1969

CHEVROLET

PASSENGER CAR SPECIFICATIONS

CHEVROLET

CHEVROLET ENGINEERING CENTER
ENGINEERING PRODUCT INFORMATION DEPARTMENT
WARREN • MICHIGAN

INTRODUCTION

This book is intended primarily as a convenient and authoritative source of information for all Chevrolet executives, engineers, sales and service representatives, plant managers, and other personnel who must be in a position to answer technical questions about 1969 Chevrolet passenger cars. It also serves as a common source of those Chevrolet specifications that are needed in advertisements, vehicle comparisons, trade publications, license applications and in correspondence with governments, firms, educational institutions, and individuals throughout the world who require a wide variety of information about Chevrolet products for diverse purposes.

A. F. Baake
Director - Engineering
Product Information

ORGANIZATION OF BOOK

The pattern followed in presenting information is that of the GM Uniform Parts Classification major groupings. The title page for each section lists the subjects in the order in which they appear in that section. The title for each section, such as CHASSIS, is printed at the bottom of each page beside the page number.

Tabs are provided for conveniently locating basic sections such as BODY, CHASSIS, and POWER TRAINS.

VEHICLES AND EQUIPMENT SPECIFIED

Specifications are those of all Chevrolet standard left drive passenger cars designed to be manufactured for the domestic (U.S.A.) open market. Included also are specifications of the RPO (Regular Production Option) units intended for use with these vehicles. All data are for vehicles with regular equipment, except where noted as RPO.

No information is furnished concerning right drive vehicles or equipment manufactured for export, nor any vehicles or equipment built on COPO's (Central Office Production Orders) or any other special orders. Accessories released through the Parts and Accessories Department are listed although specifications are not included.

Information throughout the book is based on design data.

ABBREVIATIONS

Data are presented in a condensed tabular form which necessitates the use of abbreviations or symbols in some cases. See page IV.

LOCATION OR POSITION OF PARTS

Reference to the location or position of any engine part or vehicle unit is made from the driver seat position. Exceptions are clearly labelled or explained in the text of the specifications.

DIMENSIONS

Dimensions shown are of three types:

Type #1. Those dimensions where very accurate fits are essential in the parts concerned, such as bearing surfaces and splines, and where dimensions usually are expressed on drawings in decimals with very close limits.

Type #2. Those dimensions where accuracy of fit is of less importance, as in structural members such as frame parts, I-beam axles, or in fuel tanks; also, dimensions for the purpose of identification, such as cylinder bore, or diameter of the wheel cylinder piston, where dimensions are expressed in fractions or integers with fractions and to which fairly large tolerances (1/64, 1/16) are applied.

Type #3. Those dimensions, such as wheelbases, ground clearances, body size dimensions, and turning diameters, which are subject to large manufacturing variations.

In this book, the dimensions of type #1 are quoted with limits exactly as on the drawings while the dimensions of type #2 and #3 are quoted without manufacturing tolerances.

Unless specified otherwise all dimensions are in inches.

REVISIONS

Specification changes and the dates on which they occur are indicated on revised pages. A dot symbol is placed close to the revised specification. The revision date appears at the bottom of the page. Subsequent revisions on a revised page are indicated in the same manner. To emphasize and clarify the later changes, symbols pertaining to previous revisions are removed.

ADDRESS INQUIRIES TO:

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Room 3-312, Chevrolet
Engineering Center
30003 Van Dyke
Warren, Michigan 48090
Or Call
539-5000, Extension 3001 or 3002

ABBREVIATIONS AND SYMBOLS

ABBREVIATIONS

A

AC Spark Plug Division	AC
After Bottom Center	ABC
After Top Center	ATC

B

Barrel	bbl
Before Bottom Center	BBC
Before Top Center	BTC
Brake Horsepower	BHP

C

Candle Power	CP
Cubic Foot	Cu.Ft.
Cubic Inches	Cu.In.

D

Daylight Opening	DLO

G

Gallons Per Minute	GPM

H

Heavy Duty	HD
Horsepower	HP

I

Inside Diameter	ID

M

Miles Per Hour	MPH

O

Outside Diameter	OD

P

Ply Rating	PR
Pounds Per Square Inch	psi
Powerglide	P/G

R

Regular Production Option	RPO
Revolutions Per Mile	rev/mi
Revolutions Per Minute	rpm

S

Society of Automotive Engineers	SAE
Society of Fuse Engineers	SFE

T

Turbo Hydra-Matic	TH-M

SYMBOLS

And	&
At	@
By, Times	x
Center Line	C/L
Degrees	°
Inches or Seconds	"
Minutes	'
Per	/
Plus	+
To (Range)	-
To (Ratio)	:

GENERAL

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MODEL IDENTIFICATION

BISCAYNE 153-15400 SERIES

MODEL 153-15411 2-DOOR SEDAN, 6-PASSENGER
MODEL 153-15469 4-DOOR SEDAN, 6-PASSENGER

BEL AIR 155-15600 SERIES

MODEL 155-15611 2-DOOR SEDAN, 6-PASSENGER
MODEL 155-15669 4-DOOR SEDAN, 6-PASSENGER

IMPALA 163-16400 SERIES

MODEL 163-16437 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 16447 2-DOOR CUSTOM COUPE, 5-PASSENGER
MODEL 16467 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 163-16469 4-DOOR SEDAN, 6-PASSENGER
MODEL 163-16439 4-DOOR SPORT SEDAN, 6-PASSENGER

CAPRICE 16600 SERIES

MODEL 16647 2-DOOR CUSTOM COUPE, 5-PASSENGER
MODEL 16639 4-DOOR SPORT SEDAN, 6-PASSENGER

CHEVROLET STATION WAGONS

MODEL 153-15436 BROOKWOOD 4-DR STA WGN, 2-SEAT
MODEL 155-15636 TOWNSMAN 4-DR STA WGN, 2-SEAT
MODEL 155-15646 TOWNSMAN 4-DR STA WGN, 3-SEAT
MODEL 16436 KINGSWOOD 4-DOOR STATION WAGON, 2-SEAT
MODEL 16446 KINGSWOOD 4-DOOR STATION WAGON, 3-SEAT
MODEL 16636 KINGSWOOD ESTATE 4-DR STA WGN, 2-SEAT
MODEL 16646 KINGSWOOD ESTATE 4-DR STA WGN, 3-SEAT

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year 1969	Assembly Plant (Tarrytown)	Unit Number (25th unit)
15369	9	T	000025

Thus: The 25th model built at Tarrytown would be serial number 153699T000025

8-Cylinder Example:

Model	Model Year 1969	Assembly Plant (Flint)	Unit Number (26th unit)
15469	9	F	000026

Thus: The 26th model built at Flint would be serial number 154699F000026

ASSEMBLY PLANTS

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

Canadian Plant
"2" - Ste. Theresa

Starting unit number ---------- 000001 and up at each assembly plant regardless of series
Location ---------- Stamped on plate attached to top left hand of instrument panel

TRANSMISSION IDENTIFICATION

Example: QPS9E01D

Type Designation	Source Designation	Model Year 1969	Production* Month & Date
QP	S (Saginaw)	9	E01D*

QP	3-Speed	L-6 & V-8 engines	S - Saginaw
HU	4-Speed	V-8 engine	P - Muncie R - Saginaw
UO	Powerglide	L-6 engine	C - Cleveland T - Toledo
IX	Powerglide	V-8 engine	C - Cleveland T - Toledo
FP	Turbo Hydra-Matic	L-6 engine	X - Cleveland Y - Toledo
ZY	Turbo Hydra-Matic	V-8 engine	X - Cleveland Y - Toledo
--	Turbo Hydra-Matic	V-8 engine	CC - Ypsilanti

Location:
3-Speed & 4-Speed ---------- Stamped on right hand side of the case in the upper forward corner.
4-Speed ---------- Stamped on the top right side of the case.
Powerglide & Turbo Hydra-Matic (Chevrolet) ---------- Stamped on right hand side of pan.
Turbo Hydra-Matic ---------- Nameplate tag on right hand side of the case.

o-Month: E denotes May; (see below) 01 denotes 1st day
Alpha Characters used in identifying the Calendar Month

A - January	D - April	K - July	R - October
B - February	E - May	M - August	S - November
C - March	H - June	P - September	T - December

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

ENGINE IDENTIFICATION

Example: F1210CA

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

250 Cubic Inch 6-Cylinder
- CA - Regular production engine, 3-speed
- CQ - Regular production engine, Powerglide

327 Cubic Inch 8-Cylinder
- FA - Regular production engine, 3-speed
- FB - Regular production engine, Powerglide
- FC - Regular production engine, Turbo Hydra-Matic (Chevrolet)
- FH - Regular production engine, Turbo Hydra-Matic

350 Cubic Inch 8-Cylinder (RPO-L48)
- HG - Optional, 3 or 4-speed trans, 4-bbl. carb.
- HK - Optional, Powerglide trans, 4-bbl. carb.
- HN - Optional, Turbo Hydra-Matic, 4-bbl. carb. (Chevrolet)
- HH - Optional, Turbo Hydra-Matic, 4-bbl. carb.

396 Cubic Inch 8-Cylinder (RPO-L66)
- JN - Optional, 3 or 4-speed, 2-bbl. carb.
- JQ - Optional, Turbo Hydra-Matic, 2-bbl. carb.

427 Cubic Inch 8-Cylinder (RPO-L51)
- LB - Optional, 3 or 4-speed, 4-bbl. carb.
- LE - Optional, Turbo Hydra-Matic, 4-bbl. carb.

427 Cubic Inch 8-Cylinder (RPO-L36)
- LA - Optional, 3 or 4-speed, 4-bbl. carb.
- LC - Optional, Turbo Hydra-Matic, 4-bbl. carb.

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

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

REAR AXLE IDENTIFICATION

TO BE PROVIDED

REGULAR EQUIPMENT—EXTERIOR

STANDARD EXTERIOR EQUIPMENT

		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
FRONT	Hood Panel Nameplate, Script — "Chevrolet"	X	X			
	Hood Panel Nameplate, Block Letters - "Chevrolet"			X	X	X
	Radiator Grille Nameplate "SS"					X
	Radiator Grille "Bow tie" Emblem	X	X	X	X	
	Windshield Reveal Moldings	X	X	X	X	X
	Hood Rear and Fender Moldings	X	X	X	X	X
	Parking Lights in Valance Panel, Amber Lens, White on Caprice	X	X	X	X	X
	Argent Painted Plastic Upper Radiator Grille	X	X	X	X (b)	
	Argent Painted Plastic Lower Radiator Grille	X	X	X (j)	X (j)	X (j)
	Black Painted Upper and Lower Radiator Grille					X
	Concealed Windshield Wipers with Articulated Left Blade	X	X	X	X	X
SIDE	Front Fender and Rear Quarter Marker Lamps. Includes Engine Identification for V-8 Models on Front Marker	X	X	X	X	X
	Front Fender Series Nameplate	11, 69	11, 69	37,39,67,69		37,47,67
	Rectangular 5" Outside L.H. Rear View Mirror	X	X	X	X	X
	Rocker Panel Moldings — Bright	X		X	39, 47	
	Body Side Moldings, Front Fender, Doors and Rear Quarter — Bright		X	X (c)	39,47 (d)	X (c)
	Sail Panel Nameplate			47	39-47	
	Roof Rail Weatherstrip Moldings — Bright			37,39,47	39, 47	37, 47
	Wheel Trim Covers				X	
	Hub Caps	X	X	X		X
	Windshield Pillar and Roof Drip Moldings — Bright		X	37,39,47	X	37, 47
	Belt Bead Moldings	X	X	X	X	X
	Rear Quarter Window Reveal Moldings	36 (e)	36,46 (e)	36,46 (a)	36,46 (a)	
	Body Side Wood-Grain Insert and Bright Moldings				36, 46	
	Door Upper Frame Moldings — Bright			36,46,69	36, 46	
	Wheel Opening Moldings			X	X	X
	Rear Belt Molding			67		67
	Rear Quarter Nameplate	36	36, 46	36, 46	36, 46	
	Roof Sail Panel Molding			47 (h)	47 (h)	
REAR	Tailgate Nameplate — "Chevrolet"	36	36, 46	36, 46	36, 46	
	Deck Lid Name — "Chevrolet"	11, 69	11, 69	Except 36, 46	Except 36, 46	
	Deck Lid Nameplate — "Caprice by Chevrolet"				39, 47	
	Deck Lid Nameplate — "SS"					X
	Rear Deck or Tailgate Lower Moldings			36, 46	X	
	Tailgate Wood-Grain Insert and Bright Molding				X	
	Rear Window or Tailgate Window Reveal Moldings — Bright	X	X	Except 67 (g)	X (g)	Except 67
	Tailgate Belt Molding			X	X	
	Tailgate Applique Molding — Bright (f)				36, 46	
	Two Tail and Back-Up Lamps in Bumper	11, 69	Except 36, 46			X
	Two Tail and Back-Up Lamps in Body	36	36, 46			
	Four Tail Lamps and Two Back-Up Lamps in Bumper			Except 36, 46	Except 36, 46	X
	Four Tail Lamps and Two Back-Up Lamps in Body			36, 46	36, 46	

(a) - With Bright Molding
(b) - With Dual Horizontal Bright Center Bars
(c) - With Colored Plastic Insert in 5 Colors
(d) - With Colored Vinyl Tape Insert to Match Exterior
(e) - Painted
(f) - Paint Filled
(g) - Black Paint Filled
(h) - Textured Black Paint Fill (Black, Parchment, Dark Blue, Dark Brown, Dark Green, and Midnight Green with Vinyl Roof Option)
(i) - With Bright Border Molding
(j) - Argent Painted Border Molding

STANDARD INTERIOR EQUIPMENT

		BISCAYNE 1213-13400	BEL AIR 1235-13600	IMPALA 1369-13400	CAPRICE 13600	RPO Z24 SS 427 OPTION
ROOF AND PILLARS	Headlining, Vinyl Coated Regent Pattern	X	X			
	Headlining, Vinyl Coated Bedford Pattern			Except 67	36, 46	Except 67
	Headlining, Vinyl Coated Perforated Taffeta Pattern				39, 47	
	Rear Window Plastic Finish Lace — Trim Color	X	X	Except 67	X	Except 67
	Rear View Mirror, 12" Prismatic with Gray Padded Edges	X	X	X	X	X
	Rear View Mirror Support, Non-Hook, Dull Chrome	X				
	Rear View Mirror Support, Hook Type, Dull Chrome		X	X	X	X
	Rear View Mirror Support Cover, Plastic — Trim Color	X	X	X	X	X
	Windlace — Fabric	X	X	36,46,69	36, 46	
	Windlace-Coated Fabric	36 (f)	36,46 (f)	Except 69 (f)	X (f)	
	Sunshade, Padded, Non-Hook	X				
	Sunshade, Padded, Hook Type		X	X	X	X
	Roof Side Rail Garnish Molding — Painted			37,39,47	39, 47	37, 47
	Rear Window Molding — Painted			37,39,47	39, 47	37, 47
	Windshield Upper Garnish Moldings — Painted	X	X	X	X	X
	Windshield Side Garnish Moldings — Painted	X	X	X	X	X
	Center Pillar Lower Molded Plastic	Except 11	Except 11	Except 37,39,47,67	Except 39, 47	
	Center Pillar Upper Molding — Painted Textured, Steel	36, 69	36,46,69	36, 46	36, 46	
	Center Pillar Cover Molding — Plastic			39	39	
	Coat Hooks, Plastic — Trim Color	X	X	Except 67	X	Except 67
	Center Dome Light — Plastic	X	X	Except 67	X	Except 67
	Front Door Jamb Switch, Key Reminder and Dome Lamp, L.H. Pillar	X	X	X	X	X
	Tailgate Finish Lace	36	36, 46	36, 46	36, 46	
	Rear Door Jamb Switch				36,39,46	
	Roof Rail Shoulder Harness Spring Clips	X	X	Except 67	X	37, 47
SEATS AND FLOOR COVERING	Front Seat Cushion, 1.25" Poly and Cotton	X	X			
	Front Seat Cushion, 1.75" Poly and Cotton			X	X	X
	Rear Seat Cushion, .50 Jute and Cotton	X	X			
	Rear Seat Cushion, 1.75" Poly and Cotton			X	X	X
	Third Seat Cushion, .75" Poly and Cotton		46	46	46	
	Package Shelf Cover and Edge Trim	11, 69	11, 69	37,39,47,69	39, 47	X
	Folding Second Seat Back Latches	36	36, 46	36, 46	36, 46	
	Folding Front Seat Back Locks — Bright	11	11	37,47,67	47	X
	Front Seat Center Armrest				39	
	Floor Mat — Vinyl Coated Rubber — Third Seat		46	46	46	
	Stowage Compartment Rubber Mat	36	36	36	36	
	Third Seat Courtesy Lamp		46	46	46	
	Carpet — Floor Covering	X	X	X	X	X
	Luggage Compartment Light			37,39,47, 69, 67	39, 47	X
	Luggage Compartment Spatter Paint	11, 69	Except 36, 46	Except 36, 46	Except 36, 46	X
	Luggage Compartment Mat — Vinyl Coated Cotton on Latex Foam			Except 36, 46	Except 36, 46	X
	Front Seat End Trim Panels — Bright				39, 47	
	Bright Pedal Pad Trim				X	
	Front and Rear Seat Belts and Front Retainers (a)	X	X	X	X	X
	Front Seat Shoulder Harness	X	X	X	X	X
	Front Seat Head Restraint — Conventional Bench	X	X	X	X	X

REGULAR EQUIPMENT—INTERIOR—Cont'd

STANDARD INTERIOR EQUIPMENT

		BISCAYNE 153-15400	BEL AIR 155-15600	IMPALA 163-16400	CAPRICE 16600	RPO Z24 SS 427 OPTION
DOOR AND QUARTER PANEL	Front Door Padded Armrest with Bright Back Plate			X	X	X
	Rear Door Padded Armrest with Bright Back Plate and Ash Tray			36,39,46,69	36,39,46	
	Bale Type Door Handle Remote Control	X	X	X	X	X
	Rear Door Padded Armrest with Ash Tray	36, 69	36,46,69			
	Rear Quarter Window Garnish Moldings Painted	11, 36	11,36,46	36, 46	36, 46	
	Door Bead Trim Moldings			X	X	
	Rear Quarter Window Bead Trim Moldings			37,47,67	47	37,47,67
	Rear Quarter Panel Padded Armrest and Ash Tray	11	11			
	Rear Quarter Panel Padded Armrest and Ash Tray, Built-in			37,47,67	47	X
	Window Control Handle Knobs Clear Plastic, Bright Insert	X	X	X	X	X
	Door Lock Buttons Bright	X	X	X	X	X
	Door Trim Panel Carpet				47, 39	X
	Wood-Grain Door Panel Inserts			X	X	X
	Front and Rear Door Locks 2 Position Free Wheeling	X	X	X	X	X
	Front Door Armrest, Padded	X	X			
INSTRUMENT PANEL AND STEERING WHEELS	Glove Compartment Light		X	X	X	X
	Cigarette Lighter	X	X	X	X	X
	"Astro-Ventilation" Outlets, Bright (e)	X	X	X	X	X
	Clock, Electric				X	
	Clock Hole Cover	X	X	X		X
	Instrument Panel Knobs — Paint Filled	X	X	X	X	X
	Convertible Top Switch and Knob			67		67
	Instrument Panel Pad — Upper	X	X	X	X	X
	Instrument Panel Upper Trim Plate with Series Nameplate	X (b)	X (b)	X (c)	X (d)	X (c)
	Ash Tray Face Plate — Painted	X	X	X	X	X
	Windshield Wiper and Washer, Two Speed	X	X	X	X	X
	Cowl Kick Pad, Upper and Lower Vent Control Knobs — Bright	X	X	X	X	X
	Instrument Panel Courtesy Lights			67	X	67
	Turn Signal and Shift Lever Knobs — Color Keyed	X	X	X	X	X
	Steering Column Ignition Lock	X	X	X	X	X
	Steering Wheel, Oval — Deluxe Trim, Shroud Mounted Horn Tabs and Center Emblem (g)	X	X	X	X	X
	"Astro-Ventilation" L.H. Nameplate	X	X	X	X	X
STATION WAGON LOAD AREA	Load Floor, Textured Metal — Vinyl Coated	X	X	X	X	
	Wheelhouse Trim Panel — Vinyl Coated Textured Steel	36	36			
	Inner Quarter Panel — Soft Trim	X	X	X	X	
	Wheelhouse — Soft Trim		46	36, 46	36, 46	
	Tailgate Window Control — Manual	36	36	36	36	
	Tailgate Window Control — Electric		46	46	46	
GLASS	Windshield, Laminated Safety Plate Glass	X	X	X	X	X
	Backlight or Tailgate Window, Safety Solid Plate Glass	X	X	X	X	X
	Door Windows, Safety Solid Plate Glass	X	X	X	X	X
	Rear Quarter Windows, Safety Solid Plate Glass	11	11,36,46	37,47,67 36, 46	36, 46	X
	Convertible Rear Window, Tempered Glass			67		67

(a) Includes Wagon Third Seat
(b) Bright Paint Filled Plastic
(c) Bright Wood-Grain
(d) Bright — Brushed Aluminum — Wood-Grained
(e) Includes Pressure Valve in Lock Pillar (except wagons)
(f) Tailgate only
(g) Colored shroud on Biscayne and Bel Air, Wood Grain on Impala and Caprice, Black on SS 427.

Equipment	RPO	ACC	Models
Air cleaner, heavy duty	K45		153-155-16300
Air Conditioners			
Comfortron automatic air conditioner	C75		15-16000
Four-Season air conditioner	C60		15-16000
G.M. Chevrolet air conditioner		ACC	15-16000
Appearance Guard Group (items available as a group or as separate options)			
Door edge guards (RPO B93)			15-16000 exc 16636-46
Front bumper guards (RPO V31)			15-16000
Rear bumper guards (RPO V32)			15-16000 exc wgn
Twin front and rear floor mats (RPO B37)			15-16000
Visor vanity mirror (RPO D34)			15-16000
Auxiliary Lighting (items available as a group) – RPO ZJ9			
Courtesy lights			150-163-16400 exc conv
Glove box light			153-15400
Luggage light			15000 exc wgn
Map light			15-16000
Seat belt, door ajar and fuel warning lights			15-16000
Underhood light			15-16000
Axle Ratios			
2.29 ratio	GT2		15-16000
2.56 ratio	GT1		15-16000
2.73 ratio	G97		15-16000
3.07 ratio	H01		15-16000
3.08 ratio	G92		15-16000
3.31 ratio	G94		15-16000
3.36 ratio	G76		15-16000
3.55 ratio	G96		15-16000
2.73 ratio	G97		15-16000
Positraction – all ratios	G80		15-16000
Battery, heavy duty	T60		15-16000
Belts and Harnesses			
Deluxe front and rear seat belts	AS9		16467
Deluxe front seat shoulder harnesses	A85		16467
Deluxe rear seat shoulder harnesses	AS4		15-16000
Deluxe seat belts and front seat shoulder harnesses	ZK3		15-16000 exc conv
Seat belt retractor		ACC	15-16000
Standard front seat shoulder harnesses	AS1		16467
Standard rear seat shoulder harnesses	AS5		15-16000
Body insulation package	ZK1		163-16437-39-47
Brakes, front disc	J52		15-16000
Brakes, power	J50	ACC	15-16000
Carriers			
Deck lid luggage carrier		ACC	15-16000 exc wgn
Roof luggage carrier	V55	ACC	15-16000 wgn
Roof luggage carrier cover		ACC	15-16000 wgn
Ski rack (roof luggage carrier)		ACC	15-16000 wgn
Ski rack (roof clamp-on type)		ACC	15-16000 exc conv
Clock, electric	U35	ACC	15-16000 exc 16600
Clutch, heavy duty	MA6		15-16000
Compass		ACC	15-16000
Cruise control, Cruise-Master	K30	ACC	154-156-164-16600
Decor Group (items available as a group or as separate options)			
Door and window frame molding (RPO B90)			15000
Rear fender skirts (T58)			15-16000 exc wgn
Wheel covers (RPO P01)			150-163-16400
Deflectors, rain		ACC	15-16000 4-dr (exc Sport Sedan) & wgn

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	ACC	Models
Deflector, tailgate window	C51	ACC	15-16000 wgn
Defroster, rear window	C50	ACC	15-16000
Defroster, Electro-Clear rear window	C49		164-16647
Emergency road kit		ACC	15-16000
Engines			
255-hp Turbo-Fire 350 cu.in. V-8	LM1		15-16000
265-hp Turbo-Jet 396 cu.in. V-8	L66		15-16000
300-hp Turbo-Fire 350 cu.in. V-8	L48		15-16000
335-hp Turbo-Jet 427 cu.in. V-8	LS1		15-16000
390-hp Turbo-Jet 427 cu.in. V-8	L36		15-16000
Engine block heater	K05	ACC	15-16000
Engine ventilation, heavy duty closed positive	KD5		15-16600
Exhaust			
Dual exhaust	N10		154-156-164-16600
Noise reduction - California	NC7		154-156-164-16600
Fan, temperature-controlled	K02	ACC	15-16000
Fire extinguisher		ACC	15-16000
Fire extinguisher refill cartridge		ACC	15-16000
Floor Mats			
Cargo floor mat		ACC	15-16000 wgn
Clear vinyl twin front and rear mats		ACC	15-16000
Full width front mats		ACC	15-16000
Heavy duty front floor mat	B34		15000
Heavy duty rear floor mat	B35		15000
Load floor carpet	B39		164-16636-46
Twin front and rear mats	B37	ACC	15-16000
Generator, Delcotron (42 amp)	K79		15-16000
Generator, Delcotron (63 amp)	K85		15-16000
Glass, tinted window	A01		15-16000
Glass, tinted windshield (fleet use only)	A02		15-16000
Guards			
Door edge guards	B93	ACC	15-16000 exc 16636-46
Front bumper guards	V31	ACC	15-16000
Rear bumper guards	V32	ACC	15-16000 exc wgn
Headlamp washer	CE1		15-16000
Lights			
Concealed headlights	T83		16600
Courtesy lights		ACC	150-163-16400 exc conv
Glove box light		ACC	159-15400
Hand portable spotlight		ACC	15-16000
Light monitoring system	U46	ACC	15-16000
Luggage light		ACC	15000 exc wgn
Remote control spotlight		ACC	15-16000
Underhood light		ACC	15-16000
Litter container, saddle type		ACC	15-16000 exc floor shift trans
Liquid tire chain	V75	ACC	15-16000 exc wgn
Locks			
Gas cap lock		ACC	15-16000
Power door lock system	A93		15-16000
Rear compartment lock	A96	ACC	15-16000 2-seat wgn
Rear door safety lock		ACC	15-16000
Spare wheel lock		ACC	15-16000
Trunk lid release	A91	ACC	15-16000 exc wgn

Equipment	RPO	ACC	Models
Mirrors			
Remote control outside mirror	D33		15-16000
Right hand outside mirror (standard type)		ACC	15-16000
Visor vanity mirror	D34	ACC	15-16000
Model Options			
Molding package	Z21		163-16400
Super Sport 427	Z24		16437-47-67
Molding			
Body side moldings	B84		153-15400
Door and window frame molding	B90		15000
Roof drip molding	B80		153-15400, 16369, 16436-46-69
Operating Convenience Group (Items available as a group or as separate options)			
Electric clock (RPO U35)			15-16000 exc 16600
Rear window defroster (RPO C50)			15-16000
Remote control outside mirror (RPO D33)			15-16000
Pedal trim		ACC	15-16000 exc 16600
Police car	B07		15000
Radiator, heavy duty	V01		15-16000
Radio Antenna			
Front fixed height antenna		ACC	15-16000
Front manual antenna		ACC	15-16000
Rear manual antenna	U73	ACC	15-16000 exc wgn
Radios			
Push-button AM radio with front antenna	U63	ACC	15-16000
Push-button AM-FM radio with fixed height antenna	U69	ACC	15-16000
AM-FM stereo radio	U79	ACC	15-16000
Rear speaker	U80	ACC	15-16000
Seats			
Child restraint seat		ACC	15-16000
Deluxe front seat cushion	B55		15000
Front Strato-bench seat	A53		16639-47
Front Strato-bucket seat	A51		16337, 16437-47-67, 16647
6-way power bench seat	A42		155-156-16000
Heavy-duty front seat - low profile type	A75		15000
Heavy-duty rear seat	A76		15000 exc wgn

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC		Models
Shock Absorbers			
Air-adjustable shock absorbers	G66		15-16000
Automatic level control	G67		15-16000
Skirts, rear fender	T58		15-16000 exc wgn
Speed warning indicator	U15		15-16000
Steering			
Power steering	N40		15-16000
Tilt-type steering wheel	N33		15-16000
Wood-grained plastic steering wheel	N34		15-16000
Stereo tape player	U57	ACC	15-16000
Suspension			
Heavy duty front and rear suspension	F40		15-16000 exc wgn
Special performance front and rear suspension	F41		154-156-164-16600
Tachometer		ACC	154-156-164-16600
Tape cartridge holder		ACC	15-16000
Taxicab equipment	B02		153-15469
Tires			
8.25-14-4pr-whitewall-dual stripe	P74		16639-47
8.25-14-4 pr	P75		15-16000 exc wgn
8.25-14-4 pr-whitewall	P77		15-16000 exc 16639-47 & wgn
8.55-14-4 pr	P84		153-154-155-15636
8.55-14-4 pr-whitewall	P85		153-154-155-15636
G70-15-4 pr-white stripe	P90		15-16000 exc wgn
G70-15-4 pr-red stripe	P91		15-16000 exc wgn
8.55-14-8 pr	P88		15-16000 wgn
8.55-14-8 pr-whitewall	P89		15-16000 wgn
8.55-15-4 pr	P98		15-16000 wgn
8.55-15-4 pr-whitewall	P99		15-16000 wgn
G78-14-4 pr	PK1		15-16000 exc wgn
G78-14-4 pr-whitewall	PK2		15-16000 exc wgn
8.25-14-4 pr-special nylon	PQ6		15-16000 exc wgn
8.25-14-4-special nylon-whitewall	PQ7		15-16000 exc wgn
8.25-14-8 pr-special heavy duty	PR2		15-16000 exc wgn
8.25-14-8 pr-special heavy duty whitewall	PR3		15-16000 exc wgn
8.25-14-8 pr-special heavy duty	PS5		15-16000 wgn
8.55-14-8 pr-special heavy duty whitewall	PS6		15-16000 wgn
8.85-14-4 pr	PS7		15-16000 wgn
8.85-14-4 pr-whitewall	PS8		15-16000 wgn
G70-15-4 pr-white stripe	PU3		15-16000 exc wgn
G70-15-4 pr-red stripe	PU4		15-16000 exc wgn
G78-15-4 pr	PU7		15-16000 exc wgn
G78-15-4 pr-whitewall	PU8		15-16000 exc wgn
8.25-15-4 pr	QO4		15-16000 exc wgn
8.55-15-8 pr	QC1		15-16000 wgn
8.55-15-8 pr-whitewall	QC2		15-16000 wgn
8.25-15-4 pr-whitewall	R51		15-16000 exc 16639-47 & wgn
8.25-15-4 pr-whitewall-dual stripe	QA7		16639-47

Equipment	RPO	ACC	Models
Tissue dispenser		ACC	15-16000
Tops			
Folding convertible top	C05		16467
Vinyl roof covering	C08		15-16000 exc 2-dr sed, conv & wgn
Trailer hitch		ACC	15-16000
Trailer wiring harness		ACC	15-16000
Transmissions			
3-Speed, heavy duty	M13		154-156-164-16600
Heavy duty 4-speed transmission	M22		15-16000
4-Speed	M20		15-16000
4-Speed, close ratio	M21		15-16000
Powerglide	M35		15-16000
3-Speed automatic, Chevrolet-built Turbo Hydra-Matic	M38		15-16000
Heavy duty 3-Speed transmission - Chevrolet	MC1		15-16000
3-Speed automatic, Turbo Hydra-Matic	M40		15-16000
Wheel Covers			
Mag-style wheel covers-type A	N96	ACC	15-16000
Mag-style wheel covers-type B	PA2		15-16000
Deluxe wheel covers	PO2	ACC	15-16000
Simulated wire wheel covers	N95	ACC	15-16000
Wheel trim ring (14" & 15" wheels)	PO6		15-16000
Wheel covers	PO1	ACC	150-163-16400
Wheels			
14 x 6JK wheels	P12		15-16000 exc wgn
"Rally wheel," hub cap, trim ring	ZJ7		15-16000
Windows			
Power windows	A31		155-15636-46-69, 16000
Power tailgate window	A33		15-16000 2-seat wgn

TAXI-CAB-RPO B02

MODELS: Biscayne 4-Dr. Sedan

BODY EQUIPMENT

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

CHASSIS EQUIPMENT

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

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

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

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

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

WHEELS ---------- 15 x 6

TIRES ---------- 8.25-15-4PR

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 327 Cu.In. V-8

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

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

POLICE CAR—RPO B07

MODELS: All Biscayne and Bel Air, Townsman and Brookwood

BODY EQUIPMENT

(Mandatory Option A75, Heavy Duty Front Seat)

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

CHASSIS EQUIPMENT

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

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

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

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

WHEELS ---------- 15 x 6

TIRES ---------- 8.25-15-4 PR

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 327 Cu.In. V-8
(Mandatory Option T60, Heavy Duty starting package)

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

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

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

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

AIR CONDITIONING EQUIPMENT

COMFORTRON AUTOMATIC TEMPERATURE CONTROL (RPO C75)

Fully integrated air cooling and heater system; automatically controlled by pre-setting on instrument control panel. Control assembly consists of lever and temperature wheel. Used only with RPO C60.

FOUR SEASON (RPO C60)

Heater integrated; manually controlled by two horizontal levers on instrument control panel plus 4-speed fan switch. Upper lever (mode selector control) uses vacuum supply and electrical switches to operate mode doors and compressor. Lower lever uses bowden cable to operate temperature door.

BASIC COMPONENTS

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

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

CHASSIS

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

POWER TRAINS

Fan Blade	7 blade
Fan Clutch	Thermomodulated fluid coupling
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One
Generator	61 Ampere
Radiator	Heavy duty

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

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS 2

LUGGAGE CAPACITY 2

STATION WAGON CARGO SPACE 2

EXTERIOR DIMENSIONS 3

VEHICLE WEIGHTS 4

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDANS 2-DR	SEDANS 4-DR	SPORT SEDANS	SPORT COUPES	CONVERTIBLES	STATION WAGONS
H-3	Seat cushion height	11.4		11.6			
H11	Entrance height	30.4		29.8	29.7	30.8	30.2
H13	Steering wheel thigh clearance	3.7		3.5			3.7
H30	H point to heel point	9.2					9.7
H32	Seat cushion deflection	4.4		4.5	4.5		4.5
H50	Upper body opening to ground	49.9		49.5	49.4	50.5	50.2
H58	H point rise	0.8					
H61	Effective headroom	39.0	38.8	38.0	38.3/37.7+	38.8	39.0
H70	H point to body O line	14.0		14.2			
H75	Effective 'T' point headroom	39.1	38.9	38.1	38.4/37.8+	39.0	39.2
W3	Shoulder room	62.3					
W5	Hip room	63.6		63.7	63.6		63.7
L7	Steering wheel torso clearance	11.8		11.6			11.8
L17	H point travel	4.8					
L34	Effective leg room	41.5		41.4			41.8

REAR COMPARTMENT

H8	Seat cushion height	14.4		14.7	13.4		14.7
H12	Entrance height	---	30.0	29.6	---		
H31	H point to heel point	12.0		11.1	10.9		11.9
H33	Seat cushion deflection	4.0		4.9	4.1		
H51	Upper body opening to ground	---	49.7	48.6	---		50.1
H63	Effective headroom	37.8		37.6	37.8/37.5+	37.9	38.8
H71	H point to body O line	14.2		13.5	13.3		14.5
H76	Effective 'T' point headroom	37.7		37.2	37.7/37.1+	38.6	38.8
W4	Shoulder room	61.3			60.9	52.4	61.4
W6	Hip room	62.8		62.9	55.5		63.0
L3	Rear compartment room	28.6		28.4	26.5	25.7	27.9
L50	H point couple distance	36.3		36.1	33.3		34.8
L51	Effective leg room	39.6		39.0	34.9		37.1

STATION WAGON THIRD SEAT

W85	Shoulder room	49.7
W86	Hip room	49.2
H86	Effective headroom	36.2
L86	Effective leg room	33.3
L87	Knee room	12.8

LUGGAGE COMPARTMENT

--	Opening width					
--	Interior height					
--	Interior width					
--	Interior length					
H195	Liftover height	27.2	26.8	26.6	26.5	
V1	Usable luggage capacity (cu.ft.)	18.5		18.6	18.1	
--	Total volume (cu.ft.)					

STATION WAGON CARGO SPACE

H201	Maximum cargo height	30.7
H202	Rear opening height	28.8
H250	Tailgate to ground height	24.1
W200	Cargo width-front	63.1
W201	Cargo width-wheelhouse	49.7
W203	Rear opening width at floor	52.4
W204	Rear opening width at belt	52.4
W205	Rear opening width above belt	52.4
L200	Maximum cargo length-front seat	122.8
L201	Maximum cargo length-second seat	88.6
L202	Cargo length at floor-front seat	96.0
L203	Cargo length at floor-second seat	61.7
L204	Cargo length at belt-front seat	86.0
L205	Cargo length at belt-second seat	49.7
V2	Total cargo index volume (cu.ft.)	100.2

Custom Coupe dimensions are identical with Sport Coupe except where a plus (+) sign is used to distinguish Custom Coupe.

LENGTHS

CODE	DESCRIPTION	SEDANS 2-DR	SEDANS 4-DR	SPORT SEDANS	SPORT COUPES	CONVERT-IBLES	STATION WAGONS
L101	Wheelbase	119.0					
L102	Tire size (standard)	8.25 x 14					8.55 x 14
L103	Overall length	215.9					216.7
L104	Overhang - front	37.3					
L105	Overhang - rear	59.6					60.4
----	Overall length - less bumpers	200.9					202.5
L127	Body O line to C/L of rear wheels	100.0					
L128	Hood length at centerline	60.0					

WIDTHS

W101	Tread - front	62.5					63.5
W102	Tread - rear	62.4					63.4
W103	Maximum overall width of car	79.8					
W106	Front fender overall width	79.6					
W107	Rear fender overall width	79.6					
W120	Overall car width, front doors open	141.0					
W121	Overall car width, rear doors open	---	145.1		---		145.1

HEIGHTS

H101	Overall height (design)	56.0	55.9	54.9	54.7	55.0	56.9
----	Overall height (curb)						
H102	Front bumper to ground	22.6	22.2	22.8	21.4	21.6	23.4
H104	Rear bumper to ground	18.3	18.2	17.6	17.2	16.9	16.9
H111	Rocker panel to ground - rear	8.2	8.1	8.0	7.6	7.6	8.3
H112	Rocker panel to ground - front	9.0	8.8	8.9	8.3	8.4	9.2
H114	Hood at rear to ground	39.9	39.7	39.8	39.2	39.3	40.1
H115	Step height - front (design)	12.6					12.9
H116	Step height - rear (design)	---	12.4		---		12.7
H125	Headlamp to ground	25.9	25.7	26.0	25.3	25.4	26.3
H126	Tail lamp to ground	22.4	22.3	22.0	21.8	21.7	22.4
H130	Step height - front (curb)						
H131	Step height - rear (curb)						
H136	Body O line to ground - front	6.3	6.1	6.4	5.7	5.8	6.6
H137	Body O line to ground - rear	5.7	5.6	5.5	5.1	5.1	5.8

CLEARANCES

H106	Angle of approach (degrees)	21.5					22.5
H107	Angle of departure (degrees)	13.6	13.5	13.3	13.2	13.1	10.5
H147	Ramp breakover angle (degrees)	14.4	14.2	14.3	13.3	13.3	15.3
H148	Front suspension to ground						
H149	Oil pan to ground						
H150	Flywheel housing to ground						
H151	Frame to ground						
H152	Exhaust system to ground						
H153	Rear axle to ground						
H154	Fuel tank to ground						
H155	Tire well to ground						
H156	Minimum ground clearance (H152)						

VEHICLE WEIGHTS

BISCAYNE

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6 Cyl.	V-8	Description	Front	Rear	Total	Front	Rear	Total
15311	--	2-Door Sedan	1870	1660	3530	1845	1815	3660
--	15411		1980	1690	3670	1955	1845	3800
15369	--	4-Door Sedan	1865	1725	3590	1840	1880	3720
--	15469		1975	1750	3725	1945	1910	3855

BEL AIR

15511	--	2-Door Sedan	1875	1665	3540	1850	1820	3670
--	15611		1985	1690	3675	1955	1850	3805
15569	--	4-Door Sedan	1865	1725	3590	1840	1880	3720
--	15669		1975	1750	3725	1945	1910	3855

IMPALA

16369	--	4-Door Sedan	1890	1750	3640	1865	1905	3770
--	16469		1995	1765	3760	1965	1925	3890
16337	--	2-Door Sport Coupe	1900	1750	3650	1870	1910	3780
--	16437		2000	1775	3775	1975	1930	3905
--	16447	2-Door Custom Coupe	2015	1785	3800	1985	1945	3930
16339	--	4-Door Sport Sedan	1945	1790	3735	1915	1950	3865
--	16439		2045	1810	3855	2015	1970	3985
--	16467	2-Door Convertible	2035	1800	3835	2005	1960	3965

CAPRICE

--	16647	2-Door Custom Coupe	2020	1795	3815	1990	1950	3940
--	16639	4-Door Sport Sedan	2065	1830	3895	2035	1990	4025

BROOKWOOD

15336	--	4-Door, 2-Seat Station Wagon	1780	2265	4045	1750	2425	4175
--	15436		1875	2295	4170	1850	2450	4300

TOWNSMAN

15536	--	4-Door, 2-Seat Station Wagon	1780	2265	4045	1750	2425	4175
--	15636		1880	2295	4175	1850	2450	4300
15546	--	4-Door, 3-Seat Station Wagon	1760	2340	4100	1735	2495	4230
--	15646		1860	2370	4230	1830	2525	4355

KINGSWOOD

--	16436	4-Door, 2-Seat Station Wagon	1900	2325	4225	1875	2480	4355
--	16446	4-Door, 3-Seat Station Wagon	1885	2400	4285	1855	2560	4415

KINGSWOOD ESTATE

--	16636	4-Door, 2-Seat Station Wagon	1910	2335	4245	1880	2495	4375
--	16646	4-Door, 3-Seat Station Wagon	1890	2410	4300	1865	2565	4430

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

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

OPTIONAL EQUIPMENT

RPO	OPTION		WEIGHT
A31	Power Windows		+ 24
A33	Power Tailgate Window		+ 7
A42	Power Seats		+ 21
A51	Astro Bucket Seats		+ 15
A53	Astro Bench Seat	Custom Coupe	+ 18
		Sport Sedan	+ 25
A93	Vacuum Operated Door Locks	2-Door	+ 8
		4-Door	+ 11
C60	Air Conditioning		+ 98
J50	Power Brakes		+ 9
J52	Power Disc Brakes		+ 20
L36	427 Cu.In. V-8 Engine (390 HP)		+248
L48	350 Cu.In. V-8 Engine (300 HP)		+ 35
L66	396 Cu.In. V-8 Engine (265 HP)		+213
MC1	H.D. 3-Speed Manual Transmission		+ 13
LM1	350 Cu.In. V-8 Engine (255 HP)		+ 35
LS1	427 Cu.In. V-8 Engine (335 HP)		+199
M20	4-Speed Transmission		+ 28
M21	4-Speed Transmission (Close Ratio)		+ 5
M22	4-Speed Transmission (Heavy Duty)		+ 5
M35	Powerglide Transmission		- 10
M38	Turbo Hydra-Matic Transmission		+ 26
M40	Turbo Hydra-Matic Transmission		+ 43
N10	Dual Exhaust		+ 41
N40	Power Steering		+ 28
P02	Deluxe Wheel Covers		+ 24
T83	Retractable Headlamp Cover		+ 19
U57	Tape Player		+ 15
U63	AM Radio		+ 8
U69	AM/FM Radio		+ 9
U79	Radio Stereo		+ 13
V01	Heavy Duty Radiator		+ 7
V55	Roof Luggage Carrier (Station Wagon)		+ 19
Z24	SS 427 Package		+ 40
ZK1	Body Insulation Package		+ 22

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

BODY

EXTERIOR PAINT PROCESS 2
EXTERIOR-INTERIOR COLORS 3
BODY CONSTRUCTION AND GLASS AREA 9

EXTERIOR PAINT PROCESS

1. RUSTPROOFING. Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.

2. BODY AND SHEET METAL PRIMERS. Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.

3. PRIMER COAT is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 390 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.

4. FLASH PRIMER AND PRIMER-SURFACER COATS. An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 285 degrees F..

5. INITIAL SANDING. Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.

6. LACQUERING. Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.

7. INITIAL BAKING. To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.

8. FINAL SANDING. To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.

9. FINAL BAKING. To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.

10. UNDERCOATING. To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.

11. PAINT REPAIR AND PROTECTION. Mars, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "slush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

BISCAYNE 153-15400 SERIES

MODELS		TRIM	INTERIOR COLORS AND RPO NUMBERS		
11	69		Black	Med. Blue	Med. Green
X	X	Cloth	--	816	849
X	X	Vinyl	802	--	--

RPO	EXTERIOR COLOR			
10	Tuxedo Black	X	X	X
50	Dover White	X	X	X
53	Glacier Blue	X	X	
51	Dusk Blue	X	X	
71	Le Mans Blue	X		
65	Olympic Gold	X		
61	Burnished Brown	X		
55	Azure Turquoise	X		
59	Frost Lime	X		X
67	Burgundy Maroon	X		
69	Cortez Silver	X	X	
52	Garnet Red	X		
63	Champagne	X		
57	Fathom Green	X		X
40	Buttermut Yellow	X		

TWO-TONE (Lower/Upper)

53-50	Glacier Blue/Dover White	X	X	
55-50	Azure Turquoise/Dover White	X		
53-51	Glacier Blue/Dusk Blue	X	X	
51-53	Dusk Blue/Glacier Blue	X	X	
65-50	Olympic Gold/Dover White	X		
61-63	Burnished Brown/Champagne	X		

RPO C08 Vinyl Roof Colors - Not Available on 2-Door Sedan
- Black
- Parchment
- Dark Blue
- Dark Brown
- Midnight Green

BEL AIR 155-15600 SERIES

MODELS		TRIM	INTERIOR COLORS AND RPO NUMBERS			
11	69		Black	Med. Blue	Med. Green	Dk. Green
X	X	Cloth	803	818	850	848
X	X	Vinyl	804	819	--	--

RPO	EXTERIOR COLOR				
10	Tuxedo Black	X	X	X	X
50	Dover White	X	X	X	X
53	Glacier Blue	X	X		
71	Le Mans Blue	X	X		
65	Olympic Gold	X			
61	Burnished Brown	X			
55	Azure Turquoise	X			
59	Frost Lime	X		X	X
67	Burgundy Maroon	X			
69	Cortez Silver	X	X		X
52	Garnet Red	X			
63	Champagne	X			
57	Fathom Green	X		X	X
40	Butternut Yellow	X			
	TWO-TONE (Lower/Upper)				
53-50	Glacier Blue/Dover White	X	X		
55-50	Azure Turquoise/Dover White	X			
53-51	Glacier Blue/Dusk Blue	X	X		
51-53	Dusk Blue/Glacier Blue	X	X		
65-50	Olympic Gold/Dover White	X			X
61-63	Burnished Brown/Champagne	X			

RPO C08 Vinyl Roof Colors - Not Available for 2-Door Sedans:

- Black
- Parchment
- Dark Blue
- Dark Brown
- Midnight Green

IMPALA 163-16400 SERIES

MODELS					TRIM	INTERIOR COLORS AND RPO NUMBERS							
39	47	67	69	37		Black	Med. Green	Dark Green	Dark Blue	Med. Turq.	Med. Gold	Med. Red	Parch. Black
X	X	X	X	X	Cloth	805	852	860	820	844	837		
			X		Cloth	805	852	860	820	844			
X	X		X	X	Vinyl	806			821				
		X			Vinyl	806							
	X	X		X	Vinyl		853					866	858
	X			X	Vinyl-Bucket Opt.	812	854					867	859
		X			Vinyl-Bucket Opt.	812						867	859

RPO	EXTERIOR COLOR								
10	Tuxedo Black	X	X	X	X	X	X	X	X
50	Dover White	X	X	X	X	X	X	X	X
53	Glacier Blue	X			X				X
51	Dusk Blue	X			X				X
71	Le Mans Blue	X							X
65	Olympic Gold	X					X		X
61	Burnished Brown	X					X		X
55	Azure Turquoise	X				X			X
59	Frost Lime	X	X	X					X
67	Burgundy Maroon	X						X	X
69	Cortez Silver	X		X	X			X	X
52	Garnet Red	X				X		X	X
63	Champagne	X							X
57	Fathom Green	X	X	X			X		X
40	Butternut Yellow	X					X		X

TWO-TONE (Lower/Upper)

53-50	Glacier Blue/Dover White	X			X				X
55-50	Azure Turq./Dover White	X				X			X
53-51	Glacier Blue/Dusk Blue	X			X				X
51-53	Dusk Blue/Glacier Blue	X			X				X
65-50	Olympic Gold/Dover White	X		X			X		X
61-63	Burnished Brown/Champagne	X					X		X

No Two-Tones available on convertible models.

Convertible folding top colors —
White - Production
Black - RPO

RPO C08 Vinyl Roof Colors - Not Available for Convertible models:
Black
Parchment
Dark Blue
Dark Brown
Midnight Green

CAPRICE 16600 SERIES

MODELS		TRIM	INTERIOR COLORS AND RPO NUMBERS						
39	47		Black	Med. Blue	Med. Green	Dark Green	Dark Blue	Med. Turq.	Med. Gold
X	X	Cloth-Bench; Opt. Knit	813			855	826		
X	X	Cloth-Strato-Bench	808						
	X	Vinyl-Bucket	809		862	857	824		
X	X	Cloth-Std. Bench	807	822	856			846	840

RPO	EXTERIOR COLOR							
10	Tuxedo Black	X	X	X	X	X	X	X
50	Dover White	X	X	X	X	X	X	X
53	Glacier Blue	X	X			X		
51	Dusk Blue	X	X			X		
71	Le Mans Blue	X						
65	Olympic Gold	X						X
61	Burnished Brown	X						X
55	Azure Turquoise	X					X	
59	Frost Lime	X		X	X			
67	Burgundy Maroon	X						
69	Cortez Silver	X	X		X	X		
52	Garnet Red	X					X	
63	Champagne	X						
57	Fathom Green	X		X	X			X
40	Buttermut Yellow	X						X

TWO-TONE (Lower/Upper)

53/50	Glacier Blue/Dover White	X	X			X		
55/50	Azure Turq./Dover White	X					X	
53/51	Glacier Blue/Dusk Blue	X	X			X		
51/53	Dusk Blue/Glacier Blue	X	X			X		
65/50	Olympic Gold/Dover White	X			X			X
61/63	Burnished Brown/Champagne	X						X

RPO C08 Vinyl Roof Colors
- Black
- Parchment
- Dark Brown
- Dark Blue
- Midnight Green

STATION WAGON SERIES

SERIES	MODEL		TRIM	INTERIOR COLORS AND RPO NUMBERS					
	36	46		Black	Med. Blue	Med. Green	Dark Green	Med. Saddle	Dark Blue
Brookwood 153-400	X		Vinyl	802	815			831	
Townsman 155-600	X	X	Vinyl	804	819	851		838	
Kingswood 163-400	X	X	Vinyl	806			861	830	821
Kingswood Estate 16600	X	X	Vinyl	806			861	830	821

RPO	EXTERIOR COLOR							
10	Tuxedo Black	X	X	X	X	X	X	
50	Dover White	X	X	X	X	X	X	
53	Glacier Blue	X	X				X	
51	Dusk Blue	X	X				X	
71	Le Mans Blue	X						
65	Olympic Gold	X				X		
61	Burnished Brown	X				X		
55	Azure Turquoise	X						
59	Frost Lime	X		X	X			
67	Burgundy Maroon	X						
69	Cortez Silver	X	X		X		X	
52	Garnet Red	X						
63	Champagne	X				X		
57	Fathom Green	X		X	X	X		
40	Butternut Yellow	X						

TWO-TONE (Lower/Upper)

53-50	Glacier Blue/Dover White	X	X				X
55-50	Azure Turquoise/Dover White	X					
53-51	Glacier Blue/Dusk Blue	X	X				X
51-53	Dusk Blue/Glacier Blue	X	X				X
65-50	Olympic Gold/Dover White	X			X		
61-63	Burnished Brown/Champagne	X					

No Two-Tones available on Kingswood Estate models.

BODY SIDE MOLDING COLORS

EXTERIOR		Impala - Vinyl Insert	Caprice - Vinyl Tape
RPO	COLOR		
10	Tuxedo Black	Black	Black
50	Dover White	Black	White
53	Glacier Blue	Dark Blue	Blue
51	Dusk Blue	Dark Blue	Dark Blue
71	Le Mans Blue	Dark Blue	Bright Blue
65	Olympic Gold	Dark Brown	Gold
61	Burnished Brown	Dark Brown	Dark Brown
55	Azure Turquoise	Black	Turquoise
59	Frost Lime	Dark Green	Lime
67	Burgundy Maroon	Dark Red	Maroon
69	Cortez Silver	Black	Silver
52	Garnet Red	Dark Red	Red
63	Champagne	Dark Brown	Champagne
57	Fathom Green	Dark Green	Dark Green
40	Buttermut Yellow	Black	Yellow

SEAT BELT AND SHOULDER HARNESS USAGE AND COLORS

	Standard Seat Belt And Shoulder Harness Usage		Optional Deluxe Seat Belt And Shoulder Harness Usage	
	Front	Rear	Front	Rear
Outboard Seat Belts (2-Sets Per Seat)	All Models	All Models	All Models (RPO A39-ZK3)	All Models (RPO A39-ZK3)
Center Seat Belts (1-Set Per Seat)	All Except Bucket Seat Models	All Models	All Except Bucket Seat Models (RPO A39-ZK3)	All Models (RPO A39-ZK3)
Outboard Shoulder Harness (2-Sets Per Seat)	All Except Convertible	Optional All Models (RPO AS5)	All Models- (RPO A85)	All Models (RPO AS4)

STANDARD AND DELUXE SEAT BELT AND SHOULDER HARNESS COLORS

	STANDARD	DELUXE
INTERIOR TRIM	Seat Belts, Shoulder Harness Roof Rail Retainer, Belt Retractors Colors (a)	Seat Belts, Shoulder Harness Roof Rail Retainer, Belt Retractors Colors (b)
Black	Black	Black
Med. Blue	Dark Blue	Dark Blue
Dk. Blue	Dark Blue	Dark Blue
Med. Saddle	Black	Medium Saddle
Med. Turquoise	Black	Dark Turquoise
Med. Red	Black	Medium Red
Med. Green	Dark Green	Medium Green
Med. Gold	Medium Gold	Medium Gold
Parchment	Black	Black
Midnight Green	Black	Dark Green

(a) - Standard Belt and Harness Buckles are colored plastic covered.
(b) - Deluxe Belt and Harness Buckles are brushed finish (includes Passenger-Driver Mini-Buckle).

BODY CONSTRUCTION AND GLASS AREA

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

DOORS AND LOCKS
Door construction ---------- Double steel panels, with side-guard door beams hinged at front
Door handles ---------- Push-button with fork type door locks. Relocated inside push-button locks and 2-position free-wheeling inside door handles on all doors
Front door glass ---------- Full window on all models

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

VENTILATION
High level air intake for passenger compartment -- with double wall plenum chamber; providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at ends of rocker inner panels. Astro ventilation with instrument panel outlets standard on all.

SEAT CONSTRUCTION
Type -- Front seat cushion
1.25 poly pad ---------- 153-154-155-15600
1.75 poly pad ---------- 163-164-16600
Rear seat cushion
Jute and cotton -------- 153-154-155-15600
1.75 poly pad ---------- 163-16400; 16635, 39, 45, 47
3rd seat cushion
0.75 poly pad ------ 155-156-163-164-16646

WINDSHIELD WIPERS AND WASHERS
Type ---------- Concealed dual 2-speed electric
Linkage ---- Parallel acting with articulated left arm

HEADLIGHTS ---------- Dual, horizontal at outer ends of "loop" front bumper; Caprice and Kingswood Estate models have optional concealed type behind vacuum operated panels

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

DUAL ACTION TAILGATE
Type ---------- Standard on all station wagons. Two separate latches unlock the tailgate either as a gate or door.

BODY GLASS VISIBILITY AREA

	MODELS						
LOCATION	11	69	47	37	39	67	36-46
Windshield	1396.2		1354.4				1396.2
Front Door Window	1024.6	753.8	879.2		782.8	879.2	753.8
Rear Door Window	--	658.4	--		671.8	--	684.0
Rear Quarter Window	451.4	--	390.2	406.6	--	872.0	1187.4
Back Window	1230.4		933.2	1029.1	1334.9	767.3	923.4
Total Area (Sq. In.)	4102.6	4038.8	3558.8	3669.3	4143.9	3372.9	4944.8

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

CHASSIS

FRAME AND FRONT SUSPENSION 2-4
STEERING, DRIVELINE, WHEELS AND TIRES 5
REAR AXLE AND SUSPENSION 6
BRAKES 7
BULBS AND LAMPS 8
FUSES AND CIRCUIT BREAKERS 9

FRAME AND FRONT SUSPENSION

FRAME

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

FRONT SUSPENSION

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

Wheel travel (design)

Total	8.14
Jounce	3.85
Rebound	4.29
Wheel to spring, travel ratio	1.94

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters

Inner bearing ----------

Outer bearing ----------

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

Wheel bearing

Type ---------- Taper roller

Number ---------- Two per spindle

SPHERICAL JOINTS

Type -------- Ball studs, upper self-adjusting for wear

Bearing surfaces

Upper ---------- Two bearings; upper surface teflon coated phenolic; lower surface teflon cotton composition

Lower ---------- One bearing; steel

SHOCK ABSORBERS

Type ---------- Direct, double-acting, hydraulic

Piston diameter ---------- 1.00

STABILIZER BAR

Type	Link
Material	HR steel
Diameter	0.81

FRONT WHEEL ALIGNMENT (Curb)

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

GENERAL SUSPENSION PROVISIONS

Car leveling ---------- Front stabilizer bar

Anti-dive control ---- Angle of front upper control arm

Anti-squat control ---------- Rear suspension geometry

FRONT SPRINGS

Selected from a family of springs by Electronic Data Processing which identifies the correct spring for the weight of the vehicle including optional equipment ordered by the customer.

FRONT SPRING SPECIFICATIONS

Part Number	Assembly Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs per inch)	HEIGHTS	
						Free	Working (in. @ lbs.)
3953901	QA	127.182	0.614	9.0	290	16.891	11.76 @ 1470
3953902	QB	127.207	0.614	9.0	290	17.064	11.76 @ 1520
3953903	QC	127.233	0.614	9.0	290	17.236	11.76 @ 1570
3953904	QD	127.258	0.614	9.0	290	17.409	11.76 @ 1620
3953905	QE	127.284	0.614	9.0	290	17.581	11.76 @ 1670
3953906	QF	141.715	0.636	10.0	290	17.753	11.76 @ 1720
3953907	QG	141.738	0.636	10.0	290	17.926	11.76 @ 1770
3953908	QJ	157.111	0.681	11.0	330	18.155	11.76 @ 2090
3953909	QK	157.137	0.681	11.0	330	18.367	11.76 @ 2160
3953910	QL	113.894	0.641	8.0	390	15.284	11.76 @ 1350
3953911	QM	113.919	0.641	8.0	390	15.450	11.76 @ 1415
3953912	QN	113.944	0.641	8.0	390	15.617	11.76 @ 1480
3953913	QO	113.969	0.641	8.0	390	15.784	11.76 @ 1545
3953914	QP	113.995	0.641	8.0	390	15.950	11.76 @ 1610
3953915	QQ	128.559	0.668	9.0	390	16.117	11.76 @ 1675
3953916	QR	128.581	0.668	9.0	390	16.283	11.76 @ 1740
3953917	QS	128.604	0.668	9.0	390	16.450	11.76 @ 1805
3953918	QT	128.628	0.668	9.0	390	16.617	11.76 @ 1870
3953919	QU	128.651	0.668	9.0	390	16.783	11.76 @ 1935
3953920	QV	143.329	0.692	10.0	390	16.950	11.76 @ 2000
3953921	QW	143.350	0.692	10.0	390	17.116	11.76 @ 2065
3953922	QX	143.371	0.692	10.0	390	17.283	11.76 @ 2130
3953923	QY	114.969	0.688	8.0	500	14.761	11.76 @ 1470
3953924	QZ	114.998	0.688	8.0	500	14.961	11.76 @ 1570
3953925	CA	115.026	0.688	8.0	500	15.161	11.76 @ 1570
3953926	CB	115.055	0.688	8.0	500	15.361	11.76 @ 1770
3953927	CC	115.085	0.688	8.0	500	15.561	11.76 @ 1870
3953928	CD	129.868	0.716	9.0	500	15.761	11.76 @ 1970
3953929	CE	129.895	0.716	9.0	500	15.961	11.76 @ 2070
3953930	CF	129.921	0.716	9.0	500	16.161	11.76 @ 2170
3954603	CG	141.762	0.636	10.0	290	18.098	11.76 @ 1820
3954604	CH	141.785	0.636	10.0	290	18.270	11.76 @ 1870
3954605	CJ	141.809	0.636	10.0	290	18.443	11.76 @ 1920
3954606	CK	156.336	0.657	11.0	290	18.615	11.76 @ 1970
3954607	CL	156.357	0.657	11.0	290	18.787	11.76 @ 2020

FRONT SPRING APPLICATION
IMPALA AND CAPRICE

ASSEMBLY CODE AND RANGE OF SPRUNG WEIGHT PER SPRING IN LBS										
6-Cyl.				V-8						
16339-69		16337		16439-69-639			16437-47-67-647			16437-47-67
Standard	RPO F40	Standard	RPO F40	Standard	RPO F40	RPO F41	Standard	RPO F40	RPO F41	RPO Z24
QC 0-849	QO 0-859	QA 0-856	QM 0-862	QD 0-869	QP 0-894	CC 0-1014	QB 0-879	QN 0-892	CA 0-1009	QQ 0-974
QD 850-869	QP 860-889	QB 857-879	QN 863-892	QE 870-894	QQ 895-916	CD 1015-1059	QC 880-904	QO 893-919	CB 1010-1049	QR 975-1004
QE 870-894	QQ 890-919	QC 880-904	QO 893-919	QF 895-914	QR 917-947	CE 1060-1104	QD 905-929	QD 920-949	CC 1050-1094	QS 1005-1034
QF 895-914	QR 920-949	QD 905-929	QP 920-949	QG 915-939	QS 948-974	CF 1105 & Over	QE 930-949	QQ 950-979	CD 1095-1134	QT 1035-1059
QG 915-939	QS 950-979	QE 930-949	QQ 950-979	CG 940-964	QT 975-1004	---	QF 950-974	QR 980-1009	CE 1135 & Over	QU 1060-1094
CG 940-964	QT 980-1009	QF 950-974	QR 980 & Over	CH 965-984	QU 1005-1034	---	QG 975-999	QS 1010-1034	---	QV 1095-1124
CH 965-984	QU 1010 & Over	QG 975 & Over	---	CJ 985-1009	QV 1035-1064	---	CG 1000-1019	QT 1035-1064	---	QW 1125 & Over
CJ 985 & Over	---	---	---	CK 1010-1029	QW 1065-1089	---	CH 1020-1044	QU 1065-1094	---	---
---	---	---	---	CL 1030-1064	QX 1090 & Over	---	CJ 1045-1069	QV 1095-1124	---	---
---	---	---	---	QJ 1065-1094	---	---	CK 1070-1089	QW 1125 & Over	---	---
---	---	---	---	QK 1095 & Over	---	---	CL 1090-1119	---	---	---
---	---	---	---	---	---	---	QJ 1120 & Over	---	---	---

FRAME AND FRONT SUSPENSION—Cont'd

FRONT SPRING APPLICATION

BISCAYNE AND BEL AIR

ASSEMBLY CODE AND RANGE OF SPRUNG WEIGHT PER SPRING IN LBS								
6 Cyl.				V-8				
15311-69-511-69			15369-569	15411-69-511-69				15469-569
Standard	RPO F40	RPO B07	RPO B02	Standard	RPO F40	RPO F41	RPO B07	RPO B02
QO 0-836	QN 0-832	QY 0-849	QN 0-854	QD 0-869	QO 0-859	CB 0-974	QZ 0-894	QO 0-884
QP 837-866	QO 833-859	QZ 850-894	QO 855-881	QE 870-894	QP 860-894	CC 975-1014	CA 895-939	QP 885-914
QQ 867-894	QP 860-889	CA 895-939	QP 882 & Over	QF 895-914	QQ 895-916	CD 1015-1059	CB 940-984	QQ 915 & Over
QR 895-924	QQ 890-919	CB 940-984	---	QG 915-939	QR 917-947	CE 1060-1104	CC 985-1024	---
QS 925-954	QR 920-949	CC 985-1024	---	CG 940-964	QS 948-974	CF 1105 & Over	CD 1025-1069	---
QT 955 & Over	QS 950 & Over	CD 1025 & Over	---	CH 965-984	QT 975-1004	---	CE 1070-1114	---
---	---	---	---	CJ 985-1009	QU 1005-1034	---	CF 1115 & Over	---
---	---	---	---	CK 1010-1029	QV 1035-1064	---	---	---
---	---	---	---	CL 1030-1064	QW 1065 & Over	---	---	---
---	---	---	---	QJ 1065-1094	---	---	---	---
---	---	---	---	QK 1095 & Over	---	---	---	---

FRONT SPRING APPLICATION

STATION WAGONS

ASSEMBLY CODE AND RANGE OF SPRUNG WEIGHT PER SPRING IN LBS					
2-Seat Models			3-Seat Models		
All Models	Brookwood & Townsman	All V-8 Models	All Models	Townsman	All V-8 Models
Standard	RPO B07	RPO F41	Standard	RPO B07	RPO F41
QL 0-794	QY 0-889	QZ 0-929	QL 0-794	QY 0-889	QZ 0-929
QM 795-829	QZ 890-929	CA 930-969	QM 795-829	QZ 890-929	CA 930-969
QN 830-859	CA 930-969	CB 970-1014	QN 830-859	CA 930-969	CB 970-1014
QO 860-889	CB 970-1014	CC 1015-1059	QO 860-889	CB 970-1014	CC 1015 & Over
QP 890-919	CC 1015 & Over	CD 1060 & Over	QP 890-919	CC 1015 & Over	---
QQ 920-949	---	---	QQ 920-949	---	---
QR 950-979	---	---	QR 950-979	---	---
QS 980-1009	---	---	QS 980-1009	---	---
QT 1010-1039	---	---	QT 1010-1039	---	---
QU 1040 & Over	---	---	QU 1040 & Over	---	---

RPO NO.	OPTION
B02	Taxi
B07	Police
F40	Suspension, Heavy Duty Front and Rear
F41	Suspension, Special Performance Front and Rear
Z24	SS 427 Appearance and Performance Package

MANUAL STEERING (Standard)

Description	Semi-reversible, recirculating ball nut gear; and a collapsible steering column for safety. Tilt steering wheel optional.
Ratios	Gear, 24:1; overall, 30.8:1
Turning diameters (ft)	
Outside front, wall to wall	43.0
Outside front, curb to curb	41.0
Inside rear, wall to wall	24.0
Inside rear, curb to curb	24.0
Number of wheel turns, lock to lock	5.8
Outside wheel angle with inside wheel @ 20°	22.5°
Linkage	Parallelogram, rear of wheels, 2 tie rods

POWER STEERING, RPO N40

(Same as standard manual steering except as shown)

Type	Integral power piston and vane type pump driven by crankshaft pulley. Variable ratio steering gear for Impala and Caprice, constant ratio gear for balance of line.
Ratios	
Impala and Caprice	Gear; 16.0:1 on center, 12.4:1 at 14° overall; 19.4:1 on center, 14.8:1 at 14°
All except Impala and Caprice	Gear; 17.5:1 overall; 21.2:1
Number of wheel turns, lock-to-lock	
Impala and Caprice	
All except Impala and Caprice	4.0

DRIVELINE

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

WHEELS, REGULAR PRODUCTION

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

WHEELS, DISC BRAKES

Type	Short spoke spider
Attachment to hub	Same as regular production wheels
Size	15 x 6
Offset	0.06

WHEELS, RALLY-TYPE, RPO ZJ7

Type	Short spoke spider with large ventilation slots
Attachment to hub	Same as regular production
Size	15 x 6
Offset	0.06

TIRES, STANDARD EQUIPMENT

Construction	2 ply
Rating	4 Ply rated (4 pr)
Size	
8.25-14 (All models except Wagons)	
Static loaded radius	12.6
Loaded rev/mi @ 50 MPH	766
Capacity @ 24 PSI	1338
8.55-14 (Brookwood & Townsman 2-Seat Wagons)	
Static loaded radius	12.9
Loaded rev/mi @ 50 MPH	763
Capacity @ 22 PSI	1387
8.85-14 (All Wagons except Brookwood and Townsman 2-Seat)	
Static loaded radius	13.1
Loaded rev/mi @ 50 MPH	750
Capacity @ 22 PSI	1464
G70-15 (SS 427)	
Static loaded radius	12.6
Loaded rev/mi @ 50 MPH	766
Capacity @ 24 PSI	1338

REAR AXLE AND SUSPENSION

REAR AXLE

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

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

RING AND PINION GEAR TOOTH COMBINATIONS
8.125 Ring gear diameter
2.56 ---------- 41,16
2.73 ---------- 41,15
3.08 ---------- 37,12
3.36 ---------- 37,11
3.55 ---------- 39,11
3.70 ---------- 37,10

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

POSITRACTION DIFFERENTIAL (see Power Trains)
Type ---------- Two pinion with single disc clutch

REAR SUSPENSION, REGULAR PRODUCTION
Description ---------- Link type; except wagons, 2 lower control arms, 1 upper control arm, and tie rod from axle to frame; wagons, 2 upper and 2 lower control arms and tie rod. Drive and torque taken through control arms
Wheel travel (design)
Total ---------- 9.29
Jounce ---------- 3.85
Rebound ---------- 5.44
Wheel to spring, travel ratio ---------- 1.52

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

SERVICE BRAKES, REGULAR PRODUCTION

- Type ---------- Duo-servo 4-wheel hydraulic; dual circuit hydraulic system with warning lamp, and reverse self-adjusting feature
- Line pressure at 100 lb pedal load ---------- 739
- Braking ratios
  - Pedal ---------- 5.80
  - Hydraulic ---------- 4.82
  - Overall ---------- 27.9
- Wheel cylinder area distribution (percent) 58.5F;41.5R
- Brake drum
  - Diameter ---------- 11.0
  - Construction ---------- Composite, web cast into rim
  - Material
    - Web ---------- HR steel
    - Rim ---------- Cast iron alloy
  - Swept drum area ---------- 328.3
- Brake lining
  - Material ---------- Asbestos composition; wet extruded front, compression molded rear. Grooved primaries front & rear.
  - Length
    - Primary, front and rear ---------- 9.25
    - Secondary, front and rear ---------- 11.63
  - Width
    - Front linings ---------- 2.75
    - Rear linings ---------- 2.00
  - Thickness, minimum @ C/L ---------- 0.168
  - Method of attachment ---------- Bonded
  - Total effective area ---------- 184.3
  - Gross lining area ---------- 198.4
  - Master cylinder
    - Piston diameter ---------- 1.00
    - Piston travel (with available pedal travel) ---- 1.22
  - Wheel cylinders
    - Piston Diameter
      - Front ---------- 1.1875
      - Rear ---------- 1.00
  - Foot pedal travel ---------- 7.08

PARKING BRAKE

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

POWER BRAKES, RPO J50

(Same as regular production service brakes except as follows)

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

FRONT WHEEL DISC BRAKES, RPO J52

(Regular production service brakes at rear wheels; Power assist required)

- Type ----- Hub mounted front discs, with self-adjusting single piston caliper units mounted on the steering knuckle. A metering valve is provided for balance between front and rear brakes.
- Braking ratios
  - Pedal ---------- 3.38
  - Hydraulic ---------- 28.5
  - Overall ---------- 96.4
- Total effective lining area, disc & drum ---------- 114.6
- Gross lining area, disc & drum ---------- 124.3
- Disc
  - Diameter ---------- 11.75
  - Material ---------- Cast iron
  - Swept area per disc ---------- 115.0
  - Swept disc and drum area ---------- 368.4
- Disc lining
  - Material ---------- Wet compression molded asbestos
  - Size ---------- 5.96 x 2.21 x .41
  - Method of attachment ---------- Riveted
  - Total effective area per lining ---------- 9.5
  - Gross lining area per lining ---------- 10.6
- Master cylinder
  - Piston diameter ---------- 1.125
  - Piston travel (with available pedal travel) ---- 1.46
- Wheel cylinders
  - Front calipers
    - Number per wheel ---------- 1
    - Diameter ---------- 2.938
  - Rear drums
    - Diameter ---------- 1.00
- Foot pedal travel ---------- 4.75

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission position pattern	Floor console 2-1895	2
Back-up	2-1156	32
Brake warning	1-194	2
Courtesy		
Instrument panel	2-631	6
Rear quarter (9-passenger)	1-90	6
Seat separator compartment	1-1445	.7
Rear seat separator	1-212	6
Directional signal indicator	2-194	2
Dome		
Roof center	1-211	15
Rear quarter	1-90	6
Front fender	2-67	4
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp hi-beam indicator	1-194	2
Headlamp — Outer	2-4002	High beam 37.5W Low beam 55.0W
Headlamp — Inner	2-4001	High beam 37.5W
Heater controls	1-1895	2
Instrument cluster	5-194	2
License plate, rear	2-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	4
Turn		32
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	30W
Tachometer	1-1895	2
Tail		
Tail only (16600)	2-67	4
Tail, stop and turn	15000, 2-1157	Tail, 4; stop & turn, 32
	16000, 4-1157	Tail, 4; stop & turn, 32
Temperature indicator	1-194	2
Underhood	1-93	15

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

* Letter suffix indicates same circuit

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POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*							
			2.29:1	2.56:1	2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.73:1
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP Standard	3-Speed (2.85:1 low)	Sedans & Coupes (A)			Econ.		Std.		Perf.		
		With Air Conditioning					Econ.		Std.	Perf.	
	Powerglide	Sedans & Coupes (A)			Econ.		Std.		Perf.	Spcl.	
		With Air Conditioning					Econ.		Std.	Perf.	
	3-Spd. (2.85:1 low) & Powerglide	Station Wagons (A)					Econ.		Std.	Perf.	
		With Air Conditioning							Econ.	Std.	
	Turbo Hydra-Matic	All Models		Econ.	Std.		Perf.		Spcl.		
		With Air Conditioning			Econ.		Std.		Perf.		

A-Not available with Impala Convertible, Impala Custom Coupe, Caprice, and Kingswood Station Wagons

327 Cubic Inch V-8 Turbo-Fire 327 235 HP Standard	3-Speed (2.54:1 low)	All except Station Wagons			Econ.		Std.		Perf.		
		With Air Conditioning			Econ.		Std.		Perf.		
	Powerglide	All except Station Wagons			Econ.		Std.		Perf.	Spcl.	
		With Air Conditioning			Econ.		Std.		Perf.	Spcl.	
	3-Spd. (2.54:1 low) & Powerglide	Station Wagons					Econ.		Std.	Perf.	
		With Air Conditioning					Econ.		Std.	Perf.	
	4-Speed (2.54:1 low)	All Models					Econ.		Std.	Perf.	
		With Air Conditioning					Econ.		Std.	Perf.	
	Turbo Hydra-Matic	All models		Econ.	Std.		Perf.				
		With Air Conditioning		Econ.	Std.		Perf.				

350 Cubic Inch V-8 Turbo-Fire 350 255 HP RPO LM1 and 300 HP RPO L48	H.D. 3-Spd. (2.42:1 low) & 4-Spd. (2.52:1 low)	All models				Econ.		Std.		Perf.	
		With Air Conditioning				Econ.		Std.		Perf.	
	Powerglide	All except Station Wagons			Econ.		Std.		Perf.		
		With Air Conditioning			Econ.		Std.		Perf.		
		Station Wagons			Econ.	Std.		Perf.			
		With Air Conditioning			Econ.	Std.		Perf.			
	Turbo Hydra-Matic	All except Station Wagons		Econ.	Std.		Perf.				
		With Air Conditioning		Econ.	Std.		Perf.				
		Station Wagons		Econ.	Std.	Perf.					
		With Air Conditioning		Econ.	Std.	Perf.					

396 Cuin. V-8 Turbo-Jet 396 265 HP RPO L66	H.D. 3-Speed (2.42:1 low)	All models			Econ.	Std.		Perf.			
		With Air Conditioning			Econ.	Std.		Perf.			
	4-Speed (2.52:1 low)	All models				Econ.		Std.		Perf.	
		With Air Conditioning				Econ.		Std.		Perf.	
	Turbo Hydra-Matic	All models	Econ.	Std.		Spcl.		Spcl.			
		With Air Conditioning		Std.		Spcl.		Spcl.			

427 Cu.In. V-8 Turbo-Jet 427 335 HP RPO LS1	H.D. 3-Spd. (2.42:1 low) 4-Spd. (2.52:1 low) 4-Spd. (2.20:1 low)	All models				Econ.		Std.		Perf.	
		With Air Conditioning				Econ.		Std.		Perf.	
	Turbo Hydra-Matic	All models	Econ.	Std.		Spcl.		Spcl.			
		With Air Conditioning		Std.		Spcl.		Spcl.			

427 Cubic Inch V-8 Turbo-Jet 427 390 HP RPO L36	H.D. 3-Spd. (2.42:1 low) 4-Spd. (2.52:1 low) 4-Spd. (2.20:1 low)	All models				Econ.		Std.		Perf.	Spcl.
		With Air Conditioning				Econ.		Std.		Perf.	Spcl.
	Turbo Hydra-Matic	All models	Spcl.		Std.	Perf.					
		With Air Conditioning			Std.	Perf.					

* Positraction axles available optionally for all ratios shown.

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

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 155 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.08	3.08
327 Cu.In. V-8 235 HP Standard	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
350 Cu.In. V-8 255 HP RPO LM1 and 300 HP RPO L48	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31
396 Cu.In. V-8 265 HP RPO L66	2-Barrel	H.D. 3-Speed	7.43	4.85	3.07		7.40	3.07
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31
427 Cu.In. V-8 335 HP RPO LS1 390 HP RPO L36	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		7.98	3.31
		4-Speed (2.52:1)	8.34	6.22	4.83	3.31	8.57	3.31
		4-Speed (2.20:1)	7.28	5.43	4.20	3.31	7.48	3.31

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 155 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.26:1	
327 Cu.In. V-8 235 HP Standard 350 Cu.In. V-8 255 HP RPO LM1 and 300 HP RPO L48	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 3.08:1	
	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.26:1	
	Turbo Hydra-Matic (A)	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
350 Cu.In. V-8 300 HP RPO L48	Turbo Hydra-Matic (B)	Drive	14.22:1 - 2.73:1	2.73:1
		Low	14.22:1 - 6.77:1	
		Second	14.22:1 - 4.04:1	
		Reverse	11.93:1 - 5.68:1	
396 Cu.In. V-8 265 HP RPO L66	Turbo Hydra-Matic	Drive	13.34:1 - 2.56:1	2.56:1
		Low	13.34:1 - 6.35:1	
		Second	13.34:1 - 3.79:1	
		Reverse	11.19:1 - 5.32:1	
427 Cu.In. V-8 335 HP RPO LS1	Turbo Hydra-Matic	Drive	13.34:1 - 2.56:1	2.56:1
		Low	13.34:1 - 6.35:1	
		Second	13.34:1 - 3.79:1	
		Reverse	11.19:1 - 5.32:1	
427 Cu.In. V-8 390 HP RPO L36	Turbo Hydra-Matic	Drive	14.22:1 - 2.73:1	2.73:1
		Low	14.22:1 - 6.77:1	
		Second	14.22:1 - 4.04:1	
		Reverse	11.93:1 - 5.68:1	

* Axle ratio x transmission ratio
A - 5.70 overall ratio for V8-327 & 350 (RPO LM1) cu. in. engines
B - 5.21 overall ratio for V8-350 (RPO L48) cu. in. engines

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV	V-8 OHV						
Piston Displacement (Cu.In.)		250	327	350		396	427		
Availability		Standard		LM1	L48	L66	LS1	L36	
Number of Cylinders		Six	Eight						
Bore and Stroke (nominal)		3.875 x 3.53	4.001 x 3.25	4.00 x 3.48		4.09 x 3.76	4.251 x 3.76		
Compression Ratio		8.5:1	9.00:1	9.00:1	10.25:1	9.00:1	10.25:1		
Taxable (SAE) Horsepower		36.0	51.2	51.2		53.6	57.8		
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2						
Idling Speed	3-Speed and/or 4-Speed (in Neutral)	700					800		
	Powerglide (in Drive)	550	600						
	Turbo Hydra-Matic (in Drive)	550	600						
	Turbo Hydra-Matic (in Drive)		600						
Compression Press. (PSI) @ Cranking Speed, Engine Hot		140	150			160			
Power Plant Mountings	Front	Two; combination compression and shear type							
	Rear	One; full shear type							
Measurements	Fan to rear of engine block	34.65	30.24			31.89			
	Top of air cleaner to bottom of oil pan	27.19	29.23			29.67			
	Width - including generator	25.25	29.27			30.00			

ADVERTISED ENGINE RATING

Engine Designation	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 235 HP Turbo-Fire 327 Cu.In.	V-8, 255 HP Turbo-Fire 350 Cu.In.	V-8, 300 HP Turbo-Fire 350 Cu.In.	V-8, 265 HP Turbo-Jet 396 Cu.In.	V-8, 335 HP Turbo-Jet 427 Cu.In.	V-8, 390 HP Turbo-Jet 427 Cu.In.
Availability	Standard	Standard	RPO LM1	RPO L48	RPO L66	RPO LS1	RPO L36
Carburetor	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Two Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	155 @ 4200	235 @ 4800	255 @ 4800	300 @ 4800	265 @ 4800	335 @ 4800	390 @ 5400
Gross Torque @ RPM (lb-ft)	235 @ 1600	325 @ 2800	365 @ 3200	380 @ 3200	400 @ 2800	460 @ 3200	460 @ 3600

ENGINE SPEED AND PISTON TRAVEL

250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	Turbo Hydra-Matic	Powerglide
Rear Axle Ratio		3.08:1 (b)	2.73:1	3.08:1 (b)
Tire Size			8.25 x 14 (a)	
Crankshaft Revolutions per Mile		2319.2	2055.7	2319.2
Crankshaft RPM @ 1 MPH	Low	110.2	86.3	70.3
	Second	64.9	52.1	
	Third	38.6	34.3 (direct)	38.6 (direct)
	Reverse	114.0	66.1	70.3
Piston Travel (ft/mile)		1364.5	1209.4	1364.5

(a) 8.55 x 14 standard on Station Wagons. (b) 3.36:1 on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic RPO M38	Turbo Hydra-Matic RPO M40
Rear Axle Ratio		3.08:1 (b)	3.36:1	3.08:1 (b)	2.73:1	
Tire Size				8.25 x 14 (a)		
Crankshaft Revolutions per Mile		2319.2	2530.1	2319.2	2055.7	
Crankshaft RPM @ 1 MPH	Low	98.2	107.1	68.0	86.3	85.0
	Second	58.0	75.9		52.1	50.7
	Third	38.7	60.7	38.7 (direct)	34.3 (direct)	
	Fourth		42.2			
	Reverse	101.7	107.1	68.0	66.1	71.3
Piston Travel (ft/mile)		1256.3	1370.5	1256.3	1113.5	

(a) 8.55 x 14 standard on Station Wagons. (b) 3.36:1 on Station Wagons.

350 CUBIC INCH V-8 ENGINES (RPO LM1 & L48)

Transmission		Heavy-Duty 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic RPO M38	Turbo Hydra-Matic RPO M40
Rear Axle Ratio		3.31:1		3.08:1 (b)	2.73:1	
Tire Size				8.25 x 14 (a)		
Crankshaft Revolutions per Mile		2492.4		2319.2	2055.7	
Crankshaft RPM @ 1 MPH	Low	100.5	104.7	68.0	86.3	85.0
	Second	65.6	78.1		52.1	50.7
	Third	41.5	60.6	38.7 (direct)	34.3 (direct)	
	Fourth		41.5			
	Reverse	100.1	107.6	68.0	66.1	71.3
Piston Travel (ft/mile)		1445.6		1345.2	1192.3	

(a) 8.55 x 14 standard on Station Wagons. (b) 3.07 on Station Wagons.

396 CUBIC INCH V-8 ENGINE

Transmission		Heavy-Duty 3-Speed	4-Speed	Turbo Hydra-Matic
Rear Axle Ratio		3.07:1	3.31:1	2.56:1
Tire Size			8.25 x 14 (a)	
Crankshaft Revolutions per Mile		2311.7	2492.4	1927.7
Crankshaft RPM @ 1 MPH	Low	93.2	104.7	79.7
	Second	60.9	78.1	47.5
	Third	38.5	60.6	32.1
	Fourth		41.5	
	Reverse	92.9	107.6	66.8
Piston Travel (ft/mile)		1256.0	1354.2	1208.0

(a) 8.55 x 14 standard on Station Wagons.

427 CUBIC INCH V-8 ENGINES

Transmission		Heavy-Duty 3-Speed	4-Speed RPO M20	4-Speed RPO M21	Turbo Hydra-Matic RPO L51	Turbo Hydra-Matic RPO L36
Rear Axle Ratio		3.31:1			2.56:1	2.73:1
Tire Size				8.25 x 14 (a)		
Crankshaft Revolutions per Mile		2492.4			1927.7	2055.7
Crankshaft RPM @ 1 MPH	Low	100.5	104.7	91.4	79.7	85.0
	Second	65.6	78.1	68.1	45.5	50.7
	Third	41.5	60.6	52.7	32.1	34.3
	Fourth		41.5	41.5		
	Reverse	100.1	107.6	93.9	66.8	71.3
Piston Travel (ft/mile)		1354.2			1208.0	1354.2

(a) 8.55 x 14 standard on Station Wagons.

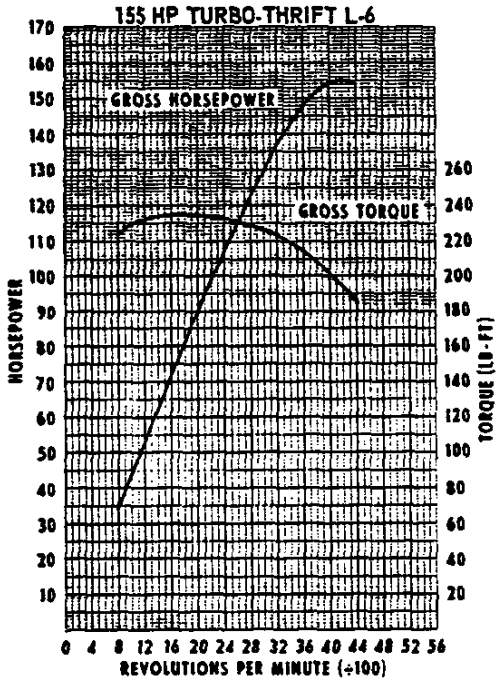
VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 155 HP	BASE 327 CU.IN. 235 HP	RPO LM1 350 CU.IN. 255 HP	RPO L48 350 CU.IN. 300 HP	RPO L66 396 CU.IN. 265 HP	RPO LS1 427 CU.IN. 335 HP	RPO LS6 427 CU.IN. 390 HP
MODEL	15569	15669	15669	15669	15669	15669	15669
3-SPEED TRANSMISSION							
Performance Weight (pounds)	4320	4455	4490	4490	4668	4654	4703
Pounds per Gross Horsepower	27.87	18.96	17.61	14.97	17.63	13.89	12.06
Pounds per Cu.In. Displacement	17.28	13.62	12.83	12.83	11.80	10.90	10.01
Gross HP per Cu.In. Displacement	.620	.719	.729	.857	.669	.784	.913
Power Displacement (cu.ft./mile)	167.77	219.44	252.42	252.42	264.88	307.94	307.94
Displacement Factor (cu.ft./ton mile)	77.67	98.49	112.43	112.43	113.45	132.35	130.98
4-SPEED TRANSMISSION							
Performance Weight (pounds)		4483	4496	4496	4674	4660	4709
Pounds per Gross Horsepower		19.08	17.63	14.99	17.65	13.91	12.07
Pounds per Cu.In. Displacement		13.71	12.85	12.85	11.81	10.91	11.03
Gross HP per Cu.In. Displacement		.719	.729	.857	.669	.784	.913
Power Displacement (cu.ft./mile)		239.39	252.42	252.42	285.59	307.94	307.94
Displacement Factor (cu.ft./ton mile)		106.82	112.28	112.28	122.15	132.16	130.82
TURBO HYDRA-MATIC RPO M40							
Performance Weight (pounds)		4507	4534	4534	4703	4689	4738
Pounds per Gross Horsepower		19.18	17.78	15.11	17.76	14.00	12.15
Pounds per Cu.In. Displacement		13.78	12.95	12.95	11.88	10.98	11.10
Gross HP per Cu.In. Displacement		.719	.729	.857	.669	.784	.913
Power Displacement (cu.ft./mile)		194.51	208.19	208.19	220.88	238.17	238.17
Displacement Factor (cu.ft./ton mile)		86.33	91.83	91.83	93.87	101.61	100.54
POWERGLIDE							
Performance Weight (pounds)	4310	4445	4483	4483			
Pounds per Gross-Horsepower	27.81	18.92	17.58	14.94			
Pounds per Cu.In. Displacement	17.24	13.59	12.81	12.81			
Gross HP per Cu.In. Displacement	.620	.719	.729	.857			
Power Displacement (cu.ft./mile)	167.77	219.44	234.87	234.87			
Displacement Factor (cu.ft./ton mile)	77.85	98.76	104.81	104.81			
TURBO HYDRA-MATIC RPO M38							
Performance Weights (pounds)	4348	4473	4508	4508			
Pounds per Gross Horsepower	28.05	19.03	17.68	15.03			
Pounds per Cu.In. Displacement	17.39	13.68	12.88	12.88			
Gross HP per Cu.In. Displacement	.620	.719	.729	.857			
Power Displacement (cu.ft./mile)	148.70	194.51	208.19	208.19			
Displacement Factor (cu.ft./tone mile)	68.40	43.48	92.36	92.36			

GLOSSARY

Performance Weight	Curb Weight plus 600 Lb (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Mi x Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

ENGINE OUTPUT CURVE



255 HP TURBO-FIRE V-8

TO BE
PROVIDED

235 HP TURBO-FIRE V-8

TO BE
PROVIDED

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

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

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

ENGINE OUTPUT CURVES—Cont'd.

300 HP TURBO-FIRE V-8

TO BE
PROVIDED

265 HP TURBO-JET V-8

TO BE
PROVIDED

390 HP TURBO-JET V-8

TO BE
PROVIDED

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

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

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

CYLINDER BLOCK
- Material ---------- Cast alloy iron
- Bore diameter
  - L6-250 Cu.In. ---------- 3.8745-3.8775
  - V8-327 Cu.In. ---------- 3.9995-4.0025
  - V8-350 Cu.In. ---------- 3.9995-4.0025
  - V8-396 Cu.In. ---------- 4.0925-4.0955
  - V8-427 Cu.In. ---------- 4.2495-4.2525
- No. of Bulkheads
  - L6 ---------- 7
  - V8 ---------- 5
- Water Jacket ------ Full length around each cylinder
- Cylinder Numbering Arrangement
  - L6 ---------- 1-2-3-4-5-6
  - V8 ---------- Left Bank 1-3-5-7
    Right Bank 2-4-6-8
- Bore Spacing (Centerline to Centerline)
  - L6-250 Cu.In. ---------- 4.4
  - V8-327 & 350 Cu.In. ---------- 4.4
  - V8-396 & 427 Cu.In. ---------- 4.84

CYLINDER HEAD
- Material ---------- High chrome cast alloy iron
- Bolt No. & Size
  - L6-250 Cu.In. -------- 10; .500 dia. 13 threads/in.
  - V8-327 & 350 Cu.In. -- 34; .4375 dia. 14 threads/in.
  - V8-396 & 427 Cu.In. -- 32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME
(Total chamber volume of assembled engine with piston at top center)
- L6-250 Cu.In. ---------- 5.73 Cu.In.
- V8-327 Cu.In. ---------- 5.08 Cu.In.
- V8-350 Cu.In. (RPO LM1) ---------- 5.58 Cu.In.
- V8-350 Cu.In. (RPO L48) ---------- 4.83 Cu.In.
- V8-396 Cu.In. ---------- 6.29 Cu.In.
- V8-427 Cu.In. ---------- 5.94 Cu.In.

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

EXHAUST MANIFOLD
- Material ---------- Cast alloy iron
- Type
  - L6-250 Cu.In. - 4 port, rectangular, center takedown
  - V8-327 & 350 Cu.In. -- Dual, 4 port, center takedown
  - V8-396 & 427 Cu.In. ---------- Dual, 4 port, rear takedown
- Outlet Diameter (Nominal)
  - L6-250 Cu.In. ---------- 2.0
  - V8-327 & 350 Cu.In. ---------- 2.0
  - V8-396 & 427 Cu.In. ---------- 2.5

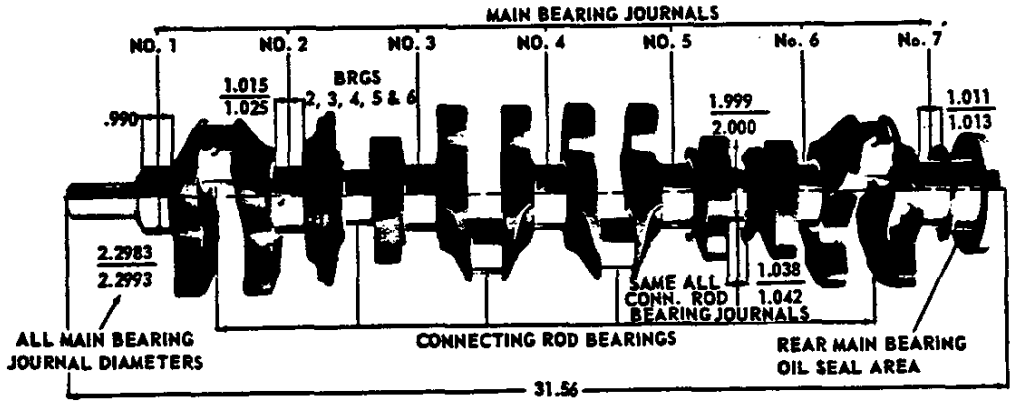
CRANKSHAFT
- Material
  - L6-250 Cu.In. ---------- Cast nodular iron
  - V8-327, 350 & 396 Cu.In. ------ Cast nodular iron
  - V8-427 Cu.In. (RPO LM1) ------ Cast nodular iron
  - V8-427 Cu.In. (RPO L36) ---------- Forged steel
- End Play
  - L6-250 Cu.In. ---------- .002-.006
  - V8-327 & 350 Cu.In. ---------- .002-.006
  - V8-396 & 427 Cu.In. ---------- .006-.010
- Counter Weights
  - L6 ---------- 12
  - V8 ---------- 6
- Crank Arm Length
  - L6-250 Cu.In. ---------- 1.765
  - V8-327 Cu.In. ---------- 1.625
  - V8-350 Cu.In. ---------- 1.74
  - V8-396 & 427 Cu.In. ---------- 1.88
- Torsional Damper ---------- Rubber mounted inertia
- Timing Gear
  - L6 ---------- Steel, helical cut
  - V8 ---------- Steel; sprocket & chain
- Pulley Pitch Diameter ---------- 6.64

MAIN BEARINGS
- Material ---------- Steel, backed insert (selected bearing material — copper lead alloy or premium aluminum — for intended engine operation & application)
- Type ---------- Precision removable
- Thrust Against Bearing ---- No. 7 (L-6); No. 5 (V-8)
- Clearance
  - L6-250 Cu.In. ---------- .0003-.0029
  - V8-327 & 350 Cu.In.
    - No. 1 ---------- .0008-.0020
    - No. 2, 3 & 4 ---------- .0008-.0024
    - No. 5 ---------- .0015-.0031
  - V8-396 & 427 Cu.In.
    - No. 1 & 2 ---------- .0010-.0020
    - No. 3 & 4 ---------- .0013-.0025
    - No. 5 ---------- .0015-.0031

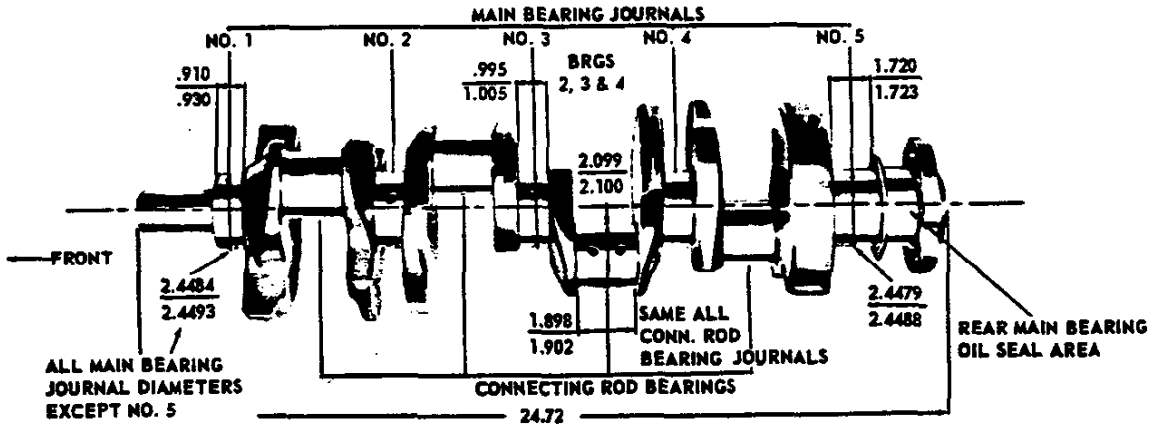
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-327 & 350 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2, 3 & 4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844
V8-396 & 427 Cu.In.			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7505	.992	2.7284
Bearing #5	2.7506	1.2525	3.4451

CRANKSHAFTS AND BEARINGS

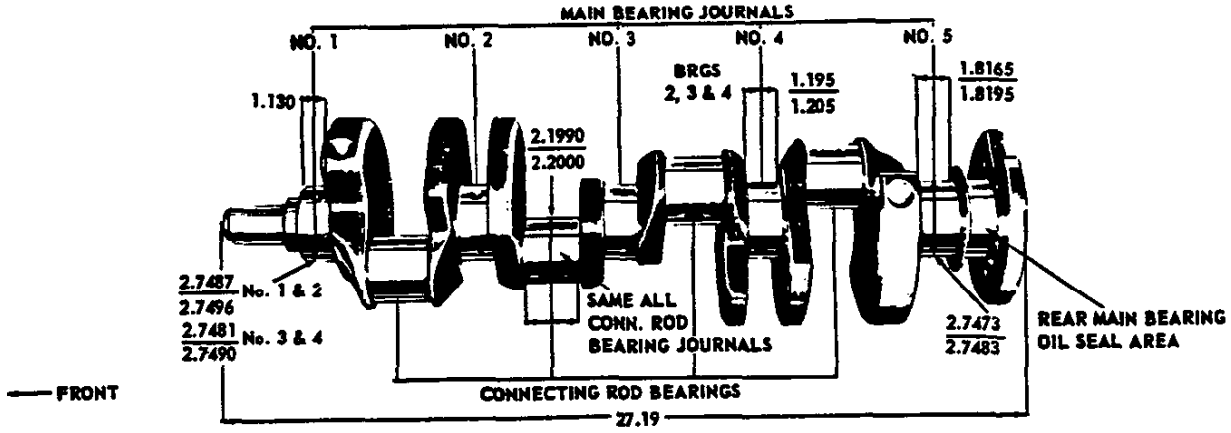
250 CUBIC INCH SIX CYLINDER ENGINE



327 and 350 CUBIC INCH V-8 ENGINES



396 and 427 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material	Cast alloy iron
Drive	
L6	Gear; bakelite and fabric composition with steel hub
V8	Sprocket & chain; steel
Lobe Lift	
L6-250 Cu.In.	.2217 Inlet & Exhaust
V8-327 & 350 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-396 & 427 Cu.In. (LS1)	.2343 Inlet & Exhaust
V8-427 Cu.In. (L36)	.2714 Inlet; .2824 Exhaust
Bearings	Steel backed babbitt

VALVE TRAIN

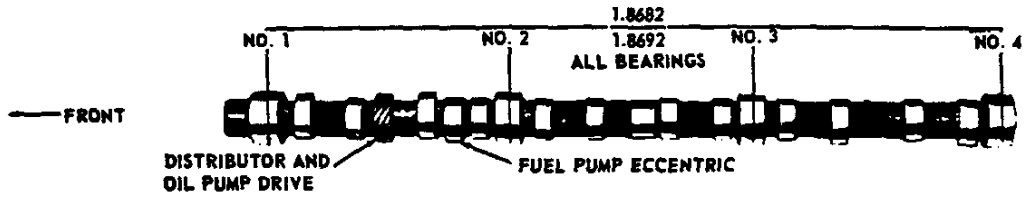
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Push Rods	
Type	Hollow steel
Ends	Hardened
Rocker Arms	
Material	Stamped steel
Ratio	
L6-250 Cu.In.	1.75:1
V8-327 & 350 Cu.In.	1.50:1
V8-396 & 427 Cu.In.	1.70:1

VALVE SPRINGS

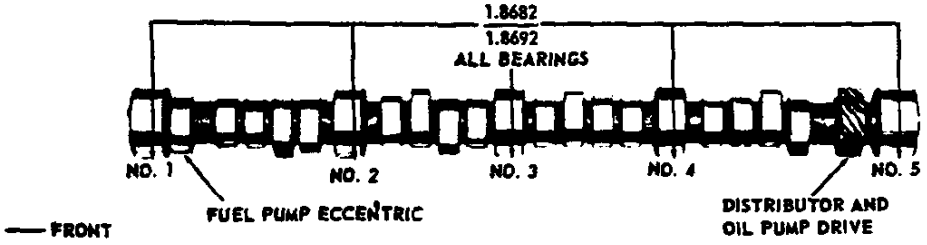
Diameter (I.D.)	
L6-250 Cu.In.	.872-.888
V8-327 Cu.In.	.868-.884
V8-350 Cu.In.	.868-.884
V8-396 & 427 Cu.In.	1.082-1.098
Installed Length (lb. @ In.)	
Valves Closed	
L6-250 Cu.In.	56-64 @ 1.66
V8-327 & 350 Cu.In.	76-84 @ 1.70
V8-396 & 427 Cu.In. (LS1)	84-96 @ 1.88
V8-427 Cu.In. (L36)	94-106 @ 1.88
Valves Opened	
L6-250 Cu.In.	180-192 @ 1.27
V8-327 & 350 Cu.In.	194-206 @ 1.25
V8-396 & 427 Cu.In. (LS1)	205-255 @ 1.48
V8-427 Cu.In. (L36)	303-327 @ 1.38
Free Length	
L6-250 Cu.In.	1.90
V8-307 & 327 Cu.In.	2.03
V8-396 & 427 Cu.In. (LS1)	2.11
V8-427 Cu.In. (L36)	2.09
Valve Spring Damper	
L6-250 Cu.In.	None
V8-327 Cu.In.	Flat steel, 4 coils
V8-350 Cu.In.	Flat steel, 4 coils
V8-396 & 427 Cu.In.	Flat steel, 3.62 coils

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE



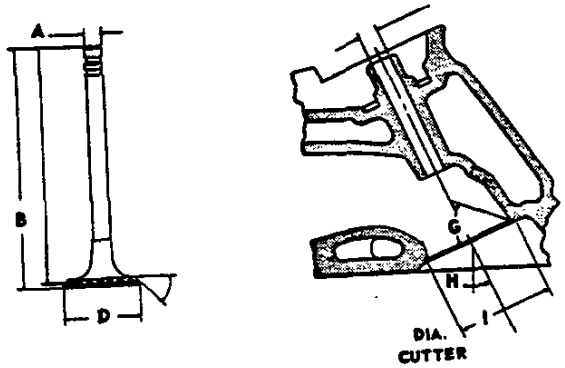
327 and 350 CUBIC INCH V-8 ENGINES

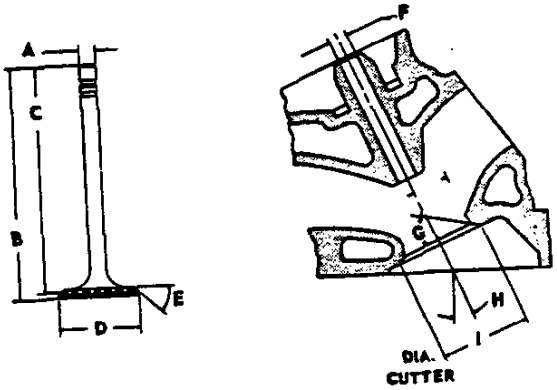


PRINCIPAL COMPONENTS—Cont'd

VALVES - INLET
- Material ---------- Alloy steel
- Coating
  - L6-250 Cu.In. ---------- Aluminized face
  - V8-327 & 350 Cu.In. ---------- None
  - V8-396 & 427 Cu.In. ---------- Face & head aluminized
- Valve Guide Inserts (V8-396 & 427) --- Cast alloy iron

VALVES - EXHAUST
- Material ---------- High alloy steel
- Coating
  - L6-250 Cu.In. ---------- Aluminized face
  - V8-327 & 350 Cu.In. ---------- Aluminized face
  - V8-396 & 427 Cu.In. ---------- Face & head aluminized
- Valve Guide Inserts (V8-396 & 427) --- Cast alloy iron





A - Stem Diameter		
	L6-250 Cu.In.	.3410-.3417
	V8-327 & 350 Cu.In.	.3410-.3417
	V8-396 & 427 Cu.In.	.3715-.3722
B - Overall Length		
	L6-250 & V8-327 Cu.In.	4.902-4.922
	V8-350 Cu.In.	4.870-4.889
	V8-396 & 427 Cu.In.	5.215-5.235
C - Gage Length		
	L6-250 Cu.In.	4.785-4.795
	V8-327 & 350 Cu.In.	4.785-4.795
	V8-396 & 427 Cu.In.	5.115-5.125
D - Overall Head Diameter		
	L6-250 & V8-327 Cu.In.	1.715-1.725
	V8-350 Cu.In.	1.935-1.945
	V8-396 & 427 Cu.In.	2.060-2.070
E - Angle of Face		45°
F - Guide Diameter		
	L6-250 Cu.In.	.3427-.3437
	V8-327 & 350 Cu.In.	.3427-.3437
	V8-396 & 427 Cu.In.	.3732-.3742
G - Angle of Seat		46°
H - Valve Angle		
	L6-250 Cu.In.	9°
	V8-327 & 350 Cu.In.	23°
	V8-396 & 427 Cu.In.	4°
I - Valve Seat (Cutter) Diameter		
	L6-250 & V8-350 Cu.In.	1.770-1.790
	V8-350 Cu.In.	1.990-2.010
	V8-396 & 427 Cu.In.	2.150

A - Stem Diameter		
	L6-250 Cu.In.	.3410-.3417
	V8-327 & 350 Cu.In.	.3410-.3417
	V8-396 & 427 Cu.In.	.3415-.3720
B - Overall Length		
	L6-250 Cu.In.	4.913-4.933
	V8-327 & 350 Cu.In.	4.913-4.933
	V8-396 & 427 Cu.In.	5.345-5.365
C - Gage Length		
	L6-250 Cu.In.	4.781-4.791
	V8-327 & 350 Cu.In.	4.781-4.791
	V8-396 & 427 Cu.In.	5.235-5.245
D - Overall Head Diameter		
	L6-250 Cu.In.	1.495-1.505
	V8-327 & 350 Cu.In.	1.495-1.505
	V8-396 & 427 Cu.In.	1.715-1.725
E - Angle of Face		45°
F - Guide Diameter		
	L6-250 Cu.In.	.3427-.3437
	V8-327 & 350 Cu.In.	.3427-.3437
	V8-396 & 427 Cu.In.	.3732-.3742
G - Angle of Seat		46°
H - Valve Angle		
	L6-250 Cu.In.	9°
	V8-327 & 350 Cu.In.	23°
	V8-396 & 427 Cu.In.	4°
I - Valve Seat (Cutter) Diameter		
	L6-250 Cu.In.	1.550-1.570
	V8-327 & 350 Cu.In.	1.550-1.570
	V8-396 & 427 Cu.In.	1.625

VALVE LIFT

L6-250 Cu.In. ---------- .3880 Inlet & Exhaust
V8-327 & 350 Cu.In. ----- .3900 Inlet, .4100 Exhaust
V8-396 & 427 Cu.In. (LS1) ------ .3983 Inlet & Exhaust
V8-427 Cu.In. (L36) ------- .4614 Inlet, .4800 Exhaust

VALVE TIMING (Crankshaft degrees)

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

V8-327 & 350 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

V8-396 & 427 Cu.In. (LS1)	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	40°
Closes - ABC	78°	102°
Duration	286°	322°
Exhaust Valve (Zero lash)		
Opens - BBC	75°	87°
Closes - ATC	31°	55°
Duration	286°	322°

V8-427 Cu. In. (L36)	Excluding Ramps
Inlet Valve (Zero lash)	
Opens - BTC	56°
Closes - ABC	114°
Duration	350°
Exhaust Valve (Zero lash)	
Opens - BBC	110°
Closes - ATC	62°
Duration	352°

PISTONS

Material ---------- Cast aluminum alloy
Head Type
L6-250 Cu.In. ---------- Flat, notched head
V8-327 & 350 Cu.In. ---------- Flat, notched head
V8-396 & 427 Cu.In. --- Domed head, valve cutout
Skirt Type ---------- Slipper
Top Land Clearance
L6-250 Cu.In. ---------- .0245-.0335
V8-327 Cu.In. ---------- .0365-.0455
V8-350 Cu.In. ---------- .0235-.0325
V8-396 Cu.In. ---------- .0304-.0374
Skirt Clearance
L6-250 Cu.In. ---------- .0005-.0011
V8-327 Cu.In. ---------- .0005-.0011
V8-350 Cu.In. ---------- .0007-.0013
V8-396 Cu.In. ---------- .0011-.0018
V8-427 Cu.In. ---------- .0012-.0020
Compression Ring Groove Depth
L6-250 Cu.In. ---------- .2153-.2218
V8-327 & 350 Cu.In. ---------- .2218-.2283
V8-396 Cu.In. ---------- .2253-.2317
V8-427 Cu.In. ---------- .2348-.2412
Oil Ring Groove Depth
L6-250 Cu.In. ---------- .2093-.2158
V8-327 & 350 Cu.In. ---------- .2039-.2103
V8-396 Cu.In. ---------- .2098-.2162
V8-427 Cu.In. ---------- .2183-.2247
Pin Bore Offset ---------- .055-.065
Compression Height
L6-250 Cu.In. ---------- 1.658-1.662
V8-327 Cu.In. ---------- 1.674-1.676
V8-350 Cu.In. ---------- 1.563-1.567
V8-396 Cu.In. ---------- 1.953-1.957
V8-427 Cu.In. ---------- 1.908-1.912

PISTON PINS

Material ---------- Chromium steel
Length
L6-250 Cu.In. ---------- 2.990-3.010
V8-327 & 350 Cu.In. ---------- 2.930-3.010
V8-396 & 427 Cu.In. ---------- 2.930-2.950
Diameter
L6-250 Cu.In. ---------- .9270-.9273
V8-327 & 350 Cu.In. ---------- .9270-.9273
V8-396 & 427 Cu.In. ---------- .9895-.9898
Clearance in Piston
L6-250 Cu.In. ---------- .00015-.00025
V8-327 & 350 Cu.In. ---------- .00015-.00025
V8-396 & 427 Cu.In. ---------- .00025-.00035
Pin Mounting ---------- Locked in rod by shrink fit

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu.In.	Chrome plate
V8-327 & 350 Cu.In.	Chrome plate
V8-396 & 427 Cu.In.	Molybdenum inlay
Width	
L6-250 Cu.In.	.0628-.0633
V8-327 & 350 Cu.In.	.0775-.0780
V8-396 & 427 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-327 & 350 Cu.In.	.190-.200
V8-396 Cu.In.	.194-.204
V8-427 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-327 & 350 Cu.In.	.010-.020
V8-396 & 427 Cu.In.	.010-.020

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for L6-250, V8-327 & 350; 50 degrees for V8-396 and 28°-52° for V8-427
Face	Tapered
Coating	
L6-250 Cu.In.	Wear resistant
V8-327 & 350 Cu.In.	Wear resistant
V8-396 & 427 Cu.In.	Chrome plated
Width	
L6-250 Cu.In.	.0623-.0633
V8-327 & 350 Cu.In.	.0770-.0775
V8-396 & 427 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-327 & 350 Cu.In.	.190-.200
V8-396 Cu.In.	.194-.204
V8-427 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-327 & 350 Cu.In.	.013-.025
V8-396 & 427 Cu.In.	.010-.020

OIL CONTROL RINGS

Type	Multi-piece (Two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	.1870-.1890
Wall Thickness	
L6-250 Cu.In.	.152-.158
V8-327 & 350 Cu.In.	.150-.156
V8-396 & 427 Cu.In.	.137-.143
Gap	
L6-250 Cu.In.	.015-.055
V8-327 & 350 Cu.In.	.015-.055
V8-396 & 427 Cu.In.	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
L6-250 Cu.In.	5.695-5.705
V8-327 & 350 Cu.In.	5.692-5.705
V8-396 & 427 Cu.In.	6.130-6.140

CONNECTING ROD BEARINGS

Material	
L6 & V8-327 Cu.In.	Copper lead alloy or sintered copper nickel backed babbit on steel
V8-350 Cu.In.	Premium aluminum
V8-396 & 427 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu.In.	.0007-.0027
V8-307 & 350 Cu.In.	.0007-.0027
V8-396 & 427 Cu.In.	.0009-.0029
L6-250 Cu.In.	2.0017
V8-327 & 350 Cu.In.	2.1017
V8-396 & 427 Cu.In.	2.2014
Effective Length	
L6-250 Cu.In.	.807
V8-327 & 350 Cu.In.	.807
V8-396 & 427 Cu.In.	.857
End Play	
L6-250 Cu.In.	.009-.013
V8-327 & 350 Cu.In.	.009-.013
V8-396 & 427 Cu.In.	.016-.020

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

FUEL FILTERS, DUAL
- In Fuel Tank ---------- Mesh strainer
- In Carburetor Inlet ---------- Paper
- V8-427 Cu.In. (additional) ------ In-line paper element with vacuum return line

FUEL PUMP ASSEMBLY
- Type ---------- Mechanical; diaphragm
- Drive ---------- Camshaft, eccentric
- Location ---------- Right side front of engine
- Pressure Range (shut off pressure at 1800 RPM)
  - L6-250 Cu.In. -------- 4.00-5.00 PSI at pump outlet
  - V8-327 & 350 Cu.In. --- 7.50-9.00 PSI at pump outlet
  - V8-396 & 427 Cu.In. -- 7.50-9.00 PSI at pump outlet

AIR CLEANER
- Type ---------- Cylindrical, single air horn
- Diameter
  - L6-250 Cu.In. ---------- 13.00
  - V8-327 & 350 Cu.In. ---------- 15.48
  - V8-396 & 427 Cu.In. ---------- 15.48
- Filter Element ---------- Oil-wetted paper

CARBURETORS
- Make and Type
  - L6-250 Cu.In. ------- Rochester, 1-barrel, Monojet
  - V8-327 Cu.In. ----- Rochester, 2-barrel, downdraft
  - V8-350 Cu.In. ----- Rochester, 4-barrel, Quadrajet
  - V8-396 Cu.In. ----- Rochester, 2-barrel downdraft
  - V8-427 Cu.In. ----- Rochester, 4-barrel, Quadrajet
- SAE Flange Size
  - L6-250 Cu.In. ---------- 1.50
  - V8-327 Cu.In. ---------- 1.25
  - V8-350 Cu.In. ---------- 1.50
  - V8-396 Cu.In. ---------- 1.25
  - V8-427 Cu.In. ---------- 1.50
- Throttle Bore
  - L6-250 Cu.In. ---------- 1.69
  - V8-327 Cu.In. ---------- 1.44
  - V8-350 Cu.In. ----------
    - Primary ---------- 1.38
    - Secondary ---------- 2.25
  - V8-396 Cu.In. ---------- 1.69
  - V8-427 Cu.In.
    - Primary ---------- 1.38
    - Secondary ---------- 2.25
- Secondary Throttle Actuation ---------- By linkage, approximately when primary valves are opened half way between closed and open
- Venturi Diameter
  - L6-250 Cu.In. ---------- 1.31
  - V8-327 Cu.In. ---------- 1.09
  - V8-350 Cu.In. ----------
    - Primary ---------- 1.09
    - Secondary ---------- Air valve
  - V8-396 Cu.In. ---------- 1.09
  - V8-427 Cu.In.
    - Primary ---------- 1.09
    - Secondary ---------- Air valve

CHOKE
- Type ---------- Automatic

EXHAUST AND VENTILATION SYSTEM

TYPE
- L6-250 Cu.In. ---------- Single
- V8-327 & 350 Cu.In. ----- Single with crossover pipes
- V8-396 Cu.In. ---------- Single with crossover pipes
- V8-427 Cu.In. (RPO LS1) -- Single with crossover pipes
- V8-427 Cu.In. (RPO L36) -------- Dual with resonators

MUFFLERS
- Type ---------- Oval, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Head
  - L6-250 Cu.In. --------- .048 sheet steel, aluminized
  - V8-327 Cu.In. --------- .047 sheet steel, aluminized
  - V8-350 & 396 Cu.In. ---- .055 sheet steel, aluminized
  - V8-427 Cu.In. (RPO LS1) - .055 sheet steel, aluminized
  - V8-427 Cu.In. (RPO L36)
    - Left hand --------- .055 sheet steel, aluminized
    - Right hand ---------- .055 stainless steel
- Shell
  - L6-250 Cu.In. --------- .035 sheet steel, zinc coated
  - V8-327 Cu.In. --------- .035 sheet steel, zinc coated
  - V8-350 & 396 Cu.In. ---- .035 sheet steel, zinc coated
  - V8-427 Cu.In. (RPO L36)
    - Left hand ---------- .035 sheet steel, zinc coated
    - Right hand ---------- .035 stainless steel
- Wrap ---------- .030 inderned asbestos sheet
- Cover ---------- .018 sheet steel, aluminized
- Baffles
  - L6-250 Cu.In. ---------- #2-.036 zinc coated steel; #1,3 & 4-.048 zinc coated steel)
  - V8-327 & 350 Cu.In. -- #1 & 4-.047 zinc coated steel; #2 & 3-.035 zinc coated steel
  - V8-396 & 427 (RPO LS1) ------- #1 & 4-.047 zinc coated steel; #2 & 3-.035 zinc coated steel
  - V8-427 RPO L36 (left) - #1 & 4-.047 zinc coated steel; #2 & 3-.035 zinc coated steel
  - V8-427 RPO L36 (right) --- #1-4-.035 stainless steel
- Length, Body
  - L6-250 Cu.In. ---------- 21.24
  - V8-327, 350, 396 & 427 Cu.In. ---------- 21.25
- Width (I.D.) ---------- 9.25
- Height (I.D.) ---------- 5.00

EXHAUST CROSSOVER PIPE
- Dimensions (O.D.)
  - V8-327 & 350 Cu.In. ---------- 2.00
  - V8-396 & 427 (LS1) Cu.In. ---------- 2.50
- Wall Thickness
  - V8-327 & 350 Cu.In. --------- .074-.123 laminated
  - V8-396 & 427 (LS1) Cu.In.------ .074-.123 laminated

EXHAUST PIPE
- Dimensions (O.D.)
  - L6-250 Cu.In. ---------- 2.00
  - V8-327 Cu.In. ---------- 2.00
  - V8-350, 396 & 427 Cu.In. ---------- 2.50
- Wall Thickness
  - L6-250 Cu.In. ---------- .057-.071
  - V8-327 & 350 Cu.In. --------- .073-.091 laminated
  - V8-396 & 427 Cu.In. --------- .073-.091 laminated

RESONATORS (V8-427 Cu.In. - RPO L36 - only)
- Type ---------- Straight through
- Cover ---------- .035 stainless steel
- Heads ---------- .047 stainless steel

TAIL PIPES
- Dimensions (O.D.)
  - L6-250 & 327 Cu.In. ---------- 1.875
  - V8-350, 396 & 427 (RPO LS1) Cu.In. --------- 1.875
  - V8-427 Cu.In. (RPO L36) ---------- 2.00
- Wall Thickness ---------- .062-.076

ENGINE VENTILATION
- All Engines ---------- Closed-positive

EXHAUST EMISSION CONTROL
- All Manual Transmissions ---------- Air injection Reactor Equipment
- All Automatic Transmissions ---------- Controlled Combustion System

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6-250	Main and conn. rod bearing throwoff
V8-327, 350, 396 & 427	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6	Nozzle metered
V8	Centrifugally oiled from front camshaft bearing
Oil Pressure Sending Unit	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Positive seal
Location	
L6-250	Forward end of rocker cover
V8-327 & 350	Rearward of left rocker cover
V8-396 & 427	Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

Refill	4
Refill with Filter Change	5

LUBRICANT GRADES AND TEMPERATURES

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

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs
Oil Pressure (bench test, no flow conditions)	
L6-250	50-65 PSI @ 2000 RPM
V8-327 & 350	50-65 PSI @ 2000 RPM
V8-396 & 427	50-75 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM) (Theoretical)	
L6-250	4.3 @ 2000
V8-327 & 350	4.3 @ 2000
V8-396 & 427	6.0 @ 2000

OIL FILTER

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

OIL PAN DRAIN PLUG

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

OIL DIP STICK - LOCATION

L6	Right side, rear of engine block
V8-327 & 350	Left side, rear of engine block
V8-396 & 427	Right side, center direct to oil pan

COOLING SYSTEM

GENERAL
- Type ---------- Liquid, pressurized
- Capacity with Heater (Standard Equipment)
  - L6-250 Cu.In. ---------- 12 Qts.
  - V8-327 Cu.In. ---------- 17 Qts.
  - V8-350 Cu.In. ---------- 15 Qts.
  - V8-396 Cu.In. ---------- 23 Qts.
  - V8-427 Cu.In. ---------- 22 Qts.

RADIATOR
- Make and Type ---------- Harrison, tube and center
- Core Constant
  - Distance between Fins
    - L6-250 Cu.In. ---------- .22 (Syn) .20 (Auto)
    - V8-327 Cu.In. ---------- .18 (Syn) .16 (Auto)
    - V8-350 Cu.In. (LM1) ------- .18 (Syn) .16 (Auto)
    - V8-350 Cu.In. (L48) ------- .20 (Syn) .16 (Auto)
    - V8-396 Cu.In. ---------- .16 (Syn) .16 (Auto)
    - V8-427 Cu.In. (LS1) ------- .18 (Syn) .16 (Auto)
    - V8-427 Cu.In. (L36) ------- .20 (Syn) .18 (Auto)
  - Distance between Tubes ---------- .55
- Thickness of core
  - L6-250 Cu.In. ---------- 1.26
  - V8-327 & 350 Cu.In. ---------- 1.26
  - V8-396 & 427 Cu.In. ---------- 1.75
- Frontal Area (Sq.In.)
  - L6-250 Cu.In. ---------- 323
  - V8-327 Cu.In. ---------- 357
  - V8-350 Cu.In. ---------- 357
  - V8-396 & 427 Cu.In. ---------- 429

RADIATOR, HEAVY DUTY (RPO V01)
- Core Constant
  - Distance between Fins
    - L6-250 Cu.In. ---------- .18 (Syn) .16 (Auto)
    - V8-327 & 350 Cu.In. ------- .18 (Syn) .18 (Auto)
    - V8-396 & 427 Cu.In. ---------- .16
  - Distance between Tubes ---------- .55
- Thickness of core
  - L6-250 Cu.In. ---------- 1.26
  - V8-327 & 350 Cu.In. ---------- 1.75
  - V8-396 & 427 Cu.In. ---------- 2.62
- Frontal Area (Sq.In.)
  - L6-250 Cu.In. ---------- 357
  - V8-327 & 350 Cu.In. ---------- 429
  - V8-396 & 427 Cu.In. ---------- 439

RADIATOR CAP RELIEF VALVE
- Opens at ---------- Approximately 15 PSI

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

RADIATOR HOSE
- Outlet, Lower (Radiator to Water Pump) ---- 1.75 I.D.
- Inlet, Upper (Thermostat Hsg. to Radiator) -- 1.50 I.D.

FAN
- Number of Blades ---------- 4
- Diameter ---------- 17.62
- Fan Pulley Pitch Diameter ---------- 7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number Used
  - L6-250 Cu.In. (Manual trans. engine) -------- Two
  - L6-250 Cu.In. (Auto. trans. engine) ---------- One
  - All V-8 engines (Manual & Auto.) ---------- One
- Angle of "V" ---------- 38°-42°
- Pitch Line ----------
  - L6-250 Cu.In. ---------- 39.00 (Manual & Auto)
  - L6-250 Cu.In. (A.I.R. belt for Manual) ------ 50.00
  - V8-327 & 350 Cu.In. ---- 54.00 (Manual); 49.50 (Auto)
  - V8-396 Cu.In. -------- 49.50 (Manual); 45.75 (Auto)
  - V8-427 Cu.In. -------- 49.50 (Manual); 45.75 (Auto)
- Width ---------- .380

WATER PUMP
- Type ---------- Centrifugal
- Capacity
  - L6-250 Cu.In. ------- 60 GPM @ 4400 Engine RPM
  - V8-327 Cu.In. ------- 54 GPM @ 4400 Engine RPM
  - V8-350 Cu.In. ------- 54 GPM @ 4400 Engine RPM
  - V8-396 Cu.In. ------- 57 GPM @ 4400 Engine RPM
  - V8-427 Cu.In. ------- 57 GPM @ 4400 Engine RPM
- Bearing ----- Permanently lubricated double row ball
- Drive ---------- Fan belt
- Ratio (Pump to Engine RPM) ---------- .949:1

DRAIN LOCATIONS AND TYPE
- Radiator-Petcock
  - All Engines ---------- Lower right side of radiator
- Engine Block - Plug
  - L6-250 Cu.In. ---------- Left rear side
  - V8-327 & 350 Cu.In. -------- Right and left center
  - V8-396 & 427 Cu.In. ---- Left side - rear of block
    Right side - center of block

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

GENERATOR
- Type ---------- Diode rectified
- Rating
  - Amps ---------- 37
  - Volts ---------- 12-15
- Drive ---------- By fan belt
- Pulley pitch diameter ---------- 2.70
- Ratio (gen. to engine speed) ---------- 2.46:1

REGULATOR
- Type ---------- Two unit, vibrator
- Voltage regulator
  - Voltage ---------- 13.8-14.8 @ 85 degrees F
- Field relay (combination light and field relay)
  - Closing voltage ---------- 1-3 volts @ 80 degrees F
- Location ---------- Left side front engine compartment

IGNITION SYSTEM
- DISTRIBUTORS ---------- Refer to chart below
- COIL
  - Type ---------- 12-Volt
  - Amperes drawn
    - Engine stopped ---------- 4.0
    - Engine idling ---------- 1.8

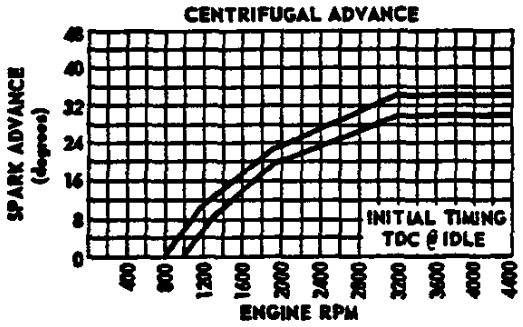
SPARK PLUGS
- Type
  - L6-250 Cu.In. ---------- ACR46N
  - V8-327 Cu.In. ---------- ACR45S
  - V8-350 Cu.In. ---------- ACR44S
  - V8-396 Cu.In. ---------- ACR44N
  - V8-427 Cu.In. (RPO LS1) ---------- ACR44N
  - V8-427 Cu.In. (RPO L36) ---------- ACR43N
- Thread size (mm) ---------- 14
- Gap ---------- .033-.038
- Torque ---------- 25 lb. ft.

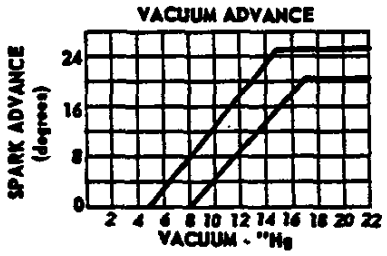
CABLE ---------- Linen core impregnated with electrical conducting material and insulation of rubber with neoprene jacket

STARTING SYSTEM
- STARTING MOTOR
  - Rotation (drive end view) ---------- Clockwise
  - Test conditions ---------- Engine at operating temp.
  - No load test
    - Amps
      - L6-250 & 327 Cu.In. ---------- 49-87
      - V8-350 Cu.In. ---------- 65-100
      - V8-396 & 427 Cu.In. ---------- 70-99
    - Volts ---------- 10.6
    - RPM
      - L6-250 & 327 Cu.In. ---------- 6200-10700
      - V8-350 Cu.In. ---------- 3600-5100
      - V8-396 & 427 Cu.In. ---------- 7800-12000
  - Motor drive
    - Engagement ---------- Solenoid
    - Pinion meshes at ---------- Rear
    - Pinion tooth no. ---------- 9
    - Flywheel tooth no.
      - L6-250, 327 & 350 Cu.In. ---------- 153
      - V8-396 & 427 Cu.In. ---------- 168
    - Mounting
      - L6-250, V8-327 & 350 Cu.In. - Bolted to cylinder block flange
      - V8-396 & 427 Cu.In. - Bolted to clutch housing

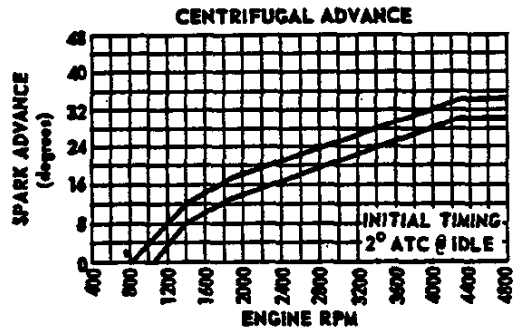
DISTRIBUTORS	Transmission	250 Cu.In. L6-155 HP	327 Cu.In. V8-235 HP	350 Cu.In. V8-255 HP	350 Cu.In. V8-300 HP	396 Cu.In. V8-265 HP	427 Cu.In. V8-335 HP	427 Cu.In. V8-390 HP
Model	Manual	1110463	1111482	1111956	1111488	1111949	1111497	1111925
	Automatic	1110464	1111483	1111955	1111489	1111950	1111497	1111925
Type		Single breaker						
Cam angle		31°-34°	29°-31°				28°-30°	
Breaker gap		.019 (new)						
Breaker arm tension		19 - 23 oz					28-32 oz	
Centrifugal advance begins @ RPM	Manual	900	1050	1100	950	900	900	1000
	Automatic	900	833	1130	900	900	900	1000
Maximum degrees @ RPM	Manual	32 @ 4200	32 @ 4300	32 @ 4400	30 @ 4700	38 @ 4200	32 @ 5000	26 @ 3800
	Automatic	28 @ 4200	28 @ 4300	28 @ 4300	26 @ 4700	34 @ 4300	32 @ 5000	26 @ 3800
Vacuum advance begins @ In.Hg.	Manual	7.00	8.00	7.00	8.00	8.00		
	Automatic	7.00	8.00	7.00	8.00	8.00		
Maximum degrees @ In. Hg.	Manual	23 @ 16	19 @ 17	24 @ 17.5	20 @ 17	15 @ 15		
	Automatic	23 @ 16	19 @ 17	24 @ 17.5	20 @ 17	15 @ 15		
Timing (initial design setting) crankshaft degrees @ RPM with vacuum line disconnected	Manual	TDC @ 700	2 ATC @ 700	TDC @ 700			4 BTC @ 800	
	Automatic	4 BTC @ 550	2 BTC @ 600	4 BTC @ 600			4 BTC @ 600	
Timing mark location		Torsional damper						

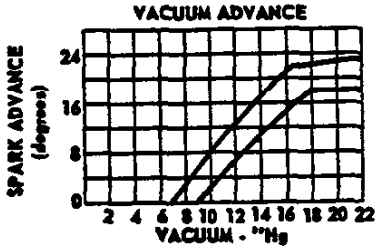
250 CUBIC INCH L-6 ENGINE



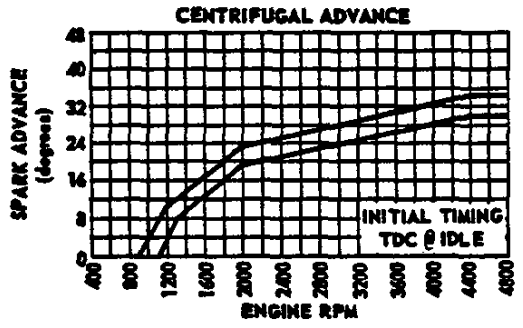


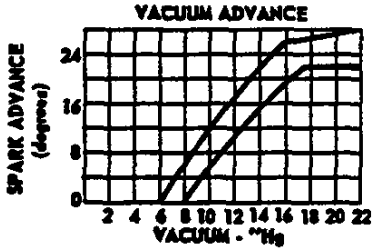
327 CUBIC INCH V-8 ENGINE



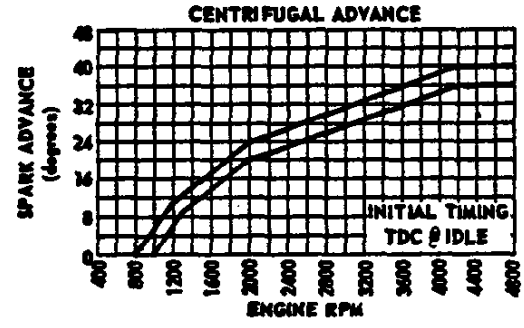


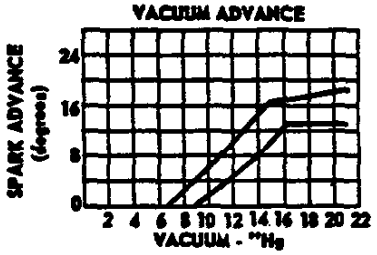
350 CUBIC INCH V-8 ENGINE(RPO LM1)

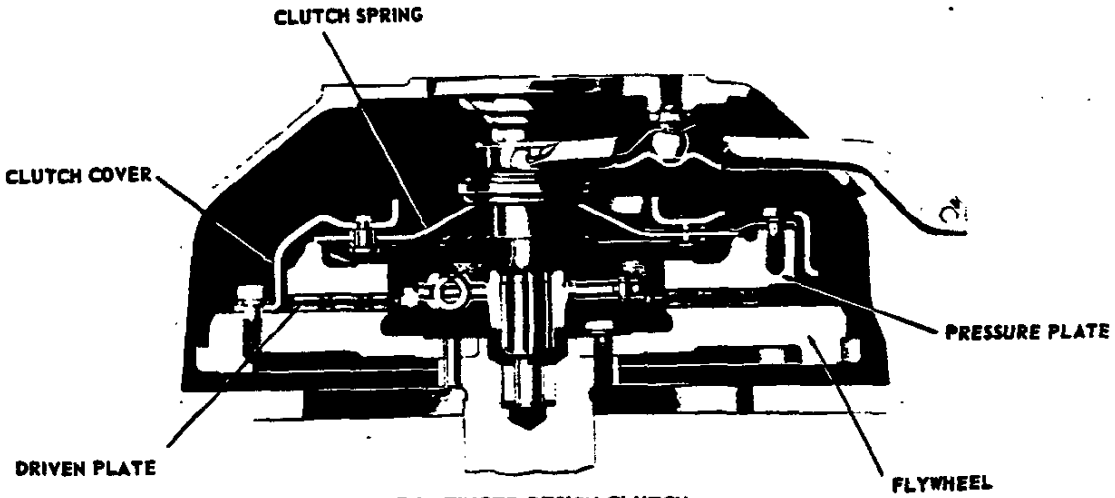




396 CUBIC INCH V-8 ENGINE





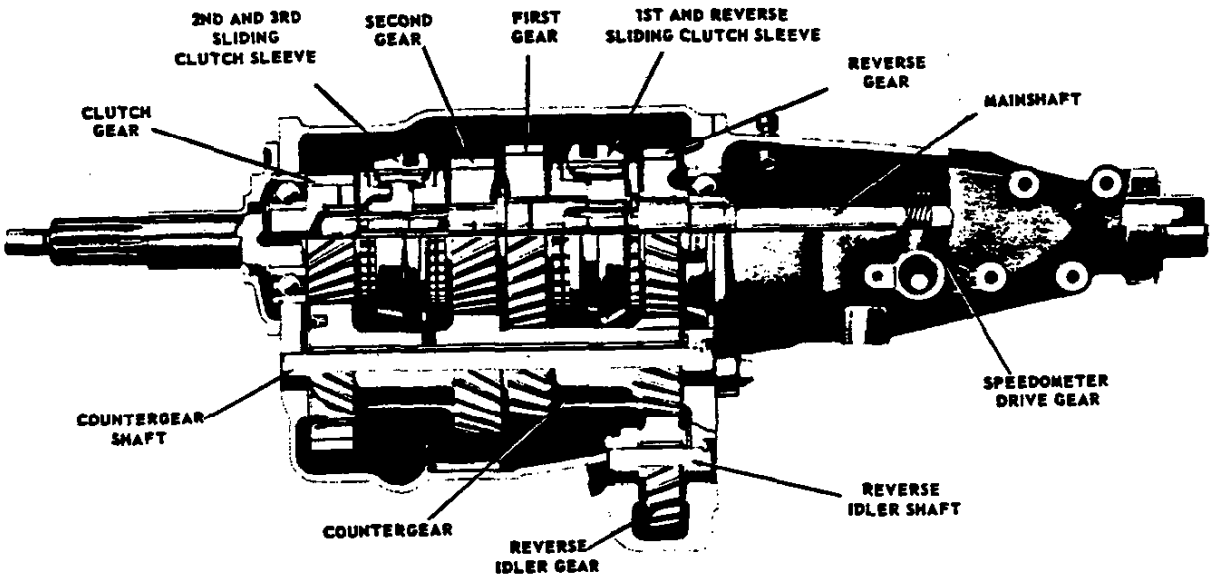


BENT FINGER DESIGN CLUTCH

Engine	Type - Cubic Inch		L6-250	V8-327	V8-350		V8-396	V8-427	
	Availability		Standard		RPO LM1	RPO L48	RPO L66	RPO LS1	RPO L36
Clutch for			3-Speed	3-Speed & 4-Speed					
Type			Single dry disc	Single dry disc; semi-centrifugal					
Clutch cover & pressure plate	Eff. plate load, lbs.		1650-1850	2100-2300		2450-2750		2600-2800	
	Press. plate matl.		Cast iron	Nodular iron					
	Clutch spring type		Diaphragm	Diaphragm, bent finger design					
	Clutch spring matl.		Heat treated spring steel						
Driven plate	Type		Single disc with two friction surfaces						
	Cushions		Flat spring steel between friction rings						
	Damper		(a)	12 Coil springs (6 sets of two)	10 Coil springs (5 sets of two)				
	Friction ring	OD	9.12	10.34	11.00				
		ID	6.12	6.50	6.50				
		Total area Sq. in.	71.82	101.54	123.70				
		Material	Woven asbestos	Premium grade woven asbestos					
Flywheel & Ring gear	Flywheel	Material	Cast iron						
	Ring gear	Material	Heat treated steel						
		No. of teeth	153	168					
		PD	12.75	14.00					
		Attachment	Shrink fit						
Bearings	Release	Type	Single row ball						
		Lubrication	None, prepacked						
	Pilot	Type	Bronze bushing						
		Lubrication	None, sintered and oil impregnated						
Controls	Clutch fork		Drop forged steel, pivot mounted on ball						
	Pedal mounting		Pendant, from brace on dash						
	Lubrication		Crossover shaft						
Clutch housing material			Aluminum alloy						

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

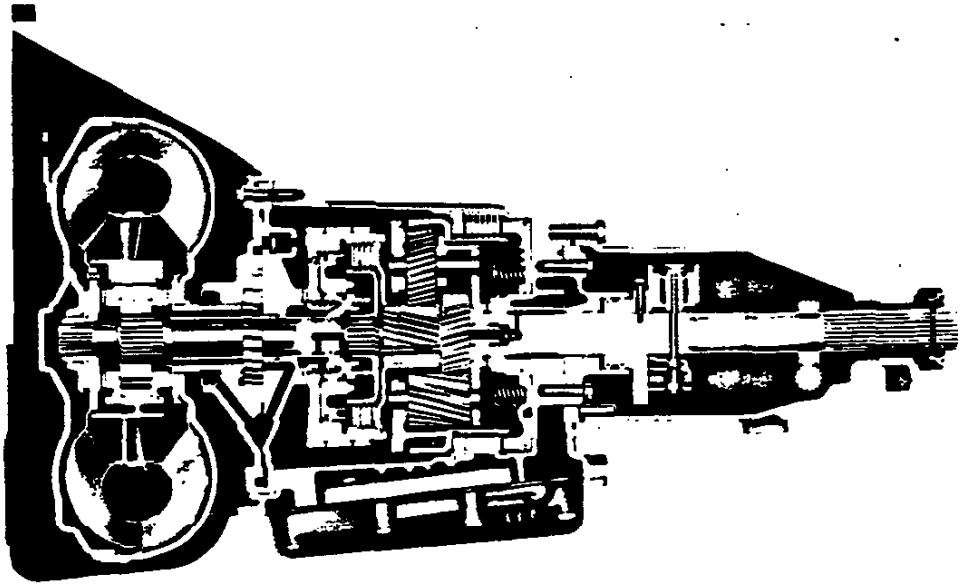
TRANSMISSIONS



3-SPEED HEAVY DUTY TRANSMISSION (RPO MC1)

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed		Heavy-Duty 3-Speed			4-Speed			
Engine Application	Type	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.	V-8 396 Cu.In.	V-8 427 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.	V-8 396 Cu.In.	V-8 427 Cu.In.
	Availability	Standard		LM1 & 48	L66	LS1 & 36	Standard	LM1 & 48	L66	LS1 & L36
Case material		Cast iron							Aluminum	
Gear Shift	Type	Remote								
	Control	Lever								
	Location	Steering column					Floor			
Gears	Type	Helical								
	Material	Forged steel, hardened								
	Synchronization	All forward gears								
	Constant mesh gear	All gears					All forward gears			
	Sliding gears	None					Reverse			
	Ratios First	2.85	2.54	2.42			2.54	2.52	2.52	2.20
	Ratios Second	1.68	1.50	1.58			1.80	1.88	1.88	1.64
	Ratios Third	1.00	1.00	1.00			1.44	1.46	1.46	1.27
	Ratios Fourth						1.00	1.00	1.00	1.00
	Ratios Reverse	2.95	2.63	2.41			2.54	2.59	2.59	2.26
Lubricant	Type	Meeting Military Specifications MIL-L-2105-B								
	Capacity (pts)	3		3.5			3			
Extension	Material	Cast iron							Aluminum	
	Oil seal	Steel encased double seal of spring loaded rubber or felt								



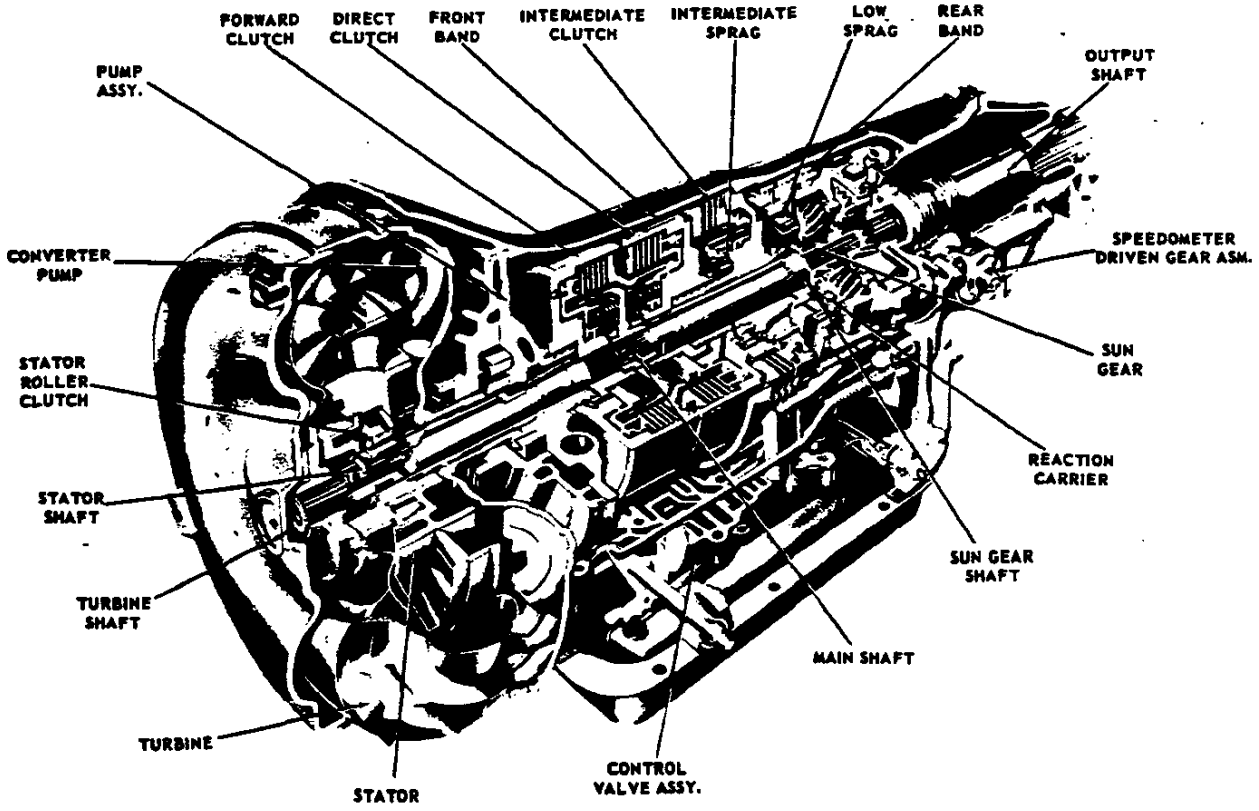
POWERGLIDE TRANSMISSION

Engine	Type		L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.	
	Availability		Standard		RPO LM1	RPO L48
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse			
	Selector lever	Location	Steering column (a)			
		Operation	Actuates manual valve in hydraulic control system			
		Quadrant pattern	P-R-N-D-L			
	Parking lock	Type	Pawl and gear (on planetary)			
		Operation	Applied by selector lever thru spring loaded linkage			
	Method of cooling		Water			
	Flywheel assembly		Steel stamping with welded on ring gear			
Hydraulic	Manual valve type		Spool			
	Pressure regulator valve type		Spool			
	Pressure @ Idle (b)	Drive	51	51	51	51
		Low	112	132	132	132
		Reverse	91	90	90	90
Converter assembly	Type		Three element			
	Pump		Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.			
	Turbine		Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.			
	Stator		Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.			
	Stall torque ratio		2.10			
	Stall speed (RPM)		1620	1610	1810	
	Diameter (nominal)		11.0	11.75		
Planetary gear set	Type		Compound planetary			
	Range	Drive	1.82 to 1.00	1.76 to 1.00		
		Low	1.82	1.76		
		Reverse	1.82	1.76		
	Low band		Three linked circular segments			
	Low band servo		Piston with release spring and inner cushion spring			
Case	Material		Aluminum (one piece)			

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

POWERGLIDE —CONTINUED

Engine	Type		L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.	
	Availability		Standard		RPO LM1	RPO L48
Output shaft RPM and vehicle speed (MPH)	N/V factor		39.1	39.1	39.0	39.0
	Upshift	Closed throttle	650(17)	658(17)	658(17)	667(17)
		Throttle at detent	1975(51)	2372(61)	2340(60)	2510(64)
		Full throttle	2285(58)	2735(70)	2735(70)	2950(76)
	Downshift	Closed throttle	605(16)	610(16)	610(16)	622(16)
		Throttle at detent	1455(37)	1535(39)	1490(39)	1495(59)
		Full throttle	2135(55)	2595(67)	2585(67)	2780(73)
High clutch	Type		Multi-disc			
	Drive plates	Description	Waved steel with bonded organic facings			
		Number	3	4		
	Driven plates	Description	Flat steel			
		Number	4	5		
Reverse clutch	Type		Multi-disc			
	Drive plates	Description	Flat steel with bonded organic facings			
		Number	4	5	5	5
	Reaction plates	Description	Flat steel			
		Number	5	5	5	5
Torque multiplication	Maximum overall ratio		3.82	3.70		
	Low and reverse		3.82 to 1.82	3.70 to 1.76		
Lubricant	Type		A suffix A			
	Capacity (pts)	Dry	17	19		
		Refill	6	6.5		
Governor	Type		Centrifugal			
	Operation		Regulates pump oil pressure to automatic shift control valve			
	Drive		Mounted on output shaft			
	Location		In extension			
Oil pump	Type		Internal-external gear			
	Number		One; front			
	Function		To supply pressure			
	Drive		Converter pump			



TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

GENERAL DATA

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

Selector Lever

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

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

Quadrant Pattern - Column ------- P-R-N-D-L2-L1

- Floor ---------- P-R-N-3-2-1

External Control Connections

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

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

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

Parking Lock

Type ---------- Locking pawl

Operation ---------- Applied by selector lever through manual linkage

Method of Cooling ---------- Water

TORQUE CONVERTER

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

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

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

Stall Ratio---------- 2.30 (327 & 350-255 HP)
2.10 (350-300 HP & 396)

Stall Speed (RPM)

V8-327 ---------- 2130

V8-350 ---------- 2110

V8-396 ---------- 2100

V8-427 ---------- 2220

Diameter (Nominal) ---------- 1210

TURBO HYDRA-MATIC TRANSMISSION—CONTINUED

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

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

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

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

TORQUE MULTIPLICATION

	V8-327 & 350 (LM1)	V8-350 (L48) 396 & 427
Drive (maximum)	5.70:1 to 1.0	5.21:1 to 1.1
Low 2	5.70:1 to 1.48	5.21:1 to 1.48
Low 1	5.70:1 to 2.48	5.21:1 to 2.48
Reverse	4.78:1 to 2.08	4.37:1 to 2.08

TURBO HYDRA-MATIC TRANSMISSION (RPO M38)

GENERAL DATA

- Type ---------- Automatic hydraulic torque converter with compound planetary gear system-three forward speeds & reverse
- Selector Lever
  - Location ---------- Steering column, floor mounted optional on models using bucket seats
  - Operation ---------- Actuates automatic controls by a hydraulic system from pressurized gear type pump
  - Quadrant Pattern - Steering column P-R-N-D-L2-L1 Floor mounted P-R-N-3-2-1
- Parking Lock
  - Type ---------- Locking pawl
  - Operation ---------- Applied by selector lever through manual linkage
- Method of Cooling ---------- Water

CONVERTER ASSEMBLY

- Driving Member (Pump) -------- Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing
- Driven Member (Turbine) ----- Steel axial flowblades assembled between inner & outer steel shells
- Stator Assembly ---------- Aluminum multivane type blades mounted on a one way (overrunning) roller clutch
- Stall Ratio ---------- 2.10
- Diameter (Nominal) ---------- 11.75

CLUTCHES

- Type ---------- Four, multiple disk
- Material
  - Drive Plates ----- Steel with bonded organic facing
  - Driven Plates ---------- Flat steel
- Forward Clutch ---------- 4 drive & 4 driven plates
- Direct Clutch ---------- 4 drive & 4 driven plates
- Intermediate Clutch ------- 2 drive & 2 driven plates
- Low & Reverse Clutch ----- 4 drive & 4 driven plates
- Release Spring ---------- Radial row steel coil

TORQUE MULTIPLICATION

Drive	5.29:1 to 1.00
Low 2	5.29:1 to 1.48
Low 1	5.29:1 to 2.48
Reverse	4.05:1 to 2.08

PLANETARY GEAR UNIT

- Front (Output Carrier) ------- Four steel pinion gears
- Rear (Reaction Carrier) ------ Four steel pinion gears
- Gear Ratios
  - D (Drive) ---------- 2.52:1, 1.52:1, 1.00:1
  - L2 (Low Two) ---------- 2.52:1, 1.52:1
  - L1 (Low One) ---------- 2.52:1
  - R (Reverse) ---------- 1.93:1
- Front Band
  - Type -------- One, circular steel with organic lining
  - Function ---------- Provides engine braking in 2nd gear with selector lever in L2 & L1 range
  - Servo Unit ---------- Piston with release spring and inner cushion spring that activates band

HYDRAULIC SYSTEM

- Oil Pressure Pump ------- Supplied hydraulic pressure from an engine driven gear type pump
- Pump Pressure (450 RPM input @ 25 in. Hg vacuum)
  - Park -------- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI
  - Neutral ------ L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI
  - Drive -------- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI
  - L2 ---------- L-6 Eng. - 75 PSI; V-8 Eng. - 80 PSI
  - L1 ---------- L-6 Eng. - 75 PSI; V-8 Eng. - 80 PSI
  - Reverse ----- L-6 Eng. - 79 PSI; V-8 Eng. - 84 PSI
- Valves
  - Type ---------- Steel spool
  - Manual ---------- Establishes range at transmission operation
  - Pressure Regulator ----- Controls mainline pressure
  - Shift (1-2) ---------- Controls oil pressure for trans. shift from 1-2 or 2-1
  - Shift (2-3) ---------- Controls oil pressure for trans. shift from 2-3 or 3-2
  - Modulator ---------- Regulates line pressure with modulator oil pressure that varies with torque to transmission
  - Accumulator ---------- To obtain greater flexibility in attaining desired shift curve for various engine requirements
- Governor
  - Type ---------- Cross-axis centrifugal
  - Operation -- Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift valves and modulator valve

LUBRICANT

- Type ---------- A suffix A
- Capacity ---------- 20 pints
- Refill ---------- 5 pints

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	Chevrolet	
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090	MODEL YEAR 1969	ISSUED 10-15-68 REVISED (a)

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

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Engine – Mechanical 4	Brakes 18, 19	Weights 24
Electrical 12	Steering 20	Index 27

BODY – TYPES AND STYLE NAMES – Body type, style names; use manufacturer's code for series & body style.

	L-6 Engines	V-8 Engines
BISCAYNE		
2-Door Sedan	15311	15411
4-Door Sedan	15369	15469
BEL AIR		
2-Door Sedan	15511	15611
4-Door Sedan	15569	15669
IMPALA		
2-Door Sport Coupe	16337	16437
4-Door Sport Sedan	16339	16439
2-Door Custom Coupe	--	16447
2-Door Convertible	--	16467
4-Door Sedan	16369	16469
CAPRICE		
4-Door Sport Sedan	--	16639
2-Door Custom Coupe	--	16647
STATION WAGONS		
Brookwood 4-Door, 2-Seat	15336	15436
Townsman 4-Door, 2-Seat	15536	15636
Townsman 4-Door, 3-Seat	15546	15646
Kingswood 4-Door, 2-Seat	--	16436
Kingswood 4-Door, 3-Seat	--	16446
Kingswood Estate 4-Door, 2-Seat	--	16636
Kingswood Estate 4-Door, 3-Seat	--	16646

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Page 1

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CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	4-Door Sedan	2-Door Hardtop	4-Door Hardtop	Convert-ible	Station Wagon
WIDTH						
Track – Front	W101	62.5				63.5
Track – Rear	W102	62.4				63.4
Maximum overall car width	W103	79.8				
Body width at No. 2 pillar	W117	78.9				
LENGTH						
Body "O" to front of dash	L 30	0.6				0.5
Wheelbase	L101	119.0				
Overall car length	L103	215.9				216.7
Overhang – front	L104	37.3				
Overhang – rear	L105	59.6				60.4
Body upper structure length	L123					
Body "O" line to ℄ of rear wheel	L127	100.0				
Body "O" line to w/s cowl point	L130					
HEIGHT						
Passenger Distribution (front & rear)		2-3				
Trunk/Cargo load (lbs.)						
Overall height	H101	55.9	54.7*	54.9	55.0	56.9
Cowl height	H114	39.7	39.2	39.8	39.3	40.1
Deck height	H138					
Rocker panel – front: To ground	H112	8.8	8.3	8.9	8.4	9.2
Rocker panel – front: From front wheel ℄	H112					
Rocker panel – rear: To ground	H111	8.1	7.6	8.0	7.6	8.3
Rocker panel – rear: From rear wheel ℄	H111					
Windshield slope angle	H122	55.0				
GROUND CLEARANCE						
Bumper to ground – front	H102	22.2	21.4	22.8	21.6	23.4
Bumper to ground – rear	H104	18.2	17.2	17.6	16.9	16.9
Angle of approach	H106	21.5			21.5	22.5
Angle of departure	H107	13.5	13.2	13.3	13.1	10.5
Ramp breakover angle	H147	14.2	13.2	14.3	13.3	15.3
Min. running clearance (Specify) **	H156	6.2	5.7	6.1	5.7	6.4

* 54.0-Custom Coupe

** (H152)-Exhaust system to ground.

AMA Specifications—Passenger Car

Page 2

MAKE OF CAR CHEVROLET MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (*)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	4-Door Sedan	2-Door Sport Cpe.	4-Door Spt. Sedan	Convert-ible	Station Wagon
FRONT COMPARTMENT						
Effective head room	H61	38.8	38.3/37.7+	38.0	38.4	39.0
Max. eff. leg room – accelerator	L34	41.4	41.4	41.4	41.4	41.4
H Point to Heel point	H30	9.2	9.2	9.2	9.2	9.7
H Point travel	L17			4.8		
Shoulder room	W 3			62.3		
Hip room	W 5	63.6	63.6	63.6	63.6	63.7
Upper body opening to ground	H50	49.9	49.4	49.5	50.5	50.2
REAR COMPARTMENT						
H Point couple distance	L50	36.3	33.3	36.1	33.3	34.8
Effective head room	H63	37.8	37.8/37.5+	37.6	37.9	38.8
Min. effective leg room	L51	39.4	34.9/35.1+	39.0	34.9	37.1
H Point to Heel point	H31	11.8	10.9	11.1	10.9	11.9
Min. knee room	L48	5.5	3.2	5.5	3.2	4.1
Rear Compartment room	L 3	28.4	26.4	28.4	25.5	27.8
Shoulder room	W 4	61.3	60.9	61.3	52.4	61.4
Hip room	W 6	62.7	55.5	62.9	55.5	63.0
Upper body opening to ground	H51	49.7	---	48.6	---	50.1
LUGGAGE COMPARTMENT						
Usable luggage capacity	V 1	18.5	18.1/18.6+	18.5	17.5	---
Liftover height	H195	27.2	26.6	26.8	26.5	---
Position of spare tire storage		Sedans & Coupes-center of trunk compt.*				R.R.qtr.p
Method of holding lid open		Torsion rods				
STATION WAGON – THIRD SEAT						
Shoulder Room	W85					49.7
Hip room	W86					49.2
Effective leg room	L86					33.3
Effective head room	H86					36.2
Seat facing direction						Rearward
STATION WAGON – CARGO SPACE						
Cargo length at floor – front seat	L202					96.0
Cargo length at belt – front seat	L204					86.0
Cargo width – Wheelhouse	W201					49.7
Opening width at belt	W204					52.4
Maximum cargo height	H201					30.7
Rear opening height	H202					28.8
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2					100.2

+-The second dimension is for 2-Door Custom Coupe (model 47) which distinguishes it from 2-Door Sport Coupe (model 37).

*-Convertible-right side of luggage compartment, rear of wheelhouse.

AMA Specifications—Passenger Car

Page 3.

MAKE OF CAR CHEVROLET MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) (Indicate A C ratio) A	B	C	D	**
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM							
15311-69 15511-69 16337-39-69	250 Standard	One; 2-bbl Downdraft	8.5:1	155 @ 4200	235 @ 1600	3-Speed (2.85:1 low)	Base	3.08	2.73	3.36	----	
							A/C	3.36	3.08	3.55	----	
						Powerglide*	Base	3.08	2.73	3.36	3.55	
							A/C	3.36	3.08	3.55	----	
15336 15536 15546						3-Speed (2.85:1 low) and Powerglide	Base	3.36	3.08	3.55	----	
							A/C	3.55	3.36	----	----	
153-36-69 15511-36-46-69 16337-39-69						Turbo Hydra-Mtc	Base	3.36	3.08	3.55	----	
							A/C	3.55	3.36	----	----	
All Models except Station Wagons	327 Standard	One; 2-bbl Downdraft	9.00:1	235 @ 4800	325 @ 2800	3-Speed (2.54:1 low)	Base	3.08	2.73	3.36	----	
							A/C	3.08	2.73	3.36	----	
						Powerglide*	Base	3.08	2.73	3.36	3.55	
							A/C	3.08	2.73	3.36	3.55	
Station Wagons						3-Speed (2.54:1 low) and Powerglide*	Base	3.36	3.08	3.55	----	
							A/C	3.36	3.08	3.55	----	
All Models						4-Speed* (2.54:1 low)	Base	3.36	3.08	3.55	----	
							A/C	3.36	3.08	3.55	----	
						Turbo* Hydra-Mtc	Base	2.73	2.56	3.08	----	
							A/C	2.73	2.56	3.08	----	

* Optional

** Positraction optional for all ratios.

A - Standard
B - Economy
C - Performance
D - Special

AMA Specifications—Passenger Car

Page 3

MAKE OF CAR CHEVROLET MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM			A	B	C	D
All Models						H.D. 3-Speed* (2.42:1 low) and 4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	---
							A/C	3.31	3.07	3.55	---
All Models except Station Wagons	350 Option (L48)	One; 4-bbl Down-draft	10.25:1	300 @ 4800	380 @ 3200	Powerglide*	Base	3.08	2.73	3.36	---
							A/C	3.08	2.73	3.36	---
						Turbo* Hydra Matic	Base	2.73	2.56	3.08	---
							A/C	2.73	2.56	3.08	---
Station Wagons						Powerglide*	Base	3.07	2.73	3.31	---
							A/C	3.07	2.73	3.31	---
						Turbo* Hydra-Matic	Base	2.73	2.56	3.07	---
							A/C	2.73	2.56	3.07	---
Same Model Application as Above.	350 Option (LM1)	One; 4-bbl Down-draft	9.00:1	255 @ 4800	365 @ 3200	Same Transmission and Axle Application as shown above.					

* Optional
** Positraction optional for all ratios.

A - Standard
B - Economy
C - Performance
D - Special

AMA Specifications—Passenger Car

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MAKE OF CAR CHEVROLET MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (a)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) ** (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM						
All Models	396 Option (L66)	One; 2-bbl Down-draft	9.00:1	265 @ 4800	400 @ 2800	H.D. 3-Speed* (2.42:1 low)	Base	3.07	2.73	3.31	--
							A/C	3.07	2.73	3.31	--
						4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	--
							A/C	3.31	3.07	3.55	--
						Turbo* Hydra-Matic	Base	2.56	2.29	--	3.0 3.3
							A/C	2.56	--	--	3.0 3.3
All Models	427 Option (LS1)	One; 4-bbl Down-draft	10.25:1	335 @ 4800	460 @ 3200	H.D. 3-Speed* (2.42:1 low) 4-Speed* (2.52:1 low) 4-Speed* (2.20:1 low)	Base	3.31	3.07	3.55	--
							A/C	3.31	3.07	3.55	--
						Turbo* Hydra-Matic	Base	2.56	2.29	--	3.0 3.3
							A/C	2.56	--	--	3.0 3.3
All Models	427 Option (L36)	One; 4-bbl Down-draft	10.25:1	390 @ 4800	460 @ 3600	H.D. 3-Speed (2.42:1 low) & 4-Speed* (2.52:1 low) 4-Speed* (2.20:1 low)	Base	3.31	3.07	3.55	3.7
							A/C	3.31	3.07	3.55	3.7
						Turbo* Hydra-Matic	Base	2.73	--	3.07	2.7
							A/C	2.73	--	3.07	

* Optional.

** Positraction required for 3.73 & 4.10 ratio; optional for all others.

A - Standard
B - Economy
C - Performance
D - Special

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MODEL

ENGINE – GENERAL

		L6-250 Cu.In. 155 HP-Std.	V8-327 Cu.In. 235 HP-Std.	V8-350 Cu. In. 255 HP-Opt. LM1	V8-350 Cu. In. 300 HP-Opt L48
Type, no. cyls., valve arr.		In-line 6 OHV	90° V-8 OHV		
Bore and stroke (nominal)		3.875 X 3.53	4.001 X 3.25	4.00 X 3.48	
Piston displacement, cu. in.		250	327	350	
Bore spacing (℄ to ℄)			4.40		
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7		
	R. Bank	In-line	2-4-6-8		
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2		
Compres. ratio (nominal)		8.5:1	9.00:1	9.00:1	10.25:1
Cylinder Head Material		Cast alloy iron			
Cylinder Block Material		Cast alloy iron			
Cyl. Sleeve-Wet, dry, none		None			
Number of mtg. points	Front	Two			
	Rear	One			
Engine installation angle		3°54"			
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		36.0	51.2	51.2	
Publishing max. bhp* @ eng. RPM		155 @ 4200	235 @ 4800	255 @ 4800	300 @ 4800
Publishing max. torque * (lb. ft. @ RPM)		235 @ 1600	325 @ 2800	365 @ 3200	380 @ 3200
Recommended fuel regular – premium			Regular		Premium

ENGINE – PISTONS

Material			Cast aluminum alloy		
Description and finish			Flat, notched head, slipper skirt.		
Weight (piston only) oz.			24.16	21.60	20.91
Clearance (limits)	Top land		.0245-.0335	.0365-.0455	.0235-.0325
	Skirt	Top	.0005-.0011 (a)	.0005-.0011 (b)	.0007-.0013 (c)
		Bottom			
Ring groove depth	No. 1 ring		.2153-.2218	.2218-.2283	.2218-.2283
	No. 2 ring		.2153-.2218	.2218-.2283	.2218-.2283
	No. 3 ring		.2093-.2158	.2039-.2103	.2039-.2103
	No. 4 ring		None		

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.44 from top of piston.
(b) Measured 2.24 from top of piston.
(c) Measured 1.56 from top of piston.

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MODEL	396 Cu. In. 265 HP-Opt. L66	427 Cu. In. 335 HP-Opt. LS1	427 Cu. In. 390 HP-Opt. L36
ENGINE – GENERAL			
Type, no. cyls., valve arr.	90° OHV		
Bore and stroke (nominal)	4.094 X 3.76	4.251 X 3.76	
Piston displacement, cu. in.	396	427	
Bore spacing (℄ to ℄)	4.84		
No. system (front to rear) L. Bank	1-3-5-7		
No. system (front to rear) R. Bank	2-4-6-8		
Firing order	1-8-4-3-6-5-7-2		
Compres. ratio (nominal)	9.00:1	10.25:1	10.25:1
Cylinder Head Material	Cast alloy iron		
Cylinder Block Material	Cast alloy iron		
Cyl. Sleeve-Wet, dry, none	None		
Number of mtg. points Front	Two		
Number of mtg. points Rear	One		
Engine installation angle	3°54"		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$	53.6	57.8	
Publishing max. bhp* @ eng. RPM	265 @ 4800	335 @ 4800	390 @ 5400
Publishing max. torque * (lb. ft. @ RPM)	400 @ 2800	460 @ 3200	460 @ 3600
Recommended fuel regular – premium	Premium		
ENGINE – PISTONS			
Material	Cast aluminum alloy		
Description and finish	Domed head, valve cutout; slipper skirt.		
Weight (piston only) oz.	28.00	24.67	
Clearance (limits) Top land	.0304-.0374	.0306-.0374	
Clearance (limits) Skirt Top	.0011-.0018 (a)	.0012-.0020 (b)	
Clearance (limits) Skirt Bottom			
Ring groove depth No. 1 ring	.2253-.2317	.2348-.2412	
Ring groove depth No. 2 ring	.2253-.2317	.2348-.2412	
Ring groove depth No. 3 ring	.2098-.2162	.2183-.2247	
Ring groove depth No. 4 ring	None		

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 1.955 from top of piston.

(b) Measured 1.910 from top of piston.

AMA Specifications—Passenger Car

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-350 255&300 HP	V8-396 265 HP	V8-427 335&390 Hp
ENGINE – RINGS					
Function (top to bottom) – No. 1, oil or comp.	Compression				
Function (top to bottom) – No. 2, oil or comp.	Compression				
Function (top to bottom) – No. 3, oil or comp.	Oil				
Function (top to bottom) – No. 4, oil or comp.	None				
Compression – Description - material, coating, etc. – Upper	Cast alloy iron; barrel face (a)				
Compression – Description - material, coating, etc. – Lower	Cast alloy iron; inside bevel; tapered face (b)				
Compression – Width	(c)	(d)		Upr. & Lwr. .0770-.0775	
Compression – Gap	.010-.020	(e)		.010-.020	
Oil – Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel				
Oil – Width	.1870-.1890 assembled				
Oil – Gap	.015-.055			.010-.030	
Expanders	In oil ring assembly				
ENGINE – PISTON PINS					
Material	Chromium steel				
Length	2.990-3.010			2.930-2.950	
Diameter	.9270-.9273			.9895-.9898	
Type – Locked in rod, in piston, floating, etc.	Locked in rod				
Type – Bushing – In rod or piston	None				
Type – Bushing – Material	None				
Clearance – In piston	.00015-.00025		.00025-.00035		
Clearance – In rod	None				
Direction & amount offset in piston	Major thrust side .060				
ENGINE – CONNECTING RODS					
Material	Drop forged steel				
Weight (oz.)	12.50	20.80		27.84	
Length (center to center)	5.695-5.705			6.130-6.140	
Bearing – Material & Type	Copper lead alloy (sintered) steel backed matl.		Premium aluminum		
Bearing – Overall length	.807			.857	
Bearing – Clearance (limits)	.0007-.0027			.0009-.0029	
Bearing – End play	.009-.013			.017-.021	

(a) Chrome plated on L6-250, V8-327 & 350 Cu.In.; Molybdenum inlay on 396 & 427 Cu. In

(b) Wear resistant coating on L6-250, V8-327 & 350 Cu. In. ; Chrome plated on 396 & 427 Cu. In.

(c) Upper .0628-.0633; Lower .0623-.0633

(d) Upper .0775-.0780; Lower .0770-.0775

(e) Upper .010-.020; Lower .013-.025

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ENGINE – CRANKSHAFT

MODEL			L6-250 155 HP	V8-327 235 HP	V8-350 255 & 300 HP	V8-396 265 HP	V8-427 335 & 390 HP
Material			Cast nodular iron except forged steel for 427 cu. in. 390 HP.				
Vibration damper type			Rubber mounted inertia.				
End thrust taken by bearing (No.)			7	5			
Crankshaft end play			.002-.006			.006-.010	
Main bearing	Material & type		Steel with backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended operation or application)				
	Clearance		.0003-.0029	(a)		(b)	
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.4502 x .752		2.7507 x .992	
		No. 2	2.3004x.752	2.4505 x .752		2.7507 x .992	
		No. 3	2.3004x.752	2.4505 x .752		2.7505 x .992	
		No. 4	2.3004x.752	2.4505 x .752		2.7505 x .992	
		No. 5	2.3004x.752	2.4507 x 1.177		2.7506 x 1.2525	
		No. 6	2.3004x.752	None			
		No. 7	2.3004x.760	None			
	Dir. & amt. cyl. offset						
Crankpin journal diameter			1.999-2.000	2.099-2.100		2.199-2.200	

ENGINE – CAMSHAFT

Location			(c)	In block above crankshaft	
Material			Cast alloy iron		
Bearings	Material		Steel backed babbitt		
	Number		4	5	
Type of Drive	Gear or chain		Gear	Chain	
	Crankshaft gear or sprocket material		Steel	Steel sprocket	
	Camshaft gear or sprocket material		(d)	Nylon teeth with aluminum hub	
	Timing chain	No. of links	None	46	50
		Width	None	.740	.740
		Pitch	None	.500	.500

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard		
Valve rotator, type (intake, exhaust)		None		
Rocker ratio		1.75:1	1.50:1	1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero		
	Exhaust	Zero		

(Continued)

(a) No. 1-.0008-.0020
No. 2, 3, 4-.0008-.0024
No. 5-.0015-.0031

(b) No. 1 & 2-.0010-.0020
No. 3 & 4-.0013-.0025
No. 5-.0015-.0031

(c) Above and to right of crankshaft.

(d) Bakelite and fabric composition with steel hub.

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MODEL			250 Cu.In. 155 HP	327 Cu.In. 235 HP	350 Cu.In. 255&300 HP	396 Cu.In. 265 HP	427 Cu.In. 335 HP	427 Cu.In. 390 HP
ENGINE – VALVE SYSTEM (cont.)								
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°		28°		56°
		Closes (°ABC)	48°	72°		78°		114°
		Duration - deg.	244°	280°		286°		350°
	Exhaust	Opens (°BBC)	46°30'	78°		75°		110°
		Closes (°ATC)	17°30'	30°		31°		62°
		Duration - deg.	244°	288°		286°		350°
	Valve opening overlap		33°30'	58°		59°		118°
Intake	Material		Alloy steel; face aluminized on 250, 396 & 427 (a)					
	Overall length		4.902-4.922		4.870-4.889	5.215-5.235		
	Actual overall head dia.		1.715-1.725		1.935-1.945	2.060-2.070		
	Angle of seat & face		46° (seat) 45° (face)					
	Seat insert material		None					
	Stem diameter		.3410-.3417			.3715-.3722		
	Stem to guide clearance		.0010-.0027					
	Lift (@ zero lash)		.3880	.3900		.3983		.4614
	Outer spring press. & length	Valve closed (lb.@in.)	56-64 @1.66	76-84 @1.70		84-96 @1.88		94-106 @1.88
		Valve open (lb.@in.)	180-192 @1.27	194-206 @1.25		205-225 @1.48		303-327 @1.38
	Inner spring press. & length	Valve closed (lb.@in.)	None	Spring Damper				
		Valve open (lb.@in.)	None	Spring Damper				
Exhaust	Material		High alloy steel; aluminized face (a)					
	Overall length		4.913-4.933			5.345-5.365		
	Actual overall head dia.		1.495-1.505			1.715-1.725		
	Angle of seat & face		46° (seat) 45° (face)					
	Seat insert material		None					
	Stem diameter		.3410-.3417			.3715-.3722		
	Stem to guide clearance		.0010-.0027					
	Lift (@ zero lash)		.3880	.4100		.3983		.4800
	Outer spring press. & length	Valve closed (lb.@in.)	56-64 @1.66	76-84 @1.70		84-96 @1.88		94-106 @1.88
		Valve open (lb.@in.)	180-192 @1.27	194-206 @1.25		205-225 @1.48		303-327 @1.38
	Inner spring press. & length	Valve closed (lb.@in.)	None	Spring Damper				
		Valve open (lb.@in.)	None	Spring Damper				

ENGINE – LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Nozzle	Centrifugally oiled from camshaft bearings.
	Cylinder walls	Splash	Pressure jet cross sprayed

(Continued)

a) Head also aluminized on 396 & 427.

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MODEL	250 155 HP	327 235 HP	350 & 255 325 HP	396 & 427 335 HP	427 390 HP

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. engine rpm)	50-65 psi @ 2000 rpm (a)	50-75 @ 2000 rpm (a)
Oil press. sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, part., other)	Full flow	
Filter replacement (element, complete)	Complete	
Capacity of case, less filter-refill (qt.)	4	
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0°F to 32°* - SAE 10W or SAE 10W-30 Below 0°F - SAE 5W or SAE 5W-20 *(SAE 5W-30 can be used at temperatures below freezing)	
Engine Service Reqmt. (MM, MS, etc.)	MS or DG	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with crossover	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow		2 Mufflers & 2 Resonators
Exhaust pipe dia. (O.D., wall thick.)	Branch	None	2.00 x .074-.123 (b)	None
	Main	(d)	2.50 x .073 - .091 (b) (c)	2.50x.073-.091(
Tail pipe dia. (O.D. & wall thickness)		1.875 x .062 - .076		2.00x.062-.076

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system.	
	Optional	None	
Control Unit	Make and model	AC Spark Plug	
	Location	(e)	Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum	
	Control method (variable orifice, fixed orifice, other)	Variable orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold	
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner	
	Flame arrestor (screen, check valve, other)	Screen	

(a) Bench test - no flow conditions
(b) Laminated - 2.50 diameter on 396 & 427
(c) 2.00 diameter on V8-327 cu. in.
(d) 2.00 x .057 - .071
(e) Top rr. rocker cover

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MODEL

	L6-250	V8-327	V8-350		V8-396	V8-427	
	155 HP	235 HP	255 HP	300 HP	265 HP	335 HP	390 HP

ENGINE – EXHAUST EMISSION CONTROL — MANUAL TRANSMISSIONS

Type (Air injection, engine modifications, other)			Air Injection					
Air Injection Pump	Type		Semi-articulated vane type					
	Displacement		19.3					
	Drive ratio		1.15:1					
	Drive type		Crankshaft pulley					
	Relief valve (type)		Diverter valve - separate from pump					
	Filter (describe)		Centrifugal air cleaner					
Air Injection System	Air distribution (head, manifold, etc.)		Cylinder head	Manifold				
	Point of entry		Exhaust ports					
	Injection tube I.D.		.2565					
	Check valve type		Pressure (Plate type)					
	Backfire protection (type)		Diverter valve					
Carburetor	Make							
	Model		REFER TO					
	Barrel size							
	Idle speed	Drive	PAGE TEN					
		Neutral						
	Idle A/F mixture							
Distributor	Aux. Adv. Systems (type)		None					
	Make		Delco-Remy					
	Model		1110463	1111482	1111956	1111488	1111949	1111497	1111925
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1050	1100	950	900	900	1000
		Intermed. points deg. @ rpm							
		Max. deg. @ rpm	32@4200	32@4300	32@4400	30@4700	38@4200	32@5000	26@3800
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00	8.00	7.00	8.00	8.00		
		Intermed. points deg. @ in. Hg							
		Max. deg. @ in.	23@16	19@17	24@17.5	20@17	15@15		
	Vacuum Source		Carburetor						
Timing - Crank degrees @ rpm			TDC@700	2ATC@700	TDC@700			4BTC@800	
Cooling System									
Exhaust System									

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MODEL

	L6-250 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 256 HP	V8-427 335 HP	V8-427 390 HP

ENGINE – EXHAUST EMISSION CONTROL

AUTOMATIC TRANSMISSION

Type (Air injection, engine modifications, other)			Engine modifications						
Air Injection Pump	Type								
	Displacement		Not						
	Drive ratio								
	Drive type		Used						
	Relief valve (type)								
	Filter (describe)								
Air Injection System	Air distribution (head, manifold, etc.)		Not						
	Point of entry								
	Injection tube I.D.								
	Check valve type		Used						
	Backfire protection (type)								
Carburetor	Make		Refer						
	Model								
	Barrel size		To						
	Idle speed	Drive							
		Neutral	Page Ten						
	Idle A/F mixture								
Distributor	Aux. Adv. Systems (type)		None						
	Make		Delco-Remy						
	Model		1110464	1111483	1111955	1111489	1111950	1111497	1111922
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900	833	1130	900	900	900	1000
		Intermed. points deg. @ rpm							
		Max. deg. @ rpm	28@4200	28@4300	28@4300	26@4700	34@4300	32@5000	26@3800
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00	8.00	7.00	8.00	8.00		
		Intermed. points deg. @ in. Hg							
		Max. deg. @ in.	23@16	19@17	24@17.5	20@17	15@15		
	Vacuum Source		Carburetor						
Timing - Crank degrees @ rpm			4 BTC@550	2 BTC@600	4 BTC@600			4 BTC@600	
Cooling System									
Exhaust System									

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-350 255 & 300HP	V8-396 265 HP	V8-427 335 & 390 HP

ENGINE – FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		24 (approximately)		
	Filler location		Behind hinged rear license plate *		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range **		4.00-5.00psi	7.50-9.00 PSI	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank		
	Locations		and paper filter in carburetor inlet ***		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil wetted paper element		
		Optional	None		
	Idle speed (spec. neutral or drive)	Manual (N)	700	800	
		Automatic (D)	550	600	
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
15300 15500 15600	250	Manual Automatic	Rochester	7029017 (a) 7029014	One, single barrel	1.69
	327	Manual Automatic	Rochester	7029127 (b) 7029102 (c)	One, two barrel	1.69
15400	350 255hp	Manual Automatic	Rochester	7029203 7029202	One, four barrel	1.38 Prim. 2.25 Sec.
15600	350 300hp	Manual Automatic	Rochester	7029203 7029202	One, four barrel	1.38 Prim. 2.25 Sec.
16400 16600	396	Manual Automatic	Rochester	7029117 (f) 7029118 (g)	One, two barrel	1.69
	427	Manual Automatic	Rochester	7029201 7029200	One, four barrel	1.38 Prim 2.25 Sec.

a - 7029015 with Air Conditioning
b - 7029129 with Air Conditioning
c - 7029104 with Air Conditioning
d - 7029117 with Air Conditioning
e - 7029120 with Air Conditioning
**-Shut off pressure-1800 RPM at pump outlet
***-Additional in-line paper element with 427 cu. in.

* - Left rear quarter panel on station wagons

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ENGINE – COOLING SYSTEM

MODEL			L6-250 155 HP	V8-327 235 HP	V8-350 255 & 300 HP	V8-396 265 HP	V8-427 335 & 390 HP
Type system (pressure, pressure vented, atmospheric, other)			Pressure				
Radiator cap relief valve pressure			15±1 PSI				
Circulation thermostat	Type (choke, bypass)		Choke				
	Starts to open at (°F)		192° - 198°				
Water pump	Type (centrifugal, other)		Centrifugal				
	GPM = 1000 pump rpm		60 @ 4400	54 @ 4400		57 @ 4400	
	Number of pumps		One				
	Drive (V-belt, other)		V-belt				
	Bearing type		Permanently lubricated double row ball				
By-pass recirculation type (inter., ext.)			Internal			External	
Radiator core type (cellular, tube and fin, other)			Tube and center				
Cooling system capacity	With heater (qt.)		12	17	15	23	22
	Without heater (qt.)		11	16	14	22	21
	Opt. equipment-specify (qt.)		12	17	16	24	23
Water jackets full length of cyl. (yes, no)			Yes				
Water all around cylinder (yes, no)			Yes				
Radiator hose	Lower	Number and type (molded, straight)	One, molded				
		Inside diameter	1.75				
	Upper	Number and type (molded, straight)	One, molded				
		Inside diameter	1.50				
	By-pass	Number and type (molded, straight)	None			One, molded	
		Inside diameter	None			.725-.765	
Fan	Number of blades & spacing		4-Staggered				
	Diameter		17.62				
	Ratio-fan to crankshaft rev.		.949:1				
	Fan cutout type		None				
	Bearing type		Double row ball				
*Drive belts (indicate belt used by letter)	Fan		A	D J *		G K *	
	Generator or alternator		A	D J *		G K *	
	Water Pump		A	D J *		G K *	
	Power Steering		B	E		H	
	Air Conditioning		C	F		I	
	Air Injection		B	* D & G with manual transmission			
				* J & K with automatic transmissio			

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←			38°	----42°						→
Nominal length (SAE)	39.00	50.00	54.00	47.50	36.00	54.33	49.50	41.00	57.00	49.50	45.75
Width	←				.380						→

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MODEL	L6-250 155 HP	V8-327 235 HP	V8-396 265 HP	V8-350 255 & 300 HP	V8-427 335 & 390 HP

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980032		1980030	
	Voltage Rtg. & Total Plates		12 volts-54 plates		12 volts-66 plates	
	SAE Designation & Amp. Hr. Rtg.		45 amp hr @ 20 hr rate		61 amp hr @ 20 hr rate	
	Location		Right side front of engine compartment			
	Terminal grounded		Negative			
Generator or Alternator	Make		Delco-Remy			
	Model		1100836 (a)	1100834		
	Type and rating		Diode rectified 37 amps			
	Output at engine idle (neutral)		13 amps		15 amps	
	Ratio–Gen. to Cr.'s rev.		2.46:1			
Regulator	Make		Delco-Remy			
	Model		1119515			
	Type		Vibrator			
	Cutout relay	Closing voltage generator rpm	None			
		Reverse current to open	None			
	Regulated	Voltage	13.8 - 14.8 @ 85°F			
		Current	----			
	Voltage test conditions	Temperature	Operating			
		Load	3.8 amperes			
		Other	None			

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make			Delco-Remy			
	Model		1108365	1108367	1108418	1108361	1108418
	Rotation (drive end view)		Clockwise				
Motor control	Switch (solenoid, manual)		Solenoid				
	Starting procedure						
Motor Drive	Engagement type		Positive shift solenoid				
	Pinion meshes (front, rear)		Rear				
	Number of teeth	Pinion	9	9	9	9	
		Flywheel Manual	153	168	153	168	
		Flywheel Auto.	153	168	153	168	
	Flywheel tooth face width	Manual	.4010-.4130	.4100-.4220	.4010-.4130	.4100-.4220	
		Auto.	.4010-.4130	.4100-.4220	.4010-.4130	.4100-.4220	

(a) 1100834 used when automatic transmission is specified

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ELECTRICAL – IGNITION SYSTEM

MODEL			L6-250 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 265 HP	V8-427 335 & 390H
Type	Conventional – Std., Opt., N.A.		Standard					
	Transistorized – Std., Opt., N.A.		Not available					
	Other (specify)		None					
Coil	Make		Delco-Remy					
	Model		11152081	1115293				
	Amps	Engine stopped	4.0					
		Engine idling	1.8					
Distributor	Make							
	Model		Refer					
	Centrifgal adv. in c'shaft degrees @ engine rpm (nominal)	Start (rpm)						
		Intermediate points deg. @ rpm	To					
		Max. deg. @ rpm	Page					
	Vacuum adv. in c'shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)						
		Intermediate points, deg. @ in. Hg.	Nine					
		Max. deg. in. Hg.						
	Breaker gap (in.)		.019					
	Cam angle (deg.)		31-34	29-31				28-30
	Breaker arm tension (oz.)		19-23					28-32
Timing	Crankshaft deg. @ rpm		Refer to page nine					
	Mark location		Torsional damper					
Spark Plug	Make		AC Spark Plug					
	Model		ACR46N	ACR45S	ACR44S		ACR44N*	
	Thread (mm)		14					
	Tightening torque (lb. ft.)		25					
	Gap		.033-.038					
Cable	Conductor type		Linen core impregnated with electrical conducting material					
	Insulation type		Rubber with neoprene jacket					
	Spark plug protector		Neoprene					

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

* ACR43N on 427 Cu.In. 390 HP

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MODEL	L6-350 155 HP	V8-327 235 HP	V8-350 255 HP	V8-350 300 HP	V8-396 265 HP	V8-427 335 & 390 HP

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dial
	Trip odometer (yes,no)	N.A.
Charge indicator, -, type		Tell-Tale
Temperature indicator – type		Tell-Tale
Oil pressure indicator – type		Tell-Tale
Fuel indicator – type		Electric-gauge
Other		Refer to page 23
Wind-shield wiper	Type – Standard	Electric two-speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Pushbutton-standard
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	4.5-6 @ 12.5V (Low note); 4.2-6.2 @ 12.5V (High note)

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet single dry disc		Chevrolet single dry disc, centrifugal	
Type pressure plate springs		Diaphragm		Diaphragm, bent finger design	
Total spring load (lb.)		1650-1850	2100-2300	2450-2750	2600-2800
No. of clutch driven discs		One			
Clutch facing	Material	Woven type asbestos			
	Outside & inside-dia.	9.12 &6.12	10.34 & 6.50	11.00 & 6.50	
	Total eff. area (sq.in.)	71.82	101.54	123.70	
	Thickness	.135		.140	
	Engagement cushioning method	Flat spring steel between facings			
Release bearing	Type & method of lubrication	Single row ball, packed and sealed			
Torsional damping	Methods: springs, friction material	Coil spring			

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MODEL	L6-250 155 HP	V8-327, 235 HP	V8-350, 255&300HP V8-396, 265HP V8-427, 335&390HP	V8-427

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)		Standard
Manual 4-speed (std. or opt.)	N.A.	Optional
Manual with overdrive (std. or opt.)		Not available
Automatic (std. or opt.)		Optional

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds			3-Speed 3	3-Speed 3	4-Speed 4	HD 3-Spd 3	4-Speed 4	4-Speed 4
Transmission ratios	In first		2.85	2.54	2.54	2.42	2.52	2.20
	In second		1.68	1.50	1.80	1.58	1.88	1.64
	In third		1.00	1.00	1.44	1.00	1.46	1.27
	In fourth		--	--	1.00	--	1.00	1.00
	In reverse		2.95	2.63	2.54	2.41	2.59	2.26
Synchronous meshing, specify gears			All forward gears					
Shift lever location			Steering column 3-Speed Floor mounted 4-Speed					
Lubricant	Capacity (pt.)		3			3.5	3	
	Type recommended		Meeting Military Specs. MIL-L-2105B					
	SAE viscosity number	Summer	SAE80					
		Winter	SAE80					
		Extreme cold	SAE80					

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

Type (planetary or other)			
Manual lockout (yes, no)			
Downshift accelerator control (yes, no)			Not
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)		Available
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

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MODEL	POWERGLIDE		TURBO-HYDRA-MATIC		
	L6-250	V8-327 & 350	L6-250 V8-327 & 350	V8-327	V8-350 396 & 427

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Powerglide		Turbo Hydra-Matic		
Type describe		Torque converter with planetary gears				
Selector location		Lever, steering column; floor mounted when used with console and optional bucket seat on Convertible and Coupes				
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-1.82 N-Neut. D-1.82 -1.00 L-1.82-	P-Park R-1.76 N-Neut. D-1.76 -1.00 L-1.76	P-Park R-1.93 N-Neutral D-2.52-1.52-1.00 L2-2.52-1.52 L1-2.52		P-Park R-2.08 N-Neutral D-2.48-1.48-1.00 L2-2.48-1.48 L1-2.48
Max. upshift speed–drive range						
Max. kickdown speed–drive range						
Torque convertor	Number of elements	3				
	Max. ratio at stall	2.10		2.10	2.30	2.10
	Type of cooling (air, liquid)	Water				
	Nominal diameter	11.75		11.75	12.20	
Lubricant	Capacity–refill (pt.)	6	6.5	5	8	
	Type recommended	A suffix A				
Special transmission features						

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube (damper on front U-joint with automatic transmissions for Caprice models only)
Outer diam. x length* x wall thickness	Manual 3-speed trans.	3.25 x 61.57 x .065
	Manual 4-speed trans.	3.25 x 61.57 x .065
	Overdrive transmission	Not available
	Automatic transmission	Powerglide & 3-Spd Auto - 3.25 x 61.57 x .065 Turbo Hydra-Matic - 3.25 x 60.17 x .065

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

(Continued)

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MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		--
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O.D.		1.1750
Universal joints	Make and Mfg. No.		Chevrolet 3943326
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U-bolt
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Control arms
Torque taken through (torque tube or arms, springs)			Control arms

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhang hypoid pinion & ring gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.5
No. of differential pinions			Standard-2; Limited slip-4
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		3.5 (8.125 ring gear) 4 (8.875 ring gear)
	Type recommended		Meeting Military Specs. MIL-L-2105B
	SAE viscosity number	Summer	SAE80
		Winter	SAE80
		Extreme cold	SAE80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.56	2.73	3.07	3.08	3.31	3.36	3.55	2.29
No. of teeth	Pinion	16	15	14	12	13	11	11	17
	Ring gear	41	41	43	37	43	37	39	39
Ring Gear O.D.		8.125							8.62

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MODEL

DRIVE UNITS – WHEELS

Type & material		Short spoke disc, steel
Rim (size & flange type)	Std.	14 x 5J except station wagons 14 x 6JK
	Opt.	14 x 6JK except station wagons 15 x 6JK with 15 in tires
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.75
	Number and size	5 hex nuts 7/16-20 UNF-2B

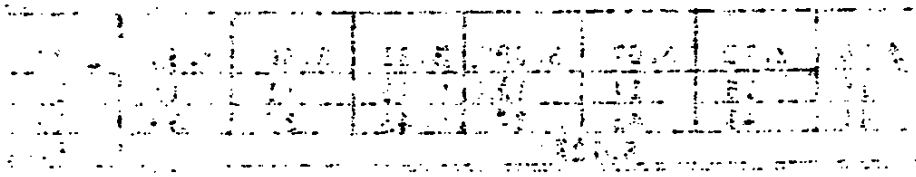
MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		8.25 x 14-2 ply (4 ply rating) except Station Wagons 8.55 x 14-2 ply (4 ply rating) Station Wagons	
	Type (bias, radial, etc.)		Bias	
	Full rated Inflation Press.	Front	8.25 x 14-24 lbs	8.55 x 14 - 22 lbs
		Rear	8.25 x 14-28 lbs	8.55 x 14 - 32 lbs
	Rev./Mile at 50 MPH		753 (8.25 x 14);	735 (8.55 x 14)
Optional	Size, ply rating, & ply		8.55 x 15-2 ply (4 ply rating) except St. Wagon & Spt Sedan 8.55 x 14-2 ply (4 ply rating) except St. Wagons G70 x 15-2 ply (4 ply rating) except St. Wagon & Spt Sedan 8.55 x 15-2 ply (4 ply rating) Sport Sedan only 8.55 x 14-4 ply (8 ply rating) Station Wagons 8.55 x 1 - ply (ply rating) Station Wagons	

BRAKES – PARKING

Type of control		Foot pedal apply "T" handle release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes –	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	



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BRAKES – SERVICE

MODEL				STANDARD	FRONT DISC (Opt)
Type (drum) or (disc & no. of pistons)				Drum (front-finned)	Disc-front
Self adjusting (std., opt., N.A.)				Standard	
Special Valving	Type (proportion, delay, metering, other)			Metering	
Power brake make & type (remote, int., etc.)		Std.		--	(a)
		Opt.		(a)	--
Effective area (sq. in.) *				184.3	114.6
Gross lining area (sq. in.) **				198.4	124.3
Swept area (sq. in.) ***				328.3	368.4
Front to Rear Effectiveness Relationship					
Drum	Diameter (nominal)	Front		11.0	--
		Rear		11.0	
	Type and material			Composite; rim-cast iron; web - steel	Cast iron
Rotor	Outer working diameter				11.75
	Inner working diameter				8.00
	Working width				1.25
	Material & type (vented/solid)				Cast iron, vented
Wheel cylinder bore	Front			1.1875	2.063
	Rear			1.00	
Master Cylinder	Bore			1.00	1.125
	displacement distribution	Front	%	53 cu. in. @ 1500 PSI	55 cu. in. @ 1500 PS
		Rear	%	32 cu. in. @ 1500 PSI	34 cu. in. @ 1500 PS
Pedal arc ratio				5.80	3.38
Line pressure at 100 lb. pedal load				739	
Shoe Clearance	Front			Self adjusting	
	Rear			Self adjusting	
Brake lining	Bonded or riveted			Bonded	Riveted
	Front Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.25 x 2.75 x .168	5.96 x 2.21 x .41
			Second. or inboard	11.63 x 2.75 x .168	5.96 x 2.21 x .41
		Segments per shoe		One	One
	Rear Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.25 x 2.00 x .168	9.25 x 2.00 x .168
			Second. or inboard	11.63 x 2.00 x .168	11.63 x 2.00 x .168
		Segments per shoe		One	One

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

(a) Bendix; Delco-Moraine vacuum power unit, integral

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MODEL

STEERING

Manual (std., opt., NA)				Standard-Energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt: Tilt achieved with universally-jointing steering shaft at base of steering wheel; 5-inch vertical travel range
		(std., opt., NA)		Option
Wheel diameter		Manual		Oval - 16.25 x 15.50
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		43.0
		Curb to curb (l. & r.)		43.6
	Inside rear	Wall to wall (l. & r.)		24.0
		Curb to curb (l. & r.)		24.0
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw Steering
		Ratios	Gear	24.1
			Overall	30.7
	No. wheel turns (stop to stop)			5.8
Power	Type (coaxial, linkage, etc.)			Integral gear with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as Manual
		Ratios	Gear	17.5:1; 16:1-12.38:1 variable ratio for Caprice & Impala
			Overall	21.2:1; 19.3:1-15.5:1 variable ratio for Caprice & Impala
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			4.0; 3.1 variable ratio for Caprice & Impala
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination or camber (deg.)			7 to 8
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with non-metallic bearing surface
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			P 1/4 to P 1-1/4
	Camber (deg.)			N 1/4 to P 3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Forging with pad for mounting brake cylinder spherical
Wheel Spindle	Diameter	Inner bearing		1.2493 - 1.2498
		Outer bearing		.7492 - .7497
	Thread size			3/4-20 NEF - 3 (Modified)
	Bearing type			Taper roller

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MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Angle of front upper control arm
Provision for acc. squat control		Geometry of rear suspension
Special provisions for car jacking		
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION – FRONT

Type and description		Independent - SLA type with coil springs and concentric shock absorber and spherically-jointed steering knuckle for each wheel, lower control arm strut-supported
Spring	Type	Coil, right hand helix
	Material	Steel alloy
	Size (coil design height & I.D. bar length x dia.)	11.76 x 3.80; 113.97 x .641
	Spring rate (lb. per in.)	390
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel .8125

SUSPENSION – REAR

Type and description			(a)
Drive and torque taken through			Coil
Spring	Type		Steel alloy
	Material		
	Size (length x width, coil design height & I.D.; bar length & dia.)		12.37 x 4.00; 145.92 x .647
	Spring rate (lb. per in.)		265
	Rate at wheel (lb. per in.)		
	Mounting insulation type		Natural rubber
	If leaf	No. of leaves	--
		Shackle (comp. or tens.)	--
Stabilizer	Type (link, linkless, frameless)		None
	Material		--
Track bar type			Lateral, frame to rear axle

(a) Link type: 2 lower control arms, 1 upper control arm and tie rod (St. Wagon and models with 350, 396 & 427 engines - 2 upper control arms): Support integral rear beam consisting of cast iron differential carrier and pressed in axle shaft housings.

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ODEL

RAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded perimeter frame with front crossmember, rear axle upper control arm crossmember, rear shock absorber crossmember and a rear crossmember, welded box-construction side rail from front crossmember to aft of rear axle kickup

ODY – MISCELLANEOUS INFORMATION		Sedans 2-Dr.	Sedans 4-Dr.	Sport Sedan	Custom Coupes Impala	Custom Coupes Caprice	Convertibles	Station Wagon
Drs. hinged (front, rr.)	Front doors	Front						
	Rear doors	Front						
Type of finish (lacquer, enamel, other)		Acrylic Lacquer						
Hood counterbalanced (yes, no)		Yes						
Hood release control (internal, external)		External						
Vehicle Indent. No. location		Top left hand of instrument panel pad						
Engine No. location		6-Cylinder - Right side of cylinder block, rear of distributor 8-Cylinder - Front right side of engine block						
Theft protection - type		Lock, mounted on steering column, locks steering wheel transmission shift levers and ignition						
Vent window control method (crank, friction pivot)	Front	None						
	Rear	None						
Seat cushion type	Front	Formed wire and foam pad						
	Rear	Formed wire and foam pad						
	3rd seat	---					Wire & foam pad	
Seat back type	Front	Formed wire and cotton						
	Rear	Formed wire and cotton						
	3rd seat	---					Wire & cotton	
Windshield glass type (i.e., single curved - laminated plate)		Single curve - laminate plate						
Side glass type (i.e., curved - tempered plate)		Curved-tempered plate						
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Compound curve - tempered plate (a)						
Windshield glass exposed surface area		1396.2			1354.4			1396.2
Side glass exposed surface area		1476.0	1588.2	1454.6	1269.4 (a)		1251.2	2822.2
Backlight glass exposed surface area		1230.4		1334.9	933.2 (b)		767.3	923.4
Total glass exposed surface area		4102.6	4214.8	4143.9	3557.0 (c)		3372.9	5141.8

(a) Impala Sport Coupe 16337-47 - 1285.8
(b) Impala Sport Coupe 16337-47 - 1029.1
(c) Impala Sport Coupe - 3669.3

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MODEL	15400-600, 16400-600

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	Optional all models except 153-15400, 155-15611
	Vent windows	NA
	Backlight or tailgate	Standard 3-seat wagons - option 2-seat wagons
Power seats (specify type as well as availability)		4 way power bucket seat, driver seat only 16447-67-87, 16647-347-87 6 way power bench seat-155-156-16000. NA with 4-spd trans.
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		AM-FM Stereo Optional - AM Pushbutton, AM-FM-Pushbutton
Rear seat speaker		Optional - all models
Power antenna		
Clock		Optional - 15000, 163-16400 -- Standard 16600
Air conditioner (specify type and availability)		Optional - all models - Comfortron Four-Season, GM Chevrolet
Speed warning device		Optional - all models
Speed control device		Optional - 154-156-164-16600
Ignition lock lamp		
Dome lamp		Standard - all models
Glove compartment lamp		Optional 153-15400, Standard other Models
Luggage compartment lamp		Optional - 15000 exc wagons -- standard 16000
Underhood lamp		Optional - all models
Courtesy lamp		Optional - 150-163-16400 exc Conv.-Standard other Models
Map lamp		Optional
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	
		Lowest	
	Tail	Highest	
		Lowest	
	Sidemarker	Front	
		Rear	
Distance from C/L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

* If single headlamps are used enter here.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (e)

WEIGHTS

250 Cu.In. 6 Cyl. Engine	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
Model	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
Biscayne									
2-Door Sedan	1845	1815	3660					146.9	25.0
4-Door Sedan	1840	1880	3720					146.9	25.0
Bel Air									
2-Door Sedan	1850	1820	3670					146.9	25.0
4-Door Sedan	1840	1880	3720					146.9	25.0
Impala									
4-Door Sedan	1865	1905	3770					146.0	25.0
2-Door Sport Coupe	1870	1910	3780					146.9	25.0
4-Door Sport Sedan	1915	1950	3865					146.9	25.0
Station Wagons,									
Brookwood									
4-Door, 2-Seat	1750	2425	4175					146.9	25.0
Townsman									
4-Door, 2-Seat	1750	2425	4175					146.9	25.0
4-Door, 3-Seat	1735	2495	4230					146.9	25.0

Accessories & Equipment Differential Weights				Remarks

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

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MAKE OF CAR CHEVROLET MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (e)

327 Cu. In. V-8 Engine

WEIGHTS

Biscayne	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
	Front	Rear	Total	Pass. In Front		Pass. In Rear		Fuel	Coolant
				Front	Rear	Front	Rear		
Model 2-Door Sedan	1955	1845	3800					146.9	32.5
4-Door Sedan	1945	1910	3855					146.9	32.5
Bel Air									
2-Door Sedan	1955	1850	3805					146.9	32.5
4-Door Sedan	1945	1910	3855					146.9	32.5
Impala									
2-Door Sport Coupe	1975	1930	3905					146.9	32.5
2-Door Custom Cpe	1985	1945	3930					146.9	32.5
4-Door Sport Sedan	2015	1970	3985					146.9	32.5
4-Door Sedan	1965	1925	3890					146.9	32.5
Convertible	2005	1960	3965					146.9	32.5
Caprice									
2-Door Custom Cpe	1990	1950	3940					146.9	32.5
4-Door Sport Sedan	2035	1990	4025					146.9	32.5
Station Wagons,									
Brookwood -									
4-Door 2-Seat	1850	2450	4300					146.9	32.5
Townsman									
4-Door 2-Seat	1850	2450	4300					146.9	32.5
4-Door, 3-Seat	1830	2525	4355					146.9	32.5
Kingswood									
4-Door 2-Seat	1875	2480	4355					146.9	32.5
4-Door 3-Seat	1855	2560	4415					146.9	32.5
Kingswood Estate									
4-Door 2-Seat	1880	2495	4375					146.9	32.5
4-Door 3-Seat	1865	2565	4430					146.9	32.5

Accessories & Equipment Differential Weights				Remarks
350 Cu.In. V-8	+18	+17	+35	RPO L48
350 Cu.In. V-8	+18	+17	+35	RPO LM1
396 Cu.In. V-8	+179	+34	+213	RPO L66
427 Cu.In. V-8	+175	+24	+199	RPO LS1
427 Cu.In. V-8	+197	+51	+248	RPO L36
3-Spd. HD Trans.	+10	+ 3	+13	RPO MC1
4-Spd. Trans.	+14	+14	+28	RPO M20
Powerglide Trans.	-8	-2	-10	RPO M35
Turbo Hydra-Matic Trans	+20	+6	+26	RPO M38 (Chevrolet built)
Turbo Hydra-Matic Trans	+33	+10	+43	RPO M40
Power Windows	+13	+11	+24	
Power Seats	+11	+10	+21	
Air Conditioner	+93	+5	+98	
Power Brakes	+8	+1	+9	
Power Disc Brakes	+19	+1	+20	
Power Steering	+27	+1	+28	
Radio, Push Button	+6	+2	+8	
Radio, Stereo	+10	+3	+13	
SS427 Package	+17	+23	+40	
Roof Luggage Carrier	0	+19	+19	Station Wagon

*Reference — SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

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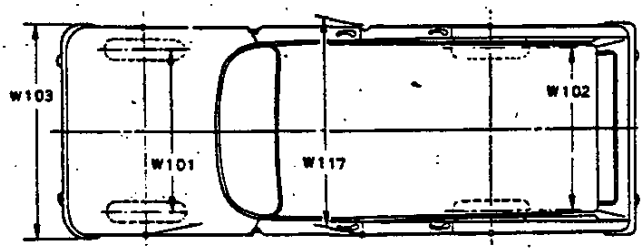
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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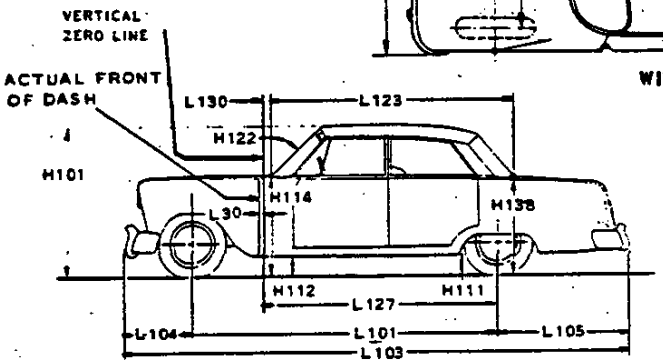
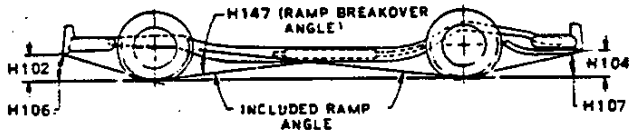
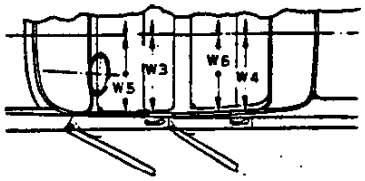


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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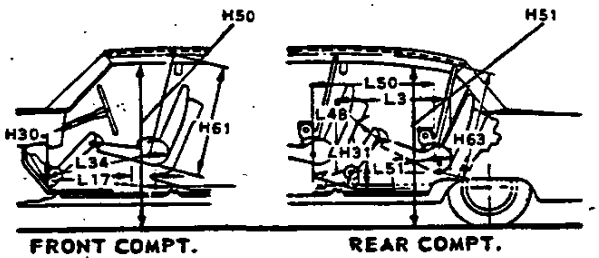
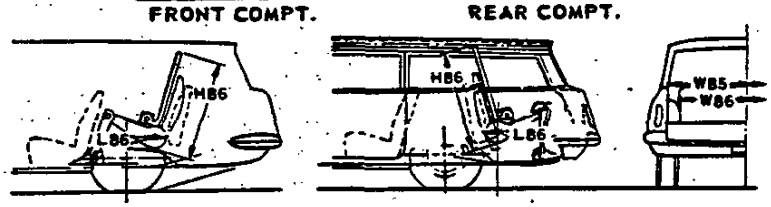
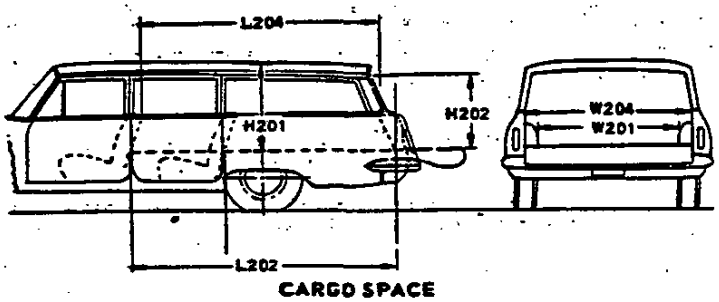


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

AMA Specifications—Passenger Car

CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD – FRONT. Measured at centerline of tires, with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H 30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.

V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

W4×L204×H201

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