

2731ELC14-68

EL CAMINO

1968 ORIGINAL

GVW Rating: 4300 lb

EL CAMINO SERIES

Six-Cylinder Models

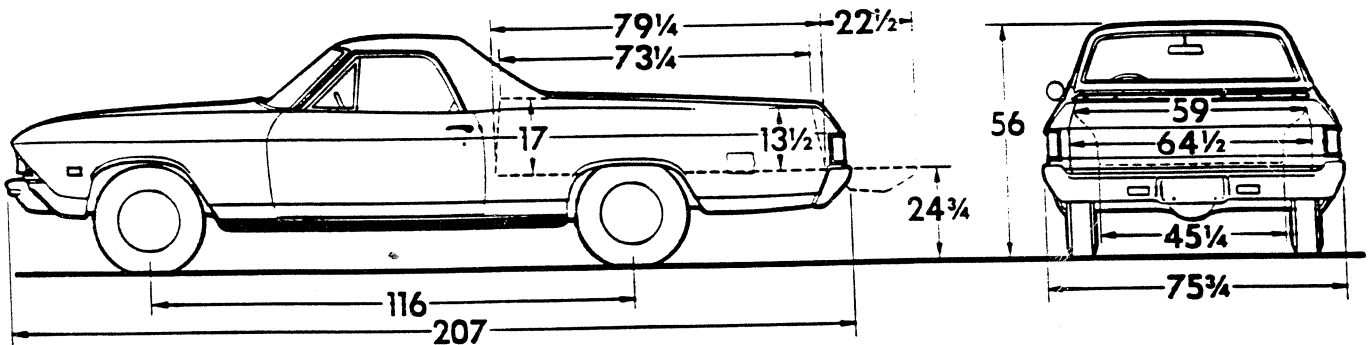
- 13380 Standard El Camino
- 13580 Custom El Camino

V8 Models

- 13480 Standard El Camino
- 13680 Custom El Camino
- 13880 SS 396 El Camino

DIMENSIONS

(With std equipment, unloaded)



Models	→ Curb Weights (lb)			Payload Wt. Dist.*	
	Front	Rear	Total	Front	Rear
13380	1682	1524	3206		
13580	1691	1532	3223		
13480	1798	1552	3350	0%	100%
13680	1808	1559	3367		
13880	2057	1618	3675		

*Estimate based on water-level loading.

STANDARD EQUIPMENT

Air Cleaner: Oil-wetted paper

Axle, Rear: Hypoid; capacity 2700 lb
 13380-13580: ratio 3.36
 13480-13680: ratio 3.08
 13880: ratio 3.31

Battery: 12-volt; capacity 45 amp-hr (except 13880)
 12-volt; capacity 61 amp-hr (13880)

Brake, Parking: Cable to rear wheels

Brakes, Service: Hydraulic; self-adjusting; dual system
 Sizes: front 9½" x 2½"; rear 9½" x 2"
 Effective area: drum 268.6 sq in; lining 168.9 sq in

Bumper: Front and rear; chrome plated

Cab: See *Cabs, Bodies & Colors* section

Carburetor:
 13380-13580: single-barrel downdraft
 13480-13680: two-barrel downdraft
 13880: four-barrel downdraft

Clutch:
 13380-13580: diameter 9¼"; area 72 sq in
 13480-13680: diameter 10"; area 91 sq in
 13880: diameter 11"; area 124 sq in

Cooling:
 13380-13580: capacity 12 qt; 1¼" radiator core; 323-sq-in area; 15-lb pressure cap; 180° thermostat
 13480-13680: capacity 17 qt; 1¼" radiator core; 357-sq-in area; 15-lb pressure cap; 180° thermostat
 13880: capacity 24 qt; 1¼" radiator core; 391-sq-in area; 15-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: Two front and two rear; includes freeway lane-change position on switch & integral hazard warning switch

Engine:
 13380-13580: 230 Six
 Gross horsepower.....140 @ 4400 rpm
 Gross torque, lb-ft.....220 @ 1600 rpm
 13480-13680: 307 V8
 Gross horsepower.....200 @ 4600 rpm
 Gross torque, lb-ft.....300 @ 2400 rpm
 13880: 396 V8
 Gross horsepower.....325 @ 4800 rpm
 Gross torque, lb-ft.....410 @ 3200 rpm

➤ **Exhaust Emission Control Equipment:** See *Engine & Clutch* section for types used

Exhaust System: Single pipe & aluminized muffler (except 13880). Dual pipes & aluminized mufflers (13880)

➤ **Filter, Fuel:** Plastic strainer in fuel tank and paper filter in carburetor

Filter, Oil: Full-flow throwaway type; capacity 1 quart

Frame: Carbon steel; perimeter type

Generator: 37-amp Delcotron

GVW Plate: 4300 lb

Heater & Defroster

➤ **Lights:** Four headlights; two front combination parking/direction signals; two rear combination tail/stop/marker/direction signals; two front side marker; two backup; one license; instrument panel & dome

Mirror, Rearview: Inside non-glare shatterproof prismatic type & LH outside

Seat & Shoulder Belts: Three pushbutton-type seat belts with retractors on driver & passenger outboard belts; two shoulder belts

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 28:1; energy-absorbing steering wheel and column—wheel dia 16½"

Suspension, Front: Independent; capacity 1900 lb

Tank, Fuel: Capacity approx 20 gal

➤ **Tires:** Five tubeless 7.35-14/4PR front, rear and spare (except 13880)
 Five tubeless 7.75-14/4PR front, rear and spare (13480-13680 models with optional 325-hp 327 V8)
 Five tubeless G70-14/4PR front, rear and spare (13880)

Tools: Mechanical jack; wheel wrench

➤ **Transmission:** 3-speed fully synchronized; steering column gearshift; ratios 2.85, 1.68, 1.00, 2.95 (rev) (all except 13880)
 Warner T16D HD 3-speed fully synchronized; floor-mounted gearshift; ratios 2.86, 1.72, 1.00, 2.86 (rev) (13880 only)

Wheels: Five 14" x 5" disc (all except 13880)
 Five 14" x 6" disc (13880)

Windshield Wipers & Washer: Electric; 2-speed wipers (concealed wiper arms & blades on Custom & SS 396 models)

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4300	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.

FEATURE GROUPS

All items contained in these groups may be ordered separately and are also shown separately in the Options list below

Appearance Guard Group: Includes two color-keyed front floor mats, front bumper guards, door edge guards..... GRP 1

Operating Convenience Group: Includes electric clock and LH remote control exterior mirror..... GRP 4

OPTIONAL POWER TEAMS & AXLES

→ **Engine:** See Power Teams chart for availability

250 Six (13380-13580 models only).....	L22
Gross horsepower.....	155 @ 4200
Gross torque, lb-ft.....	235 @ 1600
327 V8 (13480-13680 models only).....	L73
Gross horsepower.....	250 @ 4800
Gross torque, lb-ft.....	335 @ 3200
327 V8 (13480-13680 models only).....	L30
Gross horsepower.....	275 @ 4800
Gross torque, lb-ft.....	355 @ 3200
327 V8 (13480-13680 models only).....	L79
Gross horsepower.....	325 @ 5600
Gross torque, lb-ft.....	355 @ 3600
396 V8 (13880 models only).....	L34
Gross horsepower.....	350 @ 5200
Gross torque, lb-ft.....	415 @ 3400

→ **Transmission:** See Power Teams chart for availability

Powerglide.....	M35
Turbo Hydra-Matic.....	M40
Warner T16D 3-speed (standard on SS 396).....	M13
4-speed wide-range.....	M20
4-speed close-ratio.....	M21
Overdrive.....	M10
→ Axle, Positraction Rear	G80
Axle Ratio: See Power Teams chart for availability	
Economy.....	AXL1
Performance.....	AXL2
Special (If axle ratio other than Standard, Economy or Performance is desired, refer to Power Teams Chart for availability—then list ratio on order form)	

OPTIONAL POWER ASSISTS

→ **Brakes, Power:**

With drum-type brakes.....	J50
With disc-type front brakes.....	J50/J52

→ **Steering, Power:**

(Power brakes recommended).....	N40
Windows, Electric: Not available on 13380 & 13480 models.....	A31

OTHER OPTIONAL EQUIPMENT

Air Conditioning, Four-Season: Includes 61-amp Delcotron, HD radiator, temperature-controlled radiator fan..... C60

Battery, HD: 70-amp-hr..... T60

→ **Belts, Custom Deluxe:** Replacing standard seat & shoulder belts
 With full-width seat (3 seat belts & 2 shoulder belts)..... ZK3
 With bucket seats (2 seat belts & 2 shoulder belts)..... ZK3

→ **Clock, Electric:** Not available with special instrumentation..... U35

Clutch, HD: Not available with 250 Six or 396 V8 engines..... M01

→ **Console:** Includes compartment; available with Strato-bucket seats only. Not available with overdrive transmission. See Chart on Page 5 for availability with each power team D55

→ **Exhaust, Dual:** With 250-hp or 275-hp 327 V8 engine only..... N10

Fan, Radiator: Temperature-controlled. With V8 engines only; included with air conditioning..... K02

→ **Generator, Alternating Current:**

12-42-amp Delcotron; not available with air conditioning or Turbo Hydra-Matic.....	K79
61-amp HD Delcotron.....	K76

Glass, Soft-Ray:

All windows.....	A01
Windshield only.....	A02

→ **Guards, Bumper:** Front..... V31

→ **Guards, Door Edge**..... B93

Head Restraints: Driver & passenger

With Strato-bucket seats.....	A81
With full-width bench seat.....	A82

Horn, Tri-Volume: Custom & SS 396 models only..... U03

→ **Instrumentation, Special:** 13680 & 13880 only; includes electric clock, tachometer, ammeter, temperature & oil pressure gauges. U14

→ **Lighting, Auxiliary:** Includes ashtray, courtesy & underhood lights
 Custom & SS 396 models..... ZJ9
 13380 & 13480 models; also includes glove compartment light..... ZJ9

→ **Mats, Floor:** Color keyed..... B37

→ **Mirror, Rearview:** LH outside remote control D33

→ Indicates change

OTHER OPTIONAL EQUIPMENT (Continued)

Paint, Exterior: See Cabs, Bodies & Colors section		Steering Wheel, Deluxe: 13380 & 13480. N30
Radiator, HD: Included with air conditioning..... V01		Steering Wheel, Sports-Styled: Wood-grained plastic rim..... N34
Radio: Includes front antenna		→ Striping, Accent: SS 396 models only..... D96
AM; pushbutton control..... U63		Suspension, Special Front & Rear: Includes special front springs & 2700-lb rear springs..... F40
AM-FM; pushbutton control..... U69		→ Ventilation, HD Closed Engine Positive: With 230-, 250- or 275-hp 327 V8 engines only KD5
Roof Cover, Vinyl:		Wheel Covers: Four; bright metal..... P01
Black..... C082		Wheel Covers, Mag-Style N96
White..... C081		→ Wheel Covers, Mag-Spoke PA2
Seat Cushion, Extra-Thick Foam: 13380 & 13480 only..... B55		Wheel Covers, Simulated Wire N95
Seats, Strato-Bucket: 13580, 13680 & 13880 only..... A51		Wheels, Rally: Includes special wheel, hub cap & trim ring..... ZJ7
Speed & Cruise Control: (Cruise-Master) V8 models only; available only with automatic transmission..... K30		Windshield Wipers, Concealed: Standard on Custom & SS 396 models; includes articulated left-side blade..... C24
Speed Warning Indicator U15		
Steering Wheel, Comfortilt: Seven-position; available only with automatic transmission or floor-mounted shift lever..... N33		

TIRE & WHEEL COMBINATIONS

→ MODELS 13380, 13480, 13580, 13680*

PASSENGER CAR TYPE TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.35-14/4PR—Original Equipment Blackwall	1160	Disc	5	Std
7.35-14/4PR—Original Equipment Whitewall	1160	Disc	5	P58
7.75-14/4PR—Original Equipment Blackwall	1270	Disc	5	P65
7.75-14/4PR—Original Equipment Whitewall	1270	Disc	5	P62
F70-14/4PR—Special Red Stripe	1280	Disc	6	PW8
F70-14/4PR—Special White Stripe	1280	Disc	6	PW7

*Except with optional 325-hp 327 V8

→ MODELS 13480, 13680 ★

PASSENGER CAR TYPE TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.75-14/4PR—Original Equipment Blackwall	1270	Disc	5	Std
7.75-14/4PR—Original Equipment Whitewall	1270	Disc	5	P62
F70-14/4PR—Special Red Stripe	1280	Disc	6	PW8
F70-14/4PR—Special White Stripe	1280	Disc	6	PW7

★With optional 325-hp 327 V8 only

→ MODEL 13880

PASSENGER CAR TYPE TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
G70-14/4PR—Special Red Stripe	1380	Disc	6	Std
G70-14/4PR—Special White Stripe	1380	Disc	6	PX9

→Indicates change

TRANSMISSION SHIFT AND FLOOR CONSOLE AVAILABILITY

ENGINE	TRANSMISSION	STANDARD SHIFT-LEVER LOCATION	RPO D55 FLOOR CONSOLE
140-hp Turbo-Thrift 230	3-Speed Std	Column	Not Available
	Warner T16D 3-Speed RPO M13	Floor With Boot	Console
155-hp Turbo-Thrift 250	Overdrive RPO M10	Column	Not Available
200-hp Turbo-Fire 307	4-Speed RPO M20 (V8 Only)	Floor With Boot	Console
	Powerglide RPO M35	Column	Console With Floor Shift
250-hp Turbo-Fire 327	3-Speed Std (250-hp & 275-hp Only)	Column	Not Available
	Warner T16D 3-Speed RPO M13	Floor With Boot	Console
275-hp Turbo-Fire 327	4-Speed RPO M20	Floor With Boot	Console
325-hp Turbo-Fire 327	4-Speed C.R. RPO M21 (325-hp Only)	Floor With Boot	Console
	Powerglide RPO M35 (250-hp & 275-hp Only)	Column	Console With Floor Shift
325-hp Turbo-Jet 396	Warner T16D 3-Speed	Floor With Boot	Console
	4-Speed RPO M20	Floor With Boot	Console
350-hp Turbo-Jet 396	4-Speed C.R. RPO M21 (350-hp)	Floor With Boot	Console
	Powerglide RPO M35	Column	Console With Floor Shift
	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift

EL CAMINO POWER TEAMS (STANDARD ENGINES) Engine, Transmission and Rear Axle Combinations

ENGINES		TRANSMISSION Std or Optional	REAR AXLE RATIOS *							
			Without Air Conditioning				With Air Conditioning			
			Std	Optional			Std	Optional		
Econ	Perf	Spec		Econ	Perf	Spec				
Standard Six-Cylinder on Models 13380-13580	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	3.36	3.08	3.55	3.70	3.36	—	3.55	3.70
		Warner T16D 3-Speed—M13	3.36	3.08	3.55	3.70	3.36	—	3.55	3.70
		Powerglide—M35	3.36	3.08	3.55	3.70	3.36	—	3.55	3.70
		Overdrive—M10	3.70	—	—	—	3.70	—	—	—
Standard Eight-Cylinder on Models 13480-13680	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement 2-barrel carburetor 9.00:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Warner T16D 3-Speed—M13	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		4-Speed Wide-Range—M20	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Powerglide—M35	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Overdrive—M10	3.70	—	—	—	3.70	—	—	—
Standard Eight-Cylinder on Model 13880	325-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Regular camshaft 4-barrel carburetor 10.25:1 compression ratio Dual exhaust	Warner T16D 3-Speed—Std	3.31	3.07	3.55	3.73 or 4.10	3.07	—	—	—
		4-Speed Wide-Range—M20	3.31	3.07	3.55	3.73 or 4.10	3.07	—	—	—
		Powerglide—M35	3.07	2.73	3.31	3.55 3.73 4.10	3.07	—	—	—
		Turbo Hydra-Matic—M40	2.73	—	3.07	3.31	3.07	—	—	—

* All ratios available as Positraction. (4.10:1, 4.56:1 and 4.88:1 available as Positraction only.)

EL CAMINO POWER TEAMS (OPTIONAL ENGINES)

Engine, Transmission and Rear Axle Combinations

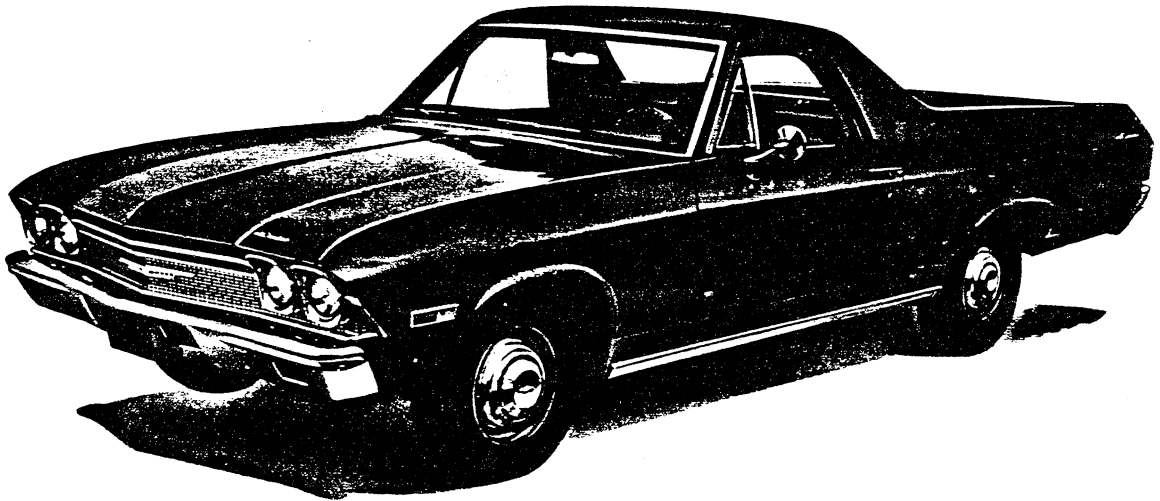
ENGINES		TRANSMISSION Std or Optional	REAR AXLE RATIOS*							
			Without Air Conditioning				With Air Conditioning			
Option Number	Description		Std	Optional			Std	Optional		
			Econ	Perf	Spec		Econ	Perf	Spec	
L22 on Models 133-13580	155-hp Turbo-Thrift 250 6-cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	3.36	3.08	3.55	3.70	3.36	—	3.55	3.70
		Warner T16D 3-Speed—M13	3.36	3.08	3.55	3.70	3.36	—	3.55	3.70
		Powerglide—M35	3.36	3.08	3.55	3.70	3.36	—	3.55	3.70
		Overdrive—M10	3.70	—	—	—	3.70	—	—	—
L73 on Models 134-13680	250-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Regular camshaft 4-barrel carburetor 8.75:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Warner T16D 3-Speed—M13	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		4-Speed Wide-Range—M20	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Powerglide—M35	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
L30 on Models 134-13680	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Regular camshaft 4-barrel carburetor 10.0:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Warner T16D 3-Speed—M13	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		Powerglide—M35	3.08	2.73	3.36	3.55 or 3.70	3.36	—	3.55	3.70
		4-Speed Wide-Range—M20	3.07	2.73	3.31	3.55 or 3.73	3.31	—	3.55	3.73
L79 on Models 134-13680	325-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement High-lift camshaft 4-barrel carburetor 11.0:1 compression ratio Hydraulic valve lifters Dual exhaust	Warner T16D 3-Speed—M13	3.31	3.07	3.55	3.73	3.31	—	3.55	3.73
		4-Speed Wide-Range—M20	3.31	3.07	3.55	3.73	3.31	—	3.55	3.73
		4-Speed Close-Ratio—M21	3.31	3.07	3.55	3.73 4.10 4.56 4.88	3.31	—	3.55	3.73
L34 on Model 13880	350-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-lift camshaft 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Warner T16D 3-Speed—Std	3.55	3.31	3.73	4.10	3.07	—	—	—
		4-Speed Wide-Range—M20	3.55	3.31	3.73	4.10	3.07	—	—	—
		4-Speed Close-Ratio—M21	3.55	3.31	3.73	3.07 4.10 4.56 4.88	3.07	—	—	—
		Powerglide—M35	3.31	3.07	3.55	3.73 or 4.10	3.07	—	—	—
		Turbo Hydra-Matic—M40	3.07	2.73	3.31	3.73	3.07	—	—	—

* All ratios available as Positraction. (4.10:1, 4.56:1 and 4.88:1 available as Positraction only.)

EXTERIOR FEATURES

El Camino for 1968 is longer, lower and wider with sleek all-new styling. Three variations of the basic vehicle are offered: the Stand-

ard, the Custom and the brand-new SS 396 model. Differences in the features of the three types are outlined in the following pages.



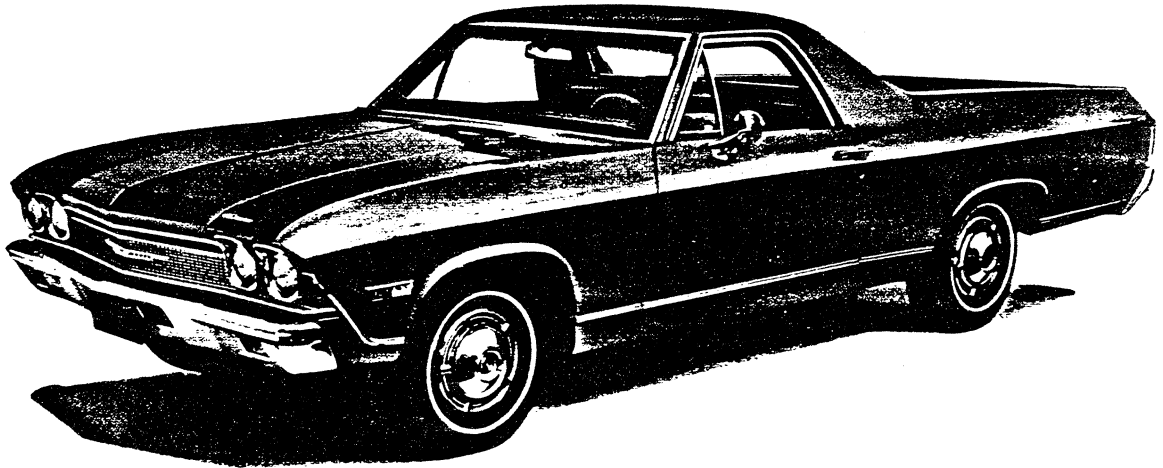
STANDARD EL CAMINO

The Standard El Camino has a bright metal radiator grille with an emblem mounted in the middle. The newly designed hood extends partially over the cowl area, but the standard windshield wipers are the exposed type. Hidden windshield wipers are available on this model as an option.

Standard bright metal ornamentation includes rocker panel moldings, windshield reveal moldings, ventipane frames, load compartment belt moldings, rear window reveal moldings, tailgate belt

moldings and hood and fender rear moldings. Nameplates are located on the front header panel (El Camino), rear quarter panel (El Camino) and tailgate (Chevrolet).

Front side marker lights carry engine identification for all optional six-cylinder engines and all V8's. No separate rear side marker lights are used due to the wraparound type taillights. Parking lights and backup lights are mounted in the front and rear bumpers respectively. An exterior LH rearview mirror is also standard.



CUSTOM EL CAMINO

The Custom El Camino also has a bright metal radiator grille with an emblem mounted in the middle. The newly designed hood extends partially over the cowl area and covers the standard hidden windshield wipers.

Standard bright metal ornamentation includes special lower front fender, body side, and rear quarter moldings; windshield reveal moldings; ventipane frames; door upper frame moldings; roof drip gutter moldings; front header panel moldings; load compartment belt moldings; rear window reveal moldings; tailgate belt moldings; dual rear end trim moldings with wood-grain insert and hood and fender rear moldings.

Nameplates are located on the front header panel (El Camino), rear quarter panel (El Camino) and tailgate (Chevrolet). Front side marker lights carry engine identification for all optional six-cylinder engines and all V8's. No separate rear side marker lights are used due to the wraparound type taillights. Parking lights and backup lights are mounted in the front and rear bumpers respectively. An exterior LH rearview mirror is also standard.

NOTE: Options shown on the above illustration include whitewall tires, full wheel covers and tinted windshield.

EL CAMINO

EXTERIOR FEATURES



SS 396 EL CAMINO

The SS 396 El Camino has a black radiator grille with a special SS 396 emblem mounted in the middle. The special hood has two simulated air intake grilles at the rear. It also partially extends over the cowl area and covers the standard hidden windshield wipers.

Standard bright metal ornamentation includes special lower front fender, body side, and rear quarter moldings (with Black paint trim below); windshield reveal moldings; ventipane frames; door upper frame moldings; roof drip gutter moldings; front header panel moldings; load compartment belt moldings; rear window reveal moldings; tailgate belt moldings; dual rear end trim moldings with Black paint

trim and hood and fender rear moldings.

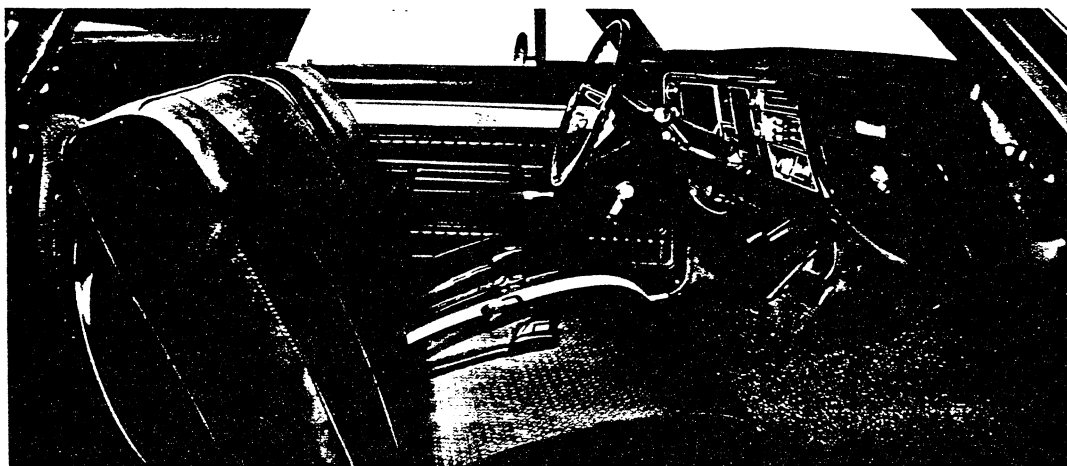
Nameplates are located on the front header panel (El Camino), rear quarter panel (El Camino), and tailgate (SS 396). Front side marker lights carry engine identification. No separate rear side marker lights are used due to the wraparound type taillights. Parking lights and backup lights are mounted in the front and rear bumpers respectively. An exterior LH rearview mirror is also standard.

NOTE: Options shown on the above illustration include full wheel covers, remote outside mirror and tinted windshield.

INTERIOR FEATURES

All El Camino interiors for '68 are more beautiful and durable than ever before. And for extra safety, there are seat belts for three, shoulder belts for the two outboard seat positions, deflecting window regulator handles, softer door lock buttons, a breakaway ashtray,

full-depth armrests shielding the door handles, padded sunshades and windshield pillars and a non-glare finish on many appointments. Crank-operated ventipanes are also a standard convenience.



STANDARD EL CAMINO

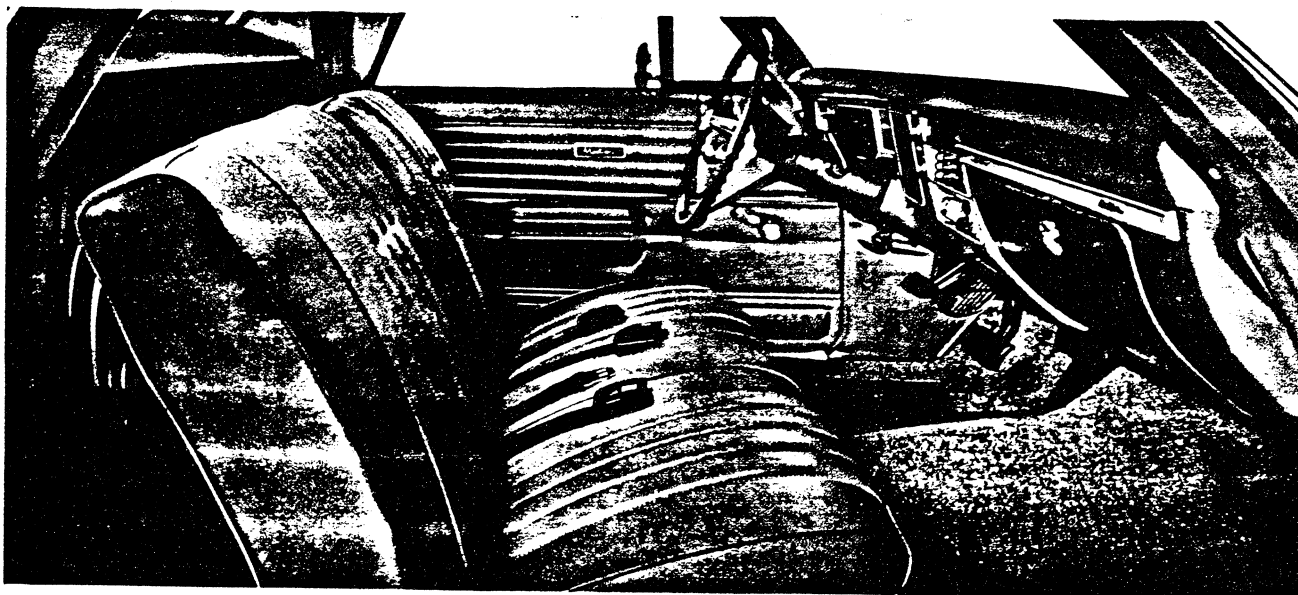
The Standard El Camino has a bench type seat with 1¼ inches of foam padding and textured vinyl trim. An optional extra-thick foam seat with 1¾ inches of padding is also available. The steering wheel is the round type with a dull-chrome finished center horn button. The color-keyed instrument panel has a padded crown and a non-glare finish. The Series nameplate on the face of the instrument panel reads "300".

Most interior trim items are color-keyed to the interior color selected. These include the vinyl-coated rubber floor mat; the textured vinyl

seat trim; the vinyl door trim panels with "300" nameplates, armrests and sunshades; the vinyl-coated headlining; the seat and shoulder belts; the door lock buttons and window regulator knobs. The standard rearview mirror support is finished in Silver paint. Seat back latches, seat adjuster handle and control knobs are all bright metal.

NOTE: Options shown on the above illustration include Powerglide transmission, deluxe steering wheel and radio.

INTERIOR FEATURES



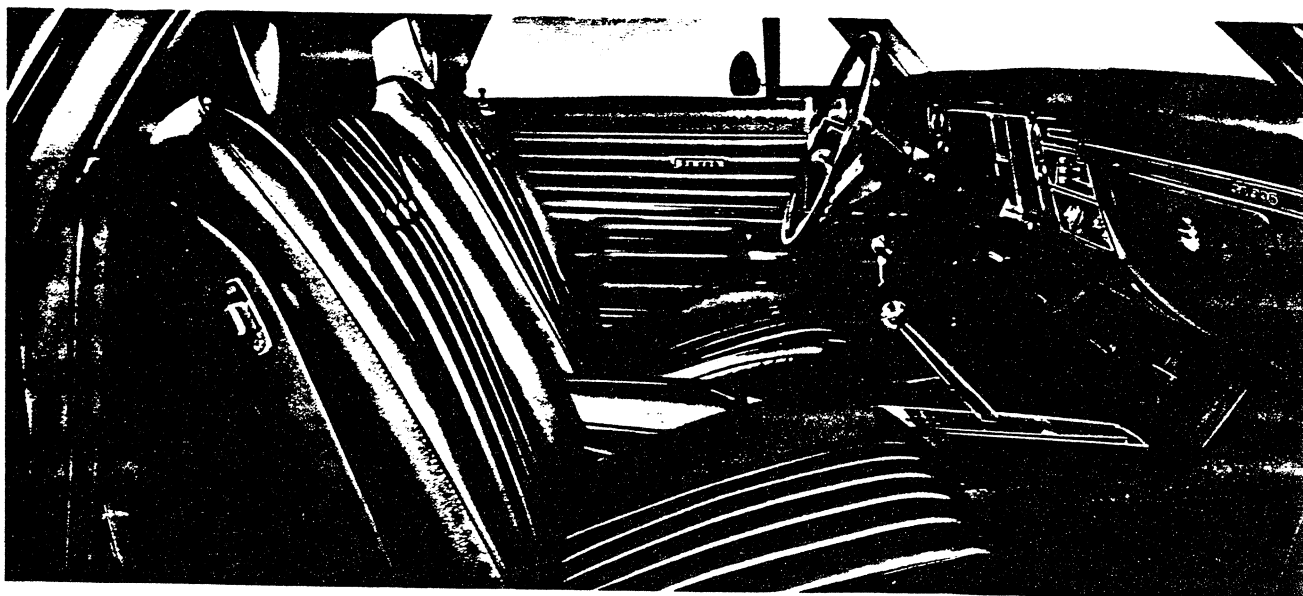
CUSTOM EL CAMINO

The Custom El Camino has a bench-type seat with 1¾ inches of foam padding and custom vinyl trim. Optional Strato-Bucket seats are also available. The steering wheel is the oval-type with spoke-mounted horn buttons and deluxe dull chrome trim. The color-keyed instrument panel has a padded crown and a non-glare finish. Special appointments on the dash include a trim plate and a Series nameplate which reads "Malibu".

Most interior trim items are color-keyed to the interior color selected.

These include the carpeting; the custom vinyl seat trim; the custom vinyl door trim panels with "Malibu" nameplates, armrests and sunshades; the deluxe vinyl-coated headlining; the seat and shoulder belts; the door lock buttons and window regulator knobs. The standard rearview mirror support, seat back latches, seat adjuster handle, control knobs and armrest trim are all bright metal.

NOTE: Options shown on the above illustration include Powerglide transmission, tinted windshield and radio.



SS 396 EL CAMINO

The SS 396 El Camino has a bench-type seat with 1¾ inches of foam padding and custom vinyl trim. Optional Strato-Bucket seats are also available. The steering wheel is the oval-type with spoke-mounted horn buttons and deluxe dull chrome trim. The color-keyed instrument panel has a padded crown and a non-glare finish. Special appointments on the dash include a trim plate and a Series nameplate which reads SS 396.

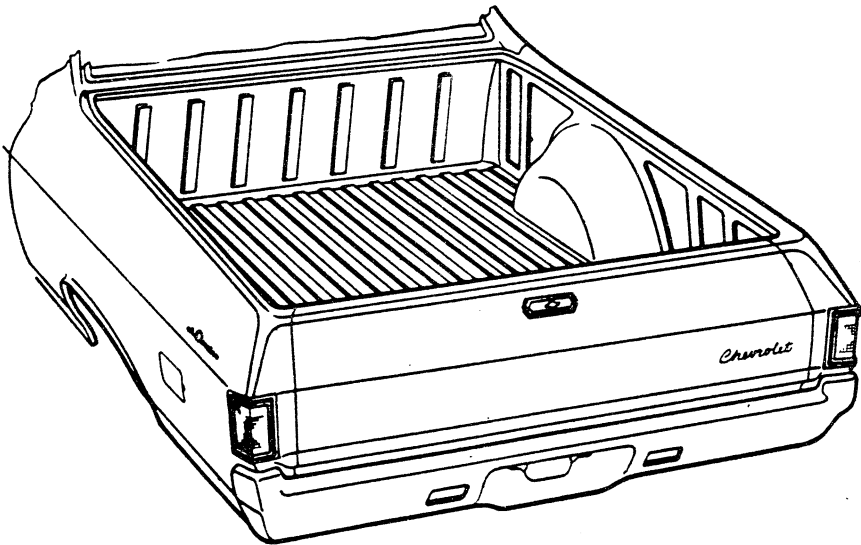
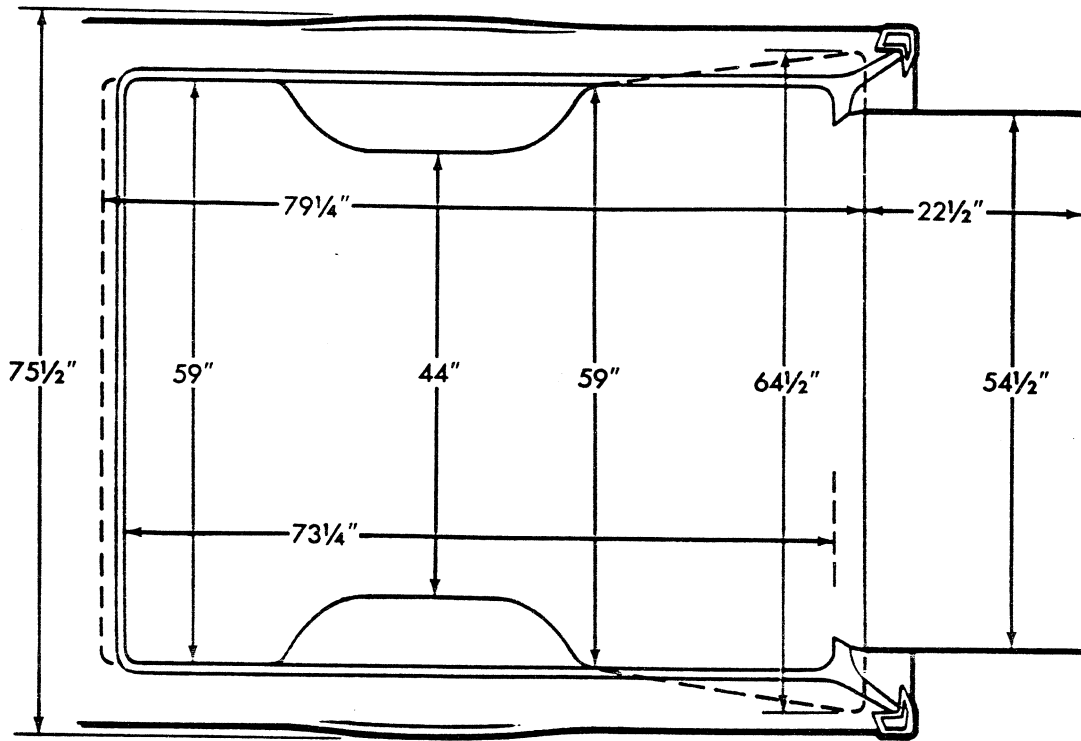
Most interior trim items are color-keyed to the interior color selected. These include the carpeting; the custom vinyl seat trim; the custom

vinyl door trim panels with "SS 396" nameplates, armrests and sunshades; the deluxe vinyl-coated headlining; the seat and shoulder belts; the door lock buttons and window regulator knobs; and the vinyl spare tire cover. The standard rearview mirror support, seat back latches, seat adjuster handle, control knobs and armrest trim are all bright metal.

NOTE: Options shown on the above illustration include four-speed transmission, console, bucket seats, head restraints and radio.

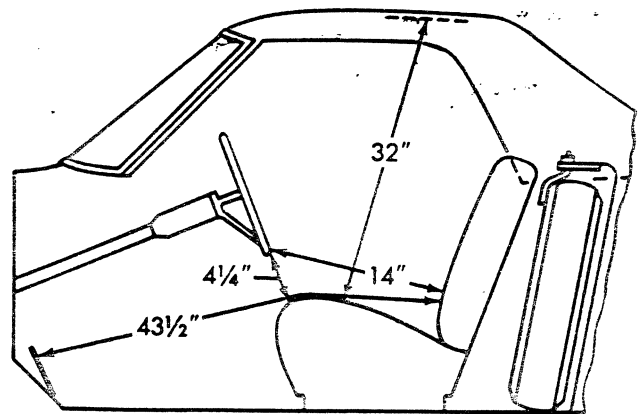
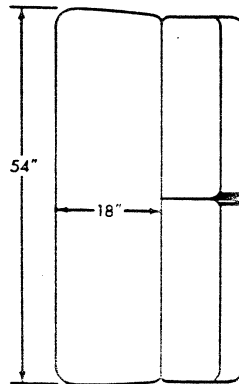
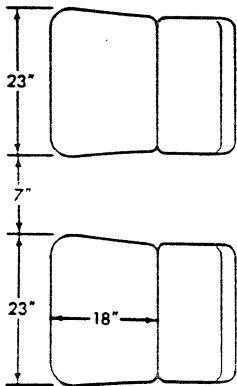
EL CAMINO

DIMENSIONS



The El Camino pickup box features double-wall construction on the side panels and a ribbed all-steel floor. The tailgate also has double-wall construction and forms a continuation of the ribbed floor when lowered. The pickup box has a capacity of 38½ cubic feet.

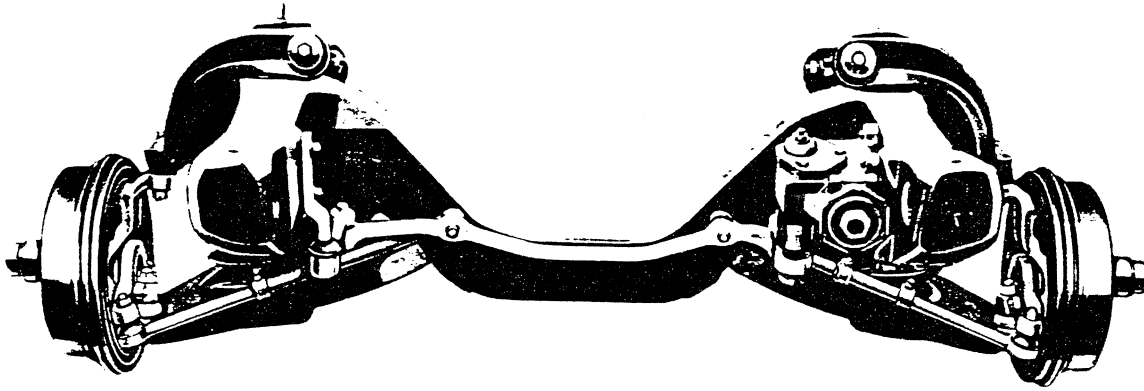
All El Camino models also have a bright metal load compartment molding around the top of the box to prevent paint chipping when loading or unloading.



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

TURBO-THRIFT 250 SIX

Applications

Standard: None
 Optional: El Camino (13380, 13580)

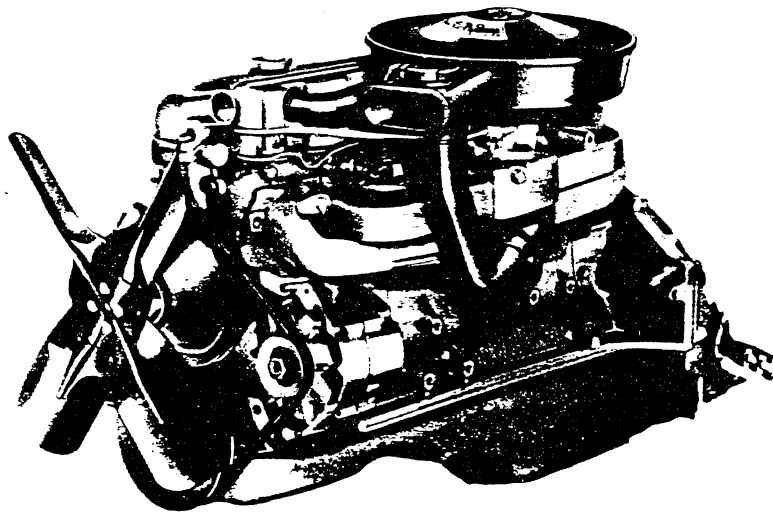
Basic Specifications

Engine type Valve-in-head
 Piston displacement 250 cu in
 Bore & stroke (nominal) 3.875" x 3.53"
 Compression ratio 8.5 to 1
 Carburetor type 1 barrel

Test Procedures

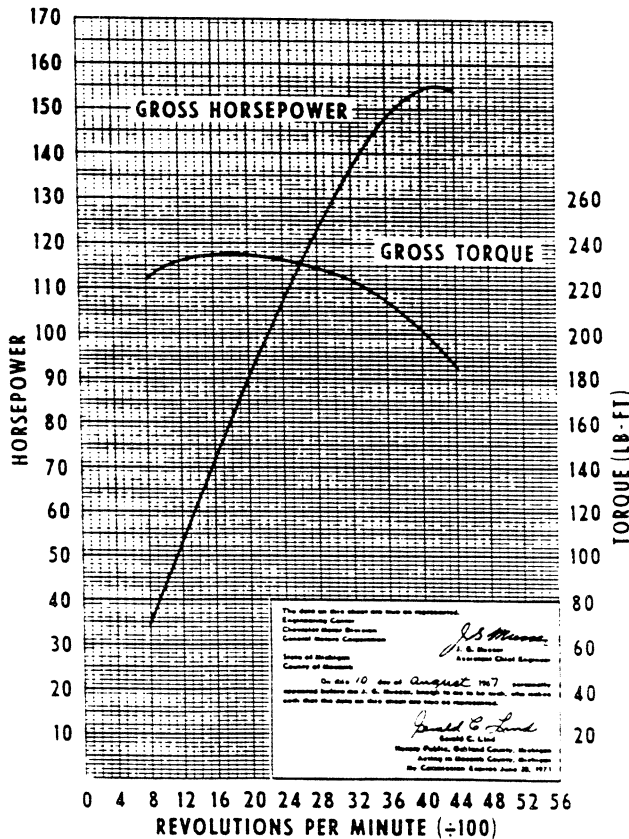
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



With A.I.R. or C.C.S.*

Gross horsepower 155 @ 4200 rpm
 Gross torque, lb-ft 235 @ 1600 rpm



*A.I.R. (Air Injection Reactor) is used with the 250 Six on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with the automatic transmissions.

TURBO-THRIFT 230 SIX

Applications

Standard: El Camino (13380, 13580)
Optional: None

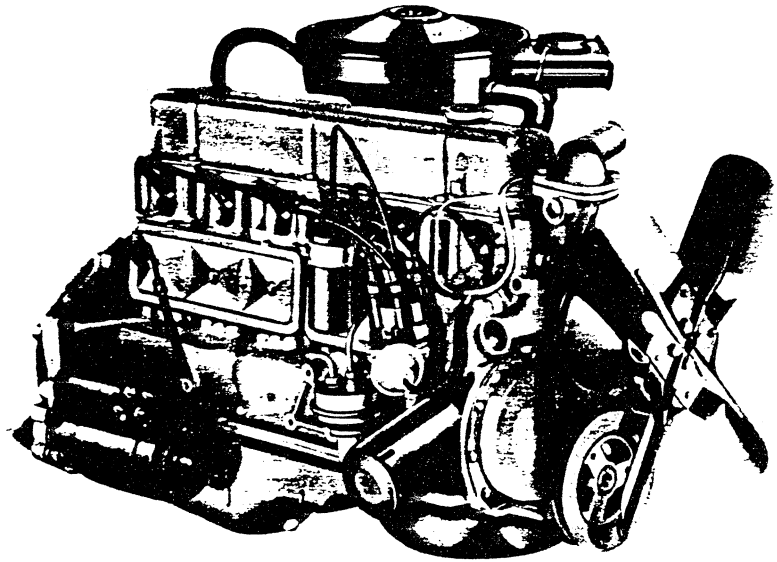
Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....230 cu in
Bore & stroke (nominal).....3 $\frac{7}{8}$ " x 3 $\frac{1}{4}$ "
Compression ratio.....8.5:1
Carburetor type.....1-barrel

Test Procedures

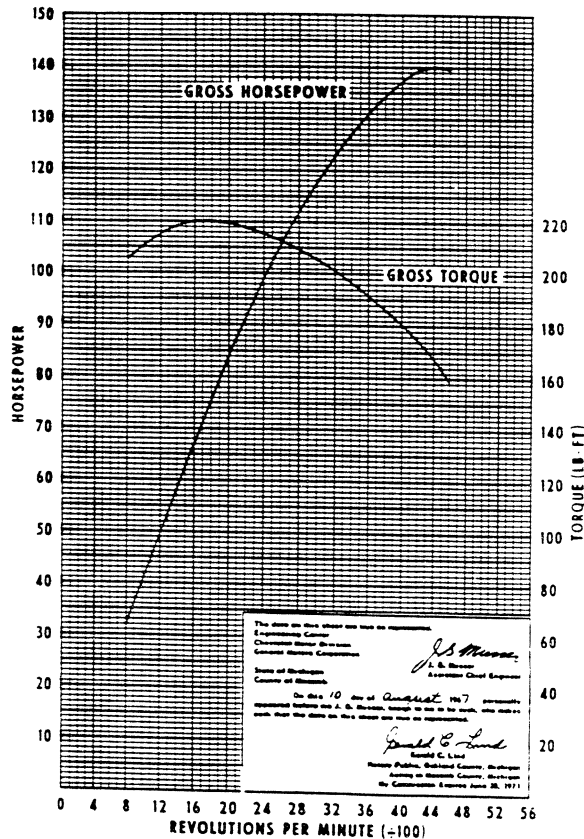
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.

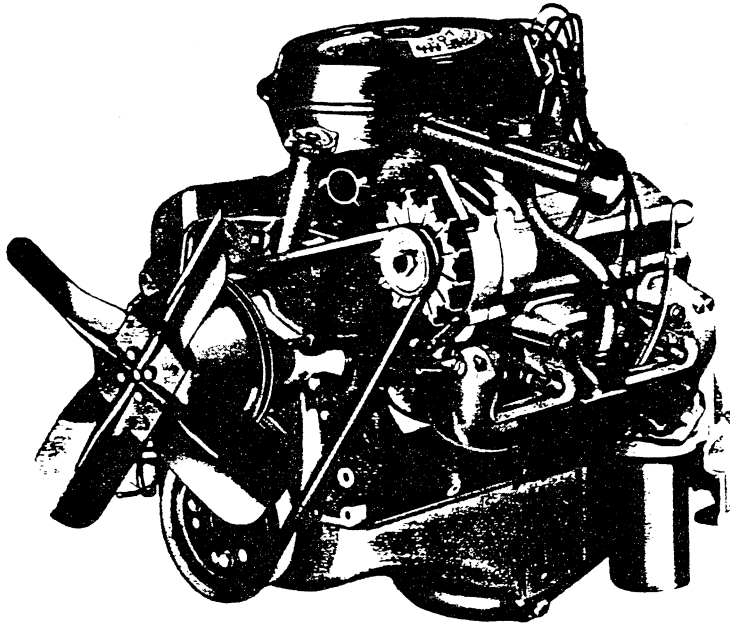


With A.I.R. or C.C.S.*

Gross horsepower.....140 @ 4400 rpm
Gross torque, lb-ft.....220 @ 1600 rpm



*A.I.R. (Air Injection Reactor) is used with the 230 Six on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.



Applications

Standard: El Camino (13480, 13680)
Optional: None

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....307 cu in
Bore & stroke (nominal).....3 7/8" x 3 1/4"
Compression ratio.....9.0:1
Carburetor type.....2-barrel

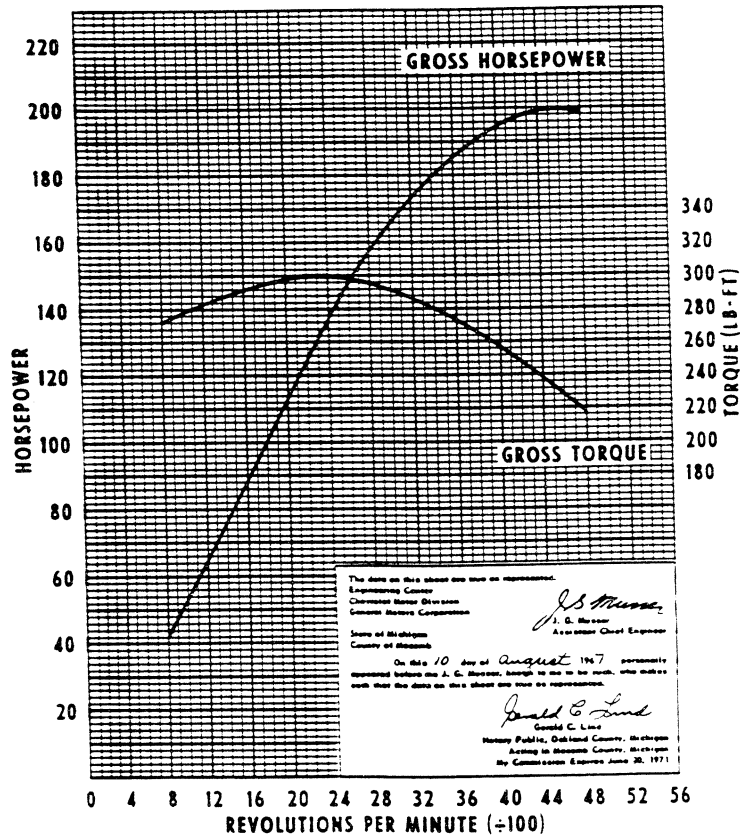
Test Procedures

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.

With A.I.R. or C.C.S.*

Gross horsepower.....200 @ 4600 rpm
Gross torque, lb-ft.....300 @ 2400 rpm



*A.I.R. (Air Injection Reactor) is used with the 307 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

TURBO-FIRE 327 V8

Applications

Standard: None
 Optional: El Camino (13480, 13680)

Basic Specifications

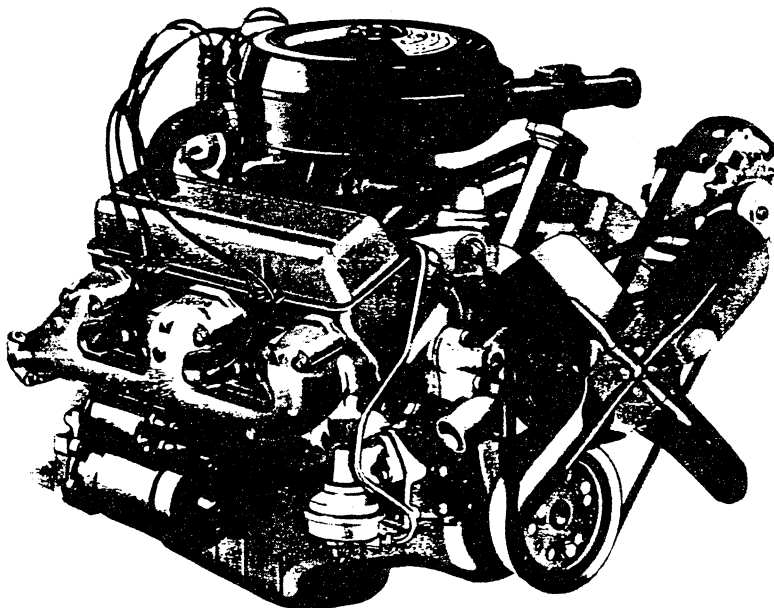
Engine type..... Valve-in-head
 Piston displacement..... 327 cu in
 Bore & stroke (nominal)..... 4" x 3 1/4"
 Compression ratio..... 8.75:1
 Carburetor type..... 4-barrel

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.

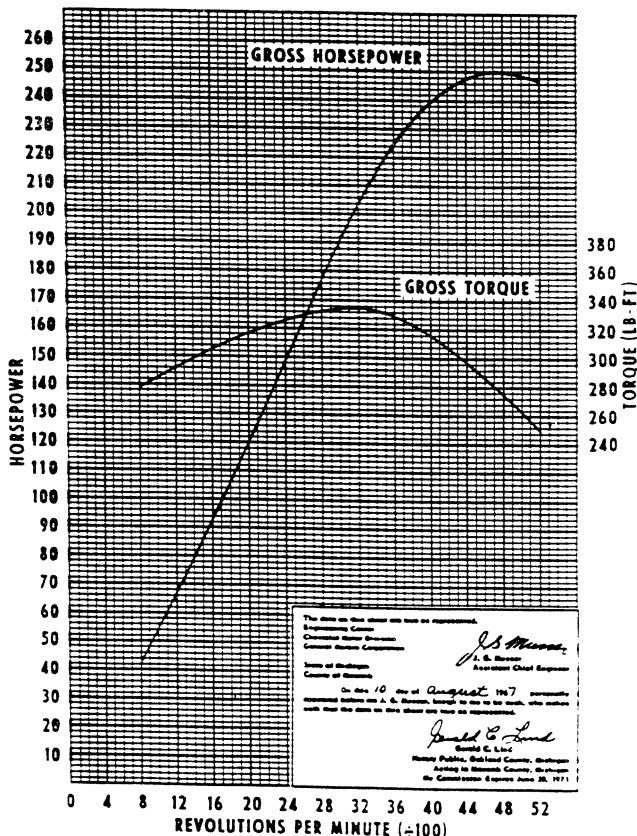
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



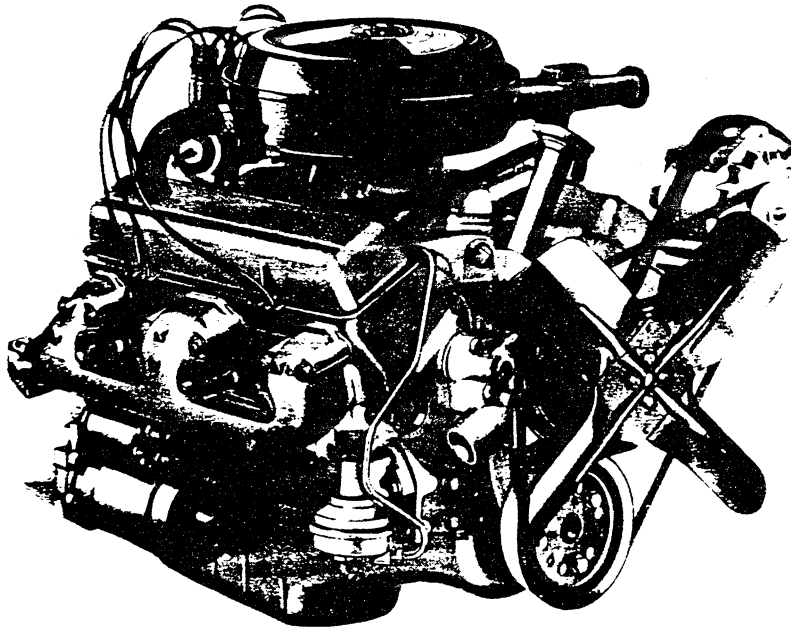
With A.I.R. or C.C.S.*

Gross horsepower.....250 @ 4800
 Gross torque, lb.-ft.....335 @ 3200



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

TURBO-FIRE 327 V8



Applications

Standard: None
 Optional: El Camino (13480, 13680)

Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 327 cu in
 Bore & stroke (nominal)..... 4" x 3 1/4"
 Compression ratio..... 10.0:1
 Carburetor type..... 4-barrel

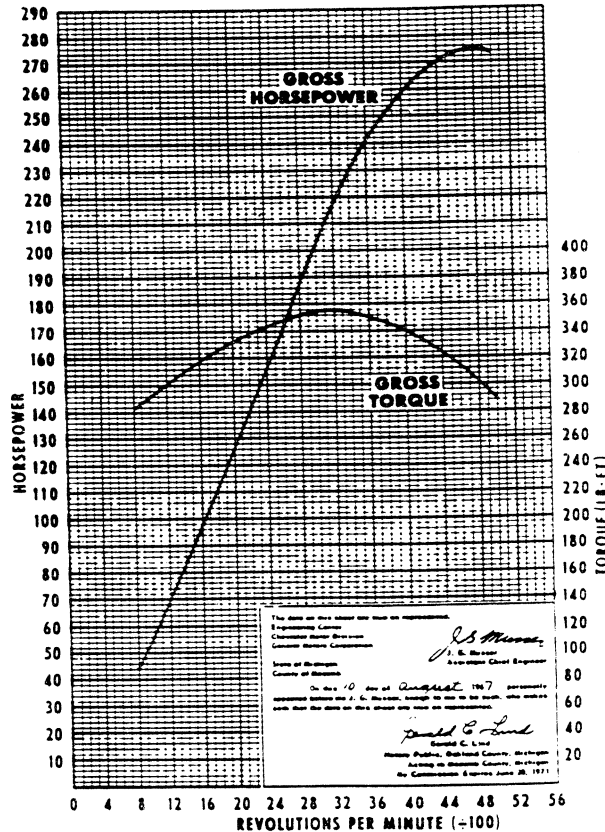
Test Procedures

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.

With A.I.R. or C.C.S.*

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



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

TURBO-FIRE 327 V8

Applications

Standard: None
 Optional: El Camino (13480, 13680)

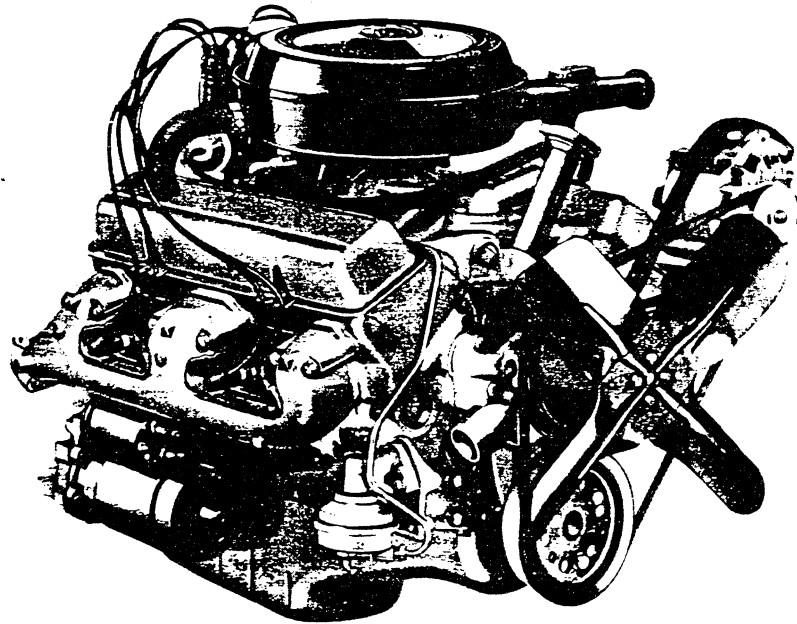
Basic Specifications

Engine type Valve-in-head
 Piston displacement 327 cu in
 Bore & stroke (nominal) 4" x 3 1/4"
 Compression ratio 11.0:1
 Carburetor type 4-barrel

Test Procedures

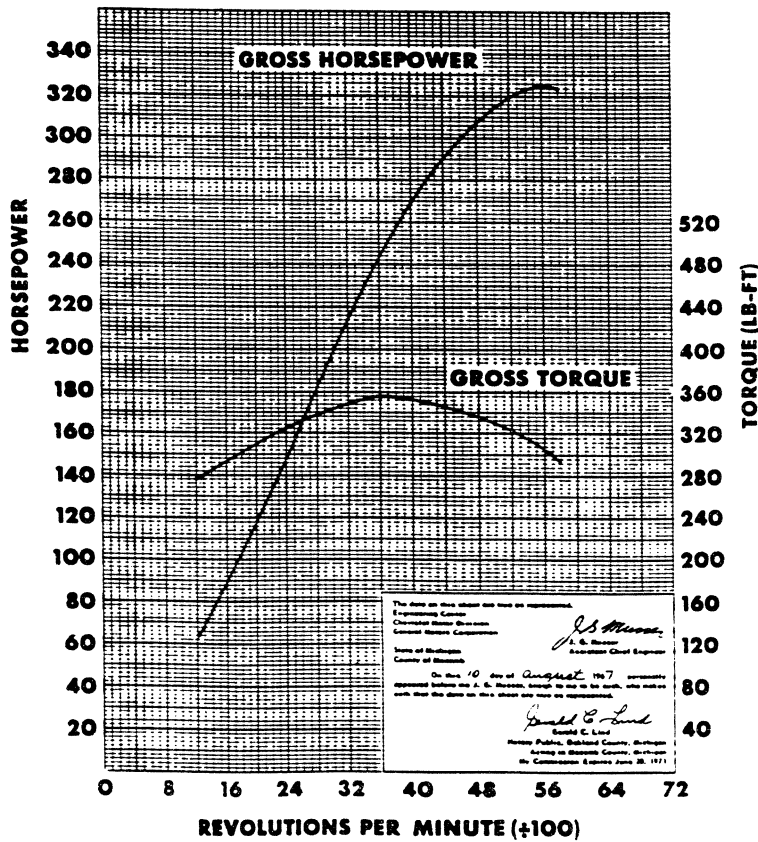
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



With A.I.R. or C.C.S.*

Gross horsepower 325 @ 5600 rpm
 Gross torque, lb-ft 355 @ 3600 rpm



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

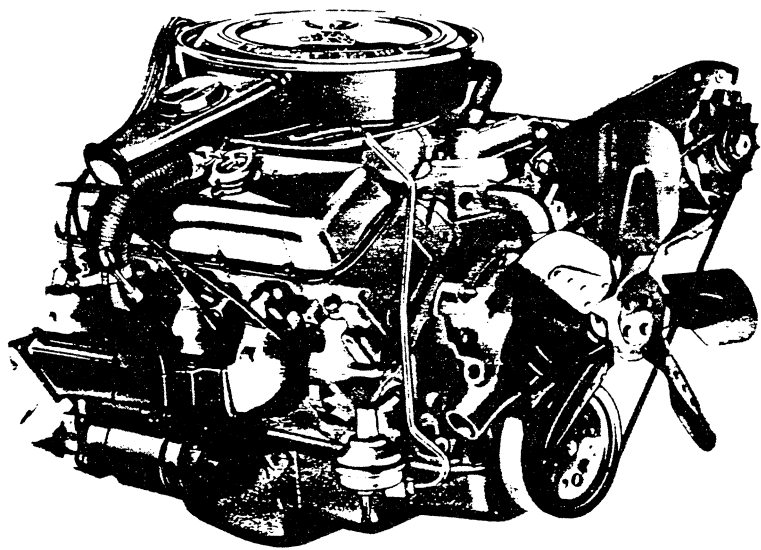
TURBO-JET 396 V8

Applications

Standard: El Camino (13880)
 Optional: None

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



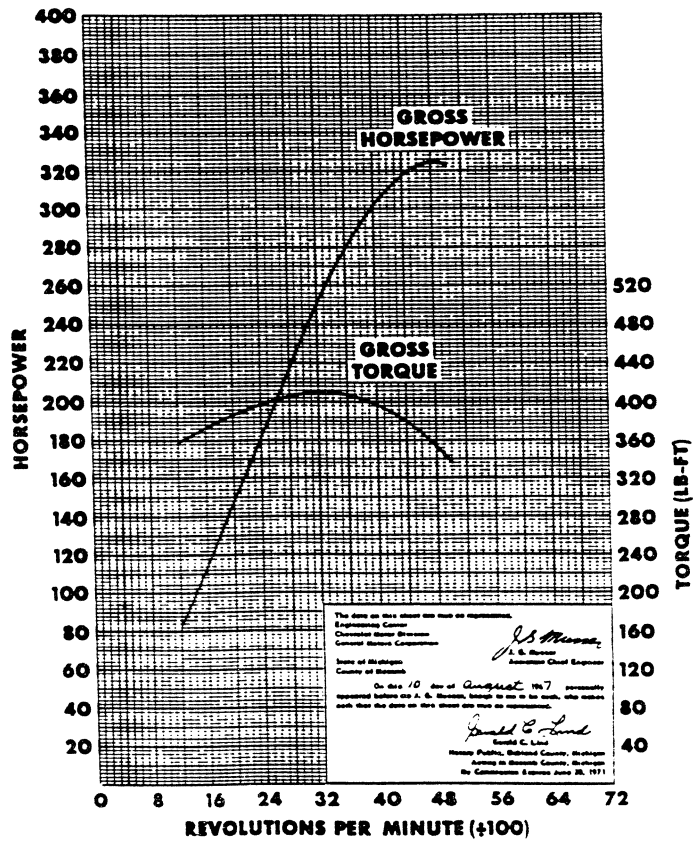
Test Procedures

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.

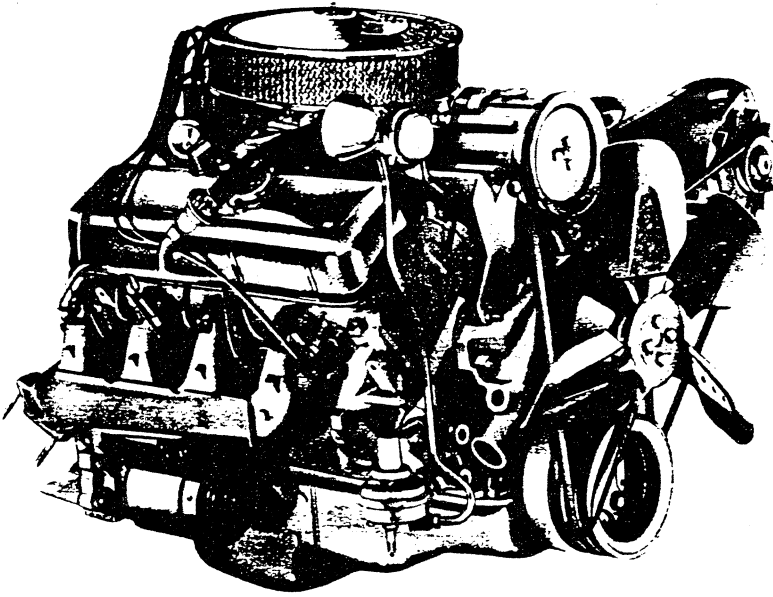
With C.C.S.*

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



*C.C.S. (Controlled Combustion System) is used with automatic transmissions and A.I.R. (Air Injection Reactor) with manual transmissions with the 396 V8 on all El Caminos.

TURBO-JET 396 V8



Applications

Standard: None
Optional: El Camino (13880)

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

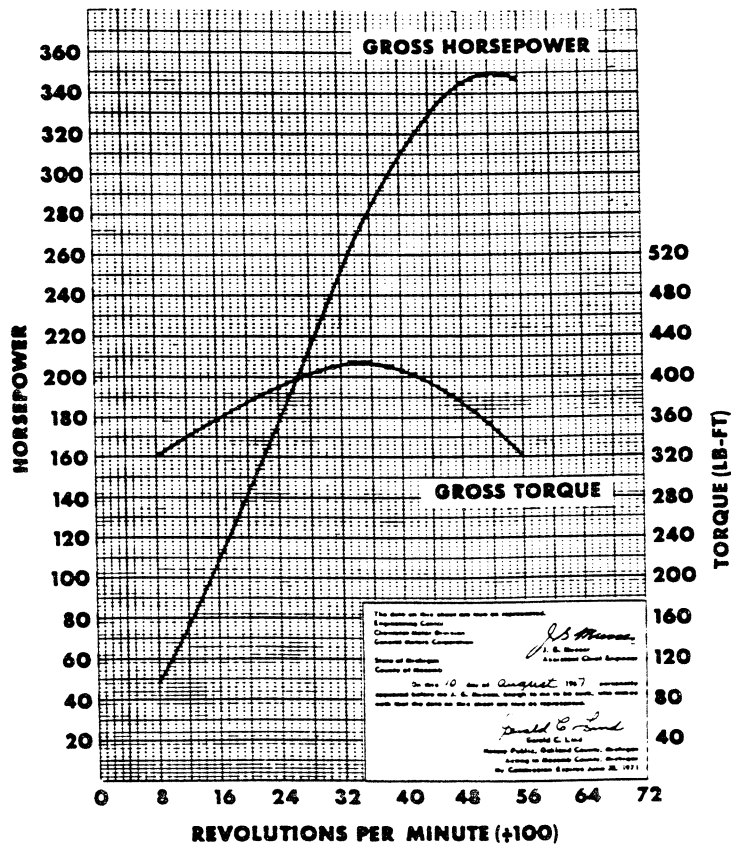
Test Procedures

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.

With A.I.R.*

Gross horsepower..... 350 @ 5200 rpm
Gross torque, lb-ft..... 415 @ 3400 rpm



*A.I.R. (Air Injection Reactor) is used with the 396 V8 on all El Caminos with both manual & automatic transmissions.

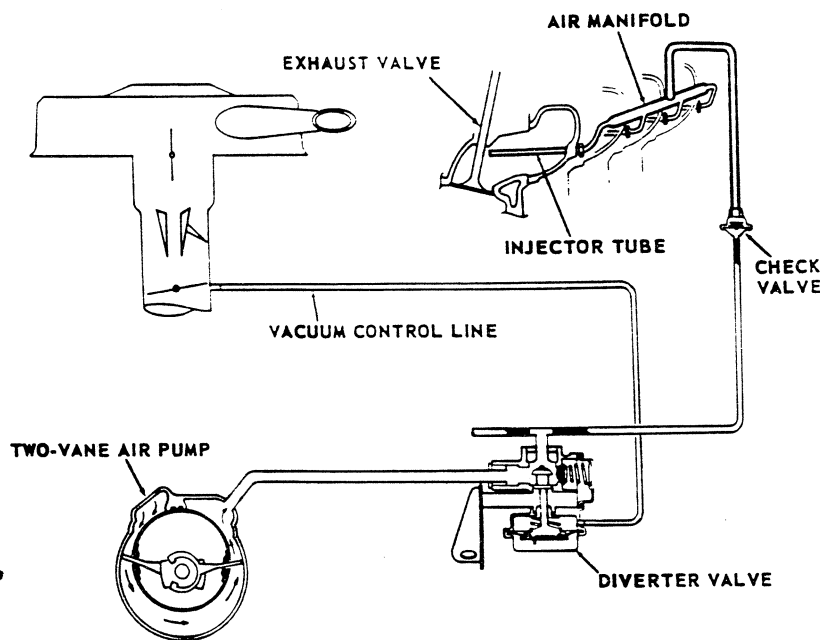
EXHAUST EMISSION CONTROL EQUIPMENT

GENERAL

Exhaust emissions are controlled on all El Caminos, all Series 10 models and Series 20 Suburban and Sportvan models. Two systems are employed: Air Injection Reactor (A.I.R.) and Controlled Com-

bustion System (C.C.S.). Both systems employ completely aluminum exhaust systems to reduce the corrosion rate and improve durability.

AIR INJECTION REACTOR (A.I.R.)



In this system, emissions of unburned hydrocarbons and carbon monoxide are controlled to levels specified by the Federal Motor Vehicle Air Pollution Control Act by injection of air into each exhaust valve port. This provides oxygen to support combustion of the luminous hot exhaust gases and continues oxidization of unburned hydrocarbons and carbon monoxide in the exhaust system.

The system is comprised of an air pump, diverter valve, check valves, air manifold and modifications to the carburetor and ignition distributor. Air for injection into the exhaust manifold is pro-

vided by a crankshaft-driven semi-articulated vane-type pump. Inlet air is cleaned by means of a centrifugal vane unit which separates dust particles and water from the air. The diverter valve serves two purposes in the system. It functions as a pressure limiting valve which maintains a constant flow of air to the exhaust manifold at vehicle speeds under 40 mph and also as a flow control valve to prevent backfiring in the exhaust system. Check valves, one on six-cylinder engines and two on eight-cylinder engines, operate to prevent back-flow of exhaust gases in event of pump or drive belt failure.

Usage of Air Injection Reactor (A.I.R.)

Engines	Transmissions
El Camino	
Turbo-Thrift 230 Six	Manual
Turbo-Thrift 250 Six	Manual
Turbo-Fire 307 V8	Manual
Turbo-Fire 327 V8	Manual
Turbo-Jet 396 V8	All
Series 10-20	
High Torque 230 Six	All
High Torque 250 Six	All
High Torque 292 Six	All
High Torque 307 V8	Manual
High Torque 327 V8	Manual
High Torque 396 V8	All

CONTROLLED COMBUSTION SYSTEM (C.C.S.)

This system uses standard engine components which are modified to control exhaust emissions. Basically, carburetor calibration and ignition distributor timing are optimized to produce more complete combustion during low and intermediate speeds. Engine inlet air is heated, as required, to prevent carburetor icing by an exhaust manifold stove, with air temperature controlled by a thermomodulated valve in the air cleaner assembly.

Usage of Controlled Combustion System (C.C.S.)

Engines	Transmissions
El Camino	
Turbo-Thrift 230 Six	Automatic
Turbo-Thrift 250 Six	Automatic
Turbo-Fire 307 V8	Automatic
Turbo-Fire 327 V8	Automatic
Series 10-20	
High Torque 307 V8	Automatic
High Torque 327 V8	Automatic

GENERAL

MODEL IDENTIFICATION	2
SERIAL NUMBERS AND IDENTIFICATION	3
REGULAR EQUIPMENT - EXTERIOR	4
REGULAR EQUIPMENT - INTERIOR	5
REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES	6-8
AIR CONDITIONING EQUIPMENT	9

MODEL IDENTIFICATION

CHEVELLE 300 AND NOMAD STATION WAGON SERIES 131-13200

MODEL 131-13227 2-DOOR COUPE, 5-PASSENGER
MODEL 131-13235 4-DOOR STATION WAGON, 2-SEAT

CHEVELLE 300 DELUXE AND NOMAD CUSTOM STATION WAGON SERIES 133-13400

MODEL 133-13427 2-DOOR COUPE, 5-PASSENGER
MODEL 133-13469 4-DOOR SEDAN, 6-PASSENGER
MODEL 133-13437 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 133-13435 4-DOOR STATION WAGON, 2-SEAT
MODEL 133-13480 2-DOOR SEDAN PICKUP, 3-PASSENGER

MALIBU SERIES 135-13600

MODEL 135-13669 4-DOOR SEDAN, 6-PASSENGER
MODEL 135-13639 4-DOOR SPORT SEDAN, 6-PASSENGER
MODEL 135-13637 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 135-13667 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 135-13635 4-DOOR STATION WAGON, 2-SEAT
MODEL 135-13680 2-DOOR SEDAN PICKUP, 3-PASSENGER

SS 396 SERIES 13800

MODEL 13837 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 13867 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 13880 2-DOOR SEDAN PICKUP, 3-PASSENGER

CONCOURS SERIES 137-13800

MODEL 137-13835 4-DOOR STATION WAGON, 2-SEAT

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
13369	1968 8	(Atlanta) A	(25th unit) 100025

Thus: The 25th model built at Atlanta would be serial number 133698A100025

8-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
13469	1968 8	(Atlanta) A	(26th unit) 100026

Thus: The 26th model built at Atlanta would be serial number 134698A100026

ASSEMBLY PLANTS

A - Atlanta	K - Kansas City
B - Baltimore	Z - Fremont GMAD
G - Framingham	

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

ENGINE IDENTIFICATION

Example: F1210BA

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

230 Cubic Inch 6-Cylinder

- BA - Regular engine, 3-speed
- BF - Regular engine, Powerglide

250 Cubic Inch 6-Cylinder (RPO-L22)

- CM - Optional engine, 3-speed
- CQ - Optional engine, Powerglide

307 Cubic Inch 8-Cylinder

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

327 Cubic Inch 8-Cylinder (RPO-L30)

- EA - Optional engine, 3-speed, 4-bbl. carb.
- EB - Optional engine, Powerglide, 4-bbl. carb.

327 Cubic Inch 8-Cylinder (RPO-L79)

- EP - Optional engine, 3-speed, 4-bbl. carb.

396 Cubic Inch 8-Cylinder (RPO-L35)

- ED - Optional engine, 3-speed, 4-bbl. carb.
- EK - Optional engine, Powerglide, 4-bbl. carb.
- ET - Optional engine, Turbo Hydra-Matic

396 Cubic Inch 8-Cylinder (RPO-L34)

- EF - Optional engine, 3-speed, 4-bbl. carb.
- EL - Optional engine, Powerglide, 4-bbl. carb.
- EU - Optional engine, Turbo Hydra-Matic

Location:

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

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

TRANSMISSION IDENTIFICATION

Example: QBS8E01D

Type Designation	Source Designation	Model Year	Production* Month & Date
QB	S(Saginaw)	1968 8	E01D*

QB 3-Speed	L-6 & V-8 engines	S - Saginaw
YC 3-Speed overdrive	L-6 engine	O - Saginaw
YB 3-Speed overdrive	V-8 engine	O - Saginaw
HI 4-Speed	V-8 engine	P - Muncie
		R - Saginaw
TA Powerglide	L-6 engine	C - Cleveland
		T - Toledo
TG Powerglide	V-8 engine	C - Cleveland
		T - Toledo
-- Turbo Hydra-Matic	V-8 engine	CC - Ypsilanti

Location:

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

o-Month: E denotes May; (see below) O1 denotes 1st day
 Alpha Characters used in identifying the Calendar Month

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

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

REAR AXLE IDENTIFICATION

Example: CA0212B

Type Designation	Production* Month & Date	Source Designation
CA	0212	B (Buffalo)

CA	3.08	3-speed, 4-speed, and Powerglide transmission
CB	3.31	3-speed, 4-speed, and Powerglide transmission
CG	3.36	3-speed and Powerglide transmission
CV	3.70	Overdrive transmission
CX	3.07	4-speed, and Powerglide transmission
CZ	2.73	Turbo Hydra-Matic transmission

Location ----- Bottom left or right of axle tube adjacent to carrier housing

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

REGULAR EQUIPMENT - EXTERIOR

	Chevelle 300 and Nameplate 155-318600	300 Deluxe and Nameplate 155-318600	Malibu 155-318600	SS 396 31800	Concourse Express Wagon 157-13800
Radiator grille emblem		X	X	X	X
Front header panel nameplate	X	X	X	X	X
Windshield reveal moldings with narrow lower molding	X	X			
Windshield reveal moldings with wide lower molding			X	X	X
Hood and fender rear moldings	X	X	X	X	X
Front header panel molding	X	X	X	X	X
Special hood with simulated grilles				X	
Black painted radiator grille				X	
Front fender series nameplate	X	X	X		X
Ventilator frames - bright	X	X	X	X	X
Rocker panel molding - bright		X			
Weather strip retainer - bright		37	37-39	37	
Body side moldings, front fender and doors, bright			X	X	
Rear quarter lower molding - bright				X	
Black paint below body side and rear quarter lower moldings				X	
Roof drip gutter molding - bright			X	X	X
Windshield pillar molding - bright			67	67	
Rear quarter window reveal molding - bright			35		X
Body side wood-grain insert with bright moldings, black paint filled					X
Wheel opening moldings - black paint filled					X
Dual body side paint stripes			X	X	
Hub caps	X	X	X	X	X
Tailgate series nameplate	35	35	35		X
Rear panel nameplate			ex. 35	X	
Rear panel or tailgate moldings - black paint filled			X	X	
Black painted rear end panel				X	
Tailgate wood-grain insert					X
Rear window or tailgate window reveal moldings	X	X	X	X	X
Tailgate wood-grain border molding - black paint filled					X
Rear panel or tailgate emblem	X	X			
Concealed windshield wipers with articulated lift blade			X	X	X
Front fender marker lamps, includes engine identification for V8 models	X	X	X	X	X
Rear quarter marker lamps	35	35	35		X
Back-up lamps in bumper	35	35	X	X	X
Back-up lamps in tail lamp bezels	27	27-37-60			

REGULAR EQUIPMENT - INTERIOR

	CHEVELLE 300 Add NOMAD 131-13200	300 DELUXE Add NOMAD CUSTOM 133-13400	MALIBU 135-13600	SS396 13800	CONCOURS 137-13800
Bright Trim And Ornamentation	Rear view mirror support - silver paint	X	X		
	Rear view mirror support, hook type - bright			X	X
	Rear view mirror support cover, plastic - trim color	X	X	X	X
	Roof rail molding - trim color			37-39	37
	Seat adjuster handle - bright	X	X	X	X
Instrument Panel	Door and window control arms - bright	X	X	X	X
	Cigarette lighter	X	X	X	X
	Clock hole cover plate	X	X	X	X
	Temp, ammeter, oil press., warning lights	X	X	X	X
	Instrument panel control knobs	X	X	X	X
	Instrument panel nameplate		35	X	X
	Speedometer - oometer - fuel gauge	X	X	X	X
	Radio hole cover plate	X	X	X	X
	Roof center dome lamp	X	X	exc 67	exc 67
	Instrument panel courtesy lamp			67	67
Interior Controls	Glove compartment lamp			X	X
	Lighted heater controls			X	X
	Front door jamb light switch		X	X	X
	Manual interior light switch - integral in headlamp switch	X	X	X	X
	Round, die cast horn button	X			
Horn Buttons	Round, plastic center horn button		X		
	Oval, spoke mounted horn buttons			X	X
	Front door padded armrest, plain	X	X		
	Front door padded armrest with bright molding			69-35	X
	Front door padded armrest with bright molding and back plate			37-39-67	X
Armrests	Rear door padded armrest and ashtray, plain		69-35		
	Rear door padded armrest with ashtray and bright molding			69-35	X
	Rear door padded armrest with ashtray, bright molding and back plate			39	
	Rear quarter panel padded armrest and ashtray, plain		27-37		
	Rear quarter panel padded armrest and ashtray with bright molding			37	37
	Rear quarter panel armrest and ashtray - built in			67	67
	Load floor mat - black rubber	X			
	Luggage compartment mat	X			
Passenger compartment floor covering - black rubber	X			X	
Passenger compartment floor covering - vinyl coated rubber		X			
Passenger compartment floor covering - carpet			X	X	
Load area covered stowage well			35	35	
Padded windshield pillars	X	X	X	X	

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO/ACC	Models
Air conditioner, Four-Season	C60	13000
Air conditioner, G.M. Chevrolet	ACC	13000
Appearance Guard Group (Items available as a group or as separate options) - Group 1		
Door edge guards		13000 exc 137-13835
Front bumper guards		13000
Rear bumper guards		13000 exc wgn & pickup
Twin front and rear floor mats		13000
Auxiliary Lighting (Items available as a group) - RPO ZJ9		
Ash tray light		13000
Courtesy lights		13000 exc conv
Glove box light		131-132-133-13400
Luggage light		13000 exc wgn & pickup
Underhood light		13000
Transmission		
2.56 ratio	GT1	13000
2.73 ratio	G97	13000
3.07 ratio	H01	13000
3.08 ratio	G92	13000
3.31 ratio	G94	13000
3.36 ratio	G76	13000
3.55 ratio	G96	13000
3.70 ratio	G75	13000
3.73 ratio	H05	13000
4.10 ratio	*	13000
4.56 ratio	*	13000
4.88 ratio	*	13000
Positraction (all ratios)	G80	13000
Battery, heavy duty	T60	13000
Seat Belts		
Deluxe front and rear seat belts	A39	13000
Deluxe front seat shoulder harnesses	A85	13000
Deluxe rear seat shoulder harnesses	AS4	13000 exc pickup
Seat belt retractor	ACC	13000
Standard front seat shoulder harnesses	AS1	13000
Standard rear seat shoulder harnesses	AS5	13000 exc pickup
Brakes		
Brakes, front disc	J52	13000
Brakes, power	J50 ACC	13000
Luggage Carriers		
Deck lid luggage carrier	ACC	13000 exc wgn & pickup
Roof luggage carrier	V55 ACC	13000 wgn
Roof luggage carrier cover	ACC	13000 wgn
Ski rack (deck lid)	ACC	13000 exc wgn & pickup
Ski rack (roof clamp-on type)	ACC	13000 exc conv
Other Accessories		
Clock	U35 ACC	13000
Clutch, heavy duty	M01	13000 exc 13837-67-80
Compass	ACC	13000
Console, front compartment	D55	135-13637-67-80, 13837-67-80
Cruise control, Cruise-Master	K30 ACC	132-134-136-13800
Deflectors, rain	ACC	13000 4-door (exc sport sedan) & wgn
Deflector, tailgate window	C51 ACC	13000 wgn
Defroster, rear window	C50 ACC	13000 exc pickup
Emergency road kit	ACC	13000
Engines		
155-hp Turbo-Thrift 250 cu.in. L-6	L22	131-133-135-13700
250-hp Turbo-Fire 327 cu.in. V-8	L73	132-134-13600, 13835
275-hp Turbo-Fire 327 cu.in. V-8	L30	132-134-13600, 13835
325-hp Turbo-Fire 327 cu.in. V-8	L79	132-134-136- 13800 exc 13837-67-80
350-hp Turbo-Jet 396 cu.in. V-8	L34	13837-67-80
375-hp Turbo-Jet 396 cu.in. V-8	L78	13837-67-80
Engine ventilation, heavy duty closed positive	KD5	13000
Exhaust system, dual	N10	132-134-13600, 13835
Fan, temperature controlled	K02 ACC	132-134-136-13800
Fire extinguisher (2-3/4 lb. dry chemical)	ACC	13000
Fire extinguisher refill cartridge	ACC	13000
Floor mats, clear vinyl twin front and rear	ACC	13000

**REGULAR PRODUCTION OPTIONS AND
DEALER INSTALLED ACCESSORIES**

Equipment	RPO /ACC	Models
Floor mats, twin front and rear	B37 ACC	13000
Gauges, instrument panel	U14	13637-67-80, 13837-67-80
Generator, Delcotron (42 amp)	K79	13000
Generator, Delcotron (63 amp)	K76	13000
Glass, tinted window	A01	13000
Glass, tinted windshield	A02	13000
Guards		
Door edge guards	B93 ACC	13000 exc 137-13835
Front bumper guards	V31 ACC	13000
Rear bumper guards	Y32 ACC	13000 exc wgn & pickup
Head Restraints		
Special contour front seat head restraint	A81	135-13637-67-80, 13837-67-80
Standard front seat head restraint	A82	13000
Horn, low note	U03 ACC	133-134-135-136-137-13800
Lights		
Ash tray light	U28 ACC	13000
Courtesy lights	U29 ACC	13000 exc conv
Glove box light	U27 ACC	131-132-133-13400
Hand portable spotlight		13000
Light monitoring system	U46 ACC	13000 exc pickup
Luggage light	U25 ACC	13000 exc wgn & pickup
Remote control spotlight		13000
Underhood light	U26 ACC	13000
Liner container, saddle type		13000
Locks		
Gas cap lock		ACC 13000
Spare wheel lock		ACC 13000
Rear door safety lock		ACC 13000
Mirrors		
Remote control outside mirror	D33	13000
Right hand outside mirror (standard type)		ACC 13000
Visor vanity mirror		ACC 13000
Model Cycles		
Concours Sport Sedan	ZJ6	135-13639
Molding, door and window frame	B90	13000 exc conv, Sport coupe, Sport sedan
Operating Convenience Group (Items available as a group or as separate options) - Group 1		
Clock		13000
Rear window defroster		13000 exc pickup
Remote control outside mirror		13000
Paint stripe, body	D96	13837-67-80
Radiator, heavy duty	V01	13000
Radio Antennas		
Front fixed height antenna		ACC 13000
Front manual antenna		ACC 13000
Rear manual antenna	U73 ACC	13000 exc wgn & pickup
Radios		
Push-button AM radio with front antenna	U63 ACC	13000
Push-button AM-FM radio with fixed height antenna	U69 ACC	13000
Rear speaker	U80 ACC	13000 exc pickup
Seats		
Child restraint seat		ACC 13000
Front Strato-bucket seat	A51	135-13637-67-80, 13837-67-80
Seat cushion, deluxe front	B55	131-132-133-13400
Seat pad, ventilated		ACC 13000

**REGULAR PRODUCTION OPTIONS AND
DEALER INSTALLED ACCESSORIES**

Equipment	RPO/ACC	Models
Shock absorbers, Superlift air adjustable	G66	13000 exc pickup
Speed warning indicator	U15	13000
Steering		
Deluxe steering wheel	N30	131-132-133-13400
Power steering	N40	13000
Tilt-type steering wheel	N33	13000
Wood-grained plastic steering wheel	N34	13000
Stereo		
Stereo-multiplex	U79 ACC	13000 exc pickup
Stereo tape player	U57 ACC	13000 exc pickup
Suspension, heavy duty front and rear	F40	13000
Tachometer		ACC
Tire		132-134-136-13800
7.35-14-4 pr tire-highway-whitewall	P58	13000 exc wgn & 13837-67
7.75-14-4 pr tire-highway-whitewall	P62	13000 exc 13837-67-80
7.75-14-4 pr tire-highway	P65	13000 exc wgn & 13837-67-80
7.75-14-8 pr tire-highway	PN4	13000 wgn
7.75-14-8 pr tire-highway-whitewall	PN3	1300 exc 13837-67-80
F70-14-4 pr tire-whire stripe	PW7	13000 exc wgn
F70-14-4 pr tire-red stripe	PW8	13000 exc 13837-67-80 & wgn
Tissue dispenser		ACC
Top		
Folding convertible top	C05	135-136-13867
Power convertible top	C06	135-136-13867
Vinyl roof covering	C08	135-13480, 135-13637-39-80, 13837
Trailer hitch		ACC
Trailer wiring harness		ACC
Transmission		
Overdrive	M10	13000
3-speed, heavy duty	M13	13000
4-speed	M20	13000
4-speed, close ratio	M21	13000
Powerglide	M35	13000
3-speed automatic, Turbo Hydra-Matic	M40	13000
Wheels		
Mag-style wheel covers-type A	N96 ACC	13000
Mag-style wheel covers-type B	PA2	13000
Simulated wire wheel covers	N95 ACC	13000
Wheel covers	P01 ACC	13000
Wheels-"rally wheel," hub cap, trim ring	ZJ7	13000
Windows		
Power tailgate window	A33	13000 wgn
Power windows	A31	135-136-137-13800
Windshield wipers, concealed	C24	131-132-133-13400

AIR CONDITIONING 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 - Refer to Power Trains Section

POWER TRAINS

Fan Blade ----- 5 blade, L-6; 7 blade, V-8
Fan Clutch ----- Thermomodulated fluid coupling* (a)
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One*
Generator ----- 63 Ampere
Radiator ----- Heavy duty
Radiator Shroud, Fan Opening ----- Steel; 19.34 dia.*

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

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

(a) Fan Clutch ----- Thermomodulated fluid coupling.
V-8 Engines only.

DIMENSIONS AND WEIGHTS

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INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN	SPORT SEDANS	SPORT COUPES	CONVERT- IBLES	STATION WAGONS	SEDAN PICKUP
H3	Seat cushion height			10.9				10.4
H11	Entrance height	29.3	29.7	30.2	29.5		29.7	28.8
H13	Steering wheel thigh clearance	4.2			4.1			3.4
H30	H point to heel point				8.1			
H32	Seat cushion deflection	4.1			3.9		3.8	3.3
H50	Upper body opening to ground	49.0		49.6		49.2		
H58	H point rise			0.6				0.7
H61	Effective headroom	37.8	38.2		37.4	38.3	38.1	37.7
H70	H point to body O line			14.2				14.3
H75	Effective headroom - 'T' point	37.8	38.5		37.8	38.7	38.5	37.9
W3	Shoulder room		58.1	58.3		58.1		58.3
W5	Hip room	59.8		59.6			59.7	59.6
L7	Steering wheel torso clearance			12.4				11.7
L17	H point travel			4.8				4.7
L34	Effective leg room	42.4			42.7			41.6

REAR COMPARTMENT

H8	Seat cushion height	12.6	13.0		12.5		13.0	
H12	Entrance height	---	29.4	29.8	---		29.7	
H31	H point to heel point	10.0		10.5		9.9	10.6	
H33	Seat cushion deflection	4.6	4.4		4.6		4.5	
H51	Upper body opening to ground	---	48.7	49.2	---			
H63	Effective headroom	36.4	37.1		36.4	36.7	38.3	
H71	H point to body O line	13.4	14.0		13.7		14.0	
H76	Effective headroom - 'T' point	36.3	37.2		36.3	37.0	38.3	
W4	Shoulder room	56.8	57.5		56.8	47.6	57.4	
W6	Hip room	58.5	59.6		58.3	49.5	59.4	
L3	Rear compartment room	24.0	23.9		24.0		26.1	
L50	H point couple distance	30.6	32.8		30.6		32.3	
L51	Effective leg room	32.2	34.7		32.2		34.8	

LUGGAGE COMPARTMENT

---	Opening width		48.5					
---	Interior height		18.0					
---	Interior width		72.0					
---	Interior length		49.0					
H195	Liftover height							
V1	Usable luggage capacity (cu.ft.)		12.5	12.0		11.0		
---	Total volume (cu.ft.)							

STATION WAGON CARGO SPACE

H201	Maximum cargo height						31.6	
H202	Rear opening height						28.5	
H250	Tailgate to ground height							
W200	Cargo width - front						59.5	
W201	Cargo width - wheelhouse						44.5	
W203	Rear opening width at floor						50.1	
W204	Rear opening width at belt						49.5	
W205	Rear opening width above belt						49.4	
L200	Maximum cargo length - front seat						117.0	
L201	Maximum cargo length - second seat						85.0	
L202	Cargo length at floor - front seat						90.0	
L203	Cargo length at floor - second seat						59.0	
L204	Cargo length at belt - front seat						79.0	
L205	Cargo length at belt - second seat						46.0	
V2	Total cargo volume (cu.ft.)						54.00*	

(A) Add 10.0 cu.ft. (except Nomad) for under floor compartment.

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN	SPORT SEDANS	SPORT COUPES	CONVERT- IBLES	STATION WAGONS	SEDAN PICKUP
L101	Wheelbase							
L102	Tire size (standard)	112.0	116.0			112.0		116.0
L103	Overall length			7.35 x 14			7.75 x 14	
L104	Overhang - front	197.1	201.1		197.1		207.1	
L105	Overhang - rear				37.5			
----	Overall length - less bumpers			47.6				53.6
L127	Body O line to C/L of rear wheels	95.6	99.6			95.6		99.6
L128	Hood length at centerline				62.5			

WIDTHS

W101	Tread - front							
W102	Tread - rear				59.0			
W103	Maximum overall width of car				59.0			
W106	Front fender overall width				75.7			
W107	Rear fender overall width				75.7			
W120	Overall car width, front doors open	150.1	132.3		75.4			
W121	Overall car width, rear doors open	---			---	---	132.3	150.1

HEIGHTS

H101	Overall height (design)	52.7	53.3		52.7	53.2	55.2	54.0
----	Overall height (curb)							
H102	Front bumper to ground							
H104	Rear bumper to ground							
H111	Rocker panel to ground - rear							
H112	Rocker panel to ground - front			8.5			9.7	9.4
H114	Hood at rear to ground			7.4			9.2	8.4
H115	Step height - front (design)		37.4			37.7		38.6
H116	Step height - rear (design)							
H125	Headlamp to ground	---			---	---		---
H126	Tail lamp to ground	27.5	27.4		27.7	27.9	28.1	28.4
H130	Step height - front (curb)		23.2			23.0	26.1	24.8
H131	Step height - rear (curb)							
H136	Body O line to ground - front	---			---	---		---
H137	Body O line to ground - rear		5.0			5.6	6.0	

CLEARANCES

H106	Angle of approach (degrees)							
H107	Angle of departure (degrees)				25			
H147	Ramp breakover angle (degrees)			15			13	
H148	Front suspension to ground			10			11	
H149	Oil pan to ground		5.4			5.7		6.4
H150	Flywheel housing to ground		5.4			5.7		6.4
H151	Frame to ground		5.8			6.0		6.8
H152	Exhaust system to ground		5.8			6.0	7.6	6.9
H153	Rear axle to ground			4.8				5.8
H154	Fuel tank to ground							
H155	Tire well to ground			11.2			13.7	9.9
H156	Minimum ground clearance			Located over rear axle				Rr. seat
				4.8 (H152)				5.8 (H152)

VEHICLE WEIGHTS

CHEVELLE 300

MODEL SYMBOL	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
		Front	Rear	Total	Front	Rear	Total
6 Cyl. V8	Description						
13127	2-Door Coupe	1675	1345	3020	1475	1490	3165
13227		1780	1375	3155	1795	1520	3315

CHEVELLE 300 DELUXE

13327	2-Door Coupe	1685	1350	3035	1685	1495	3180
13427		1790	1380	3170	1805	1525	3330
13369	4-Door Sedan	1710	1395	3105	1710	1540	3250
13469		1815	1425	3240	1825	1570	3395
13337	2-Door Sport Coupe	1695	1355	3050	1695	1505	3200
13437		1800	1385	3185	1810	1535	3345

MALIBU

13569	4-Door Sedan	1720	1405	3125	1720	1550	3270
13669		1825	1430	3255	1835	1580	3415
13537	2-Door Sport Coupe	1705	1365	3070	1705	1550	3220
13637		1810	1395	3205	1820	1540	3360
13539	4-Door Sport Sedan	1750	1435	3185	1750	1580	3330
13639		1855	1460	3315	1870	1605	3475
13567	2-Door Convertible	1740	1395	3135	1740	1540	3280
13667		1840	1420	3260	1855	1565	3420
13535	4-Door Station Wagon, 2-Seater	1700	1740	3440	1715	1885	3600
13635		1805	1770	3575	1815	1915	3730

MALIBU SUPER SPORT

13837	2-Door Sport Coupe	2035	1475	3510	2065	1620	3685
13867	2-Door Convertible	2070	1500	3570	2095	1645	3740

NOMAD

13135	4-Door Station Wagon, 2-Seater	1670	1700	3370	1665	1850	3515
13235		1770	1730	3500	1780	1880	3660

NOMAD CUSTOM

13335	4-Door Station Wagon, 2-Seater	1690	1725	3415	1690	1870	3560
13435		1790	1755	3545	1800	1905	3705

CONCOURS

13535	4-Door Station Wagon, 2-Seater	1710	1740	3450	1705	1890	3595
13635		1810	1770	3580	1820	1920	3740

EL CAMINO

13380	2-Door Sedan Pickup	1685	1375	3060	1680	1525	3205
13480		1790	1405	3195	1800	1550	3350
13580		1690	1385	3075	1690	1530	3220
13680		1800	1410	3210	1810	1560	3370
13880		2030	1470	3500	2055	1620	3675

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

RPO	Option	Weight	RPO	Option	Weight
A31	Power Window	+ 24	M10	Overdrive Transmission	+ 28
A51	Strato Bucket Seats	+ 21	M13	Heavy Duty 3-Spd. Transmission	+ 27
C06	Folding Top - Electric	+ 9	M20	4-Spd. Transmission	+ 10
C60	Air Conditioning	+110	M35	Powerglide Transmission	+ 4
D55	Frt. Compt. Flr. Console	+ 16	M40	3-Spd. Automatic Transmission	+ 31
J50	Power Brakes	+ 11	N10	Dual Exhaust	+ 40
J52	Front Disc Brakes	+ 44	N40	Power Steering	+ 29
L22	250 Cu. In. L-6	+ 15	T60	Heavy Duty Battery	+ 15
L30	327 Cu. In. V-8	+ 33	U57	Tape Player	+ 25
L34	396 Cu. In. V-8	+ 11	U63	Radio- Push-Button	+ 8
L73	327 Cu. In. V-8	+ 31	U69	Radio- AM/FM	+ 9
L79	327 Cu. In. V-8	+ 30	U79	Radio Stereo Equipment	+ 12

BODY

EXTERIOR PAINT PROCESS	2
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BODY CONSTRUCTION AND GLASS AREA	8

EXTERIOR PAINT PROCESS

1. **RUSTPROOFING.** Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.
2. **BODY AND SHEET METAL PRIMERS.** Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.
3. **PRIMER COAT** is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 390 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.
4. **FLASH PRIMER AND PRIMER-SURFACER COATS.** An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 285 degrees F.
5. **INITIAL SANDING.** Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.
6. **LACQUERING.** Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.
7. **INITIAL BAKING.** To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.
8. **FINAL SANDING.** To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.
9. **FINAL BAKING.** To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.
10. **UNDERCOATING.** To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.
11. **PAINT REPAIR AND PROTECTION.** Marks, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "slush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

EXTERIOR-INTERIOR COLORS

CHEVELLE 300 131-13200 SERIES
 CHEVELLE 300 DELUXE 133-13400 SERIES
 NOMAD STATION WAGON 131-13200 SERIES
 NOMAD CUSTOM STATION WAGON 133-13400 SERIES
 EL CAMINO 133-13400 SERIES
 EL CAMINO DELUXE 135-136-13800 SERIES

SERIES	MODELS					TRM	INTERIOR TRIM AND RPO NUMBERS			
	27	69	37	35	80		Black	Blue	Saddle	Gold
300	X					Vinyl Bench	761	777	--	752
300 Deluxe	X	X	X			Cloth Bench	762	770	--	778
300 Deluxe	X	X	X			Vinyl Bench	760	--	--	--
Nomad				X		Vinyl Bench	761	777	799	--
Nomad Custom				X		Vinyl Bench	763	771	781	--
El Camino					X	Vinyl Bench	760	759	758	--
El Camino Custom					X	Vinyl Bench	765	773	782	--
El Camino Custom					X	Vinyl Bkt. Opt.	766	774	783	--

RPO	INTERIOR COLOR	Black	Blue	Saddle	Gold
AA	Black	X	X	X	X
CC	White	X	X	X	X
DD	Medium Blue	X	X	--	--
EE	Dark Blue	X	X	--	--
FF	Medium Teal	X	--	--	--
GG	Ivory Gold	X	--	X	X
HH	Medium Green	X	--	--	--
KK	Turquoise	X	--	--	--
LL	Dark Teal	X	X	--	--
NN	Maroon	X	--	X	--
PP	Silver Green	X	--	X	--
RR	Red	X	--	--	--
TT	Ivory	X	--	--	X
VV	Dark Green	X	--	X	X
YY	Yellow	X	--	--	X

Two-Tone (Lower/Upper)					
DC	Med. Blue/White	--	X	--	--
DE	Med. Blue/Dk. Blue	--	X	--	--
ED	Dk. Blue/Med. Blue	--	X	--	--
GT	Ivory Gold/Ivory	X	--	--	X

Vinyl top option (RPO C08): Black or white -- available for Sport Coupe models.

Two-tone exterior color combinations not available for Station Wagon or El Camino models.

EXTERIOR-INTERIOR COLORS—Cont'd

MALIBU 135-13600 SERIES MALIBU SPORT SEDAN LUXURY TRIM

MODELS				TRIM	INTERIOR COLORS AND RPO NUMBERS						
69	37	39	67		Black	Blue	Gold	Gray-Green	Red	Teal	Parch Black
X	X	X		Cloth Bench	764	772	779	791	--	--	--
			X	Vinyl Bench	765	--	754	--	--	755	--
X				Vinyl Bench	765	--	--	--	--	--	--
			X	Vinyl Bench	765	--	754	--	795	755	--
	X			Vinyl Bench	765	--	754	--	--	755	793
	X	X		Vinyl Bkt. Opt.	766	--	756	--	--	757	794
		X		Cloth Bench Opt.(a)	768	776	780	753	--	--	--
EXTERIOR COLOR											
AA	Black				X	X	X	X	X	X	X
CC	White				X	X	X	X	X	X	X
DD	Medium Blue				X	X	--	--	--	--	X
EE	Dark Blue				X	X	--	X	--	X	X
FF	Medium Teal				X	--	--	--	--	X	X
GG	Ivory Gold				X	--	X	--	--	--	X
HH	Medium Green				X	--	--	X	--	--	X
KK	Turquoise				X	--	--	--	--	--	X
LL	Dark Teal				X	X	--	X	--	X	X
NN	Maroon				X	--	--	--	X	--	X
PP	Silver Green				X	--	--	X	--	--	X
RR	Red				X	--	--	--	X	--	X
TT	Ivory				X	--	X	X	--	X	X
VV	Dark Green				X	--	X	X	--	--	X
YY	Yellow				X	--	X	--	--	--	X
Top (Lower/Upper)											
DC	Med. Blue/White				--	X	--	--	--	--	--
DE	Med. Blue/Dk. Blue				--	X	--	--	--	--	--
ED	Dk. Blue/Med. Blue				--	X	--	--	--	--	--
GT	Ivory Gold/Ivory				X	--	X	--	--	--	--
LF	Dark Teal/Med. Teal				--	--	--	--	--	X	--

(a) Luxury trim option.

Vinyl top option (RPO C08): Black or white available for Sport Coupe models.

Convertible top: White (regular production): Black or blue (RPO C05) with any exterior color.

EXTERIOR-INTERIOR COLORS—Cont'd

SS 396 SERIES

MODELS		TRIM	INTERIOR TRIM AND RPO NUMBERS				
37	67		Black	Gold	Red	Teal	Parch Black
	X	Vinyl Bench	765	754	795	755	--
X		Vinyl Bench	765	754	--	755	795
X	X	Vinyl Bkt. Option	766	756	--	757	794
EXTERIOR COLORS							
AA	Black		X	X	X	X	X
CC	White		X	X	X	X	X
DD	Medium Blue		X	--	--	--	X
EE	Dark Blue		X	--	--	X	X
FF	Medium Teal		X	--	--	X	X
GG	Ivory Gold		X	X	--	--	X
HH	Medium Green		X	--	--	--	X
KK	Turquoise		X	--	--	--	X
LL	Dark Teal		X	--	--	X	X
NN	Maroon		X	--	X	--	X
PP	Silver Green		X	--	--	--	X
RR	Red		X	--	X	--	X
TT	Ivory		X	X	--	X	X
VV	Dark Green		X	X	--	--	X
YY	Yellow		X	X	--	--	X
EXTERIOR (Lower/Upper)							
KC	Turquoise/White		--	--	X	--	--
GT	Ivory Gold/Ivory		X	X	--	--	--
LF	Dark Teal/Med. Teal		--	--	--	X	--

Two-tone exterior color combinations not available for Convertible models.
 Convertible top: White (regular production); black or blue (RPO C05) with any exterior color.
 Vinyl top option (RPO C08): Black or white available for Sport Coupe models.

EXTERIOR-INTERIOR COLORS—Cont'd

SS 396

RPO D96 PAINT STRIPE COLOR

RPO	EXTERIOR COLOR	INTERIOR TRIM COLOR				
AA	Black	Black	Teal	Parch/Black	Gold	Red
CC	White	Red	White	Red	White	Red
DD	Medium Blue	Black				
EE	Dark Blue	White				
FF	Medium Teal	Black	White	Black	White	
GG	Ivory Gold	Black				
HH	Medium Green	Black				
KK	Turquoise	Black				
LL	Dark Teal	Black	White	Black	White	
NN	Maroon	White				
PP	Silver Green	Black				
RR	Red	White				
TT	Ivory	Black				
VV	Dark Green	White				
YY	Yellow	Black				

EXTERIOR-INTERIOR COLORS—Cont'd

MALIBU STATION WAGON CONCOURS STATION WAGON

MODEL	TRIM	INTERIOR COLORS AND RPO NUMBERS			
		Black 765	Blue 773	Saddle 782	Turquoise 786
SS					
X	Vinyl Bench				
RPO	EXTERIOR COLOR				
AA	Black	X	X	X	X
CC	White	X	X	X	X
DD	Medium Blue	X	X	--	--
EE	Dark Blue	X	X	--	--
FF	Medium Teal	X	--	--	--
GG	Ivory Gold	X	--	X	--
HH	Medium Green	X	--	--	--
KK	Turquoise	X	--	--	X
LL	Dark Teal	X	X	--	--
NN	Maroon	X	--	X	--
PP	Silver Green	X	--	X	--
RR	Red	X	--	--	--
TT	Ivory	X	--	--	--
VV	Dark Green	X	--	X	--
YY	Yellow	X	--	--	--

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

Door construction ----- Double steel panels, hinged at front

Door handles ----- Push-button with fork type door locks, inside push-button locks and 2-position free-wheeling inside door handles 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

VENTILATION

High level for passenger compartment --- with double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at end of rocker inner panels

SEAT CONSTRUCTION

Type --- Front seat cushion
 1.25 poly foam ----- 131-132-133-13400
 1.75 poly foam ----- 135-13600
 1.50 poly foam ----- 137-13800
 Rear seat cushion
 Jute and cotton ----- 131-132-133-13400
 1.00 poly foam ----- 135-136-137-13800

WINDSHIELD WIPERS

Type ----- Concealed dual 2-speed electric for Malibu, SS 396, Concours and Custom El Camino. Concealed feature optional for balance of line
 Linkage ----- Parallel acting with articulated left arm for Malibu, SS 396, concours and Custom El Camino— optional for balance of line

SPARE TIRE MOUNT

Location ----- Sedans and Sport Coupe, horizontal, RH side of trunk floor; Station Wagon, vertically in right hand side of cargo compartment rear of wheelhouse behind removable cover. Tools consist of bumper jack with combination lever handle and wheel nut wrench stored under tire

BODY GLASS VISIBILITY AREA

LOCATION	MODELS							
	27	69	37	39	67	35	80	
Windshield	1208.7	1249.6	1208.7	1249.6	1211.8	1249.6	1208.7	
Front	88.0	90.0	94.4	97.8	94.4	90.0	88.8	
Door	727.5	516.9	692.6	515.4	692.6	516.9	560.0	
Rear Door Window		590.1		690.4		574.5		
Rear Quarter Window	301.3		364.1		323.5	1238.5		
Back Window	1059.4	1032.2	1059.4	1032.2	539.7	757.0	695.6	
Total Area (Sq. in.)	3384.9	3478.8	3419.2	3585.4	2862.1	4426.5	2553.1	

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

CHASSIS

FRAME AND FRONT SUSPENSION	2
STEERING, DRIVELINE, WHEELS AND TIRES	3
REAR AXLE AND SUSPENSION	4
BRAKES	5
BULBS AND LAMPS	6
FUSES AND CIRCUIT BREAKERS	7

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 convertible and sedan pickup are "C" shaped; convertible and sedan pickup have welded box construction members. Rear axle kick-up box welded construction. Rear of kickup "C" shaped. Body Mounting: Convertible - 12 biscuits; station wagon, sedan pickup and 4-dr sport sedan-8 biscuits + 4 cushions; balance - 8 biscuits + 2 cushions

Wheel travel (design)
 Total ----- 7.92
 Jounce ----- 3.92
 Rebound ----- 4.00
 Wheel to spring, travel ratio ----- 1.86

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 ----- .7493-.7448
 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 bearing surfaces:
 Upper teflon coated phenolic;
 Lower 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 ----- Except SS 396 - .812; SS 396 - .937

FRONT WHEEL ALIGNMENT (Curb)

Camber ----- 0° to P1°
 Caster
 All SS 396 and other sedan pickup models --- N1° to 0°
 Balance of models ----- N1-1/2° to N1/2°
 Toe (Total) ----- 1/8 in. to 1/4 in., toe-in
 S.A.L. ----- 7-3/4° to 8-3/4°

GENERAL SUSPENSION PROVISIONS

Car leveling ----- Front stabilizer bar
 Anti-dive control --- Angle of front upper control arm
 Anti-squat control ----- Rear suspension geometry

FRONT SPRINGS CHART
 TO BE PROVIDED

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING, REGULAR PRODUCTION

Description ----- Semi-reversible, recirculating ball nut gear; and a collapsible steering column for safety. Tilt steering wheel optional.
 Ratios ----- Gear, 24:1; overall, 28:1
 Turning diameters (ft)
 Outside front, wall to wall -----
 Outside front, curb to curb -- 112 WB-39; 116 WB-41
 Inside rear, wall to wall -----
 Inside rear, curb to curb -----
 Number of wheel turns, lock to lock ----- 5.5
 Outside wheel angle with inside wheel @ 20° ----- 18.6°
 Linkage ----- Parallelogram front of wheels, 2 tie rods

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 ----- 4.0

DRIVELINE

Type ----- Tubular, exposed
 Number used ----- One
 Diameter (O. D.) ----- 3.25
 Length (C/L of U-Joints) for manual transmissions
 112 in. wheelbase ----- 56.34
 116 in. wheelbase ----- 60.14
 Wall thickness ----- .065
 Universal joints
 Type ----- Cross
 Number used ----- Two
 Bearings ----- Prepack, anti-friction
 Drive and torque ----- Through rear suspension control arms

WHEELS, REGULAR PRODUCTION

Type ----- Short spoke spider
 Attachment to hub ----- 5 Hex nuts, 7/16-20 UNF 2-B, on a 4.75 diameter bolt circle
 Size ----- Except SS 396, 14 x 5; SS 396 14 x 6
 Offset ----- 1.00

WHEELS, DISC BRAKES (Same as regular production except as follows)

Offset ----- Except SS 396, .56; SS 396, .88

WHEELS, RALLY-TYPE, RPO ZJ7 (Same as regular production except as follows)

Type ----- Short spoke spider with large ventilation slots
 Offset ----- Except SS 396, .50; SS 396, .88

TIRES, REGULAR PRODUCTION

Construction ----- 2 Ply
 Rating ----- 4 Ply rated (4 pr)
 Sizes
 7.35-14 (all except SS 396 and Station Wagons)
 Static loaded radius ----- 12.1
 Loaded rev/mi @ 50 MPH ----- 803
 Capacity @ 24 PSI ----- 1160
 7.75-14 (Station Wagons)
 Static loaded radius ----- 12.4
 Loaded rev/mi @ 50 MPH ----- 779
 Capacity @ 24 PSI ----- 1270
 F70-14 (SS 396 Coupe and Convertible)
 Static loaded radius ----- 11.9
 Loaded rev/mi @ 50 MPH -----
 Capacity @ 24 PSI ----- 1280
 G70-14 (SS 396 Sedan Pickup)
 Static loaded radius -----
 Loaded rev/mi @ 50 MPH -----
 Capacity @ 24 PSI ----- 1380
 Standard tire pressure (PSI, cold)
 Station Wagons ----- F-22, R-32
 Sedan Pickup except SS Sedan Pickup --- F-24, R-32
 SS Sedan Pickup ----- F-24, R-28
 Balance of models ----- F-26, R-28

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 ----- (Vert) 1.50

Hypoid gear PD -----
 2.73, 3.08, 3.36, 3.55, 3.70 ----- 8.125
 2.56, 2.73, 3.07, 3.31, 3.55, 3.73, 4.10, 4.56, 4.88 - 8.875

Pinion bearing adjustment ----- Shim

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

AXLE SHAFT

Type ----- Forged and hardened steel
 with integral drive flange

Wheel bearings ----- Single row cylindrical
 roller, one per wheel

Oil seal ----- Steel encased spring loaded
 synthetic rubber

RING AND PINION GEAR TOOTH COMBINATIONS

8.125 Ring Gear Diameter

2.73:1 ratio ----- 41, 15
 3.08 ----- 37, 12
 3.36 ----- 37, 11
 3.55 ----- 39, 11
 3.70 ----- 37, 10

8.875 Ring Gear Diameter

2.56 ----- 41, 16
 2.73 ----- 41, 15
 3.07 ----- 43, 14
 3.31 ----- 43, 13
 3.55 ----- 39, 11
 3.73 ----- 41, 11
 4.10 ----- 41, 10
 4.56 ----- 41, 9
 4.88 ----- 39, 8

POSITRACTION DIFFERENTIAL (see Power Trains)

Type ----- Two pinion with single disk clutch

REAR SUSPENSION

Description ----- Link type; 2 upper and 2
 lower control arms supporting rear axle.
 Drive and torque taken through control arms.

Wheel travel (design)

Total --- Except wagon and pickup ----- 8.89
 Wagon and pickup ----- 8.23

Jounce -- Except wagon and pickup ----- 3.57
 Wagon and pickup ----- 2.91

Rebound ----- 5.32

Wheel to spring travel ratio ----- 1.06

SHOCK ABSORBERS

Type ----- Direct, double-acting, hydraulic;
 air booster type for Sedan Pickup.

Piston diameter ----- 1.00

REAR SPRINGS CHART
 TO BE PROVIDED

SERVICE BRAKES, REGULAR PRODUCTION

Type	Duo-servo 4-wheel hydraulic; dual circuit hydraulic system with warning lamp, and reverse self-adjusting feature.
Line pressure at 100 lb pedal load	805
Braking ratios	
Pedal	6.32
Hydraulic	4.29
Overall	27.11
Wheel cylinder area distribution (percent)	59.0 F; 41.0 R
Brake drum	
Diameter	9.5
Construction	
Station wagons and SS396	Composite, web cast into rim; finned front drums.
Balance of models	Composite, web cast into rim.
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area	268.6
Brake lining	
Material - Compression molded asbestos composition except station wagons and SS396 wet rolled; grooved primary linings, front and rear, on station wagons and SS396.	
Length	
Primary, front and rear	9.01
Secondary, front and rear	9.75
Width	
Front linings	2.50
Rear linings	2.00
Thickness, minimum @ C/L	
Primary, front and rear	.17
Secondary, front and rear	.20
Method of attachment	Bonded
Total effective area	
Station wagons and SS396	155.2
Balance of models	168.9
Gross lining area	168.9
Master cylinder	
Piston diameter	1.00
Piston travel (with available pedal travel)	1.13
Wheel cylinders	
Piston diameter	
Front	1.125
Rear	.9375
Foot pedal travel	7.14

PARKING BRAKE

Type	Mechanical: Pull rods and cables operate two rear service brakes; parking brake "ON" warning lamp provided.
Total effective area	
Station wagons and SS396	68.2
Balance of models	75.0
Control - Pendulum foot pedal; released by T handle located below instrument panel to left of steering column.	

POWER BRAKES, RPO J50 (Same as regular production service brakes except as follows)

Type	Vacuum power unit added to assist master cylinder; integral system.
Pedal effort	Approximately 30 percent less than regular production service brakes at same deceleration rate
Braking ratios	
With regular production service brakes	
Pedal	3.53
Hydraulic	4.29
Overall	15.14
With front wheel disc brake system	
See front wheel disc brakes	
Master cylinder	
Piston travel (With available pedal travel)	1.44
Foot pedal travel	5.08

FRONT WHEEL DISC BRAKES, RPO J52 (Regular production service brakes at rear wheels; power assist required)

Type	Hub mounted front discs, with self-adjusting caliper units mounted on the steering knuckle, a metering valve is provided for balance between front and rear brakes
Braking ratios	
Pedal	3.53
Hydraulic	28.31
Overall	99.93
Total effective lining area, disc and drum	
Station wagons and SS396	106.1
Balance of models	112.4
Gross lining area, disc and drum	117.4
Disc	
Diameter	11.0
Material	Cast iron
Swept area per disc	106.4
Swept disc and drum area	332.4
Disc lining	
Material	Wet compression molded asbestos composition.
Size	5.96 x 2.21 x .41
Method of attachment	Riveted
Total effective area per lining	9.5
Gross lining area per lining	10.6
Master cylinder	
Piston diameter	1.125
Piston travel (With available pedal travel)	1.44
Wheel cylinders	
Front calipers	
Number per wheel	4
Diameter	2.063
Rear drums	
Diameter	.9375
Foot pedal travel	5.08

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Floor console, 2-1445	.7
Back-up	2-1156	32
Brake warning	1-1895	2
Clock (with tachometer option)	1-1895	2
Courtesy		
Instrument panel	2-631	6
Seat separator	1-212	6
Directional signal indicators	2-1895	2
Dome	1-211	12
Generator indicator	1-1895	2
Glove compartment	1-1895	2
Headlamp		
Outer	2-4002	High beam 37.5W Low beam 55.0W
Inner	2-4001	High beam 37.5W
Headlamp hi-beam indicator	1-1895	2
Hearer controls	1-1895	2
Instrument cluster	6-1816	2
License plate, rear	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park		4
Turn	2-1157	32
Radio	1-1893	2
Side Marker - Front	2-194-A	2
Side Marker - Rear	2-194	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
Underhood	1-95	15

POWER TRAINS

POWER TRAIN COMBINATIONS	2
POWER TRAIN MULTIPLICATION FACTORS	3
ENGINE DATA AND RATINGS	4
ENGINE SPEED AND PISTON TRAVEL	5
VEHICLE PERFORMANCE FACTORS	6
ENGINE OUTPUT CURVES	7
PRINCIPAL COMPONENTS	9
FUEL SYSTEM	15
EXHAUST AND VENTILATION SYSTEM	16
LUBRICATION SYSTEM	17
COOLING SYSTEM	18
ELECTRICAL SYSTEM	19
CLUTCHES	21
THREE AND FOUR SPEED TRANSMISSIONS	21
OVERDRIVE UNIT	22
POWERGLIDE	22
TURBO HYDRA-MATIC	24

POWER TRAIN COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*								
			2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.70:1	3.73:1	4.10:1
230 Cubic Inch L-6 Turbo-Thrift 230 (A) 140 HP Standard	3-Spd (2.85:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	H.D. 3-Spd (2.85:1 low)	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	Overdrive	All Models & A/Cond.	Econ.	Std.	Perf.	Spcl.	Spcl.				
	Powerglide	Sedans & Coupes	Econ.	Std.	Perf.	Spcl.	Spcl.				
		With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
		Sta. Wagons & Pickups	Econ.	Std.	Perf.	Spcl.	Spcl.				
		With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
250 Cubic Inch L-6 Turbo-Thrift 250 (A) 155 HP RPO L22	3-Spd (2.85:1 low) &	Sedans & Coupes	Econ.	Std.	Perf.	Spcl.	Spcl.				
	H.D. 3-Spd (2.85:1 low)	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	& Powerglide	Sta. Wagons & Pickups	Econ.	Std.	Perf.	Spcl.	Spcl.				
	Overdrive	All Models & A/Cond.	Econ.	Std.	Perf.	Spcl.	Spcl.				
307 Cubic Inch V-8 Turbo-Fire 307 (A) 200 HP Standard	3-Spd (2.85:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	H.D. 3-Spd (2.86:1 low) &	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.95:1 low) &		Econ.	Std.	Perf.	Spcl.	Spcl.				
	Powerglide	All Models & Air Cond	Econ.	Std.	Perf.	Spcl.	Spcl.				
327 Cubic Inch V-8 Turbo-Fire 327 (A) 250 HP RPO L73	3-Spd (2.54:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	H.D. 3-Spd (2.41:1 low) &	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.54:1 low) &		Econ.	Std.	Perf.	Spcl.	Spcl.				
	Powerglide	All Models & Air Cond	Econ.	Std.	Perf.	Spcl.	Spcl.				
327 Cubic Inch V-8 Turbo-Fire 327 (A) 275 HP RPO L30	3-Spd (2.54:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	H.D. 3-Spd (2.41:1 low) &	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	Powerglide		Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.54:1 low)	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
327 Cubic Inch V-8 Turbo-Fire 327 (A) 325 HP RPO L79	H.D. 3-Spd (2.41:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.52:1 low)	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.20:1 low)	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
		With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
396 Cubic Inch V-8 Turbo-Jet 396 (B) 325 HP Standard	H.D. 3-Spd (2.41:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.52:1 low)	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	Powerglide	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
		With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	Turbo Hydra-Matic	All Models	Std(a)	Perf.	Spcl.	Spcl.					
		With Air Conditioning	Std.	Perf.	Spcl.	Spcl.					
396 Cubic Inch V-8 Turbo-Jet 396 (B) 350 HP RPO L34	H.D. 3-Spd (2.41:1 low) &	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.52:1 low)	With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				
	4-Spd (2.20:1 low)	All Models	Spcl.	Econ.	Std.	Perf.	Spcl.				
	Powerglide	With Air Conditioning	Spcl.	Econ.	Std.	Perf.	Spcl.	Spcl.			
		All Models	Spcl.	Econ.	Std.	Perf.	Spcl.	Spcl.			
		With Air Conditioning	Spcl.	Econ.	Std.	Perf.	Spcl.	Spcl.			
	Turbo Hydra-Matic	All Models	Econ.	Std.	Perf.	Spcl.	Spcl.				
		With Air Conditioning	Econ.	Std.	Perf.	Spcl.	Spcl.				

* Posttraction axle required for 4.10:1; available optionally for all other other ratios
 (A) Not available with SS 396 models
 (B) Available only with SS 396 models

(a) Economy ratio 2.50 available optionally
 Posttraction axles of 4.56:1 & 4.88:1 also available
 Std. - Standard
 Econ. - Economy (optional)
 Perf. - Performance (optional)
 Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO	
			1st	2nd	3rd	4th	Rev		
230 Cu.In. L-6 140 HP Standard	Single Barrel	3-Speed	9.58	5.64	3.36		9.91	3.36	
		Overdrive	Out	10.54	6.22	3.70		10.91	3.70
			In	7.40	4.37	2.59		10.91	3.70
		H.D. 3-Speed	9.61	5.78	3.36		9.91	3.36	
250 Cu.In. L-6 155 HP RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08	
		Overdrive	Out	10.54	6.22	3.70		10.91	3.70
			In	7.40	4.37	2.59		10.91	3.70
		H.D. 3-Speed	8.81	5.30	3.08		8.81	3.08	
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08	
		Overdrive	Out	10.54	6.22	3.70		10.91	3.70
			In	7.40	4.37	2.59		10.91	3.70
		H.D. 3-Speed	8.81	5.30	3.08		8.81	3.08	
327 Cu.In. V-8 275 HP RPO L30	4-Barrel	4-Speed	8.78	6.22	4.16	3.08	8.78	3.08	
		3-Speed	7.82	4.62	3.08		8.10	3.08	
		H.D. 3-Speed	7.42	4.90	3.08		7.42	3.08	
		4-Speed	7.82	5.54	4.43	3.08	7.82	3.08	
327 Cu.In. V-8 250 HP RPO L73	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08	
		H.D. 3-Speed	7.42	4.90	3.08		7.42	3.08	
		4-Speed	7.82	5.54	4.43	3.08	7.82	3.08	
		H.D. 3-Speed	7.98	5.26	3.31		7.98	3.31	
327 Cu.In. V-8 325 HP RPO L79	4-Barrel	4-Speed (2.52:1)	8.34	6.22	4.83	3.31	8.57	3.31	
		4-Speed (2.20:1)	7.28	5.43	4.20	3.31	7.48	3.31	
		H.D. 3-Speed	7.98	5.26	3.31		7.98	3.31	
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31	
396 Cu.In. V-8 325 HP Standard	4-Barrel	H.D. 3-Speed	8.56	5.64	3.55		8.56	3.55	
		4-Speed	8.95	6.67	5.18	3.55	9.19	3.55	
		4-Speed (2.52:1)	8.95	6.67	5.18	3.55	9.19	3.55	
		4-Speed (2.20:1)	7.81	5.82	4.51	3.55	8.02	3.55	

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
230 Cu.In. L-6 140 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
250 Cu.In. L-6 155 HP RPO L22	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
327 Cu.In. V-8 275 HP RPO L30	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
327 Cu.In. V-8 250 HP RPO L73	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
396 Cu.In. V-8 325 HP Standard	Powerglide	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	
	Turbo Hydra-Matic	Drive	13.81:1 - 2.73:1	2.73:1
		Low	13.81:1 - 6.77:1	
		Second	13.81:1 - 4.04:1	
	Reverse	11.58:1 - 5.68:1		
Powerglide	Drive	12.24:1 - 5.83:1	3.31:1	
	Low & Reverse	12.24:1 - 5.83:1		
396 Cu.In. V-8 350 HP RPO L34	Turbo Hydra-Matic	Drive	15.53:1 - 3.07:1	3.07:1
		Low	15.53:1 - 7.61:1	
		Second	15.53:1 - 4.54:1	
Reverse	13.02:1 - 6.39:1			

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type	L6-OHV			V8-OHV				
	230	250	307	327			396*	
Piston Displacement (Cu.In.)				RPO L30	RPO L73	RPO L79		
Availability	Base	RPO L22	Base	RPO L30	RPO L73	RPO L79	Base	RPO L34
Number of Cylinders	Six			Eight				
Bore (nominal)	3.875			4.00			4.094	
Stroke (nominal)	3.25	3.53	3.25					
Compression Ratio	8.5:1		9.00:1	10.0:1	8.75:1	11.0:1	10.25:1	
Taxable (SAE) Horsepower	36.0		48.0	51.2			53.6	
Firing Order	1-5-3-6-2-4			1-8-4-3-6-5-7-2				
Killing Speed	Synchronesh (in neutral)			700			750	
	Powerglide (in drive)			500			600	
	Turbo Hydra-Matic (in drive)			NA			NA	
Comp. Press. (PSI @ Cranking Speed, Engine Hot)	140			150			160	
Power Plant	Front			Two, combination compression & shear type				
Mountings	Rear			One, shear type				
Measurements	Fan to rear of engine block			35.41			29.85	
	Top of air cleaner to bottom of oil pan			27.19			29.23	
	Width - including air cleaner			25.25			27.98	
							31.89	
							29.27	
							30.00	

ADVERTISED ENGINE RATING

Engine Designation	L6, 140 HP Turbo-Thrift 230 Cu.In.	L6, 155 HP Turbo-Thrift 250 Cu.In.	V8, 200 HP Turbo-Fire 307 Cu.In.	V8, 250 HP Turbo-Fire 327 Cu.In.	V8, 275 HP Turbo-Fire 327 Cu.In.	V8, 325 HP Turbo-Fire 327 Cu.In.	V8, 325 HP Turbo-Jet 396 Cu.In.	V8, 350 HP Turbo-Jet 396 Cu.In.
Availability	Standard	RPO L22	Standard	RPO L73	RPO L30	RPO L79	Standard*	RPO L34
Carburetor	Single Bbl.	Single Bbl.	Two Bbl.	Four Bbl.	Four Bbl.	Four Bbl.	Four Bbl.	Four Bbl.
Gross Brake HP @ RPM	140 @ 4400	155 @ 4200	200 @ 4600	250 @ 4800	275 @ 4800	325 @ 5600	325 @ 4800	350 @ 5200
Gross Torque @ RPM (lb-ft)	220 @ 1600	235 @ 1600	300 @ 2400	335 @ 3200	355 @ 3200	355 @ 3600	410 @ 3200	415 @ 3400

* Available with SS 396 Models only.

ENGINE SPEED AND PISTON TRAVEL

230 CUBIC INCH SIX CYLINDER ENGINE

Transmission	3-Speed	Heavy Duty	3-Speed with Overdrive		Powerglide
		3-Speed	OD Locked Out	OD Locked In	
Rear Axle Ratio	3.36:1		3.70:1		3.08:1 (a)
Tire Size			7.35 x 14 (b)		
Crankshaft Revolutions per Mile	2657.8		2926.7	2048.7	2436.3
Crankshaft RPM @ 1 MPH	Low	126.2	139.0	97.3	73.9
	Second	74.4	81.9	57.4	
	Third	44.3	48.8	34.1	40.6 (direct)
	Reverse	130.7	143.9	100.7	73.9
Piston Travel (ft./mile)	1439.6		1585.3	1109.7	1319.7

(a) 3.36:1 on station wagons & Sedan Pickups. (b) 7.75 x 14 standard on Station wagons.

250 CUBIC INCH SIX CYLINDER ENGINE

Transmission	3-Speed	Heavy Duty	3-Speed with Overdrive		Powerglide
		3-Speed	OD Locked Out	OD Locked In	
Rear Axle Ratio	3.08:1 (a)		3.70:1		3.08:1 (a)
Tire Size			7.35 x 14 (b)		
Crankshaft Revolutions per Mile	2436.3		2926.7	2048.7	2436.3
Crankshaft RPM @ 1 MPH	Low	115.7	139.0	97.3	73.9
	Second	68.2	81.9	57.3	
	Third	40.6	48.8	34.1	40.6 (direct)
	Reverse	119.8	143.9	100.7	73.9
Piston Travel (ft./mile)	1433.3		1721.9	1205.3	1433.3

(a) 3.36:1 on station wagons & Sedan Pickups. (b) 7.75 x 14 standard on Station Wagons.

307 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	Heavy Duty	3-Speed with Overdrive		4-Speed	Powerglide
		3-Speed	Locked Out	Locked In		
Rear Axle Ratio	3.08:1		3.70:1		3.08:1	
Tire Size			7.35 x 14 (a)			
Crankshaft Revolutions per Mile	2436.3		2926.7	2048.7	2436.3	
Crankshaft RPM @ 1 MPH	Low	115.7	139.0	97.3	115.7	73.9
	Second	68.2	81.9	57.3	82.3	
	Third	40.6	48.8	34.1	54.8	40.6 (direct)
	Reverse	119.8	143.9	100.7	115.7	73.9
Piston Travel (ft./mile)	1319.7		1585.3	1109.7	1319.7	

(a) 7.75 x 14 standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission	RPO L30 & L73				RPO L79			
	3-Speed	H.D. 3-Speed	4-Speed (b)	Powerglide	H.D. 3-Speed	4-Speed	4-Speed	4-Speed
Rear Axle Ratio	3.08:1		3.07:1	3.08:1		2.52:1	2.20:1	
Tire Size			7.35 x 14 (a)			7.75 x 14		
Crankshaft Revolutions per Mile	2436.3		2428.4	2436.3		2545.4		
Crankshaft RPM @ 1 MPH	Low	103.1	103.1	71.5	102.2	106.9	93.3	
	Second	60.9	68.2	72.9	67.4	79.8	69.6	
	Third	40.6	40.6	58.3	40.6	42.4	61.9	53.9
	Reverse	106.8	97.9	103.1	102.8	102.2	109.9	95.9
Piston Travel (ft./mile)	1319.7		1315.4	1319.7		1378.8		

(a) 7.75 x 14 standard on Station Wagons; also standard on Malibu Sport Sedans and Convertibles with RPO L30
(b) 3.08:1 axle used with L73 and 3.07:1 used with L30

396 CUBIC INCH V-8 ENGINE

Transmission	Standard				RPO L34			
	H.D. 3-Spd	4-Spd	P/Gld	T/Hyd	H.D. 3-Spd	4-Spd	P/Gld	T/Hyd
Rear Axle Ratio	3.31:1	3.07:1	2.78:1		3.55:1		3.31:1	3.07:1
Tire Size			7.75 x 14 (a)					
Crankshaft Revolutions per Mile	2611.6	2422.2	2154.0		2800.9		2611.6	2422.2
Crankshaft RPM @ 1 MPH	Low	104.9	109.7	89.0	112.5	117.6	102.7	75.1
	Second	69.2	61.8	52.4	57.2	57.8	76.6	59.7
	Third	43.5	43.5	42.4	46.7	48.2	59.2	43.5
	Reverse	104.9	112.7	71.5	74.7	112.5	120.9	105.5
Piston Travel (ft./mile)	1636.6	1517.9	1349.8		1755.3		1636.6	1509.6

(a) 7.75 x 14 standard on Sedan Pickups.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 230 CU.IN.	BASE 307 CU.IN.	RPO L30 327 CU.IN.	BASE 396 CU.IN.	RPO L34 396 CU.IN.	BASE 230 CU.IN.	BASE 307 CU.IN.
MODEL	13369	13469	13469	13837	13837	13380	13480

3-SPEED TRANSMISSION

Performance Weight (pounds)	3850	3995	4026	4283	4294	3506	3650
Pounds per Gross Horsepower	27.50	19.97	14.64	13.18	12.27	25.04	18.25
Pounds per Cu.In. Displacement	16.74	13.01	12.31	10.82	10.84	15.24	11.89
Gross HP per Cu.In. Displacement	.609	.651	.841	.821	.884	.609	.651
Power Displacement (cu.ft./mile)	176.88	216.42	230.52	299.24	320.94	76.88	216.42
Displacement Factor (cu.ft./ton mile)	91.88	108.37	114.51	139.77	149.48	100.90	118.58

3-SPEED TRANSMISSION WITH OVERDRIVE

Performance Weight (pounds)	3878	4023				3534	3678
Pounds per Gross Horsepower	27.70	20.11				25.24	18.39
Pounds per Cu.In. Displacement	16.86	13.10				15.36	11.98
Gross HP per Cu.In. Displacement	.609	.651				.609	.651
Power Displacement (cu.ft./mile)	Locked Out 194.77	Locked In 259.98				194.77	259.98
Displacement Factor (cu.ft./ton mile)	Locked Out 100.45	Locked In 129.28				110.23	141.37
	Locked in 70.39	90.50				77.16	98.96

4-SPEED TRANSMISSION

Performance Weight (pounds)		4005	4055	4257	4268		3660
Pounds per Gross Horsepower		20.02	14.74	13.10	12.19		18.30
Pounds per Cu.In. Displacement		13.05	12.40	10.75	10.78		11.92
Gross HP per Cu.In. Displacement		.651	.841	.821	.884		.651
Power Displacement (cu.ft./mile)		216.42	229.77	299.24	320.94		216.42
Displacement Factor (cu.ft./ton mile)		108.10	113.35	140.62	150.39		118.26

TURBO HYDRA-MATIC

Performance Weight (pounds)				4314	4325		
Pounds per Gross Horsepower				13.27	12.36		
Pounds per Cu.In. Displacement				10.89	10.92		
Gross HP per Cu.In. Displacement				.821	.884		
Power Displacement (cu.ft./mile)				246.81	277.55		
Displacement Factor (cu.ft./ton mile)				114.42	128.37		

POWERGLIDE

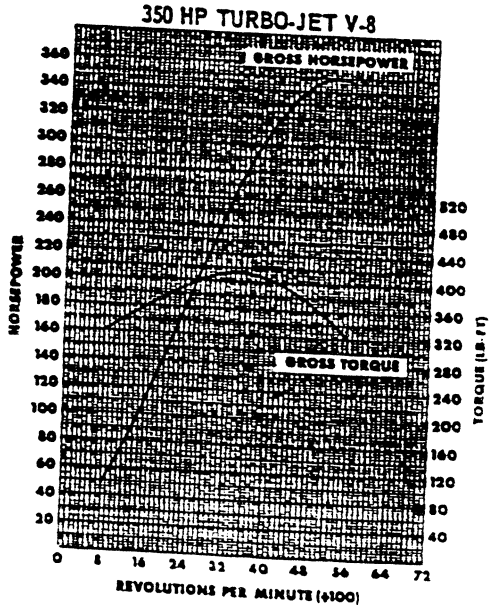
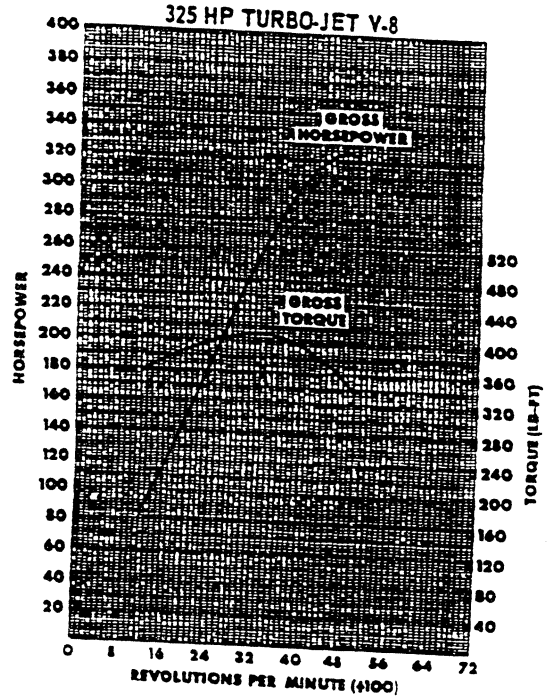
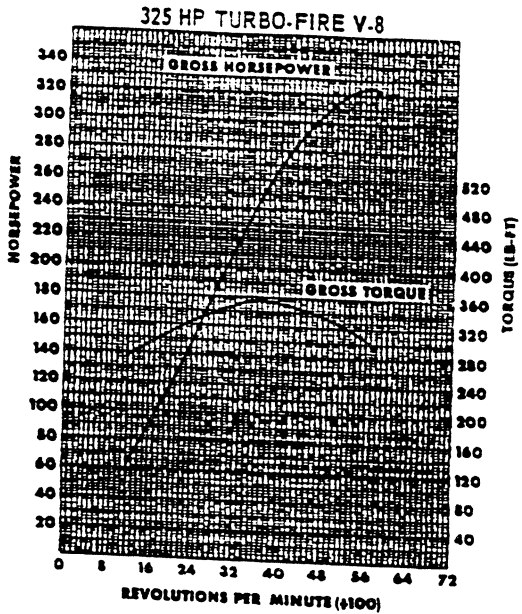
Performance Weight (pounds)	3852	4001	4032	4284	4295	3508	3656
Pounds per Gross Horsepower	27.51	20.00	14.66	13.18	12.27	25.06	18.28
Pounds per Cu.In. Displacement	16.75	13.03	12.33	10.82	10.85	15.25	11.91
Gross HP per Cu.In. Displacement	.609	.651	.841	.821	.884	.609	.651
Power Displacement (cu.ft./mile)	162.14	216.42	230.52	277.55	299.24	162.14	216.42
Displacement Factor (cu.ft./ton mile)	84.18	108.21	114.34	129.57	139.38	92.44	118.39

GLOSSARY

Performance Weight	Curb weight plus 600 lbs* (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Min} \times \text{Piston Displacement}}{2 \times 1700}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Weight}}$

* Models 13380 & 13480 two passengers, 300 lbs.

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		
L6-230 & 250 Cu.In.	-----	3.8745-3.8775
V8-307 Cu.In.	-----	3.8745-3.8775
V8-327 Cu.In.	-----	3.9995-4.0025
V8-396 Cu.In.	-----	4.0925-4.0955
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)		
L6-230 & 250 Cu.In.	-----	4.4
V8-307 & 327 Cu.In.	-----	4.4
V8-396 Cu.In.	-----	4.84

CYLINDER HEAD

Material	-----	High chrome cast alloy iron
Bolt No. & Size		
L6-230 & 250 Cu.In.	----	10; .500 dia. 13 threads/in.
V8-307 & 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)

L6-230 Cu.In.	-----	5.37 Cu.In.
L6-250 Cu.In.	-----	5.73 Cu.In.
V8-307 Cu.In.	-----	5.02 Cu.In.
V8-327 Cu.In. (RPO L73)	-----	5.38 Cu.In.
V8-327 Cu.In. (RPO L30)	-----	4.69 Cu.In.
V8-327 Cu.In. (RPO L79)	-----	4.25 Cu.In.
V8-396 Cu.In. (RPO L35)	-----	5.61 Cu.In.
V8-396 Cu.In. (RPO L34)	-----	5.61 Cu.In.

INLET MANIFOLD

Material	-----	Cast alloy iron
V8-327 Cu.In. (L79)	-----	Cast aluminum alloy
Type		
L6-230 & 250 Cu.In.	----	3 port, rectangular section
V8-307, 327 & 396 Cu.In.	-----	8 port, double deck
Heat Provision	-----	Exhaust gas crossover at carburetor mounting pad

EXHAUST MANIFOLD

Material	-----	Cast alloy iron
Type		
L6-230 & 250 Cu.In.	-----	4 port, center downtake
V8-307 & 327 Cu.In.	----	Dual, 4 port, rear downtake
V8-396 Cu.In.	-----	Dual, 4 port, rear downtake
Outlet Diameter (Nominal)	-----	2.0, (V8-396) 2.5

CRANKSHAFT

Material		
L6-230 & 250 Cu.In.	-----	Cast nodular iron
V8-307 & 327 Cu.In. (RPO L30&L73)	----	Cast nodular iron
V8-327 Cu.In. (RPO L79)	-----	Forged steel
V8-396 Cu.In. (Base SS)	-----	Nodular iron
V8-396 Cu.In. (RPO L34)	-----	Forged steel
End Play		
L6-230 & 250 Cu.In.	-----	.002-.006
V8-307 & 327 Cu.In.	-----	.002-.006
V8-396 Cu.In.	-----	.006-.010
Counter Weights		
L6-230 Cu.In.	-----	4
L6-250 Cu.In.	-----	12
V8-307, 327 & 396 Cu.In.	-----	6
Crank Arm Length		
L6-230 Cu.In.	-----	1.625
L6-250 Cu.In.	-----	1.765
V8-307 Cu.In.	-----	1.625
V8-327 Cu.In.	-----	1.625
V8-396 Cu.In.	-----	1.88
Torsional Damper	-----	Rubber mounted inertia
Timing Gear		
L6	-----	Steel; helical cut
V8	-----	Steel; sprocket & chain
Pulley Pitch Diameter	-----	6.64

MAIN BEARINGS

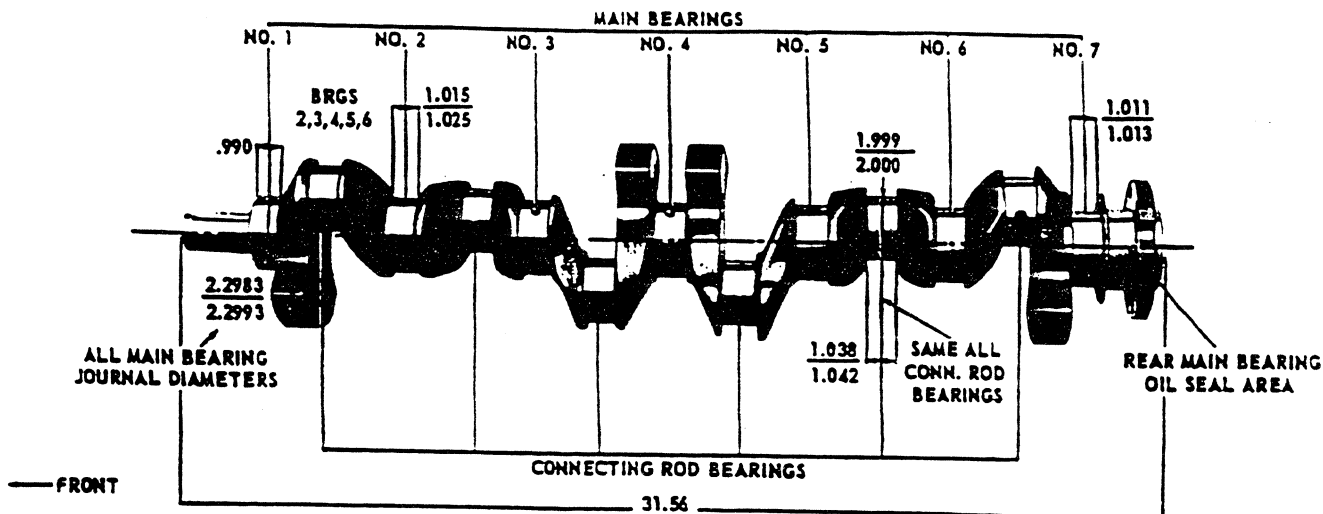
Material	-----	Steel, backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended engine operation & application)
Type	-----	Precision removable
Thrust Against Bearing No.	-----	L6-No. 7; V8-No. 5
Clearance		
L6-230 & 250 Cu.In.	-----	.0003-.0029
V8-307 & 327 Cu.In.	-----	(#1) .0008-.0020; (#2-3-4) .0008-.0024; (#3) .0015-.0031
V8-396 Cu.In.	-----	(#1 & 2) .0010-.0022; (#3 & 4) .0013-.0025; (#5) .0015-.0031

Dimensions	Theoretical	Effective	Projected
	Inner Dia.	Length	Area
L6-230 & 250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-307 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844
V8-327 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844
V8-396 Cu.In.			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7505	.992	2.7287
Bearing #5	2.7506	1.2525	3.4451

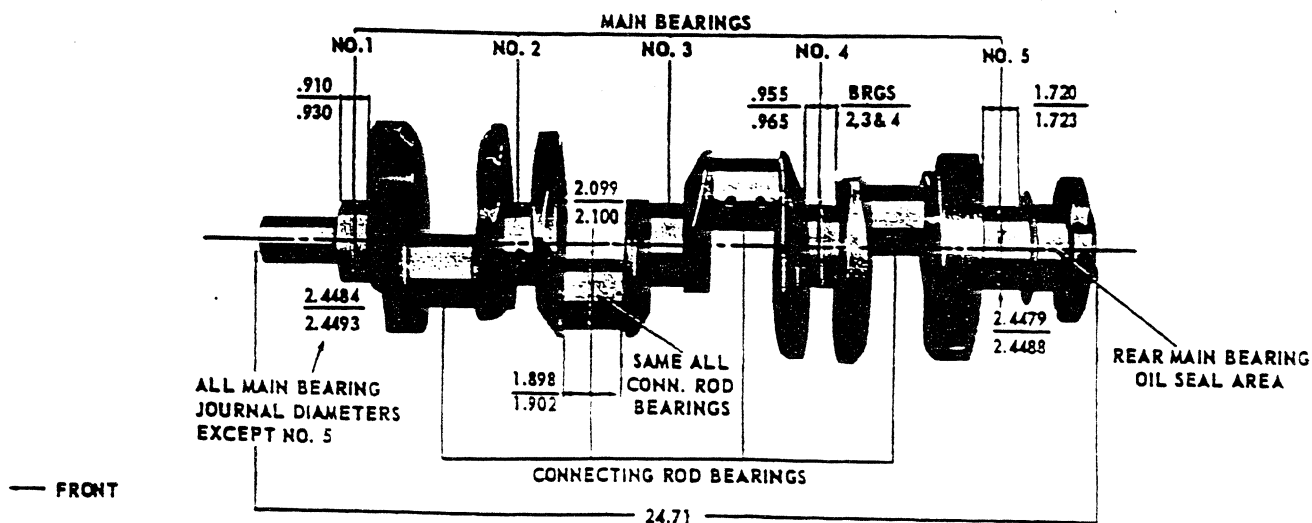
PRINCIPAL COMPONENTS

CRANKSHAFTS AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE



350 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
 L6-230 Cu.in. ----- .1896 Inlet & Exhaust
 L6-250 Cu.in. ----- .2217 Inlet & Exhaust
 V8-307 & 327 Cu.in. (RPO L30 & L73) --- .2600 Inlet;
 .2733 Exhaust
 V8-327 Cu.in. (RPO L79) ----- .2981 Inlet & Exhaust
 V8-396 Cu.in. ----- .2343 Inlet & Exhaust
 V8-396 Cu.in. (RPO L34) -- .2714 Inlet; .2824 Exhaust
 Camshaft Bearings ----- Steel backed babbit

Ends ----- Hardened
 V8-327 Cu.in. (RPO L79) ----- Hardened steel
 insert on rocker arm end
 V8-396 Cu.in. ----- Hardened steel inserts

VALVE TRAIN

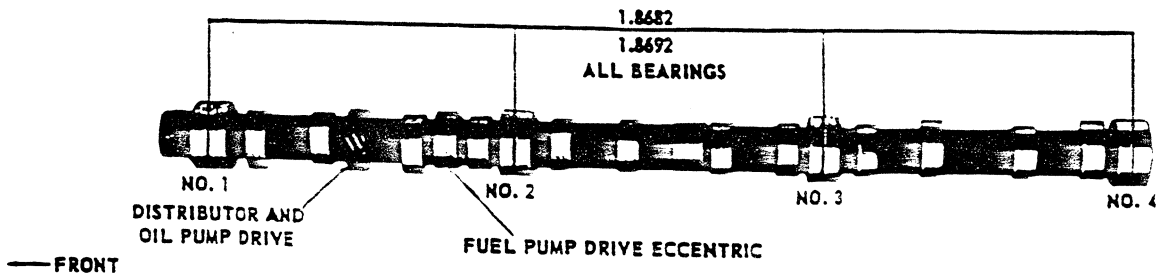
Type ----- Individually mounted,
 overhead rocker arms, push rod actuated
 Lifters ----- Hydraulic
 Rocker Arms ----- Stamped steel
 Ratio
 L6-230 & 250 Cu.in. ----- 1.75:1
 V8-307 & 327 Cu.in. ----- 1.50:1
 V8-396 Cu.in. ----- 1.70:1
 Push Rods
 Type ----- Hollow steel

VALVE SPRINGS

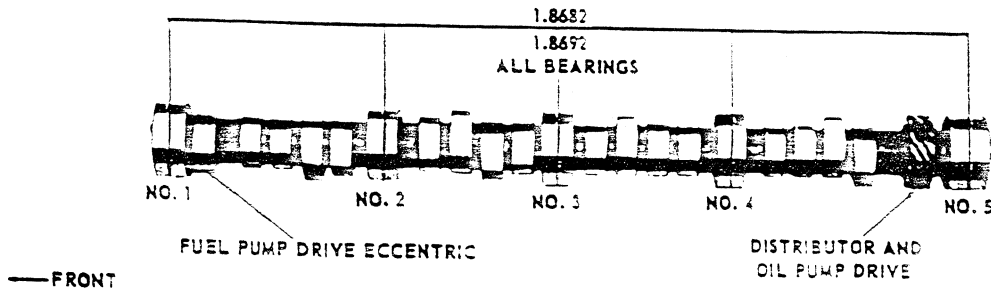
Diameter
 L6-230 & 250 Cu.in. ----- .872-.888
 V8-283 & 327 Cu.in. ----- .868-.884
 V8-396 Cu.in. ----- 1.082-1.098
 Installed Length (lb. @ in.)
 Valves closed
 L6-230 & 250 Cu.in. ----- 56-64 @ 1.66
 V8-307 & 327 Cu.in. ----- 76-84 @ 1.70
 V8-396 Cu.in. ----- 94-106 @ 1.88
 Valves opened
 L6-230 & 250 Cu.in. ----- 180-192 @ 1.23
 V8-307 & 327 Cu.in. ----- 194-206 @ 1.25
 V8-396 Cu.in. ----- 303-327 @ 1.38
 Free Length
 L6-230 & 250 Cu.in. ----- 1.90
 V8-307 & 327 Cu.in. ----- 2.03
 V8-396 Cu.in. ----- 2.09
 Valve Spring Damper
 L6-230 & 250 Cu.in. ----- None
 V8-307 & 327 Cu.in. ----- Flat steel, 4 coils
 V8-396 Cu.in. ----- Flat steel, 3.62 coils
 Oil Shield ----- Steel cup

CAMSHAFT AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE



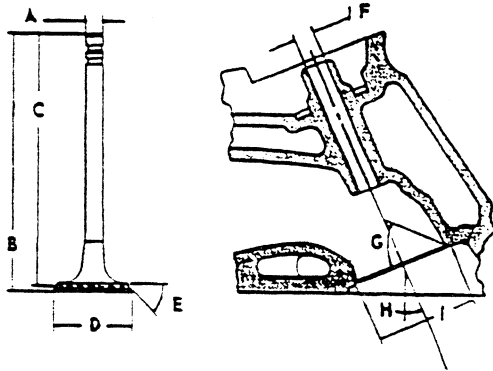
307 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

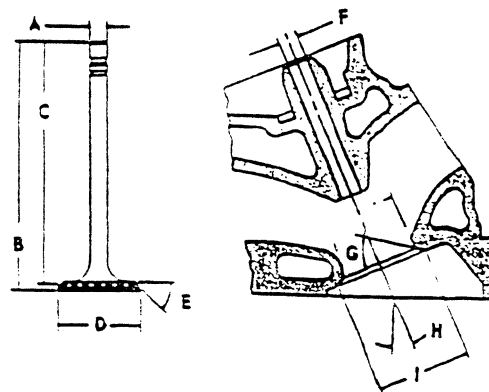
Material	-----	Alloy steel
Coating		
L6-230 & 250 Cu.in.	-----	None
V8-327 & 350 Cu.in.	-----	None
V8-396 Cu.in.	-----	Face and head aluminized
Valve Guide Inserts (V8-396)	-----	Cast alloy iron



A - Stem Diameter		
L6-230 & 250 Cu.in.	-----	.3410-.3417
V8-307 & 327 Cu.in.	-----	.3410-.3417
V8-396 Cu.in.	-----	.3715-.3722
B - Overall Length		
L6-230 & 250 Cu.in.	-----	4.902-4.922
V8-307 & 327 Cu.in. (RPO L73)	-----	4.902-4.922
V8-327 Cu.in. (RPO L30 & L79)	-----	4.870-4.889
V8-396 Cu.in.	-----	5.215-5.235
C - Gage Length		
L6-230 & 250 Cu.in.	-----	4.785-4.795
V8-307 & 327 Cu.in.	-----	4.785-4.795
V8-396 Cu.in.	-----	5.115-5.125
D - Overall Head Diameter		
L6-230 & 250 Cu.in.	-----	1.715-1.725
V8-307 & 327 Cu.in. (RPO L73)	-----	1.715-1.725
V8-327 Cu.in. (RPO L30)	-----	1.935-1.945
V8-327 Cu.in. (RPO L79)	-----	2.017-2.023
V8-396 Cu.in.	-----	2.060-2.070
E - Angle of Face	-----	45°
F - Guide Diameter		
L6-230 & 250 Cu.in.	-----	.3427-.3437
V8-307 & 327 Cu.in.	-----	.3427-.3437
V8-396 Cu.in.	-----	.3732-.3742
G - Angle of Seat	-----	46°
H - Valve Angle		
L6-230 & 250 Cu.in.	-----	9°
V8-307 & 327 Cu.in.	-----	23°
V8-396 Cu.in.	-----	4°
I - Valve Seat (curter) Diameter		
L6-230 & 250 Cu.in.	-----	1.770-1.790
V8-307 & 327 Cu.in. (RPO L73)	-----	1.990-2.010
V8-327 Cu.in. (RPO L30)	-----	1.990-2.010
V8-327 Cu.in. (RPO L79)	-----	2.020
V8-396 Cu.in.	-----	2.150

EXHAUST VALVES

Material	-----	High alloy steel
Coating		
L6-230 & 250 Cu.in.	-----	None
V8-307 & 327 Cu.in.	-----	Aluminized face
V8-396 Cu.in.	-----	Face and head aluminized
Valve Guide Inserts (V8-396)	-----	Cast alloy iron



A - Stem Diameter		
L6-230 & 250 Cu.in.	-----	.3410-.3417
V8-307 & 327 Cu.in.	-----	.3410-.3417
V8-396 Cu.in.	-----	.3713-.3720
B - Overall Length		
L6-230 & 250 Cu.in.	-----	4.913-4.933
V8-307 & 327 Cu.in. (RPO L30 & L73)	---	4.913-4.933
V8-327 Cu.in. (RPO L79)	-----	4.891-4.910
V8-396 Cu.in.	-----	5.345-5.365
C - Gage Length		
L6-230 & 250 Cu.in.	-----	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		
L6-230 & 250 Cu.in.	-----	1.495-1.505
V8-307 Cu.in.	-----	1.495-1.505
V8-327 Cu.in. (RPO L30 & L73)	-----	1.495-1.505
V8-327 Cu.in. (RPO L79)	-----	1.595-1.605
V8-396 Cu.in.	-----	1.715-1.725
E - Angle of Face	-----	45°
F - Guide Diameter		
L6-230 & 250 Cu.in.	-----	.3427-.3437
V8-307 & 327 Cu.in.	-----	.3427-.3437
V8-396 Cu.in.	-----	.3732-.3742
G - Angle of Seat	-----	46°
H - Valve Angle		
L6-230 & 250 Cu.in.	-----	9°
V8-307 & 327 Cu.in.	-----	23°
V8-396 Cu.in.	-----	4°
I - Valve Seat (curter) Diameter		
L6-230 & 250 Cu.in.	-----	1.550-1.570
V8-307 & 327 Cu.in. (RPO L73)	-----	1.550-1.570
V8-327 Cu.in. (RPO L30)	-----	1.550-1.570
V8-327 Cu.in. (RPO L79)	-----	1.600
V8-396 Cu.in.	-----	1.625

VALVE LIFT

L6-230 Cu.In.	-----	.3317 Inlet & Exhaust
L6-250 Cu.In.	-----	.3880 Inlet & Exhaust
V8-307 & 327 Cu.In. (RPO L30 & L73)	-----	.3900 Inlet; .4100 Exhaust
V8-327 Cu.In. (RPO L79)	-----	.4471 Inlet & Exhaust
V8-396 Cu.In.	-----	.3983 Inlet & Exhaust
V8-396 Cu.In. (RPO L34)	-----	.4614 Inlet; .4800 Exhaust

VALVE TIMING (Crankshaft degrees)

L6-230 & 250 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve (Zero lash)		
Opens - BBC	46° 30'	92° 30'
Closes - ATC	17° 30'	63° 30'
Duration	244°	336°
V8-307 & 327 Cu. In. (L30 & L73)	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°
V8-327 Cu. In. (RPO L79)	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	40°	54°
Closes - ABC	86°	108°
Duration	306°	342°
Exhaust Valve (Zero lash)		
Opens - BBC	88°	102°
Closes - ATC	38°	60°
Duration	306°	342°
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°	52°
Duration	300°	352°

PISTONS

Material	
L6-230 & 250 Cu. In.	----- Cast aluminum alloy
V8-307 Cu. In.	----- Cast aluminum alloy
V8-327 Cu. In. (L30 & L73)	----- Cast aluminum alloy
V8-327 (RPO L79)	----- Aluminum impact extruded
V8-396 Cu. In.	----- Cast aluminum alloy
Head Type	
L6, V8-307 & 327 Cu. In. (L30 & L73)	--- Flat, notched
V8-327 Cu. In. (RPO L79)	----- Domed head
V8-396 Cu. In.	----- Domed head, valve cutout
Skirt Type ----- Slipper	
Top Land Clearance	
L6-230 & 250 Cu. In.	----- .0345-.0435
V8-307 Cu. In.	----- .0215-.0305
V8-327 Cu. In.	----- .0365-.0455
V8-396 Cu. In.	----- .0305-.0375
Skirt Clearance	
L6-230 & 250 Cu. In.	----- .0005-.0011
V8-307 & 327 Cu. In. (L30 & L73)	----- .0005-.0011
V8-327 Cu. In. (RPO L79)	----- .0024-.0030
V8-396 Cu. In.	----- .0010-.0016
Compression Ring Groove Depth	
L6-230 & 250 Cu. In.	----- .2153-.2218
V8-307 Cu. In.	----- .2113-.2178
V8-327 Cu. In.	----- .2217-.2283
V8-396 Cu. In.	----- .2253-.2318
Oil Ring Groove Depth	
L6-230 & 250 Cu. In.	----- .2093-.2158
V8-307 Cu. In.	----- .2053-.2118
V8-327 Cu. In.	----- .2038-.2103
V8-396 Cu. In.	----- .2098-.2163
Pin Bore Offset ----- .055-.065	
RPO L79 -- On center	
Compression Height	
L6-230 & 250 Cu. In.	----- 1.658-1.662
V8-307 Cu. In.	----- 1.673-1.677
V8-327 Cu. In. (RPO L30 & L73)	----- 1.674-1.676
V8-327 Cu. In. (RPO L79)	----- 1.673-1.677
V8-396 Cu. In.	----- 1.953-1.957

PISTON PINS

Material -----	Chromium steel
Length	
L6-230 & 250 Cu. In.	----- 2.990-3.010
V8-307 & 327 Cu. In.	----- 2.990-3.010
V8-396 Cu. In.	----- 2.930-2.950
Diameter	
L6-230 & 250 Cu. In.	----- .9270-.9278
V8-307 & 327 Cu. In.	----- .9270-.9278
V8-396 Cu. In.	----- .9895-.9898
Clearance in Piston	
L6-230 & 250 Cu. In.	----- .00015-.00025
V8-307 & 327 Cu. In.	----- .00015-.00025
V8-396 Cu. In.	----- .00025-.00035

PRINCIPAL COMPONENTS - Cont'd.

COMPRESSION RINGS - UPPER

Material	-----	Cast alloy iron
Type	-----	Inside bevel on L6-230 only (bottom of ring 30 degrees to piston vertical axis)
Face	-----	
L6-230 Cu, In.	-----	Tapered
L6-250 Cu, In.	-----	Barrel
V8-307 & 327 Cu, In. (RPO L30 & L73)	-----	Barrel
V8-327 Cu, In. (RPO L79)	-----	Straight edge
V8-396 Cu, In.	-----	Barrel
Coating	-----	Chrome plate face
V8-327 (RPO L79) & 396 Cu, In.	---	Molybdenum inlay
Width	-----	
L6-230 Cu, In.	-----	.0775-.0780
L6-250 Cu, In.	-----	.0625-.0633
V8-307 & 327 Cu, In. (RPO L30 & L73)	---	.0775-.0780
V8-327 (RPO L79) & 396 Cu, In.	-----	.0770-.0775
Wall Thickness	-----	
L6-230 Cu, In.	-----	.179-.194
L6-250 Cu, In.	-----	.184-.194
V8-307 Cu, In.	-----	.184-.194
V8-327 Cu, In.	-----	.190-.200
V8-396 Cu, In.	-----	.194-.204
Gap	-----	.010-.020

COMPRESSION RINGS - LOWER

Material	-----	Cast alloy iron
Type	-----	Inside bevel (top of ring 30 degrees to piston vertical axis) 50 degrees for V8-396
Face	-----	Tapered
Coating	-----	Wear resistant
V8-327 (L79), V8-396 (L34)	-----	Chrome plated
Width	-----	
L6-230 Cu, In.	-----	.0770-.0775
L6-250 Cu, In.	-----	.0623-.0625
V8-307 Cu, In.	-----	.0770-.0780
V8-327 & 396 Cu, In.	-----	.0770-.0775
Wall Thickness	-----	
L6-230 & 250 Cu, In.	-----	.184-.194
V8-307 Cu, In.	-----	.184-.194
V8-327 Cu, In.	-----	.190-.200
V8-396 Cu, In.	-----	.194-.204
Gap	-----	
L6-230 & 250 Cu, In.	-----	.010-.020
V8-307 Cu, In.	-----	.010-.020
V8-327 Cu, In.	-----	.013-.025
V8-396 Cu, In.	-----	.010-.020

OIL CONTROL RINGS

Type	-----	Multi-piece (two rails and one spacer)
Material	-----	
Rail	-----	Steel
Spacer	-----	Alloy steel
Width (assembled)	-----	
L6-230 & 250 Cu, In.	-----	.1870-.1890
V8-307 & 327 Cu, In.	-----	.1870-.1890
V8-396 Cu, In.	-----	.1870-.1890
Wall Thickness	-----	
L6-230 Cu, In.	-----	.150-.156
L6-250 Cu, In.	-----	.152-.158
V8-307 & 327 Cu, In.	-----	.150-.156
V8-396 Cu, In.	-----	.137-.143
Gap	-----	
L6-230 & 250 Cu, In.	-----	.015-.055
V8-307 & 327 Cu, In.	-----	.015-.055
V8-396 Cu, In.	-----	.010-.030
Rail Coatings	-----	Chrome plated

CONNECTING RODS

Material	-----	Drop forged steel
Length (center to center)	-----	
L6-230 & 250 Cu, In.	-----	5.699-5.701
V8-396 Cu, In.	-----	6.130-6.140
V8-307 & 327 Cu, In.	-----	5.699-5.701

CONNECTING ROD BEARINGS

Material	-----	
L6-230, 250 & V8-307 Cu, In.	---	Copper lead alloy or sintered copper nickel backed babbit on steel
V8-327 & 396 Cu, In.	-----	Premium aluminum
Type	-----	Precision removable
Clearance	-----	
L6-230 & 250 Cu, In.	-----	.0007-.0027
V8-307 & 327 Cu, In.	-----	.0007-.0028
V8-396 Cu, In.	-----	.0009-.0029
Theoretical I.D.	-----	
L6-230 & 250 Cu, In.	-----	2.0017
V8-307 & 327 Cu, In.	-----	2.1017
V8-396 Cu, In.	-----	2.2014
Effective Length	-----	
L6-230, 250 & V8-307 Cu, In.	-----	.807
V8-327 Cu, In.	-----	.797
V8-396 Cu, In.	-----	.857
End Play	-----	
L6, V8-307 & 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
In Carburetor Inlet	Paper

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (at Carburetor)	
L6-230 & 250 Cu.in.	3,50-4,50 PSI
V8-307 & Cu.in.	5,00-6,50 PSI
V8-396 Cu.in. (Base SS)	5,00-6,50 PSI
V8-396 Cu.in. (RPO L34)	7,25-8,50 PSI

AIR CLEANER

L6-230 & 250 Cu.in.	Cylindrical, single air horn
V8-307 Cu.in.	Cylindrical, single air horn
V8-327 Cu.in. (RPO L30 & L73)	Cylindrical full circle intake, chrome plated
V8-396 Cu.in. (Base SS)	Cylindrical, single air horn, chrome plated
V8-396 Cu.in. (RPO L34)	Cylindrical, full circle intake, chrome plated
Diameter	
L6-230 & 250 Cu.in.	13,00
V8-307 Cu.in.	13,00
V8-327 Cu.in. (RPO L30 & L73)	15,48
V8-327 Cu.in. (RPO L79)	14,16
V8-396 Cu.in. (Base SS)	16,78
V8-396 Cu.in. (RPO L34)	14,16
Filter Element	Oil-wetted paper

CARBURETORS

Make and Type	
L6-230 & 250 Cu.in.	Rochester, single barrel, Monojet
V8-307 Cu.in.	Rochester, 2-barrel, downdraft
V8-327 Cu.in.	Rochester, Quadrajet
V8-396 Cu.in.	Rochester, Quadrajet
SAE Flange Type	
L6-230 & 250 Cu.in.	1,50
V8-307 Cu.in.	1,25
V8-327 Cu.in.	1,50
V8-396 Cu.in.	1,50

Throttle Bore	
L6-230 & 250 Cu.in.	1,69
V8-307 Cu.in.	1,44
V8-327 Cu.in.	
Primary	1,38
Secondary	2,25
V8-396 Cu.in.	
Primary	1,38
Secondary	2,25

Secondary Throttle Actuation By linkage approximately when primary valves are opened halfway between closed and open

Venture Diameter	
L6-230 & 250 Cu.in.	1,31
V8-307 Cu.in.	1,09
V8-327 Cu.in.	
Primary	1,09
Secondary	Air valve
V8-396 Cu.in.	
Primary	1,09
Secondary	Air valve

CHOKE

Type	Automatic
------	-----------

EXHAUST AND VENTILATION SYSTEM

TYPE

L6-230 & 250 Cu.In.	-----	Single
V8-307 & 327 (RPO L30 & L73)	-----	Single
		with crossover pipes
V8-327 Cu.In. (RPO L79)	-----	Dual
V8-396 Cu.In.	-----	Dual

MUFFLERS

Type	-----	Oval, reverse flow
Construction	-----	Heads and body joined by rolled lock seam construction
Head		
L6-230, 250 & V8-307 Cu.In.	-----	.047 sheet steel, aluminized
V8-327 Cu.In. (RPO L30 & L73)	-----	.060 sheet steel, aluminized
V8-327 (RPO L79) & V8-396 Cu.In.		
Left hand	-----	.060 sheet steel, aluminized
Right hand	-----	.060 stainless steel
Shell		
L6-230 & 250 Cu.In.	-----	.035 sheet steel, zinc coated
V8-307 Cu.In.	-----	.035 sheet steel, zinc coated
V8-327 Cu.In. (RPO L30 & L73)	-----	.035 sheet steel, zinc coated
V8-327 (RPO L79) & V8-396 Cu.In.		
Left hand	-----	.036 sheet steel, zinc coated
Right hand	-----	.036 stainless steel
Wrap	-----	.030 indented asbestos sheet
Cover	-----	.018 sheet steel, aluminized
Baffles		
L6-230 & 250 Cu.In.		
No. 1, 2, 3 & 4	-----	.047 sheet steel, zinc coated
V8-307 & 327 (RPO L30 & L73)		
No. 1 & 4	-----	.047 sheet steel, zinc coated
No. 2 & 3	-----	.035 sheet steel, zinc coated
V8-327 (RPO L79) & V8-396 Cu.In.		
Left hand		
No. 1 & 4	-----	.047 sheet steel, zinc coated
No. 2 & 3	-----	.036 sheet steel, zinc coated
Right hand		
No. 1, 2, 3 & 4	-----	.036 stainless steel
Length, Body		
L6-230 & 250 Cu.In.	-----	17.00
V8-307, 327 & 396 Cu.In.	-----	21.25
Width (I.D.)	-----	9.25
Height (I.D.)	-----	5.00

EXHAUST CROSSOVER PIPE (V8-307 & 327-RPO L30&L73)
 Dimensions (O.D.) ----- 2.00
 Wall Thickness ----- .073-.091 laminated

EXHAUST PIPE

Dimensions (O.D.)		
L6-230 & 250 Cu.In.	-----	2.00
V8-307 Cu.In.	-----	2.00
V8-327 & 396 Cu.In.	-----	2.50
Wall Thickness		
L6-230 & 250 Cu.In.	-----	.057-.071
V8-307 Cu.In.	-----	.073-.091 laminated
V8-327 & 396 Cu.In.	-----	.073-.091 laminated

TAIL PIPES

Dimensions (O.D.)		
L6-230 & 250 Cu.In.	-----	1.875
V8-307 Cu.In.	-----	1.875
V8-327 (RPO L30 & L73) Cu.In.	-----	1.875
V8-327 (RPO L79) & V8-396 Cu.In.	-----	2.25
Wall Thickness	-----	.062-.076

ENGINE VENTILATION

Type ----- Closed-positive

EXHAUST EMISSION CONTROL

All Manual Transmissions	-----	Air Injection Reactor Equipment
All Auto. Trans. except RPO L34	-----	Controlled Combustion System
Auto. Trans. with RPO L34	-----	Air Injection Reactor Equipment

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 metered
 V8 ----- Centrifugally oiled from camshaft bearing

Oil Pressure Sending Unit

Type ----- Electric
 Actuation ----- Opens or closes circuit @ 2 to 6 PSI

Oil Filler

Cap ----- Positive seal
 Location
 L6 ----- Forward end of rocker cover
 V8-307 & 327 Cu.in. -- Left front of intake manifold
 V8-396 Cu.in. -- Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

Refill
 L6-230 & 250 Cu.in. ----- 4
 V8-307, 327 & 396 Cu.in. ----- 4
 Refill With Filter Change
 L6-230 & 250 Cu.in. ----- 5
 V8-307, 327 & 396 Cu.in. ----- 5

LUBRICANT GRADES AND TEMPERATURES

32° F and Above ----- SAE20W or SAE10W-30
 0° F to 32° F ----- SAE10W or SAE10W-30
 Below 0° F ----- SAE5W or SAE5W-20
 Alternate ----- SAE5W-30 can be used at temperatures below freezing

OIL PUMP

Type ----- Gear
 Regulator Valve ----- Opens between 40-45 lbs.
 Oil Pressure (Bench test, no flow condition)
 L6-230 & 250 Cu.in. ----- 50-65 PSI @ 2000 RPM
 V8-307 & 327 Cu.in. ----- 50-65 PSI @ 2000 RPM
 V8-396 Cu.in. ----- 50-75 PSI @ 2000 RPM
 Intake Type ----- Fixed pickup with screen
 Capacity (GPM @ Engine RPM)
 L6-230 & 250 Cu.in. ----- 4.3 @ 2000
 V8-307 & 327 Cu.in. ----- 4.3 @ 2000
 V8-396 Cu.in. ----- 6.0 @ 2000

OIL FILTER

Type ----- Full flow, throw away canister
 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 DIPSTICK - LOCATION

L6-230 & 250 Cu.in. --- Right side rear of engine block
 V8-307 & 327 Cu.in. --- Left side, rear of engine block
 V8-396 Cu.in. --- Right side, center direct to oil pan

OIL PAN DRAIN PLUG

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

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-230 & 250 Cu.In.	11 qts.
V8-307 Cu.In.	17 qts.
V8-327 Cu.In. (RPO L30 & L73)	16 qts.
V8-327 Cu.In. (RPO L79)	17 qts.
V8-396 Cu.In.	24 qts.

RADIATOR

Makes and Type	Harrison, tube and center
Core constant and thickness	
Distance between fins	
L6-230 & 250 Cu.In.	.25 Syn., .18 Auto
V8-307 Cu.In.	.20 Syn., .16 Auto
V8-327 Cu.In. (RPO L73)	.16 Syn., .18 Auto
V8-327 Cu.In. (RPO L30)	.20 Syn., .16 Auto
V8-327 Cu.In. (RPO L79)	.30 Syn.
V8-396 Cu.In.	.20 Syn., .18 Auto
Distance between tubes	.55
Thickness of core	1.26
Frontal area (sq.in.)	
L6-230 & 250 Cu.In.	353
V8-307 Cu.In.	353
V8-327 Cu.In. (L30 & L73)	353
V8-327 (RPO L79) & V8-396 Cu.In.	480

RADIATOR HEAVY DUTY (RPO V01)

Core constant and thickness	
Distance between fins	
L6-230 & 250 Cu.In.	.16 Syn., .22 Auto
V8-307 Cu.In.	.16 Syn., .22 Auto
V8-327 Cu.In. (RPO L30)	.16 Syn., .22 Auto
V8-327 Cu.In. (RPO L73)	.16 Syn., .20 Auto
V8-327 Cu.In. (RPO L79)	.16 Syn.
V8-396 Cu.In.	.18 Syn., .20 Auto
Distance between tubes	.55
Thickness of core	
L6-230 & 250 Cu.In.	1.26 Syn., 1.98 Auto
V8-307 & 327 Cu.In.	1.26 Syn., 1.98 Auto
V8-396 Cu.In.	1.98
Frontal area (sq.in.)	
L6-230 & 250 Cu.In.	353
V8-307 & 327 Cu.In.	480
V8-396 Cu.In.	480

RADIATOR CAP RELIEF VALVE

Opens at ----- Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to open at	192°-198°
Fully opened at	227°
Thermostat By-Pass Hose	
V8-327 (RPO L79) & V8-396 Cu.In. only	.745 ID

RADIATOR HOSE

Outlet, lower (radiator to water pump)	
L6-230 & 250 Cu.In.	1.75 ID
V8-307 & 327 Cu.In.	1.88 ID
V8-396 Cu.In.	1.88 ID
Inlet, upper (thermostat hsg. to radiator)	
L6-230 & 250 Cu.In.	1.50 ID
V8-307, 327 & 396 Cu.In.	1.50 ID

FAN

Number of blades	4
Diameter	17.62
Fan pulley pitch diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38°-42°
Pitch line	
L6-230 & 250 Cu.In.	39.00
V8-307 Cu.In.	53.50
V8-327 Cu.In.	53.50
V8-396 Cu.In.	56.20
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-230 & 250 Cu.In.	60 GPM @ 4400 Engine RPM
V8-307 Cu.In.	54 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 - Plug	Left hand, lower rear face
Engine Block - Plug	
L6-230 & 250 Cu.In.	Left side rear
V8-307 & 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
 Cranking Power @ 0° F
 L6-230 & 250 Cu.In. ----- 2300 watts
 V8-307 Cu.In. ----- 2300 watts
 V8-327 & 396 Cu.In. ----- 2900 watts
 Heavy Duty (RPO T60) ----- 3150 watts
 Total Number of Plates
 L6-230 & 250 Cu.In. ----- 54
 V8-307 Cu.In. ----- 54
 V8-327 & 396 Cu.In. ----- 66
 Number of Cells ----- 6
 Terminal Grounded ----- Negative
 Location ----- Right front engine compartment

Test Conditions ----- Engine at operating temp.
 No Load Test

Amps
 L6-230 & 250 Cu.In. ----- 49-87
 V8-307 & 327 (L73) Cu.In. ----- 49-87
 V8-327 (L30 & L79) Cu.In. ----- 65-100
 V8-396 Cu.In. ----- 70-99
 Volts ----- 10.6
 RPM
 L6-230 & 250 Cu.In. ----- 6200-10700
 V8-307 & 327 (L73) Cu.In. ----- 6200-10700
 V8-327 (L30 & L79) Cu.In. ----- 3600-5100
 V8-396 Cu.In. ----- 7800-12000

Motor Drive

Engagement ----- Solenoid
 Pinion Tooth No. ----- 9
 Flywheel Tooth No. ----- 153; V8-396 ----168
 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
 L6-230 & 250 Cu.In. ----- AC 46N (long reach)
 V8-307 Cu.In. ----- AC 45S
 V8-327 (L73) Cu.In. ----- AC 44S
 V8-327 (L30 & L79) Cu.In. ----- AC 44
 V8-396 ----- AC 43N
 Thread Size (mm) ----- 14
 Gap ----- .033-.038
 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	L6 230 Cu.In. 140 HP		L6 250 Cu.In. 155 HP		V-8 307 Cu.In. 200 HP	V-8 327 Cu.In. 250 HP	V-8 327 Cu.In. 275 HP	V-8 327 Cu.In. 325 HP	V-8 396 Cu.In. 350 HP	
	Man'l	Auto	Man'l	Auto	All Trans	All Trans	Man'l	Auto	Man'l	
Model	1110436	1110433	1110439	1110399	1111257	1111159	1111298	1111297	1111444	1111169
Type					Single breaker					
Cam angle	31° - 34°				28° - 32°					
Breaker gap					.019 (new)					
Centrifugal advance begins (RPM)	1000		900		19 - 23 oz		900		28-32 oz	
Max degrees @ RPM	36 @ 4600	32 @ 4600	32 @ 4200	28 @ 4300	28 @ 4300	28 @ 4200	34 @ 4100	30 @ 4100	30 @ 4700	32 @ 5000*
Vacuum advance begins (In. Hg)	7.00		7.00		6.00		8.00		10.0	
Max degrees @ In. Hg	23 @ 16		23 @ 16		15 @ 12		15 @ 15.5		15 @ 15.5	
Timing (Initial design setting) (Crankshaft degrees @ RPM with vacuum line disconnected)	TDC @	4 BTC @	TDC @	4 BTC @	2 BTC @ 600 man'l	4 BTC @ 700 man'l	TDC @	4 BTC @	4 BTC @	4 BTC @ 700 man'l*
Timing mark location	700	500	700	500	500 auto	600 auto	700	600	700	600 auto

Torsional damper -----

* 350 HP - Manual #1111445 - 36° @ 5000 RPM - TDC @ 700 RPM

CENTRIFUGAL & VACUUM

ADVANCE CURVES

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CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine	Type	L6-230	L6-250	L6-230	V8-307			V8-327		V8-396	
	Availability	Base	RPO L22	Base	Base			RPO L30, L73 & L79		Base & RPO L34	
Clutch for		3-Spd		M01*	3-Spd	M01*	4-Spd	3-Spd & 4-Spd	M01*	3-Spd & 4-Spd	
Type		Single dry disc					Single dry disc, centrifugal				
Clutch cover & pressure plate	Eff. plate load, lbs.	1650-1850		1900-2200	1900-2200	1700-1950	2100-2300		2450-2750		
	Press. plate mat.	Cast iron					Nodular iron				
Clutch spring type		Diaphragm					Diaphragm, bent finger design				
	Clutch spring matl.						Heat treated spring steel				
Driven plate	Type	Single disc with two friction surfaces									
	Cushions	Flat spring steel between friction rings									
	Dampers	(a)		(b)	12 coil springs (6 sets of two)		10 coil springs (5 sets of two)				
	Friction rings	OD	9.12	10.00	10.00	11.00	10.34	11.00			
		ID	6.12	6.00	6.50	6.50	6.50	6.50			
		Total area sq.in.	71.82	100.53	90.71	123.70	101.54	123.70			
Material		woven type asbestos (c)									
Flywheel & Ring Gear	Flywheel	Material									
	Ring gear	Material									
	No. of teeth	Heat treated HR steel									
	PD					153					
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
- (a) 6 outer coil springs and 3 inner coil springs equally spaced
- (b) 6 coil springs
- (c) Woven front and molded rear asbestos ring on Heavy Duty Clutch for 230 Cu.In.

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed				Heavy Duty 3-Speed					4-Speed				
Engine Application	Type	L-6 230	L-6 250	V-8 307	V-8 327	L-6 230	L-6 250	V-8 307	V-8 327	V-8 396	V-8 307	V-8 327	V-8 396	V8 327 V8 396	
	Availability	Base	L22	Base	L30 & L73	Base	L22	Base	L30 L73 L79	Base	Base	L30 & L73	Base	L79 & L34	
Case material		Cast iron													
Gear Shift	Type	Cast iron													
	Control	Remote													
	Location	Steering column					Lever								Floor
Gears	Type	Helical													
	Material	Forged steel, hardened													
	Synchronization	All forward gears													
	Constant mesh gear	All forward gears													
	Sliding gears		All gears					All forward gears							
			None					Reverse							
	Ratios	First	2.85		2.54	2.86	2.41		2.85	2.54	2.52	2.52	2.20	2.20	
Second		1.68		1.50	1.72	1.59		2.02	1.80	1.88	1.88	1.64	1.64		
Third		1.00		1.00	1.00	1.00		1.35	1.44	1.47	1.47	1.27	1.27		
Fourth									1.00	1.00	1.00	1.00	1.00		
Reverse		2.95		2.63	2.86	2.41		2.85	2.54	2.59	2.59	2.26	2.26		
Lubricant	Type	Meeting Military Specification MIL-L-2105B													
	Capacity (pts)						3.5			3					
Extension	Material	Cast iron													
	Oil seal	Steel encased double seal of spring loaded rubber or felt													

OVERDRIVE TRANSMISSION (RPO M10)

GENERAL

Type ----- 3-pinion planetary drive unit
 Description ----- Adaptable to 3-speed transmission. Overdrive drive unit with integral mainshaft replaces mainshaft and extension of 3-speed
 Operation ----- Activation 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 (pts) ----- Total 3 pints
 Gear ratios with overdrive locked in
 Regular production and optional L-6 engines
 First ----- 1.995
 Second ----- 1.176
 Third ----- 0.700
 Output shaft RPM
 Cut-in ----- 1440
 Cut-out ----- 1100

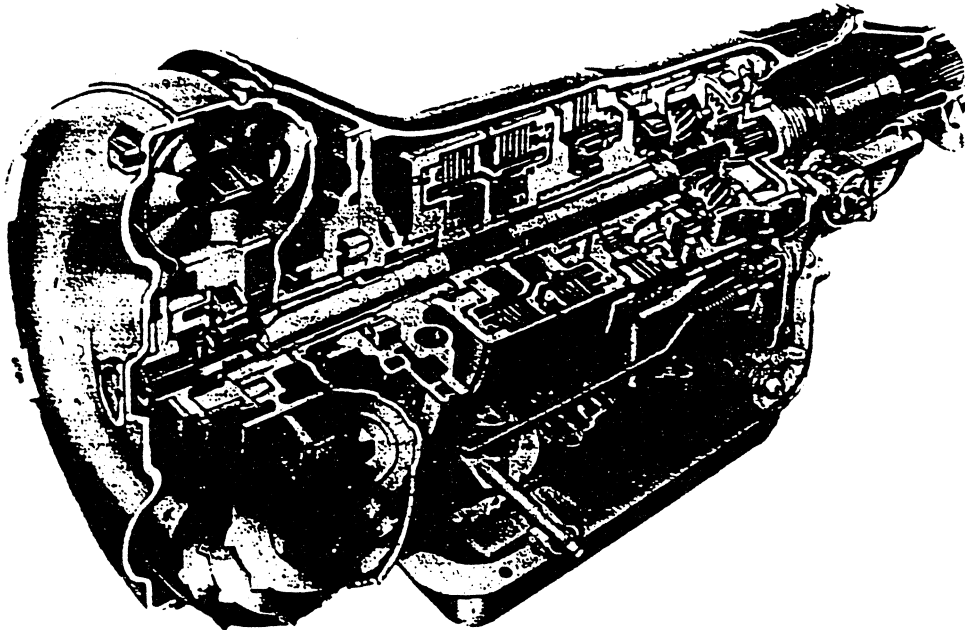
AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-6 230 Cu.In.	V-8 307 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 396 Cu.In.	
	Availability		Standard		RPO L22	RPO L30&L73	Standard 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 pattern	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	Water					
	FlYWheel assembly	Steel stamping with welded on ring gear					
	Manual valve type	Spool					
	Pressure regulator valve type	Spool					
	Pressure @ Idle (b)	Drive	51	51	51	51	51
		Low	132	122	112		132
Reverse		89	92	91		89	
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	2.10					
	Stall speed (RPM)	1560	1530	1620	1680	1880 1860	
	Diameter (nominal)		11.0			11.75	

(a) Floor mount available when bucket seats are used.
 (b) Conditions: 450 RPM input at 25 inches Hg vacuum

AUTOMATIC TRANSMISSION — CONTINUED

Engine	Type	L-6 230 Cu. in.	V-8 307 Cu. in.	L-6 250 Cu. in.	V-8 327 Cu. in.	V-8 396 Cu. in.		
	Availability	Standard		RPO L33	RPO L30 & L73	Standard	RPO L34	
	Type	Compound planetary						
Planetary gear set	Range	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	41.1	41.1	41.1	41.1	40.5	43.6	
	Upshift	Closed throttle	650(16)	650(16)	650(16)	658(16)	672(17)	675(16)
		Throttle at detent	1970(48)	2075(51)	1970(48)	2340(57)	2475(61)	2730(63)
	Downshift	Full throttle	2283(56)	2397(58)	2283(56)	2735(67)	2955(73)	3255(75)
		Closed throttle	605(15)	607(15)	605(14)	610(17)	627(15)	632(15)
		Throttle at detent	1440(35)	1333(33)	1440(35)	1505(37)	797(20)	852(20)
		Full throttle	2125(52)	2260(55)	2135(52)	2535(63)	2765(68)	3045(70)
High clutch	Type	Multi-disk						
	Drive plates	Waved steel with bonded organic facings						
	Number	3	4	3		4		
	Driven plates	Flat steel						
	Number	4	5	4		5		
Reverse clutch	Type	Multi-disk						
	Drive plates	Flat steel with bonded organic facings						
	Number	4	5	4	5		6	
	Reaction plates	Flat steel						
	Number	4	5	4	5		6	
Torque Multi-plication	Maximum overall ratio	3.82			3.70			
	Low and reverse	3.82 to 1.82			3.70 to 1.76			
Lubricant	Type	A suffix A						
	Capacity (pts)	17			19			
	Refill	6			6.5			
Governor	Type	Centrifugal						
	Operation	Regulates pump oil pressure to automatic shift control valve body						
	Location	Mounted on output shaft						
Oil pump	Type	in extension						
	Number	internal-external gear						
	Function	One: front						
	Drive	To supply pressure Converter pump						



TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

(Available with 396 Cu.in. Engines only)

GENERAL DATA

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

Selector Lever
 Location ----- Steering column; floor mount optional on models using bucket seats

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

Quadrant Pattern -- Steering column: P-R-N-D-L2-L1

External Control Connections Floor mount: P-R-N-3-2-1

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

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

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

Parking Lock
 Type ----- Locking pawl
 Operation ----- Applied by selector lever through manual linkage

Method of Cooling ----- Water

TORQUE CONVERTER

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

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

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

Stall Ratio ----- 2.04

Stall Speed (RPM) ----- 2100

Diameter (Nominal) ----- 12.83

CLUTCHES

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

PLANETARY GEAR UNIT

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

HYDRAULIC SYSTEM

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

LUBRICANT

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

TORQUE MULTIPLICATION

Drive (maximum) ----- 5.06:1 to 1.00
Low 2 ----- 5.06:1 to 1.48
Low 1 ----- 5.06:1 to 2.48
Reverse ----- 4.24:1 to 2.08

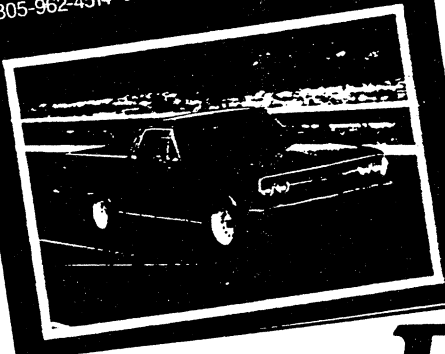
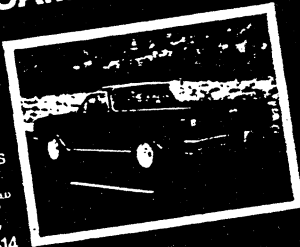


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**Golden State
Pickup Parts is
at it again!**

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 Douulton'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,

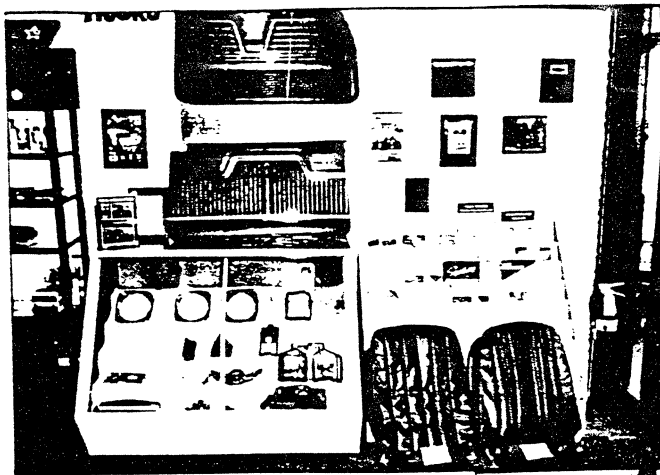
though *Hemming's Motor News* usually lists several other truck parts firms of national repute.

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.

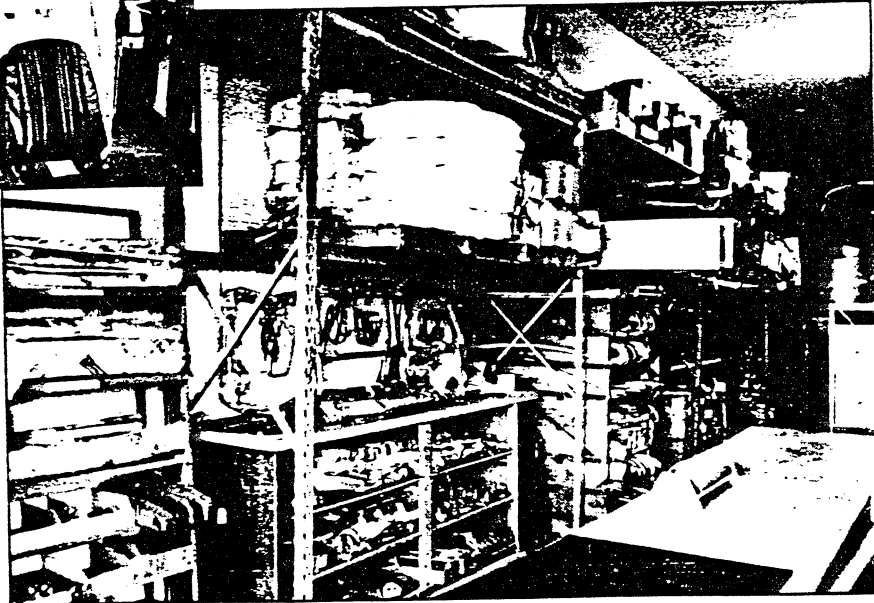
Need rechromed trim and moldings for your 1947-1972 Chevy or GMC pickup or 1959-1972 El Camino?

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.

