GENERAL

MODEL IDENTIFICATION

BISCAYNE 153-15400 SERIES

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

BEL AIR 155-15600 SERIES

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

IMPALA 163-16400 SERIES

MODEL 163-16457 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 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 15435 BROOKWOOD 4-DR STA WGN, 2-SEAT
MODEL 15635 TOWNSMAN 4-DR STA WGN, 3-SEAT
MODEL 15645 TOWNSMAN 4-DR STA WGN, 3-SEAT
MODEL 16435 KINGSWOOD 4-DOOR STATION WAGON, 2-SEAT
MODEL 16445 KINGSWOOD 4-DOOR STATION WAGON, 3-SEAT
MODEL 16635 KINGSWOOD ESTATE 4-DR STA WGN, 2-SEAT
MODEL 16645 KINGSWOOD ESTATE 4-DR STA WGN, 3-SEAT

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year 1971	Assembly Plant (Tarrytown)	Unit Number (1st unit)
15369	1	T	100001

Thus: The 1st model built at Tarrytown would be serial number 153691T100001

8-Cylinder Example:

Model	Model Year 1971	Assembly Plant (St. Louis)	Unit Number (1st unit)
15469	1	S	100001

Thus: The 1st model built at St. Louis would be serial number 154691S100001

ASSEMBLY PLANTS

C– Southgate-GMAD
D– Doraville-GMAD
J– Janesville-GMAD
S– St. Louis
T– Tarrytown-GMAD
Y– Wilmington-GMAD

Canadian Plant
No. "1" Oshawa

Starting unit number . . . . . 100001 and up at each assembly plant regardless of series

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

TRANSMISSION IDENTIFICATION

● Example: S1E01

Type Designation	Source Designation	Model Year 1971	Production° Month & Date
R3	S (Muncie)	1	E01D*

R3	3-Speed	L-6 engine	S - Muncie
R4	3-Speed	V-8 engines	S - Muncie
TH	Powerglide	L-6 engine	C - Cleveland E - Mc Kinnon Ind.
TK	Powerglide	V-8 engine	C - Cleveland E - Mc Kinnon Ind.
HR	Turbo Hydra-Matic	V-8 engine	B - Cleveland Y - Toledo
CR	Turbo Hydra-Matic	V-8 engine	– - Ypsilanti

● Location:
. 3-Speed . . . . . Stamped on left side just below cover.
Powerglide & Turbo Hydra-Matic (Chevrolet) . . . . . Stamped on right hand side of pan.
Turbo Hydra-Matic . . . . . Nameplate tag on right hand side of the case.

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

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

*-The letter "D" or "N" following the date numerals
● indicates day or night shift, on automatic only.

ENGINE IDENTIFICATION

Example: F1210CAA

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

Turbo-Thrift 250, 250 Cubic Inch L-6, Base Engine

CAA - Regular production engine, 3-speed
CAB - Regular production engine, Powerglide

Turbo-Fire 350, 350 Cubic Inch V-8, Base Engine

CGA - Regular production engine, 3-speed
CGB - Regular production engine, Powerglide
CJL - Regular production engine, Turbo Hydra-Matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO-L48)

CJK - Optional, Turbo Hydra-Matic, 4-bbl. carb.

Turbo-Fire 400, 400 Cubic Inch V-8 (RPO-LF6)

CLK - Optional, Turbo Hydra-Matic, 2-bbl. carb.

Turbo-Jet 400, 402 Cubic Inch V-8 (RPO-LS3)

CLR - Optional, Turbo Hydra-Matic, 4-bbl. carb.

Turbo-Jet 454, 454 Cubic Inch V-8 (RPO-LS5)

CPD - 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

Location, Identification Number

Bottom left or right of axle tube adjacent to carrier housing.

See Power Train Section for additional Information.

STANDARD EXTERIOR EQUIPMENT

	BISCAYNE 153-15400	BEL AIR 155-15600	IMPALA 163-16400	CAPRICE 16600
FRONT				
Header Block Letters "Chevrolet"	X	X	X	
Windshield Reveal Moldings	X	X	X	X
Hood Rear and Fender Moldings	X	X	X	X
Argent Painted Upper and Lower Plastic Radiator Grille and Bright Headlamp Bezels	X	X	X	X (a)
Concealed Windshield Wipers with Articulated Left Arm and Blade	X	X	X	X
SIDE				
Front Fender Parking-Turn – Marker and Rear Quarter Marker Lamps	X	X	X	X
Front Fender Series Nameplate	X	X		
Rectangular 5" Outside L.H. Rear View Mirror	X	X	X	X
Rocker Panel Moldings–Bright	X	X		
Front Fender, Door and Rear Quarter Lower Moldings			X	X
Sail Panel Nameplate			Except 67	X
Quarter Panel Nameplate			67	
Roof Rail Weatherstrip Moldings–Bright			39,47,57	X
Wheel Trim Covers and Rear Fender Opening Covers				X
Hub Caps	X	X	X	
Roof Drip Moldings–Bright			Except 67	X
Door Upper Frame Reveal Moldings–Bright			69	
Wheel Opening Moldings			X (b)	X
Rear Belt Molding			67	
Roof Sail Panel Molding			47	47
Black Painted Rocker Panel			X	X
REAR				
Deck Lid Name–"Chevrolet"	X	X	X	
Deck Lid Nameplate–"Caprice by Chevrolet"				X
Rear End Panel Aluminum Applique				X
Rear Window Moldings–Bright	X	X	Except 67	X
Two Tail and Two Back-Up Lamps in Body	X	X		
Four Tail Lamps and Two Back-Up Lamps in Body			X	X

(a) Chrome plated plastic with crest emblem
(b) Impala Custom Coupe only

STANDARD EXTERIOR EQUIPMENT
STATION WAGONS

	BROOKWOOD 15400	TOWNSMAN 15600	KINGSWOOD 16400	KINGSWOOD ESTATE 16600
FRONT				
Header Block Letters "Chevrolet"	X	X	X	X
Windshield Reveal Moldings	X	X	X	X
Hood Rear and Fender Moldings	X	X	X	X
Argent Painted Upper and Lower Plastic Radiator Grille and Bright Headlamp Bezels	X	X	X	X (a)
Concealed Windshield Wipers with Articulated Left Arm and Blade	X	X	X	X
SIDE				
Front Fender Parking-Turn – Marker and Rear Quarter Marker Lamps	X	X	X	X
Rectangular 5" Outside L.H. and R.H. Rear View Mirror	X	X	X	X
Rocker Panel Moldings–Bright	X	X		
Front Fender, Door and Rear Quarter Lower Moldings–Black Painted			X	
Roof Drip Moldings–Bright			X	X
Wheel Trim Covers				X
Hub Caps	X	X	X	
Door Upper Frame Reveal Moldings–Bright			X	X
Rear Quarter Window Reveal Molding			X	X
Body Side Wood-Grain Insert and Limed Oak Border Moldings				X
Rear Quarter Series Nameplate	X	X	X	X
REAR				
Tailgate Nameplate–"Chevrolet"	X	X	X	X
Tailgate Wood-Grain Insert and Limed Oak Moldings				X
Tailgate Window Scalp and Reveal Moldings–Bright	X (b)	X (b)	X	X
Tailgate Belt Molding–Bright	X	X	X	X
Single Tail and Back-Up Lamps in Body	X	X	X	X
Tailgate Lower Moldings–Bright			X	
Electric Tailgate Window Control–Bright	X	X	X	X

(a) Chrome plated plastic, Caprice styling
(b) Body color

STANDARD INTERIOR EQUIPMENT

ROOF AND PILLARS	BISCAYNE 153-15400	BEL AIR 155-15600	IMPALA 163-16400	CAPRICE 16600
Headlining Vinyl Coated, "Premier" Perforated	X	X	Exc. 67	X
Rear View Mirror, 12" Prismatic with Gray Padded Edges	X	X	X	X
Rear View Mirror Support, Bonded to W/S Silver Painted	X	X	X	X
Windlace–Woven Fabric	X	X	69	
Windlace–Coated Fabric			Exc. 69	X
Sunshade, Thin Padded, Non-Hook	X	X	Exc. 67	X
Sunshade, Thin Padded, Center Hook Type			67	
Roof Side Rail Garnish Moldings–Painted			39,47,57	X
Rear Window Moldings–Painted	X	X	Exc. 67	X
Windshield Garnish Moldings–Painted Metal	X	X	X	X
Center Pillar Lower Finish Panel, Molded Plastic	X	X	69	
Center Pillar Upper Molding–Painted Textured Steel	X	X	69	
Center Pillar Cover Molding–Plastic			39	39
Coat Hooks, Plastic–Trim Color	X	X	Exc. 67	X
Center Dome Light–Plastic	X	X	Exc. 67	X
Front Door Jamb Switch, Key Reminder and Dome Lamp, L.H. Pillar	X	X	X	X
Front Door Jamb Switch for Dome Lamp RH Pillar	X	X	X	X
Rear Door Jamb Switches				39
Roof Rail Shoulder Harness Spring Clips and Anchor Covers	X	X	Except 67	X

STANDARD INTERIOR EQUIPMENT

SEATS AND FLOOR COVERING	BISCAYNE 153-15400	BEL AIR 155-15600	IMPALA 163-16400	CAPRICE 16600
Front Seat Cushion and Backrest, Full Molded Foam	X	X	X	X
Rear Seat Backrest, Full Molded Foam	X	X	X	X
Rear Seat Cushion, 1.75" Poly and Cotton	X	X	X	X
Package Shelf Embossed Board	X	X	Exc. 47 & 67	39
Package Shelf Woven Fiber			47	47
Folding Front Seat Back Locks–Bright			47,57,67	47
Front Seat Center Armrest				39
Carpet–Floor Covering	X	X	X	X
Luggage Compartment Light			X	X
Luggage Compartment Spatter Paint	X	X	X	X
Luggage Compartment Mat–Vinyl Coated Cotton on Latex Foam			X	X
Front Seat End Trim Panels–Bright				X
Front and Rear Seat Belts and Front Retainers	X	X	X	X
Front Seat Shoulder Harness	X	X	X	X
Front Seat Head Restraints	X	X	X	X

DOOR AND QUARTER PANEL				
Plastic Molded Front Door Lower Panel, Integral Armrest	X	X	X	X
Plastic Molded Rear Door Integral Armrest with Ash Tray	X	X	39,69	39
Bale Type Door Handle Remote Control	X	X	X	X
Door Bead Trim Moldings			X	X
Rear Quarter Window Bead Trim Moldings			47,57,67	47
Rear Quarter Panel Armrest and Built-in Ash Tray			47,57,67	47
Window Control Handle Knobs Clear Plastic	X	X	X	X
Door Lock Buttons–Bright	X	X	X	X
Door Trim Panel Carpet				X
Door Trim Panel Emblem			X	X
Wood-Grain Door Panel Inserts, Bright Trim			X	X
Front and Rear Door Locks 2-Position Free Wheeling	X	X	X	X

STANDARD INTERIOR EQUIPMENT

INSTRUMENT PANEL AND STEERING WHEELS	BISCAYNE 153-15400	BEL AIR 155-15600	IMPALA 163-16400	CAPRICE 16600
Glove Compartment Light		X	X	X
Cigarette Lighter	X	X	X	X
Clock, Electric				X
Clock Hole Cover	X	X	X	
Instrument Panel Knobs and Cluster–Black, Bright Insert	X	X	X	X
Convertible Top Switch			67	
Instrument Panel Pad–Upper	X	X	X	X
Instrument Panel Upper Trim Plate with Series Nameplate	X (a)	X (a)	X (b)	X (b)
Ash Tray Face Plate–Painted	X	X	X	X
Windshield Wiper and Washer, Two Speed	X	X	X	X
Upper Ventilation Outlets and Controls–Black	X	X	X	X
Instrument Panel Courtesy Lights			67	X
Turn Signal and Shift Lever Knobs–Black	X	X	X	X
Steering Column Ignition Lock	X	X	X	X
Steering Wheel, Black Oval–Black Shroud Insert and Bright Center Emblem	X	X	X	X
Instrument Panel Wood-Grain Trim			X	X

GLASS				
Windshield, Laminated Safety Plate Glass	X	X	X	X
Backlight Safety Solid Plate Glass	X	X	X	X
Side Windows, Safety Solid Plate Glass	X	X	X	X
Convertible Rear Window, Tempered Glass			67	

(a) Bright, Black Paint Filled Plastic, Chevrolet script
(b) Bright-Wood Grain
(c) Wood-Grain Shroud Insert on Impala and Caprice

STANDARD INTERIOR EQUIPMENT
STATION WAGONS

ROOF AND PILLARS	BROOKWOOD	TOWNSMAN	KINGSWOOD	KINGSWOOD ESTATE
Headlining Vinyl Coated, "Premier" Perforated	X	X	X	X
Rear View Mirror, 12" Prismatic with Gray Padded Edges	X	X	X	X
Rear View Mirror Support, Bonded to W/S Silver Painted	X	X	X	X
Windlace–Woven Fabric	X	X	X	X
Sunshade, Thin Padded, Non-Hook	X	X	X	X
Windshield Garnish Moldings–Painted Metal	X	X	X	X
Center Pillar Upper and Lower Finish Panels, Molded Plastic	X	X	X	X
Coat Hooks, Plastic–Trim Color	X	X	X	X
Center Dome Light–Plastic	X	X	X	X
Front Door Jamb Switch, Key Reminder and Dome Lamp, L.H. Pillar	X	X	X	X
Front Door Jamb Switch for Dome Lamp, R.H. Pillar	X	X	X	X
Rear Door Jamb Switches				X
Roof Rail Shoulder Harness Spring Clips and Anchor Covers	X	X	X	X

SEATS AND FLOOR COVERING				
Front Seat Cushion and Backrest, Full Molded Foam	X	X	X	X
Rear Seat Backrest, Full Molded Foam	X	X	X	X
Rear Seat Cushion, 1.75" Poly and Cotton	X	X	X	X
Third Seat Cushion and Backrest, Full Molded Foam		X	X	X
Carpet–Floor Covering	X	X	X	X
Load Floor–Vinyl Coated Textured Metal	X	X	X	X
Storage Compartment Mat–Rubber	X	X	X	X
Front and Rear Seat Belts and Front Retainers	X	X	X	X
Front Seat Shoulder Harness	X	X	X	X
Front Seat Head Restraints	X	X	X	X

STANDARD INTERIOR EQUIPMENT
STATION WAGONS

DOOR AND QUARTER PANEL (F)	BROOKWOOD	TOWNSMAN	KINGSWOOD	KINGSWOOD ESTATE
Plastic Molded Front Door Panel, Integral Armrest	X	X	X	X
Plastic Molded Rear Door Integral Armrest with Ash Tray	X	X	X	X
Bale Type Door Handle Remote Control	X	X	X	X
Door Bead Trim Moldings			X	X
Window Control Handle Knobs Clear Plastic	X	X	X	X
Door Lock Buttons–Bright	X	X	X	X
Door Trim Panel Emblem	X	X	X	X
Wood-Grain Door Panel Inserts, Bright Trim			X	X
Rear Quarter Sidewalls–Molded Plastic	X	X	X	
Rear Quarter Sidewalls–Vinyl Trimmed				X
Front and Rear Door Locks 2-Position Free Wheeling	X	X	X	X

INSTRUMENT PANEL AND STEERING WHEELS				
Glove Compartment Light		X	X	X
Cigarette Lighter	X	X	X	X
Clock, Electric				X
Clock Hole Cover	X	X	X	
Instrument Panel Knobs and Cluster–Black, Bright Insert	X	X	X	X
Tailgate Window Switch	X	X	X	X
Instrument Panel Pad–Upper	X	X	X	X
Instrument Panel Upper Trim Plate with Series Nameplate	X (a)	X (a)	X (b)	X (b)
Ash Tray Face Plate–Painted	X	X	X	X
Windshield Wiper and Washer, Two Speed	X	X	X	X
Upper Ventilation Outlets and Controls–Black	X	X	X	X
Instrument Panel Courtesy Lights				X
Turn Signal and Shift Lever Knobs–Black	X	X	X	X
Steering Column Ignition Lock	X	X	X	X
Steering Wheel, Black Oval–Black Shroud Insert and Bright Chevrolet Script	X	X	X	X (c)
Instrument Panel Wood-Grain Trim			X	X

GLASS				
Windshield Laminated Safety Plate Glass	X	X	X	X
Backlight, Safety Solid Plate Glass	X	X	X	X
Side Windows, Safety Solid Plate Glass	X	X	X	X

(a) Bright, Black Paint Filled Plastic, Chevrolet script
(b) Bright-Wood Grain, Kingswood script
(c) Wood-Grain Shroud Insert and Kingswood script

EQUIPMENT	RPO	ACC.
Air conditioning, Four-Season: V8 models only	C60	
Air conditioning, Comfortron: automatic temperature control.		
V8 models only	C75	
Battery, heavy duty	T60	
Belts, seat and shoulder: in addition to or replacing standard belts.		
Custom deluxe belts: (replacing standard number of belts)		
Coupe and Sedan – 6 seat and 2 shoulder	AK1	
Convertible – 6 seat	A39	
Shoulder belts – 2 rear: (Convertible requires use of front shoulder belt option).		
Station Wagons – 2 rear (2-seat models), 4 rear (3-seat models)		
● For use when Custom Deluxe Belts are ordered		ACC
Shoulder belts – 2 front: Convertible only.		
For use when Custom Deluxe Belts are ordered	A85	
Brakes, heavy duty	J55	
Buckle retainer, seat belt and harness		ACC
Bumpers, deluxe front and rear	VF5	
Cap, locking gas filler		ACC
Carpet, load floor: Kingswood, Kingswood Estate only	B39	
Carrier, rear deck – Sedans & Coupes		ACC
Carrier, roof luggage: Station Wagons	V55	ACC
Compass		ACC
Cover, luggage carrier: Station Wagons		ACC
Deflectors, rain, 4-door sedans and Station Wagons		ACC
Dispenser, Tissue		ACC
Exhausts, dual (except Station Wagons)	N10	
Fire extinguisher		ACC
Generator: 63-amp Delcotron	K85	
Glass, Soft-Ray tinted: all windows	A01	
Harness, trailer wiring		ACC
Heater, engine block		ACC
Hitch, trailer		ACC
Hitch, trailer, equalizing type		ACC
Highway Emergency Kit – fire extinguisher, tire inflator, fuses		ACC
Lamp, portable spot		ACC
Lighting, auxiliary:	ZJ9	
Courtesy lights – Std. Imp. Convt, Caprice, Kingswood Estate		
Glove compartment light – Std all exc. Biscayne, Brookwood		
Luggage compartment light – Std Impala & Caprice, NA for Station Wagons		
Ash tray light – Standard Caprice, Kingswood Estate		ACC
Underhood light		ACC
Warning lights (low fuel, door ajar and seat belts)		
Litter container		ACC
Lock, rear door safety		ACC
Lock, rear storage compartment – Station Wagons	A96	
Mat, front floor full width		ACC
● Mat, rear load floor – Station Wagons		ACC
Mirror, RH: Sedans and Coupes		ACC
Moldings, body side	Z21	
Moldings, side door windows: Biscayne, Bel Air, Brookwood, Townsman	B90	
Monitor, windshield washer fluid		ACC
Radiator, heavy duty	V01	

EXTRA COST EQUIPMENT

	RPO	ACC.
EQUIPMENT		
Radio equipment: Radios, Pushbutton – Includes concealed w/s antenna .		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
AM/FM/Stereo Radio	U79	ACC
Stereo Tape System with AM Radio	UM1	ACC
Stereo Tape System with AM/FM/Stereo Radio	UM2	ACC
Mast antenna, RH front fender		ACC
Windshield antenna (When no radio is ordered)	U76	
Speaker, rear seat-not available when stereo is ordered	U80	ACC
Roof cover, vinyl	C08	
Police car equipment Biscayne, Bel Air, Brookwood, Townsman	B07	
Safety seat – child (standard and deluxe types available)		ACC
Safety seat – infant		ACC
Shock absorbers, rear:		
Superlift	G66	
Ski rack – roof mount		ACC
Skirts, rear fender. Standard on Caprice, NA - Station Wagons	TS8	
Speed control: (Cruise-Master) V8 models only.		
Available only when automatic transmission is ordered	K30	ACC
Steering wheel, Comfortilt: Available only when automatic transmission is ordered	N33	
Steering wheel, Vinyl Rim	NK2	
Suspension, special front and rear:	F40	
Taxi equipment (Biscayne)	B02	
Tops, convertible: (colors)	C05	
Two-Tone finish: includes bright metal outline moldings	–	
Wheel covers, full: Not available on Caprice and Kingswood Estate models	P01	
Wheel covers, special:	P02	
Wheel covers, simulated wire		ACC
Wheel covers, simulated "mag"		ACC
FACTORY-INSTALLED REGULAR PRODUCTION TIRES		
Sedans & Coupes		
F78 x 15 bias belted ply dual white stripes	PV4	
G78 x 15 bias belted ply blackwall	PU7	
G78 x 15 bias belted ply dual white stripes	PU8	
H78 x 15 bias belted ply blackwall	PV5	
H78 x 15 bias belted ply dual white stripes	PV6	
Station Wagons		
L78 x 15B bias belted ply dual white stripes	Q14	
L78 x 15D bias belted ply blackwall	QB7	
L78 x 15D bias belted ply dual white stripes	QB6	

I. CHEVROLET–"B"

EQUIPMENT	RPO	ACC.
FEATURE GROUPS (Any item contained in a feature group may be ordered separately)		
Appearance guard group	ZP5	
Front and rear bumper guards	V30	ACC
Door edge guards	B93	ACC
Color-keyed floor mats – 2 Front, 2 Rear ("Contour Twins")	B37	ACC
Visor vanity mirror	D34	ACC
Operating convenience group	ZQ2	
Electric clock (Standard on Caprice)	U35	ACC
Rear window defroster (Forced Air)	C50	
Headlight delay system	T81	
L.H. outside remote-control rearview mirror	D33	ACC
POWER TEAMS		
270-hp Turbo-Fire 350 V8 (Not merchandised)	L48	
255-hp Turbo-Fire 400 V8 (Standard on Caprice)	LF6	
300-hp Turbo-Jet 400 V-8	LS3	
365-hp Turbo-Jet 454 V8	LS5	
Powerglide	M35	
Turbo Hydra-matic	M40	
Axle, Positraction	G80	
Axle, trailering ratio	YD1	
Axle, performance (mountain) ratio	ZQ9	
POWER ASSISTS		
Door lock system, power	AU3	
Seat, power: 6-way control; front seat. Not available on Biscayne	A42	
Steering power: variable ratio	N40	
Trunk opener, power	A90	ACC
Windows, power: not available on Biscayne	A31	

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 lined 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 . . . . . Front disc brakes with power assist standard; heavy duty extra thick primary rear linings; heavy duty brake drum webs and special brake shoe retracting springs.

TIRES Dependent On Optional Equipment . . F78 x 15 or G78-15

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 350 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 (manual transmission).

V-8 ENGINE FEATURES . . . . . Heavy duty compression rings, special oil control piston rings, valve rotators aluminized valves, hardened-tip valve pushrods, special hydraulic valve lifters, special rocker arms, special rocker arm balls.

AUTOMATIC TRANS. FEATURES . . . . . Heavy duty 11-3/4-inch heavy duty converter; additional clutch plate; larger gearset; positive shift characteristics on Turbo Hydra-Matic.

MODELS: All Biscayne and Bel Air, Townsman and Brookwood

BODY EQUIPMENT

(Mandatory Option A75, Heavy Duty Front Seat)
SPEEDOMETER . . . . . 140 MPH Speedometer with 2 MPH graduations; 2 MPH accuracy over entire speed range.

FRONT SEAT . . . . . Heavy duty low profile front seat;

CHASSIS EQUIPMENT

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

FRAME . . . . . Heavy duty.

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 . . . . . Front disc brakes with power assist standard; heavy duty extra thick primary rear linings; heavy duty brake drum webs and special brake shoe retracting springs.

TIRES Dependent On Optional Equipment . . F78 x 15B
G78 x 15B
Station Wagons: L78 x 15B

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 350 Cu.In. V-8. (Mandatory Option T60; Heavy Duty starting package including 80 ampere hour sealed terminal battery).

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 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 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, 18-in.; 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.

COMFORTRON AUTOMATIC TEMPERATURE CONTROL (RPO C75)

Integral air cooling and heater system. Used only with RPO C60 system. Automatically controlled by pre-setting on instrument control panel. Control assembly consists of horizontal lever and vertical temperature wheel. In-car sensor located on instrument panel; ambient sensor located beneath air intake cowl.

FOUR SEASON (RPO C60)

Integral air cooling and heater system. 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. Six air outlets: 2 center, 2 side, 2 lower.

BASIC COMPONENTS

Control panel, evaporator, blower, condenser, receiver-dehydrator, refrigerant (freon) tank, air intake assembly and duct assembly for both systems. 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

POWER TRAINS

Fan Blade	7 blade
Fan Clutch	Thermomodulated fluid coupling
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Single
Compressor & Crankshaft Belt	One
Generator	63 Ampere
Radiator	Heavy duty

POWER TRAINS

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS* STD.	A/C	ZQ9 (a)	YD (b)
Turbo Thrift 250 250 Cubic Inch L-6 145 HP Standard	3-Speed (2.85:1 low) Powerglide	Sedans & Coupes (A)	3.08:1	NA	NA	NA

A–Not available with Impala Convertible, Sport Sedan, Custom Coupe & Caprice models.

Turbo-Fire 350 350 Cubic Inch V-8 245 HP Standard	3-Speed (2.54:1 low)	All Models except Caprice & Station Wagons	3.08:1	3.08:1	NA	NA
	Powerglide		2.73:1	2.73:1	NA	NA
	Turbo Hydra-Matic				3.08:1	3.42:1
	3-Speed (2.54:1 low)	Station Wagons exc. Kingswood Estate	2.73:1	2.73:1	NA	NA
	Turbo Hydra-Matic				3.08:1	3.42:1
Turbo-Fire 350 350 Cubic Inch V-8 270 HP RPO L48	Turbo Hydra-Matic	All Models except Caprice & Kingswood Estate	2.73:1	2.73:1	3.08:1	3.42:1
Turbo-Fire 400** 400 Cubic Inch V-8 255 HP	3-Speed 2.54:1 low†	All Models	2.73:1	2.73:1	NA	NA
	Turbo Hydra-Matic				3.08:1	3.42:1
Turbo-Jet 400 402 Cubic Inch V-8 300 HP RPO LS3	Turbo Hydra-Matic	All Models	2.73:1	2.73:1	NA	3.42:1
Turbo-Jet 454 454 Cubic Inch V-8 365 HP RPO LS5	Turbo Hydra-Matic	All Models	2.73:1	2.73:1	NA	3.08:1

*–Positraction axles available optionally for all ratios
**–Standard for Caprice and Kingswood Estate, optional (RPO LF6) for all others
†–Available with Caprice and Kingswood Estate only
(a) ZQ9 – Performance option
(b) YD1 – Trailer option

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 145 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
350 Cu.In. V-8 245 HP Standard	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
400 Cu.In. V-8 255 HP RPO LF6	2-Barrel	3-Speed	6.93	4.09	2.73		7.18	2.73

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 145 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
350 Cu.In. V-8 245 HP Standard	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
		Low & Reverse	10.10:1 - 2.73:1	
	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.83:1	
		Second	14.44:1 - 4.15:1	
		Reverse	14.44:1 - 5.27:1	
350 Cu.In. V-8 270 HP RPO L48	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 - 5.27:1	
400 Cu.In. V-8 255 HP RPO LF6	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	
402 Cu.In. V-8 300 HP RPO LS3	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	
454 Cu.In. V-8 365 HP RPO LS5	Turbo Hydra-Matic	Drive	14.22:1 - 2.33:1	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

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV	V-8 OHV				
Piston Displacement (Cu.In.)		250	350		400	402	454
Availability		Standard	Standard	L48	LF6*	LS3	LS5
Number of Cylinders		Six	Eight				
Bore and Stroke (nominal)		3.875 x 3.53	4.00 x 3.48		4.125 x 3.75	4.126 x 3.76	4.251 x 4.00
Compression Ratio		8.5:1					
Taxable (SAE) Horsepower		36.0	51.2		54.4	54.5	57.8
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2				
Idling Speed	3-Speed (in Neutral)	550	600		600		
	Powerglide (in Drive)	500	500				
	Turbo Hydra-matic (in Drive)		550		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	34.49	30.69	30.16	30.69	33.97	
	Top of air cleaner to bottom of oil pan	27.44	29.29	26.79	29.29	27.62	
	Width - including air cleaner	30.15	27.34	27.97	27.34	30.00	

ADVERTISED ENGINE RATING

Engine Designation	Turbo-Thrift 250 L-6 145 HP	Turbo-Fire 350 V-8 245 HP	Turbo-Fire 350 V-8 270 HP	Turbo-Fire 400 V-8 255 HP	Turbo-Jet 402 V-8 300 HP	Turbo-Jet 454 V-8 365 HP
Availability	Standard	Standard	RPO L48	RPO LF6*	RPO LS3	RPO LS5
Carburetor	Single Barrel	Two Barrel	Four Barrel	Two Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	145 @ 4200	245 @ 4800	270 @ 4800	255 @ 4400	300 @ 4800	365 @ 4800
Gross Torque @ RPM (lb-ft)	230 @ 1600	350 @ 2800	360 @ 3200	390 @ 2400	400 @ 3200	465 @ 3200
Net Brake HP @ RPM ●	110 @ 3800	165 @ 4000	175 @ 4000	170 @ 3400	206 @ 4400 (a)	285 @ 4000 (b)
Net Torque @ RPM (lb-ft) ●	185 @ 1600	280 @ 2400	290 @ 2400	325 @ 2000	323 @ 2400 (a)	390 @ 3200 (b)

* Standard with Caprice & Kingswood Estate
(a) Station Wagons HP-208 @ 4400; Torque - 320 @ 2400
(b) Station Wagons HP-214 @ 4000; Torque - 337 @ 2400

TURBO-THRIFT 250 L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		F78 x 15	
Crankshaft Revolutions per Mile		2353.1	
Crankshaft RPM @ 1 MPH	Low	111.8	71.4
	Second	65.9	
	Third	39.2	39.2 (direct)
	Reverse	115.7	71.4
Piston Travel (ft/mile)		1384.4	

TURBO-FIRE 350 V-8 ENGINES

Transmission		3-Speed	Powerglide	Turbo Hydra-Matic
Engine application		Standard		Standard/L48
Rear Axle Ratio		3.08:1 (b)	2.73:1	2.73:1
Tire Size		G78 x 15 (a)		
Crankshaft Revolutions per Mile		2313.1	2025.0	
Crankshaft RPM @ 1 MPH	Low	97.9	59.4	85.0
	Second	57.8		51.3
	Third	38.6	33.8 (direct)	
	Reverse	101.4	59.4	65.1
Piston Travel (ft/mile)		1341.6	1174.5	

(a) L78 x 15B or 15D standard on Station Wagons. (b) 3.08:1 on Station Wagons.

TURBO-FIRE 400 V-8 ENGINE (RPO LF6)

Transmission		3-Speed	Turbo Hydra-Matic
Rear Axle Ratio		2.73:1	
Tire Size		G78 x 15 (a)	
Crankshaft Revolutions per Mile		2025.0	
Crankshaft RPM @ 1 MPH	Low	85.7	83.7
	Second	51.3	49.9
	Third	33.8	33.8 (direct)
	Reverse	88.8	70.2
Piston Travel (ft/mile)		1256.6	

(a) L78 x 15B or 15D standard on Station Wagons.

TURBO-FIRE 400 V-8 ENGINE (RPO LS3)

Transmission		Turbo Hydra-Matic
Rear Axle Ratio		2.73:1
Tire Size		H78-15 (a)
Crankshaft Revolutions per Mile		2014.7
Crankshaft RPM @ 1 MPH	Low	83.3
	Second	49.7
	Third	33.6 (Direct)
	Reverse	69.8
Piston Travel (ft/mile)		1262.5

(a) L78 x 15B or 15D standard on Station Wagons.

TURBO-JET 454 V-8 ENGINE

Transmission		Turbo Hydra-Matic
Rear Axle Ratio		2.73:1
Tire Size		H78-15 (a)
Crankshaft Revolutions per Mile		2014.7
Crankshaft RPM @ 1 MPH	Low	83.3
	Second	49.7
	Third	33.6
	Reverse	69.8
Piston Travel (ft/mile)		1343.1

(a) L78 x 15B or 15D standard on Station Wagons.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 145 HP	BASE 350 CU.IN. 245 HP	RPO L48 350 CU.IN. 270 HP	RPO LF6 400 CU.IN. 255 HP	RPO LS3 402 CU.IN. 300 HP	RPO LS5 454 CU.IN. 365 HP
MODEL	15569	15669	15669	16639	15669	15669
3-SPEED TRANSMISSION						
Performance Weight (pounds)	4458	4614		4766		
Pounds per Gross Horsepower	30.74	18.83		18.69		
Pounds per Cu.In. Displacement	17.83	13.18		11.92		
Gross HP per Cu.In. Displacement	.580	.700		.637		
Power Displacement (cu.ft./mile)	170.22	234.25		234.38		
Displacement Factor (cu.ft./ton mile)	76.33	101.41		98.69		
TURBO HYDRA-MATIC						
Performance Weight (pounds)		4705	4674	4799	4839	4894
Pounds per Gross Horsepower		19.20	17.31	18.82	16.13	13.41
Pounds per Cu.In. Displacement		13.44	13.35	12.00	12.04	10.78
Gross HP per Cu.In. Displacement		.700	.771	.637	.746	.804
Power Displacement (cu.ft./mile)		202.50	202.50	234.38	234.35	264.66
Displacement Factor (cu.ft./ton mile)		86.17	86.54	97.66	96.84	108.02
POWERGLIDE						
Performance Weight (pounds)	4459	4637				
Pounds per Gross Horsepower	30.75	18.93				
Pounds per Cu.In. Displacement	17.84	13.25				
Gross HP per Cu.In. Displacement	.580	.700				
Power Displacement (cu.ft./mile)	170.22	202.50				
Displacement Factor (cu.ft./ton mile)	76.33	87.28				

GLOSSARY

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

CYLINDER BLOCK

- Material ..... Cast alloy iron
- Bore diameter
  - L6-250 Cu.In. 3.8745-3.8775
  - V8-350 Cu.In. 3.9995-4.0025
  - V8-400 Cu.In. 4.1245-4.1275
  - V8-402 Cu.In. 4.1246-4.1274
  - V8-454 Cu.In. 4.2496-4.2524
- No. of Bulkheads
  - L6 7
  - V8 5
- Water Jacket ..... Full length around each cylinder
- Bearing Caps (Number, material & attachment)
  - L6-250 Cu.In. ..... 7, cast iron, 2-bolt
  - V8-350 Cu.In. ..... 5, cast iron, 2-bolt
  - V8-400 Cu.In. .... No. 1 & 5, nodular iron, 2-bolt
    No. 2, 3 & 4, nodular iron, 4-bolt
  - V8-402 & 454 Cu.In. ..... 5, cast iron, 2-bolt
- Bore Spacing (Centerline to Centerline)
  - L6-250 Cu.In. 4.4
  - V8-350 Cu.In. 4.4
  - V8-400, 402 & 454 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.
  - V8-350 Cu.In. ..... 34; .4375 dia. 14 threads/in.
  - V8-400 Cu.In. ..... 32; .4375 dia. 14 threads/in.
  - V8-402 & 454 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.
- V8-350 Cu.In. ..... 6.08 Cu.In.
- V8-400 Cu.In. ..... 6.98 Cu.In.
- V8-402 Cu.In. ..... 6.91 Cu.In.
- V8-454 Cu.In. ..... 7.79 Cu.In.

INLET MANIFOLD

- Material ..... Cast alloy iron
- Type
  - L6 ..... 3 port, rectangular section
  - V8 ..... 8 port, double deck

EXHAUST MANIFOLD

- Material ..... Cast alloy iron
- Type
  - L6-250 Cu.In. . 4 port, rectangular, center takedown
  - V8-350 Cu.In. .... Dual, 4 port, center takedown
  - V8-400, 402 & 454 Cu.In. ..... Dual, 4 port, rear takedown
- Outlet Diameter (Nominal)
  - L6-250 Cu.In. 2.0
  - V8-350 & 400 Cu.In. 2.0
  - V8-402 & 454 Cu.In. 2.5

CRANKSHAFT

- Material
  - L6-250 Cu.In. ..... Cast nodular iron
  - V8-350, 400 & 402 Cu.In. ..... Cast nodular iron
  - V8-454 Cu.In. ..... Forged steel
- End Play
  - L6-250 Cu.In. ..... .002-.006
  - V8-350 & 400 Cu.In. ..... .002-.006
  - V8-402 & 454 Cu.In. ..... .006-.010
- Counter Weights
  - L6 12
  - V8 6
- Crank Arm Length
  - L6-250 Cu.In. 1.765
  - V8-350 Cu.In. 1.74
  - V8-400 & 402 Cu.In. 1.88
  - V8-454 Cu.In. 2.00
- Torsional Damper ..... Rubber mounted inertia
- Timing Gear
  - L6 ..... Steel, helical cut
  - V8 ..... Steel; sprocket & chain
- Pulley Pitch Diameter 6.64

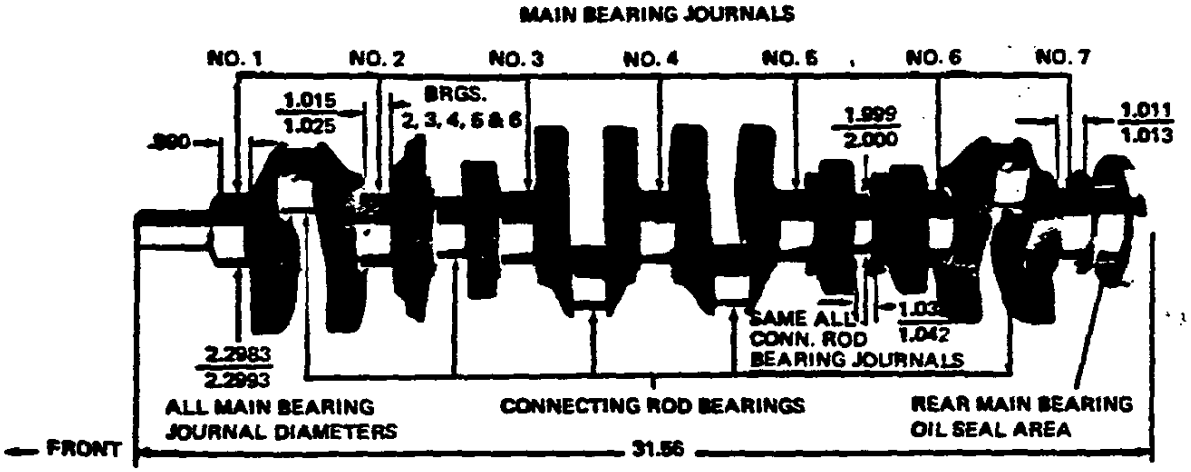
MAIN BEARINGS

- Material ..... Steel, backed insert; (copper lead alloy or premium aluminum lining selected for specific engine application)
- Type ..... Precision removable
- Thrust Against Bearing ..... No. 7 (L-6); No. 5 (V-8)
- Clearance
  - L6-250 Cu.In. ..... .0003-.0029
  - V8-350 & 400 Cu.In.
    - No. 1 ..... .0008-.0020
    - No. 2, 3 & 4 ..... .0011-.0023
    - No. 5 ..... .0017-.0033
  - V8-402 & 454 Cu.In.
    - No. 1 ..... .0007-.0019
    - No. 2, 3 & 4 ..... .0013-.0025
    - No. 5 ..... .0019-.0035

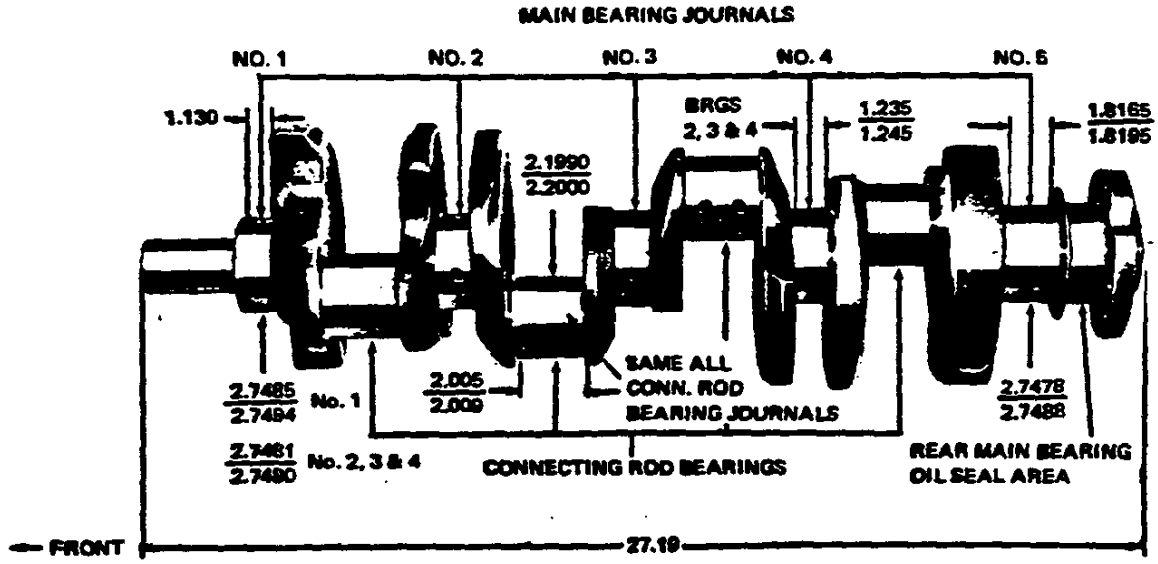
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu.In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-350 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.177	2.8846
V8-400 Cu.In.			
Bearing No. 1-4	2.6503	.752	1.9930
Bearing No. 5	2.6509	1.177	3.1201
V8-402 Cu.In.			
Bearing No. 1	2.7509	.992	2.7289
Bearing No. 2-4	2.7505	.992	2.7285
Bearing No. 5	2.7505	1.252	3.4450
V8-454 Cu.In.			
Bearing No. 1	2.7503	.992	2.7503
Bearing No. 2, 3 & 4	2.7505	.992	2.7505
Bearing No. 5	2.7510	1.2525	3.4457

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



454 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
V8-350 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-400 Cu.In.	.2343 Inlet & Exhaust
V8-402 Cu.In.	.2343 Inlet; .2529 Exhaust
V8-454 Cu.In.	.2714 Inlet; .2824 Exhaust
Bearings	Steel backed babbitt

VALVE TRAIN

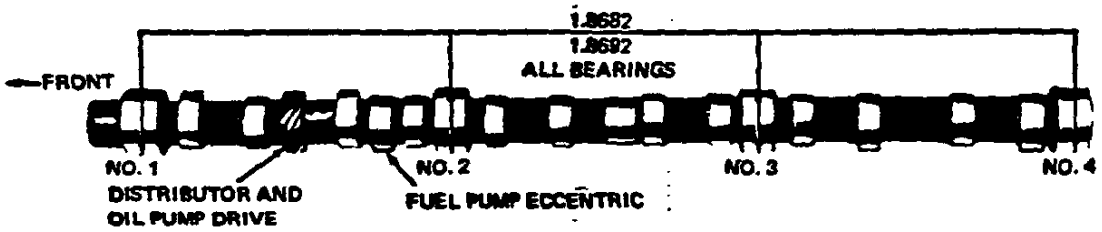
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Push Rods	
Type	Hollow steel
Ends	
L6-250, V8-350 & 400 Cu.In.	Hardened
V8-402 & 454 Cu.In.	Hardened steel inserts
Rocker Arms	
Material	Stamped steel
Ratio	
L6-250 Cu.In.	1.75:1
V8-350 & 400 Cu.In.	1.50:1
V8-402 & 454 Cu.In.	1.70:1

VALVE SPRINGS

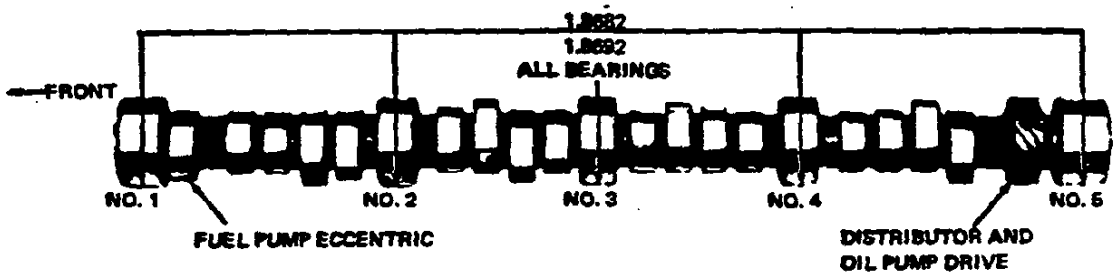
Diameter (I.D.)	
L6-250 Cu.In.	.872-.888
V8-350 Cu.In.	.868-.884
V8-400 Cu.In.	.868-.884
V8-402 & 454 Cu.In.	1.080-1.094
Installed Length (lb. @ in.)	
Valves Closed	
L6-250 Cu.In.	56-64 @ 1.66
V8-350 Cu.In.	76-84 @ 1.70
V8-400 Cu.In.	76-84 @ 1.70
V8-402 & 454 Cu.In.	
Outer spring	69-81 @ 1.88
Inner spring	26-34 @ 1.78
Valves Opened	
L6-250 Cu.In.	180-192 @ 1.27
V8-350 Cu.In.	194-206 @ 1.25
V8-400 Cu.In.	194-206 @ 1.25
V8-402 & 454 Cu.In.	
Outer spring	228-252 @ 1.38
Inner spring	81-99 @ 1.28
Free Length	
L6-250 Cu.In.	1.90
V8-350 Cu.In.	2.03
V8-400 Cu.In.	2.03
V8-402 & 454 Cu.In.	
Outer spring	2.12
Inner spring	2.06
Valve Spring Damper	
L6-250 Cu.In.	None
V8-350 Cu.In.	Flat steel, 4 coils
V8-400 Cu.In.	Flat steel, 4 coils

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE



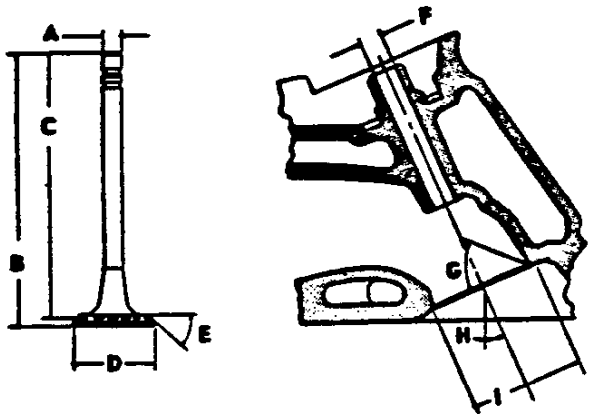
350 and 400 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS

VALVES – INLET

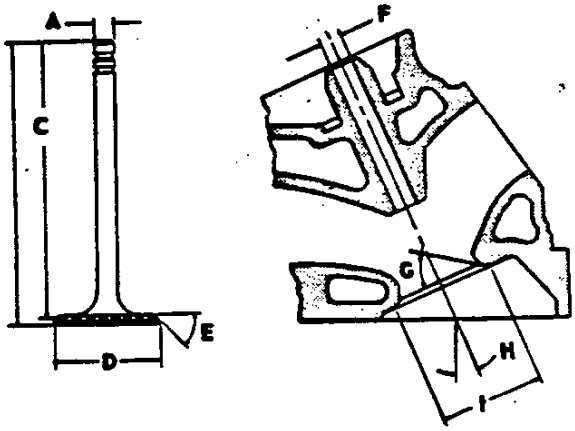
Material	Alloy steel
Coating	
L6-250 Cu.In.	Aluminized face
V8-350 Cu.In.	None
V8-400 Cu.In.	Aluminized face
V8-402 & 454 Cu.In.	Face & head aluminized
Valve Guide Inserts (V8-402 & 454)	Cast alloy iron



A – Stem Diameter	
L6-250 Cu.In.	.3410-.3417
V8-350 & 400 Cu.In.	.3410-.3417
V8-402 & 454 Cu.In.	.3715-.3722
B – Overall Length	
L6-250 Cu.In.	4.902-4.922
V8-350 & 400 Cu.In.	.4870-4.889
V8-402 & 454 Cu.In.	5.215-5.235
C – Gage Length	
L6-250 Cu.In.	4.785-4.795
V8-350 & 400 Cu.In.	4.785-4.795
V8-402 & 454 Cu.In.	5.115-5.125
D – Overall Head Diameter	
L6-250 Cu.In.	1.715-1.725
V8-350 & 400 Cu.In.	1.935-1.945
V8-402 & 454 Cu.In.	2.060-2.070
E – Angle of Face	45°
F – Guide Diameter	
L6-250 Cu.In.	.3427-.3437
V8-350 & 400 Cu.In.	.3427-.3437
V8-402 & 454 Cu.In.	.3732-.3742
G – Angle of Seat	46°
H – Valve Angle	
L6-250 Cu.In.	9°
V8-350 & 400 Cu.In.	23°
V8-402 & 454 Cu.In.	4°
I – Valve Seat (Cutter) Diameter	
L6-250 Cu.In.	1.770-1.790
V8-350 & 400 Cu.In.	1.990-2.010
V8-402 & 454 Cu.In.	2.150

VALVES EXHAUST

Material	High alloy steel
Coating	
L6-250 Cu.In.	Aluminized face
V8-350 & 400 Cu.In.	Aluminized face
V8-402 & 454 Cu.In.	Face & head aluminized
Valve Guide Inserts (V8-402 & 454)	Cast alloy iron



A – Stem Diameter	
L6-250 Cu.In.	.3410-.3417
V8-350 & 450 Cu.In.	.3410-.3417
V8-402 & 454 Cu.In.	.3415-.3720
B – Overall Length	
L6-250 Cu.In.	4.913-4.933
V8-350 & 400 Cu.In.	4.913-4.933
V8-402 & 454 Cu.In.	5.345-5.365
C – Gage Length	
L6-250 Cu.In.	4.781-4.791
V8-350 & 400 Cu.In.	4.781-4.791
V8-402 & 454 Cu.In.	5.345-5.365
D – Overall Head Diameter	
L6-250 & 350 Cu.In.	1.495-1.505
V8-400 Cu.In.	1.595-1.605
V8-402 & 454 Cu.In.	1.715-1.725
E – Angle of Face	45°
F – Guide Diameter	
L6-250 Cu.In.	.3427-.3437
V8-350 & 400 Cu.In.	.3427-.3437
V8-402 & 454 Cu.In.	.3732-.3742
G – Angle of Seat	46°
H – Valve Angle	
L6-250 Cu.In.	9°
V8-350 & 400 Cu.In.	23°
V8-402 & 454 Cu.In.	4°
I – Valve Seat (Cutter) Diameter	
L6-250 Cu.In.	1.550-1.570
V8-350 & 400 Cu.In.	1.550-1.570
V8-402 & 454 Cu.In.	1.625

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°

V8-350 & 400 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°

V8-402 Cu.In.	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°
Close - ATC	31°	55°
Duration	286°	322°

V8-454 Cu.In.	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°

VALVE LIFT

L6-250 Cu.In. . . . . .3880 Inlet & Exhaust
V8-350 Cu.In. . . . . .3900 Inlet, .4100 Exhaust
V8-400 Cu.In. . . . . .3983 Inlet, .4300 Exhaust
V8-402 Cu.In. . . . . .3983 Inlet, .4300 Exhaust
V8-454 Cu.In. . . . . .4614 Inlet, .4800 Exhaust

PISTONS

Material . . . . . Cast aluminum alloy
Head Type
L6-250 Cu.In. . . . . Flat, notched head
V8-350 Cu.In. . . . . Sump head
V8-400 Cu.In. . . . . Sump, notched head
V8-402 Cu.In. . . . . Domed head, valve cutout
V8-454 Cu.In. . . . . Flat head, valve cutout
Skirt Type . . . . . Slipper
Top Land Clearance
L6-250 Cu.In. 0245-.0335
V8-350 Cu.In. 0235-.0325
V8-400 Cu.In. 0365-.0455
V8-402 Cu.In. 0310-.0370
V8-454 Cu.In. 0350-.0410
Skirt Clearance
L6-250 Cu.In. 0005-.0015
V8-350 Cu.In. 0007-.0017
V8-400 Cu.In. 0014-.0024
V8-402 Cu.In. 0018-.0028
V8-454 Cu.In. 0024-.0034
Compression Ring Groove Depth
L6-250 Cu.In. 2153-.2218
V8-350 Cu.In. 2218-.2884
V8-400 & 402 Cu.In. 2328-.2393
V8-454 Cu.In. 2348-.2412
Oil Ring Groove Depth
L6-250 Cu.In. 2093-.2158
V8-350 Cu.In. 2038-.2103
V8-400 & 402 Cu.In. 2183-.2248
V8-454 Cu.In. 2183-.2247
Pin Bore Offset 055-.065
Compression Height
L6-250 Cu.In. 1.658-1.662
V8-350 & 400 Cu.In. 1.558-1.562
V8-402 Cu.In. 1.877-1.881
V8-454 Cu.In. 1.691-1.699

PISTON PINS

Material . . . . . Chromium steel
Length
L6-250 Cu.In. 2.990-3.010
V8-350 & 400 Cu.In. 2.990-3.010
V8-402 & 454 Cu.In. 2.930-2.950
Diameter
L6-250 Cu.In. 9270-.9273
V8-350 & 400 Cu.In. 9270-.9273
V8-402 & 454 Cu.In. 9895-.9898
Clearance in Piston
L6-250 Cu.In. 00015-.00025
V8-350 & 400 Cu.In. 00015-.00025
V8-402 Cu.In. 00025-.00035
V8-454 Cu.In. 00030-.00040
Pin Mounting . . . . . Locked in rod by shrink fit

RINCIPAL COMPONENTS

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu.In.	Chrome plate
V8-350 Cu.In.	Chrome plate
V8-400, 402 & 454 Cu.In.	Molybdenum inlay
Width	
L6-250 Cu.In.	.0775-.0780
V8-350 Cu.In.	.0775-.0780
V8-400 & 402 Cu.In.	.0770-.0780
V8-454 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-350 Cu.In.	.190-.200
V8-400 & 402 Cu.In.	.196-.206
V8-454 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-350 & 400 Cu.In.	.010-.020
V8-402 & 454 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, V8-350 & 400; and 28°-52° for V8-454
Face	Tapered
Coating	
L6-250 & V8-350 Cu.In.	Wear resistant
V8-400 & 402 Cu.In.	Chrome plated
V8-454 Cu.In.	Wear resistant
Width	
L6-250 Cu.In.	.0770-.0780
V8-350 Cu.In.	.0770-.0775
V8-400 & 402 Cu.In.	.0770-.0780
V8-454 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-350 Cu.In.	.190-.200
V8-400 & 402 Cu.In.	.196-.206
V8-454 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-350 Cu.In.	.013-.025
V8-400, 402 & 454 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
V8-350 Cu.In.	.150-.156
V8-400 & 402 Cu.In.	.133-.139
V8-454 Cu.In.	.137-.143
Gap	
L6-250 Cu.In.	.015-.055
V8-350 Cu.In.	.015-.055
V8-400, 402 & 454 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
V8-350 & 400 Cu.In.	5.695-5.705
V8-402 & 454 Cu.In.	6.130-6.140

CONNECTING ROD BEARINGS

Material	
L6-250 Cu.In.	Copper lead alloy or sintered copper nickel backed babbit on steel
V8-350 & 400 Cu.In.	Premium aluminum
V8-402 & 454 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu.In.	.0007-.0027
V8-350 & 400 Cu.In.	.0013-.0035
V8-402 & 454 Cu.In.	.0009-.0025
Theoretical I.D.	
L6-250 Cu.In.	2.0017
V8-350 & 400 Cu.In.	2.1019
V8-402 & 454 Cu.In.	2.2012
Effective Length	
L6-250 Cu.In.	.807
V8-350 & 400 Cu.In.	.797
V8-402 & 454 Cu.In.	.847
End Play	
L6-250 Cu.In.	.009-.014
V8-350 & 400 Cu.In.	.008-.014
V8-402 & 454 Cu.In.	.015-.023

FUEL TANK

- Capacity
  - Sedans, Coupes & Convertibles . 24 (approximately)
  - Station Wagons . . . . . 23 (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

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
  - V8-350 & 400 Cu.In. . 7.50-9.00 PSI at pump outlet
  - V8-402 & 454 Cu.In. . 7.50-9.00 PSI at pump outlet

AIR CLEANER

- Type . . . . . Cylindrical single air horn
- Diameter
  - L6-250 Cu.In. 12.62
  - V8-350 & 400 Cu.In. 15.48
  - V8-402 & 454 Cu.In. 15.48
- Filter Element . . . . . Oil-wetted paper

CARBURETORS

- Make and Type
  - L6-250 Cu.In. . . . . Rochester, 1-barrel, Monojet
  - V8-350 Cu.In.
    - (Base V-8) . . . . . Rochester, 2-barrel, downdraft
    - (L48) . . . . . Rochester, 4-barrel, Quadrajet
  - V8-400 Cu.In. . . . . Rochester, 2-barrel downdraft
  - V8-402 & 454 Cu.In. Rochester, 4-barrel, Quadrajet
- SAE Flange Size
  - L6-250 Cu.In. 1.50
  - V8-350 Cu.In. (Base V-8) 1.25
  - V8-350 Cu.In. (L48) 1.50
  - V8-400 Cu.In. 1.25
  - V8-402 & 454 Cu.In. 1.50
- Throttle Bore
  - L6-250 Cu.In. 1.69
  - V8-350 Cu.In. (Base V-8) 1.69
  - V8-350 Cu.In. (L48)
    - Primary 1.38
    - Secondary 2.25
  - V8-400 Cu.In. 1.69
  - V8-402 & 454 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
  - V8-350 Cu.In. (Base V-8) 1.25
  - V8-350 Cu.In. (L48)
    - Primary 1.04
    - Secondary 625
  - V8-400 Cu.In. 1.09
  - V8-402 & 454 Cu.In.
    - Primary 1.04
    - Secondary 625

CHOKE

- Type . . . . . Automatic

EXHAUST AND VENTILATION SYSTEM

TYPE

L6-250 Cu.In.	Single
V8-350 Cu.In.	Single with crossover pipes
V8-400 Cu.In.	Single with crossover pipes
V8-402 Cu.In.	Single with crossover pipes and resonator
V8-454 Cu.In.*	Dual with resonators

*Station Wagon – Similar to V8-402 except for tail pipe

MUFFLERS

Type	Oval, reverse flow
Construction	Heads and body joined by rolled lock seam construction
Head	
L6-250 Cu.In.	.048 sheet steel, aluminized
V8-350 Cu.In.	.055 sheet steel, aluminized
V8-400 Cu.In.	.055 sheet steel, aluminized
V8-402 Cu.In.	.054 sheet steel, aluminized
V8-454 Cu.In.	
Left hand	.060 sheet steel, aluminized
Right hand	.060 stainless steel
Shell	
L6-250 Cu.In.	.036 sheet steel, zinc coated
V8-350 & 400 Cu.In.	.035 sheet steel, zinc coated
V8-402 Cu.In.	.036 sheet steel, zinc coated
V8-454 Cu.In.	
Left hand	.036 sheet steel, zinc coated
Right hand	.036 stainless steel
Wrap	.030 indented asbestos sheet
Cover	.018 sheet steel, aluminized
Baffles	
L6-250 Cu.In.	No. 2 & 3-.036 zinc coated steel No. 1 & 4-.048 zinc coated steel
V8-350 & 400 Cu.In.	No. 1 & 4-.048 zinc coated steel No. 2 & 3-.036 zinc coated steel
V8-402 Cu.In.	No. 1 & 4-.048 zinc coated steel No. 2 & 3-.036 zinc coated steel
V8-454	
Left hand	No. 1 & 3-.048 zinc coated steel No. 2 .036 zinc coated steel
Right hand	No. 1, 2 & 3-.036 stainless steel
Length, Body	
L6-250 Cu.In.	21.24
V8-350 & 400 Cu.In.	21.25
V8-402 & 454 Cu.In.	21.25
Width (I.D.)	9.25
Height (I.D.)	5.00

EXHAUST CROSSOVER PIPE

Dimensions (O.D.)	
V8-350 & 400 Cu.In.	2.00
V8-402 Cu.In.	2.25
Wall Thickness	
V8-350 & 400 Cu.In.	.072-.092 laminated
V8-402 Cu.In.	.072-.021 laminated

EXHAUST PIPE

Dimensions (O.D.)	
L6-250 Cu.In.	2.00
V8-350, 400 & 402 Cu.In.	2.50
V8-454 Cu.In.	2.25
Wall Thickness	
L6-250 Cu.In.	.057-.071
V8-350, 400 & 402 Cu.In.	.072-.092 laminated
V8-454 Cu.In.	.072-.092 laminated

RESONATORS

Type	Straight through
Cover	.036 stainless steel
Heads	.048 stainless steel

TAIL PIPES

Dimensions (O.D.)	
L6-250 Cu.In.	1.875
V8-350 & 400 Cu.In.	2.00
V8-402 Cu.In.	2.00
V8-454 Cu.In. (RPO LS5)	2.00
Wall Thickness	.062-.076

EXHAUST EMISSION CONTROLS

Positive Crankcase Ventilation	Utilizes manifold vacuum to draw off engine crankcase vapors through a metered PCV valve and ultimately to the intake system for engine reburn.
Controlled Combustion System	Increases combustion efficiency through leaner carburetor adjustments and revises distributor calibration.
Combination Emission Control Valve	Controls vacuum supply to the distributor vacuum spark advance and positions the carburetor throttle blade during vehicle deceleration.

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Piston Pins	Splash
Cylinder Walls	
L6 Engine	Main and conn. rod bearing throwoff
V8 Engines	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6 Engine	Nozzle metered
V8 Engines	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
V8-350 & 400	Rearward of left rocker cover
V8-402 & 454	Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

Refill	4
Refill with Filter Change	4.5

LUBRICANT GRADES AND TEMPERATURES

20° F and Above	20W,10W-30,10W-40,20W-40
0° F to 60° F	10W,5W-30,10W-30,10W-40
Below 20° FF	5W, 5W-20, 5W-30

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs
Oil Pressure	
L6-250 Cu.In.	40 PSI @ 2000 RPM
V8-350 & 400 Cu.In.	40 PSI @ 2000 RPM
V8-402 & 454 Cu.In.	40 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM) (Theoretical)	
L6-250 Cu.In.	4.3 @ 2000
V8-350 & 400 Cu.In.	4.3 @ 2000
V8-402 & 454 Cu.In.	6.0 @ 2000

OIL FILTER

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

OIL PAN DRAIN PLUG

Type	Hex head
Location	
L6 Engines	Front lower face of oil pan sump
V8 Engines	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

L6-250	Right side, rear of engine block
V8-350 & 400	Left side, rear of engine block
V8-402 & 454	Right side, center direct to oil pan

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-250 Cu.In.	12 Qts.
V8-350 & 400 Cu.In.	16 Qts.
V8-402 Cu.In.	23 Qts.
V8-454 Cu.In.	22 Qts.

RADIATOR

Make and Type	Harrison, tube and center
Core Constant	
Distance between Fins	
L6-250 Cu.In.	.28 (Syn) .25 (Auto)
V8-350 Cu.In.	.22 (Syn) .18 (Auto)
V8-400 Cu.In.	.20 (Auto)
V8-402 & 454 Cu.In.	.16 (Auto)
Distance between Tubes	.55
Thickness of core	
L6-250 Cu.In.	1.26
V8-350 & 400 Cu.In.	1.26
V8-402 & 454 Cu.In.	1.26
Frontal Area (Sq.In.)	
L6-250 Cu.In.	323
V8-350 & 400 Cu.In.	480
V8-402 & 454 Cu.In.	429

RADIATOR, HEAVY DUTY (RPO V01)

Core Constant	
Distance between Fins	
L6-250 Cu.In.	.18 (Syn) .16 (Auto)
V8-350 Cu.In.	.18 (Syn) .18 (Auto)
V8-350 Cu.In. (L48)	.18 (Auto)
V8-400 & 454 Cu.In.	.16 (Auto)
Distance between Tubes	.55
Thickness of core	
L6-250 Cu.In.	1.26
V8-350 & 400 Cu.In.	1.26
V8-402 & 454 Cu.In.	1.98
Frontal Area (Sq.In.)	
L6-250 Cu.In.	353
V8-350 & 400 Cu.In.	480
V8-402 & 454 Cu.In.	480

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 (V8-454)	.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	
All engines except V8-454 Cu.In.	4
V8-454 Cu.In.	7
Diameter	
L6-250 Cu.In.	17.62
All V-8 engine, except V8-454 Cu.In.	19.00
V8-454 Cu.In.	19.50
Fan pulley pitch diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number Used	One
Angle of "V"	38° -42°
Pitch Line	
L6-250 Cu.In.	37.30
V8-350 Cu.In.	44.25
V8-400 Cu.In.	44.25
V8-454 Cu.In.	45.75
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-250 Cu.In.	26 GPM @ 2000 engine RPM
V8-350 Cu.In.	23 GPM @ 2000 engine RPM
V8-400 Cu.In.	24 GPM @ 2000 engine RPM
V8-402 Cu.In.	23 GPM @ 2000 engine RPM
V8-454 Cu.In.	25 GPM @ 2000 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
V8-350 & 400 Cu.In.	Right and left center
V8-402 & 454 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
V8-350, 400 & 402 Cu.In. . . . . 2900 watts
V8-454 Cu.In. . . . . 3250 watts
Heavy Duty (RPO T60) . . . . . 3750 watts
Capacity (SAE) @ 20 hr. rate
L6-250 Cu.In. . . . . 45 amp. hr.
V8-350, 400 & 402 Cu.In. . . . . 61 amp. hr.
V8-454 Cu.In. . . . . 80 amp. hr.
Heavy Duty (RPO T60) . . . . . 80 amp. hr.
Total Number of Plates
L6-250 Cu.In. 54
V8-350, 400 & 402 Cu.In. 66
V8-454 Cu.In. 78
Heavy Duty 90
Number of Cells 6
Terminal Grounded . . . . . Negative
Location . . . Engine compartment; right side front

GENERATOR
Type . . . . . Diode rectified
Rating
Amps 37
Volts 12-15
Drive . . . . . By fan belt
Pulley pitch diameter 2.70
●Ratio (Gen. to Engine Speed). 2.53:1

REGULATOR
Type . . . . . Two unit, vibrator
Voltage regulator
Voltage . . . . . 13.8-14.8 @ 85° F
Field Relay (Combination Light and Field Relay)
Closing Voltage . . . . . 1-3 volts @ 80° F
Location . . . . . Engine compartment; left side front

IGNITION SYSTEM
DISTRIBUTORS . . . . . Refer to chart below

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

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

●SPARK PLUGS
Type
L6-250 Cu.In. ACR46TS
V8-350 Cu.In. (base) ACR45TS
V8-350 (L48), 400 & 402 Cu.In. ACR44TS
V8-454 Cu.In. ACR43TS
Thread Size (mm) 14
Gap 033-.038
Torque . . . . . 25 lb.ft.

STARTING SYSTEM
STARTING MOTOR
Rotation (Drive End View) . . . . . Clockwise
Test Conditions . . . . . Engine at operating temp.
No Load Test
Amps
L6-250 Cu.In. 49-87
V8-350 & 400 Cu.In. 65-100
V8-402 & 454 Cu.In. 70-99
Volts 10.6
RPM
L6-250 Cu.In. 6200-10700
V8-350 & 400 Cu.In. 3600-5100
V8-402 & 454 Cu.In. 7800-12000
Motor Drive
Engagement . . . . . Solenoid
Pinion Meshes at . . . . . Rear
Pinion Tooth No. 9
Flywheel Tooth No.
L6-250, V8-350 & 400 Cu.In. 153
V8-402 & 454 Cu.In. 168
Mounting
L6-250, V8-350 & 400 Cu.In. . . . . Bolted to cylinder block flange
V8-402 & 454 Cu.In. . . . . Bolted to clutch housing

DISTRIBUTORS	Transmission	250 Cu.In.	350 Cu.In.		400 Cu.In.	402 Cu.In.	454 Cu.In.
		L6-145	V8-245 HP	V8-270 HP	V8-255 HP	V8-300 HP	V8-365 HP
Model	Manual	1110489	1112042		1112055		
	Automatic	1110489	1112005	1112045	1112056	1112057	1112052
Type		Single breaker					
Cam angle		31° - 34°	29° - 31°			28° - 30°	
Breaker gap		.019 (new)					
Breaker arm tension		19.23				28 - 33	
Centrifugal advance begins @ RPM	Manual	1270	1120		NA		
	Automatic	1270	1000	1335	1270	1260	1143
Maximum degrees @ RPM	Manual	24 @ 4100	28 @ 4300		NA		
	Automatic	24 @ 4100	24 @ 4300	18 @ 4200	24 @ 4500	30 @ 4400	22 @ 3900
Vacuum advance begins @ In. Hg.	Manual	8.00	8.00		NA		
	Automatic	8.00	8.00	8.00	7.00	8.00	
Maximum degrees @ In. Hg.	Manual	17 @ 16	20 @ 17		NA		
	Automatic	22 @ 16	20 @ 17	15 @ 15.5	24 @ 15	20 @ 17	
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	● Manual	4° BTC @ 550	2° BTC @ 600		4° BTC @ 600		
	●Automatic	4° BTC @ 500	6° BTC @ 550	8° BTC @ 600	8° BTC @ 550	8° BTC @ 600	
Timing mark location		Torsional damper					

CLUTCHES

Engine	Type - Cubic Inch		L6-250 Cu. In.	V8-350 (245 HP)	V8-400 Cu.In.
	Availability		Standard		
Clutch for			3-Speed		
Type			Single dry disc	Single dry disc, semi-centrifugal	
Clutch cover & pressure plate	Eff. plate load, lbs.		1650-1850	1950-2200	2450-2750
	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		6 outer coil and 3 inner coil springs equally spaced	10 Coil springs (5 sets of two)	
	Friction ring	OD	10.34	11.00	
		ID	6.50	6.50	
		Total area Sq. in.	101.54	123.70	
		Material	Woven asbestos	Premium grade woven asbestos	
Flywheel & Ring gear	Flywheel	Material	Nodular Iron		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		

3-SPEED TRANSMISSION

Engine Application	Type		L6-250 Cu.In.	V8-350 & 400 Cu.In.
	Availability		Standard	
Case material			Cast iron	
Gear Shift	Type		Remote	
	Control		Lever	
	Location		Steering column	
Gears	Type		Helical	
	Material		Forged steel, hardened	
	Synchronization		All forward gears	
	Constant mesh gear		All gears	
	Sliding gears		None	
	Ratios	First	2.85	2.54
		Second	1.68	1.50
		Third	1.00	1.00
		Reverse	2.95	2.63
Lubricant	Type		Meeting Military Specifications MIL-L-2105B	
	Capacity (pts)		3	
Extension	Material		Cast iron	
	Oil seal		Steel encased double seal of spring loaded rubber or felt	

POWERGLIDE

Engine	Type		L-6 250 Cu.In.	V-8 350 Cu.In.
	Availability		Standard	
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse	
	Selector lever	Location	Steering column	
		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 (a)	Drive	51	51
		Low	112	121
		Reverse	91	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	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)	
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
	Reaction plates	Description	Flat steel	
		Number	3	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	

(a) 450 RPM input @ 25 in. Hg. vacuum

TURBO-HYDRAMATIC

Engine	Displacement		V8-350 & V8-400	V8-402 & 454
General Data	Type		Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.	
	Selector lever	Location	Steering column	
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump	
		Quadrant pattern	P-R-N-D-L2-L1	
	Parking Lock	Type	Locking pawl	
		Operation	Applied by selector lever through manual linkage	
	Method of cooling		Water	
	Flywheel assembly		Steel stamping with welded on ring gear	
	Oil pressure pump		Supplies hydraulic pressure from an engine driven gear type pump	
Hydraulic System	Type		Steel spool	
	Manual		Establishes range of transmission operation	
	Pressure regulator		Controls main line pressure	
	Shift (1-2)		Controls oil pressure for transmission shift from 1-2 or 2-1	
	Shift (2-3)		Controls oil pressure for transmission 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	
	Pressure @ Idle (a)	Drive	55	70
		L2	80	150
		L1	80	150
		Reverse	84	107.5
Converter Assembly	Pump (Drive member)		Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing	
	Turbine (Driven member)		Steel axial flow blades assembled between inner & outer steel shells	
	Stator assembly		Aluminum multivane type blades mounted on a one way (overrunning) roller clutch	
	Stall ratio		2.10	
	Stall speed (RPM)		2110	
	Diameter (nominal)		11.75	12.20
Planetary Gear Set	Reaction carrier assembly		4 steel pinion gears	
	Output carrier assembly		4 steel pinion gears	
	Front band			Circular steel with organic lining
	Rear band			Double wrap circular steel
	Intermediate band		Circular steel with organic lining	
	Range	D (Drive)	2.52:1 - 1.52:1 - 1.00:1	2.48:1 - 1.48:1 - 1.00:1
		L2 (Low two)	2.52:1 - 1.52:1	2.48:1 - 1.48:1
		L1 (Low one)	2.52:1	2.48:1
		R (Reverse)	1.93:1	2.08:1
	Servo Unit		Piston with release spring and inner cushion spring	
Case	Material		Aluminum	
Clutches	Type		Four, multiple disk	Three, multiple disk
	Material	Drive plates	Steel with bonded organic facings	
		Driven plates	Flat steel	
	Forward clutch		4 each drive & driven plates	5 each drive & driven plates
	Direct clutch		4 each drive & driven plates	5 each drive & driven plates
	Intermediate clutch		2 each drive & driven plates	3 each drive & driven plates
	Low & Reverse clutch		4 each drive & driven plates	
	Release spring		Radial row steel coil	
Torque Multiplication	Drive (maximum)		5.29:1 to 1.00	5.21:1 to 1.00
	Low 2		5.29:1 to 1.52	5.21:1 to 1.48
	Low 1		5.29:1 to 2.52	5.21:1 to 2.48
	Reverse		4.05:1 to 1.93	4.37:1 to 2.08
Governor	Type		Cross-axis centrifugal	
	Operation		Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves	
Lubricant	Type		A suffix A	
	Capacity (pints)	Dry	20	22
		Refill	5	8

(a) 450 RPM input @ 25 in. Hg. vacuum

CHASSIS

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 spherical joint steering knuckle pivots for each wheel. Strut supported lower control arm.

Wheel travel (design)

Total	7.57
Jounce	3.27
Rebound	4.30
Wheel to spring, travel ratio	1.57

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 heat treated spindle detachable steering knuckle arm.

Spindle diameters

Inner bearing	1.37455
Outer bearing	0.84305
Spindle thread size	27/32 - 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 (All models)

Type	Link
Material	HR steel
Diameter	0.81

FRONT WHEEL ALIGNMENT (Curb)

Camber (degrees)	N1/4 to P1-1/4
Caster (degrees)	N2 to zero
Toe-in (total)	1/16 to 5/16
Steering axis inclination (degrees)	9.5 to 10.5

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 springs for the weight of the vehicle including optional equipment ordered by the customer.

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Heights	
						Free	Working In. @ Lbs.
3991239	CT	136.09	.647	9.0	300	17.86	12.74 @ 1520
3991240	CW	136.12	.647	9.0	300	18.06	12.74 @ 1580
3991241	CY	151.59	.671	10.0	300	18.26	12.74 @ 1640
3991242	CZ	151.62	.671	10.0	300	18.46	12.74 @ 1700
3991243	FA	151.65	.671	10.0	300	18.66	12.74 @ 1760
3991244	FB	152.01	.683	10.0	320	18.421	12.74 @ 1758
3991245	FC	152.18	.689	10.0	330	18.403	12.74 @ 1852
3991246	FD	152.20	.689	10.0	330	18.60	12.74 @ 1917
3991247	FG	152.52	.700	10.0	350	18.42	12.74 @ 1917
3991248	FH	152.78	.708	10.0	365	18.32	12.74 @ 2017
3991249	FJ	152.80	.708	8.0	365	18.52	12.74 @ 2092
3991250	FK	122.18	.691	8.0	440	15.72	12.74 @ 1287
3991251	FL	122.21	.691	8.0	440	15.92	12.74 @ 1377
3991252	FP	122.24	.691	8.0	440	16.12	12.74 @ 1467
3991253	FR	122.27	.691	9.0	440	16.33	12.74 @ 1557
3991254	FS	137.95	.720	9.0	440	16.53	12.74 @ 1647
3991255	FT	137.98	.720	9.0	440	16.74	12.74 @ 1737
3991256	FW	138.01	.720	9.0	440	16.94	12.74 @ 1827
3991257	FX	138.04	.720	9.0	440	17.15	12.74 @ 1917

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description ..... Semi-reversible, recirculating ball nut gear; and a collapsible steering column for safety. Tilt steering wheel optional.
Ratios ..... Gear, 28.0:1; overall, 32.4:1
● Turning diameters (ft) - Outside Front
Wall to Wall
Sedans & Coupes 44.1
Station Wagons 45.9
Curb to Curb
Sedans & Coupes 42.6
Station Wagons 44.3
Number of wheel turns, lock to lock 6.33
Outside wheel angle with inside wheel @ 20° .. 22.5°
Linkage ..... Parallelogram, front of wheels, 2 tie rods
Steering wheel
Type ..... oval
Diameter ..... 15.25 x 14.75

POWER STEERING, RPO N40

(Same as standard manual steering except as shown)
Type ..... Integral power piston and vane-type pump driven by crankshaft pulley providing hydraulic pressure.
Ratios
All ..... Gear 16.0:1 on center, 13.0:1; overall 17.3:1 on center to 14.0:1
Number of wheel turns, lock-to-lock 2.55

DRIVELINE

Type, Sedan & Coupes ..... Straight tube
Station Wagons ..... Tube-in-tube
Number Used ..... One
Diameter (OD)
Sedan & Coupe, Auto. Trans. 2.75
Remainder 3.25
Length, 3-Speed Manual
Sedan & Coupe 60.00
Station Wagon 63.25
Length, Automatic Trans.
Sedan & Coupe 57.0
Station Wagon 60.25
Wall Thickness 0.065

DRIVELINE (Continued)

Propeller Shaft Damper
Station Wagon ..... Internal
Universal Joints
Type
Sedan & Coupe (Rear) ..... Constant velocity
Sedan & Coupe (Front) ..... Cross
Station Wagon ..... Cross
Number Used ..... Two
Bearings ..... Pre-pack, anti-friction

WHEELS, REGULAR PRODUCTION

Type ..... Short spoke spider
Attachment to hub .... 5 hex nuts, 1/2-20 UNF 2-B, arranged on a 5.00 diameter bolt circle
Size ..... 15 x 6
● Offset 0.34

● TIRES, STANDARD EQUIPMENT

Construction ..... Fiberglass bias belted
Load range ..... (4 ply rating) B
Size
F78 x 15
(All 6-cyl. and Biscayne and Bel-Air with base V-8)
Static loaded radius 12.8
Loaded rev/mi @ 45 mph 762
Capacity @ 24 psi 1280

G78 x 15 (Impala & Caprice base V-8 & all optional engines except 454 CID)
Static loaded radius 12.9
Loaded rev/mi @ 45 mph 750
Capacity @ 24 psi 1380
H78 x 15 (All except wagons with 454 CID)
Static loaded radius 13.1
Loaded rev/mi @ 45 mph 733
Capacity @ 24 psi 1510
L78 x 15B (Station Wagons)
Static loaded radius 13.30
Loaded rev/mi @ 45 mph 720
Capacity @ 24 psi 1680

REAR AXLE

Description . . . . . 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) 1.75
Hypoid gear PD
● 2.73, 3.08, ... 8.50
2.73, 3.08, 3.42 . . . . . 8.875
Pinion bearing adjustment . . . . . Shim
Lubricant
Type . . . . . Military Spec. MIL-L-2105-B
Viscosity SAE80
Capacity (pts)
8.50 . . . . . 3.5
8.875 . . . . . 4.25

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

8.50 Ring gear diameter (All axle combinations for Sedans, Coupes and Convertible except trailer option)
2.73 41,15
3.08 40,13

● RING AND PINION GEAR TOOTH COMBINATIONS

8.875 Ring gear diameter (All Station Wagons, Trailer Options, and 454 CID engines)
2.73 41,15
3.08 40,13
3.42 41,12

POSITRACTION DIFFERENTIAL (See Power Trains)

Type . . . . . Two pinion with single disc clutch

REAR SUSPENSION, REGULAR PRODUCTION

Description
Sedans & Coupes . . . . . Four-link type. Two upper control arms bias mounted and two lower control arms parallel mounted.
Station Wagons . . . . . Hotchkiss drive with multiple (6) leaf springs.
Wheel travel (design)
Total 9.59
Jounce 4.00
Rebound 5.59
Wheel to spring, travel ratio 1.75

SHOCK ABSORBERS

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

● REAR SPRINGS–SEDANS AND COUPES

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

REAR SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Heights	
						Free	Working (In. @ Lbs.)
482063	XH	123.4	.560	7.23	115	17.83	10.00 @ 900
482064	XJ	128.5	.567	7.48	115	18.26	10.00 @ 950
482065	XK	128.5	.567	7.48	115	18.70	10.00 @ 1000
482066	XL	132.9	.573	7.71	115	19.13	10.00 @ 1050
482067	XM	138.3	.580	7.98	115	19.57	10.00 @ 1100
482068	XN	143.1	.586	8.22	115	20.00	10.00 @ 1150
482071	XR	123.8	.573	7.24	125	17.60	10.00 @ 950
482072	XS	128.8	.580	7.49	125	18.00	10.00 @ 1000
482073	XT	128.8	.580	7.49	125	18.40	10.00 @ 1050
482085	YG	117.9	.587	6.91	155	16.13	10.00 @ 950
482086	YH	117.9	.597	6.91	155	16.45	10.00 @ 1000
482087	YJ	125.7	.609	7.30	155	16.77	10.00 @ 1050
482088	YK	125.7	.609	7.30	155	17.10	10.00 @ 1100
482089	YL	129.7	.615	7.50	155	17.42	10.00 @ 1150
482090	YM	129.7	.615	7.50	155	17.74	10.00 @ 1200
482152	ZA	132.5	.619	7.64	155	18.06	10.00 @ 1250

● REAR SPRINGS–STATION WAGONS

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

REAR SPRING SPECIFICATIONS

Type ..... Multi-leaf (6)
Material ..... Carbon steel
Size
  Length 57.0
  Width 2.50
Shackle
  Type ..... Compression
Mounting Insulation
  Type ..... Rubber bushed at shackle and hanger

Part No.	Code No.	Deflection Rate (lbs/in)	Load @ .58 Spring Camber (Lbs.)
482582	XA	176	1190
482702	XL	166	1290
482703	XM	166	1240
9790692	XU	167	1140

BRAKES

SERVICE BRAKES

- **Type** . . . . . Power assisted disc front and drum rear. Front integral hub and disc with self-adjusting single piston floating caliper design mounted on steering knuckle. Finned rear brake drums. Dual circuit hydraulic system with warning lamp. Delay valve on front brakes and proportioning valve on all except station wagons provide balance between front and rear brakes. Reverse self-adjusting features.
- **Line pressure @ 100 lb. pedal load** 773
- **Total Effective Lining Area, Disc and Drum**
  - Sedans and coupes 113.30
  - Station wagons 123.17
- **Gross Lining Area Disc and Drum**
  - Sedans and coupes 124.01
  - Station wagons 132.23
- **Swept Area, Disc and Drum**
  - Sedans and coupes 379.07
  - Station wagons 391.64
- **Front Brake Disc**
  - Material . . . . . Cast iron
  - Type . . . . . Vented
  - Diameter, outer 11.86
- **Rear Brake Drums**
  - Construction . . . . . Composite, web cast into rim
  - Material
    - Web . . . . . HR steel
    - Rim . . . . . Cast alloy iron
  - Diameter
    - Sedans and coupes . . . . . 11.00 in.
    - Station wagons . . . . . 12.00 in.
- **Front Linings**
  - Material . . . . . Wet compression molded asbestos composition
  - Method of attachment . . . . . Riveted
  - Size (length x width x thickness) 5.40 x 1.92 x 0.54
  - Total effective area per lining 9.44
  - Gross lining area per lining 10.41

SERVICE BRAKES (Cont.)

- **Rear Linings**
  - Material . . . . . Compression molded asbestos composition wet rolled; grooved primary linings.
  - Method of attachment
    - Sedans and coupes . . . . . Bonded and riveted
    - Station wagons . . . . . Riveted
  - Size (length x width x thickness)
    - Sedans and coupes
      - Primary . . . . . 8.63 x 2.0 x 0.21
      - Secondary . . . . . 11.19 x 2.0 x 0.21
    - Station Wagons
      - Primary . . . . . 8.88 x 2.0 x 0.22
      - Secondary . . . . . 11.52 x 2.0 x 0.22
- **Wheel Cylinders**
  - Front calipers
    - Number per wheel . . . . . One
    - Diameter 2.9375
  - Rear, Diameter
    - Sedans and coupes 0.8125
    - Station wagons 1.00
- **Master Cylinder**
  - Piston diameter 1.125
  - Piston travel (with available pedal travel) 1.47
- **Foot pedal travel** 4.30

PARKING BRAKE

- **Type** . . . . . Mechanical; pull rods and cables operate rear service brakes; parking brake "ON" warning lamp provided.
- **Control** . . . . . Pendulum foot pedal; released by "T" handle located below instrument panel to left of steering column.
- **Total Effective Area**
  - Sedans and coupes 75.6
  - Station wagons 90.6

BULBS AND LAMPS	NUMBER REQUIRED ALL TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission quadrant	1-194	2
Back-up	2-1156	32
Brake warning	1-194	2
Courtesy		
Instrument panel	2-631	6
Direction signal indicator	2-194	2
Dome	1-211	32
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
Inner	2-4001	High beam 37.5W
Heater controls	1-1895	2
Instrument cluster	4-168	3
License plate, rear	1-67	4
Luggage compartment	1-89	6
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	3
Turn		32
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Radio Dial	1-1816	3
Spot lamp – Portable	1-4416	30W
Tail		
Tail, stop and turn	15000, 2-1157*	Tail, 3; stop & turn, 32
	16000, 4-1157**	Tail, 3; stop & turn, 32
Temperature indicator	1-194	2
Underhood	1-93	15

*–Includes all station wagons
**–Except station wagons

FUSES AND CIRCUIT BREAKERS

	CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
	Air conditioning	AGC 30 fuse	In line
		AGC 25 fuse	Fuse panel (g)
●	Auto. trans. quadrant lamp	AGC 4 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 25 fuse	Fuse panel (b)
	Clock	AGC 25 fuse	Fuse panel (b)
	Courtesy lamps	AGC 25 fuse	Fuse panel (b)
	Defroster rear window	AGC 10 fuse	Fuse panel (e)
	Direction signal indicator lamps	AGC 20 fuse	Fuse panel (c)
	Dome lamp	AGC 25 fuse	Fuse panel (b)
	Fuel gage	AGC 10 fuse	Fuse panel (d)
	Folding top motor	30 amp CB	Firewall
	Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
	Glove compartment lamp	AGC 25 fuse	Fuse panel (b)
●	Headlamps	Circuit Breaker	Light switch
●	Headlamps hi-beam indicator lamp	Circuit Breaker	Light switch
	Heater	AGC 25 fuse	Fuse panel (g)
	Heater control lamp	AGC 3 fuse	Fuse panel (c)
	Instrument cluster lamps	AGC 3 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)
●	Park and turn lamps - front	20 amp fuse	Fuse panel (a)
	Power seat	30 amp CB	Firewall
	Power windows	30 amp CB	Firewall
	Radio and radio lamp	AGC 10 fuse	Fuse panel (e)
	Side marker lamp - front	AGC 20 fuse	Fuse panel (a)
	Side marker lamp - rear	AGC 20 fuse	Fuse panel (a)
	Speed cruise control	AGC 20 fuse	Fuse panel (e)
	Spot lamp – Portable	AGC 15 fuse	In line
●	Tail, stop and turn lamps - rear	AGC 20 fuse	Fuse panel (a)
	Power tailgate window	30 amp CB	Firewall
	Temperature gage	AGC 10 fuse	Fuse panel (d)
	Temperature indicator lamp	AGC 10 fuse	Fuse panel (d)
	Traffic hazard indicator	AGC 20 fuse	Fuse panel
	Underhood lamp	SAE 15 fuse	In line
	Windshield wiper, two-speed	SAE 25 fuse	Fuse panel (f)

* Letter suffix indicates same circuit

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDAN		COUPES		CONVERT-IBLE	STATION WAGON
		Std.	Sport	Sport	Custom		
H-3	Seat cushion height	11.0					10.9
H11	Entrance height	30.9	30.7	30.6		30.9	30.9
H13	Steering wheel thigh clearance	4.8					4.5
H30	H point to heel point	8.2					
H32	Seat cushion deflection	4.4					4.2
H50	Upper body opening to ground	49.9	49.6	49.5		49.2	50.2
H58	H point rise	0.7					
H61	Effective headroom	38.9	38.4	38.1	38.1	38.9	39.6
H70	H point to body O line	13.1					
H75	Effective "T" point headroom	39.0	38.4	38.1	38.2	39.0	39.6
W3	Shoulder room	64.3					64.3
W5	Hip room	62.0					62.0
L7	Steering wheel torso clearance	13.1					13.0
L17	H point travel	5.8					
L34	Effective leg room	42.5					

REAR COMPARTMENT

H8	Seat cushion height	13.6		13.8			14.0
H12	Entrance height	31.0	30.3	---			30.3
H31	H point to heel point	11.2		10.8			12.0
H33	Seat cushion deflection	4.0	4.9	4.1			4.5
H51	Upper body opening to ground	49.3	48.7	---			50.1
H63	Effective headroom	38.0	37.4	37.1		38.1	39.4
H71	H point to body O line	12.6		12.2			13.5
H76	Effective "T" pont headroom	37.9	37.4	37.0	37.1	38.1	39.3
W4	Shoulder room	63.5	63.3	61.4	62.1	61.7	63.5
W6	Hip room	61.9		56.2			62.2
L3	Rear compartment room	29.4		27.1			28.0
L50	H point couple distance	36.1		33.1			34.6
L51	Effective leg room	39.2		36.4			37.9

STATION WAGON THIRD SEAT

W85	Shoulder room	48.8
W86	Hip room	48.2
H86	Effective headroom	37.8
L86	Effective leg room	35.6
L87	Knee room	7.8

LUGGAGE COMPARTMENT

---	Opening width						
---	Interior height						
---	Interior width						
---	Interior length						
H195	Liftover height	27.5	27.6	27.1	27.0	27.2	
V1	Usable luggage capacity (cu.ft.)	16.9				17.5	
---	Total volume (cu.ft.)						

STATION WAGON CARGO SPACE

H201	Maximum cargo height	30.6
H202	Rear opening height	29.5
H250	Tailgate to ground height	21.8
W200	Cargo width-front	63.1
W201	Cargo width-wheelhouse	48.8
W203	Rear opening width at floor	48.8
W204	Rear opening width at belt	42.0
W205	Rear opening width above belt	42.0
L200	Maximum cargo length-front seat	100.0
L201	Maximum cargo length-second seat	58.3
L202	Cargo length at floor-front seat	100.5
L203	Cargo length at floor-second seat	48.9
L204	Cargo length at belt-front seat	94.6
L205	Cargo length at belt-second seat	55.6
V2	Total cargo index volume (cu.ft.)	106.4

LENGTHS

	CODE	DESCRIPTION	SEDANS		COUPES		CONVERT-IBLES	STATION WAGON
			Std.	Sport	Sport	Custom		
	L101	Wheelbase	121.5					125.0
	L102	Tire size (standard)	(a)					H78-15
	L103	Overall length	216.8					223.2
	L104	Overhang - front	39.8					39.8
	L105	Overhang - rear	35.3					58.4
●	—	Overall length - less bumpers	211.6					219.4
	L127	Body O line to C/L of rear wheels	100.5					104.0
	L128	Hood length at centerline	60.4					

WIDTHS

	W101	Tread - front	64.1					
	W102	Tread - rear	64.0					
	W103	Maximum overall width of car	79.5					
	W106	Front fender overall width	78.8					
	W107	Rear fender overall width	79.6					79.8
	W120	Overall car width, front doors open	141.0		141.5			141.0
	W121	Overall car width, rear doors open	145.1		—			145.1

HEIGHTS

	H101	Overall height (design)	54.1	53.6	53.4	53.5	53.4	57.1
	—	Overall height (curb)						
●	H102	Front bumper to ground	12.7					13.2(b)
●	H104	Rear bumper to ground	14.3					12.8(b)
	H111	Rocker panel to ground - rear	7.4					7.7
	H112	Rocker panel to ground - front	7.9					8.2
	H114	Hood at rear to ground						
	H115	Step height - front (design)	12.3					12.6
	H116	Step height - rear (design)	12.0		—			12.3
●	H125	Headlamp to ground	25.8					26.7(c)
●	H126	Tail lamp to ground	24.8					28.3(c)
	H130	Step height - front (curb)						
	H131	Step height - rear (curb)						
	H136	Body O line to ground - front	6.1					
	H137	Body O line to ground - rear	5.7					

CLEARANCES

	H106	Angle of approach (degrees)	20.5					21.4
	H107	Angle of departure (degrees)	14.6					13.2
	H147	Ramp breakover angle (degrees)	12.2					12.0
	H148	Front suspension to ground	6.5					7.5
	H149	Oil pan to ground	5.9					6.9
	H150	Flywheel housing to ground	6.2					7.3
	H151	Frame to ground	8.5		8.0			9.2
	H152	Exhaust system to ground	5.7					6.6
	H153	Rear axle to ground	7.5					
	H154	Fuel tank to ground	7.8					10.4
	H155	Tire well to ground	—					8.4
●	H156	Minimum ground clearance	5.7					6.6
●	—	Location	H152					H152

(a) F78-15 Biscayne and Bel Air models.
G78-15 Impala and Caprice models.

● (b) 3-Seat Wagons – H102 - 13.7, H104 - 11.2

● (c) 3-Seat Wagons – H125 - 27.0, H126 - 26.8

VEHICLE WEIGHTS

BISCAYNE

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6-Cyl.	V-8	Description	Front	Rear	Total	Front	Rear	Total
15369	—	4-Door Sedan	2006	1726	3732	1980	1878	3858
—	15469		2128	1760	3888	2102	1912	4014

BEL AIR

15569	—	4-Door Sedan	2006	1726	3732	1980	1878	3858
—	15669		2128	1760	3888	2102	1912	4014

IMPALA

16369	—	4-Door Sedan	2020	1740	3760	1944	1892	3886
—	16469		2144	1770	3914	2118	1922	4040
16357	—	2-Door Sport Coupe	1992	1750	3742	1966	1902	3868
—	16457		2112	1784	3896	2086	1936	4022
—	16447	2-Door Custom Coupe	2140	1772	3912	2114	1924	4038
—	16439	4-Door Sport Sedan	2156	1822	3978	2130	1974	4104
—	16467	2-Door Convertible	2130	1830	3960	2104	1982	4086

CAPRICE

—	16647	2-Door Custom Coupe	2160	1804	3964	2134	1956	4090
—	16639	4-Door Sport Sedan	2182	1858	4040	2156	2010	4166

BROOKWOOD

—	15435	4-Door, 2-Seat Station Wagon	2106	2436	4542	2082	2564	4646

TOWNSMAN

—	15635	4-Door, 2-Seat Station Wagon	2108	2436	4544	2084	2564	4648
—	15645	4-Door, 3-Seat Station Wagon	2086	2512	4598	2062	2640	4702

KINGSWOOD

—	16435	4-Door, 2-Seat Station Wagon	2128	2460	4588	2104	2588	4692
—	16445	4-Door, 3-Seat Station Wagon	2110	2538	4648	2086	2666	4752

KINGSWOOD ESTATE

—	16635	4-Door, 2-Seat Station Wagon	2170	2508	4678	2146	2636	4782
—	16645	4-Door, 3-Seat Station Wagon	2150	2588	4738	2126	2716	4842

SHIPPING WEIGHT: Weight of basic vehicle with regular equipment, including grease, oil and (3) gallons of gasoline, and engine coolant to capacity.

CURB WEIGHT: Shipping weight plus gasoline to capacity.

OPTIONAL EQUIPMENT

RPO	OPTION	WITH	WEIGHT
AQ2	Electric Seat Back Lock Release		+ 6
AU3	Electric Door Locks	2-Door	+ 10
		4-Door	+ 13
A31	Power Windows		+ 24
A42	Power Seats		+ 21
B39	Load Floor Carpet	Station Wagon	+ 14
C08	Vinyl Roof Cover	35-45-47-57-39 Models	+ 9
		69 Models	+ 7
C60	Air Conditioning		+ 98
C75	Comfortron	C60	+ 6
–	250 Cu.In. 6 Cyl. Engine (145 H.P.)	Powerglide	+ 1
–	350 Cu.In. V8 Engine (245 H.P.)	Powerglide	+ 23
		Turbo Hydra-Matic	+ 33
L48	350 Cu.In. V8 Engine (270 H.P.)		+ 60
LF6	400 Cu.In. V8 Engine (255 H.P.)	Turbo Hydra-Matic	+ 45
LS3	402 Cu.In. V8 Engine (300 H.P.)		+225
LS5	454 Cu.In. V8 Engine (365 H.P.)		+280
N40	Power Steering		+ 30
P02	Deluxe Wheel Trim Covers	Exc. Caprice & Kings. Est.	+ 28
		Caprice & Kings Est.	+ 26
UM1	AM Pushbutton Radio & Tape Player		+ 16
UM2	AM-FM Pushbutton Radio & Tape Player		+ 19
U63	AM Pushbutton Radio		+ 6
U69	AM-FM Pushbutton Radio		+ 8
U79	AM-FM Stereo Pushbutton Radio		+ 14

BODY

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 "flush" 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
BEL AIR 155-15600 SERIES
IMPALA 163-16400 SERIES
CAPRICE 16600 SERIES

SERIES	MODEL					INTERIOR TRIM COLORS AND RPO NUMBERS										
						Black		Dark Blue		Sandalwood		Dark Jade		Medium Maize		Dark Saddle
	69	39	47	57	67	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Vinyl
Biscayne	X					–	802	–	810	–	818	–	–	–	–	–
Bel Air	X					803	804	811	812	–	819	832	–	829	–	–
Impala	X					805	806	813	814	–	–	834	835	830	–	825
		X	X	X		805	806	813	814		820	834	835	830	827	825
					X	–	806	–	–	–	–	–	835	–	827	825
Caprice		X	X			807	–	815	–	821	–	836	–	828	–	–

CODE NO.	EXTERIOR COLOR						
11	Antique White	X	X	X	X	X	X
13	Nevada Silver	X	X	X			
16	Silver Steel	X		X			
19	Tuxedo Black	X	X	X	X	X	X
24	Ascot Blue	X	X	X			
29	Command Blue	X	X	X			
39	Sea Aqua	X		X			
42	Cottonwood Green	X		X	X		
49	Antique Green	X		X	X	X	X
52	Sunflower Yellow	X		X	X		X
55	Champagne Gold	X		X	X	X	X
61	Sandalwood	X		X	X		X
67	Classic Copper	X		X			
75	Cranberry Red	X		X			
78	Rosewood Metallic	X		X			

CODE NO.		TWO-TONES						
Lwr.	Upr.							
24	11	Antique White Ascot Blue	X	X	X			
29	11	Antique White Command Blue	X	X	X			
39	11	Antique White Sea Aqua	X		X			
42	11	Antique White Cottonwood Green	X		X	X		
49	11	Antique White Antique Green	X		X	X	X	X
55	11	Antique White Champagne Gold	X		X	X	X	X

Convertible Top: Black or White with any exterior color.

Wheels: Argent Silver with all exterior colors.

STATION WAGON SERIES

MODELS	Seat Trim	INTERIOR TRIM COLORS & RPO NUMBERS. Black	Dark Blue	Dark Jade	Medium Maize	Medium Saddle	Dark Saddle
Brookwood	Vinyl	802	810	–	–	823	–
Townsman		804	812	–	–	824	–
Kingswood		806	814	835	827	–	825
Kingswood Estate							

CODE NO.	EXTERIOR COLOR						
11	Antique White	X	X	X	X	X	X
13	Nevada Silver	X	X				
16	Silver Steel	X				X	
19	Tuxedo Black	X	X	X	X	X	X
24	Ascot Blue	X	X				
29	Command Blue	X	X			X	
39	Sea Aqua	X					
42	Cottonwood Green	X		X			X
49	Antique Green	X		X	X	X	
52	Sunflower Yellow	X		X		X	X
55	Champagne Gold	X		X	X		X
61	Sandalwood	X		X		X	X
67	Classic Copper	X				X	
75	Cranberry Red	X				X	
78	Rosewood Metallic	X					

CODE NO. Lwr.	CODE NO. Upr.	TWO-TONE COLORS						
24	11	Antique White Ascot Blue	X	X				
29	11	Antique White Command Blue	X	X			X	
39	11	Antique White Sea Aqua	X					
42	11	Antique White Cottonwood Green	X		X			X
49	11	Antique White Antique Green	X		X	X	X	
55	11	Antique White Champagne Gold	X		X	X		X

*–Except Kingswood Estate models.

WHEELS: Argent Silver with all exterior colors.

VINYL ROOF COLORS

CODE NO.	EXTERIOR COLOR	VINYL ROOF COLORS				
		Black	White	Dark Blue	Dark Green	Dark Brown
11	Antique White	X	X	X	X	X
13	Nevada Silver	X	X	X		
16	Silver Steel	X	X			
19	Tuxedo Black	X	X	X	X	
24	Ascot Blue	X	X	X		
29	Command Blue	X	X	X		
39	Sea Aqua	X	X			
42	Cottonwood Green	X	X		X	
49	Antique Green	X	X		X	
52	Sunflower Yellow	X	X			
55	Champaigne Gold	X	X			
61	Sandalwood	X	X			X
67	Classic Copper	X	X			X
75	Cranberry Red	X	X			
78	Rosewood Metallic	X	X			X

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. Double panel roof construction with integral front and rear headers and side rails.

DOORS AND LOCKS

Door construction . . . . . Double steel panels, with side guard beam. Doors hinged at front.

Door handles . . . . . Pull-type exterior. Free-wheeling inside door handles on all doors.

Front door glass . . . . . Full ventless windows 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 . . . . . Internal; to left of steering column under instrument panel.

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.

Flow through ventilation . . . . . Air enters cowl plenum thru louvers in the hood and passes into the passenger compartment thru two upper level vents in the instrument panel and a lower vent below the panel. To assure constant flow, the heater blower moves air thru the lower vent whenever the ignition is on. To exit, air passes under the rear seat cushion into the trunk, and out thru louvers in the plenumed deck lid.

WINDSHIELD WIPERS AND WASHERS

Type . . . . . Concealed dual 2-speed electric with 18" blades

Linkage . . . . . Parallel acting with articulated left arm.

HEADLIGHTS . . . . . Dual, horizontal at outer ends of grille above deep section bumper.

SPARE TIRE AND TOOLS

Location . . . . . Sedans and Sport Coupes, 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 mounted on diagonal brace in R.H. wheelhouse.

SEATS, STATION WAGON (3-seat models)

Second . . . . . 2/3, 1/3 split to allow access to third seat

Third . . . . . Forward facing

STATION WAGON REAR WINDOW & TAILGATE

Operation . . . . . Gate moves downward into recess in load floor. Window moves upward into roof cavity.

Power tailgate window . . . . . Standard

Power tailgate . . . . . Optional

Stowage compartment . . . . . Hidden under load floor

BODY GLASS VISIBILITY AREA

	MODELS					
	69	39	57	47	67	35-45
Windshield	1542.7	1511.4			1445.1	1542.7
Front Door Window	773.5	873.4	1124.6		1149.2	773.5
Rear Door Window	736.6	684.4	–	–	–	845.9
Rear Quarter Window	–	–	343.4	434.8	382.7	1646.3
Rear Window	1531.3	1763.1	1470.0	881.9	738.1	882.1
Total Area (Sq. In.)	4584.1	4832.3	4449.4	3952.7	3714.4	5690.5

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

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 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 No. 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 No. 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 No. 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 No. 1 are quoted with limits exactly as on the drawings while the dimensions of type No. 2 and No. 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:

ENGINEERING PRODUCT
INFORMATION DEPARTMENT
CHEVROLET MOTOR DIVISION
Room 3-312, Chevrolet
Engineering Center
30003 Van Dyke
Warren, Michigan 48090

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/.
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)	:

1971
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CHEVROLET	
FILE COPY ONLY	MODEL YEAR 1971	ISSUED 9/70 REVISED (•) 12/70

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 above. This specification form was developed by automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

AMA–40A–71 Please replace corresponding pages with revised pages attached.

AMA Specifications Form—Passenger Car

TABLE OF CONTENTS

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.

AMA Specifications Form—Passenger Car

MAKE OF CAR CHEVROLET MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

BODY MODEL	Body type, number of passengers, and style names; use manufacturer's code for series & body style.

	L-6 Engine	V-8 Engine
BISCAYNE		
4-door Sedan, 6-Passenger	15369	15469
BEL AIR		
4-door Sedan, 6-Passenger	15569	15669
IMPALA		
2-door Sport Coupe, 5-Passenger	16357	16457
2-door Custom Coupe, 5-Passenger	---	16447
4-door Sport Sedan, 6-Passenger	---	16439
2-door Convertible, 5-Passenger	---	16467
4-door Sedan, 6-Passenger	16369	16469
CAPRICE		
4-door Sedan, 6-Passenger	---	16639
2-door Coupe, 5-Passenger	---	16647
STATION WAGONS		
Brookwood, 4-door, 2-seat	---	15435
Townsman, 4-door, 2-seat	---	15635
Townsman, 4-door, 3-seat	---	15645
Kingswood, 4-door, 2-seat	---	16435
Kingswood, 4-door, 3-seat	---	16445
Kingswood Estate, 4-door, 2-seat	---	16635
Kingswood Estate, 4-door, 3-seat	---	16645

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CAR AND BODY DIMENSIONS

See Pages 27, 28 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 Coupes		4-Door Hardtop	Convert -ible	Station Wagon
			Sport	Custom			
WIDTH							
Track – Front	W101	64.1					
Track – Rear	W102	64.0					
Maximum overall car width	W103	79.5					
Body width at No. 2 pillar	W117	79.5	- -		79.5	- -	
LENGTH							
Body "O" to front of dash	L 30	-0.5					
Wheelbase	L101	121.5					125.0
Overall car length	L103	216.8					223.2
Overhang – front	L104	39.8					39.8
Overhang – rear	L105	55.5					58.4
Body upper structure length	L123	111.0	109.7	96.8	116.3	108.5	
Body "O" line to ℄ of rear wheel	L127	100.5					104.0
Body "O" line to w:s cowl point	L130	3.9					
HEIGHT							
Passenger Distribution (front & rear)		2-3					2-3-2
Trunk/Cargo load (lbs.)		200					300
Overall height	H101	54.1	53.4	53.5	53.6	53.4	57.1
Cowl height	H114						
Deck height	H138						
Rocker panel – front — To ground	H112	8.2					9.2
Rocker panel – front — From front wheel ℄	H112	36.0					
Rocker panel – rear — To ground	H111	7.6					9.0
Rocker panel – rear — From rear wheel ℄	H111	25.5					
Windshield slope angle	H122	59.0					
GROUND CLEARANCE							
Bumper to ground – front ●	H102	12.7					13.2*
Bumper to ground – rear ●	H104	14.3					12.8*
Angle of approach	H106	20.5					21.4
Angle of departure	H107	14.6					13.2
Ramp breakover angle	H147	12.2					12.0
Min. running clearance (Specify) ●	H156	5.7					6.6

● * 3-seat wagons #102 - 13.7
#104 - 11.2

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MAKE OF CAR CHEVROLET MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	4-Door Sedan	2-Door Coupes		4-Door Hardtop	Convert -ble	Station Wagon
			Sport	Custom			
FRONT COMPARTMENT							
Effective head room	H61	38.9	38.1		38.4	38.9	39.6
Max. eff. leg room – accelerator	L34	42.5					
H Point to Heel point	H30	8.2					
H Point travel	L17	5.8					
Shoulder room	W 3	64.3					
Hip room	W 5	62.0					
Upper body opening to ground	H50	49.9	49.5		49.6	49.2	50.2
REAR COMPARTMENT							
H Point couple distance	L50	36.1	33.1		36.1	33.1	36.6 (a)
Effective head room	H63	38.0	37.1		37.4	38.1	39.4
Min. effective leg room	L51	39.2	36.4		39.2	36.4	39.9 (b)
H Point to Heel point	H31	11.2	10.8		11.2	10.8	12.0
Min. knee room	L48	6.4	3.8		6.3	3.8	6.6 (c)
Rear Compartment room	L 3	29.4	27.1		29.4	27.1	30.0 (d)
Shoulder room	W 4	63.5	61.4	62.1	63.3	61.7	63.5
Hip room	W 6	61.9	56.2		61.9	56.2	62.2
Upper body opening to ground	H51	49.3	- -		48.7	- -	50.1
LUGGAGE COMPARTMENT		For 3 seat models (a) 34.6 (b) 37.9 (c) 4.7 (d) 28.0					
Usable luggage capacity	V 1	16.9				17.5	-
Liftover height	H195	27.5	27.1	27.0	27.6	27.2	-
Position of spare tire storage		Sedans & Coupes front center of trunk compt. *					
Method of holding lid open		Torsion rods					
STATION WAGON – THIRD SEAT							
Shoulder Room	W85						48.8
Hip room	W86						48.2
Effective leg room	L86						35.6
Effective head room	H86						37.8
Seat facing direction							Front
STATION WAGON – CARGO SPACE							
Cargo length at floor – front seat	L202						100.5
Cargo length at belt – front seat	L204						94.6
Cargo width – Wheelhouse	W201						48.8
Opening width at belt	W204						42.0
Maximum cargo height	H201						30.6
Rear opening height	H202						29.5
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2						106.4

*-Convertible - horizontal right side of luggage compartment;
Station wagons - vertical right rear quarter panel.

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BISCAYNE - BEL AIR - IMPALA - CAPRICE

POWER TEAMS

(Indicate whether standard or optional)

(Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.)

(Net bhp (brake horsepower) and net torque corrected to 85°F and 29.00 in. Hg atmospheric pressure.)

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO** (Std. first) (Indicate A/C ratio)#		
	Displ. cu. in.	Carb	Compr. Ratio	BHP @ RPM Gross	BHP @ RPM Net	Torque @ RPM Gross	Torque @ RPM Net		"A"	"B"	"C"
Biscayne - 15369 Bel Air-15569 Impala - 16357-16369	Turbo-Thrift 250 L6 (base)	One; 1-bbl	8.5:1	145 @ 4200	110 @ 3800	230 @ 1600	185 @ 1600	3-spd. manual (2.85:1 low)	3.08	- -	- -
								2-spd. automatic*			
Biscayne Bel Air and Impala models	Turbo-Fire 350 V8 (base)	One; 2-bbl	8.5:1	245 @ 4800	165 @ 4000	350 @ 2800	280 @ 2400	3-Spd. Manual (2.54:1 low)	3.08	- -	- -
								2-Spd. automatic*	2.73	- -	- -
								3-Spd. automatic*	2.73	3.08	3.42
	Turbo-Fire 350 V8 (L48)*	One; 4-bbl	8.5:1	270 @ 4800	175 @ 4800	360 @ 3200	290 @ 2400	3-Spd. automatic	2.73	3.08	3.42
Biscayne Bel Air Impala and Caprice models	Turbo-Fire 400 V8 (LF6)$	One; 2-bbl	8.5:1	255 @ 4400	170 @ 3400	390 @ 2400	325 @ 2000	3-Spd. Manual (2.54:1 low) Caprice only	2.73	- -	- -
								3-Spd. automatic	2.73	3.08	3.42
●	Turbo-Jet 400 V8 (402 cid) (LS3)*	One; 4-bbl	8.5:1	300 @ 4800	206 @ 4400	400 @ 3200	323 @ 2400	3-Spd. automatic	2.73	- -	3.42
	Turbo-Jet 454 V8 (LS5)*	One; 4-bbl	8.5:1	365 @ 4800	285 @ 4000	465 @ 3200	390 @ 3200	3-Spd. automatic	2.73	- -	3.08

* - Optional
** - Positraction available optionally for all ratios.
$ - Base for Caprice; RPO LF6 for all other models.
# - Some ratios available with Air Conditioning (V8 engines only)
A - Standard
B - Performance Option
C - Trailer option

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MAKE OF CAR CHEVROLET MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 12/70

STATION WAGON
POWER TEAMS

(Indicate whether standard or optional)

(Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.)

(Net bhp (brake horsepower) and net torque corrected to 85°F and 29.00 in. Hg atmospheric pressure.)

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio) #		
	Displ. cu. in.	Carb	Compr. Ratio	BHP @ RPM Gross	BHP @ RPM Net	Torque @ RPM Gross	Torque @ RPM Net		"A"	"B"	"C"
Brookwood Townsman & Kingswood	Turbo-Fire 350-V8 (base)	One; 2-bbl	8.5:1	245 @ 4800	165 @ 4000	350 @ 2800	280 @ 2400	3-Spd. Manual (2.54:1 low)	2.73	- -	- -
								3-Spd. automatic	2.73	3.08	3.4
	Turbo-Fire 350-V8 (L48)*	One; 4-bbl	8.5:1	270 @ 4800	175 @ 4000	360 @ 3200	290 @ 2400	3-Spd. automatic	2.73	3.08	3.4
Brookwood Townsman Kingswood & Kingswood Estate Models	Turbo-Fire 400-V8 (LF6)$	One; 2-bbl	8.5:1	255 @ 4400	170 @ 3400	390 @ 2400	325 @ 2000	3-Spd. Manual (2.54:1 low) Kingswood Estate Only	2.73	- -	- -
								3-Spd. automatic	2.73	3.08	3.4
	• Turbo-Jet 400-V8 (402 C.I.) (LS3)*	One; 4-bbl	8.5:1	300 @ 4800	208 @ 4400	400 @ 3200	320 @ 2400	3-Spd. automatic	2.73	- -	3.4
	• Turbo-Jet 454-V8 (LS5)*	One;	8.5:1	365 @ 4800	214 @ 4000	465 @ 3200	337 @ 2400	3-Spd. automatic	2.73	- -	3.0

*-Optional
**-Positraction available optionally for all ratios
#-Same ratios available with Air Conditioning
A-Standard B-Performance Option C-Trailer option

$-Base for Kingswood Estate, RPO LF6 for all other models.

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MAKE OF CAR CHEVROLET MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL	Turbo-Thrift 250 L6-145 HP	Turbo-Fire 350 V8-245 HP	Turbo-Fire 350 V8-270 HP

ENGINE – GENERAL

Type, no. cyls., valve arr.		In-line 6 OHV	90° V-8 OHV
Bore and stroke (nominal)		3.8753 x 3.53	4.00 x 3.48
Piston displacement, cu. in.		250	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	
Cylinder Head Combustion Chamber Volume (cc)		93.88	99.61
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
Recommended fuel regular – premium		Regular	

ENGINE – PISTONS

Material			Cast aluminum alloy	
Description and finish			Flat, notched head slipper skirt	Sump head; slipper skirt
Weight (piston only) oz.			20.53	21.50
Clearance (limits)	Top land		.0245-.0335	.0235-.0325
	Skirt	Top	.0005-.0015 (a)	.0007-.0017 (b)
		Bottom		
Ring groove diameter	No. 1 ring		3.434-3.444	3.546-3.556
	No. 2 ring		3.434-3.444	3.546-3.556
	No. 3 ring		3.446-3.456	3.582-3.592
	No. 4 ring			

(a) Measured 2.44 from top of piston

(b) Measured 1.56 from top of piston

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MODEL	Turbo-Fire 400 V8-255 HP	Turbo-Jet 400 V8-300 HP	Turbo-Jet 454 V8-365 HP

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° V-8 OHV		
Bore and stroke (nominal)		4.125 x 3.75	4.126 x 3.76	4.251 x 4.00
Piston displacement, cu. in.		400	402	454
Bore spacing (℄ to ℄)		4.84		
No. system (front to rear)	L. Bank	1-3-5-7		
	R. Bank	2-4-6-8		
Firing order		1-8-4-3-6-5-7-2		
Compres. ratio (nominal)		8.5:1		
Cylinder Head Combustion Chamber Volume (cc)		114.33	113.21	127.60
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 $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		54.4	54.5	57.8
Recommended fuel regular - premium		Regular		

ENGINE – PISTONS

Material		Cast aluminum alloy		
Description and finish		Sump, notched head	Domed head, valve cutout	Flat head, valve cutout
Weight (piston only) oz.		22.88	24.16	25.92
Clearance (limits)	Top land	.0365-.0455	.0310-.0370	.0350-.0410
	Skirt Top	.0014-.0024 (a)	.0018-.0028 (b)	.0024-.0034 (c)
	Skirt Bottom	--	--	--
Ring groove diameter	No. 1 ring	3.649-3.659		3.770-3.780
	No. 2 ring	3.649-3.659		3.770-3.780
	No. 3 ring	3.678-3.688		3.803-3.813
	No. 4 ring			

(a) Measured 1.56 from top of piston
(b) Measured 1.878 from top of piston
(c) Measured 1.69 from top of piston

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MAKE OF CAR CHEVROLET MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL	L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression				
	No. 2, oil or comp.	Compression				
	No. 3, oil or comp.	Oil				
	No. 4, oil or comp.					
Compression	Description - material, coating, etc. Upper	Cast alloy iron; barrel face (a)				
	Description - material, coating, etc. Lower	Cast alloy iron; inside bevel; tapered face (b)				
	Width	(c)	(d)	.0770-.0780	.0770-.0775	
	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				
	Width	.1870-.1890 (assembled)				
	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				
	Bushing: In rod or piston	None				
	Bushing: Material	----				
Clearance	In piston	.00015-.00025			.00025-.00035	.0030-.0040
	In rod	----				
Direction & amount offset in piston		Major thrust side .060				

ENGINE – CONNECTING RODS

Material		Drop forged steel			
Weight (oz.)		12.50	20.80	21.44	27.84
Length (center to center)		5.695-5.705			6.130-6.140
Bearing	Material & Type	Copper lead alloy-steel bkd	Premium aluminum		
	Overall length	.807	.797		.847
	Clearance (limits)	.0007-.0027	.0013-.0035		.0009-.0025
	End play	.009-.014	.008-.014		.015-.023

(a) Chrome plate on L6-250 & V8 350; Molybdenum inlay on V8-400 & 454
(b) Wear resistant coating on L6-250, V8-350 & V8-454; chrome plate on V8-400
(c) Upper .0775-.0780; lower .0770-.0780
(d) Upper .0775-.0780; lower .0770-.0775
(e) Upper .010-.020; lower .013-.025

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ENGINE – CRANKSHAFT

MODEL			L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP
Material			Cast nodular iron					Forged stee
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 backed insert; copper lead alloy or premium aluminum lining selected for specific application					
	Clearance		.0003-.0029	(a)			(b)	
	Journal dia. and bearing overall length	No. 1	2.3004 x .752	2.4502 x .752		2.6503 x .752	2.7509 x .992	2.750 x.992
		No. 2	2.3004 x .752	2.4502 x .752		2.6503 x .752	2.7505x.992	2.7505x.99
		No. 3	2.3004 x .752	2.4502 x .752		2.6503 x .752	2.7505 x .992	2.7505x.99
		No. 4	2.3004 x .752	2.4502 x .752		2.650 3x .752	2.7505x.992	2.7505x.99
		No. 5	2.3004 x .752	2.4508 x 1.177		2.6509 x 1.177	2.7505x1.252	2.7510x1.25
		No. 6	2.3004 x .752	None				
		No. 7	2.3004 x .760	None				
	Dir. & amt. cyl. offset		None					
	No. bolts/main brg. cap		14 & 7	10 & 5		16 & 5	10 & 5	
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

(a) No. 1 - .0008-.0020
No. 2, 3 & 4 - .0011-.0023
No. 5 - .0017-.0033

(b) No. 1 - .0007-.0019
No. 2, 3 & 4 - .0013-.0025
No. 5 - .0019-.0035

(c) Above and to right of crankshaft

(d) Bakelite and fabric composition with steel hu

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MODEL			L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP
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					
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°	352°
	Valve opening overlap		33°30'	58°			59°	118°
Intake	Material		Alloy steel; aluminized face all engines except V8-350 (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			69-81 @ 1.88	
		Valve open (lb. = in.)	180-192 @ 1.27	194-206 @ 1.25			228-252 @ 1.38	
	Inner spring press. & length	Valve closed (lb. = in.)	None	Spring damper			26-34 @ 1.78	
		Valve open (lb. = in.)	None	Spring damper			81.99 @ 1.28	
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 (b)				1.715-1.725	
	Angle of seat & face		46° (seat); 45° (face)					
	Seat insert material		None					
	Stem diameter		.3410-.3417				.3713-.3720	
	Stem to guide clearance		.0010-.0027					
	Lift (= zero lash)		.3880	.4100		.4300		.4800
	Outer spring press. & length	Valve closed (lb. = in.)	56-64 @1.66	76-84 @ 1.70			69-81 @ 1.88	
		Valve open (lb. = in.)	180-192 @ 1.27	194-206 @ 1.25			228-252 @ 1.38	
	Inner spring press. & length	Valve closed (lb. = in.)	None	Spring damper			26-34 @ 1.78	
		Valve open (lb. = in.)	None	Spring damper			81-99 @ 1.28	

(a) Head also aluminized on V8-454 & V8-400 (300 HP)

(b) 1.595-1.605

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MAKE OF CAR CHEVROLET MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL	L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP

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 bearing
	Cylinder walls	Splash	Pressure jet cross sprayed
Oil pump type		Gear	
Normal oil pressure (lb. / engine rpm)		40 PSI @ 2000 RPM	
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 c/case, less filter-refill (qt.)		4	
Oil grade recommended (SAE viscosity and temperature range)		20° and above - 20W, 10W-30, 10W-40, 20W-40 0° to 60°F - 10W, 5W-30, 10W-40 Below 20° F-5W, 5W-20, 5W-30	
Engine Service Reqmt. (MM, MS, etc.)		MS	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with crossover	Dual (a)
Muffler No. & type (reverse flow, straight thru, separate resonator)		One; reverse flow		2-mufflers & 2-resonators (a)
Exhaust pipe dia. (O.D., wall thick.)	Branch	None	2.00 x .082 (b)	2.00 x .069 (d)
	Main	2.00 x .064	2.50 x .082 (b)	2.25 x .082 (b)(c)
Tail pipe dia. (O.D. & wall thickness)		1.88 x .069	2.00 x .069	

(a) Station wagons - Single; one muffler and resonator

(b) Laminated

(c) 2.50 for station wagon

(d) Pipe-muffler to resonator; 2.25 for station wagon

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MODEL	L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 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.)		Approximately 24; Station Wagons 23				
	Filler location		Behind hinged rear license plate (*)				
Fuel Pump	Type (elec. or mech.)		Mechanical				
	Locations		Lower right front of engine				
	Pressure range **		4.00-5.00 PSI	7.50-9.00 PSI			
Vacuum booster (std., optional, none)			None				
Fuel Filter	Type		Fine mesh plastic strainer in gas tank				
	Locations		and paper filter in carburetor inlet				
Carburetor	Choke type		Automatic				
	Intake manifold heat control (exhaust or water)		Exhaust				
	Air cleaner type	Standard	Thermostatically controlled; oil-wetted paper element				
		Optional	------				
●	Idle speed (spec. neutral or drive)	Manual (N)	550	600	------	600	------
		Automatic (D)	500	550	600	550	600
		Idle A/F mix.					

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
15369-15569 16357-16369	250	Manual	Rochester	7041017	One; 1-bbl	1.69
		Automatic		7041014		
All Models	350 245hp	Manual	Rochester	7041113	One; 2-bbl	1.69
		Automatic		7041114		
	350 270 hp	Automatic	Rochester	7041202	One; 4-bbl	1.38 Prim 2.25 Sec
	400 255 hp	Automatic	Rochester	7041118	One; 2-bbl	1.69
	402 300 hp	Automatic	Rochester	7041200	One; 4-bbl	1.38 Prim 2.25 Sec
	454 365 hp	Automatic	Rochester	7041200	One; 4-bbl	1.38 Prim 2.25 Sec

* Left quarter panel on Station Wagons

** Shut off pressure - 1800 RPM at pump outlet

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ENGINE – COOLING SYSTEM

MODEL	L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP
Type system (pressure, pressure vented, atmospheric, other)	Pressure					
Radiator cap relief valve pressure	15± 1 PSI					
Circulation thermostat: Type (choke, bypass)	Choke					
Circulation thermostat: Starts to open at (°F)	192°-198°					
Water pump: Type (centrifugal, other)	Centrifugal					
Water pump: GPM 1000 pump rpm	26 @ 2000	23 @ 2000		24@2000	23@2000	25@2000
Water pump: Number of pumps	One					
Water pump: Drive (V-belt, other)	V-belt					
Water pump: 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	16			23	22
Cooling system capacity: Without heater (qt.)	11	15			22	21
Cooling system capacity: Opt. equipment-specify (qt.)	12	17			24	23
Water jackets full length of cyl. (yes, no)	Yes					
Water all around cylinder (yes, no)	Yes			Yes	Yes	
Radiator hose: Lower: Number and type (molded, straight)	One, molded					
Radiator hose: Lower: Inside diameter	1.75					
Radiator hose: Upper: Number and type (molded, straight)	One, molded					
Radiator hose: Upper: Inside diameter	1.50					
Radiator hose: By-pass: Number and type (molded, straight)	None				One, molded	
Radiator hose: By-pass: Inside diameter	None				.725-.765	
Fan: Number of blades & spacing	4-blade staggered					7-blade
Fan: Diameter ●	17.62	19.00				19.5
Fan: Ratio-fan to crankshaft rev.	1.165:1	.949:1				
Fan: Fan cutout type	None					
Fan: Bearing type	Double row ball					
*Drive belts (indicate belt used by letter): Fan	A	B			C	
*Drive belts (indicate belt used by letter): Generator or alternator	A	B			C	
*Drive belts (indicate belt used by letter): Water Pump	A	B			C	
*Drive belts (indicate belt used by letter): Power Steering	D	E			F	
*Drive belts (indicate belt used by letter): Air Conditioning	--	G			H	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←			38° - 42°				→			
Nominal length (SAE)	37.30	44.25	45.75	48.50	36.00	41.00	54.50	58.00			
Width	←			.380				→			

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MODEL | L-6 Engine | V-8 Engines

VEHICLE EMISSION CONTROL

Exhaust Emission Control	Type (Air injection, engine modifications, other)			Engine modifications
	Air Injection Pump	Type		
		Displacement		
		Drive ratio		
		Drive type		
		Relief valve (type)		NOT APPLICABLE
		Filter (describe)		
	Air Injection System	Air distribution (head, manifold, etc.)		
		Point of entry		
		Injection tube i.d.		
		Check valve type		
		Backfire protection (type)		
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction system
			Optional	
	Control Unit	Make and model		AC Spark Plug
		Location		Rocker cover - top rear L-6 and left front V-8
		Energy source (manifold vacuum, carburetor, other)		Manifold vacuum
		Control method (variable orifice, fixed orifice, other)		Variable orifice
	Complete system	Discharges (to intake manifold, other)		Intake manifold
		Air inlet (breather cap, other)		Carburetor air cleaner
		Flame arrestor (screen, other)		Screen
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)		Approximately 24; Station Wagons 23
		Thermal expansion volume (cu. ft.)		.428; Station wagons .254
		Pressure relief location (lbs.)		.904 PSI to 1.26 PSI
		Vacuum relief location (lbs.)		.18 PSI to .51 PSI
		Vapor-liquid separator type		Stand Pipe
		Vapor vented to (crankcase, cannister, other)		Cannister
	Carburetor	Vapor vented to (crankcase, cannister, other)		---
	Vapor Storage	Storage provision (crankcase, cannister, other)		Cannister
		Volume (cu. ft.) or capacity (grams)		45 approximately
		Control valve type		Signal vacuum operating stage valve

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MODEL	L6-250 145 HP	V8 350 245 & 270 HP	V8 400 255 & 300 HP	V8-454 365 HP

ELECTRICAL – SUPPLY SYSTEM

Delco-Remy

Battery	Make and Model		1980141	1980145	1980149
	Voltage Rtg. & Total Plates		12 volts-54	12 volts-66	12 volts-90
	SAE Designation & Amp. Hr. Rtg.		45 amp@20 hr. rate	61 amp@20 hr. rate	80 amp@20 hr rat
	Location		Right side of engine compartment		
	Terminal grounded		Negative		
Generator or Alternator	Make		Delco-Remy		
	Model		1100834		
	Type and rating		Diode rectified - 37 amps		
	Output at engine idle (neutral)		12-15 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	1108418	1108430*
	Rotation (drive end view)		Clockwise		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		Manual - Place gearshift lever in neutral and depress clutc Automatic - Place gearshift lever in N or P position Initial Start - Press acceleretor to floor & release, Turn ignition to START, release as soon as engine starts		
Motor Drive	Engagement type		Positive shift solenoid		
	Pinion meshes (front, rear)		Rear		
	Number of teeth	Pinion	9		9
		Flywheel – Manual	153		168
		Flywheel – Auto.	153		168
	Flywheel tooth face width	Manual	.4010-.4130		.4100-.4220
		Auto.	.4010-.4130		.4100-.4220

* Also V8-350 (270 HP)

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MODEL	L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.019					
Cam angle (deg.)		31-34	29-31			28-30	
Breaker arm tension		19-23				28-32	
Distributor	Manual	1110489	1112042	- - -	1112055	- - -	- - -
	Automatic	1110489	1112005	1112045	1112056	1112057	1112052
Timing	Manual ●	4° BTC @ 550	2° BTC @ 600	- - -	4° BTC @ 600		- - -
	● Automatic	4° BTC @ 500	6° BTC @ 550	8° BTC @ 600	8° BTC @ 550	8° BTC @ 600	8° BTC @ 600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1110489	1270	14 @ 2300	24 @ 4100	8.00	17 @ 16
1112042	1120	15 @ 2200	28 @ 4300	8.00	20 @ 17
1112005	1000	14 @ 2200	24 @ 4300	8.00	20 @ 17
1112045	1335	11 @ 2400	18 @ 4200	8.00	15 @ 15.5
1112056	1270	14 @ 2300	24 @ 4500	7.00	24 @ 15
1112057	1260	16 @ 2400	30 @ 4400	8.00	20 @ 17
1112052	1143	14 @ 2000	22 @ 3900	8.00	20 @ 17
1112055	NA	NA	NA	NA	NA

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MODEL	L6-250 145 HP	V8-350 245 HP	V8-350 270 HP	V8-400 255 HP	V8-400 300 HP	V8-454 365 HP

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard				
	Transistorized – Std., Opt., N.A.		Not available				
	Other (specify)		None				
Coil	Make		Delco-Remy				
	Model		1115208	115293			
	Amps	Engine stopped	4.0				
		Engine idling	1.8				
Spark Plug	Make		AC Spark Plug				
	Model	●	AC R46TS	AC R45TS	AC R44 TS		AC R43TS
	Thread (mm)		14				
	Tightening torque (lb. ft.)		25				
	Gap		.033 - .038				
Cable	Conductor type		Linen core impregnated with electrical conducting mate				
	Insulation type		Rubber with neoprene jacket				
	Spark plug protector		Neoprene				

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	In-line with pointer
	Trip odometer (std. opt., N.A.)	N.A.
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gauge
Wind-shield wiper	Type – Standard	Electric, two-speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	One (low note)
	Amp draw (each)	4.5-6.5 @ 12.5V
Other		

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MODEL	L6-250 145 HP	V8-350 245 HP	V8-400 255 HP*

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet, single dry disc		
Type pressure plate springs		Diaphragm		
Total spring load (lb.) ●		1900 - 2200	1950 - 2200	2450-2750
No. of clutch driven discs		One		
Clutch facing	Material	Woven type asbestos		
	Outside & inside dia. ●	10.34 x 6.50	11.00 x 6.50	
	Total eff. area (sq.in.) ●	101.54	123.70	
	Thickness	.135		
	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 springs		

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std., opt. N.A.)	Std. - L6-250, V8-350 (245 HP), V8 400 (255 HP*); NA other engines
Manual 4-speed (std., opt. N.A.)	Not available
Automatic (std., opt. N.A.)	Optional

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds			3	3
Transmission ratios	In first		2.85	2.54
	In second		1.68	1.50
	In third		1.00	1.00
	In fourth		---	---
	In reverse		2.95	2.63
Synchronous meshing, specify gears			All forward gears	
Shift lever location			Steering column	
Lubricant	Capacity (pt.)		3	
	Type recommended		Meeting Military Specs. MIL-L-2105B	
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
		Extreme cold	SAE 80	

* Caprice & Kingswood Estate models only

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MODEL	2-SPEED AUTOMATIC L6-250 145 HP	2-SPEED AUTOMATIC V8-350 245 HP	3-SPEED AUTOMATIC V8-350 245 HP V8-400 255 HP	3-SPEED AUTOMATIC V8-400 300 HP V8-454 365 HP

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Powerglide		Turbo Hydra-Matic	
Type describe		Torque converter with planetary gears			
Selector location		Lever, steering column			
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-1.82 N-Neutral D-1.82-1.00 L-1.82	P-Park R-1.76 N-Neutral 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		59	73	**	
Max. kickdown speed–drive range		55	68	**	
Torque convertor	Number of elements	3			
	Max. ratio at stall	2.10			
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.00		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

		Sedans & Coupes	Station Wagons
Number used		One	
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube	Tube-in-tube; internal damp
Outer diam. x length* x wall thickness	Manual 3-speed trans.	3.25 x 60.0 x 0.065	3.25 x 63.25 x 0.065
	Manual 4-speed trans.	Not Available	
	Overdrive transmission	Not Available	
	Automatic transmission	2.75 x 57.0 x 0.065	3.25 x 60.25 x 0.065

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

(Continued)

** Upshift V8-350 245 HP (1-2 50; 2-3 88) V8-400 300 HP (1-2 49; 2-3 84)
V8-454 (1-2 49; 2-3 87)
Kickdown V8-350 245 HP (2-1 35; 3-2 88) V8 400 300 HP (2-1 36; 3-2 77)
V8-454 (2-1 40; 3-2 80)

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MODEL			Sedans & Coupes	Station Wagons
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.		1.1760	
Universal joints	Make and Mfg. No.		Chevrolet	
	Number used		2	
	Type (ball and trunnion, cross)		Constant velocity, rear; Cross, front	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	Rear leaf springs
Torque taken through (torque tube or arms, springs)			Control arms	Rear leaf springs

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhung hypoid pinion & ring gear
Limited Slip differential, type			Cone clutches or dual disc clutches
Drive Pinion Offset			1.75
No. of differential pinions			2
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Taper roller
Lubricant	Capacity (pt.)		3.5 - 8.50 ring gear; 4.0 - 8.875 ring gear
	Type recommended		Open Diff; Meeting Military Specs MIL-L-2105B
	SAE viscosity number	Summer	SAE-80
		Winter	SAE-80
		Extreme cold	SAE-80

AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		2.73	3.08	3.42	2.73	3.08	3.42
No. of teeth	Pinion	15	13	12	15	13	12
	Ring gear	41	40	41	41	40	41
Ring Gear O.D.		8.50			8.875		

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MODEL

DRIVE UNITS – WHEELS

Type & material		Short spoke disc; steel
Rim (size & flange type)	Std.	15 x 6JJ
	Opt.	Not Available
Attachment	Type (bolt or stud)	Stud
	Circle diameter	5.00
	Number and size	5 hex nuts 1/2 - 20 UNF-2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		F78-15B (a);	G78-15B (b);	H78-15B (c);	L78-15B (d)
	Type (bias, radial, etc.)		Fiberglass bias belted			
	Full rated Inflation Press.	Front	28	24	24	22
		Rear	32	28	26	28
	Rev./Mile at 50 MPH		762	750	733	720
Optional	Size, ply rating, & ply		G78 - 15B (a) H78 - 15B (a, b) L78 - 15D (d) (*)			

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)	---

(a) All 6-cyl. models; also all Biscayne and Bel Air base V8 models
(b) Impala and Caprice base V8 models and all optional engines exc. 454 CID
(c) 454 CID engine models.
(d) Station wagons
(*) Standard on station wagon models if required by vehicle weight with options

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BRAKES – SERVICE

MODEL				SEDANS & COUPES	STATION WAGONS
Type (drum) or (disc & no. of pistons)				Disc front & Drum rear (finned)	
Self adjusting (std., opt., N.A.)				Standard	
Special Valving	Type (proportion, delay, metering, other)			Delay for front; Proportion-for rear on all vehicles except station wagons	
Power brake make & type (remote, int., etc.)		Std.		Delco Moraine; integral	
		Opt.		---	
Effective area (sq. in.) *				113.3	123.2
Gross lining area (sq. in.) **				124.0	132.2
Swept area (sq. in.) ***				379.1	391.6
Front to Rear Effectiveness Relationship					
Drum	Diameter (nominal)	Front		---	
		Rear		11.0	12.0
	Type and material			Cast iron	
Rotor	Outer working diameter			11.86	
	Inner working diameter			7.90	
	Working width			1.98	
	Material & type (vented/solid)			Cast iron; vented	
Wheel cylinder bore	Front			2.9375	
	Rear			0.8125	1.0
Master Cylinder	Bore			1.125	
	Stroke			1.47	
Pedal arc ratio				773	
Line pressure at 100 lb. pedal load					
Shoe Clearance	Front			Self-adjusting	
	Rear			Self-adjusting	
Anti-skid device type (std., opt., N.A.)				N.A.	
Brake lining	Bonded or riveted			Frt., riveted; rear sedans & coupes bonded; sta. wgn. - riveted	
	Front Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	5.40 x 1.92 x 0.54	
			Second. or inboard	5.40 x 1.92 x 0.54	
		Segments per shoe		One	
	Rear Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	8.63 x 2.0 x 0.21	8.88 x 2.0 x 0.22
			Second. or inboard	11.19 x 2.0 x 0.21	11.52 x 2.0 x 0.22
		Segments per shoe		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.)

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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: Universally jointed steering shaft at base of steering wheel; 5 inch vertical travel range
		(std., opt., NA)		Optional
Wheel diameter		Manual		Oval - 15.25 x 14.75
		Power		Same as manual
Turning ● diameter (feet)	Outside front	Wall to wall (l. & r.)		45.2 (Sedan & Coupe)
		Curb to curb (l. & r.)		42.2 (Sedan & Coupe)
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw steering
		Ratios	Gear	28.0:1
			Overall	32.4:1
	No. wheel turns (stop to stop)			6.33
Power	Type (coaxial, linkage, etc.)			Integral gear with vane type pump
	Make			Saginaw steering
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1-13.0:1
			Overall	17.3:1-14.0:1
	Pump driven by			Crankshaft pulley belt drive
	No. wheel turns (stop to stop)			2.86
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Front
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			10° ± 1/2°
	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.)			-1° ± 1°
	Camber (deg.)			+1/2° ± 3/4°
	Toe-in (outside track inches)			1/16 to 5/16
Steering spindle & joint type				Nodular iron knuckle with upper and lower spherical joints
Wheel Spindle	Diameter	Inner bearing		1.37455 ± .00025
		Outer bearing		0.84305 ± .00025
	Thread size			27/32-20 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		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		Position jack in bumper notch on lower face of front and rear bumpers
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
Spring	Type	Coil
	Material	Steel alloy
	Size (coil design height & I.D., bar length x dia.)	15000, 163-400 series-11.0 x 4.08; 136.09 x 0.647. 16600 series-11.0 x 4.08; 151.59 x 0.671; Wagons-11. 0 x 4.08; 121.18 x 0.691
	Spring rate (lb. per in.)	Sedans & Coupes-300; Station Wagons-440
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel-0.8125

SUSPENSION – REAR

Type and description			Seds. & Cpes.-4-Link type; 2 upper and 2 lower control arms
Drive and torque taken through			Sedans & Coupes-control arms; Wagons-multiple leaf springs
Spring	Type		Sedans & Coupes-coil; Wagons-Multiple leaf springs
	Material		Steel alloy
	Size (length x width, coil design height & I.D.; bar length & dia.)		39 & 67 models-7.48 x 5.50; 132.9 x .573; 69, 47, 57 models-7.48 x 5.50; 128.5 x .567; 35 & 45 models-57.0 x 2.50
	Spring rate (lb. per in.)		Sedans & Coupes-115; Station Wagons-200
	Rate at wheel (lb. per in.)		
	Mounting insulation type		Natural rubber
	If leaf	No. of leaves	Station Wagons-six (6)
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		---
	Material		---
Track bar type			---

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MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Separate frame, perimeter type incorporating (3) crossmembers.

BODY – MISCELLANEOUS INFORMATION		4-Dr. Sedan	Sport Sedan	Sport Coupe	Custom Coupe	Convert-ible	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)		Internal					
Vehicle Indent. No. location		Top left of instrument panel pad					
Engine No. location		6 cyl.-right side of cyl. block, rear of distributor V8-front right side of engine block					
Theft protection - type		Lock mounted on steering column; locks steering wheel transmission shift lever and ignition					
Vent window control method (crank, friction pivot)	Front	None					
	Rear	None					
Seat cushion type	Front	Formed foam pad					
	Rear	Formed foam pad					
	3rd seat	Formed foam pad					
Seat back type	Front	Formed foam pad					
	Rear	Formed foam pad					
	3rd seat	Formed foam pad					
Windshield glass type (i.e., single curved - laminated plate)		Single curve-laminated 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					
Windshield glass exposed surface area		1542.7	1511.4	1511.4	1511.4	1445.1	1542.7
Side glass exposed surface area		1510.1	1557.8	1468.0	1559.4	1531.9	3265.7
Backlight glass exposed surface area		1531.3	1763.1	1470.0	881.9	738.1	882.1
Total glass exposed surface area		4584.1	4832.3	4449.4	3952.7	3715.1	5690.5

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MODEL

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	Optional all models except 153-15400
	Vent windows	NA
	Backlight or tailgate	Standard all wagons
Power seats (specify type as well as availability)		6-way power bench seat-155-156-16000
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Both standard
Radios (specify type as well as availability)		AM-FM Stereo Optional-AM Pushbutton, AM-FM Pushbutton
ear seat speaker		Optional-all models
wer antenna		NA
Clock		Optional-15000, 163-16400--Standard 16600
Air conditioner (specify type and availability)		Optional-all V8 models -Comfortron, Four-Season
Speed warning device		NA
Speed control device		Optional V8 models with automatic trans.
Ignition lock lamp		NA
Dome lamp		Standard-all models exc convertible
Glove compartment lamp		Optional 153-15400, Standard other models
Luggage compartment lamp		~~Optional~~-15000 exc. wagons --- Standard 16000 ~~exc. wgns.~~
Underhood lamp		Optional-all models
Courtesy lamp (2)		Standard 16467, 16600. Optional all other models.
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
Windshield antenna		Provided with factory installed radio

LAMP HEIGHT AND SPACING

			Sedans & Coupes	Station Wagons
Height above ground to center of bulb or marker	Headlamp	Highest *	25.8	26.7*
		Lowest		
	Tail	Highest	24.8	28.3*
		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.

* 3-seat wagons Heights Headlamp 27.0 Tail lamp 26.8

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VEHICLE 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	Coolan
Biscayne									
4-door sedan	1980	1878	3858	48.6	51.4	18.0	82.0	142	26
Bel Air									
4-door sedan	1980	1878	3858	48.6	51.4	18.0	82.0	142	26
Impala									
4-door sedan	1994	1892	3886	48.6	51.4	18.0	82.0	142	26
2-door sport coupe	1966	1902	3868	48.6	51.4	20.7	79.3	142	26
350 Cu. In. V8 Engine									
Biscayne									
4-door sedan	2102	1912	4014	48.6	51.4	18.0	82.0	142	34
Bel Air									
4-door sedan	2102	1912	4014	48.6	51.4	18.0	82.0	142	34
Impala									
2-door sport coupe	2086	1936	4022	48.6	51.4	20.7	79.3	142	34
2-door custom coupe	2114	1924	4038	48.6	51.4	20.7	79.3	142	34
4-door sport sedan	2130	1974	4104	48.6	51.4	18.0	82.0	142	34
4-door sedan	2118	1922	4040	48.6	51.4	18.0	82.0	142	34
Convertible	2104	1982	4086	48.6	51.4	20.7	79.3	142	34
Caprice									
2-door custom coupe	2134	1956	4090	48.6	51.4	20.7	79.3	142	34
4-door sport sedan	2156	2010	4166	48.6	51.4	18.0	82.0	142	34
Station Wagons									
Brookwood									
4-door 2-seat	2082	2564	4646	48.6	51.4	19.3	80.7	122	34
Townsman									
4-door 2-seat	2084	2564	4648	48.6	51.4	19.3	80.7	122	34
4-door 3-seat	2062	2640	4702	48.6	51.4	19.3	80.7	122	34
Kingswood									
4-door 2-seat	2104	2588	4692	48.6	51.4	19.3	80.7	122	34
4-door 3-seat	2086	2666	4752	48.6	51.4	19.3	80.7	122	34
Kingswood Estate									
4-door 2-seat	2146	2636	4782	48.6	51.4	19.3	80.7	122	34
4-door 3-seat	2126	2716	4842	48.6	51.4	19.3	80.7	122	34

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

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OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT POUNDS Front	Rear	Total	Remarks
Air Conditioning Comfortron	+103	+ 6	+109	
Air Conditioning 4-season	+ 98	+ 5	+103	
Power Seat	+ 11	+10	+ 21	
Power Windows	+ 13	+11	+ 24	
Power Steering	+ 29	+ 1	+ 30	
Radio Push button AM	+ 4	+ 2	+ 6	
Radio AM-FM Push button	+ 6	+ 2	+ 8	
Radio Stereo AM-FM	+ 11	+ 3	+ 14	
350 Cu. In. L48 (270 HP)	- 47	- 5	- 52	
400 Cu. In. LF6 (255 HP)	- 45	- 1	- 46	Base 16600
402 Cu. In. LS3 (300 HP)	+ 71	+42	+113	All exc. station wagons
	+ 92	+12	+104	Station Wagons
454 Cu. In. LS5 (365 HP)	+120	+48	+168	All exc. station wagons
	+114	+13	+127	Station wagons
Powerglide	+ 1	.0	+ 1	Used with L6
	+ 14	+ 9	+ 23	Base V8
Turbo Hydra-Matic	+ 22	+11	+ 33	When used with V8 350 245 HP engine and V8 400 255 HP engine Caprice & Kingswood Estate.
	+ 73	+18	+ 91	When used with V8 350, 270 HP engine and V8 400 255 HP engine all models except Caprice & Kingswood Estate.
	+ 97	+15	+112	When used with V8 402, 300 HP engine and V8 454 engine.

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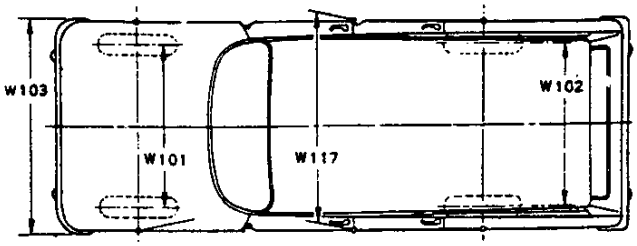
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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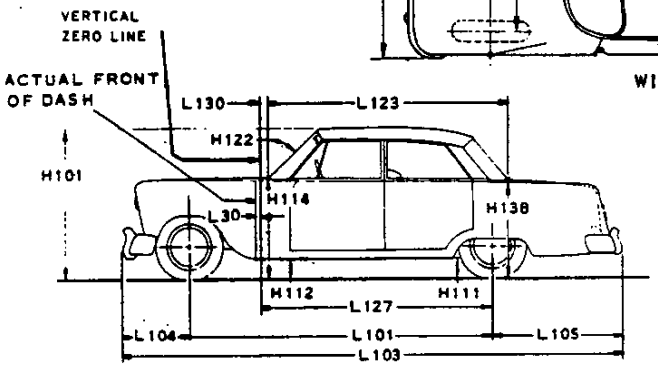
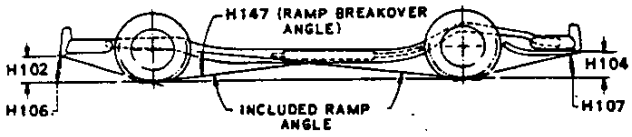
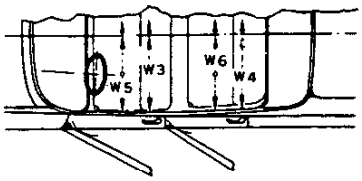


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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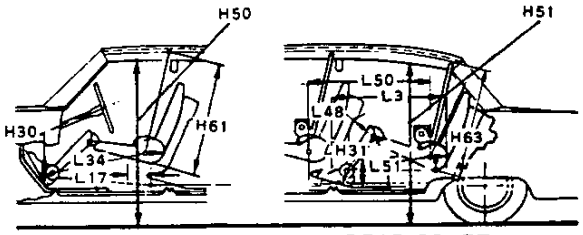
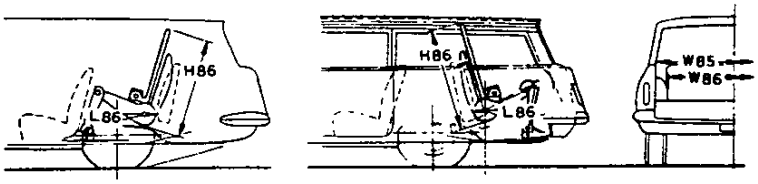
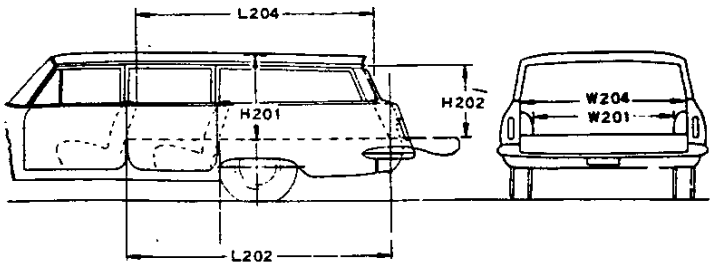


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

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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 positions.

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.

$$\frac{W4 \times L204 \times H201}{1728}$$

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