotation (drive end view) ----------Clockwise
Brush spring tension ----------30 ounces
Armature shaft bushings:
Drive and commutator end ----------
----------Graphite lubricated, bronze

Testing	Lock Test	No load test
Amperage draw	415	65
Volts	5.8	10.4
Torque	12 ft lb	
RPM		8900x

Continued

10-29-54. Revised: 6-10-55, ● - Data added x - Data revised. ♦ - Data corrected.

STARTING

Motor control:
Ignition switch, 4 positions: locked off, unlocked off, on, start
Starting operation ---------- Turn ignition key to extreme right
Neutral safety switch (Powerglide only) ---------- Wired in series with ignition switch and permits operation of motor with transmission control in "Neutral" or "Park" positions only.
Motor drive:
Engagement type ---------- Positive shift solenoid
Start pinion meshes ---------- From front of flywheel
No. of teeth ---------- 9, starter pinion; 168 flywheel
Gear ratio (starter to flywheel) ---------- 18.67:1

SPARK PLUGS

Make and model ---------- AC, 44-5
Thread size ---------- 14mm
Recommended gap ---------- .033-.038
Recommended torque ---------- 20-25 ft lb

DISTRIBUTOR

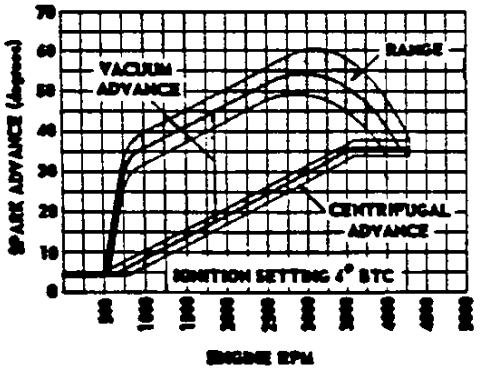
Make and model ---------- Delco-Remy, 1110847
Current source ---------- Generator or battery
New breaker contact opening ---------- .016-.021
Cam angle @ .016 setting ---------- 26°-33°
Breaker arm tension ---------- 19-23 ounces
Vacuum control ---------- Integral with distributor

COIL

Make and model ---------- 1115083e
Resistor type ---------- External
Location ---------- At rear of intake manifold

SPARK ADVANCE CURVE

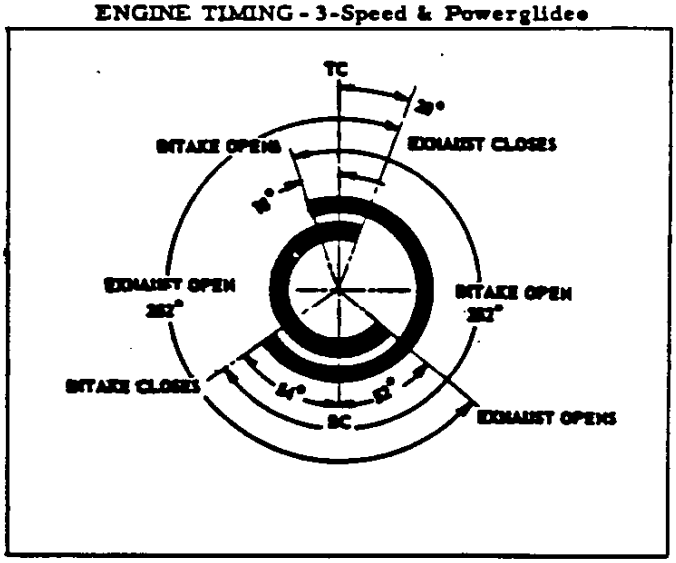
Automatic spark advance	Advance begins	Full advance
Vacuum control	5" to 7" Hg	25.5° to 29.5° at 13.5" to 16.25" Hg
Centrifugal	450 to 800 RPM	30° to 34° at 3600 RPM and up

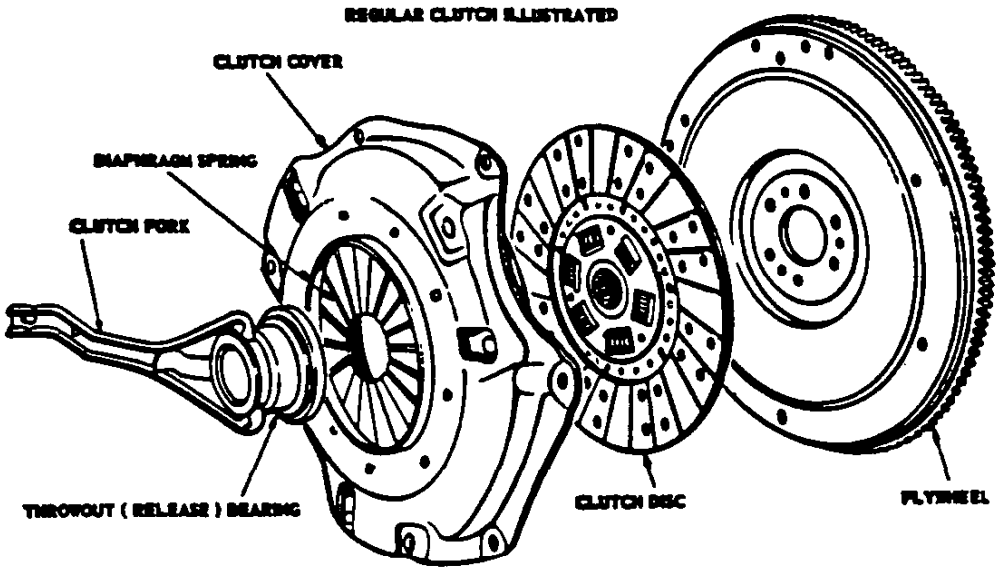


ENGINE TIMING

Timing spark advance (initial setting):
Engine with 3-speed or PG transmission ------- TC
Timing indicator ---------- Pointer on crankcase front cover aligns with mark on damper.
Firing order ----------
1-8-4-3-6-5-7-2 (Cylinders are numbered from front of engine, odd numbers to left (driver's) bank and even numbers to right (driver's) bank)

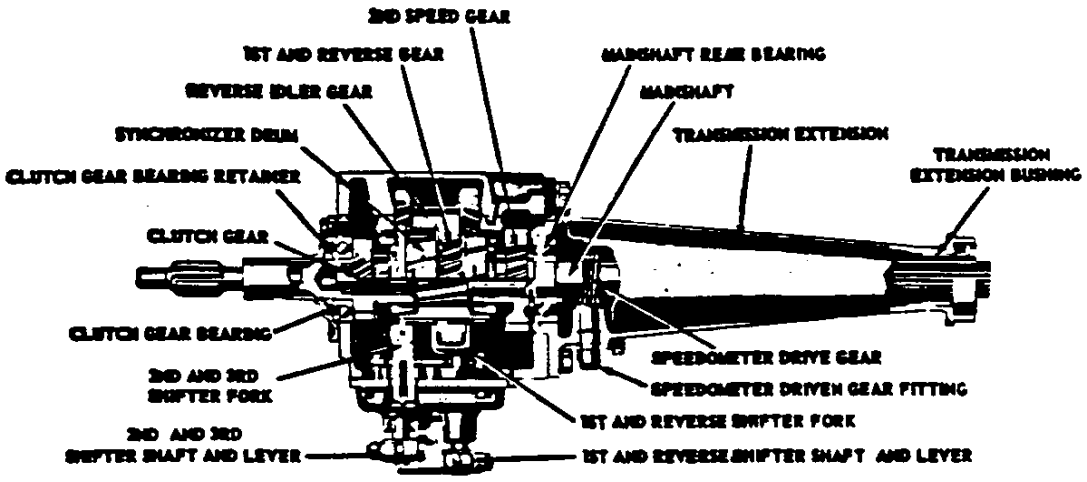
ENGINE TIMING - 3-Speed & Powerglide





ITEM			REGULAR CLUTCH 6 Cylinder	REGULAR CLUTCH 8 Cylinder	HEAVY DUTY CLUTCH 6 and 8 Cylinder Engine
Type			Single dry plate		
Rated torque capacity			228 ft lb	238 ft lb	282 ft lb
Semi-centrifugal			No		
Vacuum control or fluid coupling			None		
Drive			Direct to flywheel face		
Ventilation			Vanes cast in pressure plate		
Diaphragm springs	Pressure in flat position		1325-1450		1450-1550
	Material		Spring steel, heat treated		
	Pressure levers		18, integral with spring		
Driving members			Two (Flywheel and pressure plate)		
Driven disk	Type		One, spring cushioned plate with two molded facings		
	Vibration insulation		Six cushion springs in hub		
	Facings	Material	Molded asbestos composition		
		Outside dia	9.5	10	11
		Inside dia	6		6.5
		Area	85.22 sq. in. (both facings)	100.53 sq. in. (both facings)	123.7 sq. in. (both facings)
		Thickness	.132-.138		.130-.136
Bearings	Throw out (Release)	Type, make, no.	Anti-friction bearings; See pages 148-151		
		Lubrication	Packed for life		
	Pilot (In rear end of crank-shaft)	Make and no.	Chevrolet 412562		
		Type	Sintered graphite-bronze bushing. Oil-impregnated		
		I. D.	.5915-.5925e		
		O. D.	1.0935-1.0945		
		Width	.740-.760		
		Lubrication	Self		
Controls	Clutch fork type		Case hardened pressed steel, ball pivot mounted		
	Pedal mounting		Pendant from brace on dash		
Flywheel	Material		Cast alloy iron		
	Flywheel bolt torque		50-65 ft lb		
	Weight (With ring gear)		6 cylinder engine, 31 lb; 8 cylinder engine, 29 lbe		
	Ring gear type		Steel, shrunk on		
	Ring gear teeth - No. & size		168, .480-.490 wide, 14 PD (9 teeth on starter pinion)		
Clutch attachment to flywheel			6 bolts		

10-29-54. Revised: 11-12-54; 6-10-55, e - Data corrected.

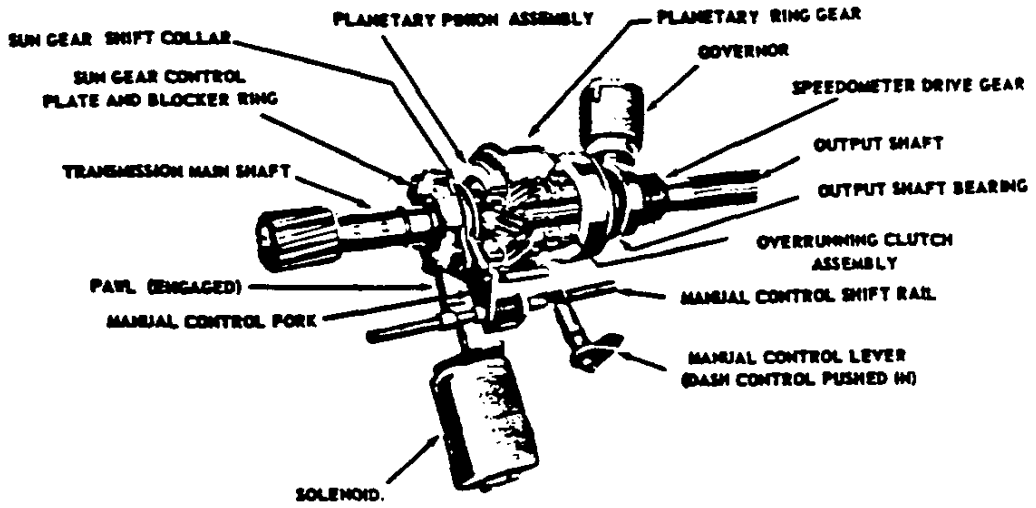


TOP VIEW OF TRANSMISSION AND EXTENSION

ITEM				Regular 8 Cylinder RPO 221 Taxicab RPO 330
Make and type				Own, 3-speed synchro-mesh, manual shift
Gearshift control, type and location				Remote, lever mounted on steering column
Input torque capacity				220 ft lb
Gear	Type			All helical
	Material			Forged steel, hardened
	Synchronization			2nd and 3rd
	Constant mesh speeds			2nd
	Sliding gears			1st and Reverse
	Gear Ratios	Forward	1st	2.94:1
			2nd	1.68:1
			3rd	Direct
		Reverse		2.94:1
Bushings	Reverse idler		Optional materials	Rolled sheet bronze, ball-indented
				Steel-backed bronze, ball-indented
			No. used and size	Two, .7515-.7525 ID x .75 long
	Transmission extension		Material	Steel-backed babbitt, grooved
			Size	1.504-1.506 ID x 1.00 long
Second Gear Bearing			Type	Gear I.D. Anti-Friction coated, turns on main shaft
Speedometer gears			Tooth pitch	30
			Teeth driving & driven	8 and 22
Lubricant			Type recommended	SAE 90 transmission or mineral oil lubricant
			Capacity	2 Pints e
Oil seal (Transmission extension)				Steel encased double seal of spring-loaded Synthetic rubber and felt
Anti-friction bearings				See pages 148-151

10-29-54. Revised: 11-12-54, 6-10-55, e - Data corrected.

OVERDRIVE TRANSMISSION - RPO 315



Type ---------- 3-Speed Synchromesh with 3-pinion planetary drive unit. The drive unit with its integral mainshaft replaces the mainshaft and extension of the regular 3-Speed transmission.

Lockout switch ---------- Manually controlled by "pull-type" cable located under instrument panel to right of steering column. With handle fully extended, overdrive is disengaged.

Kick down switch --- Located on accelerator linkage. Pedal pressure thus controls overdrive operation.

Cut-in speed ---------- Approximately 31 MPH.

Cut-out speed ---------- Approximately 27 MPH.

GEAR RATIOS

Overdrive Unit	Locked Out e	Locked In
First	2.94:1	2.058:1
Second	1.68:1	1.176:1
Third	Direct	0.70:1
Reverse	2.94:1	

Speedometer gears:
Tooth pitch ---------- 30
Teeth (driving and driven) ---------- 8 & 24

Lubricant:
Type -- SAE 90 transmission or mineral oil lubricant
Capacity:
Transmission ---------- 2 pints
Overdrive unit ---------- 1 pint
Total ---------- 3 pints

WHEELS AND TIRES

WHEEL AND HUB CAP

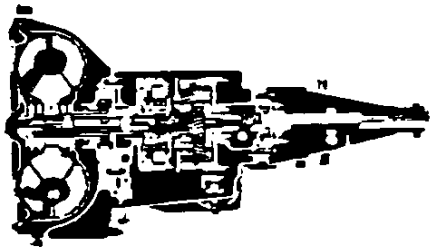
Make and type	Own, short spoke disc
Attachment to hub	5 bolts, .438-20
Bolt circle diameter	4.75
Offset and rim size	.562, 15 x 5K
Paint and striping	See Exterior Colors and Finishes
Hub Cap (1500, 2100)	Stainless steel, 10.69 diameter
Wheel disc (2400)	Stainless steel, 15.28 diameter

TIRES (Tubeless)

Tire size and ply rating	Regular or RPO Equipment	Tire and Rim Association Standards *				
		Loaded Rolling radius	Loaded, Rev Per Mile	Load Capacity each tire	Recommended Pressure Front	Rear
6.70-15-4 black sidewall	Regular	13.40	754	925 e	24	24
6.70-15-4 White & Black Sidewall	RPO All					
6.70-15-6 Black or white & Black sidewall	RPO All	13.40	754	1055	30	30

* - U.S. Rubber Company standards shown. Tires furnished are U.S. Goodrich, and Firestone.
10-29-54. Revised: 12-8-54, 6-10-55, 8-1-55. e-Data added. x-Data Corrected

AUTOMATIC TRANSMISSION (RPO 313)



GENERAL DATA

Make and type--- Own, automatic hydraulic torque converter with planetary gear system for reverse & low
Rated torque capacity----------204 ft lb (input)
Converter maximum torque ratio (at stall)-------2.1:1
Total transmission torque multiplication (converter x planetary gear ratio):
  Maximum overall transmission ratio-------3.82:1
  Low range (auto or manual)-------3.82:1 to 1.82:1
  Reverse range---------- 3.82:1 to 1.82:1
Oil type----------Automatic transmission fluid, type A
Oil capacity----------11 quarts; refill, 5 quarts
Oil cooler----------Integral with radiator assembly and connected to transmission by inlet & outlet pipes.
Selector lever:
  Location----------On steering column
  Operation----------
    Actuates manual valve in hydraulic control system.
  Positions (Indicated in quadrant on instrument panel)
    Five; (Left to Right), Park - Neutral - Drive - Low - Reverse
Parking lock:
  Type----------Pawl and gear
  Operation----------
    Applied by selector lever through positive linkage.
Flywheel------Steel stamping with welded-on ring gear
Representive shift points:

Accelerator pedal pressure	Miles per hour Upshift	Downshift
Low	12-14	9-11
High (at detent)	30-45	14-17
High (through detent)	48-52	45-50

HYDRAULIC TORQUE CONVERTER

Type----------Three element
Driving member (pump)---------- Sheet metal, multi-vane type, spot welded to torque converter housing. The housing cover is bolted to the flywheel.
Driving member (turbine)----------
----------Sheet metal, multi-vane type, supported by torque converter housing cover. Turns independently of housing. Splined to input shaft.
Reaction member (stator)----------Aluminum air foil type, supported on a stationary sleeve by an overrunning clutch of cam and roller design.

HIGH CLUTCH

Type---------- Multiple-disc
Discs:
  Driving; number and type----------
    Four, steel with cork and paper facings, bonded.
  Driven, number and type----------Five, steel
Low brake band----------
--Double-wrapped design (Linked circular segments)
Low band servo:
  Type---------- Piston, one release spring
Adjustment----------Threaded anchor bolt

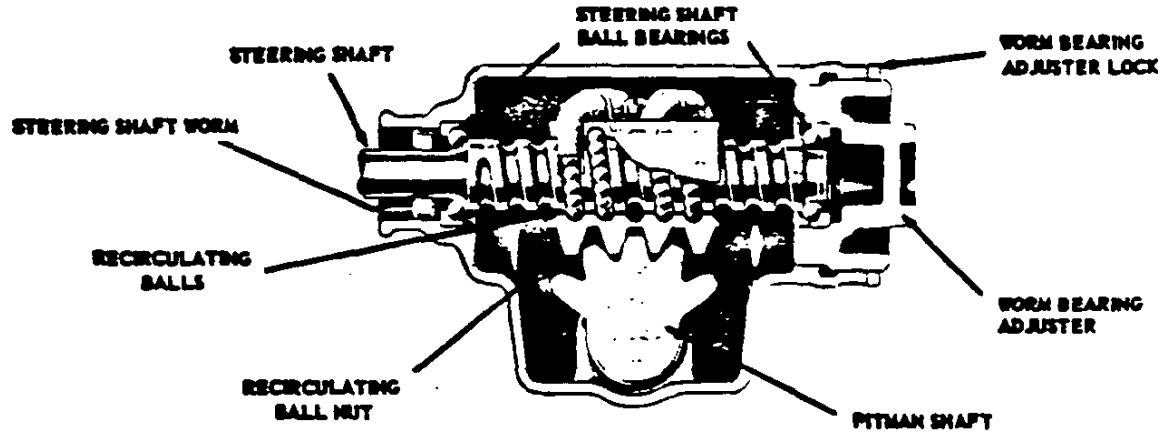
PLANETARY GEAR UNIT

Type---------- Compound planetary
Gear ratios:
  Cruising range----------1:1 (Direct drive)
  Low range----------1.82:1
  Reverse----------1.82:1
Reverse brake band---------- Single strap
Reverse band servo:
  Type----------Piston with release spring and inner cushioning spring.
  Adjustment----------Threaded anchor bolt

HYDRAULIC CONTROLS

Manual valve:
  Material----------Hardened steel
  Type----------Spool
  Operated by---------- Selector lever through linkage
Check valve:
  Material---------- Flat spring steel
  Type---------- Two passage check, hair pin shaped
Pressure regulator valve:
  Type----------Spool
  Pressure range:
    Automatic cruising---------- 85-94 PSI
    Automatic low---------- 85-94 PSI
    Manual low---------- 85-94 PSI
    Reverse----------166-194 PSI
    Neutral & Park (Engine idling)-------- *51-59 PSI
Reserve booster valve:
  Type----------Spring loaded, working in conjunction with pressure regulator valve.
  Location---------- In main valve body
  Operation----------
    ---------Elevates pressure for reverse operation.
Thermostatic by-pass valve:
  Location---------- Servo cover
  By-pass closes----------210°-240°F
Automatic shift valve:
  Type---------- Hydraulic spool valve controlled by throttle valve and governor.
Throttle valve:
  Type---------- Spool
  Actuation----------Accelerator linkage
  Location----------In automatic shift valve body
  Operation---------- Regulates main line oil pressure to automatic shift valve.
Governor:
  Type----------Centrifugal
  Drive---------- From transmission output shaft
  Location----------
    Accessible from rear of transmission, left side
  Operation----------Regulates oil pressure from rear oil pump to automatic valve.

* - At maximum idling speed of 425-475 RPM



STEERING GEAR

Make and type---------- Saginaw semi-reversible re-circulating ball
Ratio (gear)---------- 20:1
Overall ratio (gear plus linkage)---------- 25.7:1
Mounting---------- On frame side member
Anti-friction bearings---------- See pages 171, 172
Steering mainshaft diameter---------- .75
Steering column diameter---------- .2
Lubricant recommended----------
Steering gear or "Multi-Purpose" gear lubricant.
Worm & sector adjustment---------- Fully adjustable
Sector mounting type---------- Straddle mounted
Pitman shaft:
Material---------- Drop forged steel
Mounting---------- Straddle mounted
Diameter---------- 1.13
Bushings:
Number---------- 3
Material---------- Cast bronze
ID---------- 1.13
Length:
Outer & intermediate---------- 1.38
Inner---------- .844

STEERING WHEEL

Diameter---------- 18
One-fifty model---------- Two spoke with horn button
Two-ten model---------- Two spoke with horn blowing ring
Bel-Air model---------- Three spoke with horn blowing ring
Number of turns of wheel for full right to left travel of front wheels (To steering gear stop)---------- 5.34

TURNING DIAMETERS

A
Right & left turn 38 ft
B
Right & left turn 41 ft
Nominal figures based on tests made at General Motors Proving Ground

POWER STEERING (RPO 324)

Generator:
Make & model---------- Delco-Remy, 1102020
Pulley size---------- 3.32 PD, 36°V
Speed ratio (Generator to engine)---------- 2.00:1
Belt size:
6 cylinder---.375 wide; 41.33 approx. pitch length
8 cylinder---.375 wide; 54.71 approx. pitch length
Regulator, make & model---------- Delco-Remy, 1118826
Pump:
Make & type---------- Saginaw, vane type hydraulic
Mounting---------- On rear of generator
Drive----------
From splined extension of generator drive shaft.
Fluid reservoir----------
---------- Integral with pump. Screen in filler neck.
Fluid type & capacity----------
Automatic transmission fluid type A; 1.5 pints.
Fluid travel---------- Through hoses from pump to control valve to power cylinder and return.
Maximum pressure---------- 750-800PSI
Control valve (Integral with steering relay rod):
Make & type---------- Saginaw, hydraulic
Attached to---------- Pitman arm
Power cylinder:
Make & type---------- Saginaw, hydraulic
Attachment----------To frame and connecting with steering relay rod.
Power application---------- Directly to steering linkage; double-acting piston in power cylinder is actuated by control valve after approximately 3 pounds of pressure is exerted at the steering wheel.
Overall steering ratio---------- 23.3:1
Steering assistance provided----------
Up to 80% (at 8 pounds steering wheel rim pull)

STEERING LINKAGE

Type---------- Relay
Steering idler:
Material---------- Drop forged steel
Mounting----------Pivot bracket mounted to front suspension cross member.
Tie rods----------Left & right; adjustable
Steering relay rod (drag link)---------- Yes
Pitman arm type & matl.--One-piece, drop forged steel

HEADLIGHTS

Make & type---------- Guide, sealed beam
Location---------- In front fender face
Sealed beam unit diameter---------- 7
Dimmed by---------- Foot switch
High beam indicator---------- Chevrolet emblem in speedometer face

PARKING LIGHTS

Location---------- Below headlights in front fender face
Bulb replacement-------- Remove screws in plastic lens
Controlled by---------- Main switch

TAIL AND STOP LIGHTS

Make and type---------- Guide; tail and stop light combined in one unit.
Stop light switch---------- Mechanical, mounted on dash to instrument panel brace.

DIRECTION SIGNAL

(Factory optional accessory)

Make---------- Guide
Type---------- Flasher, front & rear; self-canceling
Front---------- Double filament bulb replaces single filament parking lamp.
Rear---------- Uses stop lamp bulb
Turn indicators on dash---------- Arrows in instrument cluster face.

REAR LICENSE LIGHTS

All models---------- One housed in each rear bumper guard inner face.

PASSENGER COMPARTMENT LIGHTS

Convertible ---------- Dual courtesy lamps, one under instrument panel each side.
Sport Coupe ---------- Dual rear compartment lamps one located high on each rear side quarter panel
Station Wagon (2429) ---------- Dual lamps, one located on each pillar directly behind front door operated by dome light switch or by a control to right of tailgate
All others ---------- Single dome light located approximately at center of roof
Manually controlled by ---------- Main switch
Automatically controlled by ---------- Opening front and rear doors in the Bel Air Series; front doors only in the Two-Ten Series. No automatic control in the One-Fifty Series

DUAL CIRCUIT BREAKER

Type & location---------- Bi-metal thermal elements incorporated in main switch.
Capacity (each circuit)---------- 15 amperes

INSTRUMENT PANEL LIGHTING

Instrument cluster:
Temperature gauge---------- Clear white light
Gasoline gauge---------- Clear white light
Speedometer dial---------- Clear white light
High beam indicator----------Red when lighted
Oil pressure indicator---------- Word "OIL" (black letters on red ground) visible when oil pressure drops below safety level.
Generator ---------- Word "GEN" (black letters on red ground) visible when generator is not charging.
Turn indicators----------Green when lighted
Powerglide shift indicator--------- Clear white light
Others:
Ignition lock----------Clear white light
Glove compartment---------- Clear white light. When switch is actuated by opening compartment door in the Two-Ten and Bel Air Series only.

MAIN SWITCH

Three position "pull" type switch mounted on instrument panel. A rheostat operated by rotating the switch knob controls the brightness of the instrument panel lights. Passenger compartment lights are controlled by a detent in the rheostat when switch knob is rotated to extreme travel counter-clockwise.

BULBS

Used in		Quantity	Trade No.	Power
Headlights	Upper beam	2	4400*	50W
	Lower beam			40W
Parking lights			67	3CP
Instrument cluster		3	57	2CP
Oil pressure indicator		1		
PG shift indicator				
Glove compartment				
Clock			67	3CP
Cigarette lighter			53	1CP
High beam indicator				
Ignition lock				
Passenger Compartment Lights	Convertible	2	89	6 CP
	Sport Coupe & 2429		90	
	All others	1	1004	15 CP
License plate light		2	67	3CP
Tail & stop lights	Tail		1034*	4CP
	Stop			32CP
Directional Signal (FOA)	Rear	Stop lamp used		
	Front	2	1034*	
	Front parking			4CP
	Dash indicator		53	1CP

* - Double filament bulb

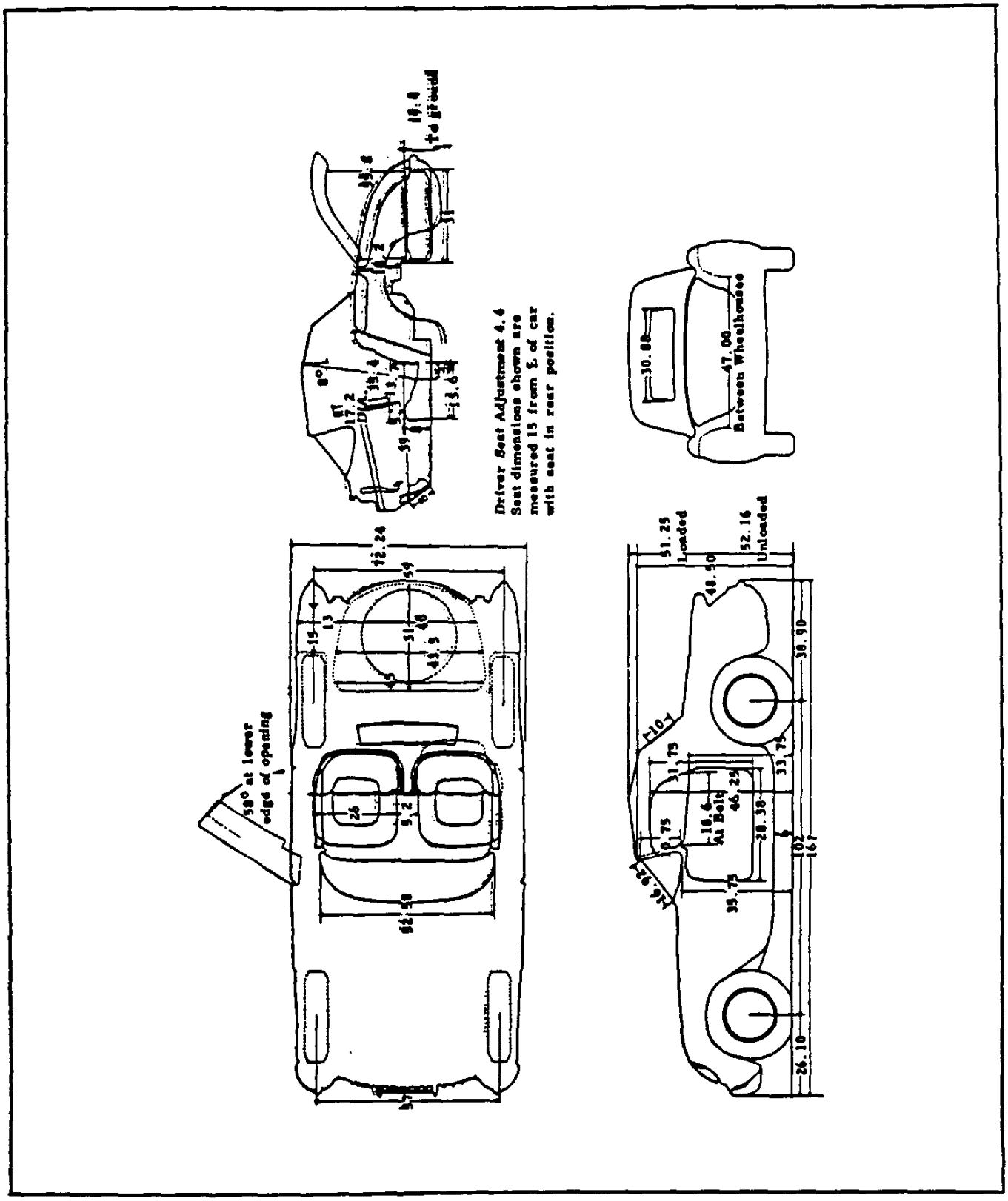
TOOLS

Jack (column & bracket serves as spare wheel support; base as wheel clamp. All models except station wagons & sedan delivery)
Capacity----------1200 lb
Height ---------- 28, raised; 5, lowered
Wheel wrench---------- Designed to serve also as jack handle and hub cap remover.

HORNS

Make---------- Delco-Remy
Type---------- Vibrator
Number and location---------- Two, attached to radiator side supports.
Relay in circuit---------- Yes
Current: High note---------- 9 amperes
Low note---------- 10 amperes

10-29-54. Revised: 6-10-55, e-Data added.


Driver Seat Adjustment 4.4
Seat dimensions shown are measured 15 from ℄ of car with seat in rear position.
Between Wheelhouses
58° at lower edge of opening
Loaded
Unloaded
All Belts

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 Dir. Sig. Housing	Red	Green	Beige	White
Lower Inst. Panel Door Trim Molding	White	Yellow	Beige	White
Steering Wheel Rim	White	Yellow	Red	Bronze
Seats Door Panels Cowl Side Kick Panels	Red	Yellow	Light Beige	Dark Beige

10-29-54. Revised: 6-10-55, • - Data revised.

FRONT SPRINGS

Make and Type ---------- Own, Coil
Material and Guage ---- 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 @ 1145 lbs
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 attached 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

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

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

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

ADVERTISED MAXIMUM ENGINE PERFORMANCE

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

AIR INLET

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

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

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

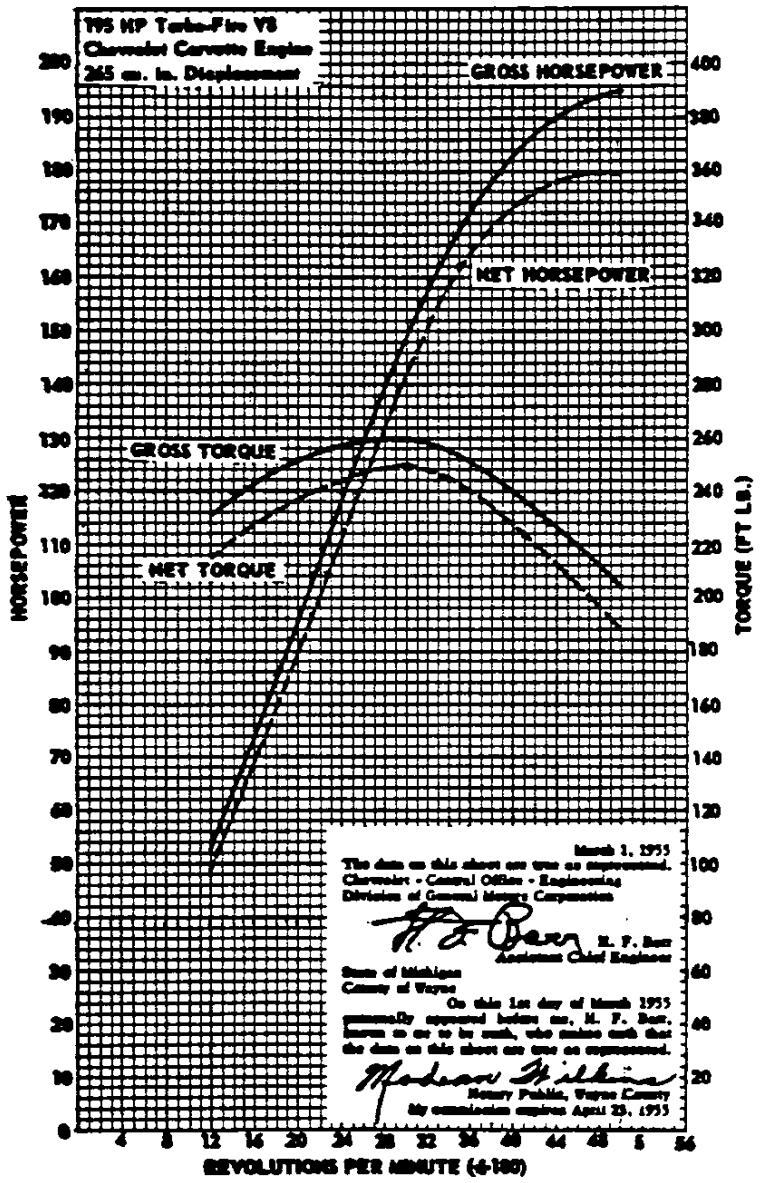
CARBURETOR

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.

¢ - See page 60 for definition.

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.

IDENTIFICATION CODES

THIS LIST OF ENGINE, PAINT AND SERIES CODES WILL HELP TO IDENTIFY YOUR '55-'57 AS CHEVROLET ORIGINALLY BUILT IT

As a special service for our readers, here is a handy guide to exterior paint combinations, engine identification, and series identification for '55, '56, and '57 Chevys. The paint combination numbers correspond with the paint number stamped on the firewall tag. The original Duco numbers refer to acrylic lacquer, while the Dulux is acrylic enamel. With this information, you can identify the original paint scheme on your '55-'57, particularly if it's one of the multitude of two-tone combinations offered during those three years.

The engine I.d. codes indicate the original engine and transmission combination. Plus, the casting numbers will help tell whether or not the engine is original. This can be extremely helpful, especially if you're buying a car the seller claims is original.

Finally, the series I.d. indicates what model the car is. Since it's relatively easy to transform a 150 into a Bel Air with the right exterior trim and upholstery upgrades, this is helpful information in determining a car's origins. *All info is courtesy of* Danchuk Manufacturing and is compiled from various Chevy sources. •

ENGINE IDENTIFICATION

1955

Source Designation: F—Flint, T—Tonawanda
Model Year Designation: '55
(Model Year Designation for 8-Cylinder, 3-Speed Corvette is 255)
Example of engine identification: The 65th 2400 Series six-cylinder engine built at Flint to be used with Powerglide would be stamped 0001065F55Y. If built at Tonawanda, it would have serial No. 0001065T55Y

Model	Engine Type	Serial No. Suffix
15-21-2400	"235" 6-Cylinder—3-Speed and Overdrive	Z
Tao-Cab	"235" 6-Cylinder—H.D. Clutch	ZC
15-21-2400	"235" 6-Cylinder—3-Speed—Aluminum Camshaft Gear	ZH
15-21-2400	"235" 6-Cylinder—H.D. Clutch Aluminum Camshaft Gear	ZJ
15-21-2400	"235" 6-Cylinder—Powerglide	Y
15-21-2400	"265" 6-Cylinder—3-Speed	G
15-21-2400	"265" 8-Cylinder—Overdrive	GC
15-21-2400	"265" 8-Cylinder—3-Speed Air Conditioning	GF
15-21-2400	"265" 8-Cylinder—Overdrive—Air Conditioning	GQ
15-21-2400	"265" 8-Cylinder—H.D Clutch	GJ
15-21-2400	"265" 8-Cylinder—H.D. Clutch Air Conditioning	GK
15-21-2400	"265" 8-Cylinder—3-Speed Dual Exhaust—4-bbl.	GL
15-21-2400	"265" 8-Cylinder—3-Speed Dual Exhaust—4-bbl.—Air Conditioning	GM
15-21-2400	"265" 8-Cylinder—Overdrive Dual Exhaust—4-bbl.	GE
15-21-2400	"265" 8-Cylinder—Overdrive Dual Exhaust—4-bbl. Air Conditioning	GN
15-21-2400	"265" 8-Cylinder—Powerglide	F
15-21-2400	"265" 8-Cylinder—Dual Exhaust—4-bbl.	FB
15-21-2400	"265" 8-Cylinder—Powerglide—Air Conditioning	FC
15-21-2400	"265" 8-Cylinder—Powerglide—Dual Exhaust—4-bbl.—Air Conditioning	FD
2900	"235" 6-Cylinder—Powerglide	YG
2900	"265" 8-Cylinder—Powerglide	FG
2900	"265" 8-Cylinder—3-Speed	GR

1956

Source Designation: F—Flint, T—Tonawanda
Model Year Designation '56
Example of engine identification: The 50th 2100 Series eight-cylinder engine for overdrive transmission built at Flint would be stamped 0001050F56GC. If built at Tonawanda, it would have serial No. 0001050T56GC.
NOTE: After October 1, 1956, past model series engines will show the latest year of application immediately preceding the source letter.

Model	Engine Type	Serial No. Suffix
15-21-2400	"235" 6-Cylinder—3-Speed and Overdrive	Z
15-21-2400	"235" 6-Cylinder—H.D. Clutch	ZC
15-21-2400	"235" 6-Cylinder—Powerglide	Y
15-21-2400	"265" 8-Cylinder—3-Speed	G
15-21-2400	"265" 8-Cylinder—Overdrive	GC
15-21-2400	"265" 8-Cylinder—4-bbl.	GL
15-21-2400	"265" 8-Cylinder—Dual 4-bbl.	GS
15-21-2400	"265" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	GT
15-21-2400	"265" 8-Cylinder—4-bbl.—Air Conditioning	GM
15-21-2400	"265" 8-Cylinder—H.D Clutch	GJ
15-21-2400	"265" 8-Cylinder—H.D. Clutch—Air Conditioning	GK
15-21-2400	"265" 8-Cylinder—Overdrive—4-bbl.	GE
15-21-2400	"265" 8-Cylinder—Overdrive—Air Conditioning—4-bbl.	GN
15-21-2400	"265" 8-Cylinder—Powerglide	F
15-21-2400	"265" 8-Cylinder—Powerglide—4-bbl.	FB
15-21-2400	"265" 8-Cylinder—Powerglide—4-bbl.	FH
15-21-2400	"265" 8-Cylinder—Air Conditioning	FC
15-21-2400	"265" 8-Cylinder—Air Conditioning—4-bbl.	FD
2900	"265" 8-Cylinder—3-Speed	GV
2900	"265" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	GU
2900	"265" 8-Cylinder—Dual 4-bbl.	GR
2900	"265" 8-Cylinder—Powerglide	FK
2900	"265" 8-Cylinder—Powerglide Dual 4-bbl.	FG

1957

Source Designation: F—Flint, T—Tonawanda
C—Canada
Starting Unit Number: The three- or four-digit number following the source designation marks the month and date produced. The last two digits designate the date, i.e. (01) for the first day of the month, (10) for the tenth day, etc. The digits preceding the date produced designate the month, i.e. (1) for January, (11) for November.
Example of engine identification: A standard 2400 series type engine built at Flint on March 1st would be stamped F301A. If built at Tonawanda on October 19, it would have serial No. T1019A.

Model	Engine Type	Serial No. Suffix
15-21-2400	"235" 6-Cylinder—3-Speed and Overdrive	A
15-21-2400	"235" 6-Cylinder—H.D. Clutch	AD
15-21-2400	"235" 6-Cylinder—Powerglide	B
15-21-2400	"265" 8-Cylinder—3-Speed	C
15-21-2400	"265" 8-Cylinder—Overdrive	CD
15-21-2400	"265" 8-Cylinder—3-Speed	CE
15-21-2400	"283" 8-Cylinder—4-bbl.	E
15-21-2400	"283" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	EB
15-21-2400	"283" 8-Cylinder—Fuel-Injection	EJ
15-21-2400	"283" 8-Cylinder—Fuel-Injection w/Hi-Lift Camshaft	EK
15-21-2400	"283" 8-Cylinder—Overdrive—4-bbl.	EC
15-21-2400	"283" 8-Cylinder Powerglide	F
15-21-2400	"283" 8-Cylinder Powerglide—Air Conditioning	FA
15-21-2400	"283" 8-Cylinder Powerglide—4-bbl.	FC
15-21-2400	"283" 8-Cylinder Powerglide—Dual 4-bbl.	FD
15-21-2400	"283" 8-Cylinder Powerglide—Fuel-Injection	FJ
15-21-2400	"283" 8-Cylinder Powerglide—4-bbl.—Air Conditioning	FE
15-21-2400	"283" 8-Cylinder—Turboglide	G
15-21-2400	"283" 8-Cylinder—Turboglide—4-bbl.	GC
15-21-2400	"283" 8-Cylinder—Turboglide—Dual 4-bbl.	GD
15-21-2400	"283" 8-Cylinder—Turboglide—Fuel-Injection	GF
2900	"283" 8-Cylinder—3 Speed—4-bbl.	EF
2900	"283" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	EG
2900	"283" 8-Cylinder—Dual 4-bbl.	EH
2900	"283" 8-Cylinder—Fuel-Injection w/Hi-Lift Camshaft—Air Conditioning	EL
2900	"283" 8-Cylinder—Fuel-Injection with Hi-Lift Camshaft	EN
2900	"283" 8-Cylinder—Fuel-Injection	FM
2900	"283" 8-Cylinder—Powerglide—Dual 4-bbl.	FG
2900	"283" 8-Cylinder—Powerglide	FH
2900	"283" 8-Cylinder—Powerglide—Fuel-Injection	FR

No.	Model Usage Style No.
585	1011-11A-19
585	1011D-19D-3
586	1011-11A-19
586	1011D-19D-6
587	1011-11A-19 1200 Series
587	1011-19D-37
588	1011-11A-19
588	1011D-19D-6
589	1011-11A-19 11B-19-71
589	1011-19D-37
590	1011-19-121
590	1011D-19D
591	1011-19-62F 11B-19
591	Bel Air
592	1011-19-62F 19-63F
592	1067D
593	1011-11A-19
593	1011D-19D
594	1011-19-121
594	1011D-19D
596	Convertible
596	1062DF-67D
626	Convertible
630	Sport Coupe
683	1011-11A-19
683	1011D-19D

No.	Model Usage Style No.
599	1011-19-62F 1211-19-63F
599	1011D-19D
600	1011-19-1211-19
600	1011D-19D
601	Sport Coupe
602	1011-11A-19 1211-1219
602	1011D-19D-37D
603	1062F-63F
604	1062DF-67D
605	1011-11A-19
606	1011-19-1263F
606	1011D-19D-37D-62DF
607	1011-11A-19
608	1011A
608	1011D-19D-37D-67D
610	1062F-63F
610	Convertible
612	1011D-19D-37D-67D
613	1011-19-121 11B-19
613	1011D-19D-37D
614	1011-11A-19-62F-63F-1211-19
614	1011D-19D-37D-62DF
615	1037D-62DF 67D
617	1011A
624	1011-19-121 11B-19
624	1011D-19D
627	1011D-19D-37D-64DF-67D
628	1011A
628	1011D-19D-37D
629	Convertible

'55 PAINT COMBINATION CHART

No.	Model Usage Style No.	Body Color	Duco No.	Wheel Color	Duluxe No.	Wheel Striping	Duco
585	1011-11A-19-1211-11B-19-71	Onyx Black	2532247	Onyx Black	505	Argent Silver	2894202
585	1011D-19D-37D-67D	Onyx Black	2532247	Onyx Black	505	None	
586	1011-11A-19-1200 Series	Sea Mist Gr.	25357950	Sea Mist Gr.	670	Onyx Black	2532247
586	1011D-19D-67D	Sea Mist Gr.	25357950	Sea Mist Gr.	None		
587	1011-11A-19-62F-63F 1200 Series	Neptune Gr.	28157951	Neptune Gr.	671	Argent Silver	2894202
587	1011-19D-37D-62DF	Neptune Gr.	28157951	Neptune Gr.	671	None	
588	1011-11A-19-1211-11b-19-71	Skyline Blue	25358001	Skyline Blue	680	Onyx Black	2532247
588	1011D-19D-67D	Skyline Blue	25358001	Skyline Blue	680	None	
589	1011-11A-19-62F-63F-1211-11B-19-71	Glacier Blue	28157921	Glacier Blue	676	Argent Silver	2894202
589	1011-19D-37D-62DF	Glacier Blue	28157921	Glacier Blue	676	None	
590	1011-19-1211-11B-19-71	Copper Mar.	28158099	Copper Mar.	678	Argent Silver	2894202
590	1011D-19D	Copper Mar.	28158099	Copper Mar.	678	None	
591	1011-19-62F-63F-1211-11B-19	Shoreline Beige	25357602	Shoreline Beige	647	Onyx Black	2532247
591	Bel Air	Shoreline Beige Autumn	25357602	Shoreline Beige Autumn	647	None	
592	1011-19-62F-63F-1211-11B 19-63F	Bronze	28158009	Bronze	672	Argent Silver	2894202
592	1067D	Autumn Bronze	28158009	Autumn Bronze	672	None	
593	1011-11A-19-1211-11B-19-71	India Ivory	25358458	India Ivory	689	Onyx Black	2532247
593	1011D-19D	India Ivory	25358458	India Ivory	689	None	
594	1011-19-1211-11B-19-71	Shadow Gray	28657631	Shadow Gray	654	Argent Silver	2894202
594	1011D-19D	Shadow Gray	28657631	Shadow Gray	654	None	
596	Convertible	Gypsy Red	25357953	Gypsy Red	673	None	
596	1062DF-67D	Regal Turq.	28157955	Regal Turq.	675	None	
626	Convertible	Coral	25357990	Coral	679	None	
630	Sport Coupe	Harvest Gold	25358456	Harvest Gold	696	None	
683	1011-11A-19-1211-11B-19-71	Cashmere Blue	25358455	Cashmere Blue	699	Onyx Black	2532247
683	1011D-19D	Cashmere Blue	25358455	Cashmere Blue	699	None	

'55 TWO-TONE COLOR COMBINATIONS

No.	Model Usage Style No.	Upper Body Color	Duco No.	Lower Body Color	Duco No.	Wheel Color	Duluxe No.	Wheel Striping	Duco No.
599	1011-19-62F-1211-19-63F	Sea Mist Gr.	25357950	Neptune Gr.	28157951	Neptune Gr.	671	Argent Silver	2894202
599	1011D-19D	Sea Mist Gr.	25357950	Neptune Gr.	28157951	Neptune Gr.	671	None	
600	1011-19-1211-19	Skyline Blue	25358001	Glacier Blue	28157921	Glacier Blue	676	Argent Silver	2894202
600	1011D-19D	Skyline Blue	25358001	Glacier Blue	28157921	Glacier Blue	676	None	
601	Sport Coupe	Neptune Gr.	28157951	Shoreline Beige	25357602	Shoreline Beige	647	None	
602	1011-11A-19-1211-1219	India Ivory	25358458	Skyline Blue	25358001	Skyline Blue	680	Onyx Black	2532247
602	1011D-19D-37D	India Ivory	25358458	Skyline Blue	25358001	Skyline Blue	680	None	
603	1062F-63F	Autumn Bronze	28158009	Shoreline Beige	25357602	Shoreline Beige	647	Onyx Black	2532247
604	1062DF-67D	Neptune Gr.	28157951	Sea Mist Gr.	25357950	Sea Mist Gr.	670	None	
605	1011-11A-19	India Ivory	25358458	Sea Mist Gr.	25357950	Sea Mist Gr.	670	Onyx Black	2532247
606	1011-19-1263F	Shoreline Beige	25357602	Autumn Bronze	28158009	Autumn Bronze	672	Argent Silver	2894202
606	1011D-19D-37D-62DF	Shoreline Beige	25357602	Autumn Bronze	28158009	Autumn Bronze	672	None	
607	1011-11A-19	Glacier Blue	28157921	Shoreline Beige	25357602	Shoreline Beige	647	Onyx Black	2532247
608	1011A	India Ivory	25358458	Onyx Black	2532247	Onyx Black	505	Argent Silver	2894202
608	1011D-19D-37D-67D	India Ivory	25358458	Onyx Black	2532247	Onyx Black	505	None	
610	1062F-63F	Glacier Blue	28157921	Skyline Blue	25358001	Skyline Blue	680	Onyx Black	2532247
610	Convertible	Glacier Blue	28157921	Skyline Blue	25358001	Skyline Blue	680	None	
612	1011D-19D-37D-67D	India Ivory	25358458	Regal Turquoise	28157955	Regal Turquoise	675	None	
613	1011-19-1211-11B-19	Shoreline Beige	25357602	Neptune Gr.	28157951	Neptune Gr.	671	Argent Silver	2894202
613	1011D-19D-37D	Shoreline Beige	25357602	Neptune Gr.	28157951	Neptune Gr.	671	None	
614	1011-11A-19-62F-63F-1211-19	Shoreline Beige	25357602	Glacier Blue	28157921	Glacier Blue	676	Argent Silver	2894202
614	1011D-19D-37D-62DF	Shoreline Beige	25357602	Glacier Blue	28157921	Glacier Blue	676	None	
615	1037D-62DF-67D	Shoreline Beige	25357602	Gypsy Red	25357953	Gypsy Red	673	None	
617	1011A	India Ivory	25358458	Gypsy Red	25357953	Gypsy Red	673	Argent Silver	2894202
624	1011-19-1211-11B-19	India Ivory	25358458	Shadow Gray	28657631	Shadow Gray	654	Argent Silver	2894202
624	1011D-19D	India Ivory	25358458	Shadow Gray	28657631	Shadow Gray	654	None	
627	1011D-19D-37D-64DF-67D	Shadow Gray	28657631	Coral	25357990	Coral	679	None	
628	1011A	Onyx Black	2532247	India Ivory	25358458	India Ivory	689	Onyx Black	2532247
628	1011D-19D-37D	Onyx Black	2532247	India Ivory	25358458	India Ivory	689	None	
629	Convertible	India Ivory	25358458	Coral	25357990	Coral	689	None	

'55 TWO-TONE COLOR COMB

No.	Model Usage Style No.	Upper Body Color	Duco No.	Lower Body Color	Duco No.	W C
631	1011A	India Ivory	25358458	Harvest Gold	25358456	H G
631	1011D-19D-37D-67D	India Ivory	25358458	Harvest Gold	25358456	H G
682	1011-11A-19-62F-63F-1211-19	India Ivory	25358458	Cashmere Blue	25358455	C B
682	1011D-19D-37D-62DF-64DF-67D	India Ivory	25358458	Cashmere Blue	25358455	C B
684	1011-19-62F-63F-1263F	India Ivory	25358458	Navajo Tan	28158457	N T
684	1011D-19D-37D-62DF-64DF-67DF	India Ivory	25358458	Navajo Tan	28158457	N T
685	1011D-19D-37D-64DF-67D	India Ivory	25358458	Dusk Rose	28658459	D

'56 PAINT COMBINATION

No.	Model Usage Style No.	Body Color	Duco No.	Wheel Color
687	All Models	Onyx Black	2532247	Onyx Blac
688	150, 210 Series	Pinecrest Green	25358897	Pinecrest Green
688	1011D-19D-37D-39D-62DF-67D	Pinecrest Green	25358897	Pinecrest Green
690	150, 210 Series	Sherwood Green	28659525	Sherwood Green
690	1011D-19D-37D-39D-67D	Sherwood Green	28659525	Sherwood Green
691	150, 210 Series	Nassau Blue	25358752	Nassau Blue
691	1011D-19D-37D-39D-62DF-67D	Nassau Blue	25358752	Nassau Blue
692	1011-19-37-39-1271	Harbor Blue	28158812	Harbor Blue
692	1011D-19D-37D-39D 67D	Harbor Blue	28158812	Harbor Blue
693	1011-11A-19-37-39	Dusk Plum	28159238	Dusk Plu
693	1011D-19D-37D-39D-62DF-67D	Dusk Plum	28159238	Dusk Plu
694	150, 210 Series	India Ivory	25358458	India Ivor
694	1011D-19D-37D-39D-62DF-67D	India Ivory	25358458	India Ivor
695	150 (exc. 1271), 210 Series	Crocus Yellow	25358783	Crocus Yellow
695	1011D-19D-37D-39D-62DF-67D	Crocus Yellow	25358783	Crocus Yellow
697	150 (exc. 1263F), 210 Series	Matador Red	25359446	Matador Red
697	1011D-19D-37D-39D-62DF-67D	Matador Red	25359446	Matador Red
698	210 Series-1211-11B-19	Twilight Turquoise	25358920	Twilight Turquois
698	1011D-19D-37D-39D-62DF-67D	Twilight Turquoise	25358920	Twilight Turquois
749	150 (exc. 1271-63F), 210 Series	Tropical Turquoise	25359787	Tropical Turquois
749	Bel Air (exc. 1084DF)	Tropical Turquoise	25359787	Tropical Turquois
750	150 Series (exc. 1271)	Calypso Cream	25390209	Calypso Cream
752	210 Series	Inca Silver	88756303	Inca Silv
752	Bel Air Series	Inca Silver	88756303	Inca Silv

Because of various color separations on the 1956 models, t
indicator to the color combinations and their respec

'56 TWO-TONE COLOR COMI

No.	Model Usage Style No.	Upper Body Color	Duco No.	Lower Body Color	Duco No.
696	150, 210 Series	Crocus Yellow	25358783	Onyx Black	2532247
696	Bel Air Series	Crocus Yellow	25358783	Onyx Black	2532247
700	Bel Air Series	Sierra Gold	28659894	Adobe Beige	25359895
701	150, 210 Series	India Ivory	25358458	Onyx Black	2532247
701	Bel Air Series	India Ivory	25358458	Onyx Black	2532247
702	150, 210 Series	Sherwood Green	28659525	Pinecrest Green	25358897
702	Bel Air Series	Sherwood Green	28659525	Pinecrest Green	25358897
703	1011-19-37-39	Harbor Blue	28158812	Nassau Blue	25358752

E COLOR COMBINATIONS

...wer ...dy ...olor	Duco No.	Wheel Color	Duluxe No.	Wheel Striping	Duco No.
Harvest Gold	25358456	Harvest Gold	698	Onyx Black	2532247
Harvest Gold	25358456	Harvest Gold	698	None	
Cashmere Blue	25358455	Cashmere Blue	699	Onyx Black	2532247
Cashmere Blue	25358455	Cashmere Blue	699	None	
Navajo Tan	28158457	Navajo Tan	700	Onyx Black	2532247
Navajo Tan	28158457	Navajo Tan	700	None	
Dusk Rose	28658459	Dusk Rose	690	None	

COMBINATION CHART

Duco No.	Wheel Color	Duluxe No.	Wheel Striping	Duco No.
2532247	Onyx Black	505	Argent Silver	2894202
25358897	Pinecrest Green	716	Onyx Black	2532247
25358897	Pinecrest Green	716	None	
28659525	Sherwood Green	717	Argent Silver	2894202
28659525	Sherwood Green	717	None	
25358752	Nassau Blue	718	Onyx Black	2532247
25358752	Nassau Blue	718	None	
28158812	Harbor Blue	719	Argent Silver	2894202
28158812	Harbor Blue	719	None	
28159238	Dusk Plum	728	Argent Silver	2894202
28159238	Dusk Plum	728	None	
25358458	India Ivory	689	Onyx Black	2532247
25358458	India Ivory	689	None	
25358763	Crocus Yellow	725	Onyx Black	2532247
25358763	Crocus Yellow	725	None	
25359446	Matador Red	738	Onyx Black	2532247
25359446	Matador Red	738	None	
25358920	Twilight Turquoise	723	Argent Silver	2894202
25358920	Twilight Turquoise	723	None	
25359787	Tropical Turquoise	757	Argent Silver	2894202
25359787	Tropical Turquoise	757	None	
25390209	Calypso Cream	790	Onyx Black	2532247
38756303	Inca Silver	759	Onyx Black	2532247
38756303	Inca Silver	759	None	

...e 1956 models, the following chart serves only as an... ...s and their respective identification numbers.

COLOR COMBINATIONS

...er ...ty ...er	Duco No.	Wheel Color	Duluxe No.	Wheel Striping	Duco No.
...x Black	2532247	Crocus Yellow	725	Onyx Black	2532247
...x Black	2532247	Crocus Yellow	725	None	
...be Beige	25359695	Sierra Gold	742	None	
...x Black	2532247	Onyx Black	505	Argent Silver	2894202
...x Black	2532247	Onyx Black	505	None	
...crest ...en	25358897	Pinecrest Green	716	Onyx Black	2532247
...crest ...en	25358897	Pinecrest Green	716	None	
...sau ...	25358752	Harbor Blue	719	Argent Silver	2894202

'56 TWO-TONE COLOR COMBINATIONS

No.	Model Usage Style No.	Upper Body Color	Duco No.	Lower Body Color	Duco No.	Wheel Color	Duluxe No.	Wheel Striping	Duco No.
703	Bel Air Series (exc. 1062DF)	Harbor Blue	28158812	Nassau Blue	25358752	Harbor Blue	719	None	
705	150, 210 Series	India Ivory	25358458	Pinecrest Green	25358897	Pinecrest Green	716	Onyx Black	2532247
705	Bel Air Series	India Ivory	25358458	Pinecrest Green	25358897	Pinecrest Green	716	None	
706	150, 210 Series	India Ivory	25358458	Sherwood Green	28659525	Sherwood Green	717	Argent Silver	2894202
706	Bel Air Series (exc. 1062DF)	India Ivory	25358458	Sherwood Green	28659525	Sherwood Green	717	None	
707	150, 210 Series	India Ivory	25358458	Nassau Blue	25358752	Nassau Blue	718	Onyx Black	2532247
707	Bel Air Series	India Ivory	25358458	Nassau Blue	25358752	Nassau Blue	None		
708	210 Series	India Ivory	25358458	Dusk Plum	28159238	Dusk Plum	728	Argent Silver	2894202
708	Bel Air Series	India Ivory	25358458	Dusk Plum	28159238	Dusk Plum	728	None	
710	210 Series	India Ivory	25358458	Twilight Turquoise	25358920	Twilight Turquoise	723	Argent Silver	2894202
710	Bel Air Series	India Ivory	25358458	Twilight Turquoise	25358920	Twilight Turquoise	723	None	
711	150, 210 Series	India Ivory	25358458	Matador Red	25359446	Matador Red	738	Onyx Black	2532247
711	1011D-19D-67D	India Ivory	25358458	Matador Red	25359446	Matador Red	738	None	
715	1037D-39D-62DF-64DF	Matador Red	25359446	Dune Beige	25359144	Matador Red	738	None	
717	210 Series	Crocus Yellow	25358763	Laurel Green	28159423	Laurel Green	730	Argent Silver	2894202
717	Bel Air Series	Crocus Yellow	25358763	Laurel Green	28159423	Laurel Green	730	None	
721	210 Series (exc. 1011A)	India Ivory	25358458	Dawn Gray	28159692	Dawn Gray	755	Onyx Black	2532247
721	Bel Air Series	India Ivory	25358458	Dawn Gray	28159692	Dawn Gray	755	None	
754	210 Series	India Ivory	25358458	Tropical Turquoise	25359789	Tropical Turquoise	757	Argent Silver	2894202
754	Bel Air Series	India Ivory	25358458	Tropical Turquoise	25359789	Tropical Turquoise	757	None	
755	150 Series	Calypso Cream	25390209	Onyx Black	2532247	Calypso Cream	790	Onyx Black	2532247
756	150, 210 Series (exc. 1271)	Grecian Gold	28190317	Calypso Cream	25390209	Grecian Gold	794	Onyx Black	2532247
756	Bel Air Series	Grecian Gold	28190317	Calypso Cream	25390209	Calypso Cream	790	None	
757	210 Series	Inca Silver	68756303	Imperial Ivory	68559931	Imperial Ivory	799	Onyx Black	2532247
757	Bel Air Series	Inca Silver	68756303	Imperial Ivory	68559931	Inca Silver	759	None	
763	1039D-1062DF-1037D-	Matador Red	25359446	Adobe Beige	25359695	Matador Red	738	None	

'57 PAINT COMBINATION CHART

No.	Model Usage Style No.	Body Color	Duco No.	Wheel Color	Duluxe No.
793	150, 210, Bel Air	Onyx Black	2532247	Onyx Black	505
794	150 (exc. 1529),210, Bel Air (exc. 2409-29)	Imperial Ivory	68559931	Imperial Ivory	799
795	150, 210, Bel Air	Larkspur Blue	25390114	Larkspur Blue	808
796	150, 210, Bel Air	Harbor Blue	28158812	Harbor Blue	719
797	150, 210, Bel Air	Surf Green	25390147	Surf Green	807
798	150, 210, Bel Air	Highland Green	28659775	Highland Green	822
799	150 (exc. 1506), 210, Bel Air	Tropical Turquoise	25359787	Tropical Turquoise	757
800	150 (exc. 1506), 210, Bel Air	Colonial Cream	25358094	Colonial Cream	809
801	Bel Air Convertible	Canyon Coral	25390645	Canyon Coral	821
802	150, 210, Bel Air	Matador Red	25359446	Matador Red	738
803	Bel Air Convertible	Coronado	25390620	Coronado	819
804	210, Bel Air	Inca Silver	68756303	Inca Silver	759
805	2124-09-19-29, Bel Air	Sierra Gold	28659694	Sierra Gold	742
806	150 (exc. 1506), 210, Bel Air	Adobe Beige	25359695	Adobe Beige	760
821	Bel Air Convertible	Dusk Pearl	68790354	Dusk Pearl	812
823	Bel Air Convertible	Laurel Green	28190696	Laurel Green	806

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No.	Mo... Usa... Sty...			
807	150 210 (exc			
808	150 Bel (exc			
809	150 Bel (exc			
809	210			
810	150 210 (exc			
811	150 210 (exc			
812	150			
812	210			
812	Bel (exc			
813	150 210 (exc			
814	210 (exc			
815	150 Bel (exc			
815	210			
816	150 Bel A (exc			
816	210			
817	210 (exc			
818	2124 Bel A (exc			
819	150 Bel A (exc			
820	210			
820	Bel A (exc			
822	210			
822	Bel A (exc			

Series
Pass.
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Pass.

Because of various color separations on the '57 models, the following chart serves only as an indicator to the color combinations and their respective identification numbers.

'57 TWO-TONE COLOR COMBINATIONS

No.	Model Usage Style No.	Upper Body Color	Duco No.	Lower Body Color	Duco No.	Wheel Color	Dulux No.
807	150 (exc. 1508), 210, Bel Air (exc. Conv.)	India Ivory	25358458	Onyx Black	2532247	Onyx Black	505
808	150 (exc. 1508), Bel Air (exc. Conv.)	Imperial Ivory	88559931	Inca Silver	88756303	Inca Silver	759
809	150 (exc. 1508), Bel Air (exc. Conv.)	—	—	Harbor Blue	28158812	Harbor Blue	719
809	210	Harbor Blue	28158812	Larkspur Blue	25390114	Larkspur Blue	808
810'	150 (exc. 1508), 210, Bel Air (exc. Conv.)	India Ivory	25358458	Larkspur Blue	25390114	Larkspur Blue	808
811	150 (exc. 1508), 210 Bel Air (exc. Conv.)	India Ivory	25358458	Tropical Turquoise	25359787	Tropical Turquoise	757
812	150 (exc. Conv.)	—	—	Surf Green	25390147	Surf Green	807
812	210	Surf Green	25390147	Highland Green	28659775	Surf Green	807
812	Bel Air (exc. Conv.)	Surf Green	25390147	Highland Green	28659775	Highland Green	822
813	150 (exc. 1508), 210, Bel Air (exc. Conv.)	India Ivory	25358458	Surf Green	25390147	Surf Green	807
814	210, Bel Air (exc. Conv.)	India Ivory	25358458	Coronado Yellow	25390620	Coronado Yellow	819
815	150 (exc. 1508), Bel Air (exc. Conv.)	—	—	Colonial Cream	25358094	Colonial Cream	809
815	210	Colonial Cream	25358094	Onyx Black	2532247	Onyx Black	505
816	150 (exc. 1508), Bel Air (exc. Conv.)	—	—	Colonial Cream	25358094	Colonial Cream	809
816	210	Colonial Cream	25358094	India Ivory	25358458	Colonial Cream	809
817	210, Bel Air (exc. Conv.)	India Ivory	25358458	Canyon Coral	25390645	Canyon Coral	821
818	2124-09-19-29, Bel Air (exc. Conv.)	Adobe Beige	25359895	Sierra Gold	28659894	Sierra Gold	742
819	150 (exc.1508), Bel Air (exc. Conv.)	India Ivory	25358458	Matador Red	25359446	Matador Red	738
820	210	Colonial Cream	25358094	Laurel Green	28190596	Colonial Cream	809
820	Bel Air (exc. conv.)	—	—	Laurel Green	28190596	Laurel Green	806
822	210	Dusk Pearl	88790354	Imperial Ivory	88559931	Dusk Pearl	812
822	Bel Air (exc. Conv.)	—	—	Dusk Pearl	88790354	Dusk Pearl	812

SERIES IDENTIFICATION
'55-'57 MODEL/SERIES CHART

Series "A" Model "150"			
1502	1211	Sedan, 2-Door	'55, '56, '57
1503	1219	Sedan, 4-Door	'55, '56, '57
1512	1211B	Utility Sedan	'55, '56, '57
1529	1263F	Station Wagon, 2-Door, 6-Passenger	'55, '56, '57
Series "B" Model "210"			
2102	1011	Sedan, 2-Door	'55, '56, '57
2103	1019	Sedan, 4-Door	'55, '56, '57
2109	1062F	Station Wagon, 4-Door, 6-Passenger	'55, '56, '57
2113	1039	Sport Sedan, 4-Door Hardtop	'56, '57
2119	1062FC	Station Wagon, 4-Door, 9-Passenger	'56, '57
2124	1011A	Club Coupe (Del Ray)	'55, '56, '57
2129	1063F	Station Wagon, 2-Door, 6-Passenger	'55, '56, '57
2154	1037	Sport Coupe, 2-Door Hardtop	'55, '56, '57
Series "C" Model "Bel Air"			
2402	1011D	Sedan, 2-Door	'55, '56, '57
2403	1019D	Sedan, 4-Door	'55, '56, '57
2409	1062DF	Station Wagon, 4-Door, 6-Passenger	'55, '57
2413	1039D	Sport Sedan, 4-Door Hardtop	'56, 57
2419	1062DF	Station Wagon, 4-Door, 9-Passenger	'56
2429	1064DF	Station Wagon, 2-Door, 6-Pass. (Nomad)	'55, '56, '57
2434	1067D/or DTX	Convertible	'55, '56, '57
2454	1037D	Sport Coupe, 2-Door Hardtop	'56, '56, '57
Series "D" Model "150"			
1508	1271	Sedan Delivery	'55, '56, '57

'55-'57 PASSENGER REAR AXLE IDENTIFICATION

Series	Type	G & A	Buffalo	Series	Type	G & A
Pass.	3-Speed	AA	8A	Pass.	3-Speed w/posi. (3.55 ratio)	AK
Pass.	Automatic	AB	8B	Pass.	Overdrive w/posi. (4.11 ratio)	AL
Pass.	Overdrive	AC	8C	Pass.	Automatic w/posi. (3.36 ratio)	AM

Axle identification is stamped on differential carrier along with the date of manufacture.

CASTING NUMBERS

BLOCK	CAST NO.
'55-'57 6-Cyl. w/Dual Hole W. Pump	3835811
'55-'57 6-Cyl. w/Dual Hole W. Pump	3733949
'55-'57 6-Cyl. w/Dual Hole W. Pump	3833949
'55-'57 6-Cyl. w/Single Hole W. Pump	3739716
'55-'57 6-Cyl. w/Single Hole W. Pump	3836233
'55-'57 6-Cyl. w/Single Hole W. Pump	3837004
'55 V8	3703524
'55 V8	3720991
'55-'57 V8 265 and 283	3731548
'57 V8 w/Fuel-Injection	3867802
Replacement: casting No. 3731548 can be found on 265 or 283 '55-'57 blocks.	
CYLINDER HEADS	**CAST NO.**
'55-'57 6-Cyl.	3836848
'55 All V8 Engines	3703523
Same 1955 2-bbl. Engines	3837064
'56 V8 2-bbl.	3837064
'56 V8 4-bbl.	3725308
'56 V8 2-4-bbl.	3731782
'57 V8 2-bbl.	3731554
'57 V8 4-bbl. 2-4-bbl. and F.I.	3731639
'57 V8 4-bbl. 2-4-bbl. and F.I.	3740997
INTAKE MANIFOLDS	**CAST NO.**
'55-'57 6-Cyl.	383559
'55 V8 2-bbl.	3704790
'55 V8 4-bbl.	3711348
'56 V8 2-bbl.	3735444
'56 V8 4-bbl.	3735448
'56 V8 2-4-bbl.	3731394
'57 V8 2-bbl.	3732880
'57 V8 4-bbl. Early No. 3731396	3742829
'57 V8 2-4-bbl.	3739653
EXHAUST MANIFOLDS	**CAST NO.**
'55-'57 6-Cyl.	3835587
'55 V8 Right Side	3704792
'55 V8 Left Side	3704791
'56 V8 Right Side	3836968
'56 V8 Left Side	3837069
'56 V8 w/2-4-bbl. Right Side	3731558
'56 V8 w/2-4-bbl. Left Side	3731557
'57 V8 w/2-4-bbl. Right Side	3733978
'57 V8 Left Side	3733975
WATER PUMPS	**CAST NO.**
'55-'56 V8	3704911
'57 V8	3782606
'55-'57 2nd Design 6-Cyl.	3741033
BELLHOUSINGS	**CAST NO.**
'55-'57 Std. Trans. 6-Cyl.	3739585
'55-'57 Std. Trans. V8	3704922
'55-'56 V8 w/Powerglide	3836142
'57 V8 w/Powerglide	3733365
'55-'57 6-Cyl. w/Powerglide	3836601
HARMONIC BALANCERS	**CAST NO.**
'55-'57 All V8 Engines	3836196
'55-'57 All 6-Cyl. Engines	3836160
CARBURETORS	**TAG NO.**
'55-'57 6-Cyl. 1-bbl. Carter	2008
'55-'57 6-Cyl. 1-bbl. Carter	2046
'55-'57 6-Cyl. 1-bbl. Carter	2101
'55 6-Cyl. 1-bbl. Rochester	7007180
'55 6-Cyl. 1-bbl. Rochester	7007161
'56 6-Cyl. 1-bbl. Rochester	7009251
'56 6-Cyl. 1-bbl. Rochester	7009255
'57 6-Cyl. 1-bbl. Rochester	7009656
'57 6-Cyl. 1-bbl. Rochester	7009657
'55-'56 V-8 2-bbl. Carter (WGD)	2286
'55 V8 2-bbl. Rochester	7005810
'55 V8 2-bbl. Rochester	7006825
'55 V8 2-bbl. Rochester	7008004
'55 V8 2-bbl. Rochester	7008005
'56 V8 2-bbl. Rochester	7008387
'56 V8 2-bbl. Rochester	7008388
'57 V8 2-bbl. Rochester	7010647
'57 V8 2-bbl. Rochester	7010648
'57 V8 2-bbl. Rochester	7011224
'57 V8 2-bbl. Rochester	7011131
'55 V8 4-bbl. Carter (WCFB)	2218
'55 V8 4-bbl. Carter (WCFB)	2351
'56 V8 4-bbl. Carter (WCFB)	2366
'57 V8 4-bbl. Carter (WCFB)	2505
'57 V8 4-bbl. Carter (WCFB)	2565
'55-'57 V8 Dual 4-bbl. Carter, Front	2419
'55-'57 V8 Dual 4-bbl. Carter, Front	2613
'55-'57 V8 Dual 4-bbl. Carter, Front	2626
'55-'57 V8 Dual 4-bbl. Carter, Front	3181
'55-'57 V8 Dual 4-bbl. Carter, Front	3182
'55-'57 V8 Dual 4-bbl. Carter, Rear	2362
'55-'57 V8 Dual 4-bbl. Carter, Rear	2614
'55-'57 V8 Dual 4-bbl. Carter, Rear	2627
'56 V8 4-bbl. Rochester	7008737
'57 V8 4-bbl. Rochester	7009646
'57 V8 4-bbl. Rochester	7012128