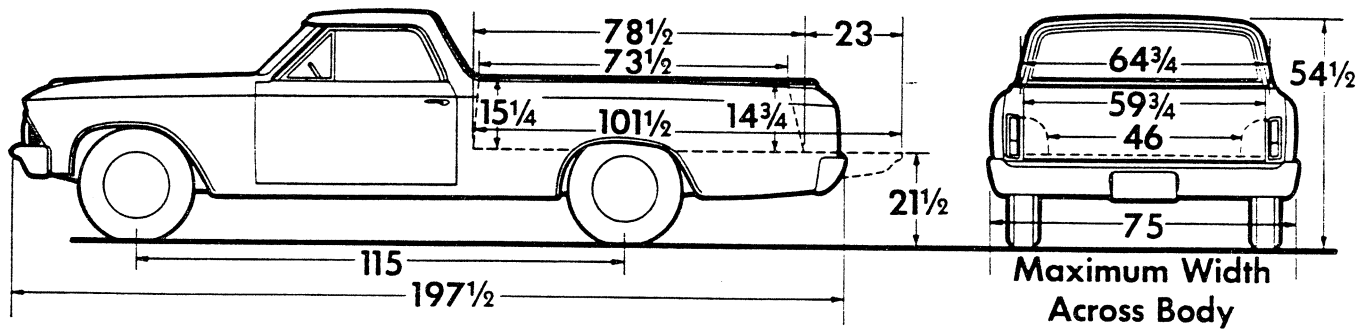


2731ELCAM66

EL CAMINO

GVW Rating: 4300 lb

DIMENSIONS (With std equipment, unloaded)



MODELS 13380-13580 (6-cyl)

Model	Curb Weight			Body-Payload Wt. Dist.*	
	Front	Rear	Total	Front	Rear
13380	1655	1450	3105	0%	100%
13580	1645	1445	3090	0	100

MODELS 13480-13680 (8-cyl)

Model	Curb Weight			Body-Payload Wt. Dist.*	
	Front	Rear	Total	Front	Rear
13480	1765	1470	3235	0%	100%
13680	1765	1470	3235	0	100

*Estimate based on Water-Level loading.

EL CAMINO

STANDARD EQUIPMENT

Air Cleaner:

Models 133-13580; oil-wetted polyurethane element

Models 134-13680; oiled-paper element

Axle Rear: Hypoid; capacity 2700 lb

Models 133-13580; ratio 3.36

Models 134-13680; ratio 3.08

Battery: 12-volt; capacity 44-amp-hr

Brake, Parking: Cable to rear wheels

Brakes, Service: Hydraulic; self-adjusting

Sizes: front 9½" x 2½"; rear 9½" x 2"

Effective area: drum 228½ sq in; lining 172¾ sq in

Bumper: Front and rear; chrome plated

Cab: See *Cabs, Bodies & Colors* section

Carburetor:

Models 133-13580; single-barrel downdraft

Models 134-13680; two-barrel downdraft

Clutch:

Models 133-13580; diameter 9⅞"; area 72 sq in

Models 134-13680; diameter 10"; area 91 sq in

Cooling:

Models 133-13580; capacity 11½ qt; 1¼" radiator core; 255-sq-in area; 13-lb pressure cap; 180° thermostat

Models 134-13680; capacity 17 qt; 1¼" radiator core; 357-sq-in area; 13-lb pressure cap; 180° thermostat

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge

Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

Direction Signals: Front and rear

Engine: See *Power Teams* chart for power ratings
Models 133-13580; 120-hp 194 Hi-Thrift Six; positive crankcase ventilation

Models 134-13680; 195-hp 283 Turbo-Fire V8 (2-bbl); positive crankcase ventilation

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Plastic strainer in fuel tank and bronze filter in carburetor

Filter, Oil: Full-flow

Frame: Carbon steel; perimeter

Generator: 37-amp Delcotron

GVW Plate: 4300 lb

Heater & Defroster

Instrument Panel, Padded

Lights: Head, parking, tail, rear license carrier, stop; dome, instrument panel and backup

Mirror, Rearview: Inside & LH outside

Seat Belts: Driver & passenger

Shock Absorbers, Front: 1" diameter

Shock Absorbers, Rear: 1" diameter; air-booster type

Springs, Front: Coil; capacity 950 lb each at ground

Springs, Rear: Coil; capacity 1100 lb each at ground

Steering: Ball-gear, ratio 24:1; wheel dia 16½"

Sunshades, Padded

Suspension, Front: Independent; capacity 1900 lb

Tank, Fuel: Capacity approx 20 gal

Tires: Five tubeless 7.35-14/2-ply (4-ply rating) front, rear and spare except on Models 134-13680 when 396 V8 engine is ordered

Five tubeless 7.75-14/2-ply (4-ply rating) front, rear and spare on Models 134-13680 when 396 V8 engine is ordered

Tools: Mechanical jack; wheel wrench

Transmission: 3-speed fully synchronized; steering column gearshift; ratios 2.85, 1.68, 1.00, 2.95

Wheels: Five 14" x 5"; bolt attachment; spare carrier behind seat; 4 bright-metal hub caps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
4300 lb	Standard

Note: Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

OPTIONAL EQUIPMENT

For dealer-installed equipment, see *Custom Features* section.

Air Conditioning, Four-Season: Incl 61-amp Delcotron, HD radiator and temp-controlled radiator fan	C60	Glass, Soft Ray Tinted:	All windows	A01
→ Axle, Rear: See <i>Power Teams</i> chart for availability			Windshield only	A02
3.31 ratio	G94	Guard: Front bumper		V31
3.36 ratio (included with air conditioning)	G76	Headrests, Strato-Ease: Driver & passenger		
3.55 ratio	G96	With bench seat		A82
3.70 ratio	G75	With bucket seats		A81
3.73 ratio	H05	Heater & Defroster Deletion: Not available with air conditioning		C48
→ Axle, Positraction Rear: When desired, optional ratio must be ordered separately except for the following ratios	G80	Horn, Electric: Tri-Volume		U03
4.10:1 ratio	G80	Ignition System, Transistorized: Includes 42-amp Delcotron. Available with 325-hp or 360-hp engines only		K66
4.56:1 ratio	G80	→ Instrumentation, Special: Custom El Camino only. Includes ammeter, temperature and oil pressure gauges and parking brake warning light. Also includes tachometer on model 13680		U14
4.88:1 ratio	G80	Lock, Spare Wheel		P19
Battery: HD; 66-plate, 70-amp-hr	T60	Paint, Exterior: Solid color; see <i>Cabs, Bodies & Colors</i> section		
Belts, Seat: Driver & passenger		Radiator, Heavy-Duty: Not available with air conditioning or transmission oil cooler		V01
Custom DeLuxe with retractors	A49	Radio: Fully transistorized		
Brakes, Special: Metallic facings	J65	Pushbutton control; front antenna		U63
Brakes, Vacuum Power	J50	Radio, AM-FM: Pushbutton control; front antenna		U69
Clutch, Heavy-Duty: Models 133-13580 with std 6-cyl engine only; included with air conditioning	M01	Seats, Strato-Bucket: Models 135-13680 only		A51
Console: Available only when bucket seats and optional transmission (except overdrive) are ordered. Includes compartment and electric clock. Gearshift lever is located on console	D55	Steering, Power		N40
Convenience Equipment: Includes inside day-night mirror, LH outside remote-control mirror, door edge guards, glove box lamp and underhood lamp	Z19	Steering Wheel: Sports-styled walnut-grained plastic rim		N34
Cooler, Transmission Oil: With 6-cylinder engine and Powerglide transmission only. Recommended for stop-and-go driving	M55	Steering Wheel, Comfortilt: (seven-position) Powerglide or 4-speed transmission required		N33
Engines: See <i>Power Teams</i> chart for power ratings and transmission availability		Suspension, Special Front & Rear: Includes special front springs and 2700-lb capacity rear springs		F40
Models 133-13580		Tachometer: Electric; 8-cylinder models		U16
140-hp Turbo-Thrift 230 Six	L26	→ Transmissions: See <i>Power Teams</i> chart for availability		
Models 134-13680		Warner HD 3-speed (fully synchronized)		M13
220-hp 283 Turbo-Fire V8 (4-bbl)	L77	4-speed wide-range		M20
275-hp Turbo-Fire 327 V8	L30	4-speed close-ratio		M21
325-hp Turbo-Jet 396 V8	L35	Overdrive		M10
360-hp Turbo-Jet 396 V8	L34	Powerglide		M35
Exhaust, Dual: For 275-hp engine only	N10	→ Ventilation, Closed Engine Positive: Included with 360-hp engine		K24
Fan, Radiator: 8-cyl models only; temperature-controlled. Included with Four-Season air conditioning	K02	Wheel Covers: Four, bright metal		P01
G.M. Air Injection Reactor: Approved by State of California and exclusive to California vehicle registrations only. Requires closed engine positive ventilation	K19	Wheel Covers, Mag-Style		N96
Generator, Alternating Current:		Wheel Covers, Simulated Wire		P02
42-amp Delcotron	K79	Windows, Power		A31
61-amp Delcotron (Incl with air cond)	K77			
62-amp Delcotron	K81			

➤ TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
7.35-14/2-ply (4-ply rating)— Regular Blackwall	1020	Disc	5	Std
7.35-14/2-ply (4-ply rating)— Regular Whitewall	1020	Disc	5	P58
◆ 7.75-14/2-ply (4-ply rating)— Regular Blackwall	1120	Disc	5	P65
7.75-14/2-ply (4-ply rating)— Regular Whitewall	1120	Disc	5	P62
7.75-14/4-ply (4-ply rating)— Nylon Blackwall	1120	Disc	5	P60
7.75-14/4-ply (4-ply rating)— Nylon Whitewall	1120	Disc	5	P61

◆ Included with 396 V8 engines

➤ Indicates change

EL CAMINO POWER TEAMS

➔ Engine, Transmission and Rear Axle Combinations

ENGINE		TRANSMISSION	REAR AXLE RATIOS	
Description	Option Number		Standard	Optional
			General Purpose ♦	Special Purpose or Mountain
120-hp Hi-Thrift 194 6-Cylinder	Std on Models 133-13580	3-Speed Powerglide } 3.36:1		
		Overdrive } 3.70:1		
140-hp Turbo-Thrift 230 6-Cylinder	L26 on Models 133-13580	3-Speed Powerglide } 3.36:1		
		Overdrive } 3.70:1		
195-hp Turbo-Fire 283 8-Cylinder	Std on Models 134-13680	3-Speed } 3.08:1	3.36:1 ♦	
		4-Speed Wide-Range } 3.08:1	3.70:1 ♦	
		Powerglide } 3.08:1		
		Overdrive } 3.70:1		
220-hp Turbo-Fire 283 8-Cylinder	L77 on Models 134-13680	3-Speed } 3.08:1	3.36:1 ♦	
		4-Speed Wide-Range } 3.08:1	3.70:1 ♦	
		Powerglide } 3.08:1		
		Overdrive } 3.70:1		
275-hp Turbo-Fire 327 8-Cylinder	L30 on Models 134-13680	3-Speed } 3.08:1	3.70:1 ♦	
		4-Speed Wide-Range } 3.08:1		
325-hp Turbo-Jet 396 8-Cylinder	L35 on Models 134-13680	Warner HD 3-Speed Fully Synchronized } 3.31:1	3.55:1 ♦	
		4-Speed Wide-Range Powerglide } 3.31:1	3.73:1 ♦	
360-hp Turbo-Jet 396 8-Cylinder	L34 on Models 134-13680	Powerglide } 3.73:1	4.10:1 *	
		Warner HD 3-Speed Fully Synchronized } 3.73:1	3.31:1 ♦	
		4-Speed Wide-Range } 3.73:1	3.55:1 ♦	
		4-Speed Close-Ratio } 3.73:1	4.10:1 *	
			3.31:1 ♦	
			3.55:1 ♦	
			4.10:1 *	
			4.56:1 *	
			4.88:1 *	

♦ Also available as Positraction, see Optional equipment listing ★ Available as Positraction only, see Optional equipment listing

Engine Power Ratings

Engine	194 Six	230 Six	283 V8 (2-bbl)	283 V8 (4-bbl)
Gross Hp.....	120 @ 4400 rpm	140 @ 4400 rpm	195 @ 4800 rpm	220 @ 4800 rpm
Net Hp.....	95 @ 4000 rpm	120 @ 3600 rpm	150 @ 4400 rpm	195 @ 4800 rpm
Gross Torque, lb-ft....	175 @ 2400 rpm	220 @ 1600 rpm	285 @ 2400 rpm	295 @ 3200 rpm
Net Torque, lb-ft.....	155 @ 2000 rpm	205 @ 1600 rpm	245 @ 2400 rpm	265 @ 3200 rpm
Engine	327 V8	396 V8	396 V8	
Gross Hp.....	275 @ 4800 rpm	325 @ 4800 rpm	360 @ 5200 rpm	
Gross Torque, lb-ft....	355 @ 3200 rpm	410 @ 3200 rpm	420 @ 3600 rpm	

➔ Indicates change

ADVANCE GENERAL INFORMATION

1966 PASSENGER CAR MODELS, EL CAMINO & SPORTVAN

REGULAR CHEVROLET

CHEVELLE

CHEVY II

CORVAIR

CORVETTE

SPORTVAN

EL CAMINO

This booklet is designed to assist in the preparing of initial orders. Contents are of a preliminary nature and subject to changes at any time. Information furnished herein should be treated as confidential until after public announcement time.

Chevrolet Central Office Distribution Department

SEPTEMBER 1, 1965

EL CAMINO

1966 MODELS WITH STANDARD EQUIPMENT 115" Wheelbase

Model Description

6-Cylinder—120-hp Hi-Thrift 194 cu in

13380 2-Door El Camino-3-Passenger

13580 2-Door Custom El Camino-3-Passenger

8-Cylinder—195-hp Turbo-Fire 283 cu in

13480 2-Door El Camino-3-Passenger

13680 2-Door Custom El Camino-3-Passenger

OPTIONAL TIRES FOR EL CAMINO Factory Installed Regular Production Tires

Description	Ordering Column 34-35 Code	Option Number
TUBELESS TIRES		
Replaces (5) 7.35-14/2Ply (4PR) Regular Highway Blackwall		
(5) 7.35-14/2Ply (4PR) Regular Highway Whitewall	26	P58
(5) 7.75-14/2Ply (4PR) Regular Highway Blackwall	36	P65
(5) 7.75-14/2Ply (4PR) Regular Highway Whitewall	32	P62
(5) 7.75-14/4Ply (4PR) Nylon Highway Blackwall	30	P60
(5) 7.75-14/4Ply (4PR) Nylon Highway Whitewall	31	P61
(5) 7.75-14/4Ply (8PR) Regular Highway Blackwall	33	T14
Replaces (5) 7.75-14/2Ply (4PR) Regular Highway Blackwall		
Which are included with optional 396 engines		
(5) 7.75-14/2Ply (4PR) Regular Highway Whitewall	32	P62
(5) 7.75-14/4Ply (4PR) Nylon Highway Blackwall	30	P60
(5) 7.75-14/4Ply (4PR) Nylon Highway Whitewall	31	P61
(5) 7.75-14/4Ply (8PR) Regular Highway Blackwall	33	T14

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number
Air Conditioning, Four-Season: Includes 61-amp Delcotron, heavy-duty radiator, temperature-controlled radiator fan.	54-1	C60
Axle, Rear: See Power Teams chart for availability		
3.36 ratio (included when air conditioning is ordered)	32-2	G76
3.70 ratio	32-1	G75
3.73 ratio	32-6	H05
Axle, Positraction Rear: When desired, optional ratio must also be ordered separately.	31-1	G80
Battery, Heavy-Duty: 66-plate, 70 amp-hr.	36-1	T60

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number
Belts, Front Seat: Driver & passenger		
Custom De Luxe with retractors	53-1	A49
Brakes, Special: Metallic facings	43-1	J65
Brakes, Vacuum Power	33-2	J50
Clutch, Heavy-Duty: Available on 6-cyl 13380 and 13580 Models with 120-hp engine only. Included when air conditioning is ordered	44-2	M01
Console: Available only when bucket seats & optional transmission (except overdrive) are ordered. Includes electric clock & compartment. Transmission gearshift lever is located on console	49-4	D55
Convenience Equipment: Includes inside day-night mirror, LH outside remote control mirror, door edge guards, glove box lamp and under hood lamp	48-5	Z19
Cooler, Transmission Oil: (6-cylinder 120-hp engine only). Available only when Powerglide transmission is ordered. Recommended for stop-and-go driving	37-3	M55
Engines: For transmission availability see El Camino Power Teams chart		
140-hp 6-cylinder, 13380 and 13580 Models	30-1	L26
220-hp Turbo-Fire 283 V8, 13480 and 13680 Models	30-9	L77
275-hp Turbo-Fire 327 V8, 13480 and 13680 Models	30-2	L30
325-hp Turbo-Jet 396 V8, 13480 and 13680 Models	30-4	L35
360-hp Turbo-Jet 396 V8, 13480 and 13680 Models	30-5	L34
Exhaust, Dual: For 275-hp or 325-hp engine only	41-2	N10
Fan, Radiator: 13480 and 13680 Series only. Temperature-controlled. Included when Four-Season air conditioning is ordered	44-1	K02
Generator, Alternating Current:		
42-amp Delcotron. Included when full-transistor ignition is ordered	42-1	K79
61-amp Delcotron. Included when air conditioning is ordered	42-2	K76
62-amp Delcotron. Not available when power steering is ordered on 13380-13580		
For use without air conditioning	42-3	K81
For use with air conditioning	42-3	K81
Glass, Soft Ray Tinted: All windows	50-2	A01
Windshield only	50-1	A02
GM Air Injection Reactor: <i>Approved by the state of California and exclusive to California vehicle registrations only.</i> Available only when closed engine positive ventilation (except 360-hp engine) is ordered	40-2	K19
Guard: Front bumper	60-1	V31
Headrests, Strato-Ease: (Driver and passenger)		
With bucket seats	57-1	A81
With bench seat	57-2	A82
Heater & Defroster Deletion: Not available when air conditioning is ordered	54-4	C48
Highway Emergency Kit: Includes fire extinguisher, flares, extra fuses, tire inflator & repair kit and distress flag	39-3	Z83
Horn, Tri-Volume	63-3	U03
Ignition System, Full-Transistor: Includes 42-amp Delcotron. Available with 325-hp or 360-hp engines only	44-4	K66
Lock, Spare Wheel	56-1	P19
Paint, Exterior: Solid colors		
Radiator, Heavy-Duty: Not available when air conditioning or transmission oil cooler is ordered	36-2	V01
Radio:		
Pushbutton control; front antenna	46-3	U63
AM-FM pushbutton control; front antenna	46-5	U69
Seats, Strato-Bucket: Models 13580 & 13680 only	62-4	A51
Steering, Power	33-1	N40
Steering Wheel: Sports-styled walnut-grained plastic rim	52-1	N34
Steering Wheel, Comfortilt: (seven-position)		
Powerglide or 4-speed transmission required	52-4	N33
Suspension, Special Front & Rear:		
Includes special front springs and 2700-lb-capacity rear springs	37-1	F40
Tachometer: Mounted on instrument panel (8-cyl models)	41-1	U16
Traffic Hazard Warning Switch	40-3	V74
Transmission: For transmission availability see Power Teams chart		
Special 3-Speed fully synchronized: 8-cyl models	29-6	M13
4-Speed (Wide-Range): 8-cyl models	29-3	M20
Overdrive (available with standard 6-cyl or 8-cyl engines only)	29-4	M10
Powerglide: 8-cyl models. For use with 195-hp, 220-hp, 275-hp, 325-hp & 360-hp engines only	29-1	M35
Powerglide: 6-cyl models	29-1	M35
Ventilation, Closed Engine Positive: (Included when 360-hp engine is ordered)		
With GM air injection reactor	40-2	K24
Without GM air injection reactor	40-1	K24
Wheel Covers: Four, bright metal	51-1	P01
Wheel Covers, Simulated Wire	51-2	P02
Wheel Covers, Mag-Styled	51-6	N96
Windows, Power	58-1	A31

EL CAMINO POWER TEAMS

Engine, Transmission and Rear Axle Combinations

Option Number	ENGINE Description	TRANSMISSION	REAR AXLE RATIOS	
			Standard General Purpose ♦	Optional Special Purpose or Mountain ♦
Std on Models 133-13580	120-hp Hi-Thrift 194 6-Cylinder 194-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Fully Synchro	3.36:1	
		Powerglide		
		Overdrive	3.70:1	
L26 on Models 133-13580	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Fully Synchro	3.36:1	
		Powerglide		
		Overdrive	3.70:1	
Std on Models 134-13680	195-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 2-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters	Std 3-Speed Fully Synchro	3.08:1	3.36:1
		4-Speed Wide-Range		3.70:1
		Powerglide	3.08:1	
		Overdrive	3.70:1	
L77 on Models 134-13680	220-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 4-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Std 3-Speed Fully Synchro	3.08:1	3.70:1
		4-Speed Wide-Range		3.36:1
		Powerglide	3.08:1	
		Overdrive	3.70:1	
L30 on Models 134-13680	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Regular camshaft 4-barrel carburetor 10.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Fully Synchro	3.08:1	3.70:1
		4-Speed Wide-Range		
		Powerglide	3.08:1	
L35 on Models 134-13680	325-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Regular camshaft 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Single exhaust	Special 3-Speed Fully Synchro	3.31:1	
		4-Speed Wide-Range		
		Powerglide	3.07:1	
L34 on Models 134-13680	360-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-Lift camshaft 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters	Powerglide	3.07:1	
		Special 3-Speed Fully Synchro 4-Speed Wide-Range	3.31:1	

♦ Also available as Positraction

EL CAMINO COLOR & TRIM CHART

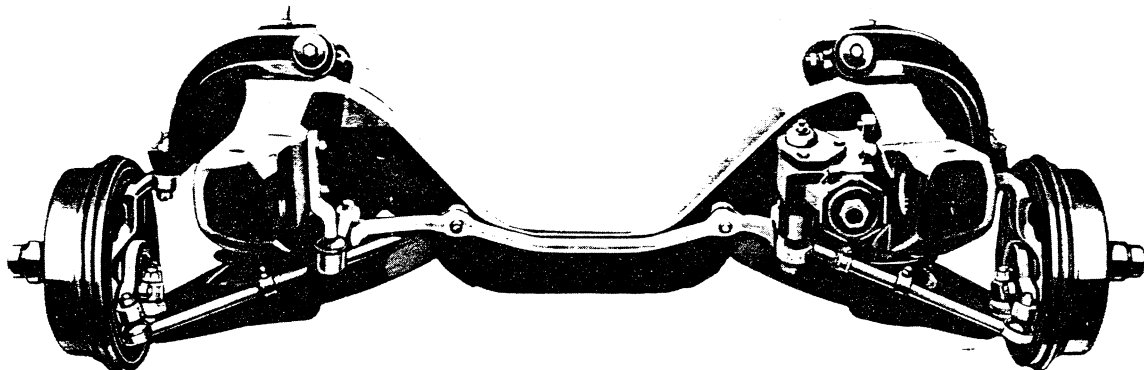
INTERIOR TRIM CODES			EXTERIOR COLORS															
The following code must be shown on the order form for the desired interior trim. B—BLUE D—RED E—BLACK F—FAWN			Solid															
			Tuxedo Black	Ermine White	Mist Blue (Med)	Danube Blue (Dk)	Marina Blue (Brt)	Willow Green (Med)	Artesian Turquoise (Med)	Tropic Turquoise (Dk)	Aztec Bronze	Madeira Maroon	Regal Red	Sandalwood Tan	Cameo Beige	Chateau Slate	Lemonwood Yellow	
MODELS		Exterior Code	AA	CC	DD	EE	FF	HH	KK	LL	MM	NN	RR	TT	VV	WW	YY	
	Int. Trim & RPO																	
El Camino 13380-13480	V	Fawn 707	F	F				F	F	F	F	F		F	F			
	I	Blue 727	B	B	B	B												
	N	Red 745	D	D									D	D				
Custom El Camino 13580-13680	V	Fawn 710	F	F	F	F		F	F	F	F	F		F	F			
	I	Blue 730	B	B	B	B												
	N	Red 748	D	D									D	D				
Custom El Camino 13580-13680 With optional Bucket Seats ★ RPO A51	V	Fawn 711	F	F	F	F		F	F	F	F	F		F	F			
	I	Black 762	E	E	E	E	E	E	E		E	E	E	E	E	E	E	
	N	Red 749	D	D									D	D				

★Optional Strato-Type Bucket Seat must be specified separately on order form. See page 33 for ordering code and description.

FRONT SUSPENSION

INDEPENDENT FRONT SUSPENSION

EL CAMINO MODELS



The independent front suspension system of the El Camino utilizes stamped control arms, coil springs and special sealed pivot points.

The control arms are channel-section heavy-gauge metal stampings and attach to the steering knuckles with non-metallic lined spherical joints. The lower arm features a tension-type spherical joint and the upper arm a compression joint unit. The four spherical joints require lubrication only every 6000 miles under normal driving conditions.

Coil springs are mounted between the lower arms and the towers formed in the front crossmember. Shock absorbers are mounted vertically within the springs.

A conventional link-type stabilizer bar is standard equipment on all El Camino models.

SPRINGS

	STD	OPTIONAL
Rating at Ground (lb each)	950	950
Sprung Capacity (lb each)	840	840
Deflection Rate at Wheel (lb/inch)	290	320

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting
Piston Diameter (in)	1.00
Piston Travel (in)	5.90

I-BEAM AXLE WITH SINGLE-STAGE LEAF SPRINGS

SERIES G10, P20, P30

STD AXLES

	G10	P20	P30
CAPACITY (lbs)	2200	4000	4000

STD SPRINGS

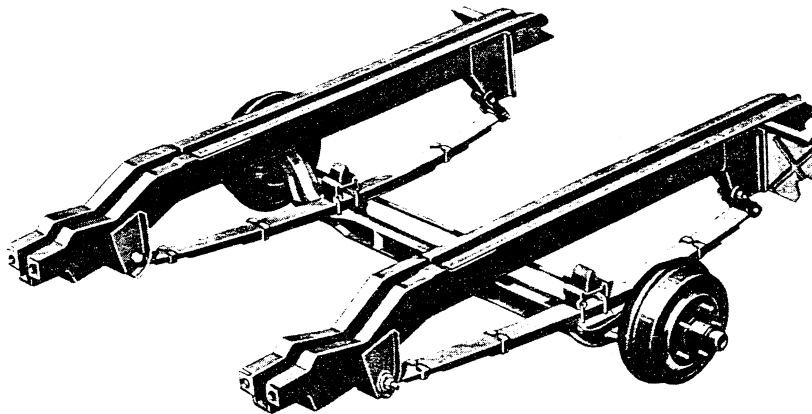
Rating at Ground (lbs)	1125	2000	2000
Rating at Pad (lbs)	1000	1700	1700
Clamped Defl. Rate (lbs/inch)	176	490	490
Number of Leaves	6	8	8
Length (inches)	48	44	44
Width (inches)	2	2	2

OPTIONAL SPRINGS

Rating at Ground (lbs)	1225	—	2500
Rating at Pad (lbs)	1100	—	2200
Clamped Defl. Rate (lbs/inch)	208	—	726
Number of Leaves	6	—	10
Length (inches)	48	—	44
Width (inches)	2	—	2

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting		
Piston Diameter (in)	9.75	7.75	7.75
Piston Travel (in)			

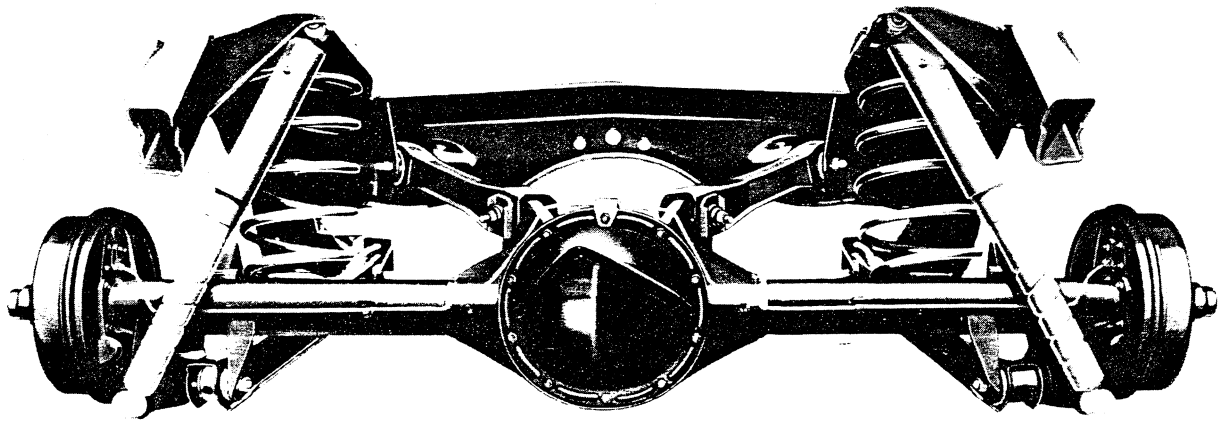


The G10 Chevy-Van and P20, P30 Step-Vans use the modified Reverse-Elliott-type I-beam front axle with single-stage springs. Constructed of drop-forged heat-treated steel, these rugged axies provide long-lasting durability. Constant diameter kingpins are fitted with Delrin 500 bushings for long life.

Spring attachment in the front is by a rubber bushed double spring eye bolted directly to a stamped steel hanger. At the rear, the spring eye connects to a set of shackles which permit smooth spring action.

REAR SUSPENSION

EL CAMINO MODELS

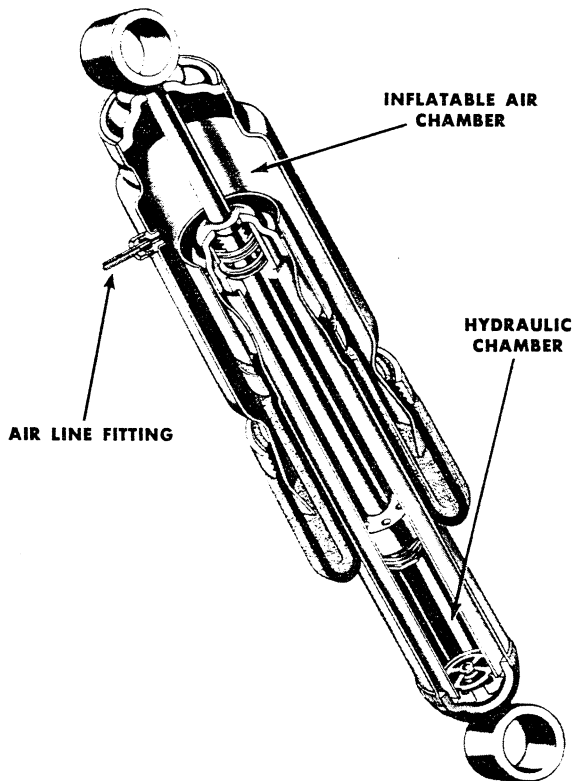


The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed rubber bushings. Shorter stamped channel-section upper control

arms mount on brackets attached to the differential housing and extend diagonally outward to brackets on the intermediate Z-shaped frame crossmember to restrict lateral axle movement relative to the frame. Coil springs are positioned directly over the axle housing. Hydraulic direct double-acting air-booster-type shock absorbers are mounted diagonally behind the coil springs.

Standard & Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
133-134-135-13680—Standard	1100	950	1-Stage	130	0.575	6.78
133-134-135-13680—Optional	1350	1200	1-Stage	160	0.623	6.78



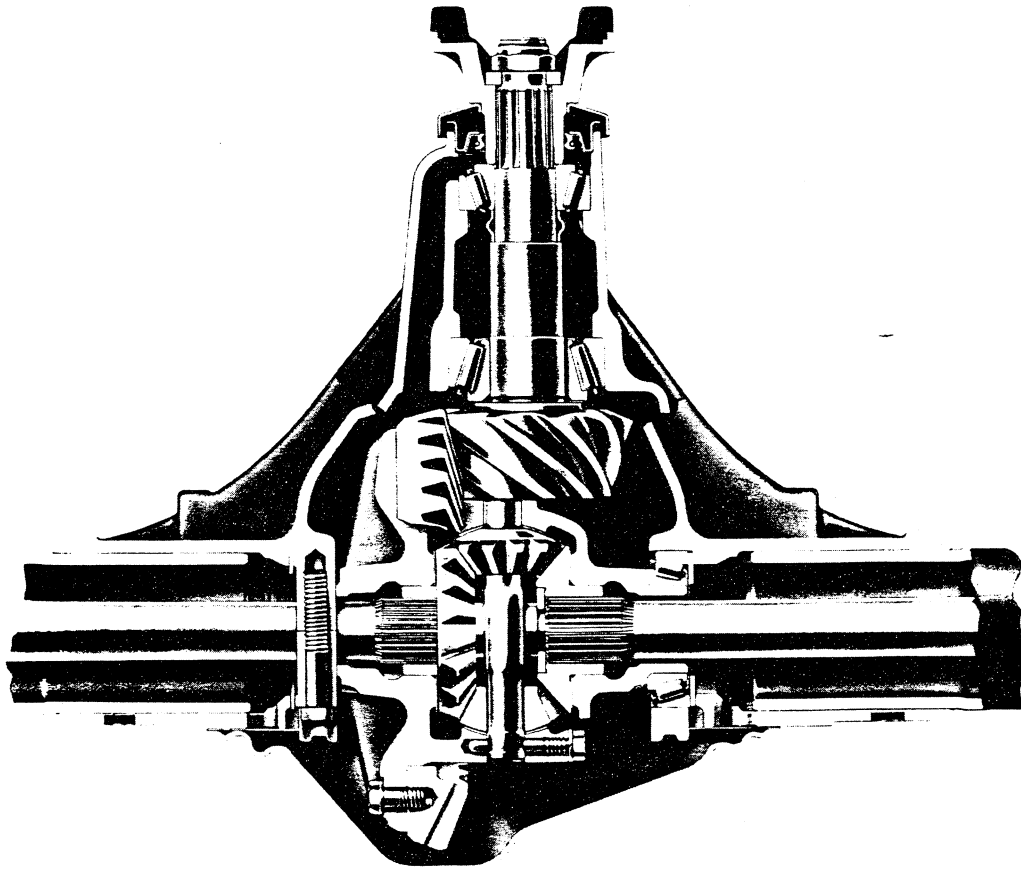
El Camino Rear Shock Absorbers Std Equipment Air-Booster Type

El Camino load capacity is increased by 500 pounds when the standard equipment air-booster rear shock absorbers are fully inflated.

Encircled by inflatable air chambers, these shock absorbers can be adjusted by varying the air pressure to meet different road and load conditions. Air pressure is varied through a tire-type air valve mounted adjacent to the spare tire in the cab. From the air valve, air feed lines of durable nylon connect to each shock through a tee fitting which also serves as a balance line to equalize the pressure in each shock absorber chamber. The air chamber is independent of the internal shock mechanism, which assures normal control in event of accidental air pressure loss.

REAR SUSPENSION

EL CAMINO REAR AXLE



El Camino models utilize a Salisbury-type rear axle with ratios of 3.36:1 standard on six-cylinder models and 3.08:1 on eight-cylinder models. Other axle ratios are available to meet individual requirements. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available as an option at extra cost.

→ Specifications

For application and availability see Power Teams chart under El Camino tab.

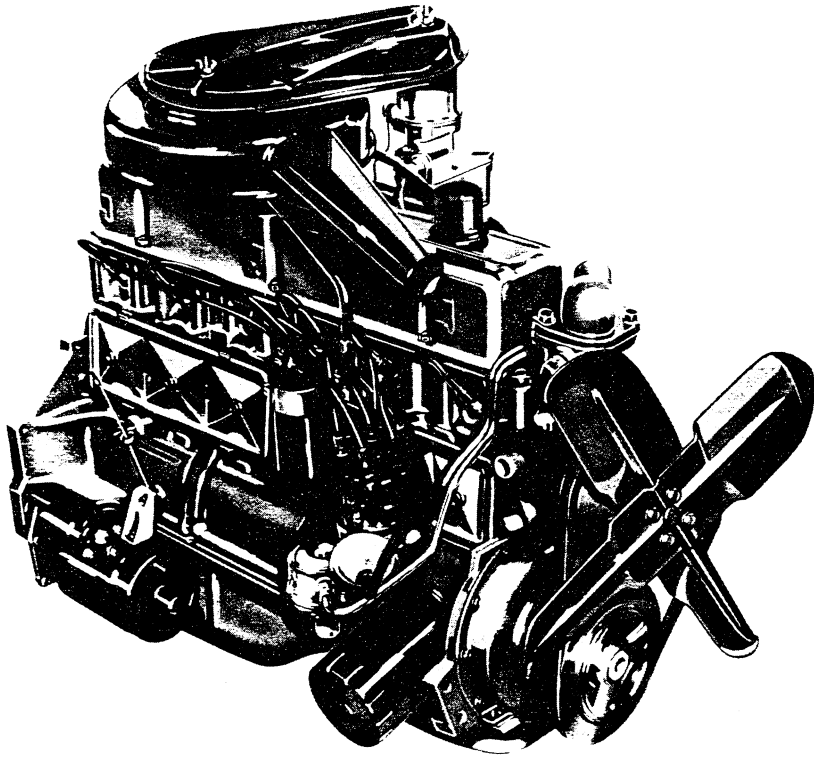
Capacity	2700 lbs								
Make	Chevrolet								
Pinion & Ring Gears:	Hypoid								
Type.....	Hypoid								
Ratios.....	3.08*	3.31*	3.36*	3.55*	3.70*	3.73*	4.10♦	4.56♦	4.88♦
Pinion, teeth.....	12	13	11	11	10	11	10	9	8
Ring gear, teeth.....	37	43	37	39	37	41	41	41	39
Differential:	Two-Pinion								
Type.....	Two-Pinion								
Axle Shaft:	Integral Shaft and Drive Flange								
Type.....	Integral Shaft and Drive Flange								
Minimum diameter.....	1.06								
Housing:	3.0 x .22								
Section diameter and thickness (in).....	3.0 x .22								

*Also available with Positraction limited-slip differential

♦Available as Positraction only

194 SIX

HIGH TORQUE 194 SIX PERFORMANCE (P10, CHEVY-VAN & EL CAMINO MODELS ONLY)*



Basic Specifications

Engine type	Valve-in-head
Piston displacement	194 cu in
Bore & stroke (nominal)	3 ⁹ / ₁₆ " x 3 ¹ / ₄ "
Dry weight (with clutch)	456 lb
Compression ratio	8.5:1
Taxable horsepower (SAE)	30.5
Carburetor type	1-barrel

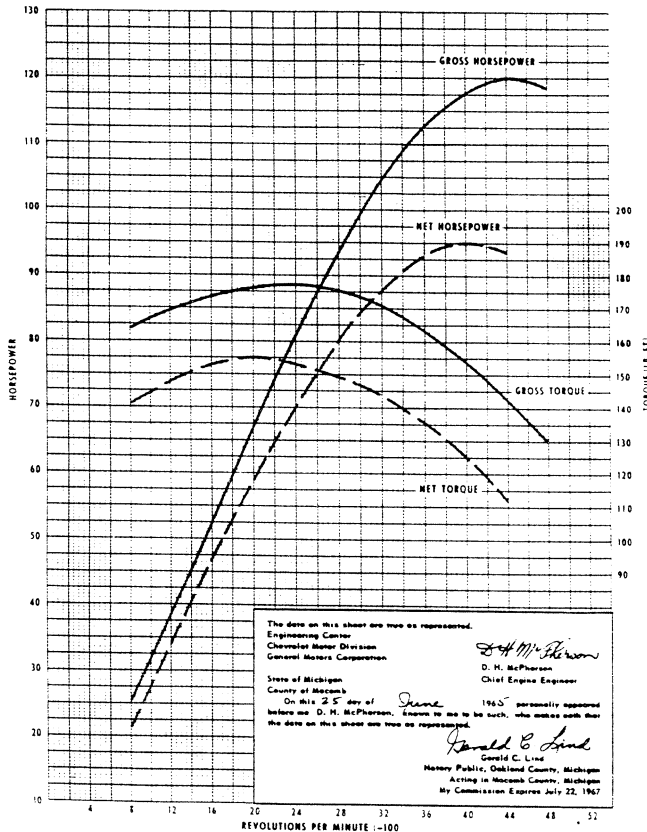
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, Delcotron not charging and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

Gross horsepower	120 @ 4400 rpm
Net horsepower	95 @ 4000 rpm
Gross torque, lb-ft.	177 @ 2400 rpm
Net torque, lb-ft.	155 @ 2000 rpm



*Called Hi-Thrift 194 on El Camino

**TURBO-THRIFT 230 SIX PERFORMANCE
(EL CAMINO & P10 MODELS ONLY)***

Basic Specifications

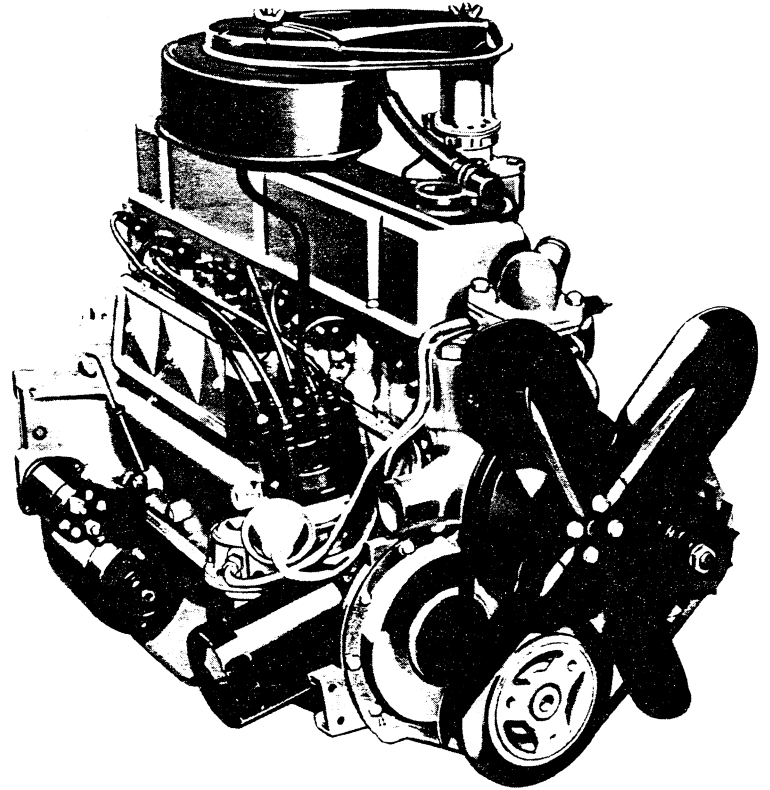
Engine type.....Valve-in-head
 Piston displacement.....230 cu in
 Bore & stroke (nominal).....3 7/8" x 3 1/4"
 Dry weight (with clutch).....465 lb
 Compression ratio.....8.5:1
 Taxable horsepower (SAE).....36.0
 Carburetor type.....1-barrel

Test Procedures

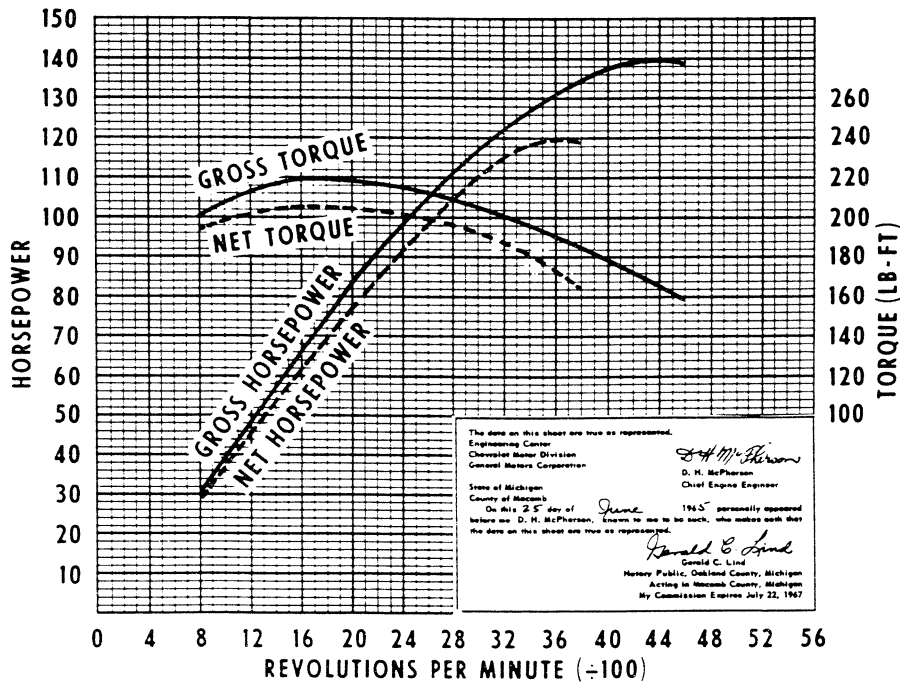
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



Gross horsepower.....140 @ 4400 rpm
 Net horsepower.....120 @ 3600 rpm
 Gross torque, lb-ft.....220 @ 1600 rpm
 Net torque, lb-ft.....205 @ 1600 rpm



*Called High Torque 230 on P10 Model; rating differs from High Torque 230 used on Chevy-Van

INLINE GASOLINE ENGINES

ENGINE FEATURES

Valve-in-head design—Inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. Accessibility of valves makes these engines easy to service.

Independently mounted valve rockers—Each valve rocker is mounted on an individual ball pivot. Oil is fed through the hollow pushrods into the depressed tops of the valve rockers, thus assuring thorough pivot lubrication. Spill-over oil lubricates the valve stems.

Rotocoils for 292 engine—The 292 engine is fitted with Rotocoil exhaust valve rotators. This reduces build-up of deposits on the valve faces and stems, and increases valve life by as much as 300 per cent.

Regular grade fuel—No need for premium fuels with these high-efficiency engines—regular grade fuels will do the job. The high anti-knock characteristics of the combustion chamber assure full power with economical fuels.

Precision bearings—Connecting rod and main bearings are of the replaceable insert type. The inserts, made of specially selected bearing metals on tough steel shells, are precision fitted to main and connecting rod journals of the crankshaft.

Full crankshaft support—Bearings are used between every cylinder, a total of 7 bearings in the 230, 250 and 292 engines. Full crankshaft support reduces vibration and gives added durability. The 250 engine uses a new design 12-weight crankshaft for new smoothness and improved efficiency. (See illustration.)

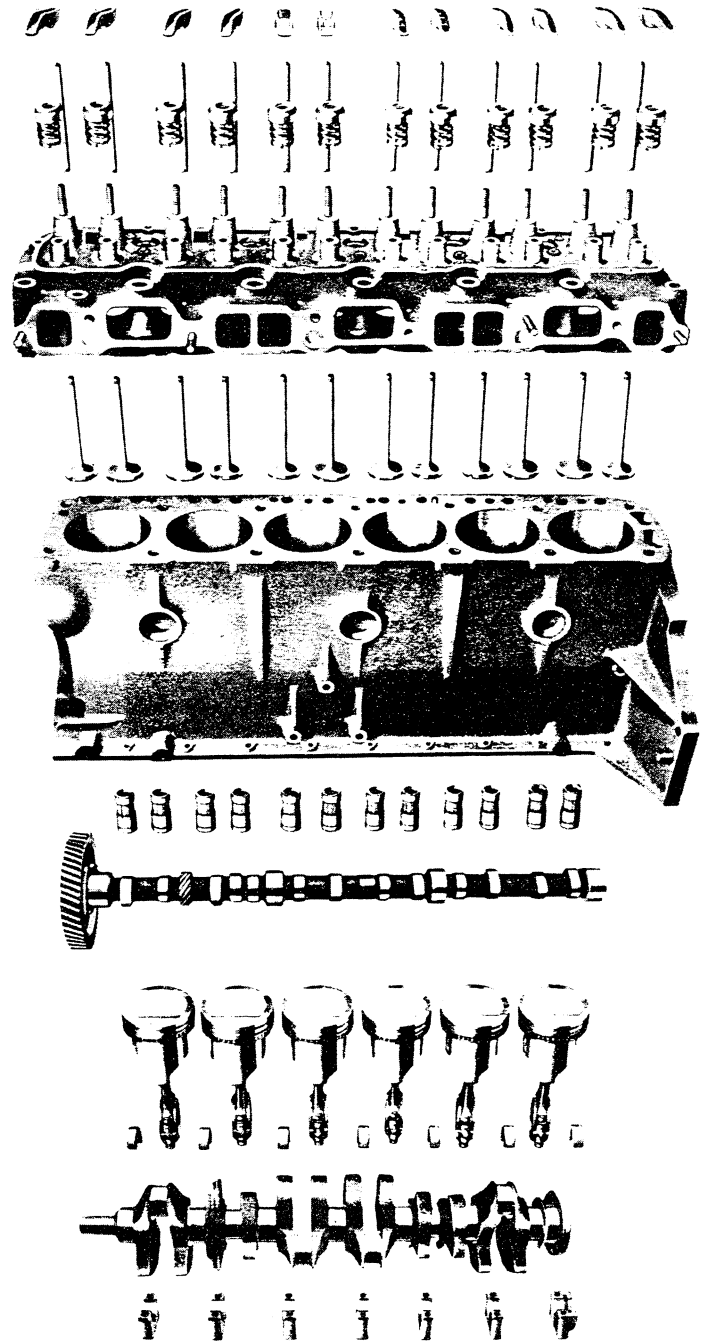
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

Pressurized cooling—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effectiveness and extra insurance against engine overheating.

Full-length water jackets—Coolant circulates the full length of the cylinder walls, keeping engine temperatures more uniform and reducing engine wear.

Oiled-paper and oil-bath air cleaners—Long engine life is assured by the effective action of oil-wetted and oil-bath air cleaners which remove harsh abrasive dust.

Positive ventilation systems—Engines are protected against acid- and sludge-forming vapors by engine ventilation systems which conduct crankcase vapors through the engine so they are expelled by the exhaust system.



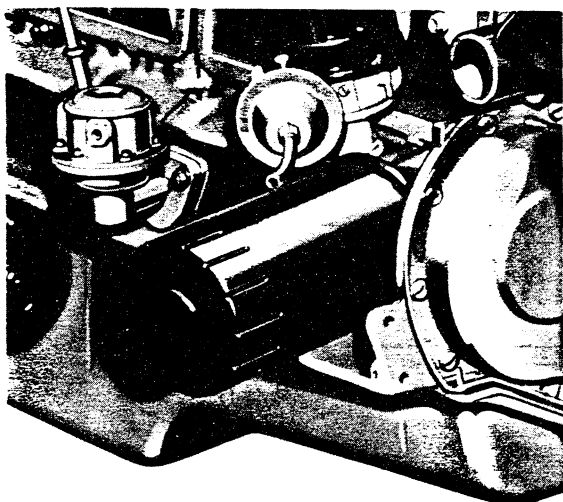
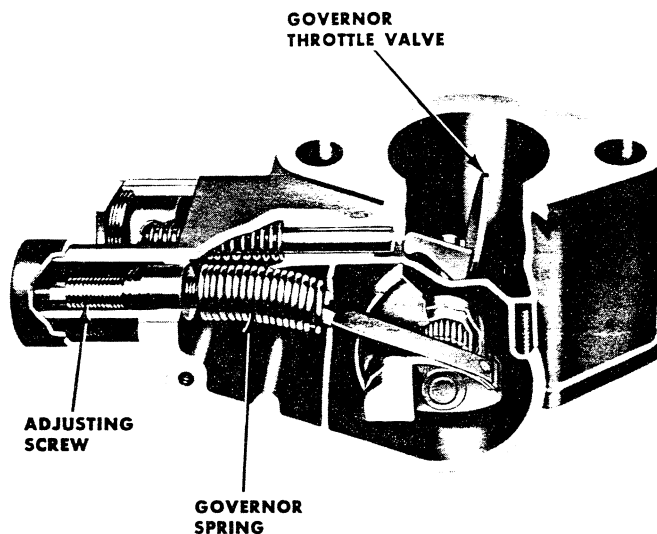
250 Engine Shown

INLINE GASOLINE ENGINES

ENGINE FEATURES

Optional Governors—The 230, 250 and 292 engines can be fitted with governors on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seeley Velocity type (see diagram at right). The mixture rushing through the governor body from the carburetor tends to draw the offset throttle valve in the governor closed. The spring attached to the throttle valve resists closure until the volume of mixture exceeds the predetermined setting and the valve closes, restricting the engine rpm. Adjustment is simple and foolproof. The setting ranges are:

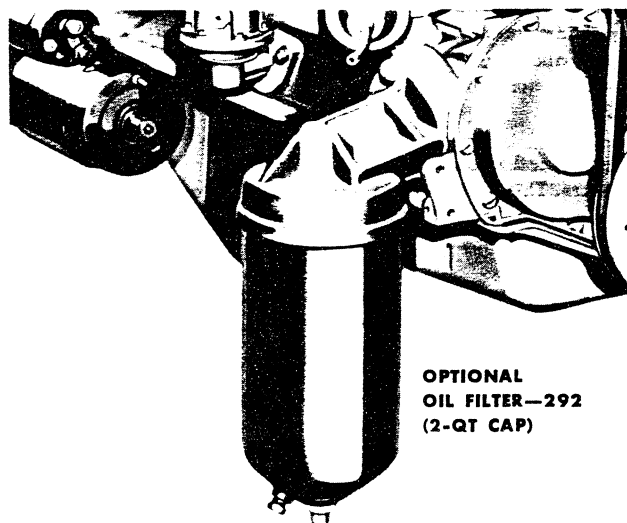
230.....	2300 rpm to 3000 rpm 2800 rpm to 4000 rpm
250.....	1800 rpm to 3100 rpm 3000 rpm to 4900 rpm
292.....	2200 rpm to 3100 rpm 2800 rpm to 3900 rpm



**STD. OIL FILTER—292
(1-QT CAP)**

Oil filters—All inline gasoline engines utilize a full-flow throw-away element oil filter as standard equipment.

Optional oil filter—Series 60 trucks with 292 engine can be fitted with a 2-quart full-flow replaceable-element-type oil filter. This replaces the 1-quart filter used as standard equipment.



**OPTIONAL
OIL FILTER—292
(2-QT CAP)**

Fuel filters—A fine mesh metal cloth filter in the fuel tank and a porous sintered bronze filter inside the carburetor inlet are included with all inline engine applications to ensure protection for the engine's fuel system.

Optional fuel filter equipment is available. It provides a frame-mounted replaceable-element fuel filter to replace the mesh screen in the tank.

Hydraulic valve lifters—Both intake and exhaust valves have quiet no-adjustment hydraulic valve lifters that eliminate periodic tappet re-settings.

Optional tachometer—An electric tachometer is available optionally on most models.

INLINE GASOLINE ENGINES

SPECIFICATIONS

	194 SIX	230 SIX (CHEVY-VAN)
Basic Description	six-cylinder inline valve-in-head design	
Displacement (cu in)	194	230
Bore & Stroke (in)	3 ⁹ / ₁₆ x 3 ¹ / ₄	3 ⁷ / ₈ x 3 ¹ / ₄
Compression Ratio	8.5:1	
Gross Horsepower @ rpm	120 @ 4400	140 @ 4400
Net Horsepower @ rpm	95 @ 4000	115 @ 3600
Gross Torque (lb-ft) @ rpm	177 @ 2400	220 @ 1600
Net Torque (lb-ft) @ rpm	155 @ 2000	200 @ 1600
Air Cleaner	oil-wetted polyurethane ★	oil-wetted paper element
Bearings, Camshaft	steel-backed babbitt or copper-lead alloy	
ID x Length (in) (Projected Area): Bearing 1 (front)	1.871 x .86 (1.61 sq in)	
Bearing 2	1.871 x .86 (1.61 sq in)	
Bearing 3	1.871 x .86 (1.61 sq in)	
Bearing 4	1.871 x .86 (1.61 sq in)	
Bearings, Connecting Rod (Crank end)	precision removable	
Material	steel-backed babbitt or copper-lead alloy	
ID x Length (in)	2.155 x .837	
Bearings, Main	precision removable	
Material	steel-backed babbitt or copper-lead alloy	
End Thrust taken by:	Bearing 7	
ID x Length (in) (Projected Area): Bearing 1 (front)	2.3 x .75 (1.73 sq in)	
Bearing 2	2.3 x .75 (1.73 sq in)	
Bearing 3	2.3 x .75 (1.73 sq in)	
Bearing 4	2.3 x .75 (1.73 sq in)	
Bearing 5	2.3 x .75 (1.73 sq in)	
Bearing 6	2.3 x .75 (1.73 sq in)	
Bearing 7	2.3 x .76 (1.75 sq in)	
Camshaft	cast-alloy iron	
Carburetor		
Type	1-barrel downdraft	
Make	Rochester ●	Carter
Venturi ID (in)	1.34	
SAE Flange Size (in)	1.50	
Choke Control	automatic §	manual
Coil, Ignition	Delco-Remy	
Connecting Rods	drop forged steel	
Length (Center to Center) (in)	5.70	
Crankshaft	nodular iron	
Cylinder Block	cast-alloy iron	
Cylinder Head	cast-alloy iron; valve-in-head design	
Distributor	Delco-Remy; centrifugal & vacuum advance	
Filter, Fuel	mesh in fuel tank; sintered bronze in carburetor inlet	
Filter, Oil	full-flow throw-away type	
Capacity (qts)	1	
Lubrication	Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.	
Oil Capacity (with filter change)	5 qts	5 qts
Piston Pins	chromium steel	
Diameter (in)	0.927	

● Carter on G10

★ Paper element on G10

§ Manual on G10

INLINE GASOLINE ENGINES

SPECIFICATIONS

	194 SIX	230 SIX (CHEVY-VAN)
Piston Rings	two compression, one oil control ring per piston	
Upper Compression	inside bevel	
Lower Compression	inside bevel	
Oil Control	3-piece: 2 flat stainless steel chrome-faced rails; 1 formed steel spacer	
Pistons	cast-alloy aluminum; 3 ring grooves above piston pin	
Weight	20.4 oz	
Plugs, Spark	14-mm size	
Model	AC 46N	
Pump, Fuel	AC	
Pump, Oil	spur-gear type driven by distributor shaft	
Pressure	30-45 psi @ 1500 rpm	
Capacity	4.3 gal/min @ 2000 rpm	
Pump, Water	centrifugal type driven by fan belt	
Capacity	58 gal/min @ 4400 rpm	60 gal/min @ 4400 rpm
Bearing	permanently lubricated and sealed double row ball	
Radiator	see Cooling System specifications	
Thermostat	Harrison 180°	
Type	pellet	
Timing, Ignition		
Crankshaft Position	4° BTC	
Timing Mark	on harmonic balancer	
Firing Order	1-5-3-6-2-4	
Timing, Valve		
Inlet Opens	62° BTC	
Inlet Closes	94° ABC	
Exhaust Opens	92° BBC	
Exhaust Closes	63° ATC	
Valve Guides	integral with head	
Valve Lifters	hydraulic	
Valve Mechanism	individual steel stampings on ball pivots; pushrod actuated	
Valves, Exhaust	high-alloy steel	
Face Coating	aluminized	
Overall Length (in)	4.93	
Head Diameter (in)	1.50	
Face Angle	45°	
Seat Angle	46°	
Lift (in)	.3350	
Rotators	none	
Valves, Inlet	carbon steel	
Face Coating	untreated	
Overall Length (in)	4.92	
Head Diameter (in)	1.72	
Face Angle	45°	
Seat Angle	46°	
Lift (in)	.3350	
Ventilation	positive type	

INLINE GASOLINE ENGINES

SPECIFICATIONS

	230 SIX*	250 SIX	292 SIX
Basic Description	six-cylinder inline valve-in-head design		
Displacement (cu in)	230	250	292
Bore & Stroke (in)	3 $\frac{7}{8}$ x 3 $\frac{1}{4}$	3.875 x 3.53	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$
Compression Ratio	8.5:1		8.0:1
Gross Horsepower @ rpm	140 @ 4400	150 @ 4200	170 @ 4000
Net Horsepower @ rpm	120 @ 3600	125 @ 3800	153 @ 3600
Gross Torque (lb-ft) @ rpm	220 @ 1600	235 @ 1600	275 @ 1600
Net Torque (lb-ft) @ rpm	205 @ 1600	220 @ 1600	255 @ 2400
Air Cleaner	see each model page for type & capacity		
Bearings, Camshaft	steel-backed babbitt or copper-lead alloy		
ID x Length in (Projected Area): Bearing 1 (front)	1.871 x .86 (1.61 sq in)		
Bearing 2	1.871 x .86 (1.61 sq in)		
Bearing 3	1.871 x .86 (1.61 sq in)		
Bearing 4	1.871 x .86 (1.61 sq in)		
Bearings, Connecting Rod (Crank end)	precision removable		
Material	steel-backed babbitt or copper-lead alloy	premium aluminum	
ID x Length (in)	2.155 x .837	2.00 x .807	2.255 x .837
Bearings, Main	precision removable		
Material	steel-backed babbitt or copper-lead alloy	premium aluminum	
End Thrust Taken by:	Bearing 7		
ID x Length (in) (Protected Area): Bearing 1 (front)	2.3 x .75 (1.73 sq in)		
Bearing 2	2.3 x .75 (1.73 sq in)		
Bearing 3	2.3 x .75 (1.73 sq in)		
Bearing 4	2.3 x .75 (1.73 sq in)		
Bearing 5	2.3 x .75 (1.73 sq in)		
Bearing 6	2.3 x .75 (1.73 sq in)		
Bearing 7	2.3 x .76 (1.75 sq in)		
Camshaft	cast-alloy iron		
Carburetor			
Type	1-barrel downdraft		
Make	Rochester		
Venturi ID (in)	1.343	1.625	
SAE Flange Size (in)	1.5		
Choke Control	manual		
Coil, Ignition	Delco-Remy		
Connecting Rods	drop forged steel		
Length (Center to Center) (in)	5.70	6.76	
Crankshaft	nodular iron		
Cylinder Block	cast-alloy iron		
Cylinder Head	cast-alloy iron; valve-in-head design		
Distributor	Delco-Remy; centrifugal & vacuum advance		
Filter, Fuel	mesh in fuel tank; sintered bronze in carburetor inlet		
Filter, Oil	full-flow throw-away type		
Capacity	1	1	1★
Lubrication	Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.		
Oil Capacity (with filter change)	5 qts		6 qts
Piston Pins	chromium steel		
Diameter (in)	0.927		

* All except Chevy-Van

★ 2-qt available on 292 engine only

VLINE GASOLINE ENGINES

SPECIFICATIONS

	230 SIX★	250 SIX	292 SIX
Piston Rings	two compression, one oil control ring per piston		
Upper Compression	cast iron; inside bevel		
Lower Compression	cast iron; inside bevel		
Oil Control	multi-piece; steel with chrome-plated OD		
Pistons	cast-alloy aluminum; 3 ring grooves above piston pin		
Weight	20.4 oz		24.9 oz
Plugs, Spark			
Model	AC-46N	AC-C44N	AC-C44N
Pump, Fuel	AC		
Pump, Oil	spur gear type driven by distributor shaft		
Pressure (psi)	40-60 @ 2000 rpm		
Capacity (gpm)	.6 @ 200 rpm		
Pump, Water			
Capacity	60 gpm @ 4400		70 gpm @ 4400
Bearing	permanently lubricated double roll ball bearing		
Radiator	see Cooling System specifications		
Thermostat	Harrison 180°		
Type	pellet		
Timing, Ignition			
Crankshaft Position	4° BTC		
Timing Mark Location	tab at harmonic balancer		
Firing Order	1-5-3-6-2-4		
Timing, Valve			
Inlet Opens	18° BTC	16° BTC	45° BTC
Inlet Closes	54° ABC	48° ABC	99° ABC
Exhaust Opens	52° BBC	46°30' BBC	88° BBC
Exhaust Closes	20° ATC	17°30' ATC	59° ATC
Valve Guides	integral with head		
Valve Lifters	hydraulic		
Valve Mechanism	individual steel stampings on ball pivots; pushrod actuated		
Valves, Exhaust			
Face coating	None		Cobalt-based alloy
Overall Length (in)	4.92		
Head Diameter (in)	1.5		
Face Angle	45°		46°
Seat Angle	46°		
Lift (in)	.3350	.3880	.3350
Rotators	None		Rotocoil
Valves, Inlet			
Face Coating	None	Aluminized	
Overall Length (in)	4.92		
Head Diameter (in)	1.72	1.875	
Face Angle	45°		
Seat Angle	46°		
Lift (in)	.3350	.3880	.407
Ventilation, Crankcase	positive*	positive	closed positive●

★ All except Chevy-Van * Closed positive type on P10-30 & 50 applications; also available as an RPO on 10-30 series.

● Positive type on C10-30 applications.

TURBO-FIRE 283 V8 PERFORMANCE
(EL CAMINO MODEL ONLY)

Basic Specifications

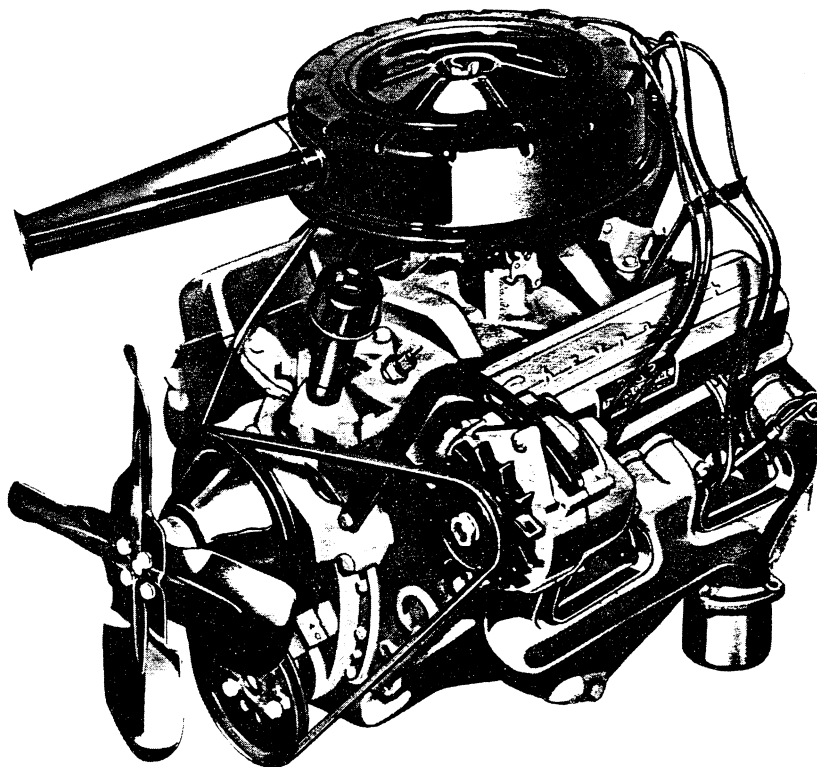
Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & stroke (nominal)	3 ⁷ / ₈ " x 3"
Dry weight (with clutch)	607 lb
Compression ratio	9.25:1
Carburetor types	195 HP—2-barrel
	220 HP—4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

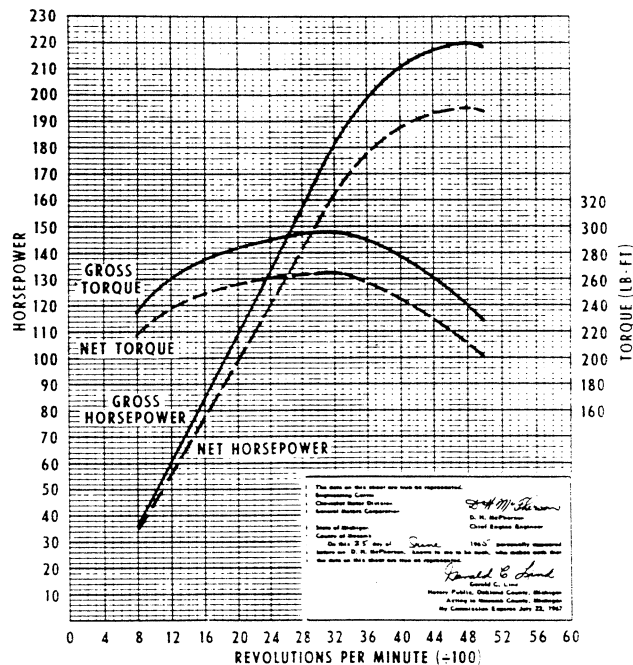
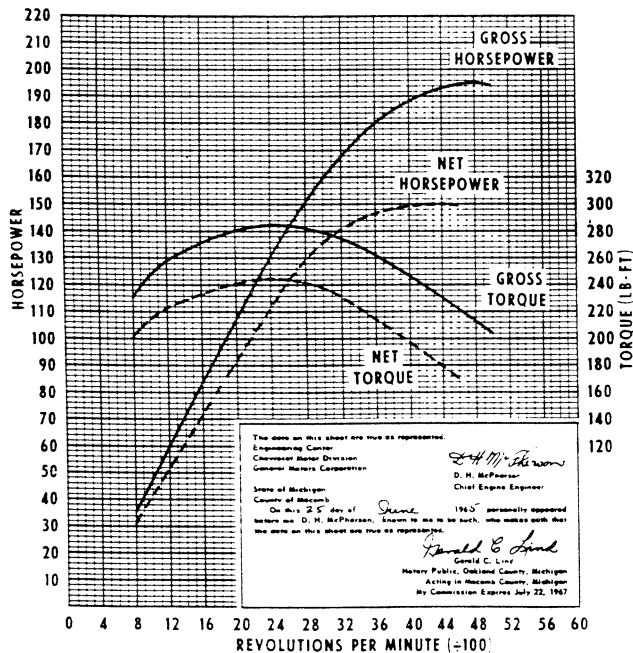
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

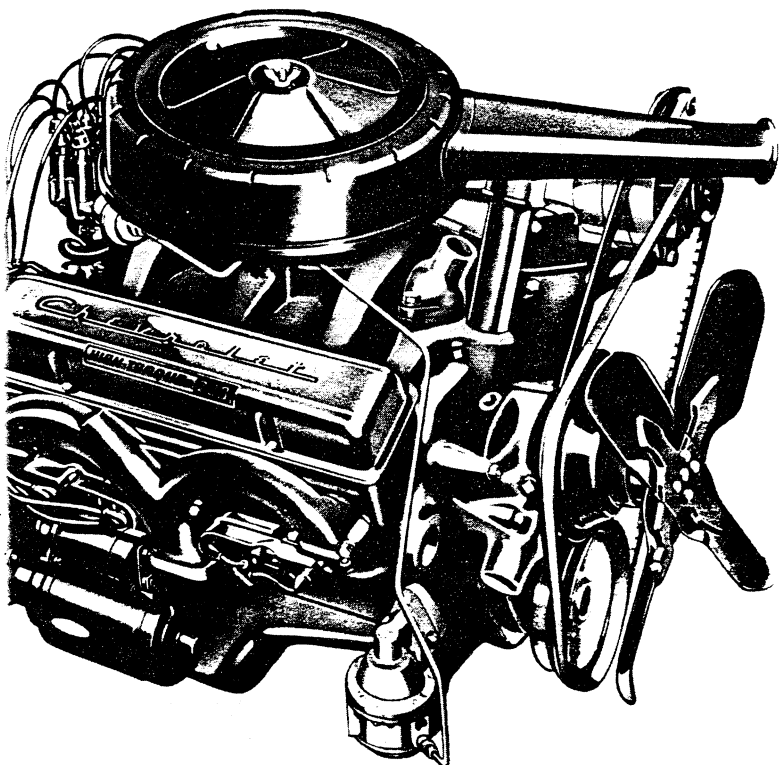


Gross horsepower	195 @ 4800 rpm
Net horsepower	150 @ 4400 rpm
Gross torque, lb-ft.	285 @ 2400 rpm
Net torque, lb-ft.	245 @ 2400 rpm

Gross horsepower	220 @ 4800 rpm
Net horsepower	195 @ 4800 rpm
Gross torque, lb-ft.	295 @ 3200 rpm
Net torque, lb-ft.	265 @ 3200 rpm



HIGH TORQUE 283 V8 PERFORMANCE



Basic Specifications

Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & stroke (nominal)	3 7/8" x 3"
Dry weight (with clutch)	607 lb
Compression ratio:	
Series 10-20-30	9.0 to 1
Series C & L50	8.5 to 1
Taxable horsepower (SAE)	48.0
Carburetor type	2-barrel

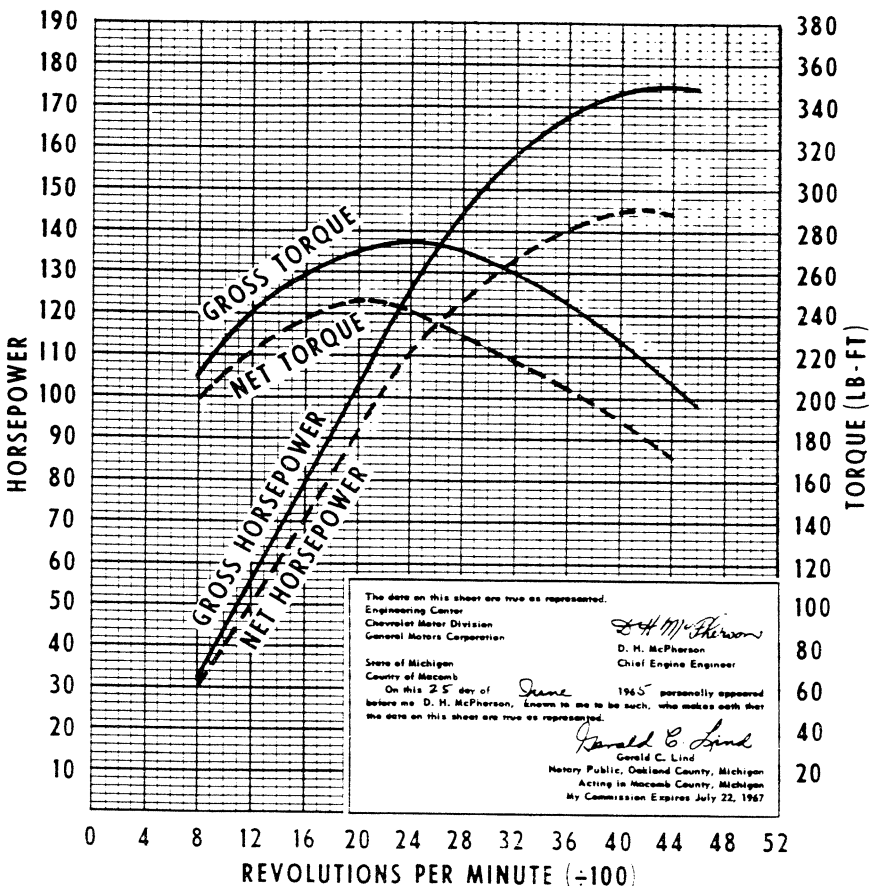
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

Gross horsepower	175 @ 4400 rpm
Net horsepower	145 @ 4200 rpm
Gross torque, lb-ft	275 @ 2400 rpm
Net torque, lb-ft	245 @ 2000 rpm



**TURBO-FIRE 327 V8 PERFORMANCE
(EL CAMINO MODEL ONLY)**

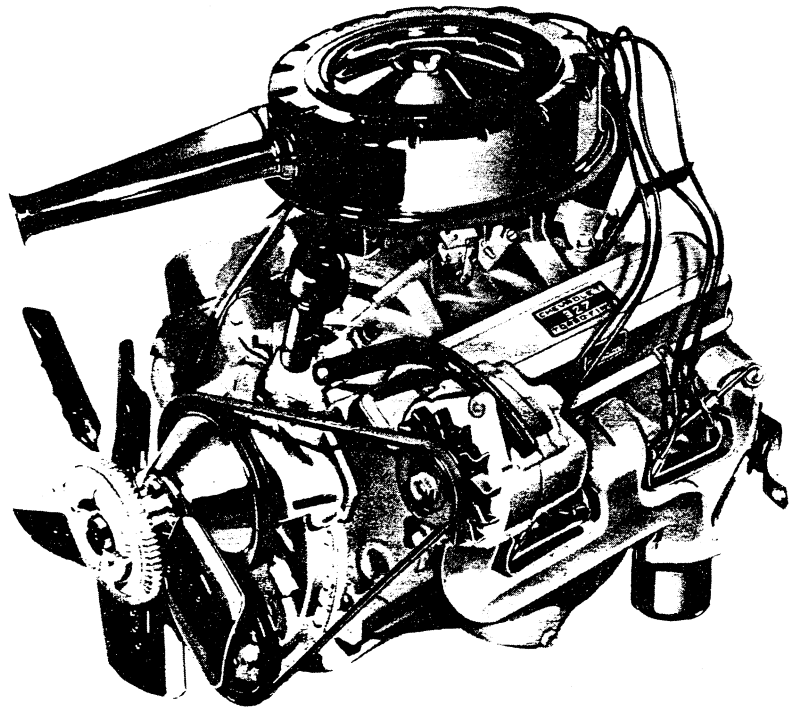
Basic Specifications

Engine type.....Valve-in-head
 Piston displacement.....327 cu in
 Bore & stroke (nominal).....4.0" x 3¼"
 Compression ratio.....10.5:1
 Carburetor type.....4-barrel

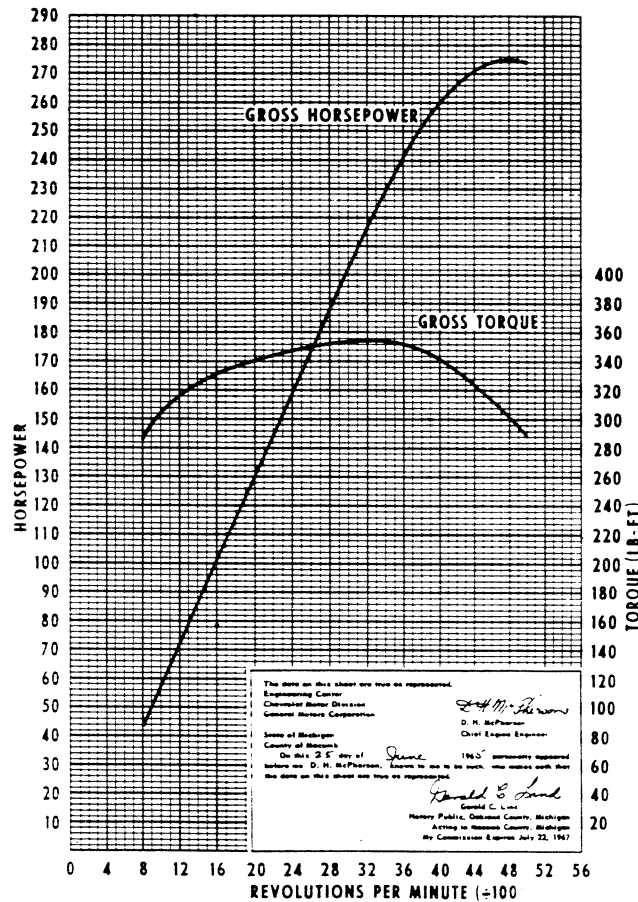
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

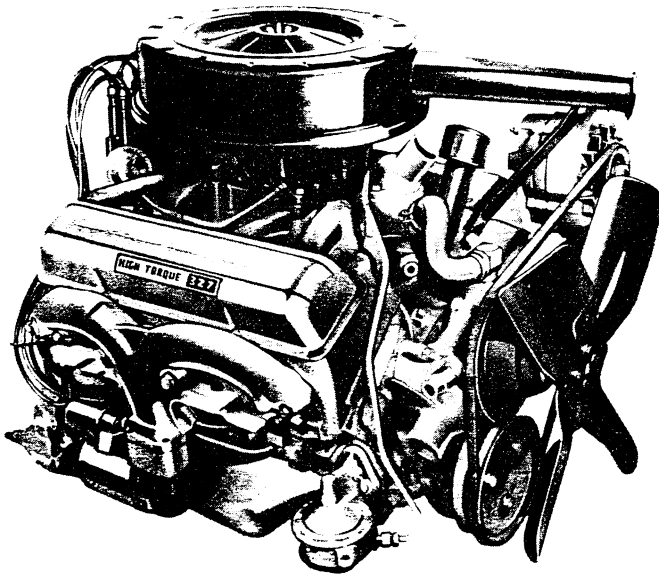
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.



Gross horsepower.....275 @ 4800 rpm
 Gross torque, lb-ft.....355 @ 3200 rpm



HIGH TORQUE 327 V8 PERFORMANCE



Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 327 cu in
 Bore & stroke (nominal)..... 4" x 3 1/4"
 Dry weight (with clutch)..... 622 lb
 Compression ratio 220 hp..... 8.5:1
 185 hp..... 8.0:1
 Carburetor type 220 hp..... 4-barrel
 185 hp..... 2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

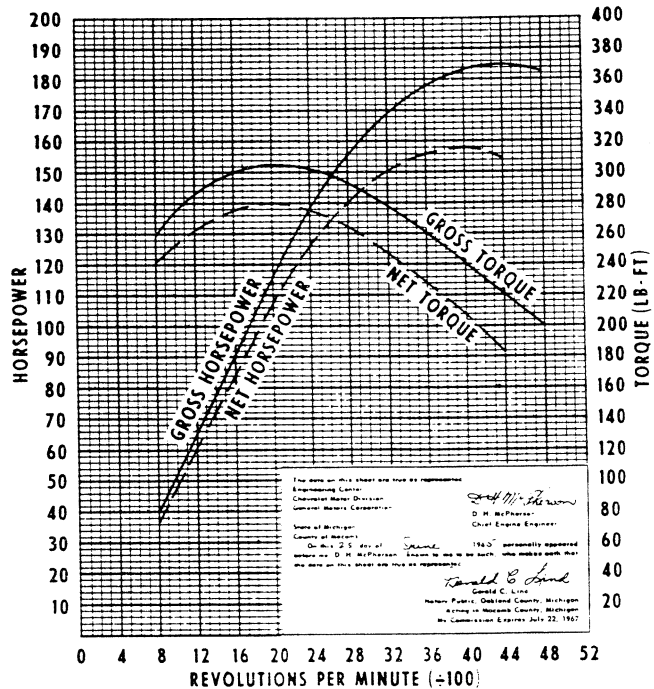
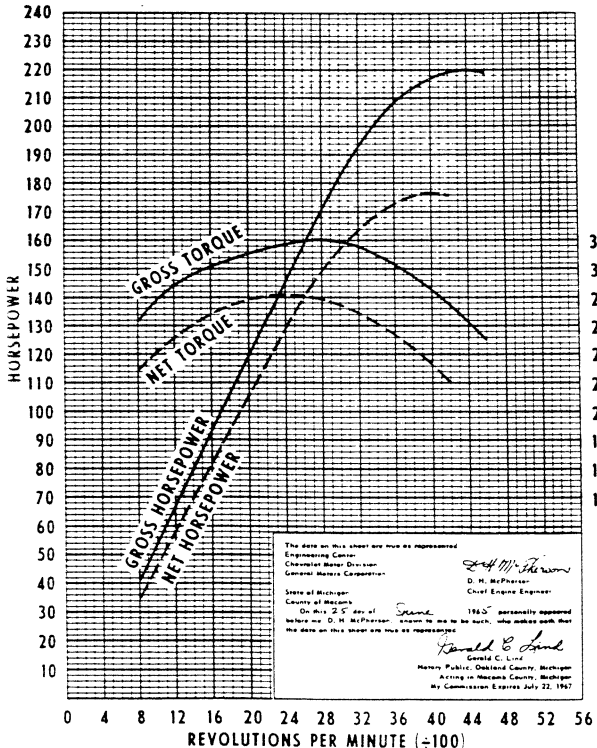
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

Series 10-30

Gross horsepower..... 220 @ 4400 rpm
 Net horsepower..... 177 @ 4000 rpm
 Gross torque, lb-ft..... 320 @ 2800 rpm
 Net torque, lb-ft..... 283 @ 2400 rpm

Series 60

Gross horsepower..... 185 @ 4400 rpm
 Net horsepower..... 158 @ 4000 rpm
 Gross torque, lb-ft..... 305 @ 2000 rpm
 Net torque, lb-ft..... 280 @ 2000 rpm



ENGINE FEATURES



Valve-in-head design—Inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. Accessibility of valves simplifies maintenance.

Independently mounted valve rockers—Each valve rocker is mounted on an individual ball pivot. Oil is fed through the hollow pushrods into the depressed tops of the valve rockers, thus assuring thorough pivot lubrication. Spill-over oil lubricates the valves.

Forged-steel crankshaft—Rugged forged steel assures extra strength and durability. Precision balancing reduces vibration and gives longer bearing life.

Full-pressure lubrication—Assures proper lubrication of all moving parts. Bearing temperatures are kept low for longer life.

Full-flow oil filter—All engines are equipped with high-efficiency replaceable-element oil filters that increase engine life. (One-quart capacity on the 283 and 2-quart on the 327).

High-alloy steel inlet valves—Tough high-alloy steel gives extra durability. Valves on the 327 engine have aluminized faces to retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Long-life exhaust valves—The 327 engine has valves faced with a cobalt-based alloy for long valve life. Aluminized head retards build-up of deposits, and chrome-plated stem reduces scuffing and wear. Aluminized exhaust valve faces on the 283 engine with applications in the 50 Series slow the formation of deposits, keep valves cleaner and longer lived.

Induction hardened exhaust valve seats—Hardened exhaust valve seats on the 327 engine reduce wear and distortion—insure better valve seating.

Rotacoil valve rotators—All 283 V8's when used in 50 Series trucks are fitted with Rotacoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems.

Hydraulic valve lifters—Both intake and exhaust valves have quiet, no-adjustment hydraulic valve lifters.

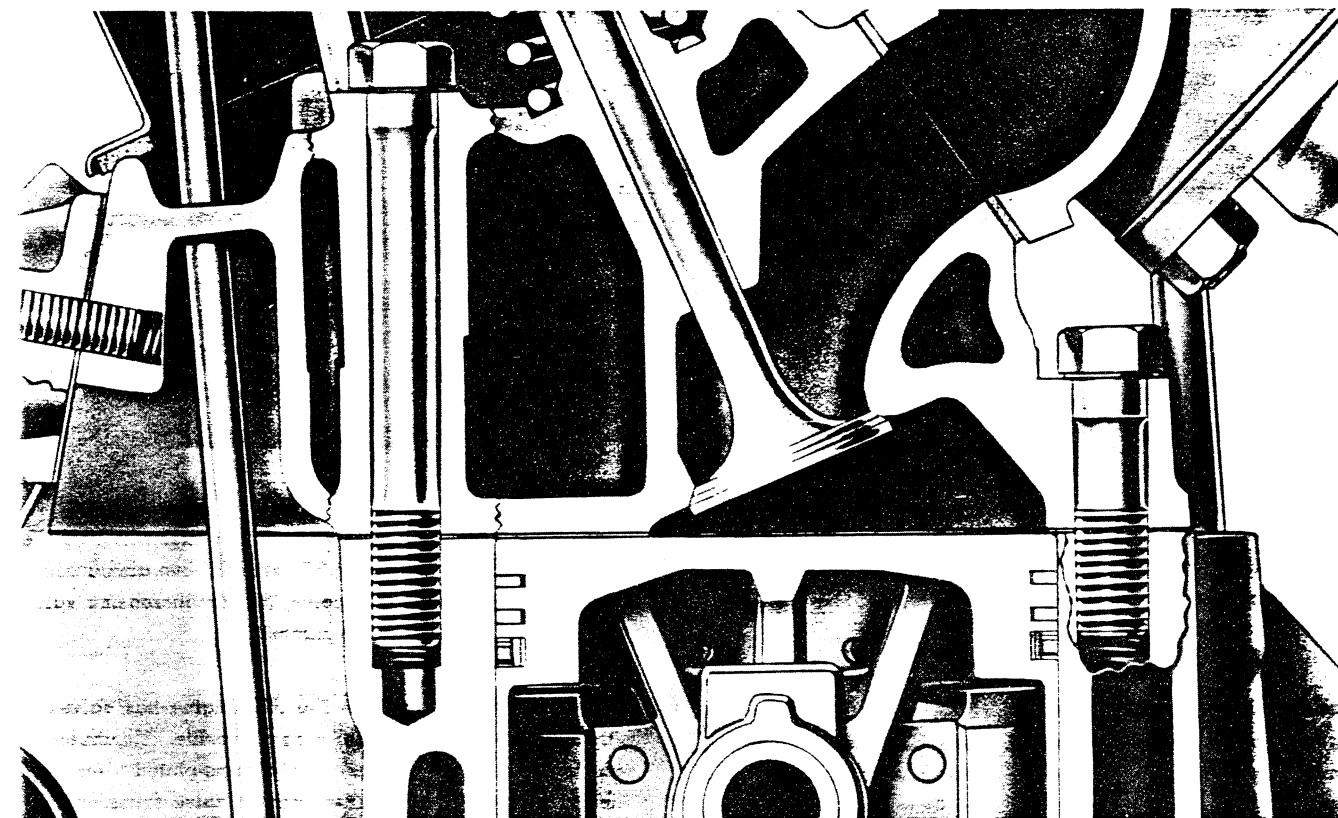
ENGINE FEATURES

Bypass cooling—Thermostatic control of coolant flow during warm-up of the 327 engine brings it quickly up to proper running temperature and top operating efficiency.

Multiple fuel filters—A fine-mesh metal cloth filter in the fuel tank and a porous bronze filter inside the carburetor are included in 283 engine applications. The 327 engine has a replaceable element filter in the fuel line and wire mesh screen in the carburetor for added protection and dependable operation.

Full-jacket cylinder cooling—Coolant circulates completely around the cylinder walls to keep engine temperatures more uniform and reduce engine wear.

Crankcase ventilation systems—Engines are protected against acid- and sludge-forming vapors by positive type ventilating systems. Crankcase vapors are forced through the engine and are expelled by the exhaust system. A closed positive type system is standard on the 327 and is used on the 283 when used in Series 50 trucks.



Valve timing chain—The 327 engine uses a quiet roller timing chain which has a long trouble-free life.

Optional governor—Governors are available as an option at extra cost on the 283 engine.

Precision distributor adjustment—A convenient access door to the distributor cap permits precision adjustment of breaker point gap while engine is running. This greatly simplified maintenance procedure assures more dependable ignition.

Air cleaners—Efficient air cleaners filter harsh, abrasive dust from the intake air to protect the engine from excessive wear.

Optional governor—The 283 engine can be fitted with a velocity-type governor on which the maximum engine speed can be adjusted within a certain range. The two available ranges are: 2400 rpm to 3600 rpm and 3000 rpm to 3800 rpm. See Page 8 for a description of a velocity-type governor.

Optional tachometer—An electric tachometer reading up to 5000 rpm is available for all engines. With the 283 engine on Series 10-30 trucks, a different instrument panel is included to accommodate the tachometer. This panel also employs an ammeter, engine temperature and oil pressure gauges instead of the indicator lights used on the standard instrument panel.

283 & 327 V8 ENGINES

SPECIFICATIONS

	High Torque			Turbo-Fire		
	283 V8	327 V8	327 V8	283 V8	283 V8	327 V8
Basic Description						
Displacement (cu in)	283	327		283		327
Bore & Stroke (in)	3 $\frac{7}{8}$ x 3	4 x 3 $\frac{1}{4}$		3 $\frac{7}{8}$ x 3		4 x 3 $\frac{1}{4}$
Compression Ratio	9.0:1*	8.0 to 1	8.5:1	9.25:1		10.5:1
Gross Horsepower @ rpm	175 @ 4400	185 @ 4400	220 @ 4400	195 @ 4800	220 @ 4800	—
Net Horsepower @ rpm	145 @ 4200	158 @ 4000	177 @ 4000	150 @ 4400	195 @ 4800	—
Gross Torque (lb-ft) @ rpm	275 @ 2400	305 @ 2000	320 @ 2800	285 @ 2400	295 @ 3200	—
Net Torque (lb-ft) @ rpm	245 @ 2000	280 @ 2000	283 @ 2400	245 @ 2400	265 @ 3200	—
Air Cleaner	see each model page for type & capacity					
Bearings, Camshaft	steel-backed babbitt					
ID x Length (in) (Projected Area): Bearings 1 (front), 2, 3, 4	1.871 x .74 (1.384 sq in)					
Bearing 5	1.871 x .94 (1.758 sq in)					
Bearings, Connecting Rod (Crank End)	precision removable					
Material	steel-backed babbitt	premium aluminum		steel-backed babbitt	premium aluminum	
ID x Length (in)	2.001 x .82					
Bearings, Main	precision removable					
Material: Bearings 1-4	steel-backed babbitt	premium aluminum		steel-backed babbitt	premium aluminum	
Bearing 5	steel-backed babbitt					
End Thrust taken by:	Bearing 5					
ID x Length (in) (Projected Area): Bearings 1 2, 3, 4	2.3 x .76 (1.73 sq in)					
Bearing 5 (in)	2.3 x 1.17 (2.71 sq in)					
Camshaft	cast-alloy iron					
Drive Chain Type	link chain & sprocket					
No. of Links	46					
Carburetor	downdraft type					
No. of Barrels	2	2	4	2	4	4
Make	●					
Venturi ID (in)	1.09	—	1.06, 1.25	1.09	1.06, 1.13	1.25, 1.56
SAE Flange Size (in)	1.25	—	1.50	1.25	1.50	
Choke Control	manual			automatic		
Coil, Ignition	Delco-Remy					
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling					
Connecting Rods	forged steel; I-beam section					
Length (Center to Center) (in)	5.70					
Crankshaft	nodular or forged steel					
Cylinder Block	cast-alloy iron					
Cylinder Heads	cast-alloy iron; valve-in-head design					
Distributor	Delco-Remy; centrifugal & vacuum advance					
Filter, Fuel						
In Tank	mesh	none			mesh	
Intermediate	none	Purolator, frame mtd			none	
In Carburetor:	porous bronze	screen			porous bronze	
Filter, Oil	full-flow replaceable element					
Capacity (qts)	1	2		1	1	
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.					
Oil Capacity						
(With Filter Change)	5§	6		5	5	
Piston Pins	tubular, hardened chrome-alloy steel					
Diameter (in)	.927					
Retention	shrink fit in connecting rod					

*8.5:1 on Series C-150

●Rochester, Carter, Holley used

§6 qts on Series 50 with filter change

283 & 327 V8 ENGINES

SPECIFICATIONS

	High Torque			Turbo-Fire		
	283 V8	327 V8	327 V8	283 V8	283 V8	327 V8
Piston Rings	two compression; one oil control ring per piston					
Compression	two thickwall; inside bevel					
Oil Control	two chrome-faced rails; one spacer					
Piston	cast aluminum alloy with steel struts					
Head	flat	sump		flat		sump
Skirt	open	solid		open		solid
Weight (oz)	20.42	23.46		20.3		21.6
Plugs, Spark	AC; 14mm					
Model	44	C44		45	-	44
Pump, Fuel	AC					
Pump, Oil	spur-gear type, driven by distributor shaft					
Pressure (psi)	30 @ 1170-1200 rpm					
Capacity (gal/min)	4.22 @ 1200 rpm					
Pump, Water	centrifugal-type, driven by fan belt					
Capacity (gal/min)	54 @ 4200 rpm	75 @ 4000 rpm		54 @ 4400 rpm		57 @ 4400 rpm
Lubrication	permanently lubricated and sealed					
Thermostat	Harrison 180°					
Type	pellet					
Timing, Ignition	4° BTDC	2° BTDC		4° BTDC		8° BTDC
Crankshaft Position						
Timing Mark	on harmonic balancer					
Firing Order	1-8-4-3-6-5-7-2					
Timing, Valve						
Inlet Opens	12° 30' BTC					
Inlet Closes	57° 30' ABC					
Exhaust Opens	54° 30' BBC					
Exhaust Closes	15° 30' ATC					
Valve Guides	cast integral in head					
Valve Lifters	hydraulic					
Valve Mechanism	individual rocker arms on ball pivots; pushrod actuated					
Valves, Exhaust	high-alloy steel					
Face Coating	none*	cobalt-based alloy		aluminized		
Overall Length (in)	4.92					
Head Diameter (in)	1.50					
Face Angle	45°	46°		45°		46°
Seat Angle	46°					
Lift (in)	.398■	.3987		.398		.3987
Rotators	Rotocoil (Series 50 only)	Rotocoil				none
Valves, Inlet	high-alloy steel					
Face Coating	none	aluminized		none		
Overall Length (in)	4.91					
Head Diameter (in)	1.72					
Face Angle	45°					
Seat Angle	46°					
Lift (in)	.398■	.3987		.398		.3987
Ventilation	positive★	closed positive		positive		

*Aluminized on Series 50

★Closed positive on Series 50

■.3336 on Series C-150

HIGH TORQUE 366 V8 PERFORMANCE

Basic Specifications

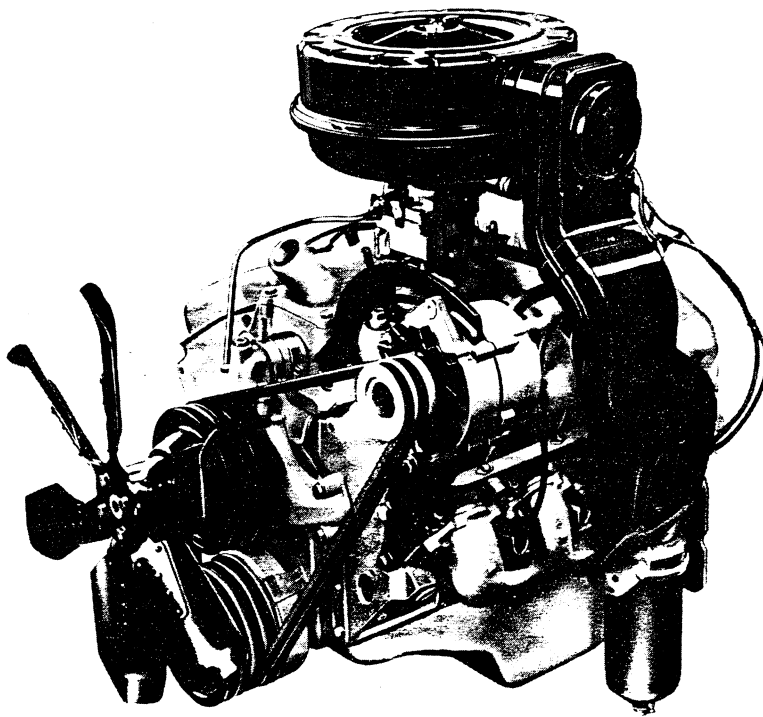
Engine type..... Valve-in-head
 Piston displacement..... 366 cu in
 Bore & stroke (nominal)..... 3.9375" x 3.76"
 Dry weight (with clutch)..... 883 lb
 Compression ratio..... 8.0 to 1
 Taxable horsepower (SAE)..... 49.56
 Carburetor type..... 2-barrel

Test Procedures

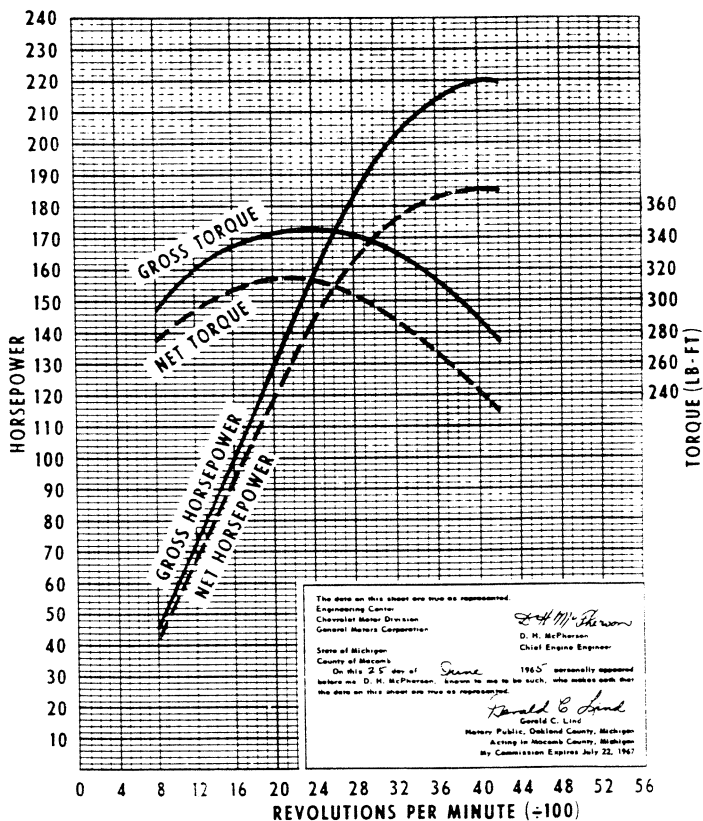
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

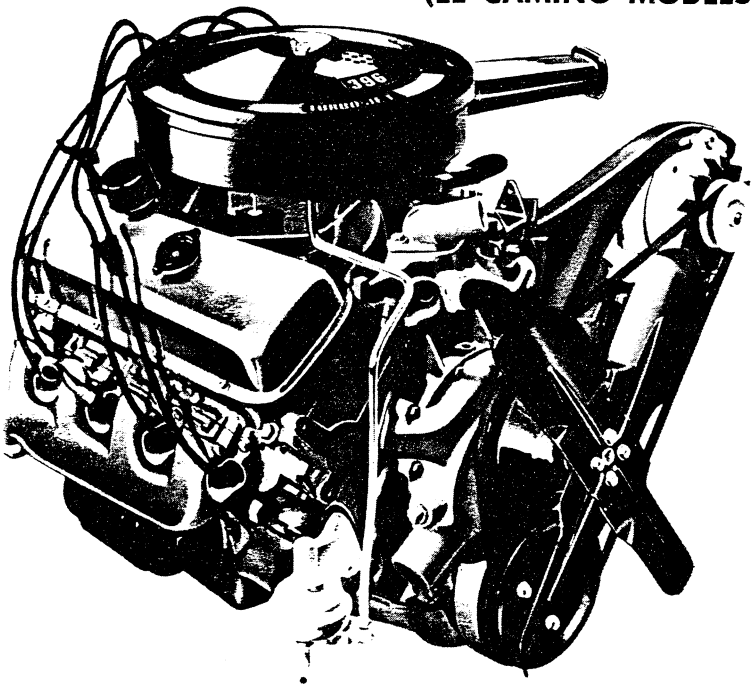
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



Gross horsepower..... 220 @ 4000 rpm
 Net horsepower..... 185 @ 4000 rpm
 Gross torque, lb-ft..... 345 @ 2400 rpm
 Net torque, lb-ft..... 315 @ 2200 rpm



**TURBO-JET 396 V8 PERFORMANCE
(EL CAMINO MODELS ONLY)**



Basic Specifications

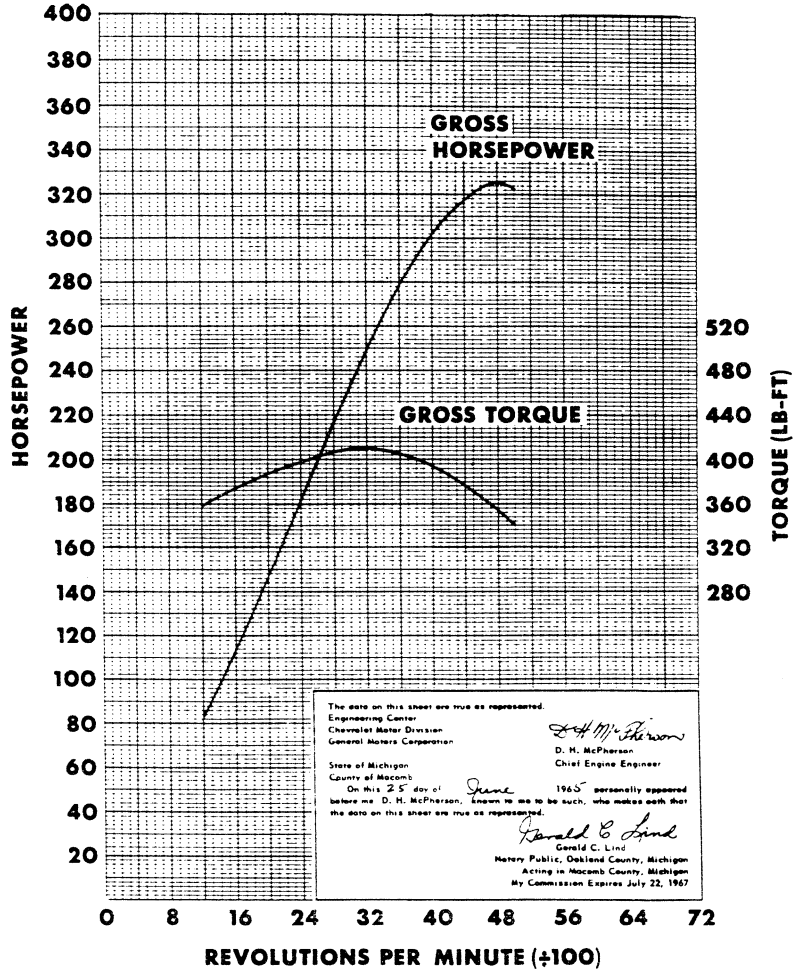
Engine type..... Valve-in-head
 Piston displacement..... 396 cu in
 Bore & stroke (nominal) (in)..... 4.094 x 3.76
 Compression ratio..... 10.25:1
 Carburetor type..... 4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92 mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, Delcotron not charging and optimum spark advance.

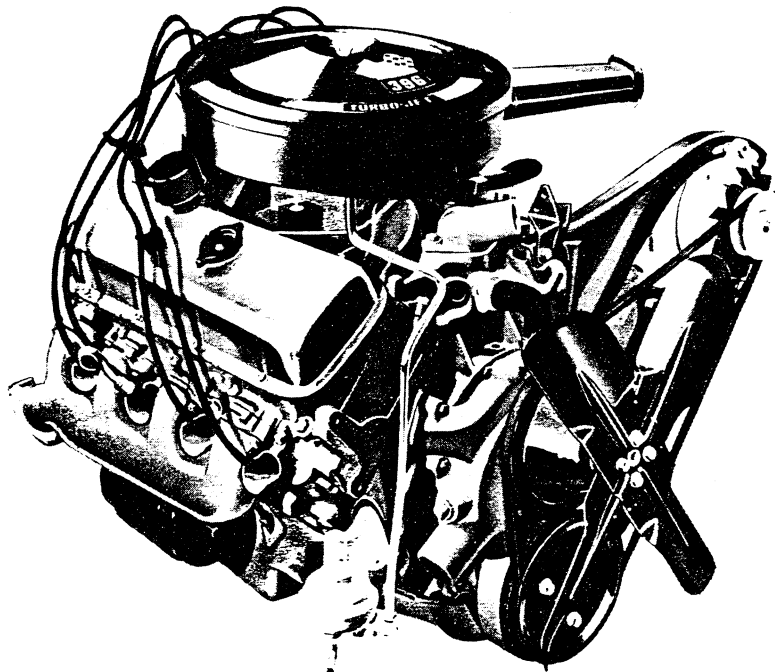
Gross horsepower..... 325 @ 4800 rpm
 Gross torque, lb-ft..... 410 @ 3200 rpm



**TURBO-JET 396 V8 PERFORMANCE
(EL CAMINO MODELS ONLY)**

Basic Specifications

Engine type.....Valve-in-head
 Piston displacement.....396 cu in
 Bore & stroke (nominal).....4.094" x 3.76"
 Compression ratio.....10.25:1
 Carburetor type.....4-barrel

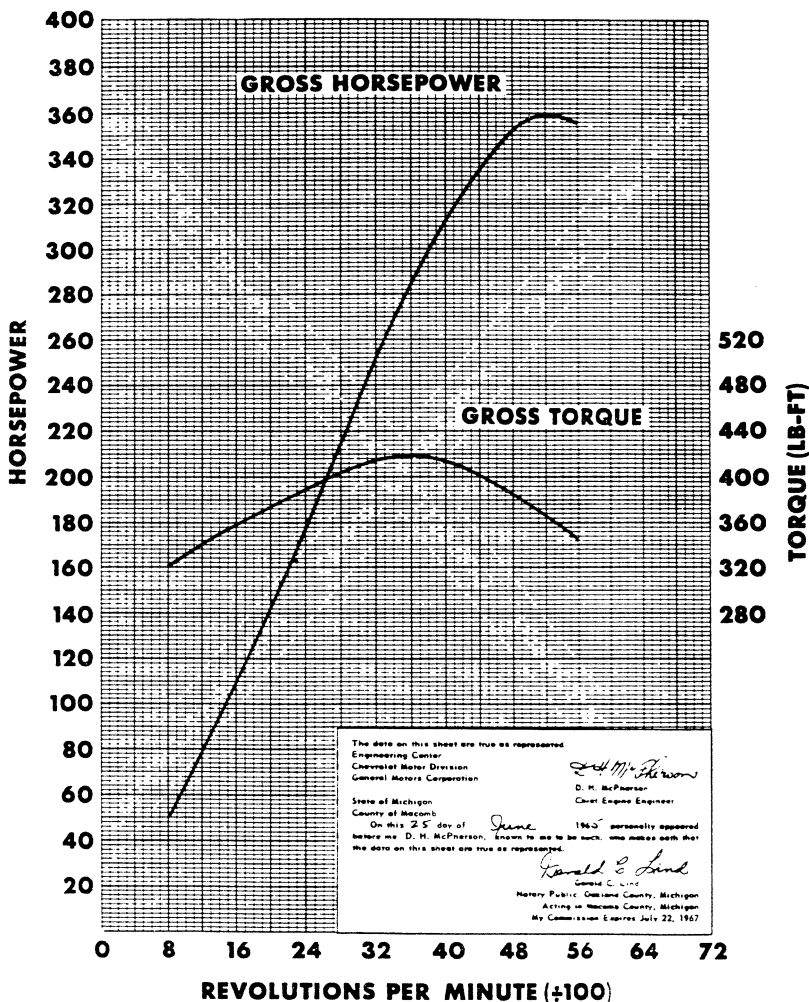


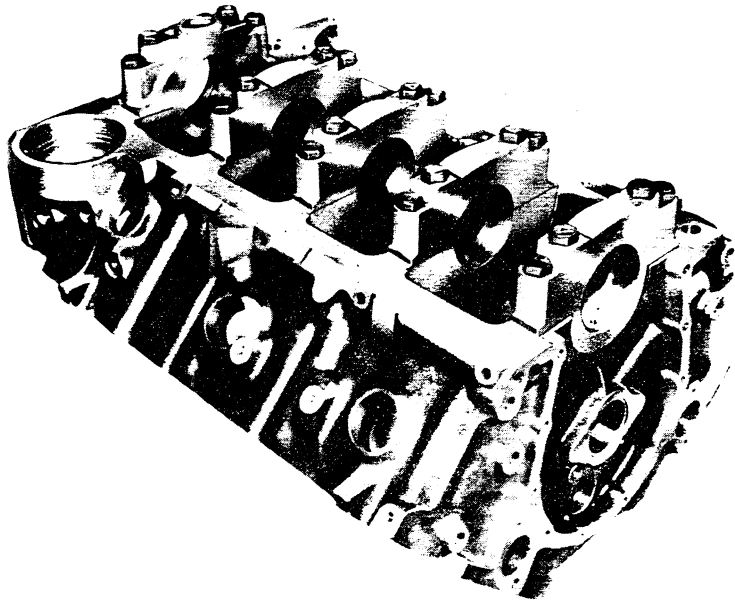
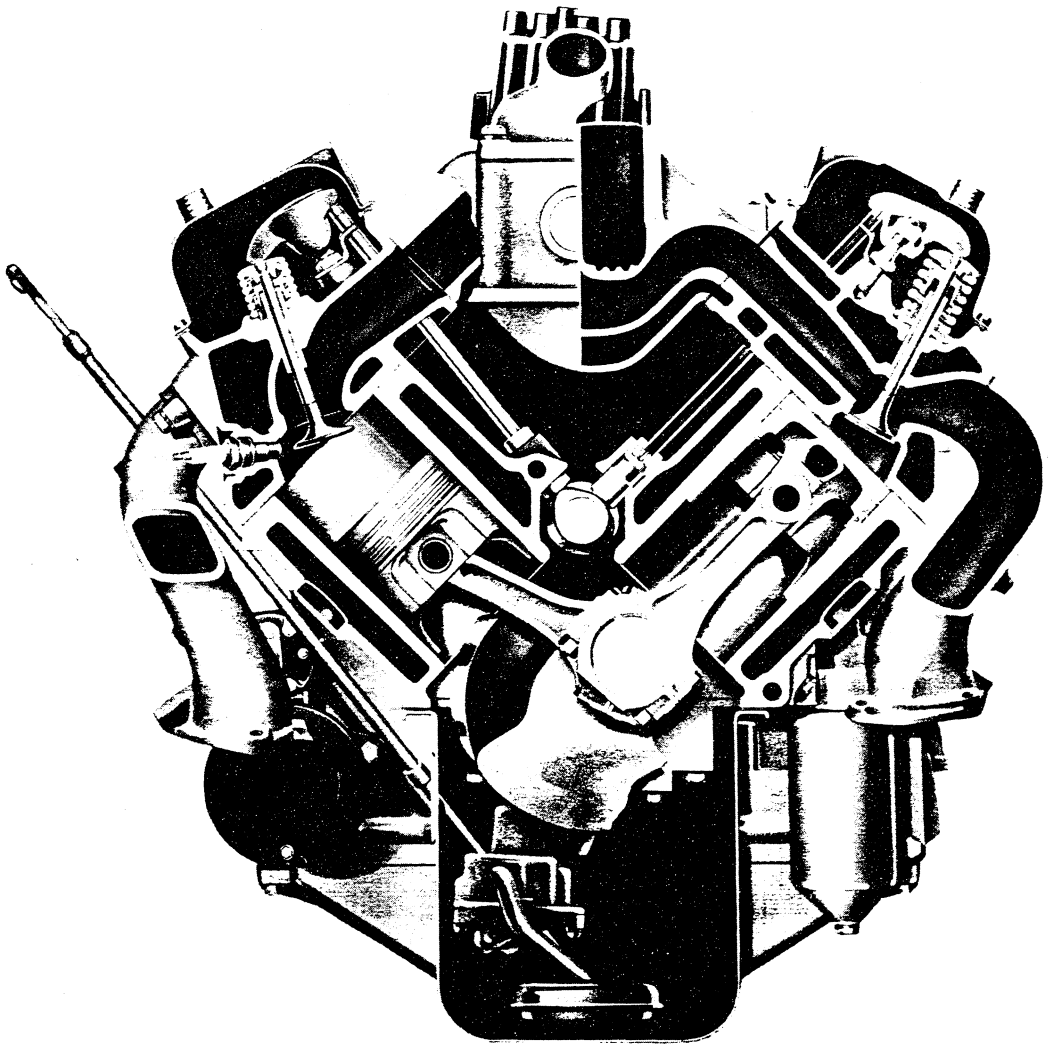
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Gross horsepower.....360 @ 5200 rpm
 Gross torque, lb-ft.....420 @ 3600 rpm





New valve-in-head design—These heads feature larger, straighter and smoother ports with valves tilted toward the ports for optimum induction and exhaust flow. The modified wedge combustion chambers have the intake and exhaust valves placed alternately so that excessive heat will not develop from adjacent exhaust valves. The valves are also tilted away from the cylinder's vertical axis so as to cause the valve head to move away from the cylinder wall when opening. This allows more mixture to enter and leave the cylinder during each cycle.

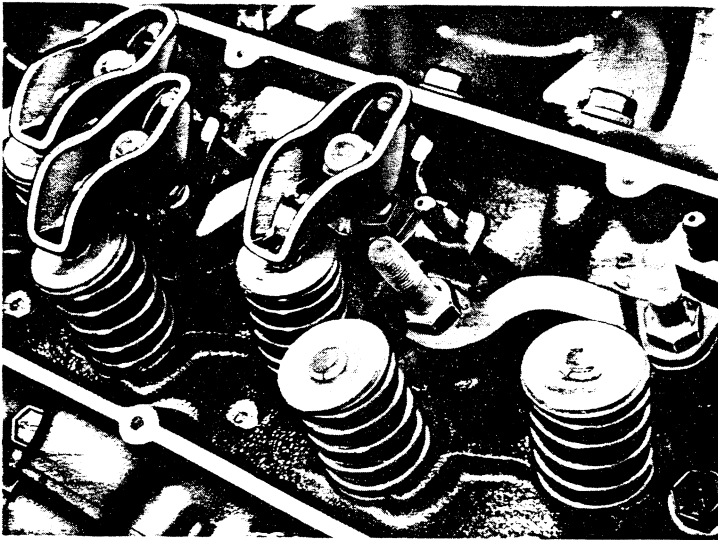
High volumetric efficiency assures higher torque over broader RPM ranges for better performance.

Heavy-duty premium components throughout the engine add to the durability of the 366 V8. All the parts are designed for rugged long-lasting truck service.

New cylinder block and crankshaft—The 366 V8 engine features four-bolt heavy-duty main bearing caps. Heavier bearing support bulkheads in the lower block structure and heavier cylinder walls contribute to the rigidity and strength of the new design. Crankshaft main-bearing area is increased through the use of larger journal diameters on the five-main-bearing crankshaft. The crankshaft is made of sturdy forged steel with induction-hardened journals.

* The 396 V8 (El Camino model only) is similar in basic design to this engine but different in several important areas. For specifications on the 396 V8 see pages 26 and 27 or consult Passenger Car Finger-Tip Facts book if more data is required.

ENGINE FEATURES



Independently mounted valve rockers—Each rocker is mounted on an individual ball pivot which is secured by a stud threaded, rather than pressed, into the head. Pushrod motion is controlled by stamped steel guides held under the rocker arm studs. Each rocker receives oil under pressure from the hollow pushrod to lubricate the ball pivot. Valves are lubricated by spillage from this source. See illustration at right (rockers removed)

High-alloy steel intake valves—Tough high-alloy steel gives extra durability and toughness. Stems are chrome-plated and the tips are hardened for long wear. The valve seats are integral with the cylinder head while the valve guides are cast iron and replaceable.

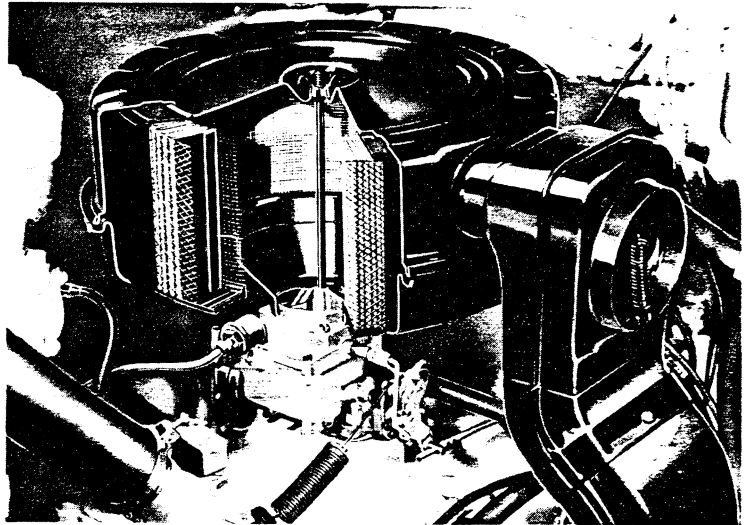
Exhaust valves—Made of austenitic steel and faced with a cobalt-based alloy, the stems are chrome-plated and silichrome-tipped for maximum durability. Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer.

All valves utilize polyacrylate umbrella-type oil shields to control stem and guide lubrication.

A new air induction system is featured on the 366 V8. The air cleaner is a two-element type for greater efficiency and capacity. The primary or outer element is an oil-wetted polyurethane band wrapped around a secondary oil-wetted paper element. (See illustration at right.)

The inlet air temperature is controlled by a thermostatic valve which automatically selects either air warmed by the exhaust manifold heat stove or cooler air from the engine compartment. This outside air intake starts to open at 80° and is fully open at 100°.

The carburetor on the 366 V8 is a Rochester two-barrel and it incorporates a vacuum spinner type governor with a full-load setting of 4000 rpm.



Pistons are heavy-duty plated aluminum castings with four-ring design (three compression, one oil control). The top compression ring groove is machined in an insert of alloy iron, cast in and bonded integrally with the piston for strength. All piston rings are phosphate coated for oil retention and corrosion-resistance. They are also chrome-plated for long wear.

Connecting rods are heavy I-beam section drop-forged steel with reinforcements in high stress areas. Use of harder steel nuts and bolts in the rod lower end also adds greater strength.

The camshaft is gear-driven by helical gears for maximum efficiency and durability.

A dual exhaust system with 2½" exhaust pipes and dual offset mufflers with aluminized tubes & baffles is standard with the 366 V8 engine.

The lubrication system features a full-flow two-quart oil filter and a newly designed oil pump. The new pump lessens damaging forces inside itself for greater durability and eliminates vibrations which could cause wear. The pump fills the main gallery, which in turn feeds the camshaft, main and connecting rod bearings and valve lifters by direct pressure through drilled passages. The valve train is lubricated by hollow pushrods which receive their oil from the valve lifters.

The cooling system is of the series-flow type and features a high-output water pump. The coolant moves from the front of each cylinder bank to the rear, then upward into the cylinder heads and forward to the thermostat outlets. Large passages and full-length water jackets assure uniform cooling and small temperature variation. The flow through the cylinder heads is designed to carry away excess heat from areas around spark plugs, ports and valve guides. The exhaust valve guides are exposed to direct coolant flow for maximum cooling effect.

* The 396 V8 (El Camino model only) is similar in basic design to this engine but different in several important areas. For specifications on the 396 V8 see the next two pages of specifications or consult Passenger Car Finger-Tip Facts book if more data is required.

366 V8 & 396 V8 GASOLINE ENGINES

	366 V8	396 V8 (325 HP)	396 V8 (360 HP)
Basic Description	V8; valve-in-head design		
Displacement (cu in)	366	396	
Bore & Stroke (in)	3.9375 x 3.76	4.094 x 3.76	
Compression Ratio	8.0:1	10.25:1	
Gross Horsepower @ rpm	220 @ 4000	325 @ 4800	360 @ 5200
Net Horsepower @ rpm	185 @ 4000	—	—
Gross Torque (lb ft) @ rpm	345 @ 2400	410 @ 3200	420 @ 3600
Net Torque (lb ft) @ rpm	315 @ 2200	—	—
Air Cleaner	two-element*		
Bearings, Camshaft	steel-backed babbitt		
ID x Length (projected area)			
Bearing 1 (front), 2, 3, 4 (in)	1.8712 x .860 (1.609 sq in)		
Bearing 5 (in)	1.8712 x .940 (1.759 sq in)		
Bearings, Connecting Rod	precision removable		
Material	premium aluminum		
ID x Length (in)	2.20 x .857		
Bearings, Main	precision removable		
Material	1-4 5	premium aluminum sintered-copper nickel-backed babbitt on steel	
End Thrust	taken by Bearing 5		
ID x Length (projected area)			
Bearing 1 (front), 2, 3, 4 (in)	2.75 x .992 (2.7290 sq in)		
Bearing 5 (in)	2.75 x 1.2525 (3.446 sq in)		
Camshaft	cast-alloy iron		
Drive	gear		
Carburetor	downdraft type		
No. of barrels	two	four	
Make	Rochester 2G	—	
Venturi ID (in)	1.6875	—	
SAE Flange Size (in)	1.50	—	
Choke Control	manual	automatic	
Coil, Ignition	Delco-Remy		
Current Draw (amperes)	4.0—engine stopped; 1.5—engine idling		
Connecting Rods	forged carbon steel; I-beam section		
Length (center to center) (in)	6.135		
Crankshaft	forged steel with induction-hardened main & rod journals		
Cylinder Block	cast-alloy iron		
Cylinder Heads	cast-alloy iron; valve-in-head design		
Distributor	Delco-Remy; centrifugal advance		
Fan	five-blade—18"		
Filter, Fuel	frame-mounted Purolator; screen in carburetor inlet		
Filter, Oil	2-qt full-flow	1-qt full-flow	
Governor	Delco-Remy	none	
Full Load Setting	4000 rpm	—	
Lubrication	Full-pressure system: direct pressure to rod, main and camshaft bearings, valve lifters; pressure stream to cylinder walls and piston pins; pressure spray to timing chain and sprockets; metered pressure to valve mechanism.		
Oil Capacity (with filter change)	7 qts		
Pistons			
Material	cast aluminum alloy	—	
Head	flat top with valve pocket	—	
Skirt	solid slipper type	—	
Weight (oz)	32	—	
Piston Pins	chromium steel		
Diameter (in)	.9895		
Retention	locked in connecting rod		
Piston Rings	3 compression; 1 oil control		
Compression Rings	thickwall tapered-face cast-alloy iron		
Oil Control Ring	multi-piece; 2 rails and 1 spacer		

*Primary: oil-wetted polyurethane; secondary: oil-wetted paper; thermostatically controlled inlet

366 V8 & 396 V8 ENGINES

SPECIFICATIONS

	366 V8	396 V8 (325 HP)	396 V8 (360 HP)
Plugs, Spark	AC 14mm		
Model	C42N; long reach		
Pump, Fuel	AC; mechanical diaphragm		
Pump, Oil	gear type; driven by distributor shaft		
Pressure (normal) (psi)	50-75 @ 2000 rpm		
Capacity (gal/min @ rpm)	6.0 @ 2000		
Pump, Water	centrifugal; belt driven		
Capacity (gal/min @ rpm)	81 @ 4000		
Bearing	double-row ball; permanently lubricated		
Radiator	see Cooling System Specifications		
Thermostat	Dole 180°		
Type	Pellet		
Timing, Ignition			
Crankshaft Position	8° BTC @ 700 rpm		
Timing Mark Location	on harmonic balancer		
Firing Order	1-8-4-3-6-5-7-2		
Timing, Valve			
Inlet Opens	46° BTC		
Inlet Closes	90° ABC		
Exhaust Opens	86° BBC		
Exhaust Closes	50° ATC		
Valve Guides	integral with cylinder head		
Valve Lifters	hydraulic		
Valve Mechanism	ball & stud mtd rocker arms; pushrod actuated		
Valves, Exhaust	austenitic steel		
Face Coating	aluminized		
Overall Length (in)	5.235		
Head Diameter (in)	1.655		
Face Angle	45°		
Seat Angle	46°		
Lift (in)	.410		
Rotators	Rotocoil		
Valves, Inlet	high-alloy steel		
Face Coating	aluminized		
Overall Length (in)	5.115		
Head Diameter (in)	1.935		
Face Angle	45°		
Seat Angle	46°		
Lift (in)	.410		
Ventilation, Crankcase	positive		

EL CAMINO TRANSMISSIONS

3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 3-Speed	Warner 3-Speed
Applications	194 Six, 230 Six, 283 V8	327 V8	396 V8
Synchronized Speeds	All forward		
Gear Ratios:			
First	2.85	2.54	2.41
Second	1.68	1.50	1.57
Third	Direct	Direct	Direct
Reverse	2.95	2.63	2.41
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Manual remote		
Location	Mounted on steering column		

4-SPEED TRANSMISSIONS

Type	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed
Applications	283 V8	327 V8	396 V8 (325 HP, 375 HP)
Synchronized Speeds	All forward		
Gear Ratios:			
First	3.11	2.54	2.52
Second	2.20	1.80	1.88
Third	1.47	1.32	1.47
Fourth	Direct	Direct	Direct
Reverse	3.11	2.54	2.59
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Manual direct		
Location	Mounted on the floor		

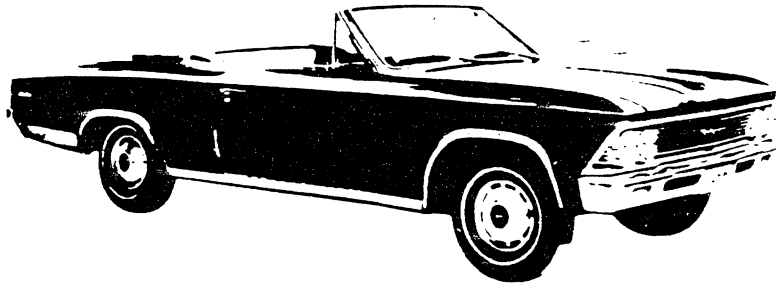
OVERDRIVE TRANSMISSIONS

Type	Chevrolet 3-Speed Overdrive
Applications	194 Six, 230 Six, 283 V8
Synchronized Speeds	All forward
Type of Overdrive	3-Pinion planetary unit
Gear Ratios:	
First	2.85
First-overdrive	2.00
Second	1.68
Second-overdrive	1.18
Third	Direct
Third-overdrive .....	.70
Reverse	2.95
Gears:	
Type	Helical
Material	Forged steel; hardened
Gearshift Control:	
Type	Manual remote
Location	On steering column
Lockout Method	By manual "pull-type" control or accelerator kickdown

AUTOMATIC TRANSMISSIONS

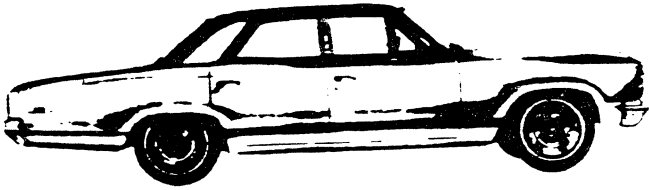
Type	Chevrolet Powerglide	
Applications	194 Six, 230 Six, 283 V8	327 V8, 396 V8 (325 HP & 375 HP)
Converter Ratio	2.1	
Ratios:		
First (Lo)	1.82	1.76
Second (Drive)	Direct	Direct
Reverse	1.82	1.76
Cooling	Water	

GENERAL



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MODEL IDENTIFICATION

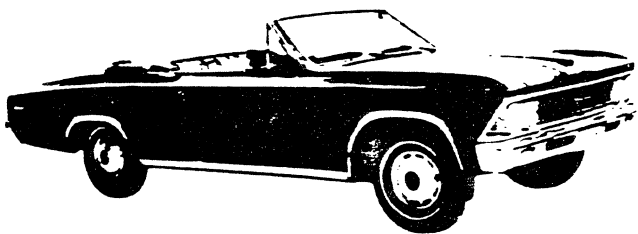
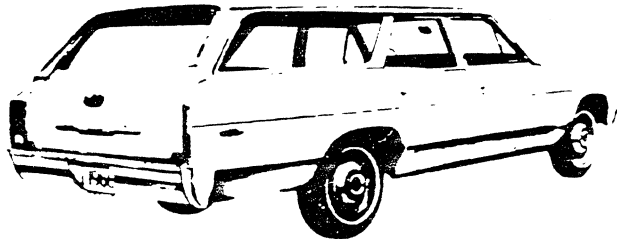


CHEVELLE 300 131-13200 SERIES

MODEL 131-13211 2-DOOR SEDAN, 6-PASSENGER
MODEL 131-13269 4-DOOR SEDAN, 6-PASSENGER

CHEVELLE 300 DELUXE 133-13400 SERIES

MODEL 133-13411 2-DOOR SEDAN, 6-PASSENGER
MODEL 133-13435 4-DOOR STATION WAGON, 2-SEAT
MODEL 133-13469 4-DOOR SEDAN, 6-PASSENGER
MODEL 133-13480 2-DOOR SEDAN PICKUP, 3-PASSENGER



MALIBU 135-13600 SERIES

MODEL 135-13635 4-DOOR STATION WAGON, 2-SEAT
MODEL 135-13617 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 135-13667 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 135-13669 4-DOOR SEDAN, 6-PASSENGER
MODEL 135-13680 2-DOOR SEDAN PICKUP, 3-PASSENGER
MODEL 135-13639 4-DOOR SPORT SEDAN, 6-PASSENGER

● SS 396 13800 SERIES

MODEL 13817 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 13867 2-DOOR CONVERTIBLE, 5-PASSENGER

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant (Atlanta)	Unit Number (25th unit)
13369	1966 6	A	100025

Thus: The 25th model built at Atlanta would be serial number 133696A100025

8-Cylinder Example:

Model	Model Year	Assembly Plant (Atlanta)	Unit Number (26th unit)
13469	1966 6	A	100026

Thus: The 26th model built at Atlanta would be serial number 134696A100026

ASSEMBLY PLANTS

- | | |
|-----------------|-----------------|
| A - Atlanta | G - Framingham |
| ● B - Baltimore | K - Kansas City |
| F - Flint | Z - Fremont |

Starting unit number ----- 100001 and up at each assembly plant
 Location ----- Stamped on plate attached to left front body hinge pillar

ENGINE IDENTIFICATION

Example: F 1210 AA

Source Designation	Production* Month and Date	Type Designation
F (Flint)	1210	AA

194 Cubic inch 6-cylinder

- AA - Regular engine, 3-speed
- AL - Regular engine, PG

283 Cubic inch 8-cylinder

- DA - Regular engine, 3-speed
- DE - Regular engine, PG

327 Cubic inch 8-cylinder

- EA - Optional engine, 3-speed
- EE - Optional engine, PG

396 Cubic inch 8-cylinder

- ED - Optional engine, 3-speed
- EK - Optional engine, PG

Location:

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

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

REAR AXLE IDENTIFICATION

Example: CA 0212 B

Type Designation	Production* Month and Day	Source Designation
CA	0212	B

CA ----- 3.08 ----- 3-speed, 4-speed, and Powerglide transmission
 CV ----- 3.70 ----- Overdrive transmission

Location ----- Stamped on right or left axle tube adjacent to differential carrier

* - Month: February, 02; 12th day of February, 12
 † - G - Gear & Axle, B - Buffalo, W - Warren

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	Back window reveal	All exc. wagons & conv.
		Pickup box edge and roof	133-134-135-13680
		Rear belt reveal	135-136-13867
		Rear quarter window reveal	135-13635
		Roof drip gutter	135-136-13800 exc. conv.
		Tailgate window side and upper reveal	Station wagons
		Windshield header and pillar	135-136-13867
		Windshield reveal	All
	Anodized Aluminum	Body side molding	133-13400
		Body sill	135-136-13800
		Rear quarter lower molding	13800
		Headlamp and taillamp bezels	All
		Radiator grille and opening moldings	All
		Rear cove area reveal	All exc. 131-13200; 133-13400; station wagons
		Wheel openings	135-136-13800
		Chrome Plated Metal	Rear cove emblem "SS 396"	13800
	Front door vent channel and post		All
	Front door vent window frame		135-13637; 39, 67; 13800
	Front fender engine emblem - V8 only		All
	Hood windsplit		135-136-13800
	Radiator grille emblem "Chevelle"		All
	Hub caps		All
	Quarter window glass channel		135-13637, 67; 13800
	Rear door window glass channel		135-13639
	Rear deck lid molding		135-13600 exc. station wagons
	Rear cove area lettering - "Chevelle"		All exc. station wagons & 135-13600
	Rear quarter series nameplate		All
	Tailgate trim panel		All
	Tailgate lettering - "Chevelle"		Station wagons
	Tailgate manual window control		All
	Back-up lamps		All
	Control - manual rear window		Station wagons
	Filler - left rear quarter gasoline	All exc. station wagons	
Filler - hinged license plate gasoline	All exc. station wagons		
Lamp - rear license	All		
Top - counterbalanced manual folding	Convertibles		
Wipers, windshield - 2-speed electric, non-glare arms & blades	All		

REGULAR EQUIPMENT—INTERIOR,

Bright Metal Trim & Moldings	Coat hooks	All exc.-convertibles
	Door and window control handles	All
	Door sill plates	135-136-13800
	Rear view mirror back and support	135-31639-37,13837
	Roof side rail	All
	Seat adjuster handle	All
	Sunshade supports	All
Instrument Panel	Cigarette lighter and ash tray	All
	Control knobs - chrome	135-136-13800
	Electric clock	All
	Right side nameplate and trim plate	All
	Glove box lock	All
	Ignition lock and starter switch - 4 position	All
	Instrument cluster housing	All
	Speedometer - odometer - fuel gauge	All
Interior Lights	Temperature - oil pressure - amps warning lights	All
	Vent control knobs - black	All
	Glove box	135-136-13800
Steering Wheel	Instrument panel courtesy - dual	135-136-13867
	Roof center dome	All exc. 135-136-13867
	Deep hub - dual solid spokes - horn button	131-13200
Armrests with ashtrays - rear door or quarter panel	Deep hub - dual solid spokes - horn ring	133-13400
	Deep hub - dual solid spokes - horn ring - bright trim rings	135-136-13800
	Cover - spare tire	All exc. 131-13200
	Heater - deluxe	Station wagons
	Locking knobs - front and rear door	All
	Mat - luggage or stowage compartment	135-136-13800
	Mirror - rear view (painted)	131-132-133-13400
	Seat belts, front & rear	All
	Sundshades - dual vinyl padded	All
	Switch - front door jamb	All exc. 131-13200
Switch - manual interior light (integral in headlamp switch)	All	

TOP SECRET

REGULAR PRODUCTION OPTIONS

● BODY OPTIONS

Name	Number	Models
Air conditioning, Four Season	C60	All
Air deflector, rear window	C51	Station wagons
Antenna, radio rear manual	U73	All exc. wagons & pickup
Antenna, radio rear power	U75	
Bucket seat, 4-way control (driver's side only)	A46	135-136-13817-67
Carrier, roof luggage	V55	Station wagons
Convenience Group	Lamp, glove box	131-132-133-13400
	Inside mirror	
	Remote control outside mirror	
	Door edge guards	
	Underhood lamp	
Luggage lamp	Z19	All
Defogger, rear window	C50	13000 exc. wagons & pickup
Glass, tinted body	A01	All exc. conv. & wagons
Glass, tinted windshield	A02	All
Guard, front bumper	V31	All exc. wagons & pickup
Guard, rear bumper	V32	
Gauges instrument panel	U14	135-13617-67-13800
Headrest, bucket seat type front seat	A81	135-13617-67-80, 13817-67
Headrest, conventional bench type front seat	A82	All
Heater, (delete)	C48	
Horn, low "D" note	U03	All exc. 131-13200
Instrument console	D55	135-13617-80, 13817-67
Lock, spare wheel	P19	All
Lamp switch and flasher, traffic hazard	V74	
Moulding, door window frame	B90	131-13269, 133-134-135-13635-69
Radio and antenna, push button tuning	U63	All
Radio and antenna, AM-FM push button tuning	U69	
Roof cover, exterior soft trim	C08	135-136-13817
Seat belts, custom deluxe (with retractors)	A49	133-134-135-13680
Seat belts, custom deluxe dual front and rear (with front retractors only)	A39	13000 exc. pickup
Seat, 4-way power front	A41	133-134-135-136-137-13800 exc pickup
Seats, front bucket (Strato)	A51	135-13617-67-80-13817-67
Speaker, radio auxiliary	U80	All exc. conv. & pickup
Tachometer, instrument panel	U16	132-134-136-13800
Top, folding power convertible	C06	135-136-13867
Top, folding convertible	C05	
Windows, power	A31	135-136-137-13800
Window, power tailgate	A33	Station wagons

● ENGINE OPTIONS

Battery, heavy duty	T60	All
Clutch, heavy duty	M01	131-133-13500-13700
Exhaust, dual	N10	132-134-13600
Air injection reactor	K19	All
Fan drive thermomodulated clutch	K02	132-134-136-13800
Generator, Delcotron (5-61 amp)	K76	All
Generator, Delcotron (12-42 amp)	K79	
Generator, Delcotron (23-62 amp)	K81	
Ignition system, full transistor	K66	134-13680-13817-67
Radiator, heavy duty	V01	All
Ventilation, closed engine positive	K24	
230 Cubic Inch L-6 140 HP	L26	131-133-135-13700
283 Cubic Inch V-8 220 HP	L77	132-134-13600-13839
327 Cubic Inch V-8 275 HP	L30	
396 Cubic Inch V-8 325 HP	L35	134-13680
396 Cubic Inch V-8 360 HP	L34	134-13680, 13817-67
396 Cubic Inch V-8 375 HP	L78	

● CHASSIS OPTIONS

Name	Number	Models	
Axle, rear (3.36:1 ratio)	G76	All exc. 133-13535-80-13817-67	
Axle, rear (3.70:1 ratio)	G75	134-13680	
Axle, rear (3.73:1 ratio)	H05	134-13680, 13817-67	
Axle, rear positraction	G80	All	
Axle, rear (3.07:1 ratio)	H01	134-13680, 13817-67	
Axle, rear (3.31:1 ratio)	G94		
Axle, rear (3.55:1 ratio)	G96		
Brakes, vacuum power	J50	All	
Brakes, metallic	J65		
Cover, magnesium wheel trim	N96		
Cover, wheel trim	P01		
Cover, simulated wire wheel	P02		
Shock absorber, rear air lift	G66	All exc. pickup	
Steering, power	N40	All	
Steering wheel, tilt type	N33		
Steering wheel, wood grained plastic	N34		
Suspension, heavy duty front and rear	F40		
Tires	6.95 x 14-4pr whitewall rayon		P67	131-132-133-134-135-13600 exc. wagons & pickup
	7.35 x 14-4pr blackwall rayon	P57	
	7.35 x 14-4pr whitewall rayon	P58	
	7.75 x 14-4pr blackwall nylon	P60	131-132-133-134-135-13600
	7.75 x 14-4pr blackwall rayon	P65	131-132-133-134-135-13600
	7.75 x 14-4pr blackwall rayon	P65	exc. wagons & pickup
	7.75 x 14-4pr whitewall rayon	P62	131-132-133-134-135-13600
	7.75 x 14-4pr whitewall nylon	P61	
	7.75 x 14-8pr blackwall rayon	T14	
7.75 x 14-4pr whitewall NF nylon		13800	

● TRANSMISSION OPTIONS

Overdrive transmission	M10	All exc. 13817-67
3-speed manual transmission heavy duty	M13	134-13680
4-speed manual transmission	M20	132-134-136-13800
4-speed transmission - close ratio	M21	134-13680-13817-67
4-speed transmission, heavy duty	M22	134-13680-13817-67
Powerglide automatic transmission	M35	All
Transmission oil cooler	M55	131-133-13500-13700

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DEALER INSTALLED ACCESSORIES

Item	Models
Air conditioning, recirculating air (Custom)	All
Air deflector, rear window	Station wagons
Antenna, radio front manual	All
Antenna, radio rear manual	All except wagons & pickup
Brake, vacuum power	All
Cap, gas tank filler locking	All
Carrier, roof luggage	Station wagons
Clock, instrument panel	131-132-133-13400
Clock, universal (instr. pnl. top mount.)	All
Compass, auto	All
Container, floor litter (saddle type)	All except floor shift transmission
Container, litter, instr. panel mtd. (Black only)	All
Cover, roof luggage carrier	Station wagons
Cover, simulated magnesium wheel trim	All
Cover, simulated wire wheel trim	All
Cover, spare wheel and tire	All except wagons --
Cover, wheel trim	All except 55
Cruise control	All
Defogger, rear window	All except convertible and wagons
Fan, thermomodulated clutch	132-134-136-13800
Fire extinguisher, 2-3/4 & 5 lb dry chemical	All
Frame, license plate	All
Guard, door edge	All
Guard, front bumper	All except wagons & pickup
Guard, rear bumper	All except wagons & pickup
Horn, high note	131-13200
Horn, low "D" note	All
Lamp, ash tray	All
Lamp, courtesy	All except convertible
Lamp, glove box	131-132-133-13400
Lamp, luggage compartment	All except wagons & pickup
Lamp, parking brake alarm	All
Lamp, portable spot	All
Lamp, remote control spot	All
Lamp, underhood	All
Lock, rear door safety	All four door models
Lock release, luggage compartment remote	All except wagons & pickup
Lock, spare wheel	All
Luggage carrier, deck lid	All except wagons & pickup
Mat, contour twin front floor	All
Mat, contour twin rear floor	All
Mat, full width front floor	All except sport models
Mat, full width rear floor	All except sport models
Mat, rear compartment floor	Station wagons
Mirror, inside rear view prismatic	All
Mirror, outside rear view right hand	All
Mirror, outside rear view; replacement kit	All
Mirror, remote operated outside rear view	All
Mirror, visor vanity	All except convertible
Molding, hood crown	131-132-133-13400
Molding, wheelhouse opening	13000 wagon
Molding, wheelhouse opening	13000 except wagons & pickup
Radiator insect screen	All
Radio and antenna, AM-FM push button tuning	All
Radio and antenna, manual tuning	All
Radio and antenna, push button tuning	All
Radio speaker, rear auxiliary	13000 except wagons & pickup
Radio speaker, rear auxiliary	13000 wagon
Radio stereo equipment	All
Rain deflector	All exc. sport models & pickup
Road hazard package	All
Seat belt retractors	All
Seat cushion, ventilated	All
Switch, traffic hazard lamp	All
Tachometer, instrument panel mounted	13000 except tilt wheel
Tissue dispenser (saddle type)	All
Tissue dispenser, instrument panel	All
Tool kit	All
Trailer hitch, 2000 pound capacity	All
Wiring harness, car to trailer connecting	All

AIR CONDITIONING AND EQUIPMENT

FOUR SEASON (RPO C60)

Heater integrated; manually controlled by knobs on instrument control panel, that operate bowden cables to activate various doors and switches to operate system.

BASIC COMPONENTS

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

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

CHASSIS

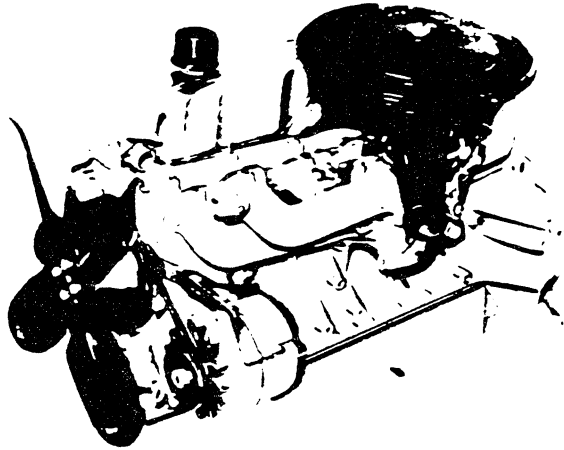
Front and Rear Springs	Heavy duty
Rear Axle Ratio	
L6-194 & 230 Cu.In.	3.36:1
V8-283 & 327 Cu.in.	3.36:1
V8-396 Cu.In.	3.07:1

POWER TRAINS

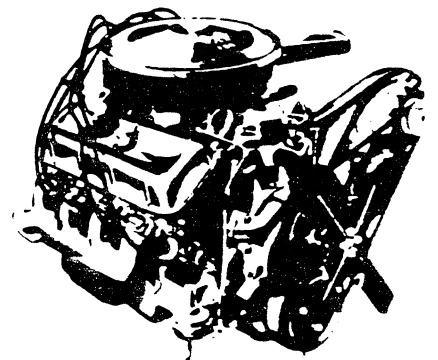
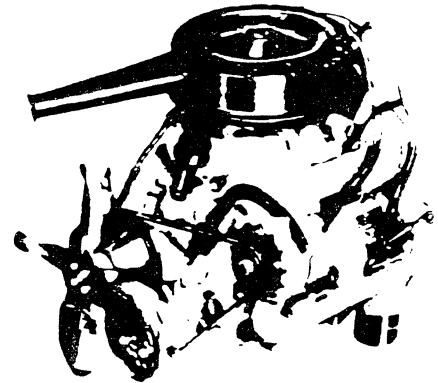
Fan Blade	5 blade
Fan Clutch	Thermomodulated fluid coupling*
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One*
Generator	61 Ampere
Radiator	Heavy duty
Radiator Shroud	Steel; 19.34 dia.*

* Additional equipment; also brackets, supports, braces, hoses, etc. as required for installation.

POWER TRAINS



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POWER TEAM COMBINATIONS

			●AXLE RATIO**				
<u>ENGINE</u>	<u>EQUIPMENT</u>	<u>TRANSMISSION</u>	<u>General Purpose Standard</u>	<u>Special Purpose or Mountain</u>	<u>Performance Cruise</u>	<u>Performance</u>	<u>Air Conditioning**</u>
194 CUBIC INCH L-6 HI-THRIFT 194 (A) 120 HP STANDARD	SINGLE BBL. CARBURETOR HYD. LIFTERS	SEDANS, COUPES AND CONVERTIBLES					
AND		3-SPEED POWERGLIDE OVERDRIVE	3.08:1 3.08:1 3.70:1	3.36:1		3.36:1 3.36:1 3.70:1	
230 CUBIC INCH L-6 TURBO-THRIFT 230 (A) 140 HP RPO L26		STATION WAGONS AND SEDAN PICKUPS	3-SPEED & POWERGLIDE OVERDRIVE	3.36:1 3.70:1			3.36:1 3.70:1
283 CUBIC INCH V-8 TURBO-FIRE 283(A) 195 HP STANDARD	2-BARREL CARBURETOR HYD. LIFTERS	ALL MODELS EXCEPT SEDAN PICKUPS					
AND		3-SPEED & 4-SPEED POWERGLIDE OVERDRIVE	3.08:1 3.08:1 3.70:1	3.36:1		3.36:1 3.36:1 3.70:1	
283 CUBIC INCH V-8 TURBO-FIRE(A) 220 HP RPO L77		4-BARREL CARBURETOR HYD. LIFTERS	SEDAN PICKUPS	3.08:1 3.08:1 3.70:1	3.70:1		3.36:1 3.36:1 3.70:1
327 CUBIC INCH V-8 TURBO-FIRE 327(A) 275 HP RPO L30	4-BARREL CARBURETOR HYD. LIFTERS	ALL MODELS EXCEPT SEDAN PICKUPS					
AND		3-SPEED 4-SPEED (2.54:1 low) POWERGLIDE	3.08:1			3.36:1	
327 CUBIC INCH V-8 TURBO-FIRE 327(A) 275 HP RPO L30		SEDAN PICKUPS	3-SPEED 4-SPEED (2.54:1 low) POWERGLIDE	3.08:1	3.70:1		
396 CUBIC INCH V-8 TURBO-FIRE 396 325 HP STANDARD*	4-BARREL CARBURETOR HYD. LIFTERS	SUPER SPORT AND SEDAN PICKUPS ONLY					
AND		HEAVY DUTY 3-SPEED 4-SPEED (2.52:1 low) POWERGLIDE	3.31:1	3.55:1		3.73:1 4.10:1#	3.07:1
396 CUBIC INCH V-8 TURBO-FIRE 396 360 HP RPO L34	4-BARREL CARBURETOR HYD. LIFTERS	SUPER SPORT AND SEDAN PICKUPS ONLY					
AND		HEAVY DUTY 3-SPEED 4-SPEED (2.52:1 low) POWERGLIDE (L34 only)	3.73:1		3.31:1 3.55:1	4.10:1# 4.10:1# 4.56:1# 4.88:1#	3.07:1
●396 CUBIC INCH V-8 TURBO-FIRE 396 375 HP RPO L78		4-BBL. CARB. MECH. LIFTERS SPEC. CAMSHAFT	4-SPEED (2.20:1 low)				

(A) Not available with Super Sport models.

• Optional on Sedan Pickup models (RPO L34).

** Posttraction axle ratios available in combinations shown.

Available as Posttraction only.

Refer to GENERAL section page 9 for additional information.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBU- RETION	TRANS- MISSION	TOTAL GEAR REDUCTION*					AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR (LB-FT)#	
			1st	2nd	3rd	4th	Rev			
120 HP Hi-Thrift Six-Cyl	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08	1157	
		Over- drive	Out	10.55	6.22	3.70		10.92	3.70	1389
			In	7.40	4.37	2.59		7.62	3.70	975
140 HP Turbo-Thrift Six-Cyl	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08	1530	
		Over- drive	Out	10.55	6.22	3.70		10.92	3.70	1838
			In	7.40	4.37	2.59		7.62	3.70	1289
195 HP Turbo-Fire V-8	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08	1828	
		Over- drive	Out	10.55	6.22	3.70		10.92	3.70	2196
			In	7.40	4.37	2.59		7.62	3.70	1541
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08	1995	
220 HP Turbo-Fire V-8	4-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08	1940	
		Over- drive	Out	10.55	6.22	3.70		10.92	3.70	2330
			In	7.40	4.37	2.59		7.62	3.70	1635
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08	2117	
275 HP Turbo-Fire V-8	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08	2061	
		4-Speed	7.82	5.54	4.07	3.08	7.82	3.08	2061	
325 HP Turbo-Jet V-8	4-Barrel	3-Speed	7.98	5.20	3.31		7.98	3.31	2441	
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31	2441	
360 & 375 HP Turbo-Jet V-8	4-Barrel	3-Speed	8.99	5.86	3.73		8.99	3.73		
		4-Speed (2.52:1)	9.40	7.01	5.45	3.73	9.40	3.73		
		4-Speed (2.20:1)	8.21	6.11	4.74	3.73	8.43	3.73		

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
120 HP Hi-Thrift Six-Cylinder	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
140 HP Turbo-Thrift Six-Cylinder	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
195 HP Turbo-Fire V-8	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
220 HP Turbo-Fire V-8	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
275 HP Turbo-Fire V-8	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
325 HP Turbo-Jet V-8	Powerglide	Drive	12.25:1 - 3.31:1	3.31:1
		Low & Reverse	12.25:1 - 5.83:1	
360 HP Turbo-Jet V-8	Powerglide	Drive	13.80:1 - 3.73:1	3.73:1
		Low & Reverse	13.80:1 - 6.56:1	

* - Axle ratio x transmission ratio.

- Gear reduction x maximum net engine torque x efficiency factor (0.90 in direct drive; .085 all others).

ENGINE DATA AND RATINGS

● GENERAL DATA

Engine Type	L-6 OHV				V-8 OHV			
Piston Displacement (Cu.In.)	194	230	283	327	396			
Availability	Base	RPO L26	Base	RPO L77	RPO L30	RPO L35	RPO L34	RPC L78
No. of Cylinders	Six				Eight			
Bore (nominal)	3.56	3.875	3.875	4.00	4.094			
Stroke (nominal)	3.25		3.00	3.25	3.76			
Compression Ratio	8.5:1		9.25:1	10.25:1	10.25:1		11.0:1	
Taxable (SAE) Horsepower	30.5	36.0	48.0	51.2	53.6			
Firing Order	1-5-3-6-2-4				1-8-4-3-6-5-7-2			
Idling Speed	Synchronesh (in neutral)		500				550	
	Powerglide (in drive)		500				550	NA
Comp. Press. (PSI) @ Cranking Speed, Engine Hot	140		150		160		160	
Power Plant Mountings	Front	Two, combination compression & shear type						
	Rear	One, shear type						
Measurements	Fan to rear of engine block	33.09	32.67	30.14	30.64	32.59		
	Top of a/cntr to bottom of oil pan	26.55	26.67	29.57	29.96	29.73		
	Width - including generator	28.37		28.92	28.92	30.71		

● ADVERTISED ENGINE RATING

Engine Designation	L6, 120 HP Hi-Thrift 194 Cu.In.	L6, 140 HP Turbo-Thrift 230 Cu.In.	V8, 195 HP Turbo-Fire 283 Cu.In.	V8, 220 HP Turbo-Fire 283 Cu.In.	V8, 275 HP Turbo-Fire 327 Cu.In.	V8, 325 HP Turbo-Jet 396 Cu.In.	V8, 360 HP Turbo-Jet 396 Cu.In.	V8, 375 HP Turbo-Jet 396 Cu.In.	
Availability	Base	RPO L26	Base	RPO L77	RPO L30	RPO L35	RPO L34	RPC L78	
Carburetor	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel	Four Barrel	Four Barrel	
Brake HP @ RPM	Gross	120 @ 4400	140 @ 4400	195 @ 4800	220 @ 4800	275 @ 4800	325 @ 4800	360 @ 5200	375 @ 5600
	Net	95 @ 4000	120 @ 3600	150 @ 4400	185 @ 4400	210 @ 4400	270 @ 4800		
Torque @ RPM (lb-ft)	Gross	177 @ 2400	220 @ 1600	285 @ 2400	295 @ 3200	355 @ 3200	410 @ 3200	420 @ 3600	415 @ 3600
	Net	155 @ 2000	205 @ 1600	245 @ 2400	260 @ 2800	310 @ 2800	380 @ 3000		

ENGINE SPEED AND PISTON TRAVEL

194 and 230 CUBIC INCH SIX CYLINDER ENGINES

Transmission	3-Speed	3-Speed with Overdrive		Powerglide
		OD Locked Out	OD Locked In	
Rear Axle Ratio	3.08:1 (a)	3.70:1		3.08:1 (a)
Tire Size	6.95 x 14-4PR (b)			
Crankshaft Revolutions per Mile	2528.7	3037.7	2126.4	2528.7
Crankshaft RPM @ 1 MPH	Low	120.1	144.3	101.0
	Second	70.8	85.1	59.5
	Third	42.1	50.6	35.4
	Reverse	124.3	151.3	104.5
Piston Travel (ft/mile)	1369.7	1645.4	1151.9	1369.7

(a) 3.36:1 on Station Wagons & Sedan Pickups.

(b) 7.75 x 14-4PR standard on Station Wagons, 7.35 x 14-4PR standard on Sedan Pickups and Convertibles.

283 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	3-Speed with Overdrive		4-Speed	Powerglide
		Locked Out	Locked In		
Rear Axle Ratio	3.08:1	3.70:1		3.08:1	
Tire Size	6.95 x 14-4PR (a)				
Crankshaft Revolutions per Mile	2528.7	3037.7	2126.4	2528.7	
Crankshaft RPM @ 1 MPH	Low	120.1	144.3	101.0	131.1
	Second	70.8	85.1	59.5	92.7
	Third	42.1	50.6	35.4	61.9
	Fourth				42.1
	Reverse	124.3	151.3	104.5	131.1
Piston Travel (ft/mile)	1264.4	1518.9	1275.8	1264.4	

(a) 7.75 x 14-4PR standard on Station Wagons; 7.35 x 14-4PR standard on Sedan Pickups and Convertibles.

327 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	4-Speed	Powerglide
Rear Axle Ratio	3.08:1		
Tire Size	7.35 x 14-4PR		
Crankshaft Revolutions per Mile	2470.2		
Crankshaft RPM @ 1 MPH	Low	104.6	104.6
	Second	61.7	74.1
	Third	41.2	54.3
	Fourth		41.2
	Reverse	108.3	104.6
Piston Travel (ft/mile)	1338.0		72.5

(a) 7.75 x 14-4PR standard on Station Wagons.

● 396 CUBIC INCH V-8 ENGINE

Transmission	Standard*			RPO L34 & L78			
	H.D. 3-Spd	4-Speed	Powerglide	H.D. 3-Spd	4-Speed	4-Speed	Power Glid (a)
Rear Axle Ratio	3.31:1			3.73:1			
Tire Size	7.75 x 14-4PR						
Crankshaft Revolutions per Mile	2581.8			2909.4			
Crankshaft RPM @ 1 MPH	Low	103.7	108.4	75.7	116.9	122.2	106.7
	Second	67.6	80.0	57.1	76.1	91.2	79.5
	Third	43.0	62.8	43.0	48.5	70.8	61.6
	Fourth		43.0	43.0 (direct)		48.5	48.5
	Reverse	103.7	111.4	75.7	116.9	125.6	109.6
Piston Travel (ft/mile)	1617.9			1823.2			

* Standard on SS 396. Optional on Sedan Pickups.

(a) Not available with RPO L78.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 194 CU. IN. 120 HP	BASE 283 CU. IN. 195 HP	RPO L30 327 CU. IN. 275 HP	BASE 396 CU. IN. 325 HP	RPO L34 396 CU. IN. 360 HP	BASE 194 CU. IN. 120 HP	BASE 283 CU. IN. 195 HP
MODEL	13369	13469	13469	13817	13817	13369	13480

3-SPEED TRANSMISSION

Performance Weight (pounds)	3693	3850	3888	4145	4172	3377	3533
Pounds per Gross Horsepower	30.77	19.75	14.14	12.75	11.58	28.14	18.12
Pounds per Cu. In. Displacement	19.04	13.60	11.89	10.47	10.53	17.41	12.49
Gross HP per Cu. In. Displacement	.619	.689	.841	.820	.909	.619	.689
Power Displacement (cu. ft. mile)	141.95	207.06	232.96	295.83	333.37	151.26	202.27
Displacement Factor (cu. ft. ton mile)	76.85	107.57	119.84	142.91	139.47	89.61	114.54

3-SPEED TRANSMISSION WITH OVERDRIVE

Performance Weight (pounds)	3719	3876					
Pounds per Gross Horsepower	30.99	19.86					
Pounds per Cu. In. Displacement	19.17	13.70					
Gross HP per Cu. In. Displacement	.619	.689					
Power Displacement (cu. ft. mile)	Locked Out 170.52	Locked In 248.75					
Displacement Factor (cu. ft. ton mile)	Locked Out 91.73	Locked In 128.31					

4-SPEED TRANSMISSION

Performance Weight (pounds)		3839	3880	4152	4179		
Pounds per Gross Horsepower		19.69	14.11	12.77	11.61		
Pounds per Cu. In. Displacement		13.56	11.87	10.49	10.55		
Gross HP per Cu. In. Displacement		.689	.841	.820	.909		
Power Displacement (cu. ft. mile)		207.06	232.96	295.83	333.37		
Displacement Factor (cu. ft. ton mile)		107.87	120.08	142.50	139.27		

POWERGLIDE*

Performance Weight (pounds)	3706	3868	3915	4165	4192	3390	3551
Pounds per Gross Horsepower	30.83	19.84	14.24	12.81	11.64	28.25	18.21
Pounds per Cu. In. Displacement	19.10	13.67	11.97	10.52	10.58	17.47	12.54
Gross HP per Cu. In. Displacement	.619	.689	.841	.820	.909	.619	.689
Power Displacement (cu. ft. mile)	141.95	207.06	232.96	295.83	333.37	151.26	202.27
Displacement Factor (cu. ft. ton mile)	76.60	107.07	119.04	142.09	138.81	89.24	113.95

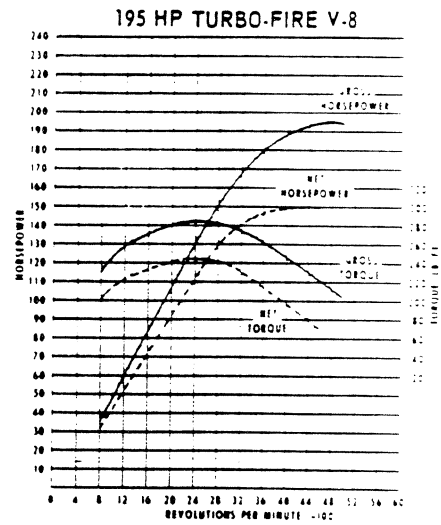
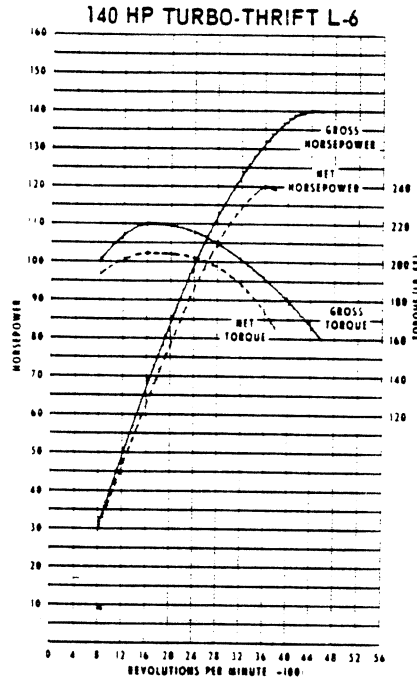
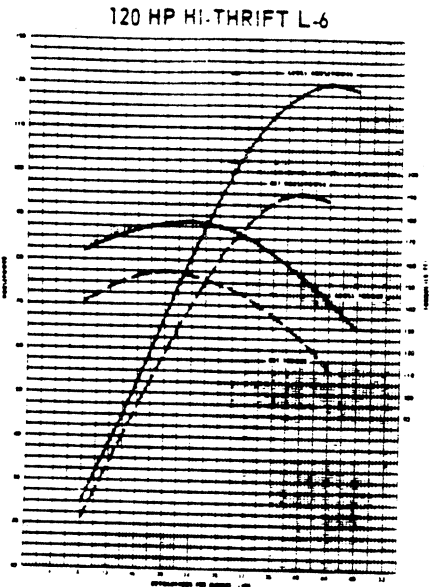
* Data computed assuming zero slippage in torque converter.

GLOSSARY

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

^a - Models 13380 & 13480 two passengers, 300 lbs.

ENGINE OUTPUT CURVES



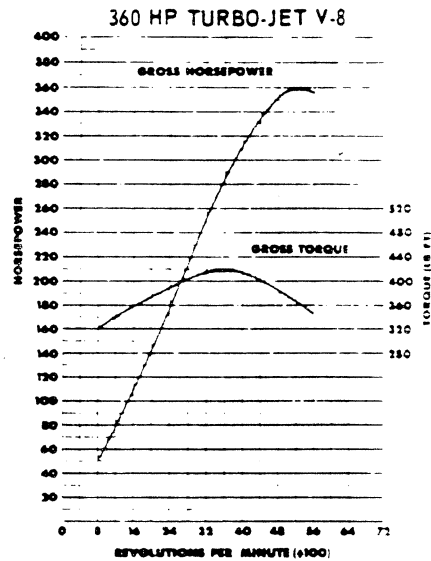
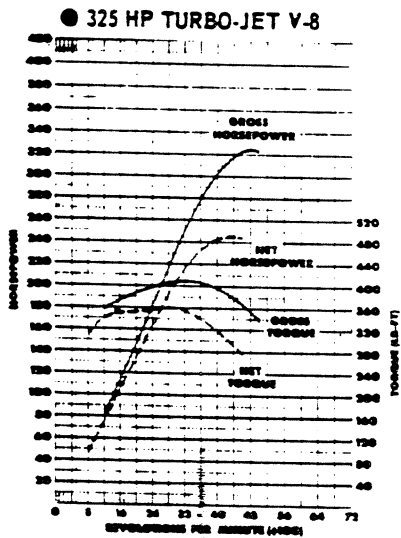
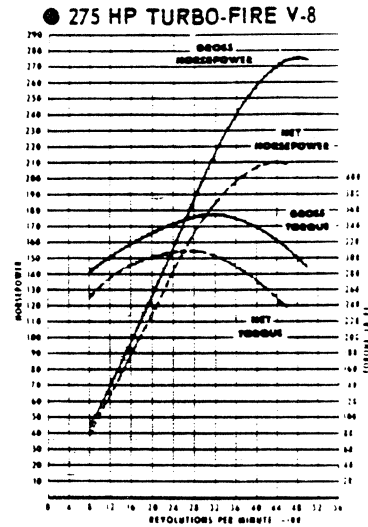
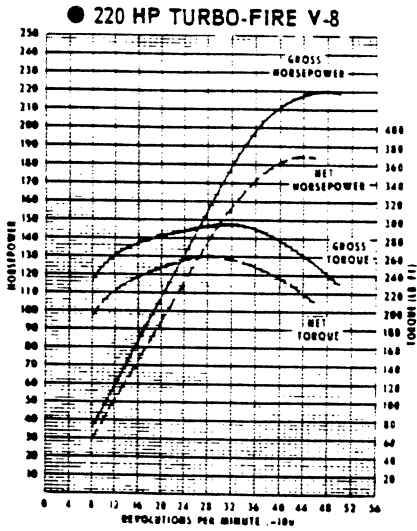
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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

ENGINE OUTPUT CURVES—Cont'd.



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

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	Cast alloy iron
Bore Diameter	
L6-194 Cu.In.	3.5620-3.5650
L6-230 Cu.In.	3.8745-3.8775
V8-283 Cu.In.	3.8745-3.8775
V8-327 Cu.In.	3.9995-4.0025
No. of Bulkheads	
L6	7
V8	5
Water Jacket	Full length around each cylinder
Cylinder Numbering Arrangement	
L6	1-2-3-4-5-6
V8	Left bank 1-3-5-7 Right bank 2-4-6-8
Bore Spacing (Centerline to Centerline)	
L6-194 & 230 Cu.In.	4.4
V8-283 & 327 Cu.In.	4.4
V8-396 Cu.In.	4.84

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt No. & Size	
L6-194 & 230 Cu.In.	10; .500 dia. 13 threads/in.
V8-283 & 327 Cu.In.	34; .4375 dia. 14 threads/in.
V8-396 Cu.In.	32; .4375 dia. 14 threads/in.

● COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)

L6-194 Cu.In.	4.47 Cu.In.
L6-230 Cu.In.	5.37 Cu.In.
V8-283 Cu.In.	4.39 Cu.In.
V8-327 Cu.In.	4.49 Cu.In.
V8-396 Cu.In. (RPO L35)	5.46 Cu.In.
V8-396 Cu.In. (RPO L34)	5.46 Cu.In.
V8-396 Cu.In. (RPO L78)	5.06 Cu.In.

INLET MANIFOLD

Material	Cast alloy iron
Type	
L6-194 & 230 Cu.In.	3 port, rectangular section
V8-283, 327 & 396 Cu.In.	8 port, double deck
Heat Provision	Exhaust gas crossover at carburetor mounting pad

EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
L6-194 & 230 Cu.In.	4 port, center downtake
V8-283 & 327 Cu.In.	Dual, 4 port, rear downtake
V8-396 Cu.In.	Tuned, dual, 4 port, rear downtake
Outlet Diameter	2.0 (V8-396) 2.5

CRANKSHAFT

Material	
L6-194 & 230 Cu.In.	Cast nodular iron
V8-283 Cu.In.	Cast nodular iron or forged steel
V8-327 & 396 Cu.In.	Forged steel
End Play	
L6-194 & 230 Cu.In. ....	.002-.006
V8-283 & 327 Cu.In. ....	.002-.006
V8-396 Cu.In. ....	.006-.010
Counter Weights	
L6	4
V8	6
Crank Arm Length	
L6	1.625
V8-283 Cu.In.	1.50
V8-327 Cu.In.	1.625
V8-396 Cu.In.	1.88
Torsional Damper	
L6	Rubber mounted inertia
V8-283 Cu.In.	None
V8-327 & 396 Cu.In.	Rubber mounted inertia
Timing Gear	
L6	Steel; helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

MAIN BEARINGS

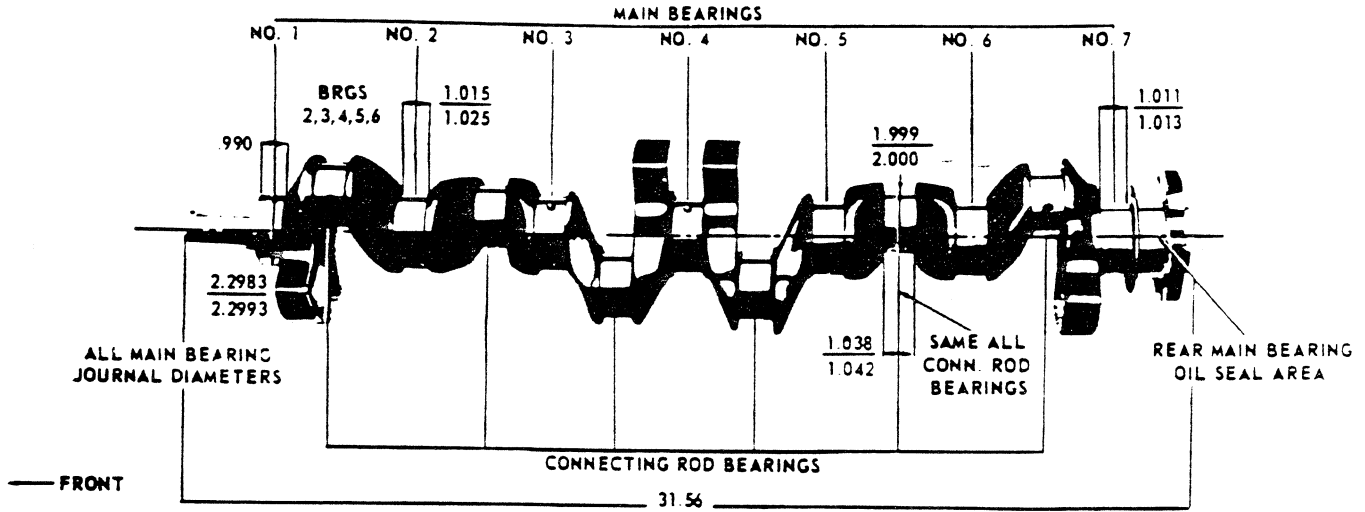
Material	
L6 & V8-283	Copper lead alloy or sintered copper nickel backed babbit
V8-327	Premium aluminum except No. 5 upper sintered copper nickel backed babbit
V8-396	Premium aluminum except No. 5 sintered copper nickel backed babbit
Type	Precision removable
Thrust Against Bearing No.	L6-No. 7; V8-No. 5
Clearance	
L6 .....	.0003-.0029
V8-283	(#1-4) .0003-.0029; (#5) .0008-.0034
V8-327	(#1-4) .0008-.0034; (#5) .0010-.0036
V8-396	(#1-4) .0006-.0022; (#5) .0013-.0029

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-194 & 230 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-283 Cu.In.			
Bearing #1	2.3008	.752	1.7302
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3004	1.177	2.7076
V8-327 Cu.In.			
Bearing #1	2.3013	.752	1.7306
Bearing #2-4	2.3009	.752	1.7303
Bearing #5	2.3006	1.1824	2.7202
V8-396 Cu.In.			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7501	.992	2.7281
Bearing #5	2.7504	1.2525	3.4449

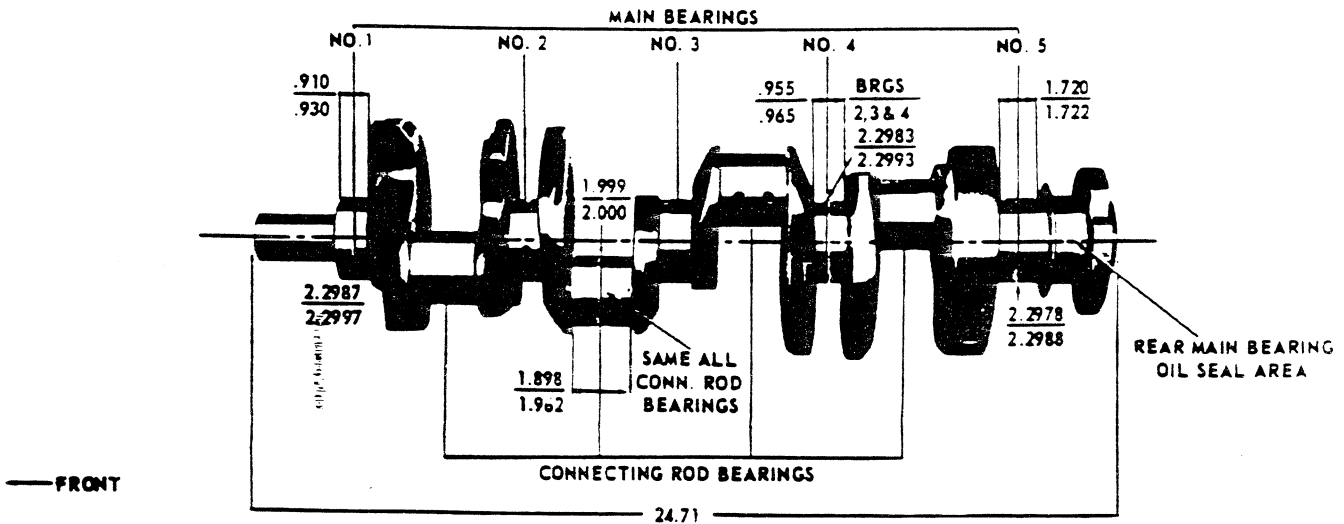
PRINCIPAL COMPONENTS

CRANKSHAFTS AND BEARINGS

194 and 230 CUBIC INCH SIX CYLINDER ENGINES



283 and 327 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material ----- Cast alloy iron
 Drive
 L6 ----- Gear; bakelite and fabric composition
 V8 ----- Sprocket & chain; steel
 Lobe Lift
 L6-194 & 230 Cu.In. ----- .1896 Inlet & Exhaust
 V8-283 & 327 Cu.In. ----- .2658 Inlet & Exhaust
 V8-396 Cu.In. ----- .2343 Inlet & Exhaust
 V8-396 Cu.In. (RPO L34) --- .2714 Inlet; 2824 Exhaust
 ●V8-396 Cu.In. (RPO L78) ----- .3057 Inlet & Exhaust

VALVE TRAIN

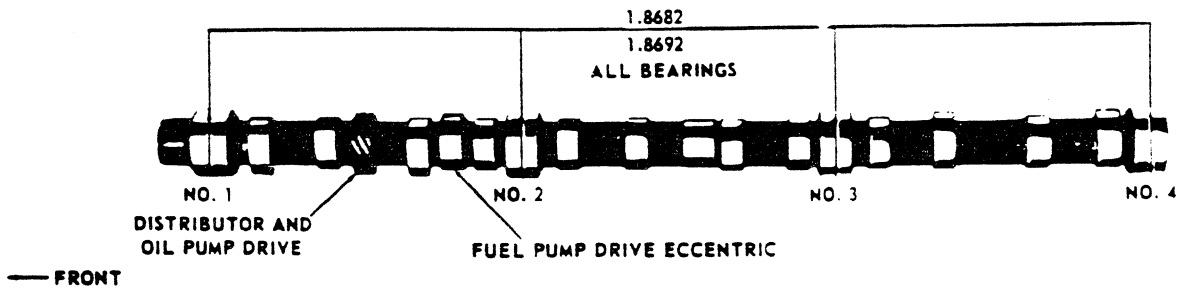
Type ----- Individually mounted, overhead
 rocker arms, push rod actuated
 ●Lifters ----- Hydraulic; L78 - Mechanical
 Rocker Arms ----- Stamped steel
 Ratio
 L6-194 & 230 Cu.In. ----- 1.75:1
 V8-283 & 327 Cu.In. ----- 1.50:1
 V8-396 Cu.In. ----- 1.70:1
 Push Rods
 Type ----- Hollow steel
 Ends
 L6, V8-283 & 327 Cu.In. ----- Hardened
 V8-396 Cu.In. ----- Carburized steel inserts

● VALVE SPRINGS

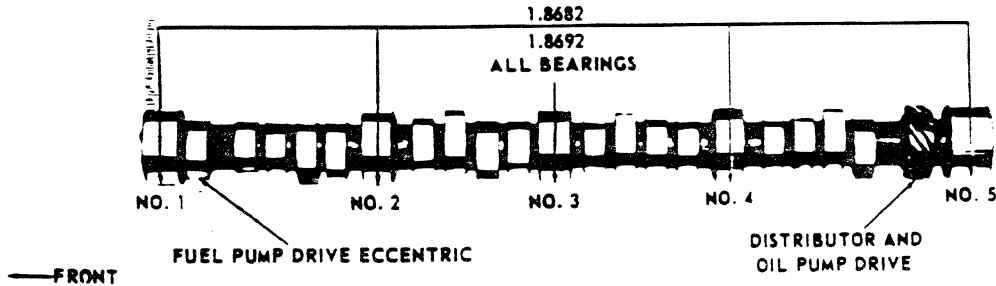
Diameter
 L6-194 & 230 Cu.In. ----- .872-.888
 V8-283 & 327 Cu.In. ----- .872-.888
 V8-396 Cu.In. ----- 1.082-1.098
 Installed Length (in. @ lb.)
 Valves closed
 L6-194 & 230 Cu.In. ----- 1.66 @ 56-64
 V8-283 & 327 Cu.In. ----- 1.66 @ 78-86
 V8-396 Cu.In. ----- 1.88 @ 84-90
 V8-396 Cu.In. (RPO L34 & L78) ----- 1.88 @ 94-106
 Valves opened
 L6-194 & 230 Cu.In. ----- 1.33 @ 170-184
 V8-283 & 327 Cu.In. ----- 1.26 @ 170-180
 V8-396 Cu.In. ----- 1.46 @ 210-230
 V8-396 Cu.In. (RPO L34 & L78) ----- 1.38 @ 303-327
 Free Length
 L6-194 & 230 Cu.In. ----- 1.92
 V8-283 & 327 Cu.In. ----- 2.06
 V8-396 Cu.In. ----- 2.11
 V8-396 Cu.In. (RPO L34 & L78) ----- 2.09
 Valve Spring Damper
 L6-194 & 230 Cu.In. ----- None
 V8-283 & 327 Cu.In. ----- Flat steel, 4 coils
 V8-396 ----- Flat steel, 3.62 coils
 Oil Shield ----- Steel cup

CAMSHAFT AND BEARINGS

194 and 230 CUBIC INCH SIX CYLINDER ENGINES



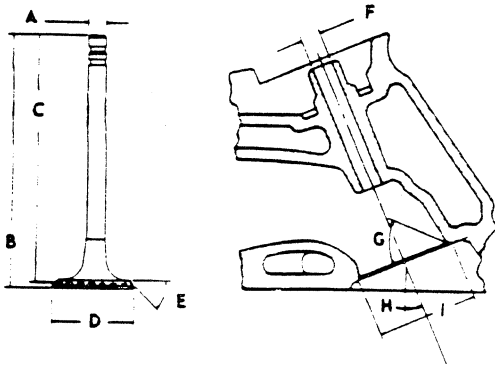
283 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

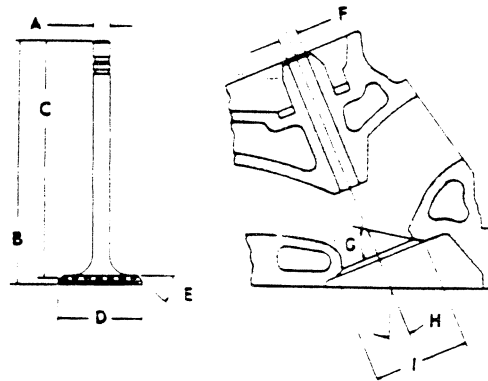
Material	Alloy steel
Coating	
L6, V8-283 & 327 Cu.In.	None
V8-396 Cu.In.	Face and head aluminized
Valve Guide Inserts (V8-396)	Cast alloy iron



A - Stem Diameter		
L6 .....	.3410-.3417
V8-283 & 327 Cu.In. ....	.3410-.3417
V8-396 Cu.In. ....	.3715-.3722
B - Overall Length		
L6 & V8-283 Cu.In.	4.902-4.922	
V8-327 Cu.In.	4.870-4.889	
V8-396 Cu.In. (Base & RPO L34)	5.215-5.235	
●V8-396 Cu.In. (RPO L78)	5.204-5.224	
C - Gage Length		
L6, V8-283 & 327 Cu.In.	4.785-4.795	
V8-396 Cu.In.	5.115-5.125	
D - Overall Head Diameter		
L6 & V8-283 Cu.In.	1.715-1.725	
V8-327 Cu.In.	1.935-1.945	
V8-396 Cu.In. (Base & RPO L34)	2.060-2.070	
●V8-396 Cu.In. (RPO L78)	2.185-2.195	
E - Angle of Face		45°
F - Guide Diameter		
L6, V8-283 & 327 Cu.In. ....	.3427-.3437
V8-396 Cu.In. ....	.3732-.3742
G - Angle of Seat		46°
H - Valve Angle		
L6	9°	
V8-283 & 327 Cu.In.	23°	
V8-396 Cu.In.	4°	
I - Valve Seat (Cutter) Diameter		
L6 & V8-283 Cu.In.	1.770-1.790	
V8-327 Cu.In.	1.990-2.010	
V8-396 Cu.In.	2.580	

EXHAUST VALVES

Material	High alloy steel
Coating	
L6	None
V8-283 & 327 Cu.In.	Aluminized face
V8-396 Cu.In.	Face and head aluminized
Valve Guide Inserts (V8-396)	Cast alloy iron



A - Stem Diameter		
L6 .....	.3410-.3417
V8-283 & 327 Cu.In. ....	.3410-.3417
V8-396 Cu.In. ....	.3715-.3720
B - Overall Length		
L6	4.913-4.933	
V8-283 & 327 Cu.In.	4.913-4.933	
V8-396 Cu.In.	5.345-5.365	
C - Gage Length		
L6	4.781-4.791	
V8-283 & 327 Cu.In.	4.781-4.791	
V8-396 Cu.In.	5.235-5.245	
D - Overall Head Diameter		
L6	1.495-1.505	
V8-283 & 327 Cu.In.	1.495-1.505	
V8-396 Cu.In.	1.715-1.725	
E - Angle of Face		45°
F - Guide Diameter		
L6 .....	.3427-.3437
V8-283 & 327 Cu.In. ....	.3427-.3437
V8-396 Cu.In. ....	.3732-.3742
G - Angle of Seat		46°
H - Valve Angle		
L6	9°	
V8-283 & 327 Cu.In.	23°	
V8-396 Cu.In.	4°	
I - Valve Seat (Cutter) Diameter		
L6	1.550-1.570	
V8-283 & 327 Cu.In.	1.550-1.570	
V8-396 Cu.In.	2.120	

VALVE LIFT

L6-194 & 230 Cu.In. ....	.3318 Inlet & Exhaust
V8-283 & 327 Cu.In. ....	.3987 Inlet & Exhaust
V8-396 Cu.In. ....	.3983 Inlet & Exhaust
V8-396 Cu.In. (RPO L34) ----	.4614 Inlet; .4800 Exhaust
V8-396 Cu.In. (RPO L78) -----	.5197 Inlet & Exhaust

VALVE TIMING (Crankshaft degrees)

L6-194 & 230 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°

V8-283 & 327 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	12° 30'	32° 30'
Closes - ABC	57° 30'	87° 30'
Duration	250°	300°
Exhaust Valve (Zero lash)		
Opens - BBC	54° 30'	74° 30'
Closes - ATC	15° 30'	45° 30'
Duration	250°	300°

V8-396 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°
Closes - ATC	31°	55°
Duration	286°	322°

V8-396 Cu.In. - RPO L34	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	40°	56°
Closes - ABC	80°	114°
Duration	300°	350°
Exhaust Valve (Zero lash)		
Opens - BBC	88°	110°
Closes - ATC	32°	62°
Duration	300°	352°

V8-396 Cu.In. - RPO L78	Including Ramps
Inlet Valve (opens with .024 lash)	
Opens - BTC	54°
Closes - ABC	102°
Duration	336°
Exhaust Valve (closes with .028 lash)	
Opens - BBC	102°
Closes - ATC	54°
Duration	336°

PISTONS

Material

L6-194 & 230 Cu.In.	Cast aluminum alloy
V8-283 & 327 Cu.In.	Cast aluminum alloy
V8-396 Cu.In. (Base & RPQ L34) --	Cast aluminum alloy
V8-396 Cu.In. (RPO L78) -----	Alum. impact extruded

Head Type

L6, V8-283 & 327 Cu.In.	Flat, notched
V8-396 Cu.In.	Domed head, valve cutout

Skirt Type

-----	Slipper
-------	---------

Top Land Clearance

L6-194 Cu.In. ....	.0330-.0440
L6-230 Cu.In. ....	.0345-.0435
V8-283 Cu.In. ....	.0345-.0435
V8-327 Cu.In. ....	.0365-.0455
V8-396 Cu.In. (Base & RPO L34) -----	.0305-.0375
V8-396 Cu.In. (RPO L78) -----	.0265-.0335

Skirt Clearance

L6, V8-283 & 327 Cu.In. ....	.0005-.0011
V8-396 Cu.In. (Base & RPO L34) -----	.0007-.0013
V8-396 Cu.In. (RPO L78) -----	.0036-.0042

Compression Ring Groove Depth

L6-194 Cu.In. ....	.1960-.2025
L6-230 Cu.In. ....	.2153-.2218
V8-283 Cu.In. ....	.2153-.2218
V8-327 Cu.In. ....	.2217-.2283
V8-396 Cu.In. (Base & RPO L34) -----	.2253-.2318
V8-396 Cu.In. (RPO L78) -----	.2253-.2318

Oil Ring Groove Depth

L6-194 Cu.In. ....	.1985-.2050
L6-230 Cu.In. ....	.2093-.2158
V8-283 Cu.In. ....	.2093-.2158
V8-327 Cu.In. ....	.2038-.2103
V8-396 Cu.In. (Base & RPO L34) -----	.2098-.2168
V8-396 Cu.In. (RPO L78) -----	.2113-.2127

Pin Bore Offset

-----	.055-.065
-------	-----------

RPO L78 - On center

Compression Height

L6-194 & 230 Cu.In.	1.799-1.801
V8-283 Cu.In.	1.799-1.801
V8-327 Cu.In.	1.674-1.676
V8-396 Cu.In. (Base & RPO L34) -----	1.953-1.957
V8-396 Cu.In. (RPO L78) -----	1.768-1.772

PISTON PINS

Material ----- Chromium steel

Length

L6, V8-283 & 327 Cu.In.	2.990-3.010
V8-396 Cu.In.	2.930-2.950

Diameter

L6, V8-283 & 327 Cu.In. ....	.9270-.9273
V8-396 Cu.In. ....	.9895-.9898

Clearance in Piston

L6, V8-283 & 327 Cu.In. ....	.00015-.00025
V8-396 Cu.In. (Base & RPO L34) -----	.00025-.00035
V8-396 Cu.In. (RPO L78) -----	.00030-.00040

Pin Mounting ----- Locked in rod by shrink fit

PRINCIPAL COMPONENTS - Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron	
Type	inside bevel (bottom of ring 30 degrees to piston vertical axis) No inside bevel on V8-396	
Face		
L6, V8-283 & 327 Cu.In.	Tapered	
V8-396 Cu.In.	Barrel	
Coating	Chrome plate face V8-396	Molybdenum inlay
Width		
L6-194 & 230 Cu.In. ....	.0775-.0780
V8-283 & 327 Cu.In. ....	.0775-.0780
V8-396 Cu.In. ....	.0770-.0775
Wall Thickness		
L6-194 Cu.In. ....	.168-.178
L6-230 Cu.In. & V8-283 Cu.In. ....	.179-.194
V8-327 Cu.In. ....	.190-.200
V8-396 Cu.In. ....	.194-.204
Gap		
L6 & V8-283 Cu.In. ....	.010-.020
V8-327 Cu.In. ....	.013-.023
V8-396 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 & V8-283; 50 degrees for V8-327 & 396)
Face	Tapered
Coating	Wear resistant
Width	V8-396 L34 & L78 - Chrome plated
L6 & V8-283 Cu.In. ....	.0770-.0780
V8-327 & 396 Cu.In. ....	.0770-.0775
Wall Thickness	
L6-194 Cu.In. ....	.168-.178
L6-230 Cu.In. & V8-283 Cu.In. ....	.184-.194
V8-327 Cu.In. ....	.164-.170
V8-396 Cu.In. ....	.194-.204
Gap	
L6 & V8-283 Cu.In. ....	.010-.020
V8-327 Cu.In. ....	.013-.023
V8-396 Cu.In. ....	.010-.020
Expander (used with V8-327 only)	
Material	Steel
Width .....	.068-.074
Wall Thickness .....	.0180

OIL CONTROL RINGS

Type	Multi-piece (Two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
L6-194 & 230 Cu.In. ....	.1840-.1880
V8-283 & 327 Cu.In. ....	.1840-.1880
V8-396 Cu.In. ....	.1830-.1880
Wall Thickness	
L6-194 & 230 Cu.In. ....	.150-.156
V8-283 & 327 Cu.In. ....	.150-.156
V8-396 Cu.In. ....	.137-.143
Gap	
L6-194 & 230 Cu.In. ....	.015-.055
V8-283 & 327 Cu.In. ....	.015-.055
V8-396 Cu.In. ....	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
	RPO L78 V8-396 Cu.In. - High alloy steel
Length (center to center)	
L6-194 & 230 Cu.In.	5.699-5.701
V8-283 & 327 Cu.In.	5.699-5.701
V8-396 Cu.In.	6.134-6.136

CONNECTING ROD BEARINGS

Material	
L6 & V8-283 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 Cu.In.	Premium aluminum
V8-396 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6-194 & 230 Cu.In. ....	.0007-.0027
V8-283 Cu.In. ....	.0007-.0027
V8-327 Cu.In. ....	.0007-.0025
V8-396 Cu.In. ....	.0009-.0025
Theoretical I.D.	
L6-194 & 230 Cu.In.	2.0016
V8-283 Cu.In.	2.0016
V8-327 Cu.In.	2.0017
V8-396 Cu.In.	2.2012
Effective Length	
L6-194 & 230 Cu.In. ....	.807
V8-283 & 327 Cu.In. ....	.807
V8-396 Cu.In. ....	.857
End Play	
L6-194 & 230 Cu.In. ....	.009-.013
V8-283 & 327 Cu.In. ....	.009-.013
V8-396 Cu.In. ....	.016-.020

FUEL SYSTEM

FUEL TANK

Capacity (Gal)	20 (approximately)
Fuel Tank Location	Behind rear axle
Filler Location	
Station Wagons & El Camino	Left rear quarter panel
Remaining Models	Behind hinged rear license plate

FUEL FILTERS, DUAL

In Fuel Tank	Mesh strainer
L6, V8-283, V8-327 & 396	Sintered bronze filter in carburetor inlet

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (at Carburetor)	
L6	4.50-6.00 PSI
V8-283 & 327 Cu.In.	5.25-6.50 PSI
V8-396 Cu.In.	5.00-6.50 PSI

AIR CLEANER

L6-194 & 230 Cu.In.	Cylindrical, single air horn
V8-283 & 327 Cu.In.	Cylindrical, single air horn
V8-396 Cu.In.	Cylindrical, single air horn
V8-396 (RPO L34 & L78)	Cylindrical, full circle intake chrome plated

Diameter

L6-194 & 230 Cu.In.	13.00
V8-283 & 327 Cu.In.	15.20
V8-396 Cu.In.	16.78
V8-396 (RPO L34 & L78)	14.16

Filter Element

L6-194 & 230 Cu.In.	Oil-wetted polyurethane
V8-283, 327 & 396 Cu.In.	Oil-wetted paper

CARBURETORS

Make and Type

L6	Rochester, single barrel, downdraft
V8-283	Rochester, 2-barrel, downdraft
V8-283 (RPO L77)	Rochester 4-barrel, downdraft
V8-327	Carter or Holley, 4-bbl. downdraft
V8-396	Holley, 4-barrel, downdraft

SAE Flange Type

L6	1.50
V8-283 Cu.In.	1.25
V8-327 Cu.In.	1.50
V8-396 Cu.In.	1.50

Throttle Bore

L6-194 & 230 Cu.In.	1.56
V8-283 Cu.In.	1.44
V8-283 (RPO L77)	Primary & Secondary 1.44
V8-327 Cu.In.	

Holley, Primary & Secondary	1.561
Carter, Primary	1.561
Secondary	1.561

V8-396 Cu.In.	Primary & Secondary 1.562
Secondary Throttle Actuation (4-bbl carb)	By linkage approximately when primary valves are opened halfway between closed and open

Venturi Diameter

L6	1.34
V8-283 Cu.In.	1.09
V8-283 (RPO L77) Primary & Secondary	1.125
V8-327 Cu.In.	
Holley, Primary	1.188
Secondary	1.313
Carter, Primary	1.25
Secondary	Air valve
V8-396 Cu.In.	
Primary	1.25
Secondary	1.313

CHOKE

Type	Automatic
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EXHAUST AND VENTILATION SYSTEM

●TYPE

L6	Single
V8-283 & 327	Single with crossover pipes
V8-283 (RPO L77)	Dual
V8-396	Dual

●MUFFLERS

Type ----- Oval, reverse flow
 Construction ----- Heads and body joined by
 rolled lock seam construction

Head

L6 & V8-283	.048 sheet steel, aluminized
V8-327	.056 sheet steel, aluminized
V8-283 (RPO L77) & V8-396	
Left hand	.059 sheet steel, aluminized
Right hand	.060 stainless steel

Shell

L6	.036 sheet steel, aluminized
V8-283	.036 sheet steel, aluminized
V8-327	.036 sheet steel, aluminized
V8-283 (RPO L77) & V8-396	
Left hand	.036 sheet steel, aluminized
Right hand	.036 stainless steel

Wrap ----- .030 indented asbestos sheet

Cover ----- .018 sheet steel, aluminized

Baffles

L6 & V8-283	4; .036 sheet steel, aluminized
V8-327	4; .036 sheet steel, aluminized
V8-283 (RPO L77) & V8-396	
Left hand	4; .036 sheet steel, aluminized
Right hand	4; .036 stainless steel

Length, Body

L6	17.00
V8	21.25
Width (I.D.)	9.25
Height (I.D.)	5.00

EXHAUST CROSSOVER PIPE (V8-283 & 327)

Dimensions (O.D.)	2.00
Wall Thickness	.084-.104 laminated

●EXHAUST PIPE

Dimensions (O.D.)	
L6 & V8-283	2.00
V8-283 (RPO L77) 327 & 396	2.50
Wall Thickness	
L6	.057-.071
V8	.073-.091 laminated

RESONATORS (Used with 283-RPO L77 and 327 engines only, not used on station wagons except with 327-RPO L30 engine).
 Type ----- Straight through
 Cover ----- .036 stainless steel
 Heads ----- .048 stainless steel

TAIL PIPES

Dimensions (O.D.)	
L6 & V8-283	1.875
V8-283 (RPO L77) & V8-327 & 396	2.00
Wall Thickness	.062-.076

ENGINE VENTILATION

L6, V8-283, 327 & 396 ----- Positive-type
 Fresh air metered into the engine through the oil filler cap. Unburned fumes drawn into the induction system, controlled by a regulating valve, and burned in the combustion chamber and expelled through the exhaust system.
 V8-396 (RPO L34 & L78) ----- Closed-Positive type
 Fumes drawn into induction system from crankcase via hose connected to left side rocker cover and base of carburetor and metering orifice at base of carburetor. Fresh air is picked up from carburetor air cleaner and ducted to right side rocker cover.

●AIR INJECTION REACTOR

(California vehicles only)

Injection System
 Point of Entry ----- Exhaust Ports
 Check Valve ----- Pressure (plate type)
 Back Fire Protection ----- Vacuum actuated anti-backfire valve

Air Injection Pump

Type ----- Semi-articulated vane type
 Drive ----- Crankshaft Pulley
 Drive Ratio ----- 1.25:1
 Relief Valve ----- Pressure (plate type)

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6	Main and conn. rod bearing throw off
V8	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6	Nozzle sprayed
V8	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Oil wetted crimped aluminum breather
Location	
L6	Forward end of rocker cover
V8-283 & 327	Left front of intake manifold
V8-396	Top center of right rocker cover

CRANKCASE CAPACITIES (Quarts)

Refill	
L6	4
V8	4
Refill with Filter Change	
L6	5
V8	5

LUBRICANT GRADES AND TEMPERATURES

32 F and Above	SAE20W, SAE20 or SAE10W-30
0 F and Above	SAE10W or SAE10W-30
Below 0 F	SAE5W or SAE5W-20
Alternate	SAE5W-30 can be used for 5W; 5W-20 or 10W-30

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure	
L6, V8-283 & 327	30-45 PSI @ 1500 RPM
V8-396	50-75 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L6	4.3 @ 2000
V8	4.3 @ 2000

OIL FILTER

Type	
L6	Full flow, throw away canister
V8	Full flow, replaceable element
Location	
L6	Right side front of engine
V8	Left rear side of engine
Capacity	
L6	One quart
V8	One quart
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

Type	Hex head
Location	Rear 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 DIPSTICK - LOCATION

L6	Right side front of engine block
V8-283 & 327	Left side, rear of engine block
V8-396	Right side, center direct to oil pan

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-194 Cu.In.	12 qts
L6-230 Cu.In.	12 qts
V8-283 Cu.In.	16 qts
V8-327 Cu.In.	15 qts
V8-396 Cu.In.	23 qts

RADIATOR

Make and Type	Harrison, tube and center
Core constant and thickness	
Distance between fins	
L6-194 Cu.In. ....	.28 Syn. & P/Gld
L6-230 Cu.In. ....	.28 Syn. & P/Gld
V8-283 Cu.In. ....	.20 Syn., .18 P/Gld
V8-327 Cu.In. ....	.16 Syn. & P/Gld
V8-396 Cu.In. ....	.16 Syn. & P/Gld
Distance between tubes	.55
Thickness of core	
L6-194 & 230; V8-283 & 327 Cu.In.	1.26
V8-396 Cu.In.	1.98
Frontal Area (Sq. in.)	
L6-194 Cu.In.	323
L6-230 Cu.In.	323
V8-283 & 327 Cu.In.	357
V8-396 Cu.In.	391

RADIATOR HEAVY DUTY (RPO V01)

Core constant and thickness	
Distance between fins .....	.16 Syn. & P/Gld
Distance between tubes .....	.55
Thickness of core	
L6-194 & 230 Cu.In.	1.26
V8-283 Cu.In.	1.75
V8-327 & 396 Cu.In.	1.98
Frontal area (Sq. in.)	
L6-194 Cu.In.	323
L6-230 Cu.In.	357
V8-283 Cu.In.	357
V8-327 & 396 Cu.In.	391

RADIATOR CAP RELIEF VALVE

Opens at Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to open at	177°-183°F
Fully opened at	212°F
Thermostat By-Pass Hose V8-396 only .....	.745 ID

RADIATOR HOSE

Outlet, lower (radiator to water pump)	
L6-194 & 230; V8-283 & 327 Cu.In.	1.75 ID
V8-396 Cu.In.	1.88 ID
Inlet, upper (thermostat hsg. to radiator)	
L6-194 & 230 Cu.In.	1.28 ID
V8-283 & 327 Cu.In.	1.50 ID
V8-396 Cu.In.	1.50 ID

FAN

Number of blades	
L6 & V8-283 Cu.In.	4
V8-327 & 396 Cu.In.	4
V8-396 Cu.In. (RPO L78)	5
Diameter	
L6 & V8-283 Cu.In.	17.62
V8-327 & 396 Cu.In.	17.62
V8-396 Cu.In. (RPO L78)	18.00
Fan pulley pitch diameter	7.00
Drive (V8-396 RPO L78)	
Type	Thermomodulated fluid coupling
Performance at 4000 RPM Input	At 135°-155° F
	fan speed 3200 to 3500 RPM; at 120° F
	and below, fan speed 800-1800 RPM

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38°-42°
Pitch line	
L6-194 & 230 Cu.In.	39.00
V8-283 Cu.In.	54.00
V8-327 Cu.In.	54.00
V8-396 Cu.In.	55.50
V8-396 Cu.In. (RPO L78)	
Fan, Generator and Water Pump Belt	55.50
Fan & Water Pump	43.00
Width .....	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-194 Cu.In.	58 GPM @ 4400 Engine RPM
L6-230 Cu.In.	60 GPM @ 4400 Engine RPM
V8-283 Cu.In.	34 GPM @ 4400 Engine RPM
V8-327 Cu.In.	57 GPM @ 4400 Engine RPM
V8-396 Cu.In.	82 GPM @ 5200 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (Pump to Engine RPM) .....	.949:1

DRAIN LOCATIONS AND TYPE

Radiator - Petcock	
L6-194 Cu.In.	Bottom center,
	Heavy duty - left side bottom
L6-230, V8-283, 327 & 396 Cu.In.	Left side bottom
Engine block - Plug	
L6	Left side rear
V8-283 & 327 Cu.In.	Right and left center
V8-396 Cu.In.	Left side - rear of block
	Right side - center of block

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage Rating ----- 12
 Capacity (SAE)
 L6 & V8-283 ----- 44 amp hr @ 20 hr rate
 V8-327 & 396 ----- 61 amp hr @ 20 hr rate
 Heavy Duty (RPO T60) ----- 70 amp hr @ 20 hr rate
 Total Number of Plates
 L6 & V8-283 ----- 54
 V8-327, 396 and Heavy Duty ----- 66
 Number of Cells ----- 6
 Terminal Grounded ----- Negative
 Location ----- Right front engine compartment

Test Conditions ----- Engine at operating temp.
 No Load Test
 Amps
 L6 & V8-283 ----- 49.75
 V8-327 & 396 ----- 65.100
 Volts ----- 10.5
 RPM
 L6 & V8-283 ----- 6200-9400
 V8-327 & 396 ----- 3600-5100
 Motor Drive
 Engagement ----- Solenoid
 Pinion Tooth No. ----- 9
 Flywheel Tooth No. ----- 153 (V8-396) ----- 165
 Mounting ----- Bolted to cylinder block flange

GENERATOR

Type ----- Diode rectified
 Rating
 Amps ----- 9-37
 Volts ----- 12-15
 Drive ----- By fan belt
 Pulley Pitch Diameter ----- 2.70
 Ratio (Gen. to Engine Speed) ----- 2.46:1

IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

COIL

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

REGULATOR

Type ----- Two unit, vibrator
 Voltage Regulator
 Voltage ----- 13.8-14.8 @ 85 degrees F
 Field Relay (Combination Light and Field Relay)
 Closing Voltage ----- 1-3 volts @ 80 degrees F
 Location ----- Left side front engine compartment

SPARK PLUGS

Type
 L6 ----- AC46N (Long reach)
 V8-283 ----- AC45
 V8-327 ----- AC44
 V8-396 ----- AC43N
 Thread Size (mm) ----- 14
 Gap ----- .033-.035
 Torque ----- 25 lb ft

STARTING SYSTEM

STARTING MOTOR

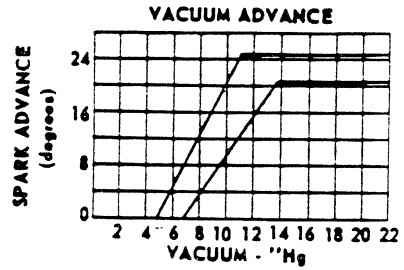
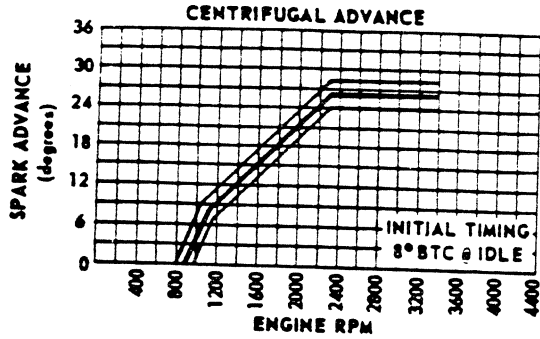
Rotation (Drive End View) ----- Clockwise

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

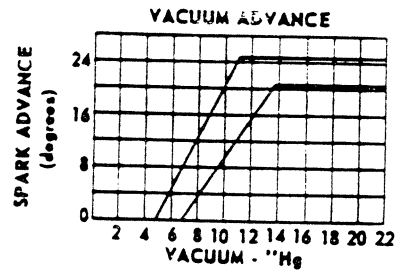
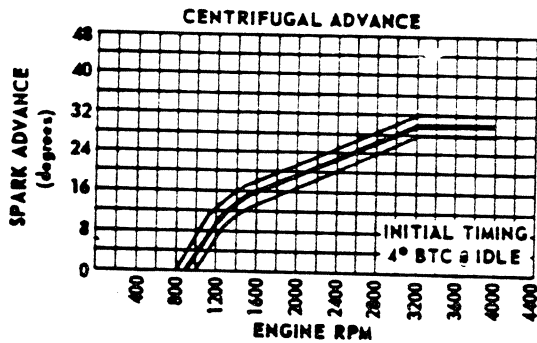
DISTRIBUTORS ●	L-6 194 CU.IN. 120 HP	L-6 230 CU.IN. 140 HP	V-8 283 CU.IN. 195 HP	V-8 283 CU.IN. 220 HP	V-8 327 CU.IN. 275 HP	V-8 396 CU.IN. 325 HP	V-8 396 CU.IN. 360 HP	V-8 396 CU.IN. 375 HP
Model	1110360	1110362	1111150	1111152	1111109	1111138	1111100	
Type	Single Breaker							
Cam Angle	31°-34°			28°-32°				
Breaker Gap	.019 (new)							
Breaker Arm Tension	19-23 oz							
Centrifugal Advance Begins (RPM)	900							
Max Degrees @ RPM	26 @ 2300	30 @ 3200	28 @ 4200	26 @ 4100	30 @ 5000	28 @ 4400		
Vacuum Advance Begins (In. Hg)	6.00							
Max Degrees @ In. Hg	21 @ 14.5		8.00		8.00		7.00	
Timing (Initial Design Setting) (Crankshaft Degrees @ RPM with Vacuum Line Disconnected)	8° ± 1 BTC @ 500	4° ± 1 BTC @ 500	4° ± 1 BTC @ 500	4° ± 1 BTC @ 500	8° ± 1 BTC @ 500	4° ± 1 BTC @ 500	4° ± 1 BTC @ 550	10° ± 1 BTC @ 550
Timing Mark Location	Harmonic balancer except V-8 283 on crankshaft pulley hub							

ELECTRICAL SYSTEM—Cont'd.

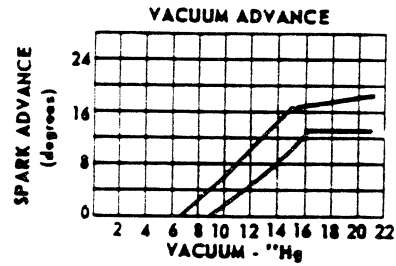
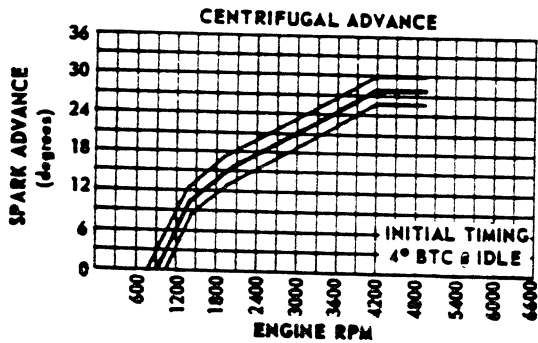
194 CUBIC INCH L-6 ENGINE



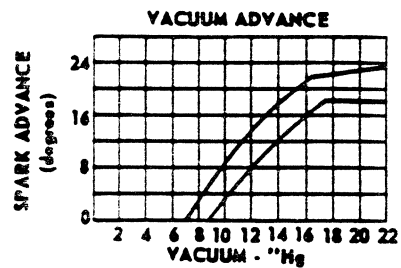
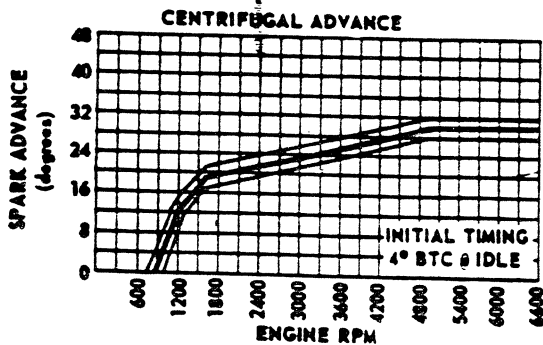
230 CUBIC INCH L-6 ENGINE



283 CUBIC INCH V-8 ENGINE



396 CUBIC INCH V-8 ENGINE



CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine	Type	L-6 194 CU.IN.		L-6 230 CU.IN.		V-8 283 CU.IN.		V-8 327 CU.IN.		V-8 396 CU.IN.		
	Availability	Regular Prod.		RPO L26		Reg. & L77		RPO L30		Base, L35, L75		
Clutch for		3-Spd O.D.	M01 Z04*	3-Spd O.D.	Z04*	3-Spd O.D.	4-Spd	H.D. 3-Spd	4-Spd	H.D. 3-Spd	4-Spd	
Type		Single dry disc					Single dry disc centrifugal					
Clutch cover & pressure plate	En. plate load, lb.	1350-1450	1900 2200	1500-1800	1900 2200	1700-1950		2100-2300		2450-2750		
	Press. plate matl.	Cast iron					Nodular iron					
	Clutch spring type	Diaphragm					Diaphragm, bent finger design					
	Clutch spring matl.	Heat treated spr. & steel					Flat spring steel between friction rings					
Driven plate	Cushions	Heat treated spr. & steel										
	Dampers	Flat spring steel between friction rings										
	Friction rings	6 coil springs					12 coil springs (6 set of 2)		10 coil springs (5 sets of 2)			
		ID	9.12	10.0	9.12	10.0	10.0		10.4		11.0	
		Total area Sq. In.	6.12	6.0	6.12	6.0	6.5		6.5		6.5	
Matl.		Woven type asbestos @		Woven type asbestos @		Woven type asbestos						
Flywheel	Ring gear	Matl.	Heat treated HR Steel									
		No. of reeth	153									
		PD	12.75									
		Attachment	14.00									
Bearings	Release	Type	Shrink fit									
		Lubrication	Single row ball									
	Pilot	Type	None, prepacked									
		Lubrication	Bronze bushing									
Controls	Clutch fork	None, sintered and oil impregnated										
	Pedal mounting	Drop, forged steel, pivot mounted on ball										
	Lubrication	Pendant, from brace on dash										
Clutch housing material		Crossover shaft Aluminum alloy										

* M01 - Option for Heavy Duty Clutch; Z04 - Option for Heavy Duty Chassis.
(a) Woven front and molded rear asbestos rings.

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed				3-Spd. H.D. (M13)	4-Speed				
Engine Application	Type	L-6 194	V-8 283	L-6 230	V-8 327	● V-8 396	V-8 283	V-8 327	● V-8 396		
	Availability	Standard	L77	L26	L30	Base, L34 & L78	Std. & L77	L30	Base, L34 & L78		
Case material		Cast Iron					Aluminum				
Gear Shift	Type	Cast Iron									
	Control	Remote									
	Location	Lever									
Gears	Type	Steering column					Floor				
	Material	Helical									
	Synchronization	Forged steel, hardened									
	Constant mesh gear	All forward gears									
	Sliding gears	All gears					All forward gears				
		None					Reverse				
		First	2.85	2.54	2.41	3.11	2.54	2.52	2.52	2.52	2.52
		Second	1.68	1.50	1.57	2.20	1.80	1.88	1.84	1.84	1.84
Third		1.00	1.00	1.00	1.47	1.32	1.00	1.27	1.27	1.27	
Reverse	2.95	2.63	2.41	3.11	2.54	2.59	2.26	2.26	2.26		
Lubricant	Type	Meeting Military Specification MIL-L-2105-B									
	Capacity (pts)	2					2.5				
Extension	Material	Cast Iron					Aluminum				
	Oil seal	Steel encased double seal of spring loaded rubber or felt									

* Close Ratio available with RPO L35 & L78 only.

TRANSMISSIONS—Cont'd.

OVERDRIVE TRANSMISSION (RPO M10)

GENERAL

Type ----- 3 pinion planetary drive unit
 Description ----- Adaptable to 3-speed transmission. Overdrive drive unit with integral mainshaft and extension of 3-speed.

Operation ----- Actuation by manually operated pull type lockout switch located under instrument panel to right of steering column; when fully extended, overdrive unit is inoperative. Overdrive unit can be over-ridden by a downshift switch located at the carburetor and controlled by the accelerator pedal; over-riding achieved by tramping accelerator.

Lubricant

Type ----- Meeting Military Specification MIL-L-2105-B

Viscosity ----- SAE 80

Capacity ----- Total 3 pints

Gear ratios with overdrive locked in

Regular production and optional L-6 engines

First ----- 2.058

Second ----- 1.176

Third ----- .7

Output shaft RPM

Cut-in ----- 1440

Cut-out ----- 1100

AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-6 194 C.I.	V-8 283 C.I.	L-6 230 C.I.	V-8 327 C.I.	V-8 396 C.I.	
	Availability	Standard	L ¹	RPO L2c	RPO L30	RPO L35	RPO L34
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse					
	Selector lever	Location	Steering column (a)				
		Operation	Actuates manual valve in hydraulic control system				
		Quadrant	P-R-N-D-L				
	Parking Lock	Type	Pawl and gear (on planetary)				
Operation		Applied by selector lever thru spring loaded linkage					
Hydraulic controls	Method of cooling	Air (b)				Water	
	Flywheel assembly	Steel stamping with welded on ring gear					
	Manual valve type	Spool					
	Pressure regulator valve type	Spool					
	Pressure @ Idle (c)	Drive		51			51
	Low		122			133	
	Reverse		88			86	
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. Operation independent of cover and pump housing.					
	Stator	Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.					
	Stall torque ratio	2.40		2.10			
Stall speed (RPM)	1790	1540	1340	1560	1660	1880	1860
Diameter (nominal)	11.0		11.75	11.0		11.75	

(a) Floor mounted when used with bucket seats

(b) Water cooled unit available optionally.

(c) Conditions: 450 RPM input at 25 inches Hg vacuum.

AUTOMATIC TRANSMISSION - CONTINUED

Engine	Type	L-6 194 C.I.	V-8 283 C.I.	L-6 230 C.I.	V-8 327 C.I.	V-8 396 C.I.		
	Availability	Standard	L77	RPO L26	RPO L30	RPO L35	RPO L34	
Planetary gear set	Type	Compound planetary						
	Range	Drive	1.82 to 1			1.76 to 1		
		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)						
Output shaft RPM & vehicle speed (MPH)	N V Factor	42.1	42.1	42.1	41.2	35.5		
	Upshift	Closed throttle	651(15)	650(16)	650(16)	651(16)	660(17)	
		Throttle	1905(44)	2085(51)	1900(45)	2130(54)	2350(59)	
		Full throttle	2205(51)	2400(59)	2205(53)	2495(58)	2750(69)	
	Down-shift	Closed throttle	605(14)	605(15)	605(14)	605(15)	615(16)	
		Throttle at detent	1205(28)	825(20)	1170(28)	825(21)	895(23)	
		Full throttle	2100(48)	2270(55)	2060(49)	2350(59)	2585(65)	
High clutch	Type	Multi-disk						
	Drive plates	Description	Waved steel with bonded organic facings					
	Number	3	4	3	4			
	Driven plates	Description	Flat steel					
Number	4	5	4	5				
Reverse clutch	Type	Multi-disk						
	Drive plates	Description	Flat steel with bonded organic facings					
	Number	4	4	4	6			
	Reaction plates	Description	Flat steel					
Number	4	4	4	6				
Torque Multiplication	Maximum overall ratio	4.37	3.82			3.70		
	Low and reverse	4.37 to 1.82	3.82 to 1.82			3.70 to 1.76		
Lubricant	Type	A suffix A						
	Capacity (prs)	15	18	15	18			
Governor	Type	Centrifugal						
	Operation	Regulates pump oil pressure to automatic shift control valve body						
	Drive	Mounted on output shaft						
	Location	In extension						
Oil pump	Type	Internal-external gear						
	Number	Two, front and rear						
	Function	To supply pressure						
		Converter pump						
	Front pump	Drive	Supply main system pressure at low vehicle speeds					
		Function	Output shaft					
Rear pump	Drive	Supply main system pressure at high vehicle speeds and during push starts						
	Function							

FRAME AND FRONT SUSPENSION

FRAME

Description ----- All welded perimeter frame with front crossmember, rear axle upper control arm crossmember, and rear crossmember. Center sections except convertibles and sedan pickups are "C" shaped; convertibles and sedan pickups have welded box construction members. Rear axle pickups box welded construction. Rear of pickup "C" shaped. Body mounting points. Convertible 14, Station Wagons 12, all others 10.

Wheel travel (design)
 Total ----- 7.53
 Jounce ----- 2.89
 Rebound ----- 4.64
 Wheel to spring, travel ratio ----- 1.82:1

FRONT SUSPENSION

Description ----- Independent, SLA type with coil springs & concentric shock absorbers, and spherically jointed steering knuckles for each wheel.

CONTROL ARMS

Description ----- Stamped A frame with pre-loaded, steel encased rubber bushings at pivot.

STEERING KNUCKLES

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

Spindle diameters
 Inner bearing ----- 1.2493-1.2498
 Outer bearing ----- .7492-.7497
 Spindle thread size ----- 3/4-20 NEF-3 (modified)
 Wheel bearing
 Type ----- Taper roller
 Number ----- Two per spindle

SPHERICAL JOINTS

Type ----- Ball studs, upper self-adjusting for wear
 Bearing surfaces
 Upper ----- Two bearings, both non-metallic; upper surface teflon-coated phenolic, lower surface teflon-cotton composition
 Lower ----- One upper surface, teflon-cotton composition

SHOCK ABSORBERS

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

STABILIZER BAR

Type ----- Link
 Material ----- HR steel
 Diameter ----- .812; 396 V-8, .937

FRONT WHEEL ALIGNMENT

Camber (degrees) ----- 0 to P1 curb
 Caster (degrees) ----- Except SS 396 and El Camino, N1-1/2 to N1/2 curb; SS 396 and El Camino, N1 to 0 curb
 Toe-in (total) ----- 1/8 to 1/4
 SAI (degrees) ----- 7-3/4 to 8-3/4

GENERAL SUSPENSION PROVISIONS

Car leveling ----- Front stabilizer bar
 Brake dip control ----- Angle of front upper control arm
 Squat control ----- Rear suspension geometry

FRONT SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs. per inch)	
							Free	Working (In. @ lbs.)	@ Spring	@ Wheel
3881624	A	Coil, Right Hand Helix	AISI A-5160	134.6	.594	3.63	18.2	12.59@1400	250	97
3881627	B			149.9	.656	3.63	18.5	12.59@1860	320	116
3866285	C			134.6	.594	3.63	18.4	12.59@1450	250	97
3881626	D			149.9	.656	3.63	18.3	12.59@1800	320	116
3851077	E			135.9	.637	3.63	18.1	12.59@1415	320	116
3866287	F			148.4	.612	3.63	18.6	12.59@1510	250	97
3866288	G			148.4	.612	3.63	18.8	12.59@1550	250	97
3866289	H			148.4	.612	3.63	18.9	12.59@1580	250	97

Engines	194 & 230 Cu. in. L-6 Engines										283 Cu. in. V-8 Engine																
	13100		13300		13500						13200		13400		13600				13800								
Models	11	69	11	35	69	80	35	17	39	67	69	80	11	69	11	35	69	80	35	17	39	67	69	80	17	67	
3-Speed, PG(a)	Appl.	A	A	A	A	A	A	A	A	A	A	A	A	F	G	G	C	G	F	C	F	H	F	H	F		
													327 Cu. in. V-8 Engine														
													3 and 4-Speed, Powerglide	G	H	G	F	H	G	F	F	H	F	H	G		
													396 Cu. in. V-8 Engine														
													3 and 4-Speed, Powerglide(b)	D	D	D	E	D	D	E	E	B	E	B	D	E	E

(a) Also 4-speed with V-8 engines.
 (b) 3-speed, 4-speed only with 396 V-8, RPO L78.

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description ----- Semi-reversible, recirculating ball nut gear. 7 position 5" vertical travel tilt steering wheel optional.

Ratios ----- Gear, 24:1; overall 28:1

Turning diameters (ft)

 Outside front, wall to wall ----- 43.1

 Outside front, curb to curb ----- 40.3

 Inside rear, wall to wall ----- 24.1

 Inside rear, curb to curb ----- 24.7

Number of wheel turns, lock to lock ----- 5.48

Outside wheel angle with inside wheel

 @ 14.81 degrees ----- 14.06

 @ 20.00 degrees ----- 18.41

 @ 33.73 degrees (limit of turn) ----- 31.15

Linkage ----- Parallelogram, rear of wheels, 2 tie rods

Steering wheel

 Standard and optional tilt wheel ----- Deep dished, 16.5 diameter

POWER STEERING, RPO N40

(same as standard Manual Steering except as shown)

Type ----- Integral gear, with vane type pump driven by crankshaft pulley providing hydraulic pressure

Ratio ----- Gear, 17.5:1; overall, 20.4:1

Number of wheel turns, lock to lock ----- 3.98

DRIVELINE

Type ----- Tubular, exposed

Number used ----- One

Diameter (O.D.) ----- 3.25

Length (C/L of U-joints) ----- 60.13

Wall thickness ----- .065

Universal joints

 Type ----- Cross

 Number used ----- Two

Bearings ----- Prepack, anti-friction

Drive and torque ----- Through rear suspension control arms

WHEELS

Type ----- Short spoke spider

Attachment to hub ----- 5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle

Rim size ----- 14 x 5J; SS 396, 14 x 6JK

Offset ----- 1.00

TIRES

Type ----- Rayon, tubeless, blackwall

Construction ----- 2 ply

Rating ----- 4 ply

Size

 L-6 except wagon, pickup, and conv; V-8 except wagon, 4-dr. hardtop, conv., and pickup ----- 6.95 x 14

 L-6 convertible and pickup; V-8 4-dr. hardtop, convertible, and pickup ----- 7.35 x 14

 L-6 and V-8 wagons, SS 396 ----- 7.75 x 14

TIRE SPECIFICATIONS ●

		6.95 x 14-4PR	7.35 x 14-4PR	7.75 x 14-4PR
Loaded rolling radius		11.8	12.1	12.4
Loaded rev/mi @ 50 MPH		822	803	779
Capacity (lbs @ PSI)		1050 @ 24	1160 @ 24	1270 @ 24*
Recommended pressure (cold) †	Front	24	24	24*
	Rear	24	24	24*

† Average Load

• Wagons - Front, 1210 @ 22; Rear, 1330 @ 26

REAR AXLE AND SUSPENSION

REAR AXLE

Description ----- Semi-floating housing consists of two welded tubes pressed into crossbore of cast iron carrier. Carrier contains an overhung pinion and hypoid gear supported by two taper roller bearings.

Pinion offset ----- 1.50

Hypoid gear PD
3.08, 3.36, 3.70 ----- 8.125
3.07, 3.31, 3.73 ----- 8.875

Pinion bearing adjustment ----- Shim

Lubricant
Type ----- Military Spec. MIL-L-2105-B
Viscosity ----- SAE 80
Capacity (pts) ----- 8.125 hypoid gear 3.5
8.875 hypoid gear 4.0

Ratios (standard production)
194, 230 except wagons; and 283 V-8 engines
3 & 4-speed & automatic transmissions ----- 3.08
Overdrive transmissions ----- 3.70

194 & 230 L-6 wagons
Automatic & 3-speed transmissions ----- 3.36
RPO L30 ----- 3.08
RPO L34 -- 3 and 4-speed, Powerglide ----- 3.73
Super Sport 396 ----- 3.31
RPO L78 ----- 3.07

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

HYPOID AND PINION GEAR TOOTH COMBINATIONS

3.08 (8.125 hypoid gear) ----- 37.12
3.36 (8.125 hypoid gear) ----- 37.11
3.70 (8.125 hypoid gear) ----- 37.10
3.07 (8.875 hypoid gear) ----- 43.14
3.31 (8.875 hypoid gear) ----- 43.13
3.73 (8.875 hypoid gear) ----- 41.11

POSITRACTION DIFFERENTIAL (see Power Trains)

Type ----- Two pinion with dual disk clutches

REAR SUSPENSION

Description ----- Link type; 2 upper and 2 lower control arms supporting an integral rear beam consisting of cast iron differential carrier with pressed in tubular rear axle shaft housings. Drive and torque taken through control arms.

Wheel travel (design)
Total ----- 9.75
Jounce ----- 2.25
Rebound ----- 7.50
Wheel to spring, travel ratio ----- 1.053:1

SHOCK ABSORBERS

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

REAR SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs. per inch)	
							Free	Working (in. @ lbs.)	@ Spring	@ Wheel
3870485	A	Coil, Right Hand Helix	AISI A-5160	120.6	.536	5.500	16.0	9.74 @ 625	100	100
3890624	B			121.4	.575	5.500	14.9	9.74 @ 575	130	129
3890622	C			108.1	.545	5.500	14.4	9.74 @ 530	130	129
3866255	D			108.1	.516	5.500	15.5	9.74 @ 580	100	100
3866256	E			120.6	.536	5.500	15.7	9.74 @ 600	100	100
3881632	F			121.4	.575	5.500	14.6	9.74 @ 635	130	129
3866258	G			120.6	.536	5.500	16.7	9.74 @ 700	100	100
3881633	H			121.4	.575	5.500	15.4	9.74 @ 740	130	129
3881634	I			130.9	.590	5.500	17.5	9.74 @ 975	130	129

Engines	194 & 230 Cu. In. L-6 Engines								283 Cu. In. V-8 Engine																		
	13100	13300	13500						13200	13400	13600		13800														
Models	11	69	11	35	69	80	35	17	39	67	69	80	11	69	11	35	69	80	35	17	39	67	69	80	17	167	
3-Speed, PG (a)	App.	E	E	E	I	E	G	I	D	A	E	E	G	E	A	A	I	A	G	I	D	A	A	A	G		

Engines	327 Cu. In. V-8 Engine													
	13100	13300	13500						13200	13400	13600		13800	
3 and 4-Speed, Powerglide	A	A	A	I	A	G	I	D	A	A	A	G		

Engines	396 Cu. In. V-8 Engine													
	13100	13300	13500						13200	13400	13600		13800	
3 and 4-Speed(b), Powerglide	F	F	F	K	F	H	I	C	B	F	B	H	C	C

(a) Also 4-speed with V-8 engines.

(b) 3 and 4-speed only with 396 V-8, RPO L78.

BRAKES

SERVICE BRAKES (Standard)

Type	Duo-servo, 4-wheel hydraulic, reverse self-adjusting
Line pressure, psi, @ 100 lb pedal load	783
Braking ratios	
Pedal	6.15
Hydraulic	4.29
Overall	26.38
Distribution of braking effort (theoretical, percent)	
Front wheels	59.4
Rear wheels	40.6
Brake Drum	
Diameter, front and rear	9.5
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area (sq. in.)	286.6
Brake lining	
Material	Full molded asbestos composition
Length	
Primary shoe, front and rear	9.01
Secondary shoe, front and rear	9.75
Width	
Front wheels, primary and secondary	2.50
Rear wheels, primary and secondary	2.00
Thickness, minimum @ centerline	
Primary shoes, front and rear	.17
Secondary shoes, front and rear	.20
Method of attachment	Bonded
Total effective area (sq. in.)	168.9
Gross lining area (sq. in.)	168.9
Master cylinder	
Piston diameter	1.00
Piston travel (available pedal travel)	1.09
Wheel cylinders	
Piston diameter	
Front	1.125
Rear	.9375
Foot pedal travel	6.70

PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq. in.)	74.8
Control	Pendulum foot pedal; released by T handle located below instrument panel to left of steering column.

SERVICE BRAKES, METALLIC (RPO J50) (Same as standard and production SERVICE BRAKES except as follows)

Line pressure, psi @ 100 lb pedal load	1029
Braking ratios	
Pedal	6.15
Hydraulic	5.67
Overall	34.44
Brake lining	
Material	Sintered iron segments
Size	
Front wheel segments	
Primary	1.64 x 1.25 x .175
Secondary	1.65 x 1.00 x .145
Rear wheel segments	
Primary	1.64 x 1.00 x .175
Secondary	1.64 x 1.00 x .145
Segments per shoe	
Primary, front and rear	2
Secondary, front and rear	2
Method of attachment	Welded
Total effective area (sq. in.)	115.7
Gross lining area (sq. in.)	115.7
Master cylinder	
Piston diameter	1.00

POWER BRAKES (RPO J50)

(Same as standard

production SERVICE BRAKES except as follows)

Type	Vacuum power unit added to assist regular master cylinder integral.
Pedal effort	Approximately 30% less than regular service brakes at same deceleration rate
Braking ratios	
With standard production service brake linings	
Pedal	6.45
Hydraulic	4.29
Overall	24.57
With metallic service brake linings	
Pedal	6.45
Hydraulic	5.67
Overall	36.33
Master cylinder	
Piston travel (available pedal travel)	1.09
Foot pedal travel	4.00

BULBS, FUSES, AND CIRCUIT BREAKERS

LAMP	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-53	1
Automatic transmission position pattern	Except 13700 & 800, 1-1445 13700 & 800, 1-1895	1 2
Back up	2-1156	32
Clock (with tachometer option)	1-1895	2
Courtesy		
Instrument panel	2-631	6
Seat separator	1-211	15
Directional signal indicators	2-1445	1
Dome	1-211	15
Generator indicator	1-1895	2
Glove compartment	1-1895	2
Headlamp		
Outer	2-4001	High beam 37.5W Low beam 55.0W
Inner	2-4001	High beam 37.5W
Headlamp hi-beam indicator	1-1895	2
Heater controls	1-1895	2
Instrument cluster	Except 13700 & 800, 5-1895 13700 & 800, 6-1895	2 2
License plate, rear	1-1155	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park		4
Turn	2-1157	32
Parking brake alarm	1-257	2
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	30W
Tail		
Tail		4
Stop and turn	2-1157	32
Temperature indicator	1-1895	2
Traffic hazard indicator	1-1445	1
Underhood	1-93	15

BULBS, FUSES, AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 30 fuse	In line
Ash tray lamp	AGC 30 fuse	Fuse panel (g)
Ash tray lamp	AGC 3 fuse	Fuse panel (c)
Auto. trans. position pattern lamp	AGC 3 fuse	Fuse panel (c)
Back up lamps	AGC 10 fuse	Fuse panel (d)
Cigarette lighter	AGC 15 fuse	Fuse panel (b)
Clock	AGC 15 fuse	Fuse panel (b)
Clock lamp (with tachometer option)	AGC 3 fuse	Fuse panel (c)
Courtesy lamps	AGC 15 fuse	Fuse panel (b)
Defogging unit	AGC 10 fuse	Fuse panel (g)
Direction signal indicator lamps	AGC 3 fuse	Fuse panel (c)
Dome lamp	AGC 15 fuse	Fuse panel (b)
Folding top motor	40 amp CB	Hinge pillar
Fuel gage	AGC 10 fuse	Fuse panel (d)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 15 fuse	Fuse panel (b)
Headlamps	15 amp CB	Light switch
Headlamps hi-beam indicator lamp	15 amp CB	Light switch
Heater	AGC 10 fuse	Fuse panel (g)
Heater controls lamp	AGC 3 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 3 fuse	Fuse panel (c)
License plate lamp, rear	AGC 15 fuse	Fuse panel (b)
Luggage compartment lamp	AGC 15 fuse	Fuse panel (b)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Overdrive solenoid	AGC 15 fuse	In line
Parking brake alarm indicator lamp	AGC 10 fuse	Fuse panel (d)
Parking lamps	15 amp CB	Light switch
Power seats	40 amp CB	Hinge pillar
Power windows	40 amp CB	Hinge pillar
Radio and radio lamp	AGC 2.5 fuse	Fuse panel (e)
Spot lamp	Inside operated	In line
	Portable	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail, stop and turn lamps	AGC 15 fuse	Fuse panel (b)
Tailgate motor	40 amp CB	Hinge pillar
Temperature indicator lamp	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator lamp	AGC 15 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	SAE 20 fuse	Fuse panel (f)
	14 amp CB	Switch

* Letter suffix indicates same circuit

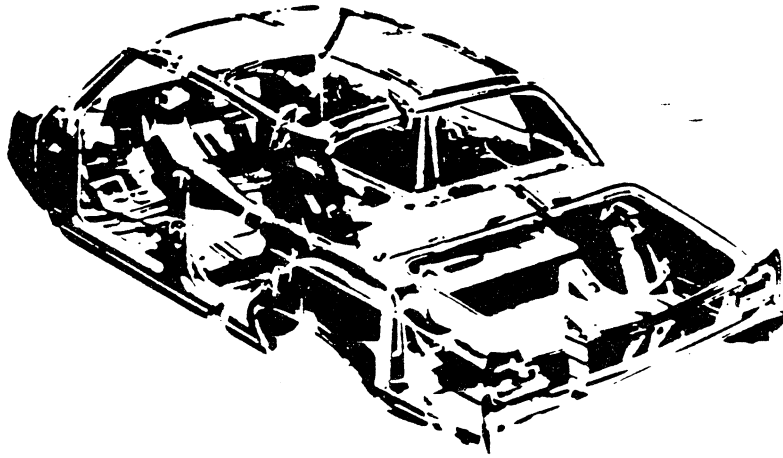
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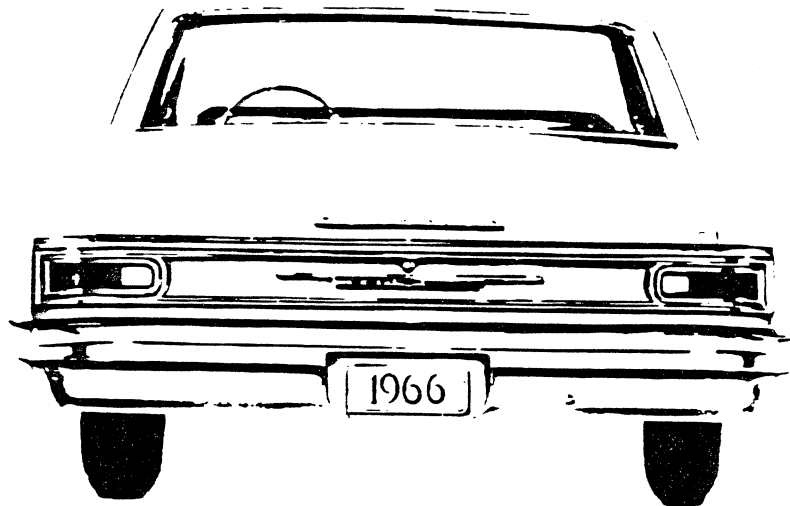
BODY



EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLOR COMBINATIONS	3
BODY CONSTRUCTION AND GLASS AREA	6

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EXTERIOR PAINT PROCESS



1. **RUSTPROOFING . . .** Bare steel is thoroughly treated with chemicals that etch the metal for improved paint adhesion. This chemical also cleans the metal to give it a corrosion-resisting surface.
2. **BODY AND SHEET METAL PRIMER . . .** Four different and specially formulated corrosion resistant primers are used during sub-assembly of the body where rust could possibly develop. Areas considered especially critical are subsequently coated with another type rust inhibiting compound, after the lacquer coats have been applied.
A primer coat is applied to all outside and inside surfaces of the front fenders and hood. This is done by dipping or flowcoating to insure coating in all seams and secluded areas, and then baking at 390 degrees F for 30 minutes. After baking, a coat of sealer is applied to all surfaces requiring a subsequent coat of lacquer.
3. **PRIMER-SURFACER COAT AND FLASH PRIME COAT . . .** An air dried flash prime coat is applied to surfaces below the beltline. Next, a full primer-surfacer coat is applied to all outside surfaces of the body receiving lacquer and then oven baked for 45 minutes at 285 degrees F.
4. **SANDING . . .** Power wet sanding followed by hand sanding is done on all surfaces requiring lacquer.

Upon inspection, spot sanding assures an absolutely smooth surface for the lacquer. After lacquer application and initial baking, final wet sanding, both power and hand, prepares the body for final baking by removing surface irregularities.

5. **LACQUERING . . .** Many coats of acrylic lacquer are now sprayed on the surfaces to build up a finish of the required thickness for each color.
6. **INITIAL BAKING . . .** To set up the paint hardness for final sanding the body is baked for approximately 10 minutes at 200 degrees F.
7. **FINAL BAKING . . .** To assure a durable, hard, high luster finish the lacquer is now baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften and allows surface blemishes and sanding scratches to disappear during the thermo-reflow process.
8. **UNDERCOATING . . .** An asphaltic based-asbestos fiber type sound deadener is sprayed inside the wheel housings and on the underside of the underbody at designated locations to block out road noises.
9. **PAINT REPAIR . . .** Any slight mars, nicks, or scratches that might occur during final assembly are factory-repaired and corrected before shipment. Light "slush" polishing is done to bring painted surfaces to a high luster finish. Wax is sprayed on each vehicle for protection during transit.

EXTERIOR-INTERIOR COLORS

CHEVELLE 300 131-13200 SERIES CHEVELLE 300 DELUXE 133-13400 SERIES EL CAMINO

EXTERIOR			INTERIOR TRIM COLORS AND RPC NUMBERS					
			Med. Fawn	Red	Blue	Med. Fawn	Red	Blue
RPO	Color	Sales Name	Models 13411-60			Models 13211-80		
			706	744	726	704	742	724
AA	Black	Tuxedo Black	X	X	X	X	X	X
CC	White	Ermine White	X	X	X	X	X	X
DD	Med. Blue	Mist Blue			X			X
EE	Dk. Blue	Danube Blue			X			X
FF	Brt. Blue	Marina Blue			X			X
HH	Med. Green	Willow Green	X			X		
KK	Med. Turq.	Artesian Turq.	X			X		
LL	Dk. Turq.	Tropic Turquoise	X			X		
MM	Bronze	Aztec Bronze	X			X		
NN	Maroon	Madeira Maroon	X	X		X	X	
RR	Red	Regal Red		X			X	
TT	Fawn	Sandalwood Tan	X			X		
VV	Beige	Camen Beige	X			X		
WW	Slate	Chateau Slate			X			X
YY	Yellow	Lemonwood Yellow	X			X		
Two-Tone (Lower Upper)								
CK	White Med. Turquoise		Not Available			Not Available		
DC	Med. Blue White				X			X
DE	Med. Blue Dk. Blue				X			X
HC	Med. Green White		Not Available			Not Available		
LC	Dk. Turquoise White		Not Available			Not Available		
NA	Maroon Black		Not Available			Not Available		
TV	Fawn Beige		X			X		
WA	Slate Black		Not Available			Not Available		

Two-tone not available for 13480

EXTERIOR-INTERIOR COLORS

MALIBU 135-13600 SERIES DELUXE EL CAMINO

INTERIOR TRIM COLORS AND RPO NUMBERS												
			Light Fawn	Turq.	Red	Blue	Black	Bronze	Lt. Fawn	Red	Blue	Black
			Models 13669-39-17					Model 13680				
			708	775	746	728	760(a)	---	710	748	730	---
EXTERIOR			Models 13667-35					Model 13680 Bucket Seat Cps.				
RPO	Color	Sales Name	709	776	747	729	761(b)	787(c)	711	749	---	712
AA	Black	Tuxedo Black	X	X	X	X	X	X	X	X	X	X
CC	White	Ermine White	X	X	X	X	X	X	X	X	X	X
DD	Med. Blue	Mist Blue	X			X	X		X		X	X
EE	Dk. Blue	Danube Blue	X			X	X		X		X	X
FF	Brt. Blue	Marina Blue				X	X				X	X
HH	Med. Green	Willow Green	X				X		X			X
KK	Med. Turq.	Artesian Turquoise	X	X			X		X			X
LL	Dk. Turq.	Tropic Turquoise	X	X					X			
MM	Bronze	Aztec Bronze	X				X	X	X			X
NN	Maroon	Madeira Maroon	X		X		X		X	X		X
RR	Red	Regal Red			X		X			X		X
TT	Fawn	Sandalwood Tan	X				X		X			X
VV	Beige	Cameo Beige	X				X	X	X			X
WW	Slate	Chateau Slate				X	X				X	
YY	Yellow	Lemonwood Yellow	X	X			X		X			X
Two-Tone (Lower Upper)												
CK	White/Med. Turquoise			X								
DC	Med. Blue/White					X						
DE	Med. Blue/Dk. Blue					X						
HC	Med. Green/White		Not Available					Two-Tone Not Available				
LC	Dk. Turquoise/White			X								
NA	Maroon/Black						X					
TV	Fawn/Beige		X									
WA	Slate/Black						X					

(a) Not available for 13669.

(b) Available for 13667-39-17 only.

(c) Available for 13667 only.

Convertible top: Black, white or beige with any exterior color.

Vinyl top option: 13617 only. Black or beige with any exterior color.

S S 396

MALIBU AND SUPER SPORT 396 BUCKET SEAT OPTION

		INTERIOR TRIM COLORS AND RPO NUMBERS									
		Light Fawn	Turq.	Red		Bright Blue	Black	White (Black)	Bronze		
		Models 13817-67									
		709	776	747		732	761	798	787		
		Bucket Seat Option, Models 13617-67-13817-67									
EXTERIOR		RPO	Color	Sales Name	712	---	750	731	763	797	790
AA	Black	Tuxedo Black	X	X	X		X	X	X	X	X
CC	White	Ermine White	X	X	X		X	X	X	X	X
DD	Med. Blue	Mist Blue	X					X	X		
EE	Dk. Blue	Danube Blue	X					X			
FF	Brn. Blue	Marina Blue					X	X	X		
HH	Med. Green	Willow Green	X					X	X		
KK	Med. Turq.	Artesian Turquoise	X	X				X	X		
LL	Dk. Turq.	Tropic Turquoise	X	X				X	X		
MM	Bronze	Aztec Bronze	X					X			X
NN	Maroon	Madeira Maroon	X		X			X	X		
RR	Red	Regal Red			X			X	X		
TT	Fawn	Sandalwood Tan	X					X			
VV	Beige	Cameo Beige	X					X			X
WW	Slate	Chateau Slate					X	X	X		
YY	Yellow	Lemonwood Yellow	X	X				X	X	X	
Two-Tone (Lower/Upper)											
CK	White/Med. Turquoise			X							
DC	Med. Blue/White										
DE	Med. Blue/Dk. Blue										
HC	Med. Green/White										
LC	Dk. Turquoise/White			X							
NA	Maroon/Black							X			
TV	Fawn/Beige		X								
WA	Slate/Black							X			

Convertible top: Black, white or beige with any exterior color.
 Vinyl top option: Black or beige with any exterior color.

1966 Chevrolet

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

Door construction ----- Double steel panels, hinged at front
 Door handles ----- Push-button with fork type door locks. Inside push button locks on all doors.
 Door ventipanes ----- Crank operated

HOOD AND TRUNK LID

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

VENTILATION

High level 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.

SEAT CONSTRUCTION

Type --- Front seat cushion
 1.00 poly foam ----- 153-154-155-15600, 163-164-16635,45
 1.50 foam rubber ----- 167-16800
 1.75 poly foam ----- 163-16437,39,67,69
 1.75 poly pad ----- 16647,39
 Rear seat cushion
 1.75 poly foam ----- 163-16400; 16635,45, 167-16800
 Jute and curton ----- 153-154-155-15600
 1.75 poly pad ----- 16647,39
 .75 poly foam ----- 155-156-163-164-16645

WINDSHIELD WIPERS AND WASHERS

Type ----- Dual 2-speed electric
 Linkage ----- Parallel acting

SPARE TIRE AND TOOLS

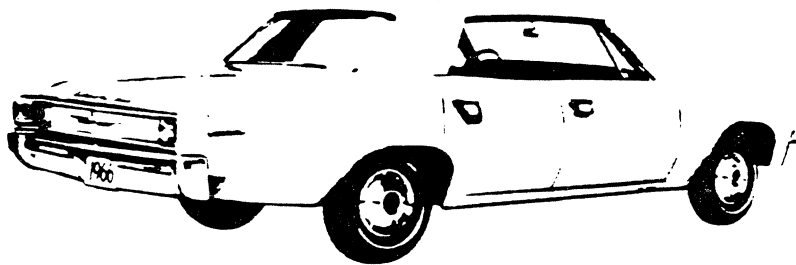
Location ----- Sedans and sport coupe, angled on center of shelf in trunk compartment. Station wagon, vertically in right hand side of cargo compartment rear of wheelhouse behind removable cover. Convertible, right side of trunk compartment rearward of wheelhouse. Tools consist of bumper jack with combination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

BODY GLASS (SQ. IN.)

LOCATION	TYPE	MODELS							
		69	39	11	37	47	67	35	45
Windshield		1448.1	1384.3	1448.1	1384.3			1448.1	
Front door	Ventipane	73.0	87.0	73.0	87.0			73.0	
	Window	645.9	646.6	874.7	866.4	832.8	859.4	645.9	
Rear door window		647.3	683.4		666.0				
Rear quarter	Window			436.0	382.0	416.4	400.4		
	Rear side							1187.4	
Back window		1173.5	1213.6	1173.5	1381.0	911.0	813.0	925.9	
Total visibility area		3987.9	4014.9	4005.3	4100.7	3631.5	3544.1	4946.3	

* All window glass curved safety solid plate except curved laminated safety plate windshield and flat plastic convertible rear window.

DIMENSIONS AND WEIGHTS



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INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDANS		SPORT SEDANS	SPORT COUPES	CONVERTIBLES	STATION WAGONS	SEDAN PICKUP
		2-DR	4-DR					
H3	Seat cushion height:					10.9		
H11	Entrance height:							
H13	Steering wheel thigh clearance	29.7		30.3			29.8	29.7
H30	H point to heel point	8.2		7.7			8.2	
H32	Seat cushion deflection	4.2				4.4		4.2
H50	Upper body opening to ground	43.6		44.2			43.7	
H58	H point rise					.6		
H61	Effective headroom	38.5		38.6	37.7		38.2	
H70	H point to body O line					13.9		
W3	Shoulder room					58.8		
W5	Hip room					59.9		
L7	Steering wheel torso clearance					11.2		
L17	H point travel					4.0		
L34	Effective leg room					41.9		

REAR COMPARTMENT

H8	Seat cushion height		13.2	13.0		12.8		13.2
H12	Entrance height	---	29.3	29.8	---	---		29.6
H31	H point to heel point		10.8	10.5		10.2		10.8
H33	Seat cushion deflection			4.4		4.8		4.4
H51	Upper body opening to ground	---	43.3	43.8	---	---		43.6
H63	Effective headroom		37.3	37.2	36.3	36.5		38.4
H71	H point to body O line			14.0		13.7		14.0
W4	Shoulder room	57.4		58.7		57.0	45.6	58.8
W6	Hip room	58.7		59.9		58.6	48.6	59.9
L3	Rear compartment room			27.0		25.2	24.9	27.2
L30	H point couple distance			33.7		31.5		33.7
L31	Effective leg room	35.8	36.0	35.7		33.1		36.0

LUGGAGE COMPARTMENT

---	Compartment opening width			52.3				
---	Compartment interior height			20.0				
---	Compartment interior width			72.0				
---	Compartment interior length			53.5				
H195	Compartment loading height			28.9				
V1	Usable luggage capacity (cu.ft.)			17.1				
---	Total compartment volume (cu.ft.)			27.5				

STATION WAGON CARGO SPACE

H201	Maximum cargo height:					31.3		
H202	Rear opening height:					28.3		
W250	Tailgate to ground height:					26.9		
W200	Cargo width - front:					59.6		
W201	Cargo width - wheelhouse:					42.4		
W203	Rear opening width at floor:					54.6		
W204	Rear opening width at belt:					52.5		
W205	Rear opening width above belt:					54.6		
L200	Maximum cargo length - front seat:					114.5		
L201	Maximum cargo length - second seat:					81.5		
L202	Cargo length at floor - front seat:					92.1		
L203	Cargo length at floor - second seat:					59.1		
L204	Cargo length at belt - front seat:					86.8		
L205	Cargo length at belt - second seat:					46.5		
V2	Total cargo volume (cu.ft.)					86.0		

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	SEDANS		SPORT SEDANS	SPORT COUPES	CONVERTIBLES	STATION WAGONS	SEDAN PICKUP
		2-DR	4-DR					
L101	Wheelbase	115.0						
L102	Tire size (standard)	See Chassis Section Page 3						
L103	Overall length	197.0						
L104	Overhang - front	31.9						
L105	Overhang - rear	50.1						
---	Overall length - less bumpers	193.6						
L127	Body O line to C L of rear wheels	100.0						
L128	Hood length at centerline	52.0						

WIDTHS

W101	Tread - front	58.0						
W102	Tread - rear	58.0						
W103	Maximum overall width of car	75.0						
W106	Front fender overall width	73.8						
W120	Overall car width, front doors open	152.0	134.7	152.0	134.7	152.0	134.7	152.0
W121	Overall car width, rear doors open	---	134.4	---	---	134.4	---	---

HEIGHTS

H101	Overall height (design)	53.0		51.9	52.8	54.6	
---	Overall height (curb)	54.1		53.2	53.9	56.7	
H102	Front bumper to ground	13.5		12.9	13.9		
H104	Rear bumper to ground	11.0		10.5			
H111	Rocker panel to ground - rear	7.2		7.0	9.2		
H112	Rocker panel to ground - front	8.3		8.0	9.6		
H114	Hood at rear to ground	31.8					
H115	Step height - front (design)	12.4		12.1	13.7		
H116	Step height - rear (design)	---	11.9	---	---	13.6	---
H125	Headlamp to ground	25.2		24.6	25.6		
H126	Taillamp to ground	24.6		24.8	26.7		
H130	Step height - front (curb)	14.4		14.2	15.5		
H131	Step height - rear (curb)	---	14.3	---	---	15.1	---
H136	Body O line to ground - front	5.3		4.7	6.6		
H137	Body O line to ground - rear	4.1		3.8	6.1		

CLEARANCES

H106	Angle of approach	28°		27°	29°			
H107	Angle of departure	13°		14°	12°			
H147	Ramp breakover angle	12°		11°	15°			
H148	Front suspension to ground	5.8		5.6	6.3			
H149	Oil pan to ground	6.6		6.1	7.4			
H150	Flywheel housing to ground	6.1		5.7	7.0			
H151	Frame to ground							
H152	Exhaust system to ground	5.0		4.9	7.0			
H153	Rear axle to ground	5.5		5.3	7.7			
H154	Fuel tank to ground	6.8		6.6	11.3			
H155	Tire well to ground							
H156	Minimum ground clearance	4.8		6.9				

1966 Chevrolet

SEDAN PICKUP EXTERIOR-INTERIOR DIMENSIONS

EXTERIOR LENGTHS

DESCRIPTION	DELS
	133-134-135-13680
Wheelbase	115.0
Overall length	197.6
Front overhang	31.9
Rear overhang	50.7

EXTERIOR HEIGHTS

Overall height	54.6
Rocker panel ground - front	9.6
Front bumper height	13.9
Rear bumper height	10.5
Step height - front	13.7
Angle of approach	29
Angle of departure	12
Minimum ground clearance	6.9
Tailgate to ground	21.6

EXTERIOR WIDTHS

Front tread	58.0
Rear tread	58.0
Overall width	75.0
Tailgate width	59.8

INTERIOR LENGTHS

Maximum effective leg room - front	41.9
Entrance - foot clearance	14.9
Steering wheel torso clearance	11.2
Box length at floor - tailgate closed	78.5
Box length at floor - tailgate open	101.5
Box length at belt	73.5

INTERIOR HEIGHTS

Effective head room - front	38.2
Entrance height - front	29.7
Steering wheel thigh clearance	3.9
Box height - front	15.3
Box height - rear	14.8
Wheelhouse height	9.5
Platform height - design	21.7
Platform height - curb	22.2

INTERIOR WIDTHS

Shoulder room - front	58.8
Hip room - front	59.9
Rear load floor width (between wheelhouses)	46.0
Box width at floor - front	59.8
Box width at belt - front	59.5
Tailgate opening at floor	55.5
Box width at floor - rear	64.8
Box width at belt - rear	58.5

VEHICLE WEIGHTS

CHEVELLE 300 131-13200 SERIES

Model	VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
		Front	Rear	Total	Front	Rear	Total
13111	2-Door Sedan 6-cylinder	1605	1290	2895	1610	1430	3040
13211	2-Door Sedan 8-cylinder	1720	1320	3040	1730	1465	3195
13169	4-Door Sedan 6-cylinder	1455	1480	2935	1455	1625	3080
13269	4-Door Sedan 8-cylinder	1555	1525	3080	1565	1670	3235

CHEVELLE 300 DELUXE 133-13400 SERIES

13311	2-Door Sedan 6-cylinder	1615	1295	2910	1615	1445	3060
13411	2-Door Sedan 8-cylinder	1730	1330	3060	1735	1480	3215
13335	4-Door Station Wagon 6-cylinder	1590	1620	3210	1585	1770	3355
13435	4-Door Station Wagon 8-cylinder	1690	1660	3350	1705	1805	3510
13369	4-Door Sedan 6-cylinder	1635	1310	2945	1640	1455	3095
13469	4-Door Sedan 8-cylinder	1750	1345	3095	1760	1490	3250

MALIBU 135-13600 SERIES

13535	4-Door Station Wagon 6-cylinder	1600	1635	3235	1600	1780	3380
13635	4-Door Station Wagon 8-cylinder	1705	1670	3375	1715	1815	3530
13539	4-Door Sport Sedan 6-cylinder	1685	1350	3035	1685	1495	3180
13639	4-Door Sport Sedan 8-cylinder	1795	1385	3180	1805	1530	3335
13517	2-Door Sport Coupe 6-cylinder	1630	1305	2935	1630	1450	3080
13617	2-Door Sport Coupe 8-cylinder	1735	1340	3075	1750	1480	3230
13567	2-Door Convertible 6-cylinder	1650	1380	3030	1650	1525	3175
13667	2-Door Convertible 8-cylinder	1760	1415	3175	1775	1560	3335
13569	4-Door Sedan 6-cylinder	1650	1310	2960	1650	1460	3110
13669	4-Door Sedan 8-cylinder	1760	1350	3110	1770	1500	3270

SS 396 13800 SERIES

13817	2-Door SS 396 Coupe 8-cylinder	1985	1390	3375	2010	1535	3545
13867	2-Door SS 396 Convertible 8-cylinder	2005	1465	3470	2030	1610	3640

EL CAMINO

13380	2-Door Sedan Pickup 6-cylinder	1640	1290	2930	1640	1435	3075
13480	2-Door Sedan Pickup 8-cylinder	1755	1320	3075	1765	1470	3235
13580	2-Door Sedan Pickup 6-cylinder	1650	1290	2940	1650	1440	3090
13680	2-Door Sedan Pickup 8-cylinder	1765	1325	3090	1770	1475	3245

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

CURB WEIGHT: Weight of empty vehicle ready to drive. Shipping weight plus weights of gasoline and water. For weight of gasoline add 122 pounds. For weight of water add 24 pounds to 6-cylinder models, 35 pounds to 283 V-8, 33 pounds to 327 V-8, and 47 pounds to the 396 V-8 models.

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

RPO C48	Less heater	-----	- 25
RPO L30	327 Cu. In. V-8	-----	+ 50
RPO L35	396 Cu. In. V-8	-----	+ 250
RPO M13	Three-speed H.D. transmission	-----	+ 20
RPO M21	Four-speed transmission	-----	+ 11
RPO M35	Powerglide transmission	-----	
	194 and 230 Cu. In. L-6	-----	+ 16
	283 Cu. In. V-8	-----	+ 17
	327 Cu. In. V-8	-----	+ 20
	396 Cu. In. V-8	-----	+ 20

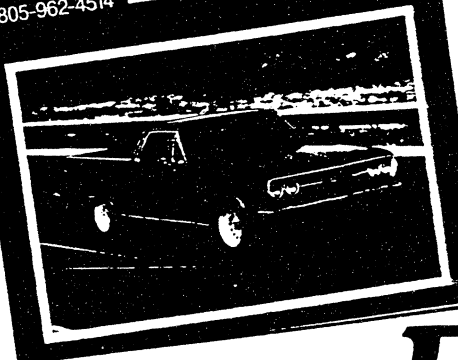


THE EL CAMINO STORE

59-60
64-72

EL CAMINO PARTS

WE BUY - SELL - REPAIR - RESTORE
QUALITY GUARANTEED
PARTS -
HUGE - LOW PRICES
805-962-4514



**Golden State
Pickup Parts is
at it again!**

The El Camino Store

Photos by Doug Marion

Over the years, whenever readers called us seeking parts or restoration help for their Chevy pickups, we referred them directly to Seth Doulton's Golden State Pickup Parts in Santa Barbara, California. Because of his close proximity to Los Angeles and our similar interests, we've known Seth for a decade. If you live elsewhere,

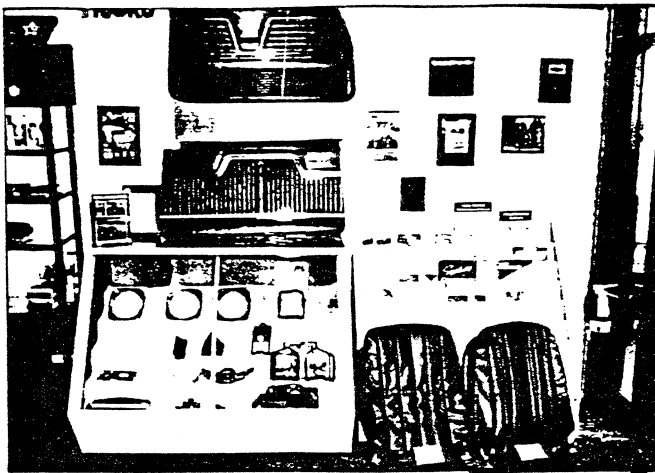
though *Hemming's Motor News* usually lists several other truck parts firms of national repute.

How good is Golden State? Well, they offer a lifetime warranty on just about everything they sell, and SC has never received a call back from anyone seeking more information.

So what's new at Golden State Pickup Parts? Well two years ago, Seth called SC with an idea. It seems that El Camino owners are always calling him for parts and information. Would a division of Golden State Pickup Parts, called



El Camino Store and Golden State Pickup Parts has a well-stocked showroom. Stop by anytime.



El Camino chrome trim, shop manuals, door panels and bucket seat covers on display.

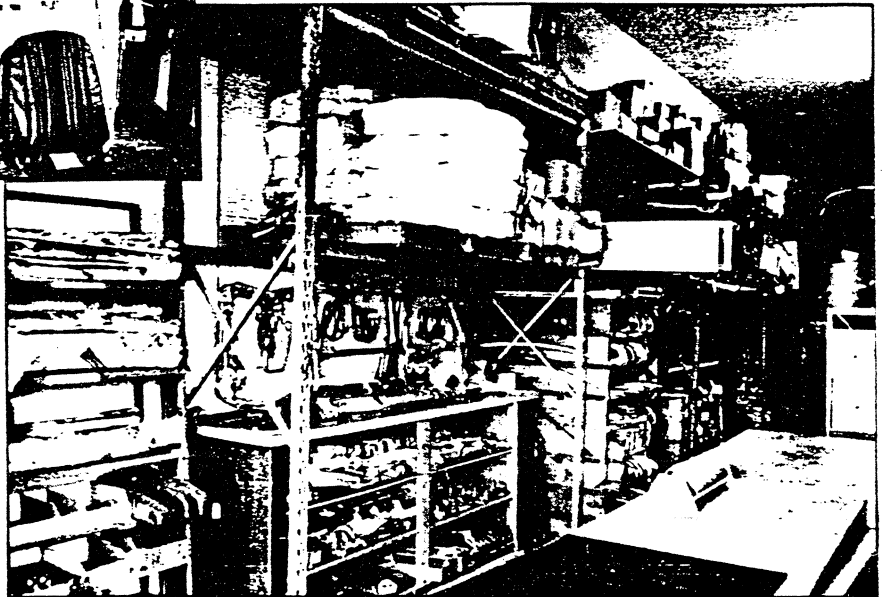
Need rechromed trim and moldings for your 1947-1972 Chevy or GMC pickup or 1959-1972 El Camino?

The El Camino Store, be viable? SC said yes. Seth agreed and the rest is history.

We have purposely refrained from mentioning The El Camino Store too much because with only so much time in a day, week and month, we wanted Seth and crew to get their feet on the ground. As anyone will tell you, servicing everyone's needs is a never-ending job, but at this point in time The El Camino Store is a viable source to satisfy your needs and wants. They have a very professional 50-page catalog covering 1959-1960 and 1964-1972 El Caminos, which costs \$3.

Parts sold at The El Camino Store are backed by the same warranty that applies to other truck parts sold by Golden State. It reads: "The El Camino Store will fully back and replace any part that they sell that becomes defective because of workmanship or material for the life of your truck. That's right, if you buy a chrome bumper from them and in 10 years it rusts, they will replace it free with proof of purchase." They sell new, used and reproduced parts. NOS is their specialty. •

THE EL CAMINO STORE
618 E. Gutierrez St.
Santa Barbara, CA 93103
(805) 962-4514



Here's a before-and-after pickup heater system. Both firms sponsor "Chevy Madness Day," a huge event held in November at Magic Mountain, north of Los Angeles.



Here are the guys and gals at The El Camino Store /Golden State Pickup Parts. Guy at top-rear is Seth Doulton.

AMA Specifications—Passenger Car

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

MANUFACTURER Chevrolet Motor Division General Motors Corporation		CAR NAME CHEVELLE
MAI' 30 NO	FILE COPY PLEASE DO NOT REMOVE FROM OFFICE	MODEL YEAR 1966
		ISSUED: 10-7-65 REVISED (●)

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

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Engine—Mechanical 3	Brakes 18	Weights 24
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BODY—TYPES AND STYLE NAMES—

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

	194 Cu. In. 6-Cyl. Standard	230 Cu. In. 6-Cyl. Standard	283 Cu. In. V-8 195HP Standard	220HP RPO-L77
CHEVELLE 300				
2-Door Sedan, 6-Pass.	13111			13211
4-Door Sedan, 6-Pass.	13169			13269
CHEVELLE 300 DELUXE				
2-Door Sedan, 6-Pass.	13311			13411
4-Door Station Wagon, 2-Seat	13335			13435
4-Door Sedan, 6-Pass.	13369			13469
2-Door Sedan, Pickup, 3-Pass.	13380			13480
MALIBU				
4-Door Station Wagon, 2-Seat	13535			13635
2-Door Sport Coupe, 5-Pass.	13517			13617
4-Door Sport Sedan, 6-Pass.	13539			13639
2-Door Convertible, 5-Pass.	13567			13667
4-Door Sedan, 6-Pass.	13569			13669
2-Door Sedan Pickup, 3-Pass.	13580			13680

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL	Additional Information Page No.:	13100-300-500 194 Cu. In. L-6 Standard	230 Cu. In. L-6 RPO-L26	13200-400-600 283 Cu. In. V-8 Standard | RPO-L77		
Wheelbase (L101)		115.0				
Track	Front (W101)	58.0				
	Rear (W102)	58.0				
Maximum Overall Dimensions	Length (L103)	197.0; Wagons 197.6				
	Width (W103)	75.0				
	Height (H101)	Sedans, 53.0; Sp.Cp.51.9; Conv.52.8; Wagon, 54.6; Pickup, 4.6				
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard			
	Manual - 4 speed	15	N.A.	Optional		
	Overdrive	15	Optional			
	Automatic	16	Powerglide-Optional			
Axle ratio	Manual - 3 speed	17	3.08; -St.Wag & Pickup 3.36	3.08		
	Manual - 4 speed	17	NA	3.08		
	Overdrive	17	3.70			
	Automatic	17	3.08; -St. Wag. & Pickup 3.36	3.08		
Tire size	18	(a)6.95 x 14-4; (b)7.35 x 14-4; (c)7.75 x 14-4				
Engine	Type, no. cyl., valve arr.	3	In. line 6 OHV	90° V-8 OHV		
	Fuel system (Carb., other)	10	Carburetor			
	Bore and stroke	3	3.563 x 3.25	3.875 x 3.25	3.875 x 3.00	
	Piston displ., cu. in.	3	194	230	283	
	Std. compression ratio	3	8.5:1		9.25:1	
	Max. bhp at engine rpm	3	120 @ 4400	140 @ 4400	195 @ 4800	220 @ 4800
	Max. torque at rpm	3	177 @ 2400	220 @ 1600	285 @ 2400	295 @ 3200

- (a) All L-6 models except wagons and pickups; 283 V-8 2 & 4 door sedans and sport coupes
- (b) 283 V-8 Convertible and 4-door sport sedan, pickup
- (c) All station wagons

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

MODEL	SAE Ref. No.	Sedans		Sport	Sport Coupes		Conv.		Sta.	Sedan
		2-DR	4-DR	Sedan	BN.	BKT.	BN.	BKT.	Wagon	Pickup

FRONT COMPARTMENT

Shoulder room	W3	58.8								
Hip room	W5	59.9								
Max. eff. leg room - accelerator	L34	41.9		41.9	42.2	41.9	42.2	42.0	41.9	
Effective head room	H61	38.5		38.6	37.7	37.7	38.2	38.0	38.2	38.2
H. Point to Heel point	H30	8.2		7.7	7.9	7.7	7.9	8.2	8.2	

REAR COMPARTMENT

Shoulder room	W4	57.4	58.7	58.7	57.0	45.6		58.8		--
Hip room	W6	58.7	59.9	59.9	58.6	48.6		59.9		--
Minimum effective leg room	L51	35.8	36.0	35.7	33.1	33.4	33.1	33.4	36.0	--
Effective head room	H63	37.3		37.2	36.3	36.5		38.4		--

LUGGAGE COMPARTMENT

Usable luggage capacity	V1	17.1									
Liftover height	H195	28.9		28.9	28.9	28.9	26.9		-----		
Position of spare tire storage		Horizontal Trunk Floor						RTRRQTR BK FRT SEAT			
Method of holding lid open		Tension Bars Counterbalanced									

STATION WAGON—THIRD SEAT

Hip room	W86										
Effective leg room	L86	None									
Effective head room	H86										
Seat facing direction											

STATION WAGON—CARGO SPACE

MODEL	SAE Ref. No.	133-134-135-13635
Minimum distance between wheel houses at floor level	W201	42.4
Rear end opening width at belt	W204	52.5
Floor length from back of front seat at floor level to inside of closed tail gate	L202	92.1
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	80.8
Maximum height - floor covering to headlining at centerline of rear axle	H201	31.3
Maximum height of rear opening - tail and lift gates open	H202	28.5
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	86.0

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)
MODEL	13100-300-500 194 Cu. In. L-6 Standard	230 Cu. In. L-6 RPO-L26	13200-400-600 283 Cu. In. V-8 Standard	RPO-L77		

ENGINE—GENERAL

Type, no. cyls., valve arr.	In-line 6 OHV		90° V-8 OHV	
Bore and stroke (nominal)	3.563 x 3.25	3.875 x 3.25	3.875 x 3.00	
Piston displacement, cu. in.	194	230	283	
Bore spacing (C/L to C/L)	4.4			
No. system (front to rear)	L. Bank	1-2-3-4-5-6 (In-line)		1-3-5-7-8
	R. Bank			2-4-6-8
Firing order	1-5-3-6-2-4		1-8-4-3-6-5-7-2	
Compres. ratio (nominal)	8.5:1		9.25:1	
Cylinder Head Material	Cast alloy iron			
Cylinder Block Material	Cast alloy iron			
Cylinder Sleeve-Wet, dry, none	None			
Number of mounting points	Front	Two		
	Rear	One		
Engine installation angle	4° 37'		4° 46'	
Taxable horsepower	30.5		36.0	
Di ² xNo.Cyl. 2.5	30.5		48.0	
Publishing max. bhp* @ eng. RPM	120 @ 4400	140 @ 4400	195 @ 4800	220 @ 4800
Publishing max. torque* (lb. ft. @ RPM)	177 @ 2400	220 @ 1600	285 @ 2400	295 @ 3200
Recommended fuel regular - premium	Regular			
Idle speed (spec. neutral or drive)	Manual	500 in Neutral		
	Automatic	500 in Drive		

ENGINE—PISTONS

Material	Cast aluminum alloy			
Description and finish	Flat head, slipper skirt		Flat, notched head slipper skirt	
Weight (piston only) oz.	21.28	20.32	20.30	
Clearance (limits)	Top land	.0330-.0440	.0345-.0435	
	Skirt	Top	.0005-.0011(a)	
		Bottom	.0005-.0011(b)	
Ring groove depth	No. 1 ring	.1960-.2025	.2153-.2218	
	No. 2 ring	.1960-.2025	.2153-.2218	
	No. 3 ring	.1985-.2050	.2093-.2158	
	No. 4 ring	None		

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

(a) Measured at 2.20 from top of piston

(b) Measured at 2.44 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE **MODEL YEAR** 1966 **DATE ISSUED** 10-7-65 **REVISED** ^(*)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO #				
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		(Std. first) (Indicate A/C ratio)				
						A	B	C			
13100 13300 13500	194	One; 1-Bbl	8.5:1	120	177	3-Speed Powerglide* Overdrive*	3.08(a)	3.36	3.36		
				@	@		3.08(a)	--	3.36		
				4400	2400		3.70	--	3.70		
	*	230	One; 1-Bbl	8.5:1	140	220	3-Speed Powerglide* Overdrive*	3.08(a)	3.36	3.36	
					@	@		3.08(a)	--	3.36	
					4400	1600		3.70	--	3.70	
13200 13400 13600	283	One; 2-Bbl	9.25:1	195	283	3-Speed 4-Speed* Powerglide* Overdrive*	3.08	3.36(b)	3.36		
				@	@		3.08	3.36(b)	3.36		
				4800	2400		3.08	--	3.36		
		*	One;* 4-Bbl	9.25:1	9.25:1	220	295	3-Speed 4-Speed* Powerglide* Overdrive*	3.08	3.36(b)	3.36
						@	@		3.08	3.36(b)	3.36
						4800	3200		3.08	--	3.36
							3.70	--	3.70		

- * - Optional
- # - Also available in positraction for combinations shown
- (a) - Station Wagon Models & Pickup Models - 3.36:1
- (b) - Pickup Models - 3.70:1
- A - General Purpose - Standard
- B - Special Purpose or Mountain - Optional
- C - Air conditioner

AMA Specifications—Passenger Car

MAKE OF CAR <u>CHEVELLE</u>	MODEL YEAR <u>1966</u>	DATE ISSUED <u>10-7-65</u>	REVISED ^(*)
	13100-300-500	13200-400-600	
	194 Cu. In. L-6	230 Cu. In. L-6	283 Cu. In. V-8
MODEL	Standard	RPO-L26	Standard | RPO-L77

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil control
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc.	Cast alloy iron, inside bevel. Upper - Flash chrome plating O.D. Lower - Wear resistant coating O.D.
	Width	.0775-.0780 Upper; .0770-.0780 Lower
	Gap	.010-.020
Oil	Description - material, coating, etc.	Multi-piece - (2 rails & one spacer expander) Spacer expander - stainless steel Rails - steel, chrome plated O.D.
	Width	.1840-.1880 (assembled)
	Gap	.015-.055
Expanders		in oil ring assembly

ENGINE—PISTON PINS

Material	Chromium steel		
Length	2.990-3.010		
Diameter	.9270-.9273		
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston	.00015-.00025	
	In rod	None	
Direction & amount offset in piston		Major thrust side .060	

ENGINE—CONNECTING RODS

Material	Drop forged steel	
Weight (oz.)	12.50 | 14.56	
Length (center to center)	5.699-5.701	
Bearing	Material & Type	Copper lead alloy or sintered copper nickel backed babbitt on steel
	Overall length	.807
	Clearance (limits)	.0007-.0027
	End play	.009-.013

AMA Specifications—Passenger Car

MAKE OF CAR <u>CHEVELLE</u>	MODEL YEAR <u>1966</u>	DATE ISSUED <u>10-7-65</u>	REVISED ^(*)
MODEL	13100-300-500 194 Cu. In. L-6 Standard	230 Cu. In. L-6 RPO-L26	13200-400-600 283 Cu. In. V-8 Standard RPO-L77

ENGINE—CRANKSHAFT

Material	Cast nodular iron		Cast nodular iron or forged steel	
Vibration damper type	Rubber mounted inertia damper(a)			
End thrust taken by bearing (No.)	7		5	
Crankshaft end play	.002-.006			
Main bearing	Material & type		Copper lead alloy or sintered copper nickel backed babbitt on steel	
	Clearance		.003-.0029 (#1-4).0003-.0029; (#5).0008-.0034	
	Journal dia. and bearing overall length	No. 1	2.3004 x .752	2.3008 x .752
		No. 2	2.3004 x .752	
		No. 3	2.3004 x .752	
		No. 4	2.3004 x .752	
		No. 5	2.3004 x .752	2.3004 x 1.177
		No. 6	2.3004 x .752	None
No. 7		2.3004 x .760	None	
Dir. & amt. cyl. offset		None		
Crankpin journal diameter	1.999-2.000			

ENGINE—CAMSHAFT

Location	Above and to right of crankshaft	In block above crk/shft		
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	Bakelite and fabric composition w/steel hub		
	Timing chain	No. of links	None	.46
		Width	None	.875
Pitch		None	.500	

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)	Standard		
Valve rotator, type (intake, exhaust)	None		
Rocker ratio	1.75:1		1.5:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	
Timing marks on flywheel, damper, other	Harmonic balancer		

(a) Used only with nodular crankshaft

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 13100-300-500 13200-400-600
 MODEL 194 Cu. In. L-6 Standard | 230 Cu. In. L-6 RPO-L26 | 283 Cu. In. V-8 Standard | RPO-L77

ENGINE—VALVE SYSTEM (cont.)

Timing (Including Ramps)	Intake	Opens (°BTC)	62°	32° 30'
		Closes (°ABC)	94°	87° 30'
		Duration-deg.	336°	300°
	Exhaust	Opens (°BBC)	92° 30'	74° 30'
		Closes (°ATC)	63° 30'	45° 30'
		Duration-deg.	336°	300°
	Valve opening overlap		125° 30'	78°
Intake	Material		Alloy steel	
	Overall length		4.902-4.922	
	Actual overall head dia.		1.715-1.725	
	Angle of seat & face		46° (seat) 45° (face)	
	Seat insert material		None	
	Stem diameter		.3404-.3417	
	Stem to guide clearance		.0010-.0033	
	Lift (@ zero lash)		.3318	.3987
	Outer spring press. and length	Valve closed (lb. @ in.)	56-64 @ 1.66	78-86 @ 1.66
		Valve open (lb. @ in.)	170-184 @ 1.33	170-180 @ 1.26
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper
		Valve open (lb. @ in.)	None	Spring damper
	Exhaust	Material		High alloy steel
Overall length		4.913-4.933		
Actual overall head dia.		1.495-1.505		
Angle of seat & face		46° (seat) 45° (face)		
Seat insert material		None		
Stem diameter		.3410-.3417		
Stem to guide clearance		.0010-.0027		
Lift (@ zero lash)		.3318	.3987	
Outer spring press. and length		Valve closed (lb. @ in.)	56-64 @ 1.66	78-86 @ 1.66
		Valve open (lb. @ in.)	170-184 @ 1.33	170-180 @ 1.26
Inner spring press. and length		Valve closed (lb. @ in.)	None	Spring damper
		Valve open (lb. @ in.)	None	Spring damper

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Nozzle (a)
	Cylinder walls	Conn. rod bearing throw-off Pressure, cross-sprayed

(a) Centrifugally oiled from front camshaft bearing

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR <u>CHEVELLE</u>	MODEL YEAR <u>1966</u>	DATE ISSUED <u>10-7-65</u>	REVISED ^(*)
MODEL	13100-300-500 194 Cu. In. L-6 Standard	230 Cu. In. L-6 RPO-L26	13200-400-600 283 Cu. In. V-8 Standard | RPO-L77

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear		
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500 RPM		
Oil pressure sending unit (elect. or mech.)	Electric		
Type oil intake (floating, stationary)	Stationary		
Oil filter system (full flow, partial, other)	Full-flow		
Filter replacement (element, complete)	Complete	|	Element
Capacity of crankcase, less filter-refill (qt.)	4.0		
Oil grade recommended (SAE viscosity and temperature range)	32° F and above ----- SAE20W, SAE20 or SAE10W-30 0° F and above ----- SAE10W, SAE10W-30 Below 0° F ----- SAE5W, SAE5W-20		
Engine Service Requirement (MM, MS, etc.)	MS or DG		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with crossover	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, reverse flow	One, reverse flow	Two with resonators
Exhaust pipe dia. (O.D., wall thickness)			
Branch		2.00x.082-.104(a)	(a)
Main	2.00 x .057-.071	2.00x.073-.091(a)	2.50x.073-.091
Tail pipe diameter (O.D. & wall thickness)	1.875x.062-.076		2.00x.062-.076

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system
Control Unit	Make and model	
	Location	Top rear at rocker cover | Rear at carburetor
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum
	Control method (variable orifice, fixed orifice, other)	Variable
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)	Breather cap
	Flame arrestor (screen, check valve, other)	Check valve

* SAE5W-30 can be used as an alternate for 5W; 5W-20 or 10W-30

(a) Laminated

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)
MODEL		13100-300-500		13200-400-600		
		194 Cu. In. L-6	230 Cu. In. L-6	283 Cu. In. V-8		
		Standard	RPO-L26	Standard		RPO-L77

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Air injection			
Air Injection Pump	Type	Semi-articulated vane type			
	Displacement	19.3 cubic inches			
	Drive ratio	1.25:1			
	Drive type	Crankshaft pulley			
	Relief valve (type)	Pressure (plate type)			
	Filter (describe)	None (clean air drawn from air cleaner)			
Air Injection System	Air distribution (head, manifold, etc.)	Head	Manifold		
	Point of entry	Exhaust ports			
	Injection tube I.D.	.2565			
	Check valve type	Pressure (plate type)(a)			
Carburetor	Backfire protection (type)	Vacuum actuated anti-backfire valve			
	Make	Carter	Rochester		
	Model	3880861(b)	7036101	7036119	
	Barrel size	1.56	1.44	1.44 Pr. & Sec	
	Idle speed	Drive	600 for Powerglide		
	Neutral	700 for Manual transmissions			
Distributor	Aux. Adv. Systems (type)				
	Make	Delco-Remy			
	Model	1110373	1110362	1111150	
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		
		Intermed. points deg. @ rpm			
		Max. deg. @ rpm.	30 @ 2250	30 @ 3200	28 @ 4200
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)	6		8
		Intermed. points deg. @ in. Hg			
Max. deg. @ in.		21 @ 14.5		15 @ 15.5	
Vacuum Source					
Timing - Crank degrees @ rpm	3° BTC @ 700	4° BTC @ 700	4° BTC @ 700		
Cooling System (describe changes)	Radiator fan shroud added				
Exhaust System (describe changes)					

- (a) Two check valves used on V-8 engines
 (b) Powerglide Models - 194 & 230 Cu. In. L-6 (3880861); V8-283 Std (7036110); V8-283 RPO L77 (7036118)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL 13100-300-500 13200-400-600
194 Cu. In. L-6 230 Cu. In. L-6 283 Cu. In. V-8
Standard RPO-L26 Standard RPO-L77

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy #1983504
	Voltage Rtg. & Total Plates		12 Volt; 54 Plates
	SAE Designation & Amp Hr. Rtg.		44 Amp/Hr @ 20 Hr Rate
	Location		Right side frt engine compartment
	Terminal grounded		Negative
Generator or Alternator	Make		Delco-Remy
	Model		#1100693
	Type and rating		Diode rectified (37 amp)
	Output at engine idle (neutral)		13 Amps
	Ratio—Gen. to Cr/s rev.		2.46:1
Regulator	Make		Delco-Remy
	Model		#1119515
	Type		Vibrator
	Cutout relay	Closing voltage @ generator rpm	
		Reverse current to open	
	Regu- lated	Voltage	13.8-14.8 @ 85° F
		Current	None
	Voltage test conditions	Temperature	Operating
Load		3-8 Amps	
Other		None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		#1107259 | #1107247
	Rotation (drive end view)		Clockwise
	Engine cranking speed		
	Test conditions		Engine at operating temperature
	No load test	Amps	49-76
		Volts	10.6
RPM (min)		6200-9400	
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		3 Spd. & 4 Spd. - Place gearshift in neutral and depress clutch to floor. POWERGLIDE - Place control lever in N or P position. INITIAL START - Depress accelerator pedal to floor and release. Turn ignition to START and release as soon as engine starts.

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)	
			13100-300-500		13200-400-600		
MODEL		194 Cu. In. L-6	230 Cu. In. L-6	Standard	RPO-L26	Standard	RPO-L77

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Positive shift solenoid			
	Pinion meshes (front, rear)		Rear			
	Number of teeth	Pinion	9			
		Flywheel	Manual	153		
			Auto.	153		
	Flywheel tooth face width	Manual	.4010-.4130			
Auto.		.4010-.4130				

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		NA			
	Make		Delco-Remy			
	Model		1115208		1115204	
	Amps	Engine stopped	4.0			
Engine idling		1.8				
Distributor	Make		Delco-Remy			
	Model		1110360		1110362	
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900			
		Intermediate points deg. @ rpm.				
		Max. deg. @ rpm.	28 @ 2300		30 @ 3200	
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6		8	
		Intermediate points, deg. @ in. Hg.				
		Max. deg. in. Hg.	21 @ 14.5		15 @ 15.5	
	Breaker gap (in.)		.019			
	Cam angle (deg.)		31° - 34°		28° - 32°	
Breaker arm tension (oz.)		19-23 oz				
Timing	Crankshaft deg. @ rpm.		8° ETC @ 500		4° BTC @ 500	
	Mark location		4° BTC @ 500			
Spark Plug	Make		Torsional damper			
	Model		AC46N (long reach)		AC45	
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033-.038			
Cable	Conductor type		Liner core impregnated with conducting material			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Neoprene			

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (a)	
MODEL	194 Cu.In. L-6 3-Spd. & OD	13100-300-500 230 Cu.In. L-6 3-Spd. & OD	194 Cu. In. HD (RPO M01)	13200-400-600 283 Cu.In. V-8 3-Spd & OD	4-Spd.		

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension ignition cables
-----------------------------	---

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed-ometer	Make	AC
	Trip odometer (yes, no)	NA
Charge indicator—type		Tell-Tale
Temperature indicator—type		Tell-Tale
Oil pressure indicator—type		Tell-Tale
Fuel indicator—type		Electric gage
Other		None
Windshield wiper	Make	Delco
	Type—Standard	Electric - two-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Pushbutton-Standard
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	8.00-11.0 @ 12.5V

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Chevrolet, single dry disc	Single dry disc centrifugal	
Type pressure plate springs	Diaphragm	(a)	
Total spring load (lb.)	1250-1450 | 1700-1950 | 1900-2200 | 1700-1950 | 2100-2300		
No. of clutch driven discs	One		
Clutch facing	Material	Woven type asbestos (b) | Woven type asbestos	
	Outside & inside dia.	9.12 & 6.12 | 10.0 & 6.0 | 10.0 & 6.5 | 10.4 & 6.5	
	Total eff. area (sq. in.)	71.8 | 100.5 | 90.7 | 103.5	
	Thickness	.135 each	
	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		

- (a) Diaphragm, bent finger design
- (b) Woven front and molded rear facings

AMA Specifications—Passenger Car

MAKE OF CAR <u>CHEVELLE</u>	MODEL YEAR <u>1966</u>	DATE ISSUED <u>10-7-65</u>	REVISED ^(*)
MODEL	<u>13100-300-500</u> <u>194 & 230 Cu. In. L-6</u>	<u>13200-400-600</u> <u>283 Cu. In. V-8</u>	

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)		Standard
Manual 4-speed (std. or opt.)	N.A.	Optional
Manual with overdrive (std. or opt.)		Optional
Automatic (std. or opt.)		Optional

DRIVE UNITS — MANUAL TRANSMISSION

Number of forward speeds		3-Speed	4-Speed	
Transmission ratios	In first	2.85	3.11	
	In second	1.68	2.20	
	In third	1.00	1.47	
	In fourth	--	1.00	
	In reverse	2.95	3.11	
Synchronous meshing, specify gears		All forward gears sync		
Shift lever location		Steering column	Floor mounted	
Lubricant	Capacity (pt.)	2	2.5	
	Type recommended	Military Spec. MIL-L-2105-B		
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
Extreme cold		SAE 80		

DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Type (planetary or other)		Planetary	
Manual lockout (yes, no)		Yes	
Downshift accelerator control (yes, no)		Yes	
Minimum cut-in speed	Output shaft RPM: deceleration 1100; deceleration 1440		
Gear ratio	.7:1		
Lubricant	Capacity (pt.) (Overdrive only)	1	
	Separate filler (yes, no)	No	
	Type recommended	Military Spec. MIL-L-2105-B	
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
Extreme cold		SAE 80	

AMA Specifications—Passenger Car

MAKE OF CAR Chevelle MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL _____

DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	---
Universal joints	Make	Chevrolet
	Number used	Two
	Type (ball and trunnion, cross, other)	Cross
	Bearing	Type (plain, anti-friction)	Anti-Friction
Lubric. (fitting, prepack)		Prepack
Drive taken through (torque tube or arms, springs)		Control Arms
Torque taken through (torque tube or arms, springs)		Control Arms

DRIVE UNITS—REAR AXLE

Description	Semi-Floating, overhung pinion gear		
Limited Slip differential, type	Dual disc clutches		
Drive Pinion Offset	1.5		
No. of differential pinions	Two		
Ring gear O.D. (std. ratio)	8.125		
Pinion adjustment (shim, other)	None		
Pinion bearing adj. (shim, other)	Shim		
Wheel bearing type	Single row cylindrical ball		
Lubricant	Capacity (pt.)	3.5	
	Type recommended	Military spec. MIL-L-2105-B	
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
Extreme cold		SAE 80	

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		3.08	3.36
No. of teeth	Pinion	12	11
	Ring gear	37	37

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE **MODEL YEAR** 1966 **DATE ISSUED** 10-7-65 **REVISED** ^(*)

MODEL _____

DRIVE UNITS—WHEELS

Type & material		Short Spoke Disc
Rim (size and flange type)	Std.	14 X 5J
	Opt.	- - -
Attachment	Type (bolt or stud)	Bolt
	Circle diameter	4.75
	Number and size	5 Hex Nuts, 7/16 - 20 NEF - 2 B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply (Blackwall)	6.95 X 14-4 (a)	7.35 X 14-4 (b)	7.75 X 14-4 (c)
		Type - Nylon, etc.	Rayon	
Rev/mile at 50 mph.		822	803	779
Inflation press. (cold)	Front	24	24	24
	Rear	24	28	28
Optional tires - size and ply		6.95 X 14-4 7.35 X 14-4 7.35 X 14-4	Nylon	7.75 X 14-4 7.75 X 14-4 7.75 X 14-8

BRAKES—SERVICE

		Standard	Metallic (Opt)	
Type (duo-servo, disc, balanced, etc.)		Standard	Duo-Servo, 4-Wheel Hyd.	
Self adjusting (std., opt., N.A.)			Reverse, Self-Adjusting, Std.	
Hydraulic system type (single, dual, etc.)			Single	
Power brake make & type (remote, integral, etc.)		Bendix, Delco-Moraine vacuum power unit assists Master Cylinder; Integral		
Effective area (sq. in.) *		168.9	118.1	
Gross lining area (sq. in.) **		168.9	118.1	
Swept drum area (sq. in.) ***			268.6	
Percent brake effectiveness—front			59.4	
Drum or Rotor	Diameter	Front	9.5	
		Rear	9.5	
	Type and material		Composite; Cast Iron Rim; Steel Web	
	Rotor (vented or solid)		- -	
No. pistons per caliper		- -		
Wheel cyl- inder bore	Front	1.12		
	Rear	.9375		
Master cylinder bore		1.00	.875	
Available pedal travel		6.70		
Line pressure at 100 lb. pedal load		783	1023	
Shoe clearance adjustment		Self-Adjusting		

* Excludes rivet holes, grooves, chamfers, etc.

(Continued)

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

*** Total swept area for four brakes:

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

(a) All L-6 models except wagons and pickups; 283 V-8 2 & 4-door sedans and sport coupes

(b) 283 V-8 convertible and 4-door sport sedan, pickup

(c) All station wagons

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL _____

BRAKES—SERVICE (cont.)				STANDARD	METALLIC (OPT.)	
Brake lining	Drum or Disc		Drum			
	Bonded or riveted		Bonded		Welded	
	Front Wheel	Material		Molded Asbestos		Sintered Iron
		Size (length x width x thickness)	Prim. or out-board	9.01 X 2.5 X .17		1.64 X 1.25 X .175
			Second. or in-board	9.01 X 2.5 X .17		1.64 X 1.25 X .175
		Segments per shoe		One		Six
	Rear Wheel	Material		Molded Asbestos		Sintered Iron
		Size (length x width x thickness)	Prim. or out-board	9.75 X 2.5 X .20		1.64 X 1.25 X .285
			Second. or in-board	9.75 X 2.00 X .20		1.64 X 1.0 X .285
		Segments per shoe		One		Ten

BRAKES—PARKING

Type of control		Pulley-Cable Linkage - Foot Pedal apply, handle release.
Location of control		Below instrument panel, left of steering column
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	- - -
	Drum diameter	- - -
	Lining size (length x width x thickness)	- - -

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded perimeter frame with front crossmember, rear suspension crossmember and rear crossmember.
---	--

STEERING

Manual (std., opt., NA)		Standard	
Power (std., opt., NA)		Optional	
Adjustable steering wheel (tilt, swing, other)	Type and description	Tilt: tilt achieved with universally-jointing steering shaft at base of steering wheel; 5 inch vertical travel range.	
	(std., opt., NA)	Optional	
Wheel diameter	Manual	16.5	
	Power	16.5	
Turning diameter	Outside front	Wall to wall (l. & r.)	43.1
		Curb to curb (l. & r.)	40.3
	Inside rear	Wall to wall (l. & r.)	24.1
		Curb to curb (l. & r.)	24.7
Outside wheel angle with inside wheel at 20°		18.4°	
Manual	Gear	Type	Semi-reversible, recirculating ball nut
		Make	Saginaw
		Ratios	Gear	24:1
	Overall		28:1
No. wheel turns		5.48 lock to lock	

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL _____

STEERING (cont.)

Power	Type (coaxial, linkage, etc.)		Coaxial	
	Make		Saginaw	
	Gear	Type		Same as Manual
		Ratios	Gear Overall	17.5:1 20.4:1
	Pump driven by		Crankshaft Pulley	
	Number wheel turns		3.98 Lock to Lock	
Linkage	Type		Parallelogram	
	Location (front or rear of wheels, other)		Front of Wheels	
	Drag link (trans. or longit.)		None	
	Tie rods (one or two)		Two	
Steering Axis	Inclination at camber (deg.)		7-3/4 to 8-3/4	
	Bearings (type)	Upper	Ball stud with non-metallic bearing surfaces	
		Lower	Ball stud with non-metallic bearing surfaces	
		Thrust	None	
Wheel Alignment (range at curb weight and preferred)	Caster (deg.)		SS & Sedan Pickup, N1 to 0 (curb); Exc. SS & Sedan Pickup, N1-1/2 to N 1/2 (curb)	
	Camber (deg.)		0 to P1 (curb)	
	Toe-in (outside track inches)		1/8 to 1/4 total (curb)	
Steering spindle & joint type			Forging with pad for mounting brake cylinder, spherical	
Wheel spindle	Diameter	Inner bearing	1.2493-1.2498	
		Outer bearing	.7492-.7497	
	Thread size		3/4-20 NEF - 3 (modified)	
	Bearing type		Taper roller	

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE	MODEL YEAR 1966	DATE ISSUED 10-7-65	REVISED (*)
MODEL	194 L-6		283 V-8

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling	Front Stabilizer Bar	
Provision for brake dip control	Mounting Angle of Front Upper Control Arms	
Provision for acc. squat control	Geometry of Rear Suspension	
Special provisions for car jacking	Bumper Jack applied outboard of Bumper Bolt at Wheel required for Jacking.	
Shock absorber front & rear	Type (a)	
	Make	Delco Products
	Piston dia.	1.00
Other special features		

SUSPENSION—FRONT

Type and description	Independent - SLA Type with coil spring 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.)	12.59 & 3.63; 134.6 X .594 | 12.59 & 3.63; 148.4 X .612
	Spring rate (lb. per in.)	250
	Rate at wheel (lb. per in.)	97
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR Steel, .812

SUSPENSION—REAR

Type and description	(b)		
Drive and torque taken through	Control arms		
Spring	Type	Coil	
	Material	Steel alloy	
	Size (length x width, coil design height & I.D.; bar length & dia.)	9.74 & 5.50; 120.6 X .536 | 9.74 & 5.50; 120.6 X .536	
	Spring rate (lb. per in.)	100	
	Rate at wheel (lb. per in.)	100	
	Mounting insulation type	None	
	If leaf	No. of leaves	- -
		Shackle (comp. or tens)	- -
Stabilizer	Type (link, linkless, frameless)	None	
	Material	- -	
Track bar type	None		

(a) Direct, double-acting, hydraulic exc. air booster type on 133-134-135-13680

(b) Link; two upper and two lower control arms supporting an integral rear beam consisting of cast iron differential carrier with pressed in tubular rear axle shaft housings.

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)	
MODEL	Sedans		Sport				
	2-Dr.	4-Dr.	Sedan	Coupes	Conv.	Wagons	Pickup

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors							Front
	Rear doors							Front
Type of finish (lacquer, enamel, other)	Acrylic Lacquer							
Hood counterbalanced (yes, no)	Yes							
Hood release control (internal, external)	External							
Vehicle Ident. No. location	Left Front Body Hinge Pillar							
Engine No. location	6-Cyl. on crankcase, RH side of engine, rear of distributor 8-Cyl. on top front of RH Bank of Cylinder and case.							
Theft protection - type	Shielded ignition lock terminals key removable in "OFF" position.							
Vent window control method (crank, friction pivot)	Front	Friction Pivot						
	Rear	Rear						
Seat cushion type	Front	Formed wire and .75 foam rubber pad (a)						
	Rear	Formed wire & jute & cotton pad (b)						
	3rd seat	None						
Seat back type	Front	Formed wire & cotton						
	Rear	Formed wire & cotton						
	3rd seat	None						
Windshield glass type (i.e., single curved - laminated plate)	Curved, Laminated							
Side glass type (i.e., curved - tempered plate)	Curved							
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved	Plastic	Flat	Curved			
Windshield glass exposed surface area	1107.1							
Side glass exposed surface area								
Backlight glass exposed surface area	935.1	812.8	728.9	833.8	768.4	665.2		
Total glass exposed surface area	3395.4	3320.2	3352.7	3145.3	3186.6	4374.1	2611.5	

LAMP HEIGHT AND SPACING

Height above ground to center of bulb	Headlamp	Highest *	25.2	24.6	24.8	25.6
		Lowest	25.2	24.6	24.8	25.6
	Tail	Highest	24.6	24.8	24.6	26.7
		Lowest	24.6	24.8	24.6	26.7
Distance from C/L of car to center of bulb	Headlamp	Inside	23.9			
		Outside *	30.5			
	Tail	Inside	29.8			
		Outside	29.8			
	Directional	Front	27.2			
		Rear	24.6	24.8	24.6	26.7

* If single headlamps are used enter here.

(a) 135-13600, 1.75 foam pad; 137-13800, 1.50

(b) 135-136-137-13800 Jute and 1" foam pad.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

MODEL _____

CONVENIENCE EQUIPMENT

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

Power windows	Side Windows	NA models 13100-13200 Optional all other models
	Vent Windows	NA
	Backlight or tailgate	Optional
Power seats (specify type as well as availability)		Optional - 4-way electric control
Reclining front seat back		NA
Front seat headrest		Optional
Radios (specify type as well as availability)		Optional - AM push button - AM/FM push button
Rear seat speaker		Optional
Power Antenna		Optional
Clock		Standard, models 135-136-13800 -- Optional all other models
Air Conditioner (specify type and availability)		Optional - all weather and custom (recirculating)
Speed warning device		NA
Speed control device		Optional
Ignition lock lamp		NA
Back up lamp		Standard
Dome lamp		Standard
Glove compartment lamp		Standard 135-136-13800 -- Optional all other models
Prkg. brake signal lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		NA models 13567-667-767-867 -- Optional all other models
Map lamp		NA
Auto. trans. quad. lamp		Standard
Emergency flasher lamp		Optional
Cornering light lamp		NA
Instrument Panel Pad		Standard
Padded sun shades		Standard
Left hand outside mirror		Standard

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

WEIGHTS

Model	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT	
	Front	Rear	Total	Pass. In Front		Pass. In Rear		Front	Rear
				Front	Rear	Front	Rear		
		194	283					194	283
		6-cyl	8-cyl					6 cyl	8 cyl
CHEVELLE 300									
131-13211 2 dr. sedan		3040	3195	31	69			2895	3040
		3080	3235	31	69			2935	3080
CHEVELLE 300 Deluxe									
133-13411 2 dr. sedan		3060	3215	31	69			2910	3060
133-13435 4 dr. wagon		3355	3510	31	69			3210	3350
133-13469 4 dr. sedan		3095	3250	31	69			2945	3095
133-13480 sedan pickup		3075	3235	12	88			2930	3075
MALIBU									
135-13635 4 dr. wagon		3380	3530	31	69			3235	3375
135-13617 2 dr. coupe		3080	3230	38	62			2935	3075
135-13639 4 dr. sp. sedan		3180	3335	31	69			3035	3180
135-13667 2 dr. conv.		3110	3335	38	62			3030	3175
135-13669 4 dr. sedan		3105	3270	31	69			2960	3110
135-13680 sedan pickup		3090	3245	12	88			2940	3090
Accessories & Equipment Differential Weights									
		194	283					Remarks	
		6-cyl	8-cyl						
Air conditioning		+115	+125						
Brakes, power		+9	+9						
Heater (delete)		+25	+25						
Radio, push button		+9	+9						
Radio, AM/FM Push Button		+9	+9						
Comf. & Conv.		+8	+8						
Seat, 4-way power		+20	+20						
Steering, power		+28	+28						
Transmission, pwrguide		+16	+16						
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Transmission, ovrdrive		+26	+26						

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AMA Specifications—Passenger Car

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

MANUFACTURER	Service Operations Department	CAR NAME	CHEVELLE
		MODEL YEAR	1966
		ISSUED:	10-7-65
		REVISED (*)	3-25-66

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

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BODY—TYPES AND STYLE NAMES—

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

	327 Cu. In. V-8 Engines Optional ● RPO L30 & L79	396 Cu. In. V-8 Engines Std.* RPO L34 & RPO L78
FILE COPY - DO NOT REMOVE		
CHEVELLE 300		
2-Door Sedan, 6-Pass.	13211	-----
4-Door Sedan, 6-Pass.	13269	-----
CHEVELLE 300 DELUXE		
2-Door Sedan, 6-Pass.	13411	-----
4-Door Station Wagon, 2-seat	13435	-----
4-Door Sedan, 6-Pass.	13469	-----
2-Door Sedan Pickup, 3-Pass	13480	13480
MALIBU		
4-Door Station Wagon, 2-seat	13635	-----
2-Door Sport Coupe, 5-Pass.	13617	-----
4-Door Sport Sedan, 6-Pass.	13639	-----
2-Door Convertible, 5-Pass.	13667	-----
4-Door Sedan, 6-Pass.	13669	-----
2-Door Sedan Pickup, 3-Pass.	13680	13680
SS396		
2-Door Sport Coupe, 4-Pass.	-----	13817
2-Door Convertible, 4-Pass.	-----	13867

* - Standard on SS 396; Optional on Sedan Pickups (RPO L35)

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 03-25-

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	13200-400-600 327 Cu.In.V-8 275HP L30 | 350HP L79	13800-13480-13680 396 Cu.In.V-8 325HP Std* | 360HP L34 | 375HP L78			
Wheelbase (L101)			115.0				
Track	Front (W101)		58.0				
	Rear (W102)		58.0				
Maximum Overall Dimensions	Length (L103)		197.0 Station Wagons 199.9				
	Width (W103)		75.0				
	Height (H101)		Sedan & Sprt. Sedan 53.0; Sprt. Coupe 51.9; Convertible 52.8; Sta. Wagon 54.6; Sedan Pickup 54.6				
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard 3 Spd HD opt	3-Speed Heavy Duty (optional)			
	Manual - 4 speed (Opt)	15	2.54:1 low	2.52:1 low 2.20:1 low	2.52:1 low 2.20:1 low		
	Overdrive	15	NA				
	Automatic (Optional)	16	Powerglide	NA	Powerglide	NA	
Axle ratio **	Manual - 3 speed	17	3.08	3.36	3.31	3.73	
	Manual - 4 speed	17	3.08	3.31	3.31	3.73	
	Overdrive	17	NA				
	Automatic	17	3.08	NA	3.31	3.73	NA
Tire size		18	7.35 x 14-4 PR (a)		7.75 x 14-4 PR		
Engine	Type, no. cyl., valve arr.	3	90° OHV V-8				
	Fuel system (Carb., other)	10	Carburetor				
	Bore and stroke	3	4.001 x 3.25		4.094 x 3.76		
	Piston displ., cu. in.	3	327		396		
	Std. compression ratio	3	10.25:1			11.0:1	
	Max. bhp at engine rpm	3	275 @ 4800	350 @ 5800	325 @ 4800	360 @ 5200	375 @ 5600
	Max. torque at rpm	3	355 @ 3200	360 @ 3600	410 @ 3200	420 @ 3600	415 @ 3600

* - Optional on 13480 & 13680 Models (RPO L35)

** - Refer to Page 4 (Power Teams) for optional axles

a) - 7.75 x 14-4 PR on Station Wagons

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)

GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

MODEL	SAE Ref. No.	Sedans		Sport	Spt Cps		Conv's.		Station	Sedan
		2-Dr	4-Dr	Sedans	Bn	Bkt	Bn	Bkt	Wagon	Pickup

FRONT COMPARTMENT

Shoulder room	W3	58.8								
Hip room	W5	59.9								
Max. eff. leg room - accelerator	L34	41.9		41.9	42.2	41.9	42.2	42.0	41.9	
Effective head room	H61	38.5	38.6	37.7	37.5	38.6	38.0	38.2	38.2	
H.Point to Heel point	H30	8.2		7.7	7.9	7.7	7.9	8.2	8.2	

REAR COMPARTMENT

Shoulder room	W4	57.4	58.7	58.7	57.0	46.6	58.8	--	--	
Hip room	W6	58.7	59.9	59.9	58.6	48.6	59.9	--	--	
Minimum effective leg room	L51	35.8	36.0	35.7	33.1	33.4	33.1	33.4	36.0	--
Effective head room	H63	37.3	37.2		36.3	36.5	38.4	--	--	

LUGGAGE COMPARTMENT

Usable luggage capacity	VI	17.1							---	---	
Liftover height	H195	28.9		28.9	28.9	28.6	29.0	26.9	--	--	
Position of spare tire storage		Horizontal Trunk Floor						Rt.RR	Qtz	Bk.	Fr.St.
Method of holding lid open		Torsion Bars Counterbalanced							---	---	

STATION WAGON—THIRD SEAT

Hip room	W86									
Effective leg room	L86	None								
Effective head room	H86									
Seat facing direction										

STATION WAGON—CARGO SPACE

MODEL	SAE Ref. No.	134-13600
Minimum distance between wheel houses at floor level	W201	42.4
Rear end opening width at belt	W204	52.5
Floor length from back of front seat at floor level to inside of closed tail gate	L202	92.0
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	80.8
Maximum height - floor covering to headlining at centerline of rear axle	H201	31.3
Maximum height of rear opening - tail and lift gates open	H202	28.5
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	86.0

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	03-25-66
MODEL	13200-400-600 327 Cu. In. V-8	350 HP L79	13800-13480-13680 396 Cu. In. V-8	325 HP Std	*360 HP L34	375 HP L78	

ENGINE—GENERAL

Type, no. cyls., valve arr.	90° OHV V-8				
Bore and stroke (nominal)	4.001 x 3.25		4.094 x 3.76		
Piston displacement, cu. in.	327		396		
Bore spacing (C/L to C/L)	4.40		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)	10.25:1			11.0:1	
Cylinder Head Material	Cast Alloy Iron				
Cylinder Block Material	Cast Alloy Iron				
Cylinder Sleeve-Wet, dry, none	None				
Number of mounting points	Front	Two			
	Rear	One			
Engine installation angle	4° 46'				
Taxable horsepower	51.2		53.6		
Publishing max. bhp* @ eng. RPM	275 @ 4800	350 @ 5800	325 @ 4800	360 @ 5200	375 @ 5600
Publishing max. torque* (lb. ft. @ RPM)	355 @ 3200	360 @ 3600	410 @ 3200	420 @ 3600	415 @ 3600
Recommended fuel regular - premium	Premium				
Idle speed (spec. neutral or drive)	Manual	500 in Neutr.	700 in Neutr.	500 in Neutr.	550 in Neutral
	Automatic	500 in Drive	NA	500 in Drive	550 in Drive NA

ENGINE—PISTONS

Material	Cst. Alu. Alloy	(a)	Cast Aluminum Alloy	(a)		
Description and finish	Flat head, notched, slipper skirt		Domed head; slipper skirt			
Weight (piston only) oz.	21.60	20.40	29.31	23.12		
Clearance (limits)	Top land	.0365-.0455	.0395-.0425	.0305-.0375	.0265-.0335	
	Skirt	Top	.0005-.0011(b)	.0039-.0045(c)	.0007-.0013 (d)	.0036-.0042(e)
		Bottom				
Ring groove depth	No. 1 ring	.2217-.2283		.2253-.2318		
	No. 2 ring	.2217-.2283		.2253-.2318		
	No. 3 ring	.2038-.2103		.2098-.2168		
	No. 4 ring			.2113-.2127		

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

* Optional on 13480 & 13680 models (RPO L35)

- (a) Aluminum impact extruded
- (b) Measured 2.24 from top of piston
- (c) Measured 2.20 from top of piston
- (d) Measured 1.95 from top of piston
- (e) Measured 2.25 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-66

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)		
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		A	B	C
13200 13400 13600	327* RPO L30	One; 4-Bbl	10.25:1	275 @ 4800	355 @ 3200	3-Speed	3.08	3.70(a)	3.36
						3-Spd Heavy Duty*	3.36	3.08, 3.70	3.36
						4-Spd(2.54:1 low)*	3.08	3.70(a)	3.36
						Powerglide*	3.08		3.36
13800	327* RPO L79	One; 4-Bbl	10.25:1	350 @ 5800	360 @ 3600	3-Spd Heavy Duty*	3.36	3.08, 3.70	3.36
						4-Spd(2.52:1 low)*	3.31		3.31
						4-Spd(2.20:1 low)*	3.31	3.55, 3.73	3.31
13800	** 396	One; 4-Bbl	10.25:1	325 @ 4800	410 @ 3200	3-Spd Heavy Duty*	3.31	3.55, 3.73, 4.10	3.07
						4-Spd (2.52:1 low)	3.31	3.55, 3.73, 4.10	3.07
						Powerglide	3.31	3.55, 3.73, 4.10	3.07
13480 13680	396* RPO L34	One; 4-Bbl	10.25:1	360 @ 5200	420 @ 3600	3-Spd Heavy Duty*	3.73	3.31, 3.55, 4.10	3.07
						4-Spd(2.52:1 low)*	3.73	3.31, 3.55, 4.10	3.07
						4-Spd(2.20:1 low)*	3.73	3.31, 3.55, 4.10, 4.56, 4.88	3.07
						Powerglide	3.73	3.31, 3.55, 4.10	3.07
13680	396* RPO L78	One; 4-Bbl	11.0:1	375 @ 5600	415 @ 3600	3-Spd Heavy Duty*	3.73	3.31, 3.55, 4.10	
						4-Spd(2.52:1 low)*	3.73	3.31, 3.55, 4.10	NA
						4-Spd(2.20:1 low)*	3.73	3.31, 3.55, 4.10, 4.56, 4.88	
(a)-Available on 13480 & 13680 models only. * Optional ** Standard on 13800, Optional on 13480 & 13680 (RPO L35) A-General Purpose - Standard B-Optional C-Air Conditioning									

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	3-25-66
			13200-400-600 327 Cu. In. V-8			13800-13480-13680 396 Cu. In. V-8	
MODEL			275HP L30 | 350HP L79		325HP Std*	360HP L34	375HP L78

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.	None		
Compression	Description - Upper material, coating, etc.	(a)	Molybdenum filled groove face	
	Lower	(b)	Cast alloy iron, inside bevel, tapered face, wear res. ctg. on 325HP; chrome plate on L79, L34 & L78	
	Width	.0775-.0780	.0770-.0775	
	Gap	.013-.023	.013-.025	.010-.020
Oil	Description - material, coating, etc.			
	Width (assembled)	.1840-.1880	.1830-.1880	
	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	
	Material	None		
Clearance	In piston	.00015-.00025	.00025-.00035	.00030-.0004
	In rod			
Direction & amount offset in piston	(c)	On center	(c)	On center

ENGINE—CONNECTING RODS

Material	Drop forged steel		High alloy steel
Weight (oz.)	14.56	27.84	
Length (center to center)	5.699-5.701	6.134-6.136	
Bearing	Material & Type	Premium Aluminum	
	Overall length	.807	.857
	Clearance (limits)	.0007-.0028	.0009-.0025
	End play	.009-.013	.016-.020

* - Optional on 13480 & 13680 models (RPO L35)

(a) - Cast alloy iron, inside bevel, tapered chrome plated face

(b) - Two piece; cast alloy iron, inside bevel ring and steel expander, wear resistant coating.

(c) - Major thrust side .055-.065

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-66
 13200-400-600 13800-13480-13680
 327 Cu. In. V-8 396 Cu. In. V-8
 MODEL 275HP L30 | 350HP L79 | 325HP Std* | 360HP L34 | 375HP L78

ENGINE—CRANKSHAFT

Material	Forged steel		
Vibration damper type	Rubber mounted inertia damper		
End thrust taken by bearing (No.)	Five		
Crankshaft end play	.002-.006	.006-.010	
Main bearing	Material & type	Premium aluminum except No. 5 bearing on 396 cu. in. and No. 5 upper on 327 cu. in. which is sintered copper nickel backed babbitt	
	Clearance	(a) (#1-4) .006-.0022; (#5) .0013-.0029	
	Journal dia. and bearing overall length	No. 1	2.3013 x .752 2.7507 x .992
		No. 2	2.3009 x .752 2.7507 x .992
		No. 3	2.3009 x .752 2.7501 x .992
		No. 4	2.3009 x .752 2.7501 x .992
		No. 5	2.3006 x 1.1824 2.7504 x 1.2525
		No. 6	None
No. 7		None	
Dir. & amt. cyl. offset	None		
Crankpin journal diameter	1.999-2.000	2.199 x 2.200	

ENGINE—CAMSHAFT

Location	In block above crankshaft		
Material	Cast alloy iron		
Bearings	Material	Steel backed babbitt	
	Number	Five	
Type of Drive	Gear or chain	Chain	
	Crankshaft gear or sprocket material	Steel sprocket	
	Camshaft gear or sprocket material	Cast aluminum sprocket	
	Timing chain	No. of links	50
		Width	.880
Pitch		.500	

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)	Hydraulic	NA
Valve rotator, type (intake, exhaust)	None	
Rocker ratio	1.5:1	1.75:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero .020
	Exhaust	Zero .020
Timing marks on flywheel, damper, other	Torsional Damper	

* Optional on 13480 & 13680 models (RPO L35)

(a) - (#1-4) .0008-.0034; (#5) .0010-.0036

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-66
 13200-400-600 13800-13480-13680
 327 Cu. In. V-8 396 Cu. In. V-8
 MODEL 275HP L30 | 350HP L79 | 325HP Std* | 360HP L34 | 375HP L7

ENGINE—VALVE SYSTEM (cont.)

Timing (Including Ramps)	Intake	Opens (°BTC)	32° 30'	54°	40°	56°	54°
		Closes (°ABC)	87° 30'	108°	102°	114°	102°
		Duration-deg.	300'	342°	322°	350°	336°
	Exhaust	Opens (°BBC)	74° 30'	102°	87°	110°	102°
		Closes (°ATC)	45° 30'	60°	55°	62°	54°
		Duration-deg.	300°	342°	322°	352°	336°
	Valve opening overlap		78°	114°	95°	118°	108°
Intake	Material		Alloy steel		Alloy steel, face & head aluminized		
	Overall length		4.870-4.889		5.215-5.235		5.204-5.22
	Actual overall head dia.		1.935-1.945	2.017-2.023	2.060-2.070		2.185-2.19
	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)		.3987	.4472	.3983	.4614	.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	78-86 @ 1.66		84-96 @ 1.88	94-106 @ 1.88	
		Valve open (lb. @ in.)	170-180 @ 1.26		205-225 @ 1.48	303-327 @ 1.38	
	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper				
		Valve open (lb. @ in.)	Spring damper				
	Exhaust	Material		High alloy, steel-aluminized face also aluminized head on 396			
Overall length		4.913-4.933	4.891-4.910	5.345-5.365			
Actual overall head dia.		1.495-1.505	1.595-1.605	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)		.3987	.4472	.3983	.4800	.5197	
Outer spring press. and length		Valve closed (lb. @ in.)	78-86 @ 1.66		84-96 @ 1.88	94-106 @ 1.88	
		Valve open (lb. @ in.)	170-180 @ 1.26		205-225 @ 1.48	303-327 @ 1.38	
Inner spring press. and length		Valve closed (lb. @ in.)	Spring damper				
		Valve open (lb. @ in.)	Spring damper				

ENGINE—LUBRICATION SYSTEM

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

*-Optional on 13480 & 13680 models (RPO L35) (Continued)

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	3-25-66
MODEL		13200-400-600 327 Cu. In. V-8	13800-13480-13680 396 Cu. In. V-8	275HP L30	350HP L79	325HP Std*	360HP L34 | 375HP L78

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type		Gear
Normal oil pressure (lb. @ engine rpm)	30-45 psi @ 1500	50-75 @ 2000
Oil pressure sending unit (elect. or mech.)		Electric
Type oil intake (floating, stationary)		Stationary
Oil filter system (full flow, partial, other)		Full flow
Filter replacement (element, complete)		Element
Capacity of crankcase, less filter-refill (qt.)		4
Oil grade recommended (SAE viscosity and temperature range)	** 32° F and above ----- 0° F and above ----- Below 0° F -----	SAE 20W, SAE 20 or SAE 10W-30 SAE 10W, or SAE 10W-30 SAE 5W or SAE 5W-20
Engine Service Requirement (MM, MS, etc.)		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single with Cross-over	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, with resonator	Two; reverse flow; Resonators with L79 only
Exhaust pipe dia. (O.D., wall thickness)	Branch Main	(a) 2.50 x .073-.091 laminated
Tail pipe diameter (O.D. & wall thickness)		2.00 x .062-.076

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system			
	Optional				
Control Unit	Make and model				
	Location	Rear of carburetor			
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum			
Complete system	Control method (variable orifice, fixed orifice, other)	Variable Orifice	Fixed Orifice	Variable Orifice	Fixed Orifice
	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold			
Complete system	Air inlet (breather cap, carburetor air cleaner, other)	Breather Cap	Carburetor Air Cleaner	Breather Cap	Carburetor Air Cleaner
	Flame arrestor (screen, check valve, other)	Check Valve	Screen	Check Valve	Screen

* Optional on 13480 & 13680 models (RPO L35)

** SAE 5W-30 can be used as an alternate for 5W, 5W-20 or 10W-30

(a) 2.0 x .084-.104 laminated

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	3-25-66
MODEL	13200-400-600			327 Cu. In. V-8			
		275HP L30				350HP L79	
		Manual Trans.		Powerglide Trans.		Manual Trans.	

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Air Injection			
Air Injection Pump	Type	Semi-articulated vane type			
	Displacement	19.3 cubic inches			
	Drive ratio	1.25:1			
	Drive type	Crankshaft pulley			
	Relief valve (type)	Pressure (plate type)			
	Filter (describe)	None (clean air drawn from air cleaner)			
Air Injection System	Air distribution (head, manifold, etc.)	Manifold			
	Point of entry	Exhaust ports			
	Injection tube I.D.	.2565			
	Check valve type	Pressure (plate type)			
Carburetor	Backfire protection (type)	Vacuum actuated anti-backfire valve			
	Make	Rochester		Holley	
	Model	7036203	7036202	3890497	
	Barrel size	1.38 (Pr) & 2.25 (Sc)		1.561 (P & S)	
	Idle speed	Drive	600		
	Neutral	700	750		
Distributor	Aux. Adv. Systems (type)	None			
	Make	Delco Remy			
	Model	1111152	1111112	1111195	
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		
		Intermed. points deg. @ rpm	14 @ 1500	25 @ 1500	15 @ 1500
		Max. deg. @ rpm.	26 @ 4100	36 @ 4100	30 @ 5100
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)	8		6
		Intermed. points deg. @ in. Hg			
Max. deg. @ in.		15 @ 15.5	15 @ 15.5	15 @ 12	
Vacuum Source	Carburetor				
Timing - Crank degrees @ rpm **	8 BTC	2 ATC	10 BTC		
Cooling System (describe changes)	195° Thermostat Radiator shroud added				
Exhaust System (describe changes)	None				

** At Idle

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-6
 13800- 396 Cu. In. V-8
 MODEL 13480-13680 325 HP* 360 HP RPO L34
 Manual Trans. | P/G. Trans. | Manual Trans. P/G. Trans.

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Air Injection				
Air Injection Pump	Type	Semi-articulated vane type				
	Displacement	19.3 cubic inches				
	Drive ratio	1.25:1				
	Drive type	Crankshaft pulley				
	Relief valve (type)	Pressure (plate type)				
Filter (describe)		None (clean air drawn from air cleaner)				
Air Injection System	Air distribution (head, manifold, etc.)	Manifold				
	Point of entry	Exhaust ports				
	Injection tube I.D.	.2565				
	Check valve type	Pressure (plate type)				
Backfire protection (type)		Vacuum actuated anti-backfire valve				
Carburetor	Make	Rochester		Holley		
	Model	7036201	7036200	3892339	3892338	
	Barrel size	1.38 (Pr) & 2.25 (Sc)		1.561 (Pr & Sc)		
	Idle speed	Drive	500	550	550	
	Neutral	500				
Aux. Adv. Systems (type)		None				
Distributor	Make	Delco Remy				
	Model	1111109		1111138		
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900			
		Intermed. points deg. @ rpm	19 @ 1600			
		Max. deg. @ rpm.	30 @ 5000			
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)	8		7	
Intermed. points deg. @ in. Hg						
Max. deg. @ in.		20 @ 17		12 @ 12		
Vacuum Source		Carburetor				
Timing - Crank degrees @ rpm **		4 BTC				
Cooling System (describe changes)		195° Thermostat Radiator shroud added				
Exhaust System (describe changes)		None				

* Optional on 13480 & 13680 models (RPO L35)

** At Idle

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-66
13200-400-600 13800-13480-13680
327 Cu. In. V-8 396 Cu. In. V-8
275HP L30 | 350HP L79 | 325HP Std* | 360HP L34 | 375HP L78

MODEL _____
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 (gals.)	20 (approximately)	
	Filler location	Behind hinged rear license plate(a)	
Fuel Pump	Type (elec. or mech.)	Mechanical	
	Locations	Lower right front of engine	
	Pressure range	5.25-6.50	5.00-6.50
Vacuum booster (std., optional, none)		None	
Fuel Filter	Type	Fine mesh plastic strainer in gas tank and sintered bronze filter in carburetor inlet	
	Locations		
Carburetor	Choke type	Automatic	
	Intake manifold heat control (exhaust or water)	Exhaust	
	Air cleaner type	Standard	Optional
		Oil wetted paper element	

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Borel Size
			Make	Model		
13200 13400 13600	327 Cu In	3-Speed & 4-Speed	Holley or Carter	3876747 3876749	One; 4-Bbl	1.562 Primary & Secondary
		Powerglide	Holley or Carter	3875964 3875966		
	327 Cu In	3-Speed & 4-Speed	Holley	3877413		
	13800 13480 13680	396 Cu In	3-Speed & 4-Speed	Holley			3874898	One; 4-Bbl	1.562 Primary & Secondary
Powerglide			Holley	3868864		
396 Cu In		3-Speed & 4-Speed	Holley	3886087		
		Powerglide	Holley	3886088		
396 Cu In		3-Speed & 4-Speed	Holley	3893229		

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE

MODEL YEAR 1966

DATE ISSUED 10-7-65 REVISED 3-25-

13200-400-600

13800-13480-13680

327 Cu. In. V-8

396 Cu. In. V-8

MODEL

275HP L30 | 350HP L79

325HP Std* | 360HP L34 | 375HP L7

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure				
Radiator cap relief valve pressure		15 1/2 psi				
Circulation thermostat	Type (choke, bypass)	Choke				
	Starts to open at (°F)	177°-183° F				
Water pump	Type (centrifugal, other)	Centrifugal				
	GPM @ 1000 pump rpm	57 @ 4400		82 @ 5200		
	Number of pumps	One				
	Drive (V-belt, other)	V-belt				
	Bearing type	Double row ball				
By-pass recirculation type (internal, external)		Internal		External		
Radiator core type (cellular, tube and fin, other)						
Cooling system capacity	With heater (qt.)	15	16	23		
	Without heater (qt.)	14	15	22		
	Opt. equipment-specify (qt.)	17	17	23		
Water jackets full length of cylinder (yes, no)		Yes				
Water all around cylinder (yes, no)		Yes				
Radiator hose	Lower	Number and type (molded, straight)	One, molded			
		Inside diameter	1.75	1.88		
	Upper	Number and type (molded, straight)	One, molded			
		Inside diameter	1.50			
	By-pass	Number and type (molded, straight)	None	One, molded		
		Inside diameter	None	.725-.765		
	Fan	Number of blades & spacing	4, staggered			5, staggered
		Diameter	17.62			18.00
Ratio-fan to crankshaft rev.		949.1				
Fan cutout type		None			(a)	
Bearing type		Double row ball				
*Drive belts (indicate belt used by letter)	Fan	A	D	D	DG	
	Generator or alternator	A	D	D	D	
	Water Pump	A	D	D	DG	
	Power Steering	B	E	E	E	
	Air Conditioning	C	F	F		

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V					38° - 42°						
Nominal length (SAE)	54.00	41.20	57.50	55.50	49.50	60.75	43.00				
Width					.380						

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	3-25-66
		13200-400-600		13800-13480-13680			
		327 Cu. In. V-8		396 Cu. In. V-8			
MODEL		275HP L30	350HP L79	325HP Std*	360HP L34	375HP L78	

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model	Delco-Remy 1983506		
	Voltage Rtg. & Total Plates	12 Volt-66 plate		
	SAE Designation & Amp Hr. Rtg.	61 Amp/hr @ 20 hr rate		
	Location	Right front engine compartment		
	Terminal grounded	Negative		
Generator or Alternator	Make	Delco-Remy		
	Model	1100693		
	Type and rating	Diode rectified (37 Amps)		
	Output at engine idle (neutral)	13 Amps	16 Amps	
	Ratio—Gen. to Cr/s rev.	2.46:1		
Regulator	Make	Delco-Remy		
	Model	1119515		
	Type	Vibrator		
	Cutout relay	Closing voltage @ generator rpm		
		Reverse current to open		
	Regulated	Voltage	13.8-14 @ 85° F	
		Current		
Voltage test conditions	Temperature	Operating		
	Load	3-8 Amperes		
	Other	None		

ELECTRICAL—STARTING SYSTEM

Starting motor	Make	Delco-Remy	
	Model	1107320	1107365
	Rotation (drive end view)	Clockwise	
	Engine cranking speed		
	Test conditions	Engine at operating temperatures	
	No load test	Amps	65-100	79.99
Volts		10.6	10.6
RPM (min)		3600-5600	7800-12000
	Switch (solenoid, manual)	Solenoid	
Motor control	Starting procedure	<p>3-Spd & 4-Spd - Place gearshift in neutral and depress clutch to floor</p> <p>POWERGLIDE - Place control lever in N or P position</p> <p>INITIAL START - Press accelerator pedal to floor once to set automatic choke, then release. Turn ign. to START-release as soon as eng. start</p>	

*-Optional on 13480 & 13680 models (RPO L35). (Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-66
 13200-400-600 13800-13480-13680
 327 Cu. In. V-8 396 Cu. In. V-8
 MODEL 275HP L30 | 350HP L79 | 325HP Std* | 360HP L34 | 375HP L35

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Positive shift solenoid			
	Pinion meshes (front, rear)		Rear			
	Number of teeth	Pinion	9			
		Flywheel	153		168	
	Flywheel tooth face width	Manual	153	NA	168	NA
		Auto.	.4010-.4130		.4100-.4220	
Flywheel tooth face width	Manual	.4010-.4130		.4100-.4220		
	Auto.	.4010-.4130		.4100-.4220		

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		NA				
	Make		Delco-Remy				
	Model		1115204				
	Amps	Engine stopped	4.0				
Engine idling		1.8					
Distributor	Make		Delco-Remy				
	Model		1111193	1111195	1111109	1111138	1111100
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900				
		Intermediate points deg. @ rpm.	14 @ 1500	15 @ 1500	19 @ 1600		
		Max. deg. @ rpm.	26 @ 4100	30 @ 5100	30 @ 5000		
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	8	6	8	7	
		Intermediate points, deg. @ in. Hg.					
		Max. deg. in. Hg.	15 @ 155	15 @ 12	20 @ 17	12 @ 12	
	Breaker gap (in.)		.019				
	Cam angle (deg.)		28°-32°				
Breaker arm tension (oz.)		19-23					
Timing	Crankshaft deg. @ rpm.		8 @ 500	10 @ 700	4 @ 500	4 @ 550	10 @ 550
	Mark location		Torsional Damper				
Spark Plug	Make		AC Spark Plug				
	Model		AC 44		AC 43 N		
	Thread (mm)		14				
	Tightening torque (lb. ft.)		25				
	Gap		.037-.038				
Cable	Conductor type		Linen core impregnated with electrical conducting ma				
	Insulation type		Rubber with neoprene jacket				
	Spark plug protector		Hypalon		Silicon		

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	3-25-66
			13200-400-600				13800-13480-13680
			327 Cu. In. V-8				396 Cu. In. V-8
MODEL		3-Speed & 4-Speed		MO I*		3-Speed & 4-Speed	

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension ignition cables
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ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed-ometer	Make	AC
	Trip odometer (yes, no)	NA
Charge indicator—type	Tell-tale	gage models-13800
Temperature indicator—type	Tell-tale	gage models-13800
Oil pressure indicator—type	Tell-tale	gage models-13800
Fuel indicator—type	Electric gage	
Other	None	
Windshield wiper	Make	Delco
	Type—Standard	Electric, two-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Pushbutton-standard
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	8.00-11.0 @ 12.5 V

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Chevrolet single dr disc centrifugal		
Type pressure plate springs	Diaphragm, bent finger design		
Total spring load (lb.)	2100-2300	2450-2750	
No. of clutch driven discs	One		
Clutch facing	Material	Woven type asbestos	
	Outside & inside dia.	10.4 & 6.5	11.0 & 6.5
	Total eff. area (sq. in.)	103.5	123.7
	Thickness	.1350 each	.1400 each
	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	

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE	MODEL YEAR 1966	DATE ISSUED 10-7-65	REVISED 3-2
MODEL	13200-400-600 327 Cu. In. V-8	13800-13480-13680 396 Cu. In. V-8	

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard; 3-Speed Heavy Duty Optional
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	NA
Automatic (std. or opt.)	Powerglide optional with 327 Cu. In. (275HP) and 396 Cu. In. (325HP) & (360HP)

● DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		3-Speed(a)	3-Spd HD(b)	4-Speed(c)	4-Speed(d)	4-Speed
		3	3	4	4	4
Transmission ratios	In first	2.54	2.41	2.54	2.52	2.20
	In second	1.50	1.57	1.80	1.88	1.64
	In third	1.00	1.00	1.32	1.46	1.27
	In fourth			1.00	1.00	1.00
	In reverse	2.63	2.41	2.54	2.54	2.26
Synchronous meshing, specify gears		All forward gears				
Shift lever location		Strg column	Floor			
Lubricant	Capacity (pt.)	3	3.5	3		
	Type recommended	Meeting Military Spec. MIL-L-2105B				
	SAE viscosity number	Summer	SAE 80			
		Winter	SAE 80			
Extreme cold		SAE 80				

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

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

- (a) - Standard 3-Speed for 327 Cu. In. 275HP engine
- (b) - Available all 327 and 396 Cu. In. engine,
- (c) - 4-Speed for 327 Cu. In. 275 HP engine
- (d) - Available with 327 Cu. In. (350 HP) and all 396 Cu. In. engines,
- (e) - Close ratio available with 327 Cu. In. (350 HP) and 396 Cu. In. (360 HP & 375 HP) only.

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	3-25-66
			13200-400-600				13800-13480-13680
MODEL			327 Cu. In. V-8				396 Cu. In. V-8

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide	
Type describe	Torque converter with planetary gears	
Method of Selection (Lever, Push Button or other)	Lever on steering column; floor mounted when used with bucket seats on 13800 models	
Selector Pattern	P-R-N-D-L	
List gear ratios Selector Pattern and indicate which are used in each selector position	Drive 1.76 and 1.0 Low and Reverse 1.76	
Max. upshift speeds—drive range	58	69
Max. kickdown speeds—drive range	59	65
Torque converter	Number of elements	3
	Max. ratio at stall	2.10
	Type of cooling (air, liquid)	Water
Lubricant	Capacity—refill (pt.)	6.5
	Type recommended	A Suffix A
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT

Number used	One	
Type (exposed, torque tube)	Exposed, unsupported	
Outer diameter x length x wall thickness	Manual 3-speed transmission	$3.25 \times 60.137 \times .065$
	Manual 4-speed transmission	$3.25 \times 60.137 \times .065$
	Overdrive transmission	NA
	Automatic transmission	$3.25 \times 60.137 \times .065$

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

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 3-25-66

	327 V-8		
MODEL	275 HP	350 HP	396 V-8

DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	
Universal joints	Make	Chevrolet
	Number used	Two
	Type (ball and trunnion, cross, other)	Cross
	Bearing	Type (plain, anti-friction)	Anti-Friction
Lubric. (fitting, prepack)		Prepack
Drive taken through (torque tube or arms, springs)		Control Arms
Torque taken through (torque tube or arms, springs)		Control Arms

DRIVE UNITS—REAR AXLE

Description	Semi-floating, overhung pinion gear			
Limited Slip differential, type	Dual disc clutches			
Drive Pinion Offset	1.5			
No. of differential pinions	Two			
Ring gear O.D. (std. ratio)	8.125	8.875		
Pinion adjustment (shim, other)	None			
Pinion bearing adj. (shim, other)	Shim			
Wheel bearing type	Military Spec. MIL-L-2105-B			
Lubricant	Capacity (pt.)	8.125 Ring Gear 3.5; 8.875 Ring Gear 4.0		
	Type recommended	SAE 80		
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
	Extreme cold	SAE 80		

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio	3.08	3.31	3.73
No. of teeth	Pinion	12	11
	Ring gear	37	41

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED 12-20-65

MODEL _____

DRIVE UNITS—WHEELS

Type & material		Short spoke disc		
Rim (size and flange type)	Std.	14 x 5J.	SS 396,	14 x 6JK
	Opt.			
Attachment	Type (bolt or stud)	Bolt		
	Circle diameter	4.75		
	Number and size	5 Hex nuts. 7/16-20 NEF-2B		

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.35 x 14.4 (a)	7.75 x 14-4 (b)
	Type - Nylon, etc.	Rayon	
Rev/mile at 50 mph.		803	779
Inflation press. (cold)	Front	24, wagons 22	
	Rear	24, wagons 26	
Optional tires - size and ply		7.35 x 14-4	7.75 x 14-4 Nylon
		7.75 x 14-4	7.75 x 14-8
		7.75 x 14-4 Nylon	
		7.75 x 14-8	

BRAKES—SERVICE

		Standard	Metallic (Opt.)
Type (duo-servo, disc, balanced, etc.)		Duo-Servo 4-wheel hydraulic	
Self adjusting (std., opt., N.A.)		Reverse, self-adjustable, std.	
Hydraulic system type (single, dual, etc.)		Single	
Power brake make & type (remote, integral, etc.)		Bendix, Delco-Moraine Vacuum Power unit assists master cylinder integral	
Effective area (sq. in.) *		168.9	118.1
Gross lining area (sq. in.) **		168.9	118.1
Swept drum area (sq. in.) ***		268.6	
Percent brake effectiveness—front		59.4	
Drum or Rotor	Diameter	Front	9.5
		Rear	9.5
	Type and material	Composite: Cast iron rim, steel web	
	Rotor (vented or solid)		
No. pistons per caliper			
Wheel cyl. inner bore	Front	1.12	
	Rear	.9375	
Master cylinder bore		1.00	.875
Available pedal travel		6.70	
Line pressure at 100 lb. pedal load		783	1023
Shoe clearance adjustment		Self-adjusting	

(Continued)

* 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 drum circumference.

(a) All models except wagons

(b) Pickups, wagons, and S

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL _____

BRAKES—SERVICE (cont.)

Standard

Metallic (Opt.)

		Drum or Disc		Drum	
		Bonded or riveted		Bonded	Welded
		Material		Molded Asbestos	Sintered iron
Brake lining	Front Wheel	Size (length x width x thickness)	Prim. or out-board	9.01 x 2.5 x .17	1.64 x 1.25 x .175
			Second. or in-board	9.01 x 2.5 x .17	1.64 x 1.25 x .175
		Segments per shoe		One	Six
		Material		Molded asbestos	Sintered iron
Brake lining	Rear Wheel	Size (length x width x thickness)	Prim. or out-board	9.75 x 2.5 x .20	1.64 x 1.25 x .285
			Second. or in-board	9.75 x 2.00 x .20	1.64 x 1.0 x .285
		Segments per shoe		One	Ten

BRAKES—PARKING

Type of control	Pulley cable linkage, foot pedal apply, handle relea	
Location of control	below instrument panel, left of steering column	
Operates on	Rear service brakes	
If separate from service brakes	Type (internal or external)	
	Drum diameter	○
	Lining size (length x width x thickness)	

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded perimeter frame with front crossmember Rear suspension crossmember and rear crossmem
---	--

STEERING

Manual (std., opt., NA)	Standard			
Power (std., opt., NA)	Optional			
Adjustable steering wheel (tilt, swing, other)	Type and description	Tilt: tilt achieved with universally-jointing steering shaft at base of steering wheel; 5 inch vertical travel range.		
	(std., opt., NA)	Optional		
Wheel diameter	Manual	16.5		
	Power	16.5		
Turning diameter	Outside front	Wall to wall (l. & r.)	43.1	
		Curb to curb (l. & r.)	40.3	
	Inside rear	Wall to wall (l. & r.)	24.1	
		Curb to curb (l. & r.)	24.7	
Outside wheel angle with inside wheel at 20°	18.4°			
Manual	Gear	Type	Semi-reversible, recirculating ball nut	
		Make	Saginaw	
		Ratios	Gear	24:1
			Overall	28:1
	No. wheel turns	5.48 lock to lock		

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ⁽⁶⁾

MODEL

STEERING (cont.)

Power	Type (coaxial, linkage, etc.)		Coaxial	
	Make		Saginaw	
	Gear	Type	Same as manual	
		Ratios	Gear	17.5:1
			Overall	20.4:1
	Pump driven by		Crankshaft Pulley	
Number wheel turns		3.98 lock to lock		
Linkage	Type		Parallelogram	
	Location (front or rear of wheels, other)		Front of wheels	
	Drag link (trans. or longit.)		None	
	Tie rods (one or two)		Two	
Steering Axis	Inclination at camber (deg.)		7-3/4 to 8-3/4	
	Bearings (type)	Upper	Ball stud with non-metallic bearing surfaces	
		Lower	Ball stud with non-metallic bearing surfaces	
		Thrust	None	
Wheel Alignment (range at curb weight and pre-load)	Caster (deg.)		SS & Sedan Pickup, N1 to 0 (curb); Exc. SS & Sedan Pickup, N1-1/2 to N1/2 (curb)	
	Camber (deg.)		0 to P1 (curb)	
	Toe-in (outside track inches)		1/8 to 1/4 total (curb)	
Steering spindle & joint type			Forging with pad for mounting brake cylinder, spherical	
Wheel spindle	Diameter	Inner bearing	1.2493-1.2498	
		Outer bearing	.7492-.7497	
	Thread size		3/4-20 NEF-3 (modified)	
	Bearing type		Taper roller	

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL 327 V-8 396 V-8

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling	Front stabilizer bar
Provision for brake dip control	Mounting angle of front upper control arms
Provision for acc. squat control	Geometry of rear suspensions
Special provisions for car jacking	Bumper jack applied outboard of bumper bolt at wheel required for jacking
Shock absorber front & rear	Type
	Make
	Piston dia.
Other special features	1.00

SUSPENSION—FRONT

Type and description	Independent - SLA type with coil spring 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.)	12.59 & 3.63; 148.4 x .612	12.59 & 3.63; 149.9 x .656
	Spring rate (lb. per in.)	250	
	Rate at wheel (lb. per in.)	97	
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	HR steel .812	

SUSPENSION—REAR

Type and description	(b)			
Drive and torque taken through	Control arms			
Spring	Type	Coil		
	Material	Steel alloy		
	Size (length x width, coil design height & I.D.; bar length & dia.)	9.74 & 5.50; 120.6 x .536	9.74 & 5.50; 121.4 x .575	
	Spring rate (lb. per in.)	100		
	Rate at wheel (lb. per in.)	100		
	Mounting insulation type	None		
	If leaf	No. of leaves		
Stabilizer	Type (link, linkless, frameless)	None		
	Material			
Track bar type	None			

(a) Direct, double acting, hydraulic exc. air booster type on 134 - 13680

(b) Link, two upper and two lower control arms supporting an integral rear beam consisting of cast iron differential carrier with pressed in tubular rear axle shaft housings.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL	Sedans	Coupes	Conv.	Wagons	Pickup
	2-Dr.	4-Dr.			

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front				
	Rear doors	Front				
Type of finish (lacquer, enamel, other)		Acrylic lacquer				
Hood counterbalanced (yes, no)		Yes				
Hood release control (internal, external)		External				
Vehicle Indent. No. location		Left front body hinge pillar				
Engine No. location		6-cyl. on crankcase R.H. side of engine, rear of distributor 8-cyl. on top front of R.H. bank of cylinder and case				
Theft protection - type		Shielded ignition lock terminals key removable in "Off" position				
Vent window control method (crank, friction pivot)	Front	Friction pivot				
	Rear	Rear				
Seat cushion type	Front	Formed wire and .75 foam rubber pad (a)				
	Rear	Formed wire and jute & cotton pad (b)				
	3rd seat	None				
Seat back type	Front	Formed wire and cotton				
	Rear	Formed wire and cotton				
	3rd seat	None				
Windshield glass type (i.e., single curved - laminated plate)		Curved, laminated				
Side glass type (i.e., curved - tempered plate)		Curved				
Backlight glass type (i.e., compound curved - tempered plate, three piece)	Curved	Plastic	Flat	Curved		
Windshield glass exposed surface area		1107.1				
Side glass exposed surface area						
Backlight glass exposed surface area	935.1(c)	728.9	833.8	768.4	665.2	
Total glass exposed surface area	3395.4	3320.2(c)	4145.3	3186.6	4374.1	2611.5

LAMP HEIGHT AND SPACING

Height above ground to center of bulb	Headlamp	Highest *	25.2	24.6	24.8	25.6
		Lowest	25.2	24.6	24.8	25.6
	Tail	Highest	24.6	24.8	24.6	26.7
		Lowest	24.6	24.8	24.6	26.7
Distance from C/L of car to center of bulb	Headlamp	Inside		23.9		
		Outside *		30.5		
	Tail	Inside		29.8		32.7
		Outside		29.8		32.7
	Directional	Front		27.2		
		Rear	24.6	24.8	24.6	26.7

* If single headlamps are used enter here.

- (a) 13600, 1.75 foam pad; 13800, 1.50
- (b) 136-13800 jute and 1" foam pad
- (c) Sport Sedan backlight, 812.8; total glass 3352.7

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL _____

CONVENIENCE EQUIPMENT

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

Power windows	Side Windows	NA Models 13100-13200	Optional for all other models
	Vent Windows	NA	
	Backlight or tailgate	Optional	
Power seats (specify type as well as availability)		Optional - 4-way electric control	
Reclining front seat back		NA	
Front seat headrest		Optional	
Radios (specify type as well as availability)		Optional - AM pushbutton - AM/FM pushbutton	
Rear seat speaker		Optional	
Power Antenna		Optional	
Clock		Standard Models 135-136-13800	
Air Conditioner (specify type and availability)		Optional for all other models Optional - All weather and custom (recirculating)	
Speed warning device		NA	
Speed control device		Optional	
Ignition lock lamp		NA	
Back up lamp		Standard	
Dome lamp		Standard	
Glove compartment lamp		Standard Models 135-136-13800	
Prkg. brake signal lamp		Optional for all other models	
Luggage compartment lamp		Optional	
Underhood lamp		Optional	
Courtesy lamp		Optional	
Map lamp		NA Models 13567-667-767-867	
Auto. trans. quad. lamp		Optional for all other models	
Emergency flasher lamp		NA	
Cornering light lamp		Standard	
Instrument Panel Pad		Optional	
Padded Sun Shades		NA	
Left Hand Outside Mirror		Standard	
		Standard	

AMA Specifications—Passenger Car

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WEIGHTS

Model	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT	
	Front	Rear	Total	Pass. In Front		Pass. In Rear		8-cyl.	8-cyl.
				Front	Rear	Front	Rear		
		327	396					327	396
		8-cyl.	8-cyl.					8-cyl.	8-cyl.
CHEVELLE 300									
13211 2-dr. sedan		3245	3460	31	69			3090	3290
13269 4-dr. sedan		3285	3500	31	69			3130	3330
CHEVELLE 300 DELUXE									
13411 2-dr. sedan		3265	3480	31	69			3110	3310
13435 4-dr. wagon		3555	3770	31	69			3400	3600
13469 4-dr. sedan		3300	3514	31	69			3145	3345
13480 sedan pickup		3260	3495	12	88			3125	3325
MALIBU									
13635 4-dr. wagon		3580	3795	31	69			3425	3625
13617 2-dr. coupe		3280	3495	38	62			3125	3325
13667 2-dr. conv.		3380	3595	38	62			3225	3425
13669 4-dr. sedan		3315	3520	31	69			3160	3360
13680 sedan pickup		3295	3510	12	88			3140	3340
13639 4-dr. spt. sedan		3385	3600	31	69			3230	3430
UPPER SPORT 396									
13817 2-dr. coupe		----	3545	38	62			----	3375
13867 2-dr. conv.		----	3640	38	62			----	3470
Accessories & Equipment Differential Weights								Remarks	
		327	396						
		8-cyl.	8-cyl.						
Air conditioning		+110	+100						
Brakes, power		+ 9	+ 9						
Heat r. (delete)		- 25	- 25						
Radio, push button		+ 9	+ 9						
Seat, 4-way power		+ 20	+ 20						
Steering, power		+ 28	+ 30						
Transmission, Powerglide		+ 20	+ 20						
Transmission, 4-speed		+ 7	+ 7						
Engine, 327 V-8		+ 50	--						
Engine, 396 V-8		--	+250						
Radio, AM-FM push button		+ 9	+ 9						
Conv. & Conv.		+ 9	+ 9						

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