

*1969 CHEVROLET  
EL CAMINO  
RESTORATION  
PACKAGE*



# EL CAMINO

GVW Rating: 4300 lb

## EL CAMINO SERIES

### Six-Cylinder Models

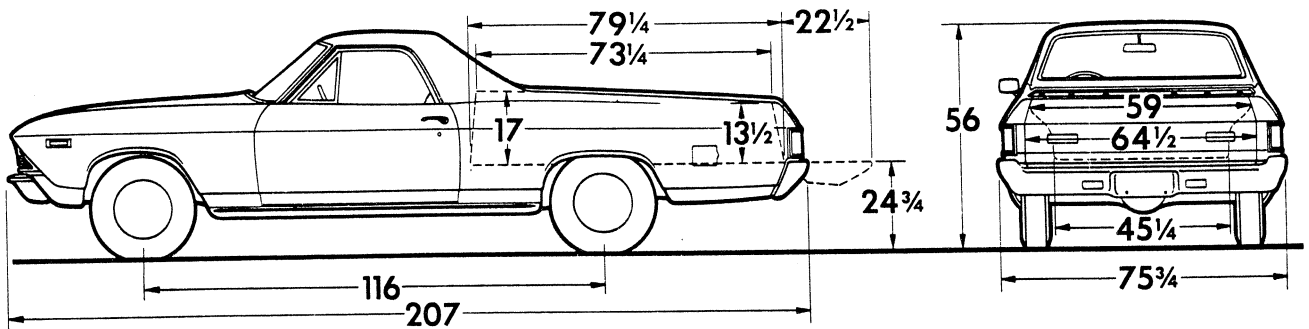
- 13380** Standard El Camino
- 13580** Custom El Camino

### V8 Models

- 13480** Standard El Camino
- 13680** Custom El Camino

### DIMENSIONS

(With std equipment, unloaded)



| Models       | Curb Weights (lb) |      |       | Payload Wt. Dist.* |      |
|--------------|-------------------|------|-------|--------------------|------|
|              | Front             | Rear | Total | Front              | Rear |
| <b>13380</b> | 1676              | 1516 | 3192  |                    |      |
| <b>13580</b> | 1691              | 1528 | 3219  |                    |      |
| <b>13480</b> | 1779              | 1541 | 3320  | 0%                 | 100% |
| <b>13680</b> | 1797              | 1555 | 3352  |                    |      |

\*Estimate based on water-level loading.

# EL CAMINO

## STANDARD EQUIPMENT

**Air Cleaner:** Oil-wetted paper

➔ **Axle, Rear:** Hypoid; ratio 3.36; capacity 2700 lb

**Battery:** 12-volt; capacity 45 amp-hr

**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 155.2 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

**Clutch:**  
 13380-13580: diameter 9½"; area 72 sq in  
 13480-13680: diameter 10"; area 91 sq in

➔ **Cooling:**  
 13380-13580: capacity 13 qt w/heater; 1¼" radiator core; 363-sq-in area; 15-lb pressure cap; 195° thermostat  
 13480-13680: capacity 16 qt w/heater; 1¼" radiator core; 480-sq-in area; 15-lb pressure cap; 195° thermostat

**Controls & Instruments:** Light switch; headlight beam control; speedometer; odometer; fuel gauge; integral steering column mounted ignition switch for locking ignition, steering wheel and transmission selector  
 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

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

**Exhaust System:** Single pipe & aluminized muffler

**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/direction signals; two front and rear side marker; two backup; one license; instrument panel & dome; two rear reflectors

**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 with air filler valve located on the right side of the license plate

**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

**Tools:** Mechanical jack; wheel wrench

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

**Wheels:** Five 14" x 5" disc

**Windshield Wipers & Washer:** Electric; 2-speed wipers (concealed wiper arms & blades on 13580-13680 models only)

## 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.

**1969 MODELS WITH STANDARD EQUIPMENT  
116" Wheelbase**

| Model Description                       | Factory D & H | List Price | Mfr's Suggested Dealer NVPC* | Mfr's Suggested Retail Price* | Destination Charge & Group Number | Total |
|---|---------------|------------|------------------------------|-------------------------------|-----------------------------------|-------|
| <b>6-Cylinder Models</b>                |               |            |                              |                               |                                   |       |
| <b>140-hp Turbo-Thrift 230 Engine</b>   |               |            |                              |                               |                                   |       |
| 13380 El Camino—3-Passenger.....        | \$195.00      | \$2330.00  | \$25.00                      | \$2550.00                     | 14.....                           | ..... |
| 13580 Custom El Camino—3-Passenger..... | 201.00        | 2405.00    | 25.00                        | 2631.00                       | 14.....                           | ..... |
| <b>8-Cylinder Models</b>                |               |            |                              |                               |                                   |       |
| <b>200-hp Turbo-Fire 307 Engine</b>     |               |            |                              |                               |                                   |       |
| 13480 El Camino—3-Passenger.....        | 202.00        | 2415.00    | 25.00                        | 2642.00                       | 14.....                           | ..... |
| 13680 Custom El Camino—3-Passenger..... | 208.00        | 2490.00    | 25.00                        | 2723.00                       | 14.....                           | ..... |

\* Manufacturer's Suggested Dealer New Vehicle Preparation charge.  
 \* Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

**OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET**

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price◇ |
|-------------|---------------|---------------|------------|---|
|-------------|---------------|---------------|------------|---|

**MODEL OPTIONS**

**SS 396:** Custom El Camino model only. Includes 325-hp Turbo-Jet 396 engine with bright accents; power front disc brakes; floor-mounted special 3-speed transmission; dual exhausts; black painted grille; special hood, ornamentation and suspension; wheel opening moldings; 14" x 7" sport wheels and G70-14 special red stripe tires.....

**THE FOLLOWING ADDITIONAL HORSEPOWER ENGINES MAY BE ORDERED WHEN SS 396 (OPTION Z25) IS SPECIFIED ON ORDER:**

|  |         |       |        |        |
|--|---------|-------|--------|--------|
| 350-hp Turbo-Jet 396.....                              | L34     | 8.75  | 115.00 | 123.75 |
| 375-hp Turbo-Jet 396.....                              | L78     | 18.25 | 240.00 | 258.25 |
| 375-hp Turbo-Jet 396 with aluminum cylinder heads..... | L78/L89 | 46.75 | 615.00 | 661.75 |

**FEATURE GROUPS**

*(Any item contained in a feature group may be ordered separately)*

**APPEARANCE GUARD GROUP**

INCLUDES

|  |     |        |         |         |
|--|-----|--------|---------|---------|
| (A) Front Bumper Guards.....             | V31 | \$1.15 | \$15.00 | \$16.15 |
| (B) Door Edge Guards.....                | B93 | .35    | 4.00    | 4.35    |
| (C) Color-Keyed Floor Mats, 2 front..... | B37 | .50    | 6.00    | 6.50    |
| (E) Visor Vanity Mirror.....             | D34 | .25    | 3.00    | 3.25    |
| For All Models—Includes A, B, C & E..... | ZP5 | 2.25   | 28.00   | 30.25   |

**OPERATING CONVENIENCE GROUP**

INCLUDES

|  |     |      |       |       |
|--|-----|------|-------|-------|
| (A) Electric Clock (Included when special instrumentation is ordered)..... | U35 | 1.15 | 15.00 | 16.15 |
| (B) LH Outside Remote Control Rearview Mirror.....                         | D33 | .80  | 10.00 | 10.80 |
| For All Models without special instrumentation—Includes A & B.....         | ZQ2 | 1.95 | 25.00 | 26.95 |
| For All Models with special instrumentation—Includes B.....                | ZQ2 | .80  | 10.00 | 10.80 |

◇ State and local taxes not included.

# EL CAMINO

## OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description  | Option Number | Factory D & H | List Price | Mr.'s Suggested Retail Delivered Price <sup>◇</sup> |
|--|---------------|---------------|------------|---|
| <b>POWER TEAMS</b>   |               |               |            |   |
| <b>Engines:</b> See Power Teams chart for complete engine specifications, model and transmission availability  |               |               |            |   |
| 155-hp Turbo-Thrift 250 6-Cyl. ....  | L22           | \$ 1.90       | \$ 25.00   | \$ 26.90  |
| 250-hp Turbo-Fire 350 V8 .....   | L65           | 1.55          | 20.00      | 21.55   |
| 300-hp Turbo-Fire 350 V8 .....   | L48           | 4.95          | 65.00      | 69.95   |
| <b>Transmissions:</b> See Power Teams chart for availability   |               |               |            |   |
| <b>Powerglide;</b>   |               |               |            |   |
| 6-Cyl. models .....  | M35           | 12.40         | 155.00     | 167.40  |
| V8 models .....  | M35           | 13.20         | 165.00     | 178.20  |
| <b>Turbo Hydra-Matic;</b>  |               |               |            |   |
| 6-Cyl. models .....  | M40           | 14.40         | 180.00     | 194.40  |
| V8 models with Std., 250-hp or 300-hp engine .....   | M40           | 15.20         | 190.00     | 205.20  |
| V8 models with 325-hp or 350-hp SS 396 engine .....  | M40           | 16.80         | 210.00     | 226.80  |
| V8 models with 375-hp SS 396 engine .....  | M40           | 22.00         | 275.00     | 297.00  |
| <b>Special 3-Speed;</b> floor mounted; included when SS 396 is ordered .....   | MC1           | 5.70          | 75.00      | 80.70   |
| <b>4-Speed (wide-range)</b> .....  | M20           | 14.00         | 175.00     | 189.00  |
| <b>4-Speed (close-ratio)</b> .....   | M21           | 14.00         | 175.00     | 189.00  |
| <b>HD 4-Speed (close-ratio)</b> .....  | M22           | 20.00         | 250.00     | 270.00  |
| → <b>Axle, Positraction Rear:</b>  |               |               |            |   |
| All rear axle ratios except 3.73 or 4.10 .....   | G80           | 3.05          | 40.00      | 43.05   |
| Ratios 3.73 or 4.10 only;<br>Also includes HD radiator .....   | G80           | 4.15          | 54.00      | 58.15   |
| <b>Axle Ratio:</b> See Power Teams chart for availability  |               |               |            |   |
| <b>Economy</b> .....   | ZQ8           | .20           | 2.00       | 2.20  |
| <b>Performance</b> .....   | ZQ9           | .20           | 2.00       | 2.20  |
| <b>Special</b> .....   | ...           | .20           | 2.00       | 2.20  |
| <b>POWER ASSISTS</b>   |               |               |            |   |
| <b>Brakes, Power:</b> With drum-type brakes .....  | J50           | 3.05          | 40.00      | 43.05   |
| <b>Brakes, Power:</b> With disc-type front brakes. Included when SS 396 is ordered .....   | J50/J52       | 4.65          | 61.00      | 65.65   |
| <b>Door Lock System, Power</b> .....   | A93           | 3.25          | 42.50      | 45.75   |
| <b>Steering, Power:</b> (Power brakes recommended)   |               |               |            |   |
| With SS 396 (variable ratio) .....   | N40           | 7.60          | 100.00     | 107.60  |
| Without SS 396 (constant ratio) .....  | N40           | 7.25          | 95.00      | 102.25  |
| <b>Windows, Power:</b> Custom El Camino models only .....  | A31           | 4.60          | 60.00      | 64.60   |
| <b>OTHER OPTIONS</b>   |               |               |            |   |
| <b>Air Conditioning, Four-Season:</b> Not available when 375-hp engine is ordered. Includes 61-amp Delcotron, heavy-duty radiator and temperature-controlled radiator fan .....          |               |               |            |   |
|  | C60           | 27.15         | 357.00     | 384.15  |
| <b>Battery, Heavy-Duty:</b> 66-plate, 70-amp-hr.   |               |               |            |   |
| With SS 396 .....  | T60           | 1.15          | 15.00      | 16.15   |
| Without SS 396 .....   | T60           | .65           | 8.00       | 8.65  |
| <b>Belts, Custom Deluxe:</b> Seat and shoulder. Replacing standard belts   |               |               |            |   |
| With full-width seat; 3 seat and 2 shoulder .....  | YA1           | .65           | 8.50       | 9.15  |
| With bucket seats; 2 seat and 2 shoulder .....   | YA1           | .55           | 7.00       | 7.55  |
| <b>Console:</b> Available only when bucket seats are ordered. Includes compartment. Shift lever is located on console. Not available when standard 3-speed transmission is ordered ..... |               |               |            |   |
|  | D55           | 3.90          | 51.00      | 54.90   |
| <b>Exhaust, Dual:</b> For 250-hp or 300-hp engine only. Included when SS 396 is ordered .....  |               |               |            |   |
|  | N10           | 2.25          | 29.00      | 31.25   |
| <b>Fan, Radiator:</b> Temperature-controlled. V8 models only. Included when 375-hp engine or air conditioning is ordered .....   |               |               |            |   |
|  | K02           | 1.15          | 15.00      | 16.15   |
| <b>Generator, Alternating Current:</b> Not available when 375-hp engine is ordered   |               |               |            |   |
| <b>42-amp Delcotron;</b> not available when air conditioning is ordered .....  | K79           | .80           | 10.00      | 10.80   |
| <b>63-amp Delcotron;</b>   |               |               |            |   |
| Without air conditioning .....   | K85           | 1.90          | 25.00      | 26.90   |
| With air conditioning; not available on 6-Cyl. models when power steering is ordered .....   | K85           | .40           | 5.00       | 5.40  |
| <b>Glass, Soft-Ray Tinted:</b> All windows .....   | A01           | 2.70          | 35.00      | 37.70   |
| <b>Headlight Washer</b> .....  | CE1           | 1.15          | 15.00      | 16.15   |
| <b>Heater, Engine Block</b> .....  | K05           | .80           | 10.00      | 10.80   |
| <b>Horns, Dual:</b> Models 13380 and 13480 only .....  | U05           | .40           | 5.00       | 5.40  |

◇ State and local taxes not included.

→ Indicates change

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET (Cont'd)

| Description  | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price <sup>◇</sup> |
|--|---------------|---------------|------------|---|
| <b>Instrumentation, Special:</b> Model 13680 only. Includes clock, tachometer, ammeter; temperature and oil pressure gauges. | U14           | \$ 6.85       | \$90.00    | \$96.85   |
| <b>Lighting, Auxiliary:</b><br>Includes ashtray, courtesy, underhood and mirror map lights                                   | ZJ9           | 1.00          | 13.00      | 14.00   |
| Custom El Camino models only   | ZJ9           | 1.20          | 15.50      | 16.70   |
| Models 13380 and 13480 only; also includes glove compartment light   |               |               |            |   |
| <b>Moldings:</b><br>Body side upper; not available when SS 396 is ordered  | BX4           | 1.90          | 25.00      | 26.90   |
| Window; not available on Custom El Camino  | B90           | 1.55          | 20.00      | 21.55   |
| <b>Paint, Exterior:</b> Solid colors (except Monaco Orange or Daytona Yellow)  |               | N.C.          | N.C.       | N.C.  |
| Solid Color; Monaco Orange or Daytona Yellow; available only when SS 396 is ordered  |               | 3.05          | 40.00      | 43.05   |
| <b>Radiator, Heavy-Duty:</b> Included when air conditioning or 375-hp engine is ordered                                      | V01           | 1.10          | 14.00      | 15.10   |
| <b>Radio:</b><br>AM Pushbutton control; front antenna  | U63           | 4.45          | 58.00      | 62.45   |
| AM/FM pushbutton control; front antenna  | U69           | 9.70          | 127.00     | 136.70  |
| <b>Roof Cover, Vinyl:</b> Includes bright metal outline moldings.  |               |               |            |   |
| Black  | BB            | 4.20          | 55.00      | 59.20   |
| Blue (Dk)  | CC            | 4.20          | 55.00      | 59.20   |
| Parchment  | EE            | 4.20          | 55.00      | 59.20   |
| Brown (Dk)   | FF            | 4.20          | 55.00      | 59.20   |
| Midnight Green   | SS            | 4.20          | 55.00      | 59.20   |
| <b>Seats, Strato-Bucket:</b> Custom El Camino models only  | A51           | 8.75          | 115.00     | 123.75  |
| <b>Speed Warning Indicator</b>   | U15           | .85           | 11.00      | 11.85   |
| <b>Steering Wheel, Comfortilt:</b> Seven-position; available only when automatic or floor-mounted transmission is ordered    | N33           | 3.30          | 43.00      | 46.30   |
| <b>Steering Wheel, Sports-Styled:</b> Wood-grained plastic rim   | N34           | 2.55          | 33.00      | 35.55   |
| <b>Striping, Accent:</b> Available only when SS 396 is ordered   | D96           | 1.90          | 25.00      | 26.90   |
| → <b>Suspension, Special Front &amp; Rear:</b><br>Includes special front springs and 2700-lb-capacity rear springs           |               |               |            |   |
| With std. 155-hp or 250-hp engine  | F40           | 1.25          | 16.00      | 17.25   |
| With 300-hp engine or SS 396   | F40           | .40           | 5.00       | 5.40  |
| <b>Ventilation, HD Closed Engine Positive:</b> Not available when 350-hp or 375-hp engine is ordered                         |               |               |            |   |
| <b>Wheel Covers:</b> Four, bright metal; Not available when SS 396 is ordered  | KD5           | .50           | 6.00       | 6.50  |
| <b>Wheel Covers, Mag-Style:</b> Not available when SS 396 is ordered   | P01           | 1.55          | 20.00      | 21.55   |
| <b>Wheel Covers, Mag-Spoke:</b> Not available when SS 396 is ordered   | N96           | 5.35          | 70.00      | 75.35   |
| <b>Wheel Covers, Simulated Wire:</b> Not available when SS 396 is ordered  | PA2           | 5.35          | 70.00      | 75.35   |
| <b>Wheel Trim Rings:</b> For use with std. hub cap only  | N95           | 5.35          | 70.00      | 75.35   |
| <b>Wheels, Rally:</b> Includes special wheel, hub cap and trim ring. Not available when SS 396 is ordered                    | P06           | 1.55          | 20.00      | 21.55   |
| <b>Windshield Wipers, Concealed:</b> Standard on Custom El Camino models. Includes articulated left side blade               | ZJ7           | 2.60          | 34.00      | 36.60   |
|  | C24           | 1.40          | 18.00      | 19.40   |

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

| Description  | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price <sup>◇</sup> |
|--|---------------|---------------|------------|---|
| <b>Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwall</b>  |               | \$ 3.70       | \$25.00    | \$28.70   |
| → (5) 14" Fiberglass Belt Blackwall  | YB1           | 5.70          | 57.00      | 62.70   |
| → (5) 14" Fiberglass Belt Whitewall  | YB2           | 2.10          | 32.00      | 34.10   |
| (5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall  | P58           | .95           | 14.00      | 14.95   |
| (5) 7.75-14/2-ply (4-ply rating) Original Equipment Blackwall  | P65           | 3.00          | 46.00      | 49.00   |
| (5) 7.75-14/2-ply (4-ply rating) Original Equipment Whitewall  | P62           | 6.45          | 67.00      | 73.45   |
| (5) F70-14/2-ply (4-ply rating) Original Equipment Red Stripe  | PW8           | 6.45          | 67.00      | 73.45   |
| (5) F70-14/2-ply (4-ply rating) Original Equipment White Stripe  | PW7           | 7.80          | 92.00      | 99.80   |
| → (5) F70-14/B Fiberglass Belt Red Stripe  | PY5           | 7.80          | 92.00      | 99.80   |
| → (5) F70-14/B Fiberglass Belt White Stripe  | PY4           |               |            |   |
| → (5) F70-14/2-ply (4-ply rating) Original Equipment White Lettered Blackwall  | PL5           | 6.15          | 67.00      | 73.15   |
| <b>Replaces (5) 7.75-14/2-ply (4-ply rating) Original Equipment Blackwall (Models 13480 and 13680 with RPO N10 Dual Exhausts and Bench Seat)</b> |               |               |            |   |
| → (5) 14" Fiberglass Belt Blackwall  | YB1           | 3.20          | 25.00      | 28.20   |
| → (5) 14" Fiberglass Belt Whitewall  | YB2           | 5.15          | 57.00      | 62.15   |
| (5) 7.75-14/2-ply (4-ply rating) Original Equipment Whitewall  | P62           | 2.05          | 32.00      | 34.05   |
| (5) F70-14/2-ply (4-ply rating) Original Equipment Red Stripe  | PW8           | 5.50          | 53.00      | 58.50   |
| (5) F70-14/2-ply (4-ply rating) Original Equipment White Stripe  | PW7           | 5.50          | 53.00      | 58.50   |
| → (5) F70-14/B Fiberglass Belt Red Stripe  | PY5           | 6.85          | 78.00      | 84.85   |
| → (5) F70-14/B Fiberglass Belt White Stripe  | PY4           | 6.85          | 78.00      | 84.85   |
| → (5) F70-14/2-ply (4-ply rating) Original Equipment White Lettered Blackwall  | PL5           | 5.20          | 53.00      | 58.20   |
| <b>Replaces (5) G70-14/2-ply (4-ply rating) Original Equipment Red Stripe (SS 396)</b>   |               |               |            |   |
| (5) G70-14/2-ply (4-ply rating) Original Equipment White Stripe  | PX9           | N.C.          | N.C.       | N.C.  |
| → (5) G70-14/B Fiberglass Belt Red Stripe  | PY7           | .95           | 25.00      | 25.95   |
| → (5) G70-14/B Fiberglass Belt White Stripe  | PX8           | .95           | 25.00      | 25.95   |

◇ State and local taxes not included.

→ 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            |
|                         | Special 3-Speed RPO MC1                     | Floor With Boot               | Console                  |
| 155-hp Turbo-Thrift 250 | 4-Speed RPO M20 (V8 Only)                   | Floor With Boot               | Console                  |
| 200-hp Turbo-Fire 307   | Powerglide RPO M35                          | Column                        | Console With Floor Shift |
| 250-hp Turbo-Fire 350   | Turbo Hydra-Matic RPO M40                   | Column                        | Console With Floor Shift |
| 300-hp Turbo-Fire 350   | Special 3-Speed RPO MC1                     | Floor With Boot               | Console                  |
|                         | 4-Speed RPO M20                             | Floor With Boot               | Console                  |
|                         | Powerglide RPO M35                          | Column                        | Console With Floor Shift |
|                         | Turbo Hydra-Matic RPO M40                   | Column                        | Console With Floor Shift |
| 325-hp Turbo-Jet 396    | Special 3-Speed Std                         | 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 & 375-hp Only) | Floor With Boot               | Console                  |
|                         | HD 4-Speed C.R. RPO M22 (375-hp Only)       | Floor With Boot               | Console                  |
| 375-hp Turbo-Jet 396    | Turbo Hydra-Matic RPO M40                   | Column                        | Console With Floor Shift |

## EL CAMINO POWER TEAMS (STANDARD ENGINES)

Engine, Transmission and Rear Axle Combinations

| ENGINES                                       |  | TRANSMISSION<br>Std or Optional | MODEL APPLICATION | REAR AXLE RATIOS* |          |      |      |                       |          |      |      |
|---|--|---------------------------------|-------------------|-------------------|----------|------|------|-----------------------|----------|------|------|
| Option Number                                 | Description  |                                 |                   | Without Air Cond  |          |      |      | With Air Conditioning |          |      |      |
|   |  |                                 |                   | Std               | Optional |      |      | Std                   | Optional |      |      |
|   | Econ   | Perf                            | Spec              |                   | Econ     | Perf | Spec |                       |          | Econ | Perf |
| Standard Six-Cylinder on Models 13380-13580   | 140-hp Turbo-Thrift 230 6-Cylinder<br>230-cu-in displacement<br>Single-barrel carburetor<br>8.5:1 compression ratio<br>Hydraulic valve lifters<br>Single exhaust | 3-Speed—Std                     | All               | 3.36              | —        | 3.55 | —    | 3.55                  | —        | —    | —    |
|   |  | Special 3-Speed—MC1             | All               |                   |          |      |      |                       |          |      |      |
|   |  | Powerglide—M35                  | All               | 3.36              | 3.08     | 3.55 | —    | 3.55                  | 3.36     | —    | —    |
|   |  | Turbo Hydra-Matic—M40           | All               | 2.73              | 2.56     | 3.08 | 3.36 | 3.08                  | 2.73     | 3.36 | —    |
| Standard Eight-Cylinder on Models 13480-13680 | 200-hp Turbo-Fire 307 8-Cylinder<br>307-cu-in displacement<br>2-barrel carburetor<br>9.00:1 compression ratio<br>Hydraulic valve lifters<br>Single exhaust       | 3-Speed—Std                     | All               | 3.36              | 3.08     | 3.55 | —    | 3.55                  | 3.36     | —    | —    |
|   |  | Special 3-Speed—MC1             | All               |                   |          |      |      |                       |          |      |      |
|   |  | 4-Speed Wide-Range—M20          | All               | 3.36              | 3.08     | 3.55 | —    | 3.36                  | 3.08     | 3.55 | —    |
|   |  | Powerglide—M35                  | All               | 3.36              | 3.08     | 3.55 | —    | 3.55                  | 3.36     | —    | —    |
|   |  | Turbo Hydra-Matic—M40           | All               | 2.73              | 2.56     | 3.08 | 3.36 | 3.08                  | 2.73     | 3.36 | —    |

\* All ratios available as Positraction.



## Engine, Transmission and Rear Axle Combinations

| ENGINES   |  | TRANSMISSION<br>Std or Opt        | MODEL<br>APPLICATION | REAR AXLE RATIOS* |          |      |                    |   |          |      |      |
|---|--|-----------------------------------|----------------------|-------------------|----------|------|--------------------|---|----------|------|------|
|   |  |                                   |                      | Without Air Cond. |          |      |                    | With Air Cond.                            |          |      |      |
|   |  |                                   |                      | Std               | Optional |      |                    | Std                                       | Optional |      |      |
| Econ  | Perf   | Spec                              | Econ                 |                   | Perf     | Spec |                    |   |          |      |      |
| <b>L22</b><br>on Models<br>133-13580                        | <b>155-hp Turbo-Thrift 250 6-Cylinder</b><br>250-cu-in displacement<br>Single-barrel carburetor<br>8.5:1 compression ratio<br>Hydraulic valve lifters<br>Single exhaust  | <b>3-Speed—Std</b>                | All                  | 3.36              | 3.08     | 3.55 | —                  | 3.55                                      | 3.36     | —    | —    |
|   |  | <b>Special 3-Speed—MC1</b>        | All                  |                   |          |      |                    |   |          |      |      |
|   |  | <b>Powerglide—M35</b>             | All                  | 3.36              | 3.08     | 3.55 | —                  | 3.36                                      | 3.08     | 3.55 | —    |
|   |  | <b>Turbo Hydra-Matic—M40</b>      | All                  | 2.73              | 2.56     | 3.08 | 3.36               | 3.08                                      | 2.73     | 3.36 | —    |
| <b>L65</b><br>on Models<br>134-13680                        | <b>250-hp Turbo-Fire 350 8-Cylinder</b><br>350-cu-in displacement<br>Regular camshaft<br>2-barrel carburetor<br>9.00:1 compression ratio<br>Hydraulic valve lifters<br>Single exhaust  | <b>3-Speed—Std</b>                | All                  | 3.08              | 2.73     | 3.36 | —                  | 3.08                                      | 2.73     | 3.36 | —    |
|   |  | <b>Special 3-Speed—MC1</b>        | All                  |                   |          |      |                    |   |          |      |      |
|   |  | <b>4-Speed Wide-Range—M20</b>     | All                  | 3.36              | 3.08     | 3.55 | —                  | 3.36                                      | 3.08     | 3.55 | —    |
|   |  | <b>Powerglide—M35</b>             | All                  | 2.73              | 2.56     | 3.08 | —                  | 2.73                                      | 2.56     | 3.08 | —    |
|   |  | <b>Turbo Hydra-Matic—M40</b>      | All                  | 2.56              | —        | —    | 3.08               | 2.56                                      | —        | —    | 3.08 |
| <b>L48</b><br>on Models<br>134-13680                        | <b>300-hp Turbo-Fire 350 8-Cylinder</b><br>350-cu-in displacement<br>Regular camshaft<br>4-barrel carburetor<br>10.25:1 compression ratio<br>Hydraulic valve lifters<br>Single exhaust   | <b>Special 3-Speed—MC1</b>        | All                  | 3.31              | 3.07     | 3.55 | —                  | 3.31                                      | 3.07     | 3.55 | —    |
|   |  | <b>4-Speed Wide-Range—M20</b>     | All                  |                   |          |      |                    |   |          |      |      |
|   |  | <b>Powerglide—M35</b>             | All                  | 2.73              | 2.56     | 3.08 | 3.36               | 2.73                                      | 2.56     | 3.08 | 3.36 |
|   |  | <b>Turbo Hydra-Matic—M40</b>      | All                  | 2.73              | —        | 3.07 | 3.31               | 2.73                                      | —        | 3.07 | 3.31 |
| <b>SS 396</b><br><b>Option Z25</b><br>on Model<br>13680     | <b>325-hp Turbo-Jet 396 8-Cylinder</b><br>396-cu-in displacement<br>Regular camshaft<br>4-barrel carburetor<br>10.25:1 compression ratio<br>Dual exhaust   | <b>Special 3-Speed—Std</b>        | All                  | 3.31              | 3.07     | 3.55 | 3.73<br>or<br>4.10 | 3.31                                      | 3.07     | —    | —    |
|   |  | <b>4-Speed Wide-Range—M20</b>     | All                  |                   |          |      |                    |   |          |      |      |
|   |  | <b>Turbo Hydra-Matic—M40</b>      | All                  | 3.31              | 3.07     | —    | 2.73               | 3.31                                      | 3.07     | —    | —    |
| <b>SS 396</b><br><b>Option Z25/L34</b><br>on Model<br>13680 | <b>350-hp Turbo-Jet 396 8-Cylinder</b><br>396-cu-in displacement<br>High-lift camshaft<br>4-barrel carburetor<br>10.25:1 compression ratio<br>Hydraulic valve lifters<br>Dual exhaust  | <b>Special 3-Speed—Std</b>        | All                  | 3.55              | 3.31     | 3.73 | 4.10               | 3.31                                      | 3.07     | —    | —    |
|   |  | <b>4-Speed Wide-Range—M20</b>     | All                  |                   |          |      |                    |   |          |      |      |
|   |  | <b>4-Speed Close-Ratio—M21</b>    | All                  | 3.55              | 3.31     | 3.73 | 4.10               | 3.31                                      | —        | —    | —    |
|   |  | <b>Turbo Hydra-Matic—M40</b>      | All                  | 3.55              | 3.31     | 3.73 | 3.07<br>or<br>4.10 | 3.31                                      | 3.07     | —    | —    |
| <b>SS 396</b><br><b>Option Z25/L78</b><br>on Model<br>13680 | <b>375-hp Turbo-Jet 396 8-Cylinder</b><br>396-cu-in displacement<br>Special camshaft<br>4-barrel carburetor<br>11.00:1 compression ratio<br>Mechanical valve lifters<br>Temperature-controlled<br>radiator fan<br>Dual exhaust | <b>Special 3-Speed—Std</b>        | All                  | 3.55              | 3.31     | 3.73 | 3.07<br>or<br>4.10 | <i>Air Conditioning<br/>Not Available</i> |          |      |      |
|   |  | <b>4-Speed Wide-Range—M20</b>     | All                  |                   |          |      |                    |   |          |      |      |
|   |  | <b>4-Speed Close-Ratio—M21</b>    | All                  | 3.55              | 3.31     | 3.73 | 4.10               |   |          |      |      |
|   |  | <b>4-Speed HD Close-Ratio—M22</b> | All                  |                   |          |      |                    |   |          |      |      |
| <b>Turbo Hydra-Matic—M40</b>                                | All  | 3.55                              | 3.31                 | 3.73              | 4.10     |      |                    |   |          |      |      |

★ All ratios available as Positraction (3.73 and 4.10 available as Positraction only).

# NOTES



**VEHICLE IDENTIFICATION NUMBER**

**CHEVROLET**  
**133279A301555**

Commonly referred to as the VIN NUMBER, this series of numbers and letters is stamped on a plate on top of the instrument panel and visible through the windshield near the left door.

**FIRST DIGIT:** Identifies the Chevrolet division (1=Chevrolet)

**SECOND AND THIRD DIGITS:** Identify the series

| SERIES  | CODE |
|---|------|
| Nomad, 6-cyl.....                                       | 31   |
| Nomad, 8-cyl.....                                       | 32   |
| Chevelle 300 Deluxe, El Camino, Greenbrier, 6-cyl. .... | 33   |
| Chevelle 300 Deluxe, El Camino, Greenbrier, 8-cyl. .... | 34   |
| Malibu, Custom El Camino, Concours, 6-cyl. ....         | 35   |
| Malibu, Custom El Camino, Concours, 8-cyl. ....         | 36   |
| Concours Estate, 8-cyl.....                             | 38   |

**FOURTH AND FIFTH DIGITS:** Identify the body style

| BODY STYLE  | CODE |
|---|------|
| 2-Dr. sedan or pillar coupe .....                       | 27   |
| 4-Dr. station wagon, 2-seats.....                       | 35   |
| 4-Dr. wagon, 2-seats, dual-action tailgate .....        | 36   |
| 2-Dr. sport coupe .....                                 | 37   |
| 4-Dr. sport sedan .....                                 | 39   |
| 4-Dr. station wagon, 3-seats, dual-action tailgate..... | 46   |
| 2-Dr. convertible .....                                 | 67   |
| 4-Dr. sedan .....                                       | 69   |
| 2-Dr. sedan pickup.....                                 | 80   |

**SIXTH DIGIT:** Identifies the model year (9=1969)

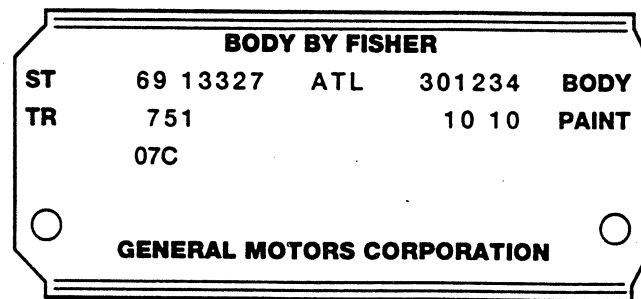
**SEVENTH DIGIT:** Identifies the assembly plant

| ASSEMBLY PLANT           | CODE |
|--------------------------|------|
| Atlanta, GA .....        | A    |
| Baltimore, MD.....       | B    |
| Framingham, MA GMAD..... | G    |
| Kansas City, MO .....    | K    |
| Fremont, CA .....        | Z    |

**LAST SIX DIGITS:** Represent the basic production numbers. Starting number 300001/up.

**BODY NUMBER PLATE**

Complete identification of each body is provided by a plate riveted to the top of the cowl.



**EXAMPLE:**

69 ..... Model Year (1969)  
 13327 ..... Style (Chevelle 300 Dix., 2-dr. coupe, 6-cyl.)  
 ATL..... Assembly Plant (Atlanta, GA)  
 301234 ..... Production Sequence  
 751..... Trim (Black cloth/vinyl)  
 A..... Lower Body Color (Tuxedo Black)  
 A..... Upper Body Color (Tuxedo Black)  
 07C ..... Build Date (July, 3rd week)

**THE STYLE NUMBER** is a combination of the make, series and body style.

**CHEVELLE NOMAD**

| STYLE                                 | 6 CYL      | 8 CYL |
|---------------------------------------|------------|-------|
| 4-Dr. Sta. Wagon, 2-Seat .....        | 13135..... | 13235 |
| 4-Dr. Sta. Wagon, Dual Tailgate ..... | 13136..... | 13236 |

**CHEVELLE 300 DELUXE**

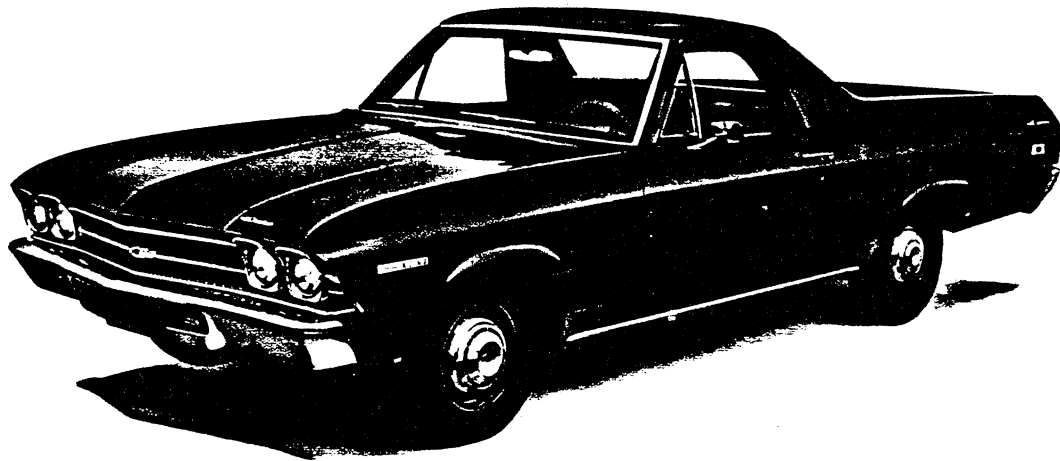
| STYLE                                       | 6 CYL       | 8 CYL  |
|---|-------------|--------|
| 4-Dr. Sedan .....                           | 13369.....  | 13469  |
| 2-Dr. Pillar Coupe.....                     | 13327 ..... | *13427 |
| 2-Dr. Sport Coupe .....                     | 13337 ..... | *13437 |
| 4-Dr. Sta. Wagon,                           |             |        |
| 2-Seat (Greenbrier) .....                   | 13335.....  | 13435  |
| 4-Dr. Sta. Wagon,                           |             |        |
| 2-Seat Dual Tailgate (Greenbrier) .....     | 13336.....  | 13436  |
| 4-Dr. Sta. Wagon, 3-Seat (Greenbrier) ..... | -.....      | 13446  |



## STANDARD EL CAMINO EXTERIOR-INTERIOR FEATURES

El Camino for 1969 features a new front end appearance with new radiator and bumper. Three variations of the basic vehicle are offered: the Standard, the Custom and the Custom with the new

SS 396 option. Differences in the features of the three types are outlined in the following pages.



### STANDARD EL CAMINO

The Standard El Camino has a plastic radiator grille with Silver and Black paint trim and a bright Chevrolet emblem mounted in the middle. Bright metal moldings outline the grille, and bright trim decorates the Black-painted dual headlamp doors. The 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.

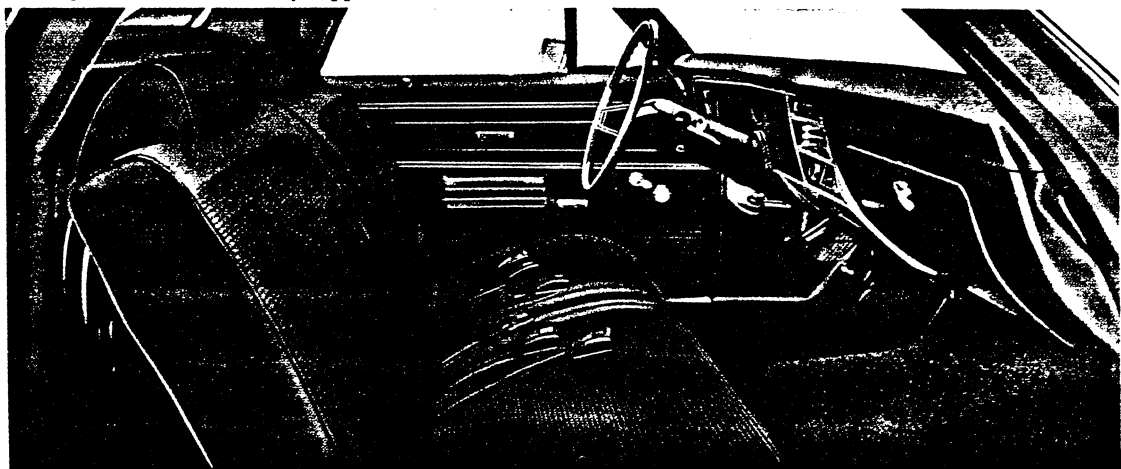
Standard bright metal ornamentation includes new rocker panel moldings, windshield reveal moldings, ventipane frames, load compartment belt moldings, rear window reveal moldings, tailgate belt molding and hood and fender rear moldings. Nameplates are

located on the front header panel (El Camino), rear quarter panel (El Camino) and tailgate (Chevrolet).

Front and rear side marker lamps are standard. The front side marker lamps carry engine identification for the optional 250 six-cylinder engine and all V8's. Class A parking lights are mounted in the front bumper. Backup lights are integral with the lower outer section of the tailgate, and Class A reflectors are mounted integral with the rear bumper. Also, the tail lights are Class A type mounted at the end of each quarter panel above the rear bumper. An exterior LH rearview mirror, with 5-inch rectangular head, and chrome hubcaps are standard.

All El Camino interiors for '69 are more beautiful and durable than ever before. There are seat belts for three, shoulder belts for the two outboard seat positions, deflecting window regulator handles, soft 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. New windshield header construction affords improved impact protection. A new anti-theft, column-mounted security locking system for the ignition, steering wheel and transmission lever is featured.



### STANDARD EL CAMINO

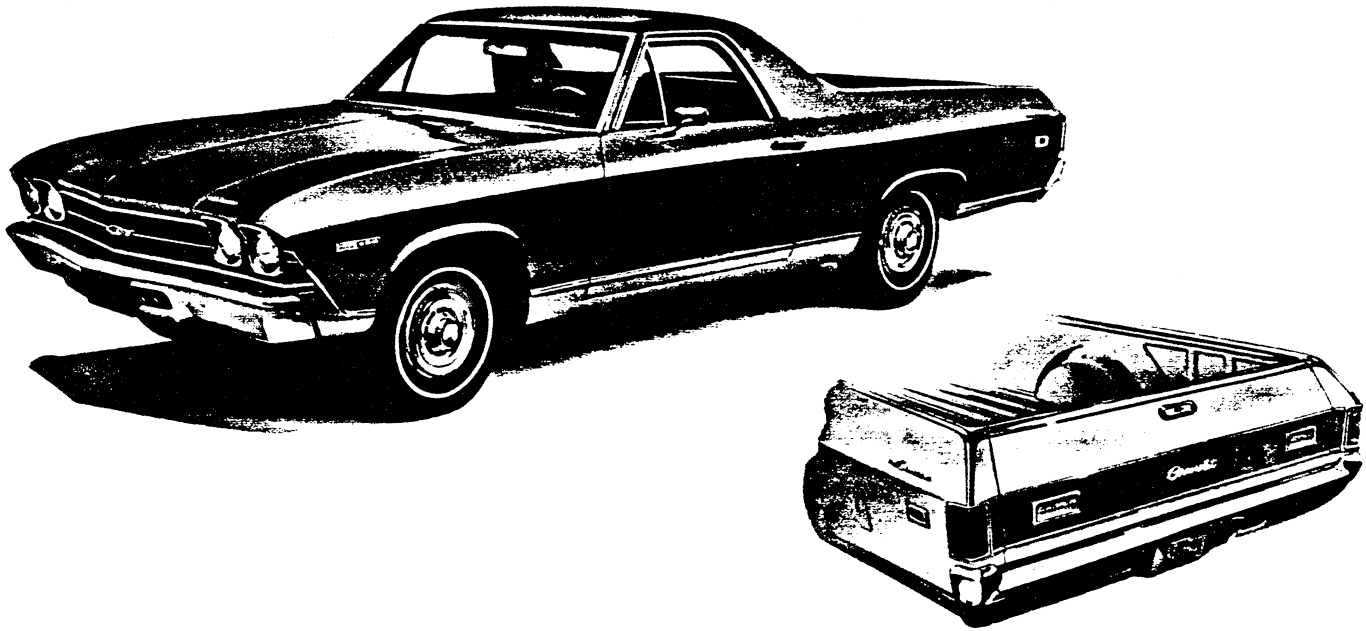
The Standard El Camino has a bench type seat with 1 1/4 inches of foam padding and textured vinyl trim. An optional extra-thick foam seat with 1 3/4 inches of padding is also available. The steering wheel is the oval-type with left- and right-hand spoke-mounted horn tabs and central Chevrolet emblem. The color-keyed instrument panel has a padded crown and a non-glare finish, and features a new instrument cluster with integral accessory switches.

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 "Chevelle" nameplates, armrests and sunshades; the vinyl-coated headlining; the seat and shoulder belts. The standard rearview mirror is 12 inches wide with the support finished in Silver paint. Seat back latches, seat adjuster handle, bright plastic, window regulator knobs, and control knobs are all bright metal. Door lock buttons of bright plastic are relocated further forward on the side for improved convenience and security.

# EL CAMINO

## CUSTOM EL CAMINO EXTERIOR-INTERIOR FEATURES

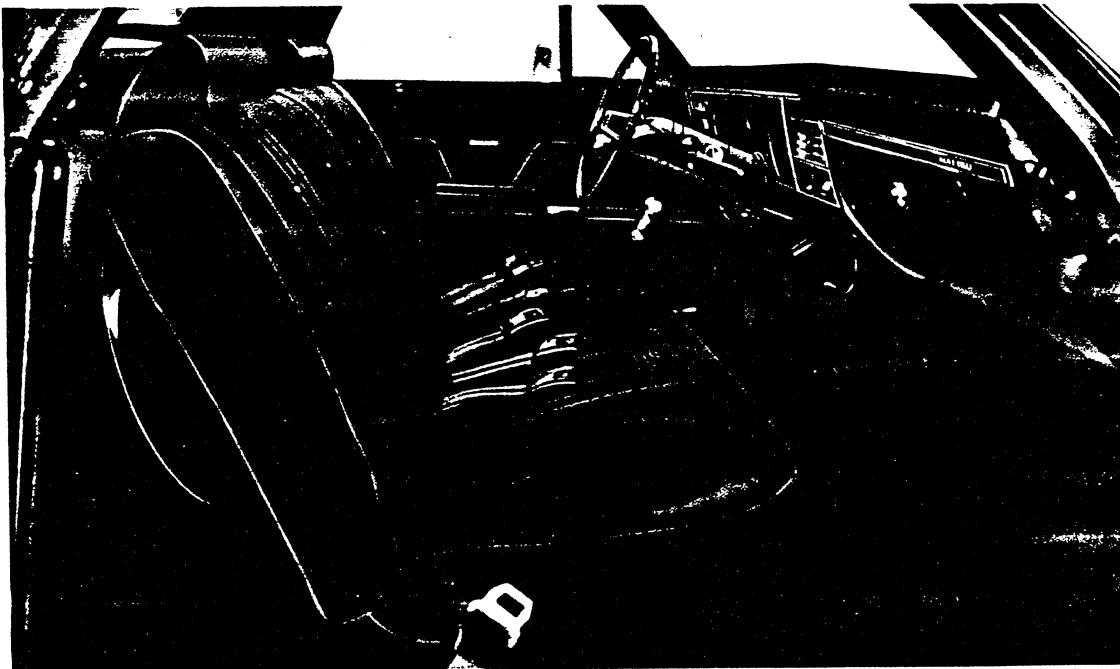


### CUSTOM EL CAMINO

The Custom El Camino radiator grille is identical to the standard unit, except bright center moldings are mounted adjacent to the Chevrolet emblem. The hood extends partially over the cowl area and covers the standard hidden windshield wipers.

Standard bright metal ornamentation includes lower front fender, body side, and rear quarter moldings, with Silver paint below the

moldings; windshield reveal moldings; ventipane frames; door upper frame moldings; roof drip gutter moldings; load compartment belt moldings; rear window reveal moldings; tailgate belt molding; dual rear end trim moldings with wood-grain insert and hood and fender rear moldings.



### CUSTOM EL CAMINO

The Custom El Camino has a bench-type seat with 1 3/4 inches of foam padding and custom vinyl trim. Optional Strato-bucket seats are also available. The steering wheel is the oval-type with left-hand and right-hand spoke-mounted horn tabs and "Malibu" nameplate. The color-keyed instrument panel has a padded crown and a non-glare finish. Special appointments on the dash include a trim molding 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 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.

## CUSTOM EL CAMINO WITH OPTIONAL SS 396 EXTERIOR-INTERIOR FEATURES



### SS 396 EL CAMINO (RPO Z25)

The Custom El Camino with SS 396 option Z25 has a radiator grille identical to the Custom unit, but with Black paint replacing the Black/Silver paint trim and a special SS 396 emblem in place of the Chevrolet emblem. 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.

Bright metal ornamentation includes wheel opening—moldings; special SS 396 nameplates on tailgate and front fender; parking light bezels; windshield reveal moldings; ventipane frames; door

upper frame moldings; roof drip gutter moldings; load compartment belt moldings; rear window reveal moldings; tailgate belt molding; dual rear end trim moldings with Black paint trim and hood and fender rear moldings.

The SS 396 option also includes special 14-inch wheels with bright trim and decorative hub with an "SS" emblem. F70-14 tires are decorated with the manufacturer's name, tire trade name, and the size in bold letters and numerals.



### SS 396 EL CAMINO (RPO Z25)

The Custom El Camino with SS 396 option Z25 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 left-hand and right-hand spoke-mounted horn tabs and "SS" emblem. The color-keyed instrument panel has a padded crown and a non-glare finish. Special appointments on the dash include a trim molding and a Series nameplate which reads "SS 396".

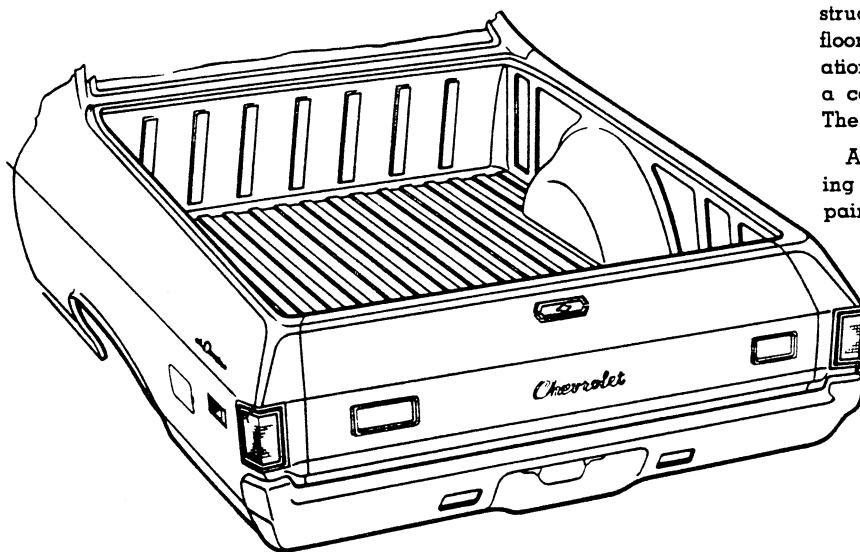
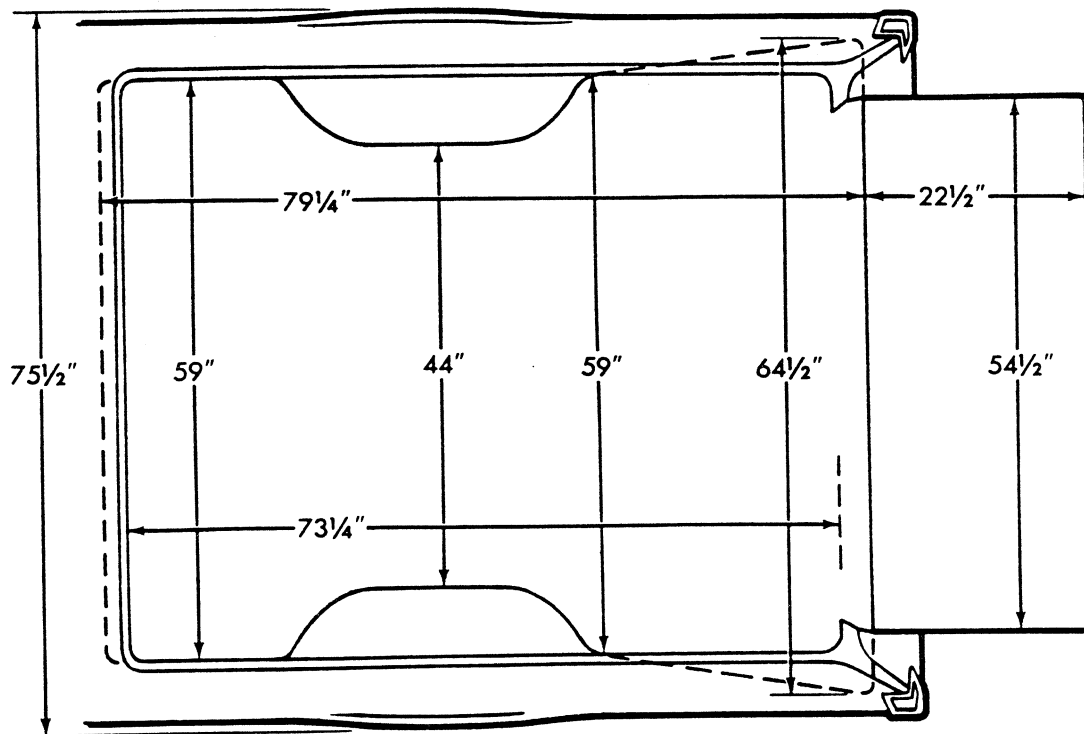
Most interior trim items are color-keyed to the interior color selected.

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; and 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 four-speed transmission, console, bucket seats and radio.

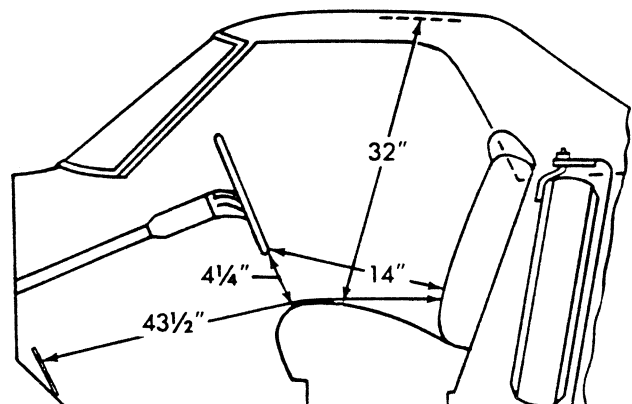
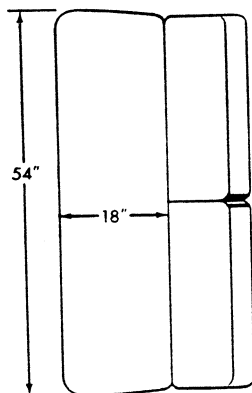
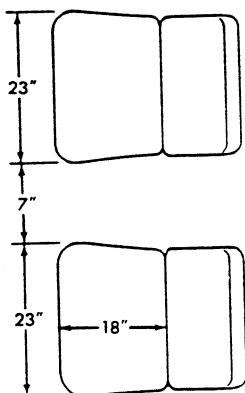
# EL CAMINO

## DIMENSIONS



The El Camino pickup box features double-wall construction on the side panels and a ribbed all-steel floor. The tailgate, featuring easy, one-hand operation, also has double-wall construction and forms a continuation of the ribbed floor when lowered. The pickup box has a capacity of  $38\frac{1}{2}$  cubic feet.

All El Camino models have a bright metal molding at the top of the box and tailgate to prevent paint chipping when loading or unloading.

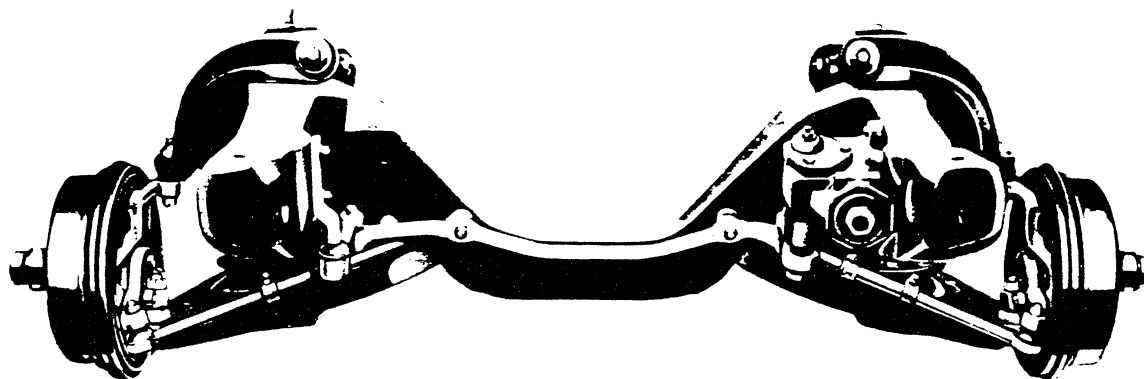




# FRONT SUSPENSION

## 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 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.

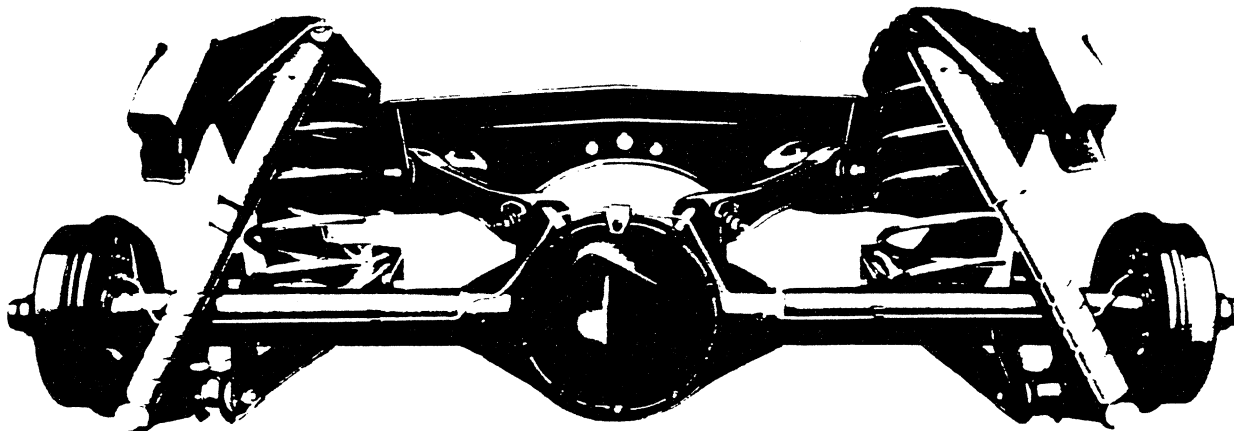
A conventional link-type stabilizer bar is standard equipment on all El Camino models.

#### SPRINGS

|  | STD                            | OPTIONAL |
|--|--------------------------------|----------|
| <b>Rating at Ground</b><br>(lb each)         | 950                            | 950      |
| <b>Rating at Pad</b><br>(lb each)            | 840                            | 840      |
| <b>Deflection Rate at Wheel</b><br>(lb/inch) | 275                            | 320 390  |
| STD SHOCK ABSORBERS                          |                                |          |
| <b>Type</b>                                  | Hydraulic Direct Double Acting |          |
| <b>Piston Diameter</b> (in)                  | 1.00                           |          |
| <b>Piston Travel</b> (in)                    | 5.90                           |          |

# REAR SUSPENSION

## EL CAMINO MODELS

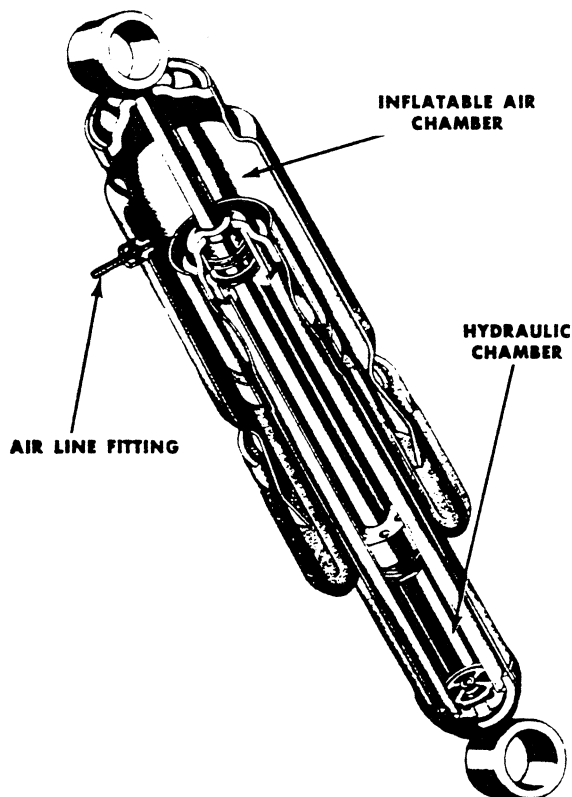


The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed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

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

### Standard & Optional Coil Springs

| Series                     | Rating at Ground (lb each) | Spring Type | Deflection Rate (lb/inch) |
|----------------------------|----------------------------|-------------|---------------------------|
| 133-134-135-13680—Standard | 1100                       | 1-Stage     | 100                       |
| 133-134-135-13680—Optional | 1100                       | 1-Stage     | 130                       |
| 133-134-135-13680—Optional | 1350                       | 1-Stage     | 160                       |



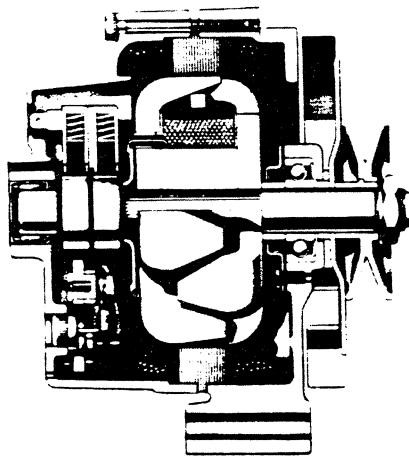
### El Camino Rear Shock Absorbers Std Equipment Air-Booster Type

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

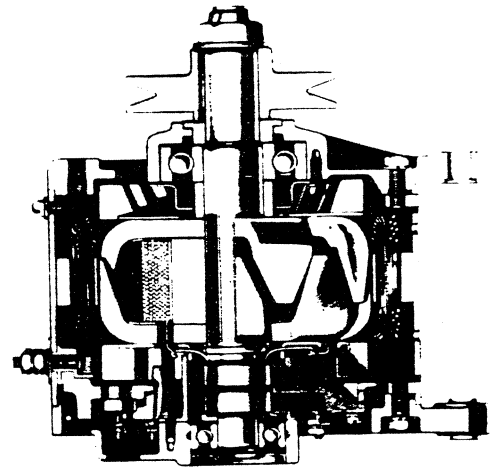
Encircled by inflatable air chambers, these shock absorbers can be adjusted by varying the air pressure to meet different road and load conditions. Air pressure is varied through a tire-type air valve mounted behind the rear license plate. From the air valve, air feed lines of durable nylon connect to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

## GENERATOR

### 37-AMP DELCOTRON



### 62-AMP DELCOTRON



All Chevrolet trucks use "DELCOTRON" 12-volt generators as standard and optional equipment. They are alternating current generators that are diode-rectified to produce direct current. The availability chart below shows which generators are available on each model and lists the pertinent specifications of each one.

The "DELCOTRON" 10-DN-100 series is used as standard equipment on most models. It has a cast aluminum case with a ball bearing at the drive end and a needle bearing at the rear. The length of lubrication intervals is increased by the use of grease reservoirs near each bearing.

The "DELCOTRON" 10-SI series features a new integral charging

system which combines the generator and a miniaturized integrated-circuit voltage regulator into one compact unit.

The "DELCOTRON" 20-DN-150 series features a heavier rotor shaft, ball bearings at both ends and a stamped steel case with ventilation holes. It also has longer brushes than the 10-DN-100 series, with constant-tension springs for long life. The 20-DN-150 series is for heavier duty service than the 10-DN-100 series.

The "DELCOTRON" 40-DN-150 series used on the school bus chassis models is a higher capacity version of the 20-DN-150 series to accommodate heavy electrical loadings.

### ➤ GENERATOR AVAILABILITY BY MODEL SERIES

| Capacity (amps) | Rated Output |     |                          | DELCOTRON Model | Standard   | Optional   |
|-----------------|--------------|-----|--------------------------|-----------------|--|--|
|                 | Amperes      |     | Maximum Watts @ 14 Volts |                 |  |  |
|                 | Idle         | Max |                          |                 |  |  |
| 37†             | 16           | 37  | 518                      | 10-DN-100       | El Camino  | —  |
|                 | 9            | 37  | 518                      | 10-DN-100       | C10/K10/G10/P10; C20/K20/G20; C30; SS40; SS/SE50         | —  |
| 42*             | 12           | 42  | 588                      | 10-DN-100       | P20; P30; CS/CE/PS40; CS/CE/ME/TS/TE50; TE60; HM/JM/TM80 | El Camino; C10/K10/P10/G10; C20/K20/G20; C30; SS40; SS/SE50  |
|                 |              |     |                          | 10-SI           | CE/ME60  | CE/ME50 (a)<br>(Available w/366 V8 only)   |
| 61              | 5            | 61  | 854                      | 10-DN-100       | CD/CG50; HV/JV/TV70; **TE60                              | C10/K10/P10/G10; C20/K20/G20/PS/PE20; C30/PS/PE30; CS/CE/PS/SS40; CS/CE/ME/TS/TE/SS/SE50; TE60; TM/HM/JM80 |
|                 |              |     |                          | 10-SI           | **CE/ME60  | CE/ME50 (b); CE/ME60   |
| 62              | 23           | 62  | 868                      | 20-DN-150       | —  | C10/K10; C20/K20/PS/PE20; C30/PS/PE30; CS/CE/PS/SS40; CS/CE/ME/TS/TE/SS/SE50; TE60; TM/HM/JM80             |
| 63              | 27           | 63  | 882                      | 10-DN-100       | —  | El Camino  |
| 130             | 50           | 130 | 1820                     | 40-DN-125       | —  | SS/SE50  |

\*Included with dual rear wheels on C20, C30

†Standard on C40, C50, C60 cowl models

\*\*Air brake models (a) Included with optional 366 V8 (RPO L86) engine on all 50 series models except cowl (02) models

(b) Order with 366 V8 engine only

➤ Indicates change

## BATTERY SPECIFICATIONS—GASOLINE MODELS

Delco batteries are used as standard and optional equipment on all models

|   |                          |  |  |   |         |            |
|---|--------------------------|--|--|---|---------|------------|
| <b>Series:</b><br><b>Standard</b>                 | El Camino;<br>G10-20 (a) | C10, K10, P10;<br>C20, K20;<br>C30, P20-30;<br>CS/PS40 | CE 40<br>CS/CE/ME/<br>TS/TE50;<br>CE/ME/TE60 | SS40;<br>SS/SE50;<br>HM/JM/TM80   | —       | —          |
| <b>Optional</b>                                   | —                        | —  | (b) *CS40<br>(b) *PS20-30                    | El Camino;<br>C10, G10, K10,<br>P10, C20, G20,<br>K20, C30;<br>PS/PE20-30;<br>PS/CS/CE40;<br>CS/CE/ME/<br>TS/TE50; CE/<br>ME/TE60 | HM/JM80 | HM/JM/TM80 |
| <b>Capacity (amps)</b><br>(@ 20-amp-hr rate)..... | 45                       | 53   | 61   | 70  | 85      | 145*       |
| <b>Plates Per Cell</b> .....                      | 9                        | 9  | 11   | 11  | 15      | 21         |
| <b>Size: Length (in)</b> .....                    | 9.44                     | 10.12  | 10.12  | 10.12   | 13.44   | 11.62      |
| <b>Width (in)</b> .....                           | 6.75                     | 6.75   | 6.75   | 6.75  | 6.75    | 7.06       |
| <b>Height (in)</b> .....                          | 8.23                     | 8.75   | 8.75   | 9.42  | 9.16    | 9.06       |
| <b>Weight (lbs)</b> .....                         | 34                       | 41   | 44   | 49  | 59      | 120        |

■—Two 6-volt batteries wired in series (b) Series C/K10, 20, 30 includes 61 amp battery when optional 350 V8 engine is ordered.

\*Included with 292 Six

(a) G10-20 uses side terminal battery

## BATTERY SPECIFICATIONS—DIESEL MODELS

Delco batteries are used as standard and optional equipment on all models

|   |                  |                |
|---|------------------|----------------|
| <b>Series:</b><br><b>Standard</b>                 | PT30;<br>CD/CG50 | HV/JV/<br>TV70 |
| <b>Optional</b>                                   | —                | —              |
| <b>Capacity (amps)</b><br>(@ 20-amp-hr rate)..... | 150              | 205            |
| <b>Plates Per Cell</b> .....                      | 19               | 27             |
| <b>Size: Length (in)</b> .....                    | 20.87            | 20.87          |
| <b>Width (in)</b> .....                           | 8.12             | 10.37          |
| <b>Height (in)</b> .....                          | 9.50             | 9.50           |
| <b>Weight (lbs)</b> .....                         | 115              | 153            |

## BATTERY AND GENERATOR SELECTION

### Reference Chart—Electrical Loads

(12-Volt System)

| Equipment   | Amperes |
|---|---------|
| Two Headlights (Upper beam) . . . . .               | 11.0    |
| Two Headlights (Lower beam) . . . . .               | 9.3     |
| Parking Lights . . . . .                            | 2.3     |
| Stop Lights (2) . . . . .                           | 3.6     |
| Ignition (Including gauges) . . . . .               | 2.0     |
| Electric Windshield Wipers . . . . .                | 4.0     |
| De Luxe Heater . . . . .                            | 8.0     |
| Auxiliary Heater . . . . .                          | 6.0     |
| Radio . . . . .                                     | 1.2     |
| Identification Lights (3 in line, front & rear) . . | 3.1     |
| Clearance Lights (8) . . . . .                      | 4.1     |
| Two-Way Radio (Standby) . . . . .                   | 0.5     |
| Two-Way Radio (Transmit) . . . . .                  | 2.0     |
| Safety Light (Spotlight) . . . . .                  | 3.9     |
| Instrument Lights . . . . .                         | 0.8     |
| Air Conditioning . . . . .                          | 20.0    |

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Trucks operated as tractor units, especially, call for a higher output generator to meet the current load of extra equipment. It is therefore important to consider the electrical system in matching a truck to the job.

### Battery Selection

The standard battery has ample storage capacity for most truck applications. The optional heavy-duty battery should be recommended for additional cranking performance and for operations in extremely cold climates. Tractors in over-the-road service will also benefit from the added reserve of a heavy-duty battery. The numerous clearance lights impose a heavy current drain during nighttime parking.

### Generator Selection

A battery serves only to store electricity and must be recharged by the generator during the normal operation of the truck. Generator capacity should be selected so that the constant electric load (amperes of current draw) does not exceed 80 percent of generator maximum output capacity. This leaves 20 percent of surplus generator capacity to replace battery energy used in starting or during temporary electrical overloads.

Determine the constant electrical load from the table at left, consider average road speeds, and recommend a generator which will provide the maximum output required at the vehicle's average road speed. Specifications and operating characteristics of Chevrolet's standard and optional equipment "DELCOTRON" generators are described on Page 1.

## ➔ MISCELLANEOUS

### 12-Volt System

A 12-volt electrical system with a negative ground is used on all models.

### Ignition Switch

The ignition switch has four positions: ACC-OFF-ON-START. The key is removable only from the OFF position. Once installed, the center electrical connector plug on the switch cannot be removed without removing the complete switch assembly. Such removal requires the use of the ignition key. Therefore, it is very difficult to bridge the ignition and solenoid circuits to start the engine without a key, thus providing added theft resistance.

### Multi-Plug Connectors

Plastic multi-plug connectors join major wiring harnesses at terminal points—they make electrical system servicing easier, protect wires from road splash and corrosion. Single wires, too, are protected by enclosed terminals.

### Dual Circuit Breaker

Fire hazard caused by short circuits in the wiring is reduced to a minimum because all electrical circuits are protected. A dual bi-metal 15-ampere thermal circuit breaker is incorporated in the light switch, one circuit for the headlights, and one for the parking lights. If a short develops in either circuit, one of the circuit breakers relieves the load. Other electrical circuits are protected by fuses of proper size or by fusible links.

### Heavy-Duty Wiring

Heavy-duty chassis and engine electrical wiring is standard on all 40 through 80 series, and forward control models. 100-ampere wiring is standard on all School Bus models.

Wiring components affected are the instrument cluster harness, the main wiring harness, the front extension harness, and the engine wiring harness. Hypalon® wiring in the assemblies, not

protected by fuses, is so insulated that if a short circuit or overload occurs the heat generated will not affect the surrounding wires and only the overloaded circuit need be repaired.

® Du Pont registered trademark

### Heavy-Duty Tri-Shield Wiring

Heavy-duty tri-shield wiring is standard on all 70 and 80 series models. All wiring harnesses incorporate a fusible link which provides increased overload protection to all electrical circuits, except the starting motor circuit. The fusible link runs from the positive battery terminal to a junction block; because of its light gauge, this wire acts as a fuse in the event of an overload. Selected portions of this system are triple-wrapped with insulating and abrasion resisting coatings. Also included are provisions for connecting optional or accessory electrical items, such as trailer lights, without the need for splicing connections.

### Starter

All Chevrolet trucks use a Delco 12-15-volt starter with over-running clutch and solenoid-controlled sliding pinion. Bearings are oilless graphite-filled bronze on all gasoline models for less maintenance. Diesel models use oil cups which require lubrication. Starter is actuated by turning the ignition key to START position. Gasoline models use roll-type clutches in the overrunning clutch assembly. Diesel models use the heavier sprag-type clutches for extra cranking power and durability.

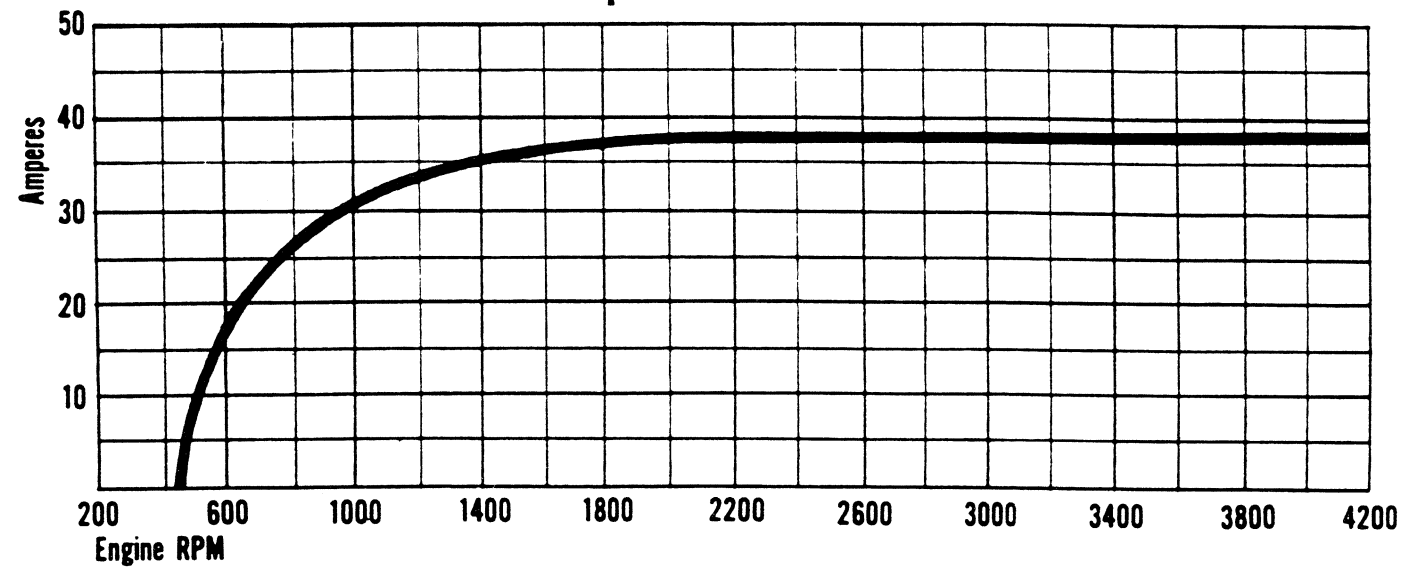
### Traffic Hazard Warning Switch

All 10-80 series models except Tilt Cabs have a standard traffic hazard warning switch mounted integrally in the direction signal control housing on the steering column. Tilt-Cab models also have a standard traffic hazard warning switch which is mounted instead on the instrument panel. When actuated, the two front and two rear turn signal lights flash in rapid succession as well as the turn signal indicators on the instrument panel.

➔ Indicates change

## GENERATOR OUTPUT CURVES

### 37-Ampere Delcotron



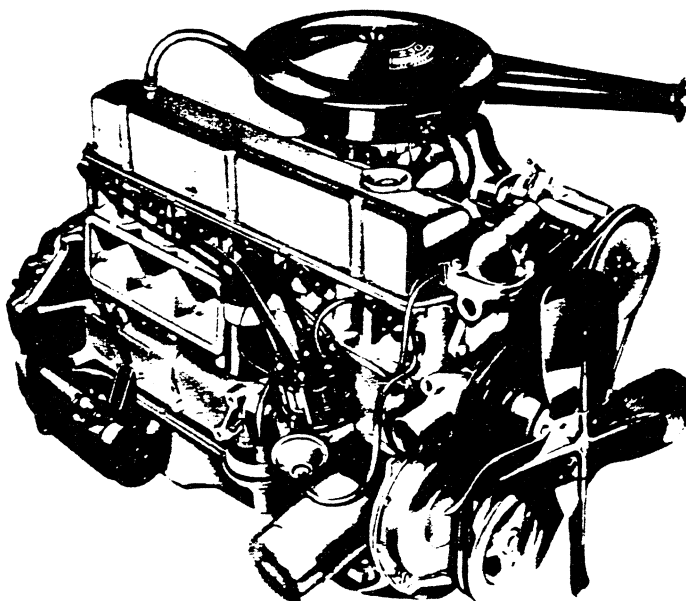
# TURBO-THRIFT 230 SIX

## Applications

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

## Basic Specifications

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



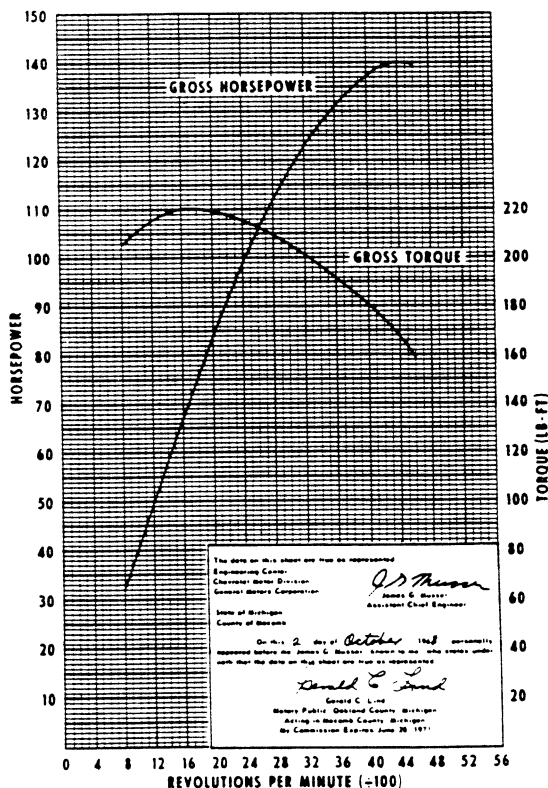
## Test Procedures

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.

# TURBO-THRIFT 250 SIX

## Applications

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

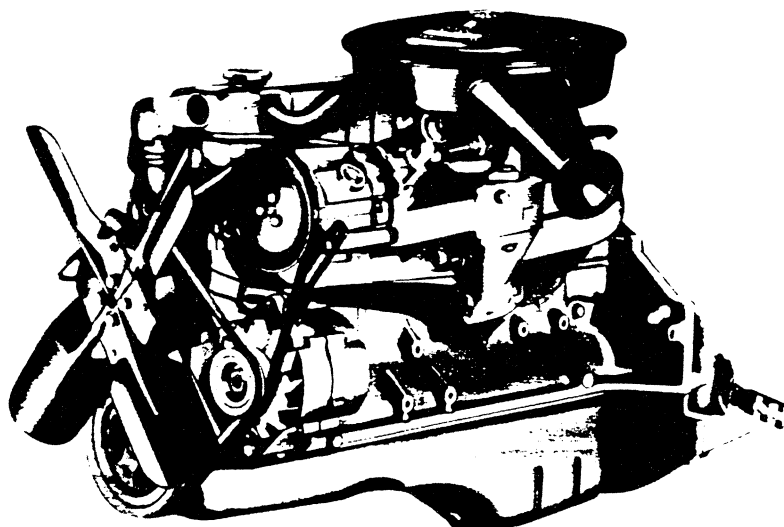
## Basic Specifications

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

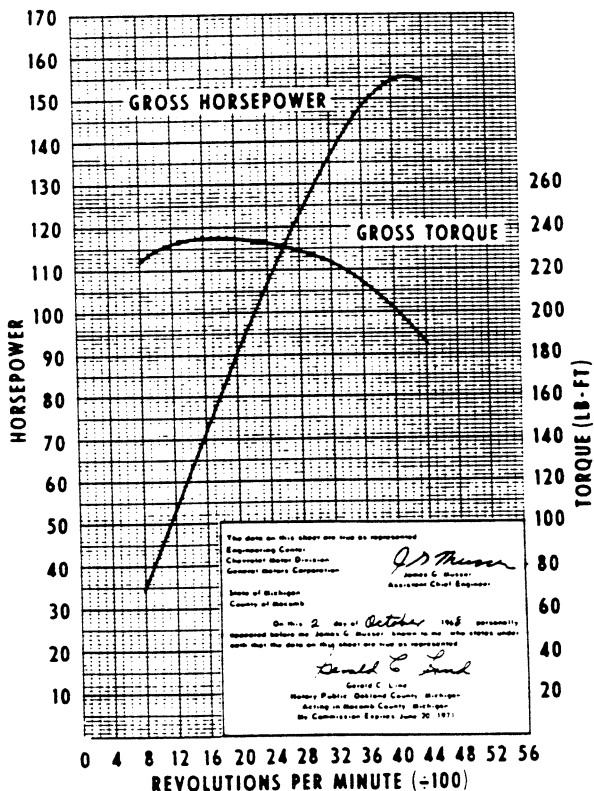
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



## ENGINE FEATURES\*

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

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

**Rotocoils for 292 engine**—The 292 engine is fitted with Rotocoil exhaust valve rotators. This reduces build-up of deposits on the valve faces and stems.

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

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

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

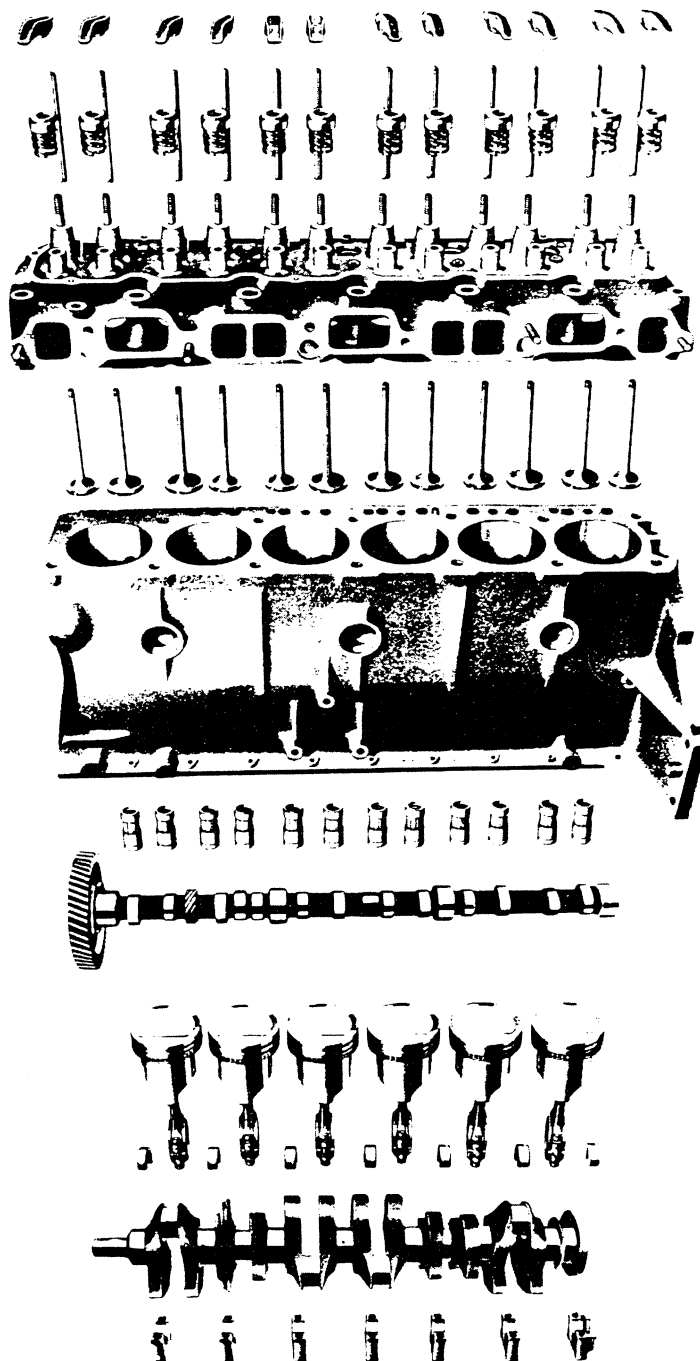
**Precision-cast cylinder block**—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

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

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

**Air cleaners**—Long engine life is assured by efficient air cleaners which remove harsh abrasive dust.

**Closed positive ventilation systems**—Engines are protected against acid- and sludge-forming vapors by closed positive engine ventilation systems which conduct crankcase vapors back through the engine where they are burned and expelled by the exhaust system.



250 Engine Shown

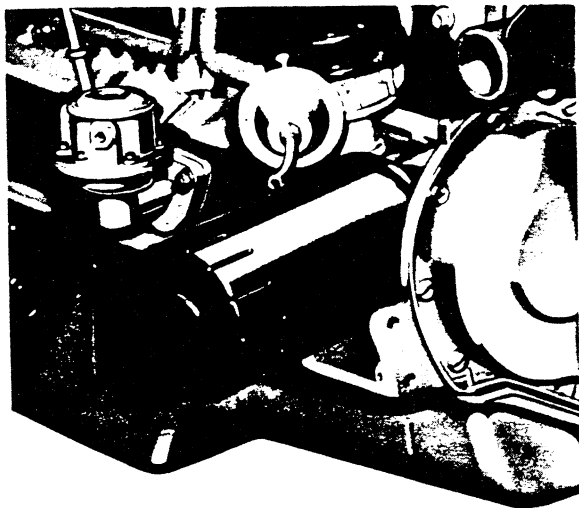
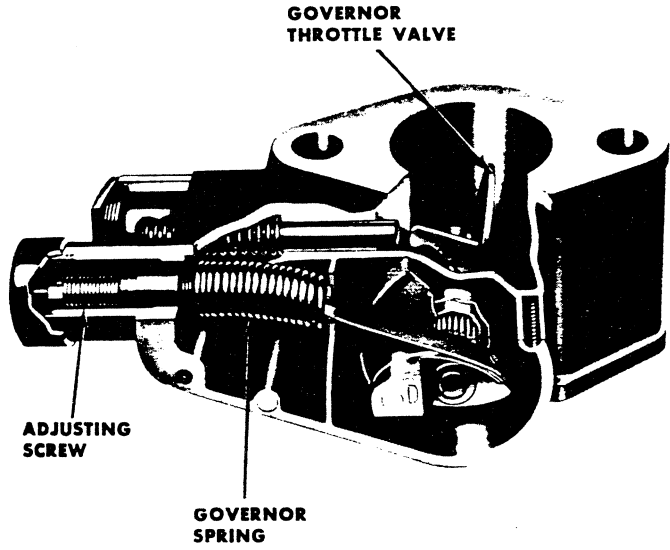
\*High Torque engines only. See the Specifications charts for data on Turbo-Thrift engines (El Camino).

# 230, 250 & 292 SIX ENGINES

## ENGINE FEATURES\*

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

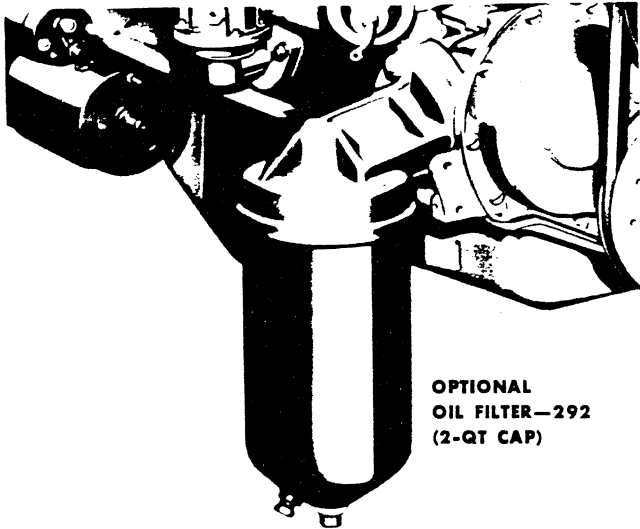
|          |                      |
|----------|----------------------|
| 250..... | 1800 rpm to 3000 rpm |
|          | 2800 rpm to 4000 rpm |
| 292..... | 2100 rpm to 3000 rpm |
|          | 2800 rpm to 3900 rpm |



**STD OIL FILTER—292  
(1-QT CAP)**

**Oil filters**—All in-line gasoline engines utilize a full-flow throwaway element oil filter as standard equipment.

**Optional oil filter**—Most Series 50 & 60 trucks with the 292 engine can be fitted with an optional 2-quart full-flow replaceable-element-type oil filter. This replaces the 1-quart filter used as standard equipment.



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

**Fuel filters**—A fine mesh strainer in the fuel tank and a pleated fiber filter inside the carburetor inlet are included with all in-line engine applications to ensure protection for the engine's fuel system.

**Optional fuel filter** equipment is available. It provides a frame-mounted replaceable-element fuel filter.

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

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

\*High Torque engines only. See the Specifications charts for data on Turbo-Thrift engines (El Camino).

# 230, 250 & 292 SIX ENGINES

## → SPECIFICATIONS

|                              | Turbo-Thrift  |              |                                   | High Torque                       |              |              |                                   |                                   |  |
|------------------------------|---|--------------|-----------------------------------|-----------------------------------|--------------|--------------|-----------------------------------|-----------------------------------|--|
|                              | 230   | 250          | 230★                              | 230*                              | 250★         | 250*         | 292★#                             | 292*♦                             |  |
| <b>Basic Description</b>     | Six-cylinder in-line; valve-in-head                                 |              |                                   |                                   |              |              |                                   |                                   |  |
| Displacement (cu in)         | 230   | 250          | 230                               | 230                               | 250          | 250          | 292                               | 292                               |  |
| Bore & Stroke (in)           | 3 $\frac{7}{8}$ x 3 $\frac{1}{4}$                                   | 3.875 x 3.53 | 3 $\frac{7}{8}$ x 3 $\frac{1}{4}$ | 3 $\frac{7}{8}$ x 3 $\frac{1}{4}$ | 3.875 x 3.53 | 3.875 x 3.53 | 3 $\frac{7}{8}$ x 4 $\frac{1}{2}$ | 3 $\frac{7}{8}$ x 4 $\frac{1}{2}$ |  |
| Compression Ratio            | 8.5:1   | 8.5:1        | 8.5:1                             | 8.5:1                             | 8.5:1        | 8.5:1        | 8.0:1                             | 8.0:1                             |  |
| Firing Order                 | 1 5 3 6 2 4   |              |                                   |                                   |              |              |                                   |                                   |  |
| Gross Horsepower @ rpm       | 140 @ 4400  | 155 @ 4200   | 140 @ 4400                        | 140 @ 4400                        | 155 @ 4200   | 155 @ 4200   | 170 @ 4000                        | 170 @ 4000                        |  |
| Net Horsepower @ rpm         | —   | —            | 115 @ 3600                        | 120 @ 3600                        | 120 @ 3800   | 125 @ 3800   | #125 @ 3600                       | ♦130 @ 3600                       |  |
| Gross Torque (lb-ft) @ rpm   | 220 @ 1600  | 235 @ 1600   | 220 @ 1600                        | 220 @ 1600                        | 235 @ 1600   | 235 @ 1600   | 275 @ 1600                        | 275 @ 1600                        |  |
| Net Torque (lb-ft) @ rpm     | —   | —            | 200 @ 2000                        | 205 @ 1600                        | 210 @ 2000   | 215 @ 2000   | #230 @ 1600                       | ♦235 @ 1600                       |  |
| <b>Air Cleaner</b>           | See model pages for type  |              |                                   |                                   |              |              |                                   |                                   |  |
| <b>Bearings, Camshaft</b>    | Steel-backed babbitt or copper lead alloy                           |              |                                   |                                   |              |              |                                   |                                   |  |
| Inlet Valve                  | Opens   | 16° BTC      |                                   |                                   |              |              |                                   | 45° BTC                           |  |
|                              | Closes  | 48° ABC      |                                   |                                   |              |              |                                   | 99° ABC                           |  |
| Exhaust Valve                | Opens   | 46° 30' BBC  |                                   |                                   |              |              |                                   | 88° BBC                           |  |
|                              | Closes  | 17° 30' ATC  |                                   |                                   |              |              |                                   | 59° ATC                           |  |
| Inlet Duration               | w/o Ramp  | 244°         |                                   |                                   |              |              |                                   | 294°                              |  |
| Exhaust Duration             | w/o Ramp  | 244°         |                                   |                                   |              |              |                                   | 294°                              |  |
| <b>Carburetor</b>            | 1-Barrel downdraft  |              |                                   |                                   |              |              |                                   |                                   |  |
| Type                         | Rochester   |              |                                   |                                   |              |              |                                   |                                   |  |
| Make                         | Rochester   |              |                                   |                                   |              |              |                                   |                                   |  |
| Venturi ID (in)              | 1.343   | 1.3125       | 1.343                             |                                   | 1.3125       |              | 1.625                             |                                   |  |
| Throttle Bore (in)           | 1.560   | 1.6875       | 1.560                             |                                   | 1.6875       |              | 1.750                             |                                   |  |
| Choke Control                | Automatic   |              |                                   |                                   | Manual       |              |                                   |                                   |  |
| <b>Connecting Rods</b>       | Forged steel  |              |                                   |                                   |              |              |                                   |                                   |  |
| Material                     | 5.70  |              |                                   |                                   |              |              |                                   |                                   |  |
| Length (in)                  | Steel-backed babbitt or copper lead alloy                           |              |                                   |                                   |              |              |                                   |                                   |  |
| Bearings                     |   |              |                                   |                                   |              |              | Premium aluminum                  |                                   |  |
| <b>Crankcase Ventilation</b> | Closed positive   |              |                                   |                                   |              |              |                                   |                                   |  |
| <b>Crankshaft</b>            | Nodular iron  |              |                                   |                                   |              |              |                                   |                                   |  |
| Material                     | 4   |              |                                   |                                   |              |              |                                   |                                   |  |
| Number of Counterweights     | 4   | 12           | 4                                 |                                   | 12           |              |                                   |                                   |  |
| Main Journals (in)           | 2.2983—2.2993   |              |                                   |                                   |              |              |                                   |                                   |  |
| Crankpin Journals (in)       | 1.999—2.000   |              |                                   |                                   |              |              | 2.099—2.100                       |                                   |  |
| Torsional Damper             | Inertia, hysteresis   |              |                                   |                                   |              |              |                                   |                                   |  |
| Bearings                     | Sintered-copper nickel-backed babbitt on steel or copper lead alloy |              |                                   |                                   |              |              | Premium aluminum                  |                                   |  |
| <b>Distributor</b>           | Delco-Remy; centrifugal & vacuum advance                            |              |                                   |                                   |              |              |                                   |                                   |  |
| <b>Fuel Filters</b>          | Pleated fiber element   |              |                                   |                                   |              |              |                                   |                                   |  |
| Carburetor                   | Wire mesh   |              |                                   |                                   |              |              |                                   |                                   |  |
| Fuel Tank                    |   |              |                                   |                                   |              |              |                                   |                                   |  |
| <b>Governor</b>              | Optional  |              |                                   |                                   |              |              |                                   |                                   |  |
| Availability                 | —   | —            | —                                 | —                                 | King-Seely   |              |                                   |                                   |  |
| Make                         | —   | —            | —                                 | —                                 | Velocity     |              |                                   |                                   |  |
| Type                         | —   | —            | —                                 | —                                 |              |              |                                   |                                   |  |
| Setting                      | Low Range   | —            | —                                 | —                                 | 1800—3000    |              | 2100—3000                         |                                   |  |
|                              | High Range  | —            | —                                 | —                                 | 2800—4000    |              | 2800—3900                         |                                   |  |
| <b>Lubrication System</b>    | Full pressure   |              |                                   |                                   |              |              |                                   |                                   |  |
| Main Bearings                | Direct pressure   |              |                                   |                                   |              |              |                                   |                                   |  |
| Camshaft Bearings            | Direct pressure   |              |                                   |                                   |              |              |                                   |                                   |  |
| Timing Gear                  | Sprayed by nozzle   |              |                                   |                                   |              |              |                                   |                                   |  |
| Connecting Rods              | Direct pressure   |              |                                   |                                   |              |              |                                   |                                   |  |
| Valve Mechanism              | Pressure & gravity  |              |                                   |                                   |              |              |                                   |                                   |  |
| Cylinder Walls               | Cross sprayed by pressurized jets                                   |              |                                   |                                   |              |              |                                   |                                   |  |
| Piston Pins                  | Cross sprayed by pressurized jets                                   |              |                                   |                                   |              |              |                                   |                                   |  |

★ With A.I.R. \*Without exhaust emission controls

♦ Ratings w/o A.I.R. on Series 40-50 models: Net horsepower 153 @ 3600 rpm & net torque—255 @ 1600 rpm

#Ratings w/A.I.R. on Series 40-50 models: Net horsepower 140 @ 3600 rpm & net torque 250 @ 1600 rpm

→ Indicates change

# 230, 250 & 292 SIX ENGINES

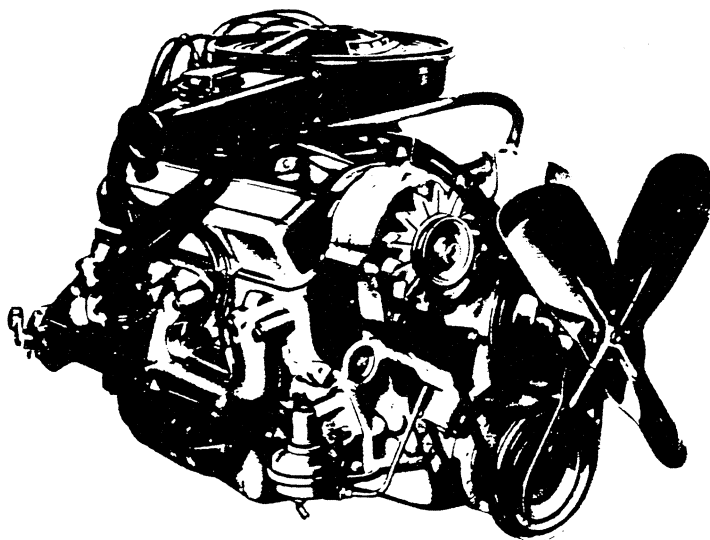
## SPECIFICATIONS

|                           | Turbo-Thrift  |                | High Torque  |      |                |                    |      |                       |   |
|---------------------------|---|----------------|--------------|------|----------------|--------------------|------|-----------------------|---|
|                           | 230   | 250            | 230★         | 230* | 250★           | 250*               | 292★ | 292*                  |   |
| <b>Oil Capacity (qts)</b> |   |                |              |      |                |                    |      |                       |   |
| With filter change        |   |                |              | 5    |                |                    |      |                       | 6 |
| W/o filter change         |   |                |              | 4    |                |                    |      |                       | 5 |
| <b>Oil Filter</b>         |   |                |              |      |                |                    |      |                       |   |
| Standard                  | Full flow; throwaway type                           |                |              |      |                |                    |      |                       |   |
| Capacity (qts)            | 1   |                |              |      |                |                    |      |                       |   |
| Optional                  | —   |                |              |      |                |                    |      | Replaceable element ● |   |
| Capacity (qts)            | —   |                |              |      |                |                    |      |                       |   |
| <b>Oil Pump</b>           |   |                |              |      |                |                    |      |                       |   |
| Type                      | Spur gear, distributor shaft driven                 |                |              |      |                |                    |      |                       |   |
| Capacity (gpm)            | 4.5 to 6 @ 2000 rpm                                 |                |              |      |                |                    |      |                       |   |
| Normal Pressure (psi)     | 40 to 60 @ 2000 rpm                                 |                |              |      |                |                    |      |                       |   |
| <b>Pistons</b>            |   |                |              |      |                |                    |      |                       |   |
| Type                      | Autothermic   |                |              |      |                |                    |      |                       |   |
| Material                  | Cast aluminum alloy                                 |                |              |      |                |                    |      |                       |   |
| Skirt                     | Open slipper  | Closed slipper | Open slipper |      | Closed slipper |                    | Full |                       |   |
| Head                      | Flat  | Sump           | Flat         |      | Sump           |                    | Sump |                       |   |
| <b>Piston Pins</b>        |   |                |              |      |                |                    |      |                       |   |
| Type                      | Rod shrink fit to pin                               |                |              |      |                |                    |      |                       |   |
| Material                  | Chromium-steel                                      |                |              |      |                |                    |      |                       |   |
| <b>Piston Rings</b>       |   |                |              |      |                |                    |      |                       |   |
| <b>Compression Rings</b>  |   |                |              |      |                |                    |      |                       |   |
| Number                    | 2   |                |              |      |                |                    |      |                       |   |
| Type                      | Inside bevel  |                |              |      |                |                    |      |                       |   |
| Material                  | Cast alloy iron                                     |                |              |      |                |                    |      |                       |   |
| <b>Oil Control Rings</b>  |   |                |              |      |                |                    |      |                       |   |
| Number                    | 1   |                |              |      |                |                    |      |                       |   |
| Type                      | Multi-piece   |                |              |      |                |                    |      |                       |   |
| Material                  | Steel   |                |              |      |                |                    |      |                       |   |
| <b>Thermostat</b>         |   |                |              |      |                |                    |      |                       |   |
|                           | Harrison; 195°                                      |                |              |      |                |                    |      |                       |   |
| <b>Valve Train</b>        |   |                |              |      |                |                    |      |                       |   |
| Type                      | Individually mounted rocker arms, push rod actuated |                |              |      |                |                    |      |                       |   |
| Lifters                   | Hydraulic   |                |              |      |                |                    |      |                       |   |
| Rocker Arm Ratio          | 1.75:1  |                |              |      |                |                    |      |                       |   |
| Valve Guides              | Integral with cylinder head                         |                |              |      |                |                    |      |                       |   |
| Valve Lash                | Zero  |                |              |      |                |                    |      |                       |   |
| <b>Intake Valves</b>      |   |                |              |      |                |                    |      |                       |   |
| Material                  | Alloy steel   |                |              |      |                |                    |      |                       |   |
| Diameter (in)             | 1.72  |                |              |      |                |                    |      |                       |   |
| Face Coating              | None  |                |              |      |                | Aluminized         |      |                       |   |
| Seats                     | Machined in cylinder head                           |                |              |      |                |                    |      |                       |   |
| <b>Exhaust Valves</b>     |   |                |              |      |                |                    |      |                       |   |
| Material                  | 21-4N   |                |              |      |                |                    |      |                       |   |
| Diameter (in)             | 1.50  |                |              |      |                |                    |      |                       |   |
| Face Coating              | None  |                |              |      |                | Cobalt based alloy |      |                       |   |
| Seats                     | Cast alloy iron                                     |                |              |      |                |                    |      |                       |   |
| Rotators                  | None  |                |              |      |                | Rotocoil           |      |                       |   |
| <b>Water Pump</b>         |   |                |              |      |                |                    |      |                       |   |
| Type                      | Centrifugal   |                |              |      |                |                    |      |                       |   |
| Capacity (gpm)            | 60 @ 4400   |                |              |      |                | 70 @ 4400          |      |                       |   |

★With A.I.R.

●Series 50 only

\*Without exhaust emission controls



## 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

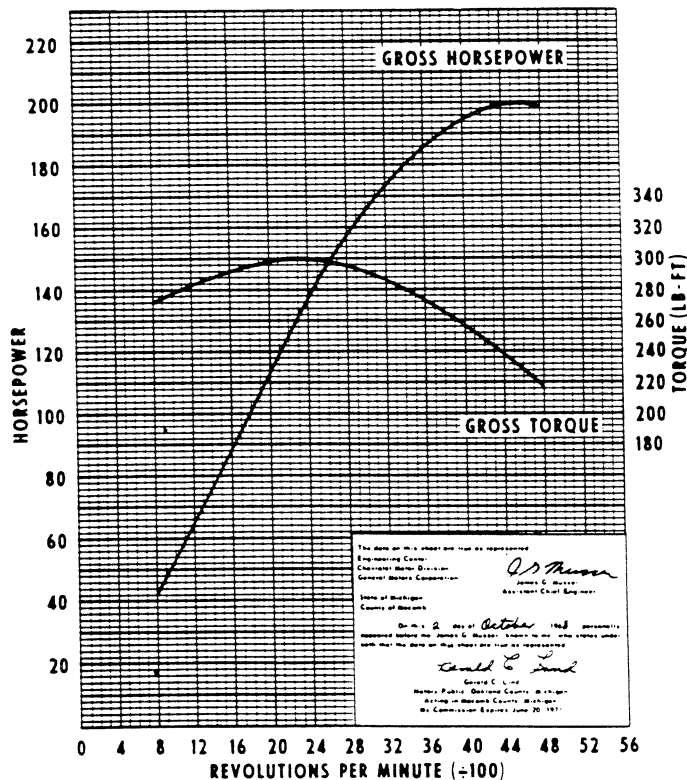
## Test Procedures

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.



## Applications

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

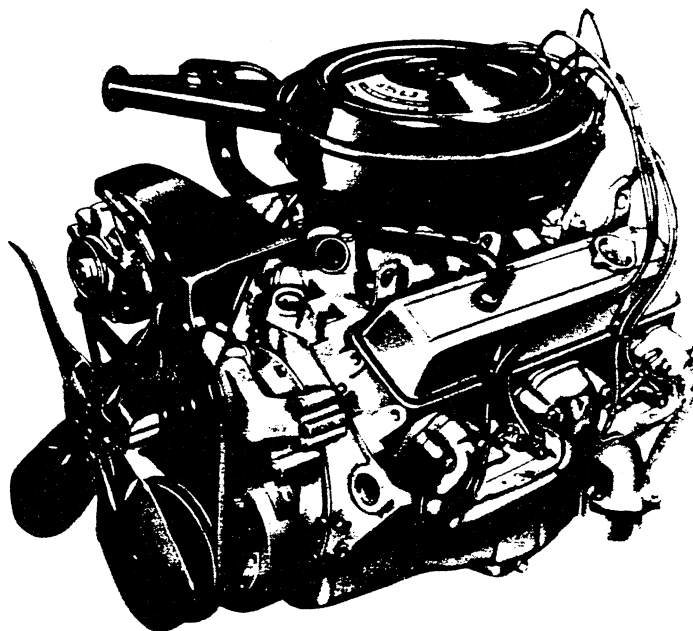
## Basic Specifications

Engine type.....Valve-in-head  
 Piston displacement.....350 cu in  
 Bore & stroke (nominal).....4" x 3.48"  
 Compression ratio.....9:1  
 Carburetor type.....4-barrel

## Test Procedures

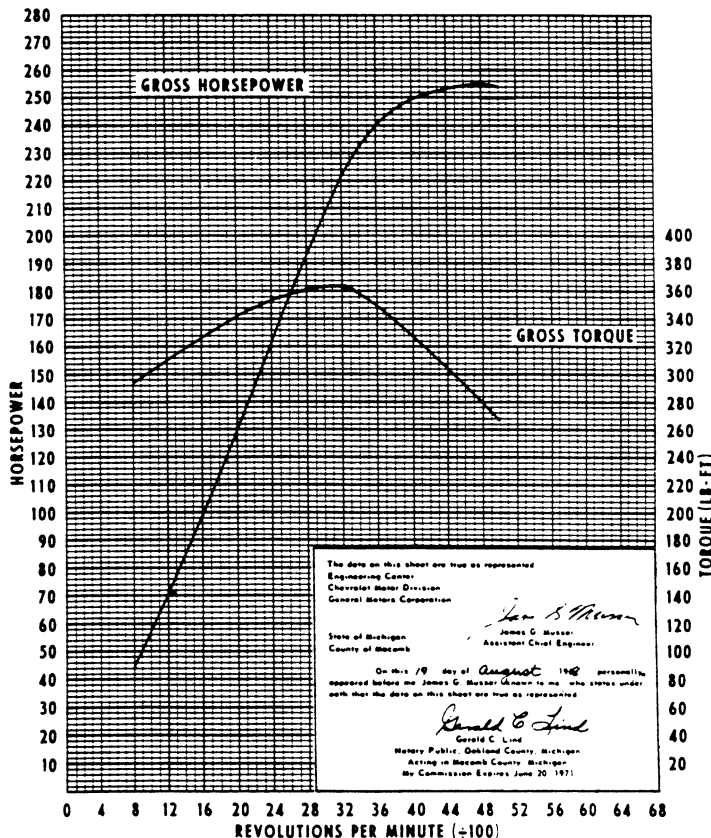
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



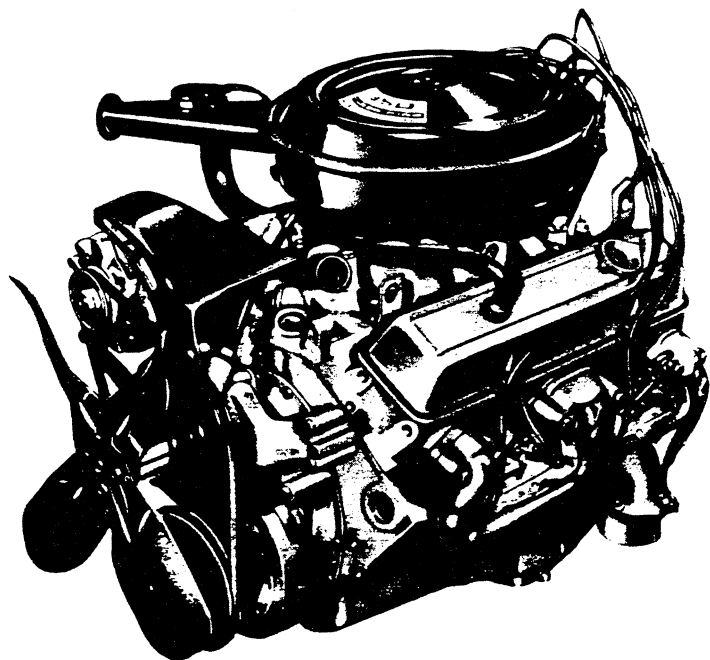
### With A.I.R. or C.C.S.\*

Gross horsepower.....255 @ 4800  
 Gross torque, lb-ft.....365 @ 3200



\*A.I.R. (Air Injection Reactor) is used with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions with the 350 V8 on all El Caminos.

# TURBO-FIRE 350 V8



## Applications

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

## Basic Specifications

Engine type . . . . . Valve-in-head  
 Piston displacement . . . . . 350 cu in  
 Bore & stroke (nominal) . . . . . 4" x 3.48"  
 Compression ratio . . . . . 10.25:1  
 Carburetor type . . . . . 4-barrel

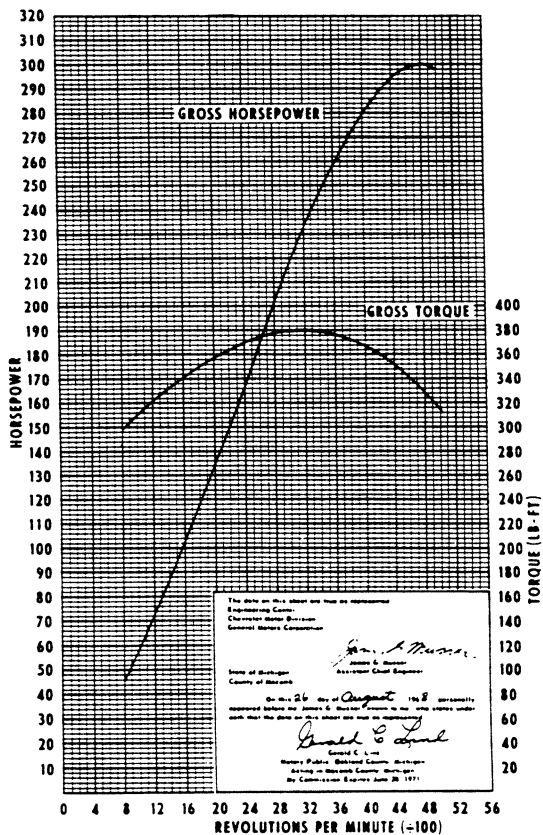
## Test Procedures

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. or C.C.S.\*

Gross horsepower . . . . . 300 @ 4800 rpm  
 Gross torque, lb.-ft. . . . . 380 @ 3200 rpm



\*A.I.R. (Air Injection Reactor) is used with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions with the 350 V8 on all El Caminos.



## ENGINE FEATURES\*



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

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

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

**Full-flow oil filter**—All engines are equipped with high-efficiency replaceable-element oil filters that increase engine life.

**Alloy steel inlet valves**—Tough alloy steel gives extra durability. Intake valves on the 350 V8 engine have aluminized faces to retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

**Long-life exhaust valves**—The 350 V8 engine has valves faced with a cobalt-based alloy for long valve life. Aluminized exhaust valve faces on the 307 engine retard the formation of deposits.

**Rotacoil valve rotators**—350 V8's on series 40-50 models and optional medium duty 350 V8 (RPO LS8) on other series are fitted with Rotacoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems.

**Hydraulic valve lifters**—Both intake and exhaust valves have quiet zero-lash hydraulic valve lifters.

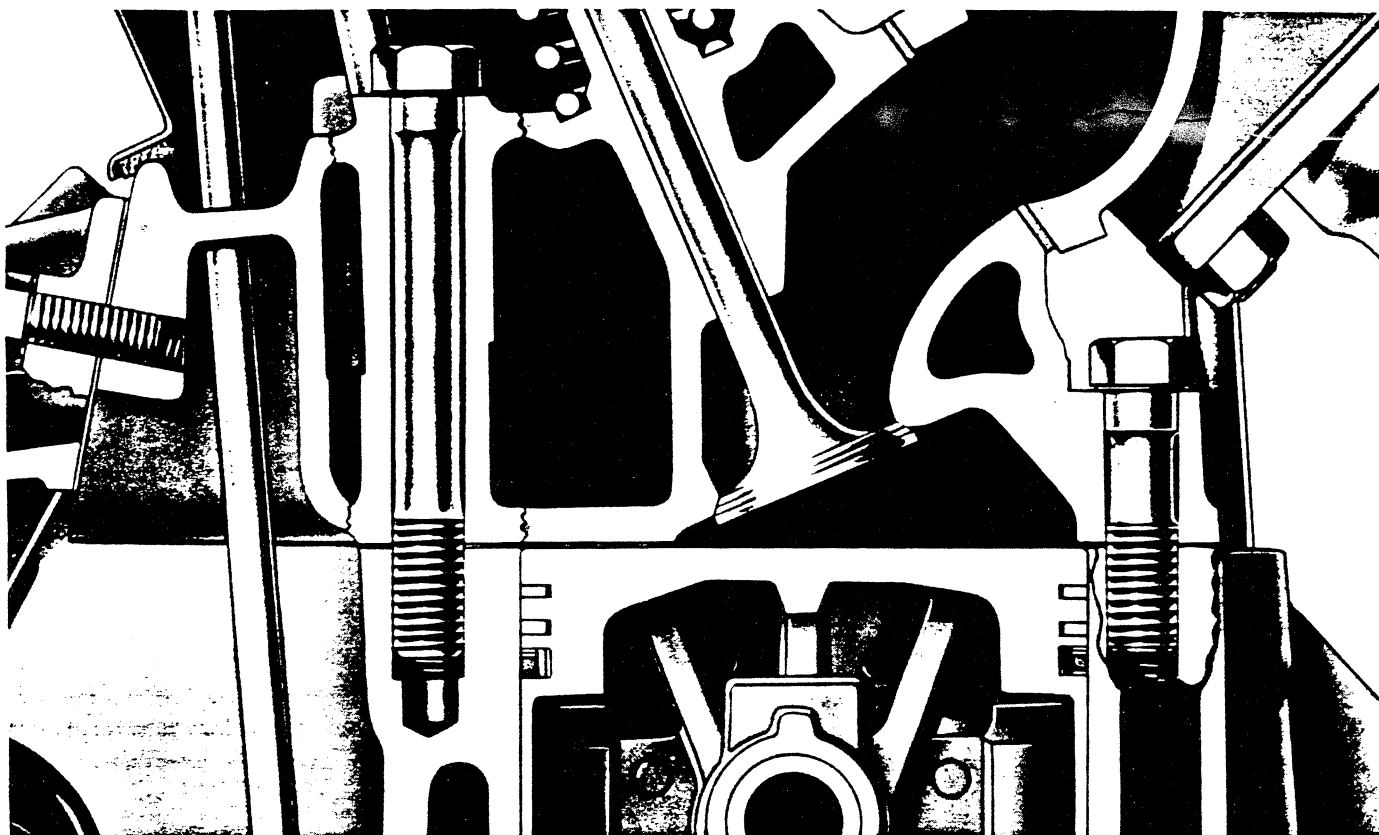
\*High Torque engines only. See the Specifications charts for data on Turbo-Fire engines (El Camino).

## ENGINE FEATURES\*

**Bypass cooling**—Thermostatic control of coolant flow during warm-up of the 350 V8 engine brings it quickly up to proper running temperature and top operating efficiency.

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

**Closed positive crankcase ventilation systems**—Engines are protected against acid- and sludge-forming vapors by closed positive type ventilating systems. Crankcase vapors are backed into the engine where they are burned.



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

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

**Optional governor**—The 307 V8 engine can be fitted with a velocity-type governor on which the maximum engine speed can be adjusted within a certain range. The two available ranges are: 2300 rpm to 3100 rpm and 2800 rpm to 4100 rpm.

\*High Torque engines only. See the Specifications charts for data on Turbo-Fire engines (El Camino).

## → SPECIFICATIONS

|                              | TURBO-FIRE  | HIGH TORQUE   |            |
|------------------------------|---|---------------|------------|
|                              | 307 V8  | 307 V8★       | 307 V8*    |
| <b>Basic Description</b>     | V8; valve-in-head   |               |            |
| Displacement (cu in)         | 307   |               |            |
| Bore & Stroke (in)           | 3.875 x 3.25  |               |            |
| Compression Ratio            | 9.0:1   | 9.0:1         | 9.0:1      |
| Firing Order                 | 1-8-4-3-6-5-7-2   |               |            |
| Gross Horsepower @ rpm       | 200 @ 4600  | 200 @ 4600    | 200 @ 4600 |
| Net Horsepower @ rpm         | —   | 150 @ 4000    | 157 @ 4000 |
| Gross Torque (lb-ft) @ rpm   | 300 @ 2400  | 300 @ 2400    | 300 @ 2400 |
| Net Torque (lb-ft) @ rpm     | —   | 255 @ 2000    | 260 @ 2200 |
| <b>Air Cleaner</b>           | See model pages for type  |               |            |
| <b>Camshaft</b>              | Steel-backed babbitt  |               |            |
| Bearings                     | 38° BTC   |               |            |
| Inlet Valve                  | Opens   | 92° ABC       |            |
|                              | Closes  | 88° BEC       |            |
| Exhaust Valve                | Opens   | 52° ATC       |            |
|                              | Closes  | 280°          |            |
| Inlet Duration w/o Ramp      | 288°  |               |            |
| Exhaust Duration w/o Ramp    |   |               |            |
| <b>Carburetor</b>            | 2-Barrel  |               |            |
| Type                         | Rochester   |               |            |
| Make                         | 1.09  |               |            |
| Venturi ID (in)              | 1.437   |               |            |
| Throttle Bore (in)           | Automatic   |               |            |
| Choke Control                |   |               |            |
| <b>Connecting Rods</b>       | Drop-forged steel   |               |            |
| Material                     | 5.70  |               |            |
| Length (in)                  | Copper lead alloy or sintered copper nickel-backed babbitt on steel |               |            |
| Bearings                     |   |               |            |
| <b>Crankcase Ventilation</b> | Closed positive   |               |            |
| <b>Crankshaft</b>            | Cast nodular iron   |               |            |
| Material                     | 6   |               |            |
| Number of Counterweights     | 2.45  |               |            |
| Main Journals (in)           | 2.10  |               |            |
| Crankpin Journals (in)       | Inertia; rubber mounted   |               |            |
| Torsional Damper             | Copper lead alloy or premium aluminum                               |               |            |
| Bearings                     | Delco-Remy; centrifugal & vacuum advance                            |               |            |
| <b>Distributor</b>           |   |               |            |
| <b>Fuel Filter</b>           | Pleated fiber element   |               |            |
| Carburetor                   | Mesh strainer   |               |            |
| Fuel Tank                    |   |               |            |
| Optional                     | None  | In-line**     |            |
| <b>Governor</b>              |   |               |            |
| Availability                 | —   | Optional      |            |
| Make                         | —   | King-Seely    |            |
| Type                         | —   | Velocity      |            |
| Setting                      | Low Range   | 2300-3100 rpm |            |
|                              | High Range  | 2800-4100 rpm |            |
| <b>Lubrication System</b>    | Controlled full pressure  |               |            |
| Main Bearings                | Direct pressure   |               |            |
| Camshaft Bearings            | Direct pressure   |               |            |
| Timing Gear                  | Centrifugally sprayed   |               |            |
| Connecting Rods              | Direct pressure   |               |            |
| Valve Mechanism              | Pressure & gravity  |               |            |
| Cylinder Walls               | Cross sprayed by pressurized jets                                   |               |            |
| Piston Pins                  | Cross sprayed by pressurized jets                                   |               |            |

★With A.I.R.

\*With C.C.S. or without exhaust emission controls

\*\*Except G10-20

# 307 V8 ENGINES

## → SPECIFICATIONS

|                           | TURBO-FIRE  | HIGH TORQUE                    |         |
|---------------------------|---|--------------------------------|---------|
|                           | 307 V8  | 307 V8*                        | 307 V8* |
| <b>Oil Capacity (qts)</b> |   |                                |         |
| With filter change        | 5   | 5                              | 5       |
| W/o filter change         | 4   | 4                              | 4       |
| <b>Oil Filter</b>         |   |                                |         |
| Standard                  | Full flow; throwaway type                           | Full flow; replaceable element |         |
| Capacity (qts)            | 1   | 1                              |         |
| Optional                  | None  | None                           |         |
| Capacity (qts)            | —   | —                              |         |
| <b>Oil Pump</b>           |   |                                |         |
| Type                      | Spur gear; distributor shaft driven                 |                                |         |
| Capacity (gpm)            | 4.01-4.22 @ 1170-1200 rpm                           |                                |         |
| Normal Pressure (psi)     | 30 @ 1170-1200 rpm                                  |                                |         |
| <b>Pistons</b>            |   |                                |         |
| Material                  | Cast aluminum alloy                                 |                                |         |
| Skirt                     | Slipper   |                                |         |
| Head                      | Flat; notched                                       |                                |         |
| <b>Piston Pins</b>        |   |                                |         |
| Type                      | Rod shrink fit to pin                               |                                |         |
| Material                  | Chromium steel                                      |                                |         |
| <b>Piston Rings</b>       |   |                                |         |
| Compression Rings         |   |                                |         |
| Number                    | 2   |                                |         |
| Type                      | Upper—barrel; lower—inside bevel                    |                                |         |
| Material                  | Cast alloy iron                                     |                                |         |
| Oil Control Rings         |   |                                |         |
| Number                    | 1   |                                |         |
| Type                      | Multi-piece   |                                |         |
| Material                  | Steel   |                                |         |
| <b>Thermostat</b>         |   |                                |         |
|                           | Harrison; 195°                                      |                                |         |
| <b>Valve Train</b>        |   |                                |         |
| Type                      | Individually mounted rocker arms, push rod actuated |                                |         |
| Lifters                   | Hydraulic   |                                |         |
| Rocker Arm Ratio          | 1.50:1  |                                |         |
| Valve Guides              | Integral with cylinder head                         |                                |         |
| Valve Lash                | Zero  |                                |         |
| Intake Valves             |   |                                |         |
| Material                  | Alloy steel   |                                |         |
| Diameter (in)             | 1.72  |                                |         |
| Face Coating              | None  |                                |         |
| Seats                     | Machined in cylinder head                           |                                |         |
| Exhaust Valves            |   |                                |         |
| Material                  | High alloy steel                                    |                                |         |
| Diameter (in)             | 1.50  |                                |         |
| Face Coating              | Aluminized  |                                |         |
| Seats                     | Machined in cylinder head                           |                                |         |
| Rotators                  | None  |                                |         |
| <b>Water Pump</b>         |   |                                |         |
| Type                      | Centrifugal   |                                |         |
| Capacity (gpm)            | 52 @ 4000 rpm                                       |                                |         |

\*With A.I.R.

\*With C.C.S. or without exhaust emission controls

# 350 V8 ENGINES

## → SPECIFICATIONS

|                              | Turbo-Fire                               |            |                | High Torque |                              |            |
|------------------------------|--|------------|----------------|-------------|------------------------------|------------|
|                              | 350 V8★                                  | 350 V8★    | 350 V8★■       | 350 V8*■    | 350 V8*#                     | 350 V8*#   |
| <b>Basic Description</b>     | V8; valve in head                        |            |                |             |                              |            |
| Displacement (cu in)         | 350                                      |            |                |             |                              |            |
| Bore & Stroke (in)           | 4.0 x 3.48                               |            |                |             |                              |            |
| Compression Ratio            | 9.00:1                                   | 10.25      | 8.0:1          | 8.00:1      | 9.00:1                       |            |
| Firing Order                 | 1-8-4-3-6-5-7-2                          |            |                |             |                              |            |
| Gross Horsepower @ rpm       | 255 @ 4800                               | 300 @ 4800 | 215 @ 4000     | 215 @ 4000  | 255 @ 4600                   | 255 @ 4600 |
| Net Horsepower @ rpm         | —  | —          | 170 @ 4000     | 175 @ 4000  | 195 @ 4000                   | 200 @ 4000 |
| Gross Torque (lb-ft) @ rpm   | 365 @ 3200                               | 380 @ 3200 | 335 @ 2800     | 335 @ 2800  | 355 @ 3000                   | 355 @ 3000 |
| Net Torque (lb-ft) @ rpm     | —  | —          | 285 @ 2400     | 290 @ 2400  | 305 @ 2400                   | 310 @ 2400 |
| <b>Air Cleaner</b>           | See model pages for type                 |            |                |             |                              |            |
| <b>Camshaft</b>              | Steel-backed babbitt                     |            |                |             |                              |            |
| Bearings                     | Steel-backed babbitt                     |            |                |             |                              |            |
| Inlet Valve                  | Opens                                    |            | 28° BTC        |             |                              |            |
|                              | Closes                                   |            | 72° ABC        |             |                              |            |
| Exhaust Valve                | Opens                                    |            | 78° BBC        |             |                              |            |
|                              | Closes                                   |            | 30° ATC        |             |                              |            |
| Inlet Duration w/o Ramp      | 280°                                     |            |                |             |                              |            |
| Exhaust Duration w/o Ramp    | 288°                                     |            |                |             |                              |            |
| <b>Carburetor</b>            | See model pages for type                 |            |                |             |                              |            |
| Type                         | 4-barrel                                 |            | 2-barrel       |             | 4-barrel                     |            |
| Make                         | Rochester                                |            |                |             |                              |            |
| Venturi ID (in)              | 1.09                                     |            | 1.38           |             | 1.09                         |            |
| Throttle Bore (in)           | Primary 1.38; secondary 2.25             |            | 1.69           |             | Primary 1.38; secondary 2.25 |            |
| Choke Control                | Automatic                                |            | Manual         |             | Automatic (Series CA/KA)     |            |
| <b>Connecting Rods</b>       | See model pages for type                 |            |                |             |                              |            |
| Material                     | Drop-forged steel                        |            |                |             |                              |            |
| Length (in)                  | 5.70                                     |            |                |             |                              |            |
| Bearings                     | Premium aluminum                         |            |                |             |                              |            |
| <b>Crankcase Ventilation</b> | Closed positive                          |            |                |             |                              |            |
| <b>Crankshaft</b>            | See model pages for type                 |            |                |             |                              |            |
| Material                     | Cast nodular iron                        |            | Forged steel   |             | Cast nodular iron            |            |
| Number of Counterweights     | 6  |            |                |             |                              |            |
| Main Journals (in)           | 2.45                                     |            |                |             |                              |            |
| Crankpin Journals (in)       | 2.10                                     |            |                |             |                              |            |
| Torsional Damper             | Inertia; rubber mounted                  |            |                |             |                              |            |
| Bearings                     | Premium aluminum                         |            |                |             |                              |            |
| <b>Distributor</b>           | Delco-Remy; centrifugal & vacuum advance |            |                |             |                              |            |
| <b>Fuel Filter</b>           | See model pages for type                 |            |                |             |                              |            |
| Carburetor                   | Plastic element                          |            |                |             |                              |            |
| Fuel Tank                    | Plastic strainer                         |            |                |             |                              |            |
| In-line                      | None                                     |            |                | Optional    |                              |            |
| <b>Governor</b>              | See model pages for type                 |            |                |             |                              |            |
| Availability                 | —  | —          |                |             | —                            | —          |
| Make                         | —  | —          | Delco-Remy     |             | —                            | —          |
| Type                         | —  | —          | Vacuum spinner |             | —                            | —          |
| Setting                      | —  | —          | 4000 rpm       |             | —                            | —          |
| <b>Lubrication System</b>    | Controlled full pressure                 |            |                |             |                              |            |
| Main Bearings                | Direct pressure                          |            |                |             |                              |            |
| Camshaft Bearings            | Direct pressure                          |            |                |             |                              |            |
| Timing Gear                  | Centrifugally sprayed                    |            |                |             |                              |            |
| Connecting Rods              | Direct pressure                          |            |                |             |                              |            |
| Valve Mechanism              | Pressure & gravity                       |            |                |             |                              |            |
| Cylinder Walls               | Cross sprayed by pressurized jets        |            |                |             |                              |            |
| Piston Pins                  | Cross sprayed by pressurized jets        |            |                |             |                              |            |
| <b>Oil Capacity (qts)</b>    | See model pages for type                 |            |                |             |                              |            |
| With filter change           | 5  | 5          | 6              |             | 5                            |            |
| W/o filter change            | 4  | 4          | 5              |             | 4                            |            |

★With A.I.R. \*With C.C.S. or without exhaust emission controls ■Series 40-50 #Med Duty—LS8; Lt Duty—LS9

→ Indicates change

# 350 V8 ENGINES

## SPECIFICATIONS

|                       | Turbo-Fire  |        |          | High Torque |          |          |
|-----------------------|---|--------|----------|-------------|----------|----------|
|                       | 350 V8  | 350 V8 | 350 V8★■ | 350 V8*■    | 350 V8*# | 350 V8*# |
| <b>Oil Filter</b>     | Full flow; replaceable element                      |        |          |             |          |          |
| Capacity (qts)        | One   |        |          |             |          |          |
| <b>Oil Pump</b>       |   |        |          |             |          |          |
| Type                  | Spur gear; distributor shaft driven                 |        |          |             |          |          |
| Capacity (gpm)        | 4.01-4.22 @ 1170-1200 rpm                           |        |          |             |          |          |
| Normal Pressure (psi) | 30 @ 1170-1200 rpm                                  |        |          |             |          |          |
| <b>Pistons</b>        |   |        |          |             |          |          |
| Material              | Cast aluminum alloy                                 |        |          |             |          |          |
| Skirt                 | Solid slipper                                       |        |          |             |          |          |
| Head                  | Sump  |        |          |             |          |          |
| <b>Piston Pins</b>    |   |        |          |             |          |          |
| Type                  | Rod shrink fit to pin                               |        |          |             |          |          |
| Material <sup>1</sup> | Chromium steel                                      |        |          |             |          |          |
| <b>Piston Rings</b>   |   |        |          |             |          |          |
| Compression Rings     |   |        |          |             |          |          |
| Number                | 2   |        |          |             |          |          |
| Type                  | Upper—barrel; lower—inside bevel                    |        |          |             |          |          |
| Material              | Cast iron alloy                                     |        |          |             |          |          |
| Oil Control Rings     |   |        |          |             |          |          |
| Number                | 1   |        |          |             |          |          |
| Type                  | Multi-piece   |        |          |             |          |          |
| Material              | Steel   |        |          |             |          |          |
| <b>Thermostat</b>     | Harrison; 195°                                      |        |          |             |          |          |
| <b>Valve Train</b>    |   |        |          |             |          |          |
| Type                  | Individually mounted rocker arms, push rod actuated |        |          |             |          |          |
| Lifters               | Hydraulic   |        |          |             |          |          |
| Rocker Arm Ratio      | 1.50:1  |        |          |             |          |          |
| Valve Guides          | Integral with cylinder head                         |        |          |             |          |          |
| Valve Lash            | Zero  |        |          |             |          |          |
| Intake Valves         |   |        |          |             |          |          |
| Material              | Alloy steel   |        |          |             |          |          |
| Diameter (in)         | 1.72  |        |          |             |          |          |
| Face Coatings         | Aluminized  |        |          |             |          |          |
| Seats                 | Machined in cylinder head                           |        |          |             |          |          |
| Exhaust Valves        |   |        |          |             |          |          |
| Material              | High alloy steel                                    |        |          |             |          |          |
| Diameter (in)         | 1.50  |        |          |             |          |          |
| Face Coating          | Cobalt-based alloy                                  |        |          |             |          |          |
| Seats                 | Machined in cylinder head                           |        |          |             |          |          |
| Rotators              | Rotocoil Rotocoil-LS8 only                          |        |          |             |          |          |
| <b>Water Pump</b>     |   |        |          |             |          |          |
| Type                  | Centrifugal   |        |          |             |          |          |
| Capacity (gpm)        | 52 @ 4000 rpm                                       |        |          |             |          |          |

★With A.I.R.

\*With C.C.S. or without exhaust emission controls

■ Series 40-50

# Med Duty-LS8; Lt Duty-LS9

# TURBO-JET 396 V8

## Applications

Standard: None  
Optional: 13680

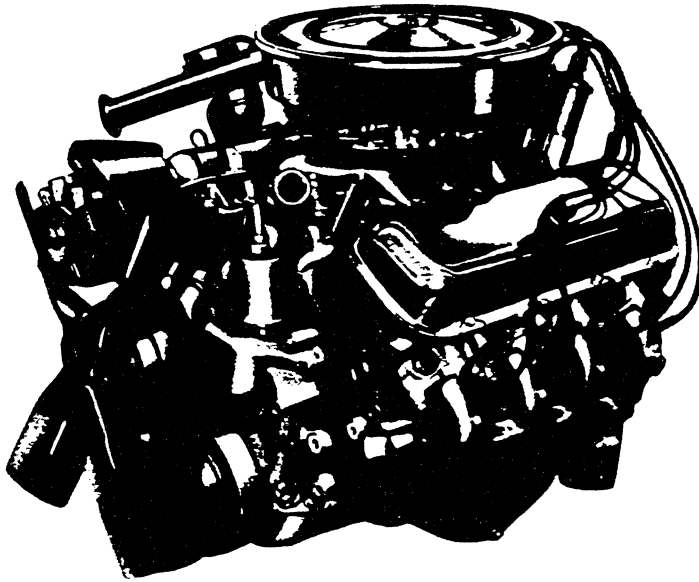
## Basic Specifications

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

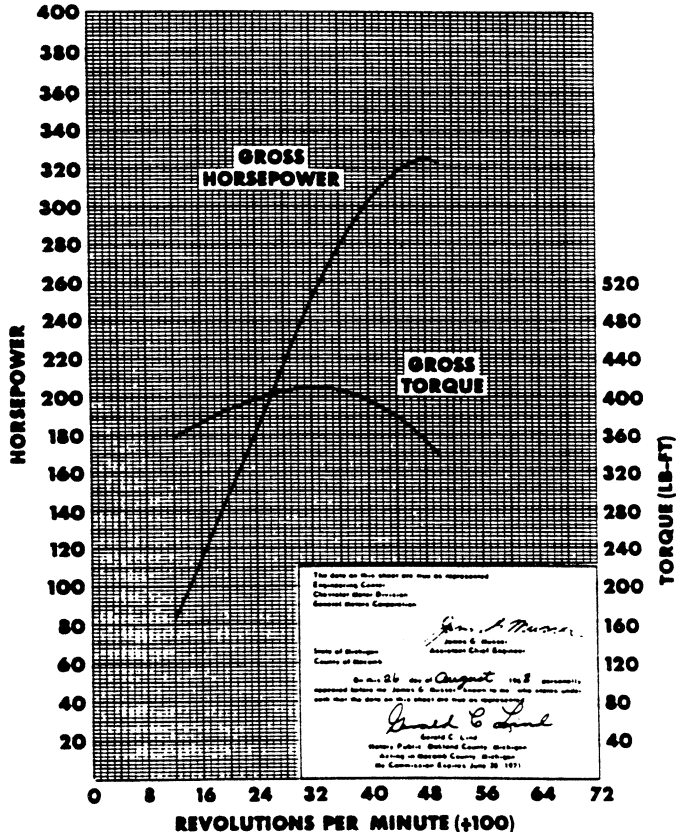
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

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.

## Applications

Standard: None  
 Optional: El Camino (13680)

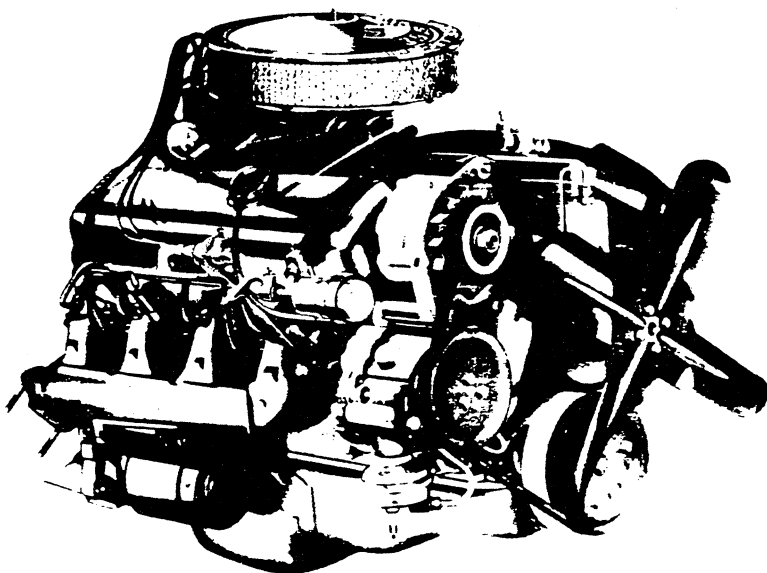
## Basic Specifications

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

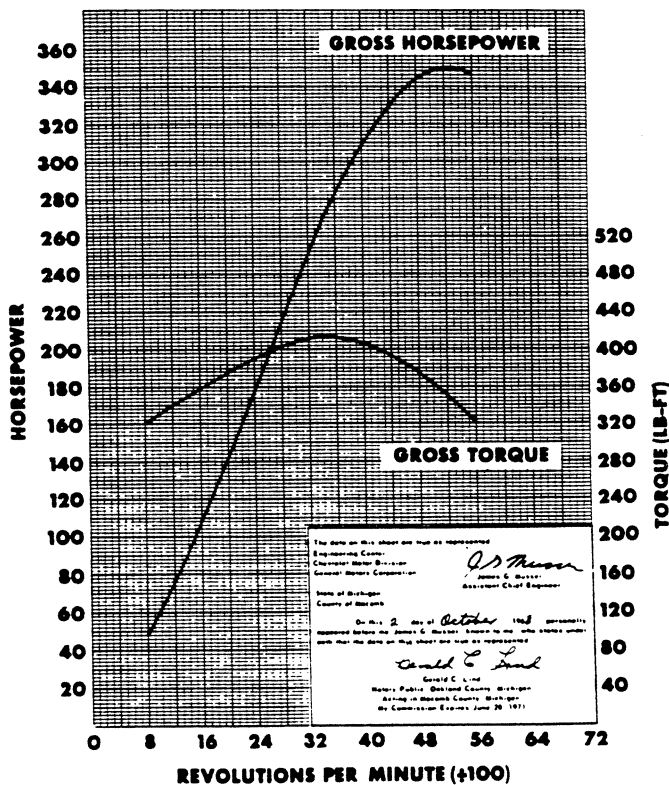
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.\*

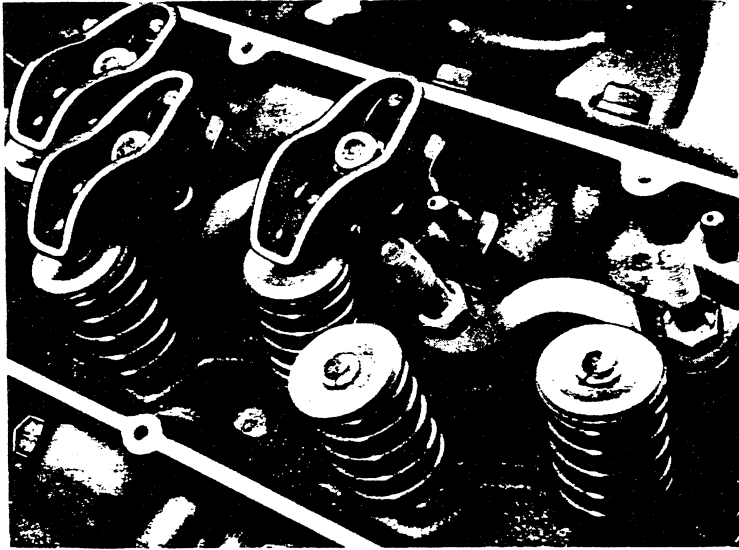
Gross horsepower.....350 @ 5200 rpm  
 Gross torque, lb-ft.....415 @ 3400 rpm



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



## → ENGINE FEATURES\*



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

**Alloy steel intake valves**—Tough-alloy steel gives extra durability and toughness. The face is aluminized to retard deposits, the stems are chrome-plated and the tips are hardened for long wear. The valve seats are integral with the cylinder head while the valve guides are cast iron and replaceable.

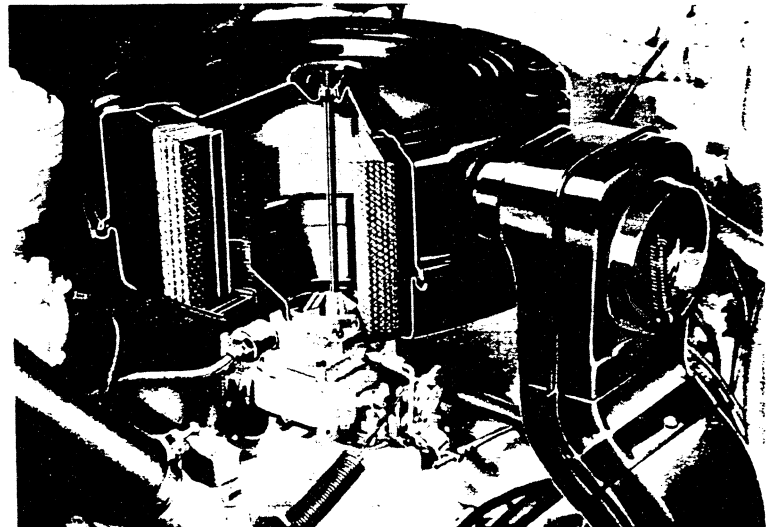
**Exhaust valves**—The 366 & 427 V8s have exhaust valves made of high-alloy steel. Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer. Rotocoil valve rotators are used in the 366 & 427 V8s to insure long valve life.

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

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

The inlet air temperature is controlled by a thermostatic valve which automatically selects either air warmed by the exhaust manifold heat stove or cooler air from a high-level outside air intake grille located on the left side of the hood on Series 60 conventional cab models. This outside air intake valve starts to open at 80° and is fully open at 100°.

**The carburetor** on the 366 & 427 V8s is a Holley four-barrel which incorporates a vacuum spinner type governor with a full-load setting of 4000 rpm.



**Pistons** for the 366 & 427 V8s are heavy-duty plated aluminum castings with four-ring design (three compression, one oil control); the 396 V8 has 3 rings. The top compression ring groove is machined in an insert of alloy iron, cast in and bonded integrally with the piston for strength. All piston rings are phosphate coated for oil retention and corrosion-resistance. They are also chrome-plated for long wear.

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

**The camshaft** on the 366 & 427 V8s is chain-driven by double roller chain and sprocket for maximum efficiency and durability. The 396 V8 also has a chain-drive mechanism.

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

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

\*High Torque engines only. See the Specifications charts for data on Turbo-Jet engines (El Camino).

→ Indicates change

# 366, 396 & 427 V8 ENGINES

## SPECIFICATIONS

|                              | High Torque                              |              |            |                |
|------------------------------|--|--------------|------------|----------------|
|                              | 366 V8                                   | 396 V8*      | 396 V8*    | 427 V8         |
| <b>Basic Description</b>     | V8; Valve-in-head                        |              |            |                |
| Displacement (cu in)         | 366                                      | 396          |            | 427            |
| Bore & Stroke                | 3.937 x 3.76                             | 4.094 x 3.76 |            | 4.25 x 3.76    |
| Compression Ratio            | 8.0:1                                    |              |            | 8.0:1          |
| Firing Order                 | 1-8-4-3-6-5-7-2                          |              |            |                |
| Gross Horsepower @ rpm       | 235 @ 4000                               | 310 @ 4800   | 310 @ 4800 | 260 @ 4000     |
| Net Horsepower @ rpm         | 200 @ 4000                               | 235 @ 4000   | 242 @ 4000 | 225 @ 4000     |
| Gross Torque (lb-ft) @ rpm   | 345 @ 2600                               | 400 @ 3200   | 400 @ 3200 | 405 @ 2600     |
| Net Torque (lb-ft) @ rpm     | 315 @ 2400                               | 345 @ 3000   | 350 @ 3000 | 365 @ 2400     |
| <b>Air Cleaner</b>           | See model pages for type                 |              |            |                |
| <b>Camshaft</b>              |  |              |            |                |
| Bearings                     | Steel-backed babbitt                     |              |            |                |
| Inlet Valve                  | Opens                                    | 54° BTC      | 40° BTC    | 46° BTC        |
|                              | Closes                                   | 90° ABC      | 102° ABC   | 90° ABC        |
| Exhaust Valve                | Opens                                    | 86° BBC      | 87° BBC    | 97° BBC        |
|                              | Closes                                   | 50° ATC      | 55° ATC    | 57° ATC        |
| Inlet Duration               | w/o Ramp                                 | 280°         | 286°       | 280°           |
| Exhaust Duration             | w/o Ramp                                 | 280°         | 286°       | 318°           |
| <b>Carburetor</b>            |  |              |            |                |
| Type                         | 4-Barrel                                 | 4-Barrel     |            | 4-Barrel       |
| Make                         | Holley                                   | Rochester    |            | Holley         |
| Venturi ID (in)              | 1.25; 1.31                               | 1.09         |            | 1.25; 1.31     |
| Throttle Bore (in)           | 1.56                                     | 1.38; 2.25   |            | 1.56           |
| Choke Control                | Manual                                   | Automatic    |            | Manual         |
| <b>Connecting Rods</b>       |  |              |            |                |
| Material                     | Forged steel                             |              |            |                |
| Length (in)                  | 6.135                                    |              |            |                |
| Bearings                     | Premium aluminum                         |              |            |                |
| <b>Crankcase Ventilation</b> | Closed positive                          |              |            |                |
| <b>Crankshaft</b>            |  |              |            |                |
| Material                     | Forged steel                             |              |            |                |
| Number of Counterweights     | 6  |              |            |                |
| Main Journals (in)           | 2.75                                     |              |            |                |
| Crankpin Journals (in)       | 2.2                                      |              |            |                |
| Torsional Damper             | Inertia; rubber mounted                  |              |            |                |
| Bearings                     | Premium aluminum                         |              |            |                |
| <b>Distributor</b>           | Delco-Remy; centrifugal & vacuum advance |              |            |                |
| <b>Fuel Filter</b>           |  |              |            |                |
| Carburetor                   | Paper element                            |              |            |                |
| Fuel Tank                    | Wire mesh                                |              |            |                |
| In-line                      | Standard                                 | Optional     |            | Standard       |
| <b>Governor</b>              |  |              |            |                |
| Availability                 | Standard                                 | None         |            | Standard       |
| Make                         | —  | —            |            | —              |
| Type                         | Vacuum spinner                           | —            |            | Vacuum spinner |
| Setting                      | 4000 rpm                                 | —            |            | 4000 rpm       |
| <b>Lubrication System</b>    | Controlled full pressure                 |              |            |                |
| Main Bearings                | Direct pressure                          |              |            |                |
| Camshaft Bearings            | Direct pressure                          |              |            |                |
| Timing Gear                  | Centrifugally sprayed                    |              |            |                |
| Connecting Rods              | Direct pressure                          |              |            |                |
| Valve Mechanism              | Pressure & gravity                       |              |            |                |
| Cylinder Walls               | Cross sprayed by pressurized jets        |              |            |                |
| Piston Pins                  | Cross sprayed by pressurized jets        |              |            |                |

★ With A.I.R.

\* Without exhaust emission controls.

(a) Used with A.I.R. on manual and CCS on automatic transmissions.

# 366, 396 & 427 V8 ENGINES

## SPECIFICATIONS

|                           | High Torque   |                           |                     |
|---------------------------|---|---------------------------|---------------------|
|                           | 366 V8*   | 396 V8*                   | 427 V8*             |
| <b>Oil Capacity (qts)</b> |   |                           |                     |
| With filter change        | 7¾  | 5                         | 7¾                  |
| W/o filter change         | 6   | 4                         | 6                   |
| <b>Oil Filter</b>         |   |                           |                     |
| Standard                  | Replaceable element                                 | Throwaway type            | Replaceable element |
| Capacity (qts)            | 2   | 1                         | 2                   |
| <b>Oil Pump</b>           |   |                           |                     |
| Type                      | Spur gear; distributor shaft driven                 |                           |                     |
| Capacity (gpm)            | 6 @ 2000 rpm  |                           |                     |
| Normal Pressure (psi)     | 40-55 @ 2000 rpm                                    | 50-75 @ 2000 rpm          | 40-55 @ 2000 rpm    |
| <b>Pistons</b>            |   |                           |                     |
| Material                  | Cast aluminum alloy                                 |                           |                     |
| Skirt                     | Slipper   |                           |                     |
| Head                      | Flat  | Domed                     | Flat                |
| <b>Piston Pins</b>        |   |                           |                     |
| Type                      | Rod shrink fit to pin                               |                           |                     |
| Material                  | Chromium steel                                      |                           |                     |
| <b>Piston Rings</b>       |   |                           |                     |
| Compression Rings         |   |                           |                     |
| Number                    | 3   | 2                         | 3                   |
| Material                  | Cast alloy iron                                     |                           |                     |
| Oil Control Rings         |   |                           |                     |
| Number                    | 1   |                           |                     |
| Material                  | Cast alloy iron                                     | Multi-piece steel         | Cast alloy iron     |
| <b>Thermostat</b>         | Harrison; 195°                                      |                           |                     |
| <b>Valve Train</b>        |   |                           |                     |
| Type                      | Individually mounted rocker arms, push rod actuated |                           |                     |
| Lifters                   | Hydraulic   |                           |                     |
| Rocker Arm Ratio          | 1.70:1  | 1.75:1                    | 1.70:1              |
| Valve Guides              | Pressed-in; cast alloy iron                         |                           |                     |
| Valve Lash                | Zero  |                           |                     |
| Intake Valves             |   |                           |                     |
| Material                  | Alloy steel   |                           |                     |
| Diameter (in)             | 1.84  | 2.065                     | 1.94                |
| Face Coating              | Aluminized  | None                      | Aluminized          |
| Seats                     | Machined in cylinder head                           |                           |                     |
| Exhaust Valves            |   |                           |                     |
| Material                  | High alloy steel                                    |                           |                     |
| Diameter (in)             | 1.66  | 1.72                      |                     |
| Face Coating              | Cobalt based alloy                                  | Aluminized                | Cobalt based alloy  |
| Seats                     | Hardened inserts                                    | Machined in cylinder head | Hardened inserts    |
| Rotators                  | Rotocoils   | None                      | Rotocoils           |
| <b>Water Pump</b>         |   |                           |                     |
| Type                      | Centrifugal   |                           |                     |
| Capacity (gpm)            | 81 @ 4000 rpm                                       | 82 @ 5200 rpm             | 81 @ 4000 rpm       |

★With A.I.R.

\*Without exhaust emission controls.

# 396 V8 ENGINES

## SPECIFICATIONS

|                              | TURBO-JET                                |              |         |
|------------------------------|--|--------------|---------|
|                              | 396 V8 (a)                               | 396 V8★      |         |
| <b>Basic Description</b>     | V8; valve-in-head                        |              |         |
| Displacement (cu in)         | 396                                      |              |         |
| Bore & Stroke (in)           | 4.094 x 3.76                             |              |         |
| Compression Ratio            | 10.25:1                                  | 10.25:1      |         |
| Firing Order                 | 1-8-4-3-6-5-7-2                          |              |         |
| Gross Horsepower @ rpm       | 325 @ 4800                               | 350 @ 5200   |         |
| Gross Torque (lb-ft) @ rpm   | 410 @ 3200                               | 415 @ 3400   |         |
| <b>Air Cleaner</b>           |  |              |         |
| <b>Camshaft</b>              |  |              |         |
| Bearings                     | Steel-backed babbit                      |              |         |
| Inlet Valve                  | Opens                                    | 28° BTC      | 40° BTC |
|                              | Closes                                   | 78° ABC      | 80° BTC |
| Exhaust Valve                | Opens                                    | 75° BBC      | 88° BBC |
|                              | Closes                                   | 31° ATC      | 32° ATC |
| Inlet Duration w/o Ramp      | 286°                                     | 300°         |         |
| Exhaust Duration w/o Ramp    | 286°                                     | 300°         |         |
| <b>Carburetor</b>            |  |              |         |
| Type                         | 4-Barrel                                 |              |         |
| Make                         | Rochester Quadrajets                     |              |         |
| Venturi ID (in)              | 1.09                                     |              |         |
| Throttle Bore (in)           | 1.38 Primary; 2.25 Secondary             |              |         |
| Choke Control                | Automatic                                |              |         |
| <b>Connecting Rods</b>       |  |              |         |
| Material                     | Forged steel                             |              |         |
| Length (in)                  | 6.135                                    |              |         |
| Bearings                     | Premium aluminum                         |              |         |
| <b>Crankcase Ventilation</b> | Closed positive                          |              |         |
| <b>Crankshaft</b>            |  |              |         |
| Material                     | Cast nodular iron                        | Forged steel |         |
| Number of Counterweights     | 6  |              |         |
| Main Journals (in)           | 2.75                                     |              |         |
| Crankpin Journals (in)       | 2.2                                      |              |         |
| Torsional Damper             | Inertia; rubber mounted                  |              |         |
| Bearings                     | Premium aluminum                         |              |         |
| <b>Distributor</b>           | Delco-Remy; centrifugal & vacuum advance |              |         |
| <b>Fuel Filter</b>           |  |              |         |
| Carburetor                   | Pleated fiber element                    |              |         |
| Fuel Tank                    | Mesh strainer                            |              |         |
| <b>Lubrication System</b>    | Controlled full pressure                 |              |         |
| Main Bearings                | Direct pressure                          |              |         |
| Camshaft Bearings            | Direct pressure                          |              |         |
| Timing Gear                  | Centrifugally sprayed                    |              |         |
| Connecting Rods              | Direct pressure                          |              |         |
| Valve Mechanism              | Pressure & gravity                       |              |         |
| Cylinder Walls               | Cross sprayed by pressurized jets        |              |         |
| Piston Pins                  | Cross sprayed by pressurized jets        |              |         |

★With A.I.R. (a) Used with A.I.R. with manual and CCS on automatic transmissions.

## SPECIFICATIONS

|                       | TURBO-JET  |   |
|-----------------------|------------|---|
|                       | 396 V8 (a) | 396 V8★   |
| <b>Oil Capacity</b>   |            |   |
| With filter change    |            | 5   |
| W/o filter change     |            | 4   |
| <b>Oil Filter</b>     |            |   |
| Standard              |            | Full flow; throwaway type                           |
| Capacity (qts)        |            | 1   |
| <b>Oil Pump</b>       |            |   |
| Type                  |            | Spur gear; distributor shaft driven                 |
| Normal Pressure (psi) |            | 50-75 @ 2000 rpm                                    |
| <b>Pistons</b>        |            |   |
| Material              |            | Cast aluminum alloy                                 |
| Skirt                 |            | Slipper   |
| Head                  |            | Domed   |
| <b>Piston Pins</b>    |            |   |
| Type                  |            | Rod shrink fit to pin                               |
| Material              |            | Chromium steel                                      |
| <b>Piston Rings</b>   |            |   |
| Compression Rings     |            |   |
| Number                |            | 2   |
| Type                  |            | Upper—barrel face; lower—taper face                 |
| Material              |            | Cast alloy iron                                     |
| Oil Control Rings     |            |   |
| Number                |            | 1   |
| Type                  |            | Multi-piece   |
| Material              |            | Steel   |
| <b>Thermostat</b>     |            | Harrison; 195°                                      |
| <b>Valve Train</b>    |            |   |
| Type                  |            | Individually mounted rocker arms, push rod actuated |
| Lifters               |            | Hydraulic   |
| Rocker Arm Ratio      |            | 1.75:1  |
| Valve Guides          |            | Pressed-in; cast alloy iron                         |
| Valve Lash            |            | Zero  |
| Intake Valves         |            |   |
| Material              |            | Alloy steel   |
| Diameter (in)         |            | 2.065   |
| Face Coating          |            | None  |
| Seats                 |            | Machined in cylinder head                           |
| Exhaust Valves        |            |   |
| Material              |            | High alloy steel                                    |
| Diameter (in)         |            | 1.72  |
| Face Coating          |            | Aluminized  |
| Seats                 |            | Machined in cylinder head                           |
| <b>Water Pump</b>     |            |   |
| Type                  |            | Centrifugal   |
| Capacity (gpm)        |            | 82 @ 5200 rpm                                       |

★With A.I.R. (a) Uses A.I.R. with manual and CCS on automatic transmissions.



# GENERAL

|  |      |
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# MODEL IDENTIFICATION

## CHEVELLE 300 DELUXE 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 133-13480 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 135-13680 2-DOOR SEDAN PICKUP, 3-PASSENGER

## CHEVELLE STATION WAGONS

MODEL 131-13235 NOMAD 4-DOOR STATION WAGON, 2-SEAT \*  
MODEL 131-13236 NOMAD 4-DOOR STATION WAGON, 2-SEAT  
MODEL 133-13435 GREENBRIER 4-DOOR STATION WAGON, 2-SEAT \*  
MODEL 133-13436 GREENBRIER 4-DOOR STATION WAGON, 2-SEAT  
MODEL 133-13446 GREENBRIER 4-DR STATION WAGON, 3-SEAT  
MODEL 135-13636 CONCOURS 4-DR STATION WAGON, 2-SEAT  
MODEL 135-13646 CONCOURS 4-DR STATION WAGON, 3-SEAT  
MODEL 13836 CONCOURS ESTATE 4-DR STATION WAGON, 2-SEAT  
MODEL 13846 CONCOURS ESTATE 4-DR STATION WAGON, 3-SEAT

\* Conventional tailgate; dual action tailgate standard for all other Chevelle Station Wagons.



# SERIAL NUMBERS AND IDENTIFICATION

## ONLY BASIC DESIGNATIONS SHOWN

### VEHICLE SERIAL NUMBER

6-Cylinder Example:

| Model | Model Year | Assembly Plant | Unit Number |
|-------|------------|----------------|-------------|
| 13369 | 1969       | (Atlanta)      | (25th unit) |
|       | 9          | A              | 300025      |

Thus: The 25th model built at Atlanta would be serial number 133699A300025

8-Cylinder Example:

| Model | Model Year | Assembly Plant | Unit Number |
|-------|------------|----------------|-------------|
| 13469 | 1969       | (Atlanta)      | (26th unit) |
|       | 9          | A              | 300026      |

Thus: The 26th model built at Atlanta would be serial number 134699A300026

### ASSEMBLY PLANTS

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

Starting unit number ----- 300001 and up at  
each assembly plant regardless of series  
Location ----- Stamped on plate attached  
top left hand of instrument panel

### TRANSMISSION IDENTIFICATION

Example: QPS9E01D

| Type        | Source            | Model Year        | Production*                 |
|-------------|-------------------|-------------------|-----------------------------|
| Designation | Designation       | 1969              | Month & Date                |
| QP          | S (Saginaw)       | 9                 | E01D*                       |
| QP          | 3-Speed           | L-6 & V-8 engines | S - Saginaw                 |
| HU          | 4-Speed           | V-8 engine        | P - Muncie<br>R - Saginaw   |
| UO          | Powerglide        | L-6 engine        | C - Cleveland<br>T - Toledo |
| TF          | Powerglide        | V-8 engine        | C - Cleveland<br>T - Toledo |
| FP          | Turbo Hydra-Matic | L-6 engine        | X - Cleveland<br>Y - Toledo |
| FQ          | Turbo Hydra-Matic | V-8 engine        | X - Cleveland<br>Y - Toledo |
| --          | Turbo Hydra-Matic | V-8 engine        | CC - Ypsilanti              |

#### Location:

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

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

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

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

### ENGINE IDENTIFICATION

Example: F1210BE

| Source      | Production*  | Type        |
|-------------|--------------|-------------|
| Designation | Month & Date | Designation |
| F(Flint)    | 1210         | BE          |

#### 230 Cubic Inch 6-Cylinder

AM - Regular engine, 3-speed  
AN - Regular engine, Powerglide  
AO - Regular engine, Turbo Hydra-Matic (Chevrolet)

#### 250 Cubic Inch 6-Cylinder (RPO-L22)

BE - Optional engine, 3-speed  
BB - Optional engine, Powerglide  
BD - Optional engine, Turbo Hydra-Matic (Chevrolet)

#### 307 Cubic Inch 8-Cylinder

DA - Regular engine, 3-speed  
DE - Regular engine, 4-speed  
DC - Regular engine, Powerglide  
DD - Regular engine, Turbo Hydra-Matic (Chevrolet)

#### 350 Cubic Inch 8-Cylinder (RPO-L48)

HA - Optional engine, 3-speed, 4-bbl. carb.  
HE - Optional engine, Powerglide, 4-bbl. carb.  
HB - Optional engine, Turbo Hydra-Matic (Chevrolet)

#### 396 Cubic Inch 8-Cylinder (RPO-L35)

JA - Optional engine, 3-speed, 4 bbl. carb.  
JK - Optional engine, Turbo Hydra-Matic, 4-bbl.  
carb.

#### 396 Cubic Inch 8-Cylinder (RPO-L34)

JC - Optional engine, 3-speed, 4-bbl. carb.  
JE - Optional engine, Turbo Hydra-Matic, 4 bbl.  
carb.

#### Location:

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

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

### REAR AXLE IDENTIFICATION

TO BE PROVIDED

# REGULAR EQUIPMENT—EXTERIOR

## STANDARD EXTERIOR EQUIPMENT

|       | Nomad<br>131-13200  | 300<br>Deluxe<br>And<br>Greenbrier<br>133-13400 | Malibu<br>And<br>Concours<br>135-13600 | Concours<br>Estate<br>13800 | Standard<br>El Camino<br>133-13480 | Custom<br>El Camino<br>135-13680 |                |
|-------|---|---|--|-----------------------------|------------------------------------|----------------------------------|----------------|
| FRONT | Radiator Grille Bow Tie Emblem  |   | X                                      | X                           | X                                  | X                                |                |
|       | Bright Windshield Molding with Narrow Lower Molding                   | X   | X                                      |                             | X                                  |                                  |                |
|       | Bright Windshield Molding with Wide Lower Molding                     |   |  | X                           | X                                  | X                                |                |
|       | Bumper-Mounted Parking Lamps (White Lens)                             | X   | X                                      | X                           | X                                  | X                                |                |
|       | Black Painted Headlamp Bezel with Bright Border                       | X   | X                                      | X                           | X                                  | X                                |                |
|       | Plastic Radiator Grille with Bright Outline Moldings                  | X   | X                                      | X                           | X                                  | X                                |                |
|       | Radiator Grille Bright Center Molding                                 |   |  | X                           | X                                  | X                                |                |
|       | "Chevrolet" Front Header Nameplate                                    | X   | 35,36,46                               | 36, 46                      | X                                  |                                  |                |
|       | "El Camino" Front Header Nameplate                                    |   |  |                             |                                    | X                                |                |
|       | "Chevelle by Chevrolet" Front Header Nameplate                        |   | 27,37,69                               | 37, 39,<br>67, 69           |                                    |                                  |                |
|       | Hood and Fender Rear Molding  | X   | X                                      | X                           | X                                  | X                                |                |
|       | Concealed Windshield Wipers with Articulated Left Blade               |   |  | X                           | X                                  | X                                |                |
|       | Bright Windshield Pillar Molding                                      |   |  | 67                          |                                    |                                  |                |
| SIDE  | Front and Rear Marker Lamps (F-Amber, R-Red)                          | X   | X                                      | X                           | X                                  | X                                |                |
|       | Engine Displacement (Except Base L-6) Part of Front Marker Lamp Bezel | X   | X                                      | X                           | X                                  | X                                |                |
|       | Front Fender Nameplate  | "Nomad"   | "300<br>Deluxe"                        |                             |                                    |                                  |                |
|       | Rear Quarter Nameplate  |   | "Green-<br>brier"                      | "Malibu"<br>"Concours"      | "Concours<br>Estate"               | "El<br>Camino"                   | "El<br>Camino" |
|       | Bright Ventipane Frames   | X   | 35,36,46,<br>27,69                     | 36,46,<br>39,69             | X                                  | X                                | X              |
|       | Left Hand Outside Rear View Mirror                                    | X   | X                                      | X                           | X                                  | X                                | X              |
|       | Rocker Panel Molding  |   | X                                      |                             |                                    | X                                |                |
|       | Body Side Lower Molding-Front and Doors                               |   |  | 36,46,69                    |                                    |                                  |                |
|       | Body Side Lower Molding-Front Fender, Doors and Rear Quarter          |   |  | 37,39,67                    |                                    |                                  | X              |
|       | "Cortez" Silver Below Body Side Lower Molding                         |   |  | 37,39,67                    |                                    |                                  | X              |
|       | Body Side Twin Paint Stripes  |   |  | X                           |                                    |                                  | X              |
|       | Bright Roof Drip Gutter Molding                                       |   | 35,36,46                               | 36, 46-<br>37,39,69         | X                                  |                                  | X              |
|       | Rear Quarter Window Reveal Molding                                    |   | 35,36,46                               | 36, 46                      | X                                  |                                  |                |
|       | Body Side Wood-Grain Insert with Black Paint Filled Outline Molding   |   |  |                             | X                                  |                                  |                |
|       | Bright Load Compartment Belt Molding                                  |   |  |                             |                                    | X                                | X              |
|       | Bright Door Frame Scalp Molding                                       |   |  |                             |                                    |                                  | X              |
|       | Wheel Opening Moldings  |   |  |                             | X                                  |                                  |                |
|       | Hub Caps  | X   | X                                      | X                           | X                                  | X                                | X              |

# REGULAR EQUIPMENT—EXTERIOR—Cont'd

## STANDARD EXTERIOR EQUIPMENT

|   | Nomad<br>131-13200                                       | 300<br>Deluxe<br>And<br>Greenbrier<br>133-13400 | Malibu<br>And<br>Concours<br>135-13600 | Concours<br>Estate<br>13800 | Standard<br>El Camino<br>133-13480 | Custom<br>El Camino<br>135-13680 |
|---|--|---|--|-----------------------------|------------------------------------|----------------------------------|
| <b>REAR</b>                                     | Rear Belt Molding  |   |  | 67                          |                                    |                                  |
|   | "Chevrolet" Tailgate Nameplate                           | X   | 35,36,46                               | 36, 46                      | X                                  | X                                |
|   | "Chevelle by Chevrolet" Deck Lid<br>Nameplate            |   | 27,37,69                               | 37, 39,<br>67, 69           |                                    |                                  |
|   | Black Paint Filled Rear End Panel or<br>Tailgate Molding |   |  | X                           | X                                  | X                                |
|   | "Cortez" Silver Between Rear End<br>Panel Moldings       |   |  | 37,39,67                    |                                    |                                  |
|   | Tailgate Wood-Grain Insert Between<br>Tailgate Moldings  |   |  |                             | X                                  | X                                |
|   | Bow Tie Tailgate Emblem                                  |   |  |                             |                                    | X                                |
|   | Tailgate Belt Molding                                    |   |  |                             |                                    | X                                |
|   | Tailgate-Mounted Backup Lamps                            | X   | 35,36,46                               | 36, 46                      | X                                  | X                                |
|   | Backup Lamp Integral with Tail Lamp                      |   | 27,37,69                               | 37,39,<br>67, 69            |                                    |                                  |
|   | Bumper Mounted Reflectors                                |   |  |                             |                                    | X                                |
|   | Bright Rear Window or Tailgate<br>Reveal Molding         | X   | X                                      | 36, 46,<br>37,39,69         | X                                  | X                                |
|   | Bumper Step Well Rubber Mat                              | 36  | 36, 46                                 | 36, 46                      | X                                  |                                  |
|   | Body-to-Bumper Filler Panel with<br>Rubber Mats          |   | 46                                     | 36, 46                      | X                                  |                                  |
| Body-to-Bumper Filler Panel with<br>Black Paint | 35, 36   | 35, 36  |  |                             |                                    |                                  |

# REGULAR EQUIPMENT—INTERIOR

## STANDARD INTERIOR EQUIPMENT

|   | Nomad<br>131-13200  | 300<br>Deluxe<br>And<br>Greenbrier<br>133-13400 | Malibu<br>And<br>Concours<br>135-13600 | Concours<br>Estate<br>13800 | Standard<br>El Camino<br>133-13480 | Custom<br>El Camino<br>135-13680 |        |
|---|---|---|--|-----------------------------|------------------------------------|----------------------------------|--------|
| <b>ROOF<br/>AND<br/>PILLARS</b>             | Prismatic 12-Inch Rear View Mirror with Padded Edges        | X   | X                                      | X                           | X                                  | X                                |        |
|   | Silver-Painted Rear View Mirror Support                     | X   | X                                      | X                           | X                                  | X                                |        |
|   | Plastic, Trim-Colored Rear View Mirror Support Cover        | X   | X                                      | X                           | X                                  | X                                |        |
|   | Padded Sunshades  | X   | X                                      | X                           | X                                  | X                                |        |
|   | Sunshade Inboard Retainer (At mirror Support Cover)         | X   | X                                      | X                           | X                                  | X                                |        |
|   | Padded, Trim-Colored Windshield Pillars                     | X   | X                                      | X                           | X                                  | X                                |        |
|   | Plastic, Trim-Colored Coat Hooks                            | X   | X                                      | 36, 46,<br>37,39,69         | X                                  |                                  |        |
|   | Bright-Bezeled Center Dome Lamp                             | X   | X                                      | 36, 46,<br>37,39,69         | X                                  |                                  |        |
|   | Bright-Bezeled Backlight Header Dome Lamp                   |   |  |                             |                                    | X                                | X      |
|   | Bright Front Seat Shoulder Belt Roof Rail Stowage Clips     | X   | X                                      | 36, 46,<br>37,39,69         | X                                  |                                  |        |
|   | Plastic, Trim-Colored Front Seat Shoulder Belt Anchor Cover | X   | X                                      | 36, 46,<br>37,39,69         | X                                  | X                                | X      |
|   | Left and Right Front Door JambSwitches                      |   | X                                      | X                           | X                                  | X                                | X      |
|   | Left Front Door JambSwitch                                  | X   |  |                             |                                    |                                  |        |
|   | Additional Roof Insulation                                  |   |  | 36, 46                      | X                                  |                                  |        |
| <b>SEATS<br/>AND<br/>FLOOR<br/>COVERING</b> | Front Seat Cushion 1.25-Inch Foam Pad                       | X   | X                                      |                             | X                                  |                                  |        |
|   | Front Seat Cushion 1.75-Inch Foam Pad                       |   |  | X                           | X                                  | X                                |        |
|   | Second Seat Cushion 6-Oz. Cotton Pad                        | X   | X                                      |                             |                                    |                                  |        |
|   | Second Seat Cushion 1.0-Inch Foam Pad                       |   |  | X                           | X                                  |                                  |        |
|   | Third Seat Cushion .75-Inch Foam Pad                        |   | 46                                     | 46                          | 46                                 |                                  |        |
|   | Bright Front Seat Adjuster Handle                           | X   | X                                      | X                           | X                                  | X                                | X      |
|   | Bright Folding Front Seat Back Latches                      |   | 27, 37                                 | 37, 67                      |                                    | X                                | X      |
|   | Bright Folding Second Seat Back Latches                     | X   | 35,36,46                               | 36, 46                      | X                                  |                                  |        |
|   | Bright Folding Third Seat Back Latches                      |   | 46                                     | 46                          | 46                                 |                                  |        |
|   | Cloth, and Cloth and Vinyl Seat Cushion and Seat Back Trim  |   | 27,37,69                               | 37,39,69                    |                                    |                                  |        |
|   | All-Vinyl Seat Cushion and Seat Back Trim                   | X   | 35,36,46                               | 36, 46                      | X                                  | X                                | X      |
|   | Vinyl Coated Rubber Passenger Compartment Floor Covering    | X   | X                                      |                             |                                    | X                                |        |
|   | Carpet Passenger Compartment Floor Covering                 |   |  | X                           | X                                  |                                  | X      |
|   | Luggage Compartment Spatter Paint                           |   | 27,37,69                               | 37, 39,<br>67, 69           |                                    |                                  |        |
|   | Luggage Compartment Pad                                     |   |  | 37, 39,<br>67, 69           |                                    |                                  |        |
|   | All Vinyl Front Seat Head Restraints                        | X   | X                                      | X                           | X                                  | X                                | X      |
|   | Seat Belts  | X   | X                                      | X                           | X                                  | X                                | X      |
| Front Seat Shoulder Belts                   | X   | X   | X                                      | X                           | X                                  | X                                |        |
| <b>DOOR<br/>AND<br/>QUARTER<br/>PANEL</b>   | All Vinyl Door and Quarter Panel Trim                       | X   | X                                      | X                           | X                                  | X                                |        |
|   | Padded Front Door Armrests                                  | X   | X                                      | X                           | X                                  | X                                |        |
|   | Padded Rear Door or Quarter Panel Armrest with Ash Tray     |   | X                                      | 36, 46,<br>37,39,69         | X                                  |                                  |        |
|   | Built-In Rear Quarter Armrest with Ash Tray                 |   |  | 67                          |                                    |                                  |        |
|   | Silver-Accented, Clear Plastic Window Regulator Knobs       | X   | X                                      | X                           | X                                  | X                                | X      |
|   | Bright Door Lock Buttons                                    | X   | X                                      | X                           | X                                  | X                                | X      |
|   | Series Door Nameplate                                       | Chevelle  | Chevelle<br>Greenbrier                 | Malibu<br>Concours          | Concours                           | Chevelle                         | Malibu |

# REGULAR EQUIPMENT—INTERIOR—Cont'd

## STANDARD INTERIOR EQUIPMENT

|  |  | Nomad<br>131-13200 | 300<br>Deluxe<br>And<br>Greenbrier<br>133-13400 | Malibu<br>And<br>Concours<br>133-13600 | Concours<br>Estate<br>13800 | Standard<br>El Camino<br>133-13480 | Custom<br>El Camino<br>135-13680 |
|--|--|--------------------|---|--|-----------------------------|------------------------------------|----------------------------------|
| <b>INSTRUMENT PANEL</b>  | Blended Air Heater with Lighted Controls                                     | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Ash Tray   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Bright Cigarette Lighter   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Clock Hole Cover   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Temperature, Generator, Oil Pressure and Brake Warning Lights                | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Instrument Panel Right Side Molding and Nameplate                            |                    | Wagon Only                                      | X                                      | X                           |                                    | X                                |
|  | Trim-Colored Instrument Panel Pad  | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Bright, Black-Accented Light Switch Knob                                     | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Two-Speed Windshield Wiper with Washer                                       | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Slide-Type Windshield Wiper Control (Depress for Washer)                     | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Bright Cowl Vent Control Knobs   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | High Beam and Turn Signal Indicators   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Positive-Type Glove Compartment Door Lock                                    | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Glove Compartment Light  |                    |   | X                                      | X                           |                                    | X                                |
|  | Left and Right Side High Level Ventilation Outlets                           |                    | 37  | 37, 67                                 |                             |                                    |                                  |
|  | Instrument Panel Courtesy Lights   |                    |   | 67                                     |                             |                                    |                                  |
| "Astro-Ventilation" Nameplate (Above Right Side High Level Ventilation Outlet) |  | 37                 | 37, 67  |  |                             |                                    |                                  |
| <b>STEERING</b>  | Steering Column Ignition Switch with Integral Steering Wheel and Trans. Lock | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Trim-Colored Turn Signal Lever Knob  | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Trim-Colored Transmission Shift Lever Knob                                   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Plastic, Oval, Two-Spoke, Shrouded Steering Wheel with Horn Blowing Tabs     | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Steering Wheel Emblem  | Bow Tie            | Bow Tie   | Malibu                                 | Bow Tie                     | Bow Tie                            | Malibu                           |
|  | Bright Hazard Flasher Knob   | X                  | X   | X                                      | X                           | X                                  | X                                |
|  | Steering Wheel with Wood-Grain Treatment on Shroud                           |                    |   |  | X                           |                                    |                                  |
| <b>STATION WAGON LOAD AREA</b>   | Vinyl Coated Rubber Flat Load Floor Mat                                      | X                  |   |  |                             |                                    |                                  |
|  | Vinyl Painted, Textured Metal Load Floor                                     | X                  | X   | X                                      | X                           |                                    |                                  |
|  | Vinyl Painted, Textured Metal Quarter Panel and Wheelhouse                   | X                  | X   |  |                             |                                    |                                  |
|  | Vinyl Trimmed Quarter Panel and Wheelhouse                                   |                    |   | X                                      | X                           |                                    |                                  |
|  | Black Rubber Load Floor Well Mat   |                    | 35, 36  | 36                                     | 36                          |                                    |                                  |
|  | Vinyl-Colored, Rubber Coated Load Floor Well Mat                             |                    | 46  | 46                                     | 46                          |                                    |                                  |
|  | Manual Tailgate Window Control   | X                  | 35, 36  | 36                                     | 36                          |                                    |                                  |
|  | Electric Tailgate Window Control   |                    | 46  | 46                                     | 46                          |                                    |                                  |
|  | Additional Insulation Under Load Floor and in Stowage Well                   |                    |   |  | X                           |                                    |                                  |
| Third Seat Courtesy Light  |  | 46                 | 46  | 46                                     |                             |                                    |                                  |

# MAJOR APPEARANCE AND PERFORMANCE OPTIONS

|  | RPO Z36<br>Concours Trim<br>(Available on<br>Malibu 4-Door<br>Sport Sedan) | RPO A31<br>Bucket Front<br>Seats<br>(Available on<br>Malibu Sport<br>Coupe & Con-<br>vertible, &<br>Custom<br>El Camino) | RPO C08<br>Vinyl Roof<br>(Available in<br>Black, Parch-<br>ment, Midnight<br>Green, Dk. Blue<br>& Dk. Brown) | RPO B90<br>Bright Scalp<br>Moldings (Not<br>(Available on<br>Sport Coupe,<br>Sport Sedan<br>or Convertible) | RPO Z25<br>Super Sport<br>(Available on<br>300 Deluxe<br>Coupe & Sport<br>Coupe, Malibu<br>Coupe & Con-<br>vertible &<br>Custom<br>El Camino) |
|--|--|--|--|---|---|
| All Vinyl Bucket Front Seats   |  | X  |  |   |   |
| All Vinyl Bucket Front Seat Head Restraints  |  | X  |  |   |   |
| "Concours" Front Fender Nameplate  | X  |  |  |   |   |
| Ribbed, Black Paint Filled Front Fender,<br>Body Lower Side and Rear Quarter Molding | X  |  |  |   |   |
| "Concours by Chevrolet" Rear Deck Lid<br>Nameplate                                   | X  |  |  |   |   |
| Wheel Opening Moldings   | X  |  |  |   | X   |
| "Concours" Nameplate in Wood-Accented<br>Instrument Panel Right Side Molding         | X  |  |  |   |   |
| Wood-Grain Insert in Steering Wheel Shroud   | X  |  |  |   |   |
| Bow Tie Steering Wheel Center Emblem   | X  |  |  |   |   |
| Perforated Headlining  | X  |  |  |   |   |
| Additional Interior Insulation   | X  |  |  |   |   |
| Distinct, Luxurious Seat and Sidewall Trim   | X  |  |  |   |   |
| Bright Backing Plates for Front and Rear<br>Door Armrests                            | X  |  |  |   |   |
| Vinyl Roof Material  |  |  | X  |   |   |
| Bright Roof Drip Gutter Molding  |  |  | X  |   | X (C)   |
| Bright Rear Door (4-Dr. Models), Sail and<br>Tulip Panel Outline Molding             |  |  | X  |   |   |
| Bright Front and Rear Door Frame, and Cen-<br>ter Pillar Scalp Moldings              |  |  |  | 35,36,46,69   |   |
| Bright Door and Quarter Window Frame Scalp<br>Molding                                |  |  |  | 27  |   |
| Bright Rear Quarter Window Reveal Molding  |  |  |  | 35, 36  |   |
| Black Steering Wheel and Column  |  |  |  |   | X (A)   |
| Steering Wheel Shroud with Black Center<br>Area and Horn Blowing Tab                 |  |  |  |   | X (B)   |
| "SS" Steering Wheel Center Emblem  |  |  |  |   | X   |
| "SS 396" Nameplate in Black-Accented In-<br>strument Panel Right Side Molding        |  |  |  |   | X   |
| "SS 396" Door Sidewall Emblem  |  |  |  |   | X (A)   |
| Black Paint Filled Rear End Panel or<br>Tailgate Moldings                            |  |  |  |   | X (C)   |
| Black Paint Between Rear End Panel Moldings  |  |  |  |   | X   |
| Malibu Series Rear Quarter End Cap, Tail<br>Lamp and Tail Lamp Bezel                 |  |  |  |   | X (B)   |
| Grille, Front Fender, and Rear End Panel or<br>Tailgate "SS 396" Nameplate           |  |  |  |   | X   |
| Black Painted Radiator Grille  |  |  |  |   | X   |
| Special Hood with Ornamental Cowl Grilles  |  |  |  |   | X   |
| Bright Bezeled Parking Lamp Lens   |  |  |  |   | X   |
| F70-14 Wide Oval, Blackwall, White-Lettered<br>Tires                                 |  |  |  |   | 27,37,67  |
| G70-14 Wide Oval, Blackwall, White-Lettered<br>Tire                                  |  |  |  |   | 80  |
| 14 x 7 Sport Wheels with Special Hub Cap and<br>Trim Ring                            |  |  |  |   | X   |
| Oval Tail Pipes  |  |  |  |   | 27,37,67  |

- (A) - Malibu Series and Custom El Camino only.  
 (B) - 300 Deluxe Series only.  
 (C) - Base on Malibu Series, and Custom El Camino.

## REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

| Equipment   | RPO/ACC | Models                                  |
|---|---------|---|
| Air conditioner, Four-Season  | C60     | 13000                                   |
| Air conditioner, G.M. Chevrolet   | ACC     | 13000                                   |
| <b>Appearance Guard Group (Items available as a group or as separate options)</b> |         |   |
| Door edge guards (RPO B93)  |         | 13000 exc 13800                         |
| Front bumper guards (RPO V31)   |         | 13000                                   |
| Rear bumper guards (RPO V32)  |         | 13000 exc wgn & pickup                  |
| Twin front and rear floor mats (RPO B37)  |         | 13000                                   |
| Visor vanity mirror (RPO D34)   |         | 13000                                   |
| <b>Auxiliary Lighting (Items available as a group) - RPO ZJ9</b>                  |         |   |
| Ash tray light  |         | 13000                                   |
| Courtesy lights   |         | 13000 exc conv                          |
| Glove box light   |         | 131-132-133-13400                       |
| Luggage light   |         | 13000 exc wgn & pickup                  |
| Map light   |         | 13000                                   |
| Underhood lamp  |         | 13000                                   |
| <b>Axle Ratios</b>  |         |   |
| 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                                   |
| 4.10 ratio  | *       | 13000                                   |
| Positraction (all ratios)   | G80     | 13000                                   |
| Battery, heavy duty   | T60     | 13000                                   |
| <b>Belts and Harnesses</b>  |         |   |
| Deluxe front and rear seat belts  | A39     | 135-13667                               |
| Deluxe front seat shoulder harnesses  | A85     | 135-13667                               |
| Deluxe rear seat shoulder harnesses   | AS4     | 13000 exc pickup                        |
| Deluxe seat belts and front seat shoulder harnesses                               | ZK3     | 13000 exc conv                          |
| Seat belt retractor   | ACC     | 13000                                   |
| Standard front seat shoulder harnesses  | AS1     | 135-13667                               |
| Standard rear seat shoulder harnesses   | AS5     | 13000 exc pickup                        |
| Brakes, front disc  | J52     | 13000                                   |
| Brakes, power   | J50 ACC | 13000                                   |
| <b>Carriers</b>   |         |   |
| 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 (roof luggage carrier)   | ACC     | 13000 wgn                               |
| Ski rack (roof clamp-on type)   | ACC     | 13000 exc conv                          |
| Clock   | U35 ACC | 13000                                   |
| Clutch, heavy duty  | MA6     | 13000                                   |
| Compass   | ACC     | 13000                                   |
| Console, front compartment  | D55     | 135-13637-67-80                         |
| Cruise control, Cruise-Master   | ACC     | 132-134-136-13800                       |
| Deflectors, rain  | ACC     | 13000 4-door<br>(exc sport sedan) & wgn |
| Deflector, tailgate window  | C51 ACC | 13000 wgn                               |
| Defroster, rear window  | C50 ACC | 13000 exc pickup                        |
| Emergency road kit  | ACC     | 13000                                   |
| <b>Engines</b>  |         |   |
| 155-hp Turbo-Thrift 250 cu.in. L-6  | L22     | 13000                                   |
| 255-hp Turbo-Fire 350 cu.in. V-8  | LM1     | 13000                                   |
| 300-hp Turbo-Jet 350 cu.in. V-8   | L48     | 13000                                   |
| 325-hp Turbo-Jet 396 cu.in. V-8   | L35     | 13000                                   |
| 350-hp Turbo-Jet 396 cu.in. V-8   | L34     | 13000                                   |
| Engine ventilation, heavy duty closed positive                                    | KD5     | 13000                                   |
| Engine block heater   | K05     | 13000                                   |
| <b>Exhaust</b>  |         |   |
| Dual exhaust  | N10     | 132-134-136-13800                       |
| Noise reduction - California  | NC7     | 132-134-136-13800                       |
| Dual chambered exhaust system   | NC8     | 13427-37, 13637-67-80                   |
| Fan, temperature controlled   | K02 ACC | 132-134-136-13800                       |
| Fire extinguisher   | ACC     | 13000                                   |
| Fire extinguisher refill cartridge  | ACC     | 13000                                   |
| Floor mats, clear vinyl twin front and rear                                       | ACC     | 13000                                   |
| Floor mats, twin front and rear   | B37 ACC | 13000                                   |

\*Positraction only.

# REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

| Equipment  | RPO/ACC | Models   |
|--|---------|--|
| Gauges, instrument panel   | U14     | 13427-37, 13637-67-80                                      |
| Generator, Delcotron (42 amp)  | K79     | 13000  |
| Generator, Delcotron (63 amp)  | K85     | 13000  |
| Glass, tinted window   | A01     | 13000  |
| Glass, tinted windshield (fleet use only)  | A02     | 13000  |
| <b>Guards</b>  |         |  |
| Door edge guards   | B93     | ACC 13000 exc 13800  |
| Front bumper guards  | V31     | ACC 13000  |
| Rear bumper guards   | V32     | ACC 13000 exc wgn & pickup                                 |
| Headlamp washer  | CE1     | 13000  |
| Horns, dual  | U05     | ACC 131-132-133-13400                                      |
| <b>Lights</b>  |         |  |
| Ash tray light   |         | ACC 13000  |
| Courtesy lights  |         | ACC 13000 exc conv   |
| Glove box light  |         | ACC 131-132-133-13400                                      |
| Hand portable spotlight  |         | ACC 13000  |
| Light monitoring system  | U46     | ACC 13000 exc pickup                                       |
| Luggage light  |         | ACC 13000 exc wgn & pickup                                 |
| Power door locks   | A93     | 13000  |
| Remote control spotlight   |         | ACC 13000  |
| Trunk lid release  |         | ACC 13000 exc wgn  |
| Underhood light  |         | ACC 13000  |
| Litter container, saddle type  |         | ACC 13000  |
| <b>Locks</b>   |         |  |
| Gas cap lock   |         | ACC 13000  |
| Spare wheel lock   |         | ACC 13000  |
| Rear door safety lock  |         | ACC 13000  |
| <b>Mirrors</b>   |         |  |
| Remote control outside mirror  | D33     | 13000  |
| Right hand outside rearview mirror   |         | ACC 13000  |
| Visor vanity mirror  | D34     | ACC 13000  |
| <b>Model Option</b>  |         |  |
| Concours trim and ornamentation package  | ZJ6     | 135-13639  |
| Molding, upper body side   | BX4     | 131-132-133-134-135-13600                                  |
| Molding, door and window frame   | B90     | 13000 exc conv,<br>Sport coupe, Sport sedan<br>& 135-13680 |
| <b>Operating Convenience Group (Items available as a group or as separate options)</b> |         |  |
| Clock (RPO U35)  |         | 13000  |
| Rear window defroster (RPO C50)  |         | 13000 exc pickup   |
| Remote control outside mirror (RPO D33)  |         | 13000  |
| Paint stripe, body   | D96     | 13427-37, 13637-67-80                                      |
| Radiator, heavy duty   | V01     | 13000  |
| <b>Radio Antennas</b>  |         |  |
| Front fixed height antenna   |         | ACC 13000  |
| Front manual antenna   |         | ACC 13000  |
| Rear manual antenna  | U73     | ACC 13000 exc wgn & pickup                                 |
| <b>Radios</b>  |         |  |
| Push-button AM radio with front antenna  | U63     | ACC 13000  |
| Push-button AM-FM radio with fixed height antenna                                      | U69     | ACC 13000  |
| AM-FM stereo radio   | U79     | ACC 13000 exc pickup                                       |
| Rear speaker   | U80     | ACC 13000 exc pickup                                       |
| <b>Seats</b>   |         |  |
| Child restraint seat   |         | ACC 13000  |
| Front Strato-bucket seat   | A51     | 135-13637-67-80  |
| Speed warning indicator  | U15     | 13000  |
| <b>Steering</b>  |         |  |
| Power steering   | N40     | 13000  |
| Tilt-type steering wheel   | N33     | 13000  |
| Wood-grained plastic steering wheel  | N34     | 13000  |
| Stereo tape player   | U57     | ACC 13000 exc pickup                                       |
| Suspension, heavy duty front and rear  | F40     | 13000  |
| Suspension, special performance front and rear   | F41     | 13427-37,<br>13637-67*                                     |

\* SS 396 only



## REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

| Equipment  | RPO /ACC | Models                                   |
|--|----------|--|
| Tachometer   | ACC      | 132-134-136-13800                        |
| <b>Tires</b>   |          |  |
| 7.35-14-4 pr   | P57      | 13000 exc wgn                            |
| 7.35-14-4 pr-whitewall                                   | P58      | 13000 exc wgn                            |
| 7.75-14-4 pr-whitewall                                   | P62      | 13100, 132-133-134-135-<br>13600 exc wgn |
| 7.75-14-4 pr   | P65      | 13100, 132-133-134-135-<br>13600 exc wgn |
| 8.25-14-4 pr   | P75      | 13000 wgn                                |
| 8.25-14-4 pr-whitewall                                   | P77      | 13000 wgn                                |
| G78-14-4 pr  | PK1      | 13000 wgn                                |
| G78-14-4 pr-whitewall                                    | PK2      | 13000 wgn                                |
| G70-14-4 pr-red stripe                                   | PK4      | 13680                                    |
| 7.75-14-8 pr-whitewall                                   | PN5      | 13000 wgn                                |
| 8.25-14-4 pr-special nylon                               | PQ6      | 13000 wgn                                |
| F70-14-4 pr-white lettering                              | PL5      | 13000 exc wgn                            |
| 8.25-14-4 pr-special nylon                               | PQ6      | 13000 wgn                                |
| 8.25-14-4 pr-special nylon-whitewall                     | PQ7      | 13000 wgn                                |
| 8.25-14-8 pr-special heavy duty                          | PR2      | 13000 wgn                                |
| 8.25-14-8 pr-special heavy duty<br>whitewall             | PR3      | 13000 wgn                                |
| F70-14-4 pr-white stripe                                 | PW7      | 13000 exc wgn                            |
| F70-14-4 pr-red stripe                                   | PW8      | 13000 exc wgn                            |
| F78-14-4 pr  | PX5      | 13100, 132-133-134-135-<br>13600 exc wgn |
| F78-14-4 pr-whitewall                                    | PX6      | 13100, 132-133-134-135-<br>13600 exc wgn |
| G70-14-4 pr-white stripe                                 | PX8      | 13680                                    |
| G70-14-4 pr-white stripe                                 | PX9      | 13680                                    |
| F70-14-4 pr-white stripe                                 | PY4      | 13000 exc wgn                            |
| F70-14-4 pr-red stripe                                   | PY5      | 13000 exc wgn                            |
| G70-14-4 pr-red stripe                                   | PY7      | 13680                                    |
| Tissue dispenser   | ACC      | 13000                                    |
| <b>Tops</b>  |          |  |
| Folding convertible top                                  | C05      | 135-13667                                |
| Power convertible top                                    | C06      | 135-13667                                |
| Vinyl roof covering                                      | C08      | 13000 exc conv & wgn                     |
| Trailer hitch  | ACC      | 13000                                    |
| Trailer wiring harness                                   | ACC      | 13000                                    |
| <b>Transmissions</b>                                     |          |  |
| Heavy duty 4-speed transmission                          | M22      | 13000                                    |
| 4-speed  | M20      | 13000                                    |
| 4-speed, close ratio                                     | M21      | 13000                                    |
| Powerglide   | M35      | 13000                                    |
| 3-speed automatic - Chevrolet-built<br>Turbo Hydra-Matic | M38      | 13000                                    |
| Heavy duty 3-speed transmission -<br>Chevrolet           | MC1      | 13000                                    |
| 3-speed automatic, Turbo Hydra-Matic                     | M40      | 13000                                    |
| <b>Wheel Covers</b>                                      |          |  |
| Mag-style wheel covers-3 spoke                           | N96 ACC  | 13000                                    |
| Mag-style wheel covers-6 spoke                           | PA2 ACC  | 13000                                    |
| Simulated wire wheel covers                              | N95 ACC  | 13000                                    |
| Wheel covers   | P01 ACC  | 13000                                    |
| Wheel trim ring (14" and 15" wheels)                     | P06      | 13000                                    |
| Wheels-"rally wheel," hub cap, trim ring                 | ZJ7      | 13000 exc wgn                            |
| <b>Windows</b>   |          |  |
| Power tailgate window                                    | A33      | 13000 wgn (2 seat)                       |
| Power windows  | A31      | 135-136-13800                            |
| Windshield Wipers, concealed                             | C24      | 131-132-133-13400                        |

# AIR CONDITIONING EQUIPMENT

## FOUR SEASON (RPO C60)

Heater integrated; manually controlled by three horizontal levers on instrument control panel plus 4-speed fan switch. Upper lever operates compressor and air selector doors; center lever controls air flow from instrument panel outlets; lower lever directs air to defroster outlets.

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

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

# DIMENSIONS AND WEIGHTS

|                                 |   |
|---------------------------------|---|
| INTERIOR DIMENSIONS .....       | 2 |
| LUGGAGE CAPACITY .....          | 2 |
| STATION WAGON CARGO SPACE ..... | 2 |
| EXTERIOR DIMENSIONS .....       | 3 |
| VEHICLE WEIGHTS .....           | 4 |

# INTERIOR DIMENSIONS

## FRONT COMPARTMENT

| CODE | DESCRIPTION                    | 2-DOOR<br>COUPE | 4-DOOR<br>SEDAN | SPORT<br>SEDANS | SPORT<br>COUPES | CONVERT-<br>IBLES | STATION<br>WAGONS | SEDAN<br>PICKUP |
|------|--------------------------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-----------------|
| H3   | Seat cushion height            |                 |                 | 10,9            |                 | 10,5              |                   | 10,9            |
| H11  | Entrance height                | 29,3            | 29,8            | 30,3            | 29,9            | 29,5              | 30,1              | 30,0            |
| H13  | Steering wheel thigh clearance | 4,1             | 3,9             | 4,0             | 4,1             | 4,0               | 4,3               | 3,5             |
| H30  | H point to heel point          |                 |                 |                 | 6,1             |                   |                   | 8,2             |
| H32  | Seat cushion deflection        | 4,0             | 3,8             |                 |                 | 4,0               |                   |                 |
| H58  | H point rise                   |                 |                 |                 | 0,8             |                   |                   | 0,7             |
| H61  | Effective headroom             | 37,9            | 38,1            |                 | 37,9            | 38,3              | 38,5              | 38,1            |
| H70  | H point to body O line         | 13,8            | 14,1            |                 | 13,8            | 14,1              | 13,8              | 13,9            |
| H75  | Effective headroom - 'T' point | 38,1            | 38,3            |                 | 38,1            | 38,5              | 38,7              | 38,3            |
| W3   | Shoulder room                  | 58,2            | 58,4            |                 |                 | 55,2              | 58,3              | 58,2            |
| W5   | Hip room                       | 59,8            | 59,7            | 59,5            | 59,8            | 59,7              | 59,8              | 59,8            |
| L7   | Steering wheel torso clearance | 12,2            | 12,1            |                 | 12,2            | 12,1              | 12,4              | 11,5            |
| L17  | H point travel                 |                 |                 |                 | 4,8             |                   |                   | 4,7             |
| L34  | Effective leg room             | 42,5            | 42,7            | 42,8            | 42,5            | 42,8              | 42,8              | 41,6            |

## REAR COMPARTMENT

|     |                                |      |      |      |      |      |      |     |
|-----|--------------------------------|------|------|------|------|------|------|-----|
| H8  | Seat cushion height            | 12,7 | 13,0 | 13,1 | 12,7 | 12,6 | 13,3 | --- |
| H12 | Entrance height                | ---  | 29,5 | 29,9 | ---  | ---  | 29,7 | --- |
| H31 | H point to heel point          | 10,2 | 10,6 | 10,7 | 10,2 | 10,1 | 10,8 | --- |
| H33 | Seat cushion deflection        | 4,3  |      | 4,4  |      | 4,3  | 4,5  | --- |
| H51 | Upper body opening to ground   | ---  |      |      |      | ---  |      | --- |
| H63 | Effective headroom             | 36,3 |      | 37,1 | 36,3 | 36,9 | 38,3 | --- |
| H71 | H point to body O line         | 13,4 |      | 14,0 |      | 13,4 | 14,0 | --- |
| H76 | Effective headroom - 'T' point | 36,3 |      | 37,2 | 36,3 | 36,9 | 38,5 | --- |
| W4  | Shoulder room                  | 56,8 |      | 57,2 | 56,8 | 57,7 | 57,4 | --- |
| W6  | Hip room                       | 58,5 |      | 58,8 | 58,5 | 50,4 | 59,5 | --- |
| L3  | Rear compartment room          | 24,0 |      | 25,8 |      | 24,0 | 26,1 | --- |
| L50 | H point couple distance        | 30,6 |      | 32,8 | 30,6 | 30,5 | 32,8 | --- |
| L51 | Effective leg room             | 32,5 | 35,1 | 34,9 | 32,5 | 32,3 | 35,2 | --- |

## STATION WAGON THIRD SEAT

|     |                    |  |  |  |  |  |      |  |
|-----|--------------------|--|--|--|--|--|------|--|
| W85 | Shoulder room      |  |  |  |  |  | 47,5 |  |
| W86 | Hip room           |  |  |  |  |  | 47,0 |  |
| H86 | Effective headroom |  |  |  |  |  | 35,8 |  |
| L86 | Effective leg room |  |  |  |  |  | 30,5 |  |
| L87 | Knee room          |  |  |  |  |  | 12,9 |  |

## LUGGAGE COMPARTMENT

|      |                                  |      |      |      |  |      |  |  |
|------|----------------------------------|------|------|------|--|------|--|--|
| ---  | Opening width                    |      |      |      |  |      |  |  |
| ---  | Interior height                  |      |      |      |  |      |  |  |
| ---  | Interior width                   |      |      |      |  |      |  |  |
| ---  | Interior length                  |      |      |      |  |      |  |  |
| H195 | Liftover height                  | 26,5 | 26,3 | 26,0 |  | 25,7 |  |  |
| V1   | Usable luggage capacity (cu.ft.) |      |      |      |  |      |  |  |
| ---  | Total volume (cu.ft.)            |      |      |      |  |      |  |  |

## STATION WAGON CARGO SPACE

|      |                                     |  |  |  |  |  |       |  |
|------|-------------------------------------|--|--|--|--|--|-------|--|
| H201 | Maximum cargo height                |  |  |  |  |  | 31,6  |  |
| H202 | Rear opening height                 |  |  |  |  |  | 28,6  |  |
| 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          |  |  |  |  |  | 49,6  |  |
| W205 | Rear opening width above belt       |  |  |  |  |  | 49,4  |  |
| L200 | Maximum cargo length - front seat   |  |  |  |  |  | 116,8 |  |
| L201 | Maximum cargo length - second seat  |  |  |  |  |  | 85,0  |  |
| L202 | Cargo length at floor - front seat  |  |  |  |  |  | 90,9  |  |
| L203 | Cargo length at floor - second seat |  |  |  |  |  | 59,1  |  |
| L204 | Cargo length at belt - front seat   |  |  |  |  |  | 79,9  |  |
| L205 | Cargo length at belt - second seat  |  |  |  |  |  | 46,8  |  |
| V2   | Total cargo volume (cu.ft.)         |  |  |  |  |  | 94,0  |  |

# EXTERIOR DIMENSIONS

## LENGTHS

| CODE | DESCRIPTION                       | 2-DOOR<br>COUPE | 4-DOOR<br>SEDAN | SPORT<br>SEDANS | SPORT<br>COUPES | CONVERT-<br>IBLES | STATION<br>WAGONS | SEDAN<br>PICKUP |
|------|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-----------------|
| L101 | Wheelbase                         | 112.0           | 116.0           |                 | 112.0           |                   | 116.0             |                 |
| L102 | Tire size (standard)              | 7.35 x 14       |                 |                 |                 |                   | 8.25 x 14         | 7.75 x 14       |
| L103 | Overall length                    | 196.9           | 200.9           |                 | 196.9           |                   | 207.9             |                 |
| L104 | Overhang - front                  |                 |                 |                 | 37.5            |                   |                   |                 |
| L105 | Overhang - rear                   |                 |                 | 47.4            |                 |                   |                   | 54.4            |
| ---- | Overall length - less bumpers     |                 |                 |                 |                 |                   |                   |                 |
| L127 | Body O line to C/L of rear wheels | 95.5            | 99.5            |                 | 95.5            |                   | 99.5              |                 |
| L128 | Hood length at centerline         |                 |                 |                 | 56.2            |                   |                   |                 |

## WIDTHS

|      |                                     |       |       |  |       |  |       |       |
|------|-------------------------------------|-------|-------|--|-------|--|-------|-------|
| W101 | Tread - front                       |       |       |  | 59.0  |  |       |       |
| W102 | Tread - rear                        |       |       |  | 59.0  |  |       |       |
| W103 | Maximum overall width of car        |       |       |  | 76.0  |  |       |       |
| W106 | Front fender overall width          |       |       |  | 75.6  |  |       |       |
| W107 | Rear fender overall width           |       |       |  | 74.9  |  |       |       |
| W120 | Overall car width, front doors open | 150.1 | 132.3 |  | 150.1 |  | 132.3 | 132.3 |
| W121 | Overall car width, rear doors open  | ---   | 134.4 |  | ---   |  | 134.2 | ---   |

## HEIGHTS

|      |                                |      |      |      |      |      |      |      |
|------|--------------------------------|------|------|------|------|------|------|------|
| H101 | Overall height (design)        | 53.2 | 53.0 | 52.7 | 52.2 | 52.1 | 54.5 | 54.7 |
| ---- | Overall height (curb)          |      |      |      |      |      |      |      |
| H102 | Front bumper to ground         | 18.9 | 18.5 | 18.2 | 19.1 | 1    | 21.3 | 21.7 |
| H104 | Rear bumper to ground          | 15.5 | 15.1 | 14.4 | 14.0 |      | 15.3 | 16.0 |
| H111 | Rocker panel to ground - rear  | 7.3  | 7.1  |      | 6.8  |      | 8.2  | 8.5  |
| H112 | Rocker panel to ground - front |      | 8.1  | 7.8  | 8.1  |      | 9.2  | 9.5  |
| H114 | Hood at rear to ground         | 37.8 | 37.6 | 37.4 | 37.7 |      | 38.9 | 39.1 |
| H115 | Step height - front (design)   |      |      |      |      |      |      |      |
| H116 | Step height - rear (design)    |      |      |      |      |      |      |      |
| H125 | Headlamp to ground             | 27.0 | 26.7 | 26.6 | 27.1 |      | 28.2 | 28.4 |
| H126 | Tail lamp to ground            | 26.2 | 26.1 | 25.7 | 25.5 |      | 27.0 | 25.0 |
| H130 | Step height - front (curb)     |      |      |      |      |      |      |      |
| H131 | Step height - rear (curb)      |      |      |      |      |      |      |      |
| H136 | Body O line to ground - front  | 4.7  | 4.4  | 4.3  | 4.6  |      | 5.8  | 6.0  |
| H137 | Body O line to ground - rear   | 3.9  | 3.7  | 3.4  | 3.3  |      | 4.8  | 5.1  |

## CLEARANCES

|      |                                |      |      |      |      |  |      |      |
|------|--------------------------------|------|------|------|------|--|------|------|
| H106 | Angle of approach (degrees)    | 24.1 | 23.5 | 23.4 | 24.3 |  | 26.2 | 26.3 |
| H107 | Angle of departure (degrees)   | 15.4 | 15.2 | 14.7 | 14.4 |  | 12.1 | 12.4 |
| H147 | Ramp breakover angle (degrees) | 9.1  | 8.3  | 8.0  | 8.3  |  | 10.5 | 11.3 |
| H148 | Front suspension to ground     |      |      |      |      |  |      |      |
| H149 | Oil pan to ground              |      |      |      |      |  |      |      |
| H150 | Flywheel housing to ground     |      |      |      |      |  |      |      |
| H151 | Frame to ground                |      |      |      |      |  |      |      |
| H152 | Exhaust system to ground       |      |      |      |      |  |      |      |
| H153 | Rear axle to ground            |      |      |      |      |  |      |      |
| H154 | Fuel tank to ground            |      |      |      |      |  |      |      |
| H155 | Tire well to ground            |      |      |      |      |  |      |      |
| H156 | Minimum ground clearance       |      |      |      |      |  |      |      |

# VEHICLE WEIGHTS

## 300 DELUXE

| MODEL SYMBOL |       | VEHICLE TYPE<br>Description | SHIPPING WEIGHT |      |       | CURB WEIGHT |      |       |
|--------------|-------|-----------------------------|-----------------|------|-------|-------------|------|-------|
| 6 Cyl.       | V-8   |                             | Front           | Rear | Total | Front       | Rear | Total |
| 13327        | --    | 2-Door Coupe                | 1700            | 1335 | 3035  | 1680        | 1460 | 3140  |
| --           | 13427 |                             | 1805            | 1360 | 3165  | 1780        | 1485 | 3265  |
| 13369        | --    | 4-Door Sedan                | 1735            | 1365 | 3100  | 1715        | 1490 | 3205  |
| --           | 13469 |                             | 1840            | 1390 | 3230  | 1820        | 1515 | 3335  |
| 13337        | --    | 2-Door Sport Coupe          | 1725            | 1350 | 3075  | 1700        | 1480 | 3180  |
| --           | 13437 |                             | 1825            | 1380 | 3205  | 1805        | 1505 | 3310  |

## MALIBU

|       |       |                    |      |      |      |      |      |      |
|-------|-------|--------------------|------|------|------|------|------|------|
| 13569 | --    | 4-Door Sedan       | 1750 | 1380 | 3130 | 1730 | 1505 | 3235 |
| --    | 13669 |                    | 1860 | 1405 | 3265 | 1840 | 1530 | 3370 |
| 13537 | --    | 2-Door Sport Coupe | 1735 | 1360 | 3095 | 1715 | 1485 | 3200 |
| --    | 13637 |                    | 1840 | 1390 | 3230 | 1820 | 1515 | 3335 |
| 13539 | --    | 4-Door Sport Sedan | 1765 | 1440 | 3205 | 1745 | 1565 | 3310 |
| --    | 13639 |                    | 1870 | 1470 | 3340 | 1850 | 1595 | 3445 |
| 13567 | --    | 2-Door Convertible | 1745 | 1430 | 3175 | 1725 | 1555 | 3280 |
| --    | 13667 |                    | 1850 | 1450 | 3300 | 1830 | 1575 | 3405 |

## NOMAD

|       |       |                              |      |      |      |      |      |      |
|-------|-------|------------------------------|------|------|------|------|------|------|
| 13135 | --    | 4-Door, 2-Seat Station Wagon | 1630 | 1760 | 3390 | 1605 | 1890 | 3495 |
| --    | 13235 |                              | 1725 | 1790 | 3515 | 1700 | 1920 | 3620 |

## GREENBRIER

|       |       |                              |      |      |      |      |      |      |
|-------|-------|------------------------------|------|------|------|------|------|------|
| 13335 | --    | 4-Door, 2-Seat Station Wagon | 1620 | 1825 | 3445 | 1600 | 1950 | 3550 |
| --    | 13435 |                              | 1755 | 1830 | 3585 | 1735 | 1955 | 3690 |
| 13346 | --    | 4-Door, 3-Seat Station Wagon | 1625 | 1990 | 3615 | 1605 | 2115 | 3720 |
| --    | 13446 |                              | 1720 | 2020 | 3740 | 1700 | 2145 | 3845 |

## CONCOURS

|       |       |                              |      |      |      |      |      |      |
|-------|-------|------------------------------|------|------|------|------|------|------|
| 13536 | --    | 4-Door, 2-Seat Station Wagon | 1630 | 1915 | 3545 | 1610 | 2040 | 3650 |
| --    | 13636 |                              | 1730 | 1955 | 3685 | 1610 | 2080 | 3790 |
| 13546 | --    | 4-Door, 3-Seat Station Wagon | 1630 | 1995 | 3625 | 1610 | 2120 | 3730 |
| --    | 13646 |                              | 1730 | 2025 | 3755 | 1705 | 2155 | 3860 |

## CONCOURS ESTATE

|    |       |                              |      |      |      |      |      |      |
|----|-------|------------------------------|------|------|------|------|------|------|
| -- | 13836 | 4-Door, 2-Seat Station Wagon | 1730 | 1950 | 3680 | 1705 | 2075 | 3780 |
| -- | 13846 | 4-Door, 3-Seat Station Wagon | 1715 | 2015 | 3730 | 1695 | 2140 | 3835 |

## EL CAMINO

|       |       |                     |      |      |      |      |      |      |
|-------|-------|---------------------|------|------|------|------|------|------|
| 13380 | --    | 2-Door Sedan Pickup | 1700 | 1390 | 3090 | 1675 | 1515 | 3190 |
| --    | 13480 |                     | 1800 | 1415 | 3215 | 1780 | 1540 | 3320 |
| 13580 | --    |                     | 1715 | 1400 | 3115 | 1690 | 1530 | 3220 |
| --    | 13680 |                     | 1820 | 1430 | 3250 | 1795 | 1555 | 3350 |

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

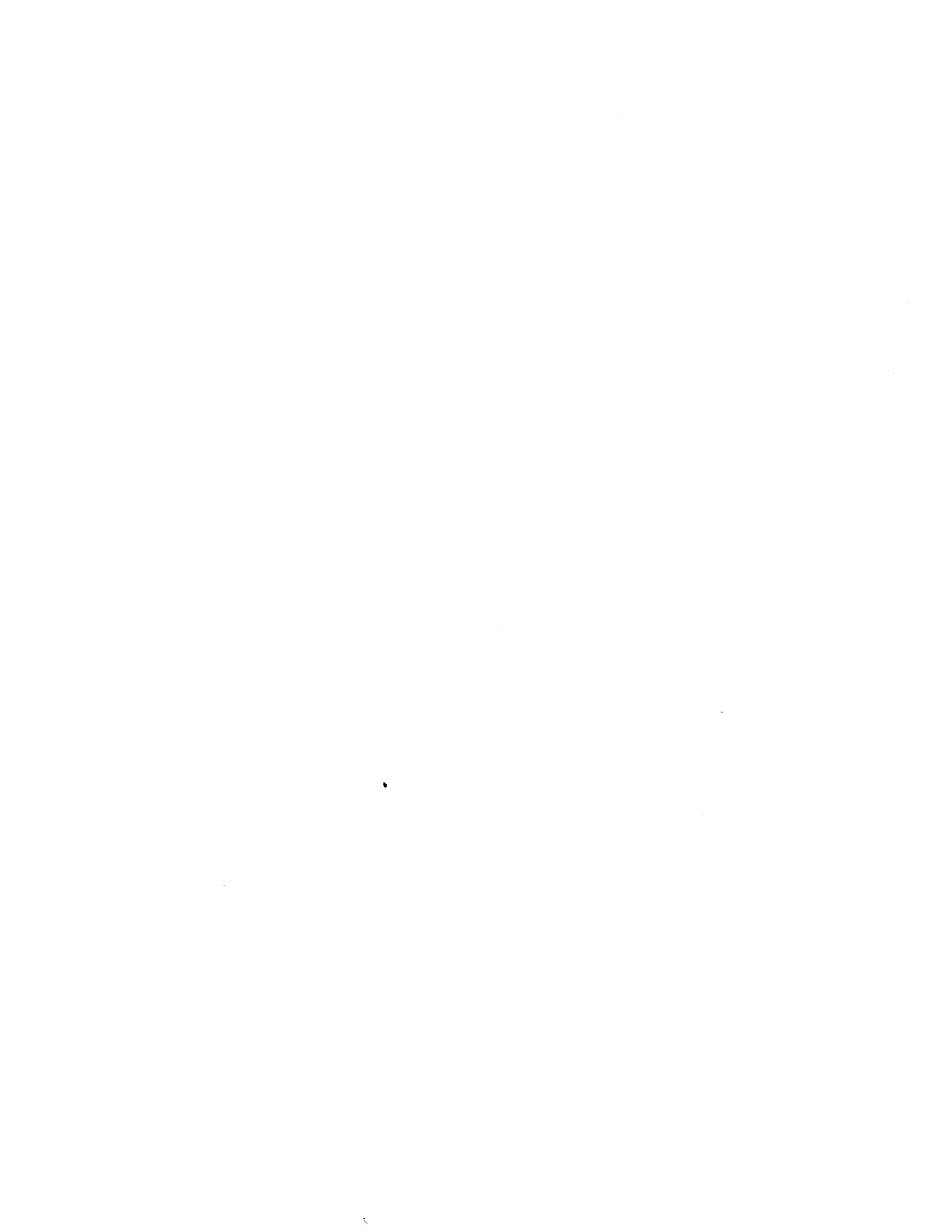
**CURB WEIGHT:** Weight of empty vehicle ready to drive. Shipping weight plus weights of gasoline and water.

# VEHICLE WEIGHTS—Cont'd

## OPTIONAL EQUIPMENT

| RPO | OPTION                                   | WEIGHT |
|-----|--|--------|
| A31 | Power Windows                            | + 23   |
| A51 | Astro Bucket Seats                       | + 14   |
| A93 | Vacuum Door Locks                        | 2-Door |
|     |  | 4-Door |
|     |  | + 8    |
|     |  | + 11   |
| C06 | Electric Folding Top                     | + 9    |
| C08 | Exterior Vinyl Roof Cover                | + 7    |
| C60 | Air Conditioning                         | + 93   |
| D55 | Floor Console                            | + 12   |
| J50 | Power Brakes                             | + 12   |
| J52 | Disc Brakes                              | + 39   |
| L22 | 250 Cu.In. L-6 Engine (155 HP)           | + 17   |
| LM1 | 350 Cu.In. V-8 Engine (255 HP)           | + 51   |
| L48 | 350 Cu.In. V-8 Engine (300 HP)           | + 51   |
| L35 | 396 Cu.In. V-8 Engine (325 HP)           | +253   |
| L34 | 396 Cu.In. V-8 Engine (350 HP)           | +249   |
| M20 | 4-Speed Transmission                     | + 7    |
| M21 | 4-Speed Transmission (Close Ratio)       | + 7    |
| M22 | 4-Speed Transmission (Heavy Duty)        | + 6    |
| M35 | Powerglide Transmission                  | 6 Cyl. |
|     |  | V-8    |
|     |  | - 15   |
|     |  | - 8    |
| M38 | Turbo Hydra-Matic Transmission           | + 24   |
| M40 | Turbo Hydra-Matic Transmission           | + 47   |
| MC1 | 3-Speed Manual Transmission (Heavy Duty) | + 19   |
| N40 | Power Steering                           | + 29   |
| U57 | Tape Player                              | + 17   |
| U63 | AM Push Button Radio                     | + 8    |
| U69 | AM/FM Push Button Radio                  | + 9    |
| U79 | Radio Stereo                             | + 13   |
| V55 | Roof Luggage Carrier (Station Wagon)     | + 16   |
| ZJ6 | Special Sport Sedan                      | + 9    |

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





# BODY

|  |   |
|--|---|
| EXTERIOR PAINT PROCESS .....           | 2 |
| EXTERIOR-INTERIOR COLORS .....         | 3 |
| BODY CONSTRUCTION AND GLASS AREA ..... | 7 |

# EXTERIOR PAINT PROCESS

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

# EXTERIOR-INTERIOR COLORS

## CHEVELLE 300 DELUXE 133-13400 SERIES

| MODELS |    |    | TRIM  | INTERIOR COLORS' AND RPO NUMBERS |             |              |
|--------|----|----|-------|----------------------------------|-------------|--------------|
| 27     | 37 | 69 |       | Black                            | Medium Blue | Medium Green |
| X      | X  | X  | Cloth | 751                              | 760         | 786          |
| X      | X  | X  | Vinyl | 752                              |             |              |

### RPO EXTERIOR COLOR

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

### TWO-TONE (Lower/Upper)

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

### RPO C08 Vinyl Roof Colors:

- Black - Available with all exterior colors.
- Parchment - Available with all exterior colors.
- Dark Blue - Available with White, Silver, Blue and Dark Blue exterior colors.
- Dark Brown - Available with Gold, Yellow, Champagne and Dark Brown exterior colors.
- Midnight Green - Available with Black, White, Dark Green and Lime exterior colors.

# EXTERIOR-INTERIOR COLORS—Cont'd

## MALIBU 135-13600 SERIES

| MODELS |    |    |    | TRIM                     | INTERIOR COLORS AND RPO NUMBERS |           |            |            |            |          |              |
|--------|----|----|----|--------------------------|---------------------------------|-----------|------------|------------|------------|----------|--------------|
| 37     | 39 | 67 | 69 |                          | Black                           | Dark Blue | Med. Green | Dark Green | Med. Turq. | Med. Red | Parch. Black |
| X      | X  |    | X  | Cloth                    | 753                             | 762       | 783        | 782        | 779        |          |              |
|        | X  |    | X  | Vinyl                    | 755                             |           |            |            |            |          |              |
|        |    | X  |    | Vinyl                    |                                 | 764       |            |            |            |          |              |
| X      | X  |    |    | Vinyl                    |                                 |           | 784        | 795        |            |          |              |
| X      |    | X  |    | Vinyl                    | 755                             |           |            |            |            | 787      | 790          |
|        | X  |    |    | Cloth (a)                | 754                             | 763       |            | 794        |            |          |              |
| X      | X  |    |    | Vinyl - Bucket Seat Opt. | 756                             | 765       |            |            |            |          |              |
| X      |    |    |    | Vinyl - Bucket Seat Opt. |                                 |           | 785        | 796        |            |          |              |
| X      |    | X  |    | Vinyl - Bucket Seat Opt. |                                 |           |            |            |            | 788      | 791          |

### RPO EXTERIOR COLOR

|    |                   |   |   |   |   |   |   |   |   |
|----|-------------------|---|---|---|---|---|---|---|---|
| 10 | Tuxedo Black      | X | X | X | X | X | X | X | X |
| 50 | Dover White       | X | X | X | X | X | X | X | X |
| 69 | Cortez Silver     | X | X |   | X | X | X | X | X |
| 52 | Garnet Red        | X |   |   |   |   |   | X | X |
| 67 | Burgundy Maroon   | X |   |   |   |   |   | X | X |
| 65 | Olympic Gold      | X |   |   |   |   |   |   | X |
| 40 | Butternut Yellow  | X |   |   |   |   |   |   | X |
| 63 | Champagne         | X |   |   |   |   |   |   | X |
| 61 | Burnished Brown   | X |   |   |   |   |   |   | X |
| 59 | Frost Lime        | X |   | X | X |   |   |   | X |
| 57 | Fathom Green      | X |   | X | X |   |   |   | X |
| 55 | Azure Turquoise   | X |   |   |   |   | X |   | X |
| 53 | Glacier Blue      | X | X |   |   |   |   |   | X |
| 51 | Dusk Blue         | X | X |   |   |   |   |   | X |
| 71 | Le Mans Blue      | X |   |   |   |   |   |   | X |
| 72 | Orange (b)        | X |   |   |   |   |   |   | X |
| 76 | Bright Yellow (b) | X |   |   |   |   |   |   | X |

### TWO-TONE (Lower/Upper) (c)

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

(a) Concours RPO ZJ6.

(b) Special order for SS Packages only.

(c) Not available on Convertible models.

Convertible Folding Top Colors - White, prod.; Black, RPO.

RPO C08 Vinyl Roof Colors: -

Black - Available with all exterior colors.

Parchment - Available with all exterior colors.

Dark Blue - Available with White, Silver, Blue and Dark Blue exterior colors.

Dark Brown - Available with Gold, Yellow, Champagne and Dark Brown exterior colors.

Midnight Green - Available with Black, White, Dark Green and Lime exterior colors.

# EXTERIOR-INTERIOR COLORS—Cont'd

## STATION WAGON SERIES

| SERIES                | MODEL |    |    | TRIM  | INTERIOR COLORS AND RPO NUMBERS |           |           |            |        |
|-----------------------|-------|----|----|-------|---------------------------------|-----------|-----------|------------|--------|
|                       | 35    | 36 | 46 |       | Black                           | Med. Blue | Dark Blue | Dark Green | Saddle |
| Nomad 131-200         | X     | X  |    | Vinyl | 750                             | 759       |           |            | 772    |
| Greenbrier 133-400    | X     | X  | X  | Vinyl | 752                             | 761       |           |            | 773    |
| Concours 135-600      |       | X  | X  | Vinyl | 755                             |           | 764       | 795        | 770    |
| Concours Estate 13800 |       | X  | X  | Vinyl | 755                             |           | 764       | 795        | 770    |

### RPO EXTERIOR COLOR

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

# EXTERIOR-INTERIOR COLORS—Cont'd

## EL CAMINO 133-13400 SERIES

## EL CAMINO CUSTOM 135-13600 SERIES

| SERIES   | MODEL | TRIM                     | INTERIOR COLORS AND RPO NUMBERS |           |           |        |
|----------|-------|--------------------------|---------------------------------|-----------|-----------|--------|
|          | 80    |                          | Black                           | Med. Blue | Dark Blue | Saddle |
| Standard | X     | Vinyl                    | 752                             | 761       |           | 773    |
|          | X     | Vinyl                    | 755                             |           | 764       | 770    |
| Custom   | X     | Vinyl - Bucket Seat Opt. | 756                             |           | 765       |        |
|          | X     | Vinyl - Bucket Seat Opt. |                                 |           |           | 771    |

### RPO EXTERIOR COLOR

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

### RPO C08 Vinyl Roof Colors:

**Black** - Available with all exterior colors.

**Parchment** - Available with all exterior colors.

**Dark Blue** - Available with White, Silver, Blue and Dark Blue exterior colors.

**Dark Brown** - Available with Gold, Yellow, Champagne and Dark Brown exterior colors.

**Midnight Green** - Available with Black, White, Dark Green and Lime exterior colors.

# 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 plastic fender skirts on all except Station Wagons and Pickups.

## DOORS AND LOCKS

Door construction ----- Double steel panels, hinged at front  
 Door handles ----- Push-button with fork type door locks. Relocated inside push-button locks and 2-position free-wheeling inside door handles on all doors.  
 Door ventipanes ----- Crank operated except sport coupe and convertible models, which feature full door glass

## 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 air intake for passenger compartment -- with double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at end of rocker inner panels. Astro Ventilation with instrument panel outlets standard on Sport Coupes and Convertibles.

## DUAL ACTION TAILGATE

Type ----- Standard on all except 2-Seat Greenbrier and Nomad. Two separate latches unlock the tail gate as a gate or door.

## SEAT CONSTRUCTION

Type ---- Front seat cushion  
 1.25 poly foam ----- 131-132-133-13400  
 1.75 poly foam ----- 135-136-13800  
 Rear seat cushion  
 Jute and cotton ----- 131-132-133-13400  
 1.00 poly foam ----- 135-136-13800  
 3rd seat cushion  
 0.75 poly pad ---- 133-134-135-136-13846

## WINDSHIELD WIPERS

Type ----- Concealed dual 2-speed electric for Malibu, Concours, Concours Estate Wagon, and Custom El Camino. Concealed feature optional for balance of line  
 Linkage ----- Parallel acting with articulated left arm for Malibu, Concours, Concours Estate Wagon 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     | 35-36-46 | 80     |
| Windsheld            | 1290.4    | 1330.1 | 1290.4 | 1330.1 | 1288.9 | 1330.1   | 1290.4 |
| Front Door           | Ventipane | 88.0   | 90.0   | ---    | 97.8   | ---      | 88.8   |
|                      | Window    | 727.5  | 516.9  | 863.0  | 515.4  | 863.0    | 560.0  |
| Rear Door Window     | ---       | 590.1  | ---    | 690.4  | ---    | 574.5    | ---    |
| Rear Quarter Window  | 301.3     | ---    | 364.1  | ---    | 323.6  | 1238.5   | ---    |
| Back Window          | 1059.4    | 1032.2 | 1059.4 | 757.0  | 539.7  | 757.0    | 695.4  |
| Total Area (Sq. In.) | 3466.6    | 3559.3 | 3576.9 | 3390.7 | 3015.2 | 4507.0   | 2634.6 |





# 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-.7498             |
| 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 ----- | To be provided     |
| Lower ----- | One bearing; steel |

## SHOCK ABSORBERS

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

Piston diameter ----- 1.00

## STABILIZER BAR

Type ----- Link

Material ----- HR steel

Diameter ----- 0.937

## 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.I. ----- 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

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

TO BE PROVIDED

## SERVICE BRAKES, REGULAR PRODUCTION

|   |   |
|---|---|
| Type -----  | Duo-servo 4-wheel hydraulic:<br>dual circuit hydraulic system with warning<br>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;<br>41.0 R   |
| Brake drum  |   |
| Diameter -----                                    | 9.5   |
| Construction -----                                | Composite, web<br>cast into rim; finned front drums.  |
| Material  |   |
| Web -----   | HR steel  |
| Rim -----   | Cast iron alloy   |
| Swept drum area -----                             | 268.6   |
| Brake lining                                      |   |
| Material -----                                    | Compression<br>molded asbestos composition wet rolled;<br>grooved primary linings front and rear.                       |
| 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 -----                        | 155.2   |
| 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<br>and cables operate two rear service brakes;<br>parking brake "ON" warning lamp provided. |
| Total effective area ----- | 68.2  |
| Control -----              | Pendulum foot pedal:<br>released by T handle located below instru-<br>ment panel to left of steering column.      |

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

|   |  |
|---|--|
| Type -----  | Vacuum power unit added<br>to assist master cylinder; integral system.                                 |
| Pedal effort -----                                | Approximately 30<br>percent less than regular production ser-<br>vice 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 produc- tion service brakes at rear wheels; power assist re- quired)

|   |  |
|---|--|
| Type -----  | Hub mounted front discs, with self-<br>adjusting single piston caliper units mounted on<br>the steering knuckle, a metering valve is pro-<br>vided 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 -----  | 106.1  |
| Gross lining area, disc and drum -----            | 118.1  |
| 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<br>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 -----                            | 1  |
| Diameter -----                                    | 2.9375   |
| 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<br>Low beam 55.0W |
| Inner                                   | 2-4001                           | High beam 37.5W                   |
| Headlamp hi-beam indicator              | 1-1895                           | 2                                 |
| Heater controls                         | 1-1445                           | .7                                |
| Instrument cluster                      | 10-1895                          | 2                                 |
| License plate, rear                     | 1-67                             | 4                                 |
| Luggage compartment                     | 1-1003                           | 15                                |
| Oil pressure indicator                  | 1-1895                           | 2                                 |
| Parking                                 |                                  |                                   |
| Park                                    |                                  | 3                                 |
| Turn                                    | 2-1157                           | 32                                |
| Radio                                   | 1-1893                           | 2                                 |
| Side Marker - Front                     | 2-194                            | 2                                 |
| Side Marker - Rear                      | 2-194                            | 2                                 |
| Spot lamp                               |                                  |                                   |
| Inside operated                         | 1-4405                           | 30W                               |
| Portable                                | 1-4416                           | 30W                               |
| Tail                                    |                                  |                                   |
| Tail                                    |                                  | 3                                 |
| Stop and turn                           | 2-1157                           | 32                                |
| Temperature indicator                   | 1-1895                           | 2                                 |
| Underhood                               | 1-93                             | 15                                |



# 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, 28.7:1  
 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 ----- 5.2  
 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, 21.6:1  
 Number of wheel turns, lock to lock ----- 3.8

## 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 ----- 14 x 5  
 Offset ----- 1.00

## WHEELS, DISC BRAKES

(Same as regular production except as follows)  
 Size ----- Except SS 396, 14 x 6; SS 396, 14 x 7  
 Offset ----- Except SS 396, 0.88; SS 396, 0.40

## WHEELS, RALLY-TYPE, RPO ZJ7

(Same as regular production except as follows)  
 Type ----- Short spoke spider with large  
 ventilation slots  
 Size ----- 14 x 6  
 Offset ----- 0.50

## 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 ----- 788  
 Capacity @ 24 PSI ----- 1280  
 G70-14 (SS 396 Sedan Pickup)  
 Static loaded radius ----- 12.2  
 Loaded rev/mi @ 50 MPH ----- 766  
 Capacity @ 24 PSI ----- 1380

# FUSES AND CIRCUIT BREAKERS

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

\* Letter suffix indicates same circuit





# POWER TRAINS

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# POWER TEAM COMBINATIONS

| ENGINE   | TRANSMISSION  | MODEL APPLICATION                                 | AXLE RATIOS*          |        |        |        |        |        |        |        |        |       |
|--|---|---|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
|  |   |   | 2.56:1                | 2.73:1 | 3.07:1 | 3.09:1 | 3.31:1 | 3.36:1 | 3.55:1 | 3.73:1 | 4.10:1 |       |
| 230 Cubic Inch L-6<br>Turbo-Thrift 230<br>140 HP Standard<br>and<br>250 Cubic Inch L-6<br>Turbo-Thrift 250<br>155 HP RPO L22 | 3-Spd. (2.85:1 low)<br>and<br>H.D. 3-Spd. (3.03:1 low)                          | Sedans, Cpes. & Conv.                             |                       |        |        | Std.   |        | Perf.  |        |        |        |       |
|  |   | With Air Conditioning                             |                       |        |        |        |        | Std.   | Perf.  |        |        |       |
|  | Powerglide  | Sta. Wags. & Pickups                              |                       |        |        |        |        | Std.   | Perf.  |        |        |       |
|  |   | With Air Conditioning                             |                       |        |        |        |        |        | Std.   |        |        |       |
|  |   | Sedans, Cpes. & Conv.                             |                       | Econ.  |        | Std.   |        | Perf.  |        |        |        |       |
|  |   | With Air Conditioning                             |                       |        |        | Econ.  |        | Std.   | Perf.  |        |        |       |
| Turbo Hydra-Matic  | Sta. Wags. & Pickups  |   |                       |        | Econ.  |        | Std.   | Perf.  |        |        |        |       |
|  | With Air Conditioning   |   |                       |        |        |        | Econ.  | Std.   | Perf.  |        |        |       |
| 307 Cubic Inch V-8<br>Turbo-Fire 307<br>200 HP Standard  | 3-Spd. (2.85:1 low)<br>and<br>H.D. 3-Spd. (3.03:1 low)                          | Sedans, Cpes. & Conv.                             |                       | Econ.  |        | Std.   |        | Perf.  |        |        |        |       |
|  |   | With Air Conditioning                             |                       |        |        | Econ.  |        | Std.   | Perf.  |        |        |       |
|  | 4-Spd. (2.85:1 low)   | Sta. Wags. & Pickups                              |                       |        |        |        |        | Econ.  | Std.   | Perf.  |        |       |
|  |   | With Air Conditioning                             |                       |        |        |        |        |        | Econ.  | Std.   | Perf.  |       |
|  | Powerglide  | All Models  |                       |        |        |        |        | Econ.  | Std.   | Perf.  |        |       |
|  |   | With Air Conditioning                             |                       |        |        |        |        | Econ.  | Std.   | Perf.  |        |       |
|  |   | Sedans, Cpes. & Conv.                             |                       | Econ.  |        | Std.   |        | Perf.  | Spcl.  |        |        |       |
|  |   | With Air Conditioning                             |                       |        |        | Econ.  |        | Std.   | Perf.  |        |        |       |
|  | Turbo Hydra-Matic   | Sta. Wags. & Pickups                              |                       |        |        | Econ.  |        | Std.   | Perf.  |        |        |       |
|  |   | With Air Conditioning                             |                       |        |        |        |        | Econ.  | Std.   | Perf.  |        |       |
|  | 350 Cubic Inch V-8<br>Turbo-Fire 350<br>255 HP RPO LM1<br>and<br>300 HP RPO L48 | H.D. 3-Spd. (2.42:1 low)<br>& 4-Spd. (2.52:1 low) | All Models            |        |        |        | Econ.  |        | Std.   |        | Perf.  |       |
|  |   |   | With Air Conditioning |        |        |        | Econ.  |        | Std.   |        | Perf.  |       |
| Powerglide   |   | All Models  | Econ.                 | Std.   |        | Perf.  |        | Spcl.  |        |        |        |       |
|  |   | With Air Conditioning                             | Econ.                 | Std.   |        |        |        | Spcl.  |        |        |        |       |
| Turbo Hydra-Matic  |   | Sedans, Cpes. & Conv.                             | Std.                  |        |        | Spcl.  |        | Spcl.  |        |        |        |       |
|  |   | With Air Conditioning                             | Std.                  |        |        | Spcl.  |        | Spcl.  |        |        |        |       |
|  | Sta. Wags. & Pickups  | Std.  |                       |        | Spcl.  |        | Spcl.  |        |        |        |        |       |
|  | With Air Conditioning   |   | Std.                  |        | Spcl.  |        | Spcl.  |        |        |        |        |       |
| 396 Cubic Inch V-8<br>Turbo-Fire 396<br>325 HP RPO L35   | H.D. 3-Spd. (2.42:1 low)  | Sport Cpe., Convertible,<br>Custom Pickup         |                       |        | Econ.  |        | Std.   |        | Perf.  | Spcl.  | Spcl.  |       |
|  |   | With Air Conditioning                             |                       |        | Econ.  |        | Std.   |        | Perf.  | Spcl.  | Spcl.  |       |
|  | 4-Spd. (2.52:1 low)   | Sport Cpe., Convertible,<br>Custom Pickup         |                       |        |        | Spcl.  |        | Econ.  |        | Std.   | Perf.  | Spcl. |
|  |   | With Air Conditioning                             |                       |        |        | Spcl.  |        | Econ.  |        | Std.   | Perf.  | Spcl. |
|  | Turbo Hydra-Matic   | Sport Cpe., Convertible,<br>Custom Pickup         |                       |        |        | Spcl.  | Econ.  |        | Std.   |        | Perf.  |       |
|  |   | With Air Conditioning                             |                       |        |        | Spcl.  | Econ.  |        | Std.   |        | Perf.  |       |
| 396 Cubic Inch V-8<br>Turbo-Fire 396<br>350 HP RPO L34   | H.D. 3-Spd. (2.42:1 low)<br>& 4-Spd. (2.52:1 low)                               | Sport Cpe., Convertible,<br>Custom Pickup         |                       |        |        |        | Econ.  |        | Std.   | Perf.  | Spcl.  |       |
|  |   | With Air Conditioning                             |                       |        |        |        | Econ.  |        | Std.   | Perf.  | Spcl.  |       |
|  | 4-Spd. (2.20:1 low)   | Sport Cpe., Convertible,<br>Custom Pickup         |                       |        |        | Spcl.  |        | Econ.  |        | Std.   | Perf.  | Spcl. |
|  |   | With Air Conditioning                             |                       |        |        | Spcl.  |        | Econ.  |        | Std.   | Perf.  | Spcl. |
|  | Turbo Hydra-Matic   | Sport Cpe., Convertible,<br>Custom Pickup         |                       |        |        | Spcl.  |        | Econ.  |        | Std.   | Perf.  | Spcl. |
|  |   | With Air Conditioning                             |                       |        |        | Spcl.  |        | Econ.  |        | Std.   | Perf.  | Spcl. |

\*Positraction axle required for 3.73:1 and 4.10:1 ratio: available optionally for all other ratios

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

## MULTIPLICATION FACTORS

### WITH MANUAL TRANSMISSIONS

| ENGINE                            | CARBURETION   | TRANSMISSION     | TOTAL GEAR REDUCTION* |      |      |      |      | AXLE RATIO |
|-----------------------------------|---------------|------------------|-----------------------|------|------|------|------|------------|
|                                   |               |                  | 1st                   | 2nd  | 3rd  | 4th  | Rev  |            |
| 230 Cu.In. L-6<br>140 HP Standard | Single Barrel | 3-Speed          | 8.78                  | 5.17 | 3.08 |      | 9.08 | 3.08       |
|                                   |               | H.D. 3-Speed     | 9.33                  | 5.39 | 3.08 |      | 9.30 | 3.08       |
| 250 Cu. In. L-6<br>155 HP RPO L22 | Single Barrel | 3-Speed          | 8.78                  | 5.17 | 3.08 |      | 9.08 | 3.08       |
|                                   |               | H.D. 3-Speed     | 9.33                  | 5.39 | 3.08 |      | 9.30 | 3.08       |
| 307 Cu.In. V-8<br>200 HP Standard | 2-Barrel      | 3-Speed          | 8.78                  | 5.17 | 3.08 |      | 9.08 | 3.08       |
|                                   |               | H.D. 3-Speed     | 9.33                  | 5.39 | 3.08 |      | 9.08 | 3.08       |
|                                   |               | 4-Speed          | 9.58                  | 6.79 | 4.54 | 3.36 | 9.58 | 3.36       |
| 350 Cu.In. V-8<br>255 HP RPO LM1  | 4-Barrel      | H.D. 3-Speed     | 8.01                  | 5.23 | 3.31 |      | 7.98 | 3.31       |
|                                   |               | 4-Speed          | 8.34                  | 6.22 | 4.83 | 3.31 | 8.57 | 3.31       |
| 350 Cu.In. V-8<br>300 HP RPO L48  | 4-Barrel      | H.D. 3-Speed     | 8.01                  | 5.23 | 3.31 |      | 7.98 | 3.31       |
|                                   |               | 4-Speed          | 8.34                  | 6.22 | 4.83 | 3.31 | 8.57 | 3.31       |
| 396 Cu.In. V-8<br>325 HP RPO L35  | 4-Barrel      | H.D. 3-Speed     | 8.01                  | 5.23 | 3.31 |      | 7.98 | 3.31       |
|                                   |               | 4-Speed          | 8.95                  | 6.67 | 5.18 | 3.55 | 9.19 | 3.55       |
| 396 Cu.In. V-8<br>350 HP RPO L34  | 4-Barrel      | H.D. 3-Speed     | 8.59                  | 5.61 | 3.55 |      | 8.55 | 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<br>140 HP Standard<br>and<br>250 Cu.In. L-6<br>155 HP RPO L22 | Powerglide           | Drive             | 11.77:1 - 3.08:1             | 3.08:1     |
|  |                      | Low & Reverse     | 11.77:1 - 5.61:1             |            |
|  | Turbo<br>Hydra-Matic | Drive             | 14.44:1 - 2.73:1             | 2.73:1     |
|  |                      | Low               | 14.44:1 - 6.88:1             |            |
|  |                      | Second            | 14.44:1 - 4.15:1             |            |
| 307 Cu.In. V-8<br>200 HP Standard  | Powerglide           | Drive             | 11.77:1 - 3.08:1             | 3.08:1     |
|  |                      | Low & Reverse     | 11.77:1 - 5.61:1             |            |
|  | Turbo<br>Hydra-Matic | Drive             | 14.44:1 - 2.73:1             | 2.73:1     |
|  |                      | Low               | 14.44:1 - 6.88:1             |            |
|  |                      | Second            | 14.44:1 - 4.15:1             |            |
| 350 Cu. In. V-8<br>255 HP RPO LM1<br>and<br>300 HP RPO L48                   | Powerglide           | Drive             | 10.10:1 - 2.73:1             | 2.73:1     |
|  |                      | Low & Reverse     | 10.10:1 - 4.80:1             |            |
|  | Turbo<br>Hydra-Matic | Drive             | 13.54:1 - 2.56:1             | 2.56:1     |
|  |                      | Low               | 13.54:1 - 6.45:1             |            |
|  |                      | Second            | 13.54:1 - 3.89:1             |            |
| 396 Cu. In. V-8<br>325 HP RPO L35  | Turbo<br>Hydra-Matic | Reverse           | 10.37:1 - 4.94:1             | 3.31:1     |
|  |                      | Drive             | 17.24:1 - 3.31:1             |            |
|  |                      | Low               | 17.24:1 - 8.21:1             |            |
|  |                      | Second            | 17.24:1 - 4.90:1             |            |
| 396 Cu.In. V-8<br>350 HP RPO L48   | Turbo<br>Hydra-Matic | Reverse           | 14.46:1 - 6.88:1             | 3.55:1     |
|  |                      | Drive             | 18.50:1 - 3.55:1             |            |
|  |                      | Low               | 18.50:1 - 8.80:1             |            |
|  |                      | Second            | 18.50:1 - 5.25:1             |            |
|  |                      | Reverse           | 15.51:1 - 7.38:1             |            |

\*Axle ratio x transmission ratio

# ENGINE DATA AND RATINGS

## GENERAL DATA

| Engine Type                                     | L6-OHV                                  |         |        | V8-OHV          |         |         |         |
|---|---|---------|--------|-----------------|---------|---------|---------|
|   | Piston Displacement (Cu.In.)            | 230     | 250    | 307             | 350     |         | 396     |
| Availability                                    | Base                                    | RPO L22 | Base   | RPO LM1         | RPO L48 | RPO L35 | RPO L34 |
| Number of Cylinders                             | Six                                     |         |        | Eight           |         |         |         |
| Bore (nominal)                                  | 3.875                                   |         |        | 4.00            |         | 4.094   |         |
| Stroke (nominal)                                | 3.25                                    | 3.53    | 3.25   | 3.48            |         | 3.76    |         |
| Compression Ratio                               | 8.5:1                                   |         | 9.00:1 | 9.00:1          | 10.25:1 | 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 |         |         |         |
| Idling Speed                                    | 3-Speed & 4-Speed (in neutral)          |         | 700    |                 | 800     |         |         |
|   | Powerglide (in drive)                   |         | 550    |                 | 600     |         |         |
|   | 3-Speed Automatic (in drive)            |         | 550    |                 | 600     |         |         |
|   | Turbo Hydra-Matic (in drive)            |         |        |                 | 600     |         |         |
| Comp. Press. (PSI) @ Cranking Speed, Engine Hot | 140                                     |         |        | 150             |         | 160     |         |
| Power Plant                                     | Front                                   |         |        |                 |         |         |         |
| Mountings                                       | Rear                                    |         |        | One, shear type |         |         |         |
| Measurements                                    | Fan to rear of engine block             |         | 35.41  | 29.85           |         | 31.89   |         |
|   | Top of air cleaner to bottom of oil pan |         | 27.19  | 29.23           |         | 29.27   |         |
|   | Width - including air cleaner           |         | 25.25  | 27.98           |         | 30.00   |         |

## ADVERTISED ENGINE RATING

| Engine Designation            | L6, 140 HP<br>Turbo-Thrift<br>230 Cu.In. | L6, 155 HP<br>Turbo-Thrift<br>250 Cu.In. | V8, 200 HP<br>Turbo-Fire<br>307 Cu.In. | V8, 255 HP<br>Turbo-Fire<br>350 Cu.In. | V8, 300 HP<br>Turbo-Fire<br>350 Cu.In. | V8, 325 HP<br>Turbo-Jet<br>396 Cu.In. | V8, 350 HP<br>Turbo-Jet<br>396 Cu.In. |
|-------------------------------|--|--|--|--|--|---------------------------------------|---------------------------------------|
| Availability                  | Standard                                 | RPO L22                                  | Standard                               | RPO LM1                                | RPO L48                                | RPO L35                               | RPO L34                               |
| Carburetor                    | Single Bbl.                              | Single Bbl.                              | Two Bbl.                               | Four Bbl.                              | Four Bbl.                              | Four Bbl.                             | Four Bbl.                             |
| Gross Brake HP @ RPM          | 140 @ 4400                               | 155 @ 4200                               | 200 @ 4600                             | 255 @ 4800                             | 300 @ 4800                             | 325 @ 4800                            | 350 @ 5200                            |
| Gross Torque @ RPM<br>(lb-ft) | 220 @ 1600                               | 235 @ 1600                               | 300 @ 2400                             | 365 @ 3200                             | 380 @ 3200                             | 410 @ 3200                            | 415 @ 3400                            |

# ENGINE SPEED AND PISTON TRAVEL

## 230 CUBIC INCH SIX CYLINDER ENGINE

| Transmission                    | 3-Speed       | Heavy Duty<br>3-Speed | Powerglide | Turbo<br>Hydra-Matic |               |
|---------------------------------|---------------|-----------------------|------------|----------------------|---------------|
| Rear Axle Ratio                 | 3.08:1 (a)    |                       |            | 2.73:1               |               |
| Tire Size                       | 7.35 x 14 (b) |                       |            |                      |               |
| Crankshaft Revolutions per Mile | 2436.3        |                       |            | 2159.4               |               |
| Crankshaft RPM @ 1 MPH          | Low           | 115.7                 | 123.0      | 73.9                 | 90.7          |
|                                 | Second        | 68.2                  | 71.1       |                      | 54.7          |
|                                 | Third         | 40.6                  | 40.6       | 40.6 (direct)        | 36.0 (direct) |
|                                 | Reverse       | 119.8                 | 122.6      | 73.9                 | 69.5          |
| Piston Travel (ft/mile)         | 1319.7        |                       |            | 1169.7               |               |

(a) 3.36:1 on Station Wagons & Sedan Pickups. (b) 7.75 x 14 standard on Nomad Station Wagons;  
8.25 x 14 on other wagons

## 250 CUBIC INCH SIX CYLINDER ENGINE

| Transmission                    | 3-Speed       | Heavy Duty<br>3-Speed | Powerglide | Turbo<br>Hydra-Matic |               |
|---------------------------------|---------------|-----------------------|------------|----------------------|---------------|
| Rear Axle Ratio                 | 3.08:1 (a)    |                       |            | 2.73:1               |               |
| Tire Size                       | 7.35 x 14 (b) |                       |            |                      |               |
| Crankshaft Revolutions per Mile | 2436.3        |                       |            | 2159.4               |               |
| Crankshaft RPM @ 1 MPH          | Low           | 115.7                 | 123.0      | 73.9                 | 90.7          |
|                                 | Second        | 68.2                  | 71.1       |                      | 54.7          |
|                                 | Third         | 40.6                  | 40.6       | 40.6 (direct)        | 36.0 (direct) |
|                                 | Reverse       | 119.8                 | 122.6      | 73.9                 | 69.5          |
| Piston Travel (ft/mile)         | 1433.3        |                       |            | 1271.3               |               |

(a) 3.36:1 on Station Wagons & Sedan Pickups. (b) 7.75 x 14 standard on Nomad Station Wagons;  
8.25 x 14 on other wagons

## 307 CUBIC INCH V-8 ENGINE

| Transmission                    | 3-Speed       | Heavy Duty<br>3-Speed | 4-Speed | Powerglide | Turbo<br>Hydra-Matic |               |
|---------------------------------|---------------|-----------------------|---------|------------|----------------------|---------------|
| Rear Axle Ratio                 | 3.08:1 (a)    |                       | 3.36:1  | 3.08:1 (a) | 2.73:1               |               |
| Tire Size                       | 7.35 x 14 (b) |                       |         |            |                      |               |
| Crankshaft Revolutions per Mile | 2436.3        |                       | 2657.8  | 2436.3     | 2159.4               |               |
| Crankshaft RPM @ 1 MPH          | Low           | 115.7                 | 123.0   | 126.2      | 73.9                 | 90.7          |
|                                 | Second        | 68.2                  | 71.1    | 89.5       |                      | 54.7          |
|                                 | Third         | 40.6                  | 40.6    | 59.8       | 40.6 (direct)        | 36.0 (direct) |
|                                 | Fourth        |                       |         | 44.3       |                      |               |
|                                 | Reverse       | 119.8                 | 122.6   | 137.8      | 73.9                 | 69.5          |
| Piston Travel (ft/mile)         | 1319.7        |                       | 1439.6  | 1319.7     | 1169.7               |               |

(a) 3.36:1 on Station Wagons & Pickups (b) 7.75 x 14 standard on Nomad Station Wagons; 8.25 x 14  
on other wagons

## 350 CUBIC INCH V-8 ENGINES

| Transmission                    | Heavy Duty<br>3-Speed | 4-Speed | Powerglide | Turbo<br>Hydra-Matic |      |
|---------------------------------|-----------------------|---------|------------|----------------------|------|
| Rear Axle Ratio                 | 3.31:1                |         | 2.73:1     | 2.56:1 (a)           |      |
| Tire Size                       | 7.35 x 14 (b)         |         |            |                      |      |
| Crankshaft Revolutions per Mile | 2618.2                |         | 2159.4     | 2025.0               |      |
| Crankshaft RPM @ 1 MPH          | Low                   | 105.6   | 110.0      | 63.3                 | 85.0 |
|                                 | Second                | 68.9    | 82.0       |                      | 51.3 |
|                                 | Third                 | 43.6    | 63.7       | 36.0 (direct)        | 33.7 |
|                                 | Fourth                |         | 43.6       |                      |      |
|                                 | Reverse               | 105.2   | 113.0      | 63.3                 | 65.1 |
| Piston Travel (ft/mile)         | 1518.6                |         | 1252.5     | 1174.5               |      |

(a) 2.73:1 on Station Wagon & Pickups (b) 7.75 x 14 standard on Nomad Station Wagons;  
8.25 x 14 on other wagons

## 396 CUBIC INCH V-8 ENGINES

| Transmission                    | RPO L35        |        |        | RPO L34        |                  |                  |        |       |
|---------------------------------|----------------|--------|--------|----------------|------------------|------------------|--------|-------|
|                                 | H.D.<br>3-Spd. | 4-Spd. | T/Hyd. | H.D.<br>3-Spd. | 4-Spd.<br>2.52:1 | 4-Spd.<br>2.20:1 | T/Hyd. |       |
| Rear Axle Ratio                 | 3.31:1         | 3.55:1 | 3.31:1 | 3.55:1         |                  |                  |        |       |
| Tire Size                       | F70 - 14 (a)   |        |        |                |                  |                  |        |       |
| Crankshaft Revolutions per Mile | 2611.6         | 2800.9 | 2611.6 | 2800.9         |                  |                  |        |       |
| Crankshaft RPM @ 1 MPH          | Low            | 105.3  | 117.6  | 107.9          | 113.0            | 117.6            | 102.7  | 115.8 |
|                                 | Second         | 68.8   | 87.8   | 84.4           | 73.8             | 87.8             | 76.6   | 69.1  |
|                                 | Third          | 43.5   | 68.2   | 43.5           | 46.7             | 68.2             | 59.2   | 46.7  |
|                                 | Fourth         |        | 46.7   |                |                  | 46.7             | 46.7   |       |
|                                 | Reverse        | 104.9  | 120.9  | 90.5           | 112.5            | 120.9            | 105.5  | 97.1  |
| Piston Travel (ft/mile)         | 1636.6         | 1756.3 | 1636.6 | 1755.3         |                  |                  |        |       |

(a) G70 - 14 on Sedan Pickups

# VEHICLE PERFORMANCE FACTORS

| ENGINE | BASE<br>230 CU.IN.<br>140 HP | BASE<br>307 CU.IN.<br>200 HP | RPO LM1<br>350 CU.IN.<br>255 HP | RPO L35<br>396 CU.IN.<br>325 HP | RPO L34<br>396 CU.IN.<br>350 HP | BASE<br>230 CU.IN.<br>140 HP | BASE<br>307 CU.IN.<br>200 HP |
|--------|------------------------------|------------------------------|---------------------------------|---------------------------------|---------------------------------|------------------------------|------------------------------|
| MODEL  | 13369                        | 13469                        | 13469                           | 13637                           | 13637                           | 13380                        | 13480                        |

## 3-SPEED TRANSMISSION

|                                       |        |        |  |  |  |        |        |
|---------------------------------------|--------|--------|--|--|--|--------|--------|
| Performance Weight (pounds)           | 3805   | 3935   |  |  |  | 3490   | 3620   |
| Pounds per Gross Horsepower           | 27.18  | 19.68  |  |  |  | 24.93  | 18.10  |
| Pounds per Cu.In. Displacement        | 16.54  | 12.82  |  |  |  | 15.17  | 11.79  |
| Gross HP per Cu.In. Displacement      | .609   | .651   |  |  |  | .609   | .651   |
| Power Displacement (cu.ft./mile)      | 162.14 | 216.42 |  |  |  | 162.14 | 216.42 |
| Displacement Factor (cu.ft./ton mile) | 85.24  | 110.02 |  |  |  | 92.91  | 119.57 |

## HEAVY DUTY 3-SPEED TRANSMISSION

|                                       |        |        |        |        |        |        |        |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| Performance Weight (pounds)           | 3824   | 3954   | 3986   | 4188   | 4174   | 3509   | 3639   |
| Pounds per Gross Horsepower           | 27.31  | 19.77  | 15.63  | 12.89  | 11.93  | 25.06  | 18.20  |
| Pounds per Cu.In. Displacement        | 16.63  | 12.88  | 11.39  | 10.58  | 10.54  | 15.26  | 11.85  |
| Gross HP per Cu.In. Displacement      | .609   | .651   | .729   | .821   | .884   | .609   | .651   |
| Power Displacement (cu.ft./mile)      | 162.14 | 216.42 | 265.15 | 299.24 | 320.94 | 162.14 | 216.42 |
| Displacement Factor (cu.ft./ton mile) | 84.80  | 109.47 | 133.04 | 142.91 | 153.78 | 92.44  | 118.98 |

## 4-SPEED TRANSMISSION

|                                       |  |        |        |        |        |  |        |
|---------------------------------------|--|--------|--------|--------|--------|--|--------|
| Performance Weight (pounds)           |  | 3956   | 3993   | 4209   | 4181   |  | 3641   |
| Pounds per Gross Horsepower           |  | 19.78  | 16.66  | 12.95  | 11.95  |  | 18.21  |
| Pounds per Cu.In. Displacement        |  | 12.89  | 11.41  | 10.63  | 10.56  |  | 11.86  |
| Gross HP per Cu.In. Displacement      |  | .651   | .729   | .821   | .884   |  | .651   |
| Power Displacement (cu.ft./mile)      |  | 236.09 | 265.15 | 320.94 | 320.94 |  | 236.09 |
| Displacement Factor (cu.ft./ton mile) |  | 119.36 | 132.84 | 152.53 | 153.56 |  | 129.72 |

## TURBO HYDRA-MATIC

|                                       |        |        |        |        |        |        |        |
|---------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| Performance Weight (pounds)           | 3829   | 3959   | 4010   | 4235   | 4221   | 3514   | 3644   |
| Pounds per Gross Horsepower           | 27.35  | 19.80  | 15.73  | 13.03  | 12.06  | 25.10  | 18.22  |
| Pounds per Cu.In. Displacement        | 16.65  | 12.90  | 11.46  | 10.69  | 10.66  | 15.28  | 11.87  |
| Gross HP per Cu.In. Displacement      | .609   | .651   | .729   | .821   | .884   | .609   | .651   |
| Power Displacement (cu.ft./mile)      | 143.71 | 191.82 | 205.07 | 299.24 | 320.94 | 143.71 | 191.82 |
| Displacement Factor (cu.ft./ton mile) | 75.08  | 96.93  | 102.28 | 141.35 | 152.10 | 81.80  | 105.28 |

## POWERGLIDE

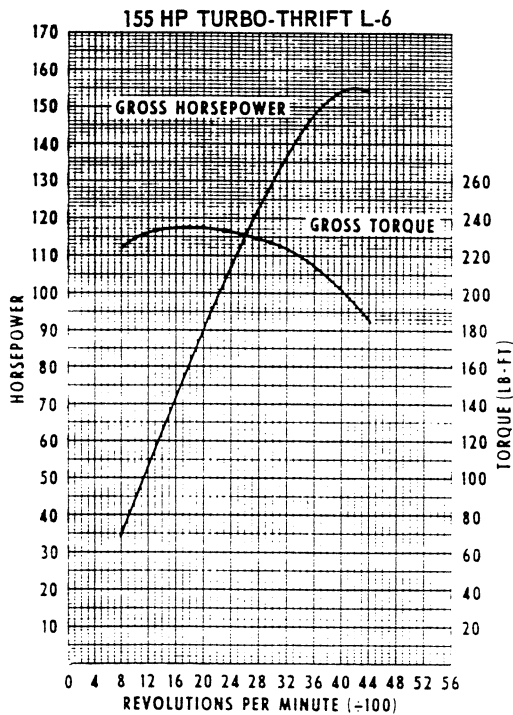
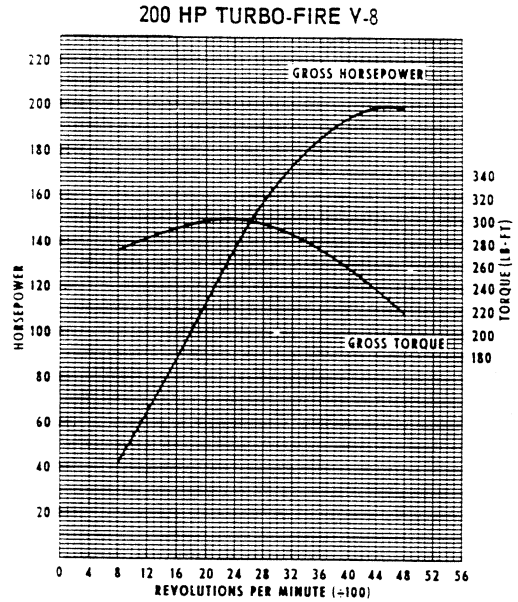
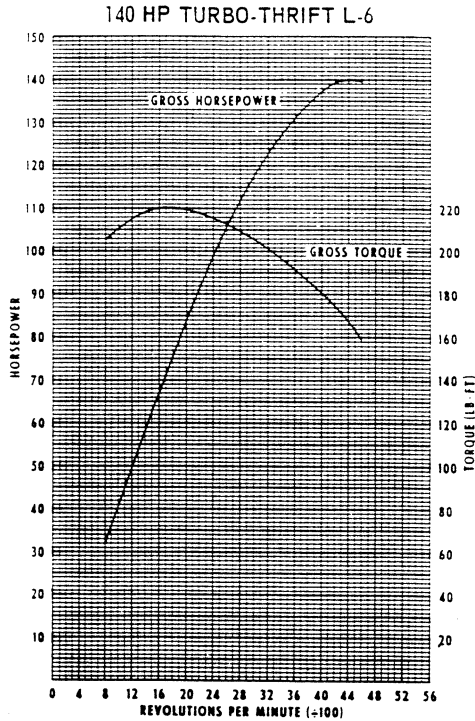
|                                       |        |        |        |  |  |        |        |
|---------------------------------------|--------|--------|--------|--|--|--------|--------|
| Performance Weight (pounds)           | 3790   | 3927   | 3981   |  |  | 3475   | 3612   |
| Pounds per Gross Horsepower           | 27.07  | 19.64  | 15.61  |  |  | 24.82  | 18.06  |
| Pounds per Cu.In. Displacement        | 16.48  | 12.79  | 11.37  |  |  | 15.11  | 11.76  |
| Gross HP per Cu.In. Displacement      | .609   | .651   | .729   |  |  | .609   | .651   |
| Power Displacement (cu.ft./mile)      | 162.14 | 216.42 | 218.69 |  |  | 162.14 | 216.42 |
| Displacement Factor (cu.ft./ton mile) | 82.56  | 110.19 | 109.90 |  |  | 93.34  | 119.83 |

### GLOSSARY

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

\* Models 13380 & 13480 two passengers, 300 lbs.

# ENGINE OUTPUT CURVES



255 HP TURBO-FIRE V-8

TO BE PROVIDED

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

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

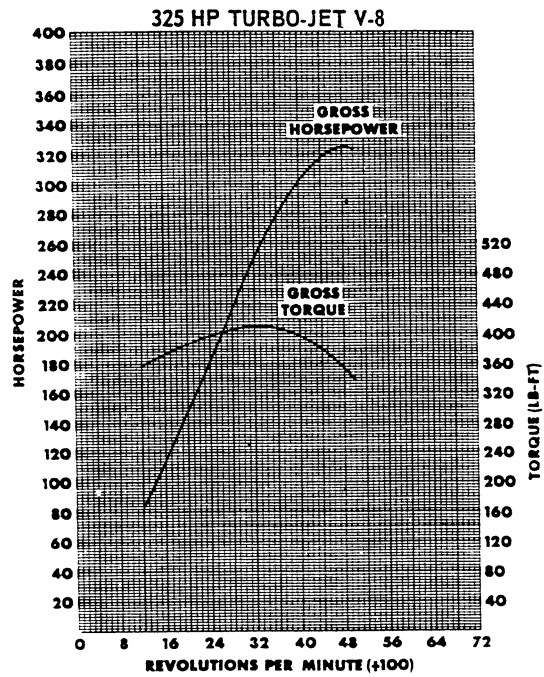
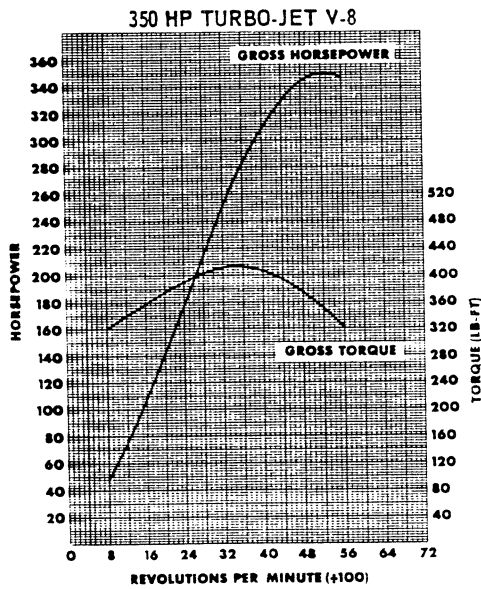
no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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

# ENGINE OUTPUT CURVES—Cont'd.

300 HP TURBO-FIRE V-8

TO BE  
PROVIDED



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                           |
| V8-350 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<br>Right bank 2-4-6-8 |
| Bore Spacing (Centerline to Centerline) |       |   |
| L6-230 & 250 Cu.In.                     | ----- | 4.4                                     |
| V8-307 & 350 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 & 350 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. |
| V8-350 Cu.In. (RPO LM1) | ----- | 5.58 Cu.In. |
| V8-350 Cu.In. (RPO L48) | ----- | 4.83 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                                  |
| Type                     |       |  |
| L6-230 & 250 Cu.In.      | ----  | 3 port, rectangular section                      |
| V8-307, 350 & 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 & 350 Cu.In. | ---   | Dual, 4 port, rear downtake |
| V8-396 Cu.In.       | ----- | Dual, 4 port, rear downtake |
| Outlet Diameter     | ----- | 2.0, (V8-396) 2.5           |

## CRANKSHAFT

|                          |       |                         |
|--------------------------|-------|-------------------------|
| Material                 |       |                         |
| L6-230 & 250 Cu.In.      | ----- | Cast nodular iron       |
| V8-307 & 350 Cu.In.      | ----- | Cast nodular iron       |
| V8-396 Cu.In. (RPO L35)  | ----- | Nodular iron            |
| V8-396 Cu.In. (RPO L34)  | ----- | Forged steel            |
| End Play                 |       |                         |
| L6-230 & 250 Cu.In.      | ----- | .002-.006               |
| V8-307 & 350 Cu.In.      | ----- | .002-.006               |
| V8-396 Cu.In.            | ----- | .006-.010               |
| Counter Weights          |       |                         |
| L6-230 Cu.In.            | ----- | 4                       |
| L6-250 Cu.In.            | ----- | 12                      |
| V8-307, 350 & 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                   |
| V8-350 Cu.In.            | ----- | 1.74                    |
| 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

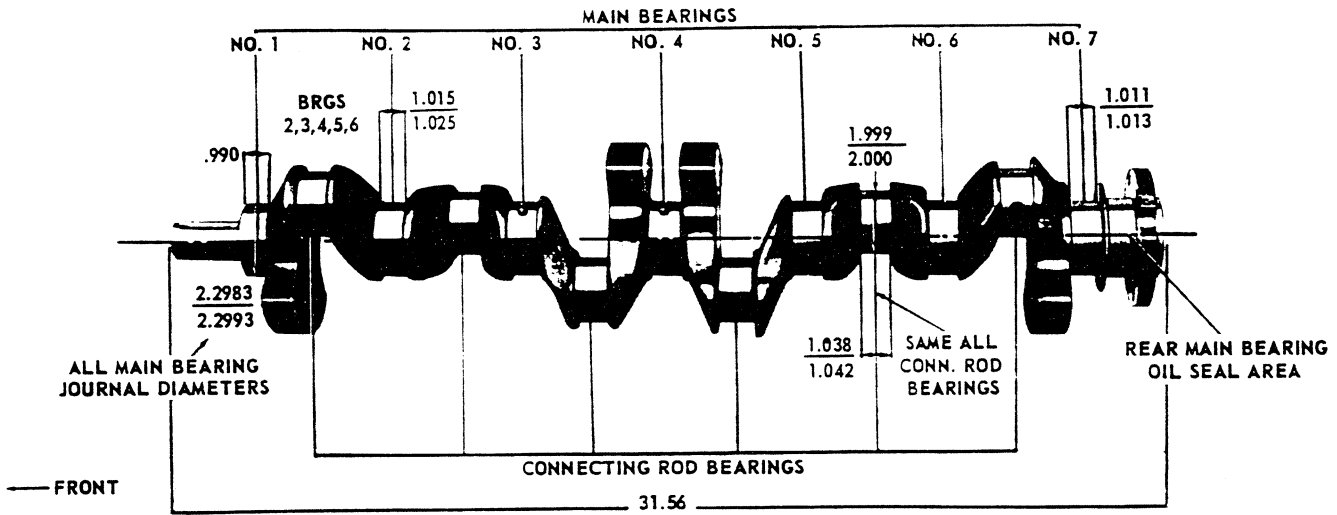
|                            |       |   |
|----------------------------|-------|---|
| Material                   | ----- | Steel, backed insert  |
|                            |       | (selected bearing material — copper lead alloy or premium aluminum — for intended engine operation & application) |
| Type                       | ----- | Precision removable   |
| Thrust Against Bearing No. | ----- | L6-No. 7; V8-No. 5  |
| Clearance                  |       |   |
| L6-230 & 250 Cu.In.        | ----- | .0003-.0029   |
| V8-307 & 350 Cu.In.        | ----- | (#1) .0008-.0020;<br>(#2-3-4) .0008-.0024; (#5) .0015-.0031   |
| V8-396 Cu.In.              | ----- | (#1 & 2) .0010-.0020;<br>(#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    |
| V8-350 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    |

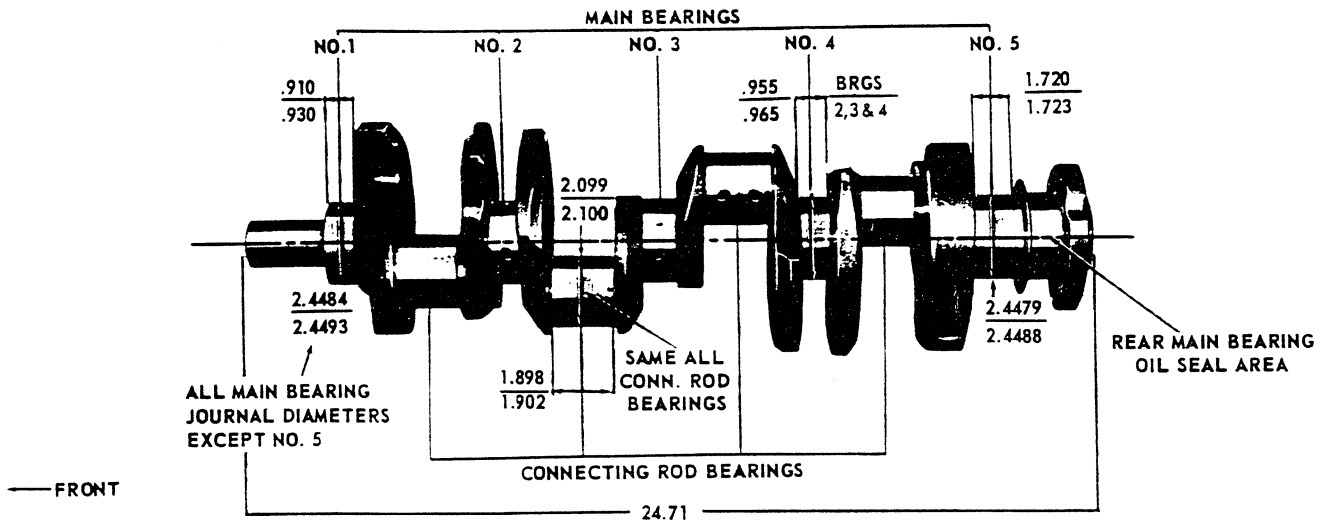
# PRINCIPAL COMPONENTS

## CRANKSHAFTS AND BEARINGS

### 230 CUBIC INCH SIX CYLINDER ENGINE



### 307 and 350 CUBIC INCH V-8 ENGINES



# AMA Specifications—Pass

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

|                 |  |              |          |
|-----------------|--|--------------|----------|
| MANUFACTURER    | Chevrolet Motor Division<br>General Motors Corporation                 | CAR NAME     | CHEVELLE |
| MAILING ADDRESS | Chevrolet Engineering Center<br>30003 Van Dyke, Warren, Michigan 48090 | MODEL YEAR   | 1969     |
|                 |  | ISSUED       | 10-15-68 |
|                 |  | REVISED (to) | 2-21-69  |

**NOTES:**

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

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### BODY - TYPES AND STYLE NAMES -

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

|                                  | <u>L-6<br/>Engine</u> | <u>V-8<br/>Engine</u> |
|----------------------------------|-----------------------|-----------------------|
| <b>300 DELUXE</b>                |                       |                       |
| 2-Door Coupe, 6-Passenger        | 13327                 | 13427                 |
| 2-Door Sport Coupe, 5-Passenger  | 13337                 | 13437                 |
| 4-Door Sedan, 6-Passenger        | 13369                 | 13469                 |
| 2-Door Sedan Pickup, 3-Passenger | 13380                 | 13480                 |
| <b>MALIBU</b>                    |                       |                       |
| 2-Door Sport Coupe, 5-Passenger  | 13537                 | 13637                 |
| 4-Door Sport Sedan, 6-Passenger  | 13539                 | 13639                 |
| 2-Door Convertible, 5-Passenger  | 13567                 | 13667                 |
| 4-Door Sedan, 6-Passenger        | 13569                 | 13669                 |
| 2-Door Sedan Pickup, 3-Passenger | 13580                 | 13680                 |
| <b>STATION WAGONS</b>            |                       |                       |
| Nomad, 4-Door, 2-Seat            | 13135                 | 13235                 |
| Nomad, 4-Door, 2-Seat            | 13136                 | 13236                 |
| Greenbrier, 4-Door, 2-Seat       | 13335                 | 13435                 |
| Greenbrier, 4-Door, 2-Seat       | 13336                 | 13436                 |
| Greenbrier, 4-Door, 3-Seat       | 13346                 | 13446                 |
| Concours, 4-Door, 2-Seat         | 13536                 | 13636                 |
| Concours, 4-Door, 3-Seat         | 13546                 | 13646                 |
| Concours Estate, 4-Door, 2-Seat  | -----                 | 13836                 |
| Concours Estate, 4-Door, 3-Seat  | -----                 | 13846                 |



## AMA Specifications—Passenger Car

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

## CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

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

| MODEL                                     | SAE Ref. No.                | 4-Door Sedan | 2-Door Spt Cpe | 4-Door Spt Sedan | Convert-ible | Station Wagon |
|---|-----------------------------|--------------|----------------|------------------|--------------|---------------|
| <b>WIDTH</b>                              |                             |              |                |                  |              |               |
| Track - Front                             | W101                        |              |                | 59.0             |              |               |
| Track - Rear                              | W102                        |              |                | 59.0             |              |               |
| Maximum overall car width                 | W103                        |              |                | 76.0             |              |               |
| Body width at No. 2 pillar                | W117                        |              |                | 74.2             |              |               |
| <b>LENGTH</b>                             |                             |              |                |                  |              |               |
| Body "O" to front of dash                 | L 30                        |              |                | 0.0              |              |               |
| Wheelbase                                 | L101                        | 116.0        | 112.0          | 116.0            | 112.0        | 116.0         |
| Overall car length                        | L103                        | 200.9        | 196.9          | 200.9            | 196.9        | 207.9         |
| Overhang - front                          | L104                        |              |                | 37.5             |              |               |
| Overhang - rear                           | L105                        |              | 47.4           |                  |              | 54.4          |
| Body upper structure length               | L123                        |              |                |                  |              |               |
| Body "O" line to $\text{C}$ of rear wheel | L127                        | 99.5         | 95.5           | 99.5             | 95.5         | 99.5          |
| Body "O" line to w/s cowl point           | L130                        |              |                |                  |              |               |
| <b>HEIGHT</b>                             |                             |              |                |                  |              |               |
| Passenger Distribution (front & rear)     |                             |              |                | 2-3              |              |               |
| Trunk/Cargo load (lbs.)                   |                             |              |                |                  |              |               |
| Overall height                            | H101                        | 53.5         | 52.8           | 53.5             | 52.7         | 54.3          |
| Cowl height                               | H114                        | 37.6         | 37.7           | 37.4             | 37.7         | 39.3          |
| Deck height                               | H138                        |              |                |                  |              |               |
| Rocker panel - front                      | To ground                   | 8.1          | 8.1            | 7.8              | 8.1          | 9.7           |
|   | From front wheel $\text{C}$ |              |                |                  |              |               |
| Rocker panel - rear                       | To ground                   | 7.1          | 6.8            | 6.8              | 6.8          | 9.3           |
|   | From rear wheel $\text{C}$  |              |                |                  |              |               |
| Windshield slope angle                    | H122                        |              |                | 53.0             |              |               |
| <b>GROUND CLEARANCE</b>                   |                             |              |                |                  |              |               |
| Bumper to ground - front                  | H102                        | 18.5         | 19.1           | 18.2             | 19.1         | 21.1          |
| Bumper to ground - rear                   | H104                        | 15.1         | 14.0           | 14.4             | 14.0         | 18.8          |
| Angle of approach                         | H106                        | 23.5         | 24.3           | 23.4             | 24.3         | 25.6          |
| Angle of departure                        | H107                        | 15.2         | 14.4           | 14.6             | 14.4         | 14.2          |
| Ramp breakover angle                      | H147                        | 8.3          | 8.3            | 8.0              | 8.3          | 12.2          |
| Min. running clearance (Specify)          | H156                        | 4.8          | 4.6            | 4.6              | 4.6          | 5.9           |

\* - H151 - Frame to ground.

# AMA Specifications—Passenger Car

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

## CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions  
(All dimensions in inches unless otherwise indicated)

| ODEL | SAE Ref. No. | 4-Door Sedan | 2-Door Spt Cpe | 4-Door Spt Sedan | Convert-ible | Station Wagon |
|------|--------------|--------------|----------------|------------------|--------------|---------------|
|------|--------------|--------------|----------------|------------------|--------------|---------------|

### FRONT COMPARTMENT

|                                  |     |      |      |      |      |      |
|----------------------------------|-----|------|------|------|------|------|
| Effective head room              | H61 | 38.1 | 37.9 | 38.1 | 38.3 | 38.5 |
| Max. eff. leg room - accelerator | L34 | 42.7 | 42.5 | 42.8 | 42.8 | 42.5 |
| H Point to Heel point            | H30 |      |      | 8.1  |      |      |
| H Point travel                   | L17 |      | 4.8  |      |      | 4.7  |
| Shoulder room                    | W 3 | 58.4 | 58.2 | 58.4 | 58.2 | 58.3 |
| Hip room                         | W 5 | 59.7 | 59.8 | 59.5 | 59.7 | 59.8 |
| Upper body opening to ground     | H50 | 48.4 | 48.2 | 48.9 | 48.3 | 48.9 |

### REAR COMPARTMENT

|                              |     |      |      |      |      |      |
|------------------------------|-----|------|------|------|------|------|
| H Point couple distance      | L50 | 32.8 | 30.6 | 32.8 | 30.5 | 32.8 |
| Effective head room          | H63 | 37.1 | 36.3 | 37.1 | 36.9 | 38.3 |
| Min. effective leg room      | L51 | 35.1 | 32.5 | 34.9 | 32.3 | 35.2 |
| H Point to Heel point        | H31 | 10.6 | 10.2 | 10.7 | 10.1 | 10.8 |
| Min. knee room               | L48 | 2.3  | 0.6  | 2.3  | 0.6  | 2.3  |
| Rear Compartment room        | L 3 | 25.8 | 24.0 | 25.8 | 24.0 | 26.1 |
| Shoulder room                | W 4 | 57.2 | 56.8 | 57.2 | 57.7 | 57.4 |
| Hip room                     | W 6 | 58.8 | 58.5 | 58.8 | 58.5 | 59.5 |
| Upper body opening to ground | H51 | 48.0 | ---- | 48.6 | ---- | 48.7 |

### LUGGAGE COMPARTMENT

|                                |      |                                 |      |      |      |                 |
|--------------------------------|------|---------------------------------|------|------|------|-----------------|
| Usable luggage capacity        | V 1  | 13.5                            | 14.6 | 13.5 | 8.5  | ----            |
| Liftover height                | H195 | 26.3                            | 25.7 | 26.0 | 25.7 | ----            |
| Position of spare tire storage |      | Horizontal; right side of trunk |      |      |      | R. rear quarter |
| Method of holding lid open     |      | Boxed hinges with torsion rod   |      |      |      |                 |

### STATION WAGON - THIRD SEAT

|                       |     |  |  |  |  |          |
|-----------------------|-----|--|--|--|--|----------|
| Shoulder Room         | W85 |  |  |  |  | 57.5     |
| Hip room              | W86 |  |  |  |  | 47.0     |
| Effective leg room    | L86 |  |  |  |  | 30.5     |
| Effective head room   | H86 |  |  |  |  | 35.8     |
| Seat facing direction |     |  |  |  |  | Rearward |

### STATION WAGON - CARGO SPACE

|                                    |      |  |  |  |  |         |
|------------------------------------|------|--|--|--|--|---------|
| Cargo length at floor - front seat | L202 |  |  |  |  | 90.9    |
| Cargo length at belt - front seat  | L204 |  |  |  |  | 79.9    |
| Cargo width - Wheelhouse           | W201 |  |  |  |  | 44.5    |
| Opening width at belt              | W204 |  |  |  |  | 49.6    |
| Maximum cargo height               | H201 |  |  |  |  | 31.6    |
| Rear opening height                | H202 |  |  |  |  | 28.6    |
| Cargo volume index (cu. ft.)       | V2   |  |  |  |  | 84.0(a) |

a) 10.0 cu. ft. additional for under floor compartment (exc. Nomad).

# AMA Specifications—Passenger Car

MAKE OF CAR: CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 02-21-69

## POWER TEAMS

(Indicate whether standard or optional)

| MODEL AVAILABILITY                         | ENGINE         |                       |              |            |            | TRANSMISSION                                  | AXLE RATIO**<br>(Std. first)<br>(Indicate A C ratio) |      |      |   |      |      |      |      |      |
|--|----------------|-----------------------|--------------|------------|------------|---|--|------|------|---|------|------|------|------|------|
|  | Displ. cu. in. | Carburetor            | Compr. Ratio | BHP RPM    | Torque RPM |   | A  | B    | C    | D   |      |      |      |      |      |
| All Models except Station Wgns and Pickups | 230 Standard   | One; 1-Bbl Down-draft | 8.5:1        | 140 @ 4400 | 220 @ 1600 | 3-Speed (2.85:1 low) & HD 3-Spd* (3.03:1 low) | Base   | 3.08 | ---- | 3.36  | ---- |      |      |      |      |
|  |                |                       |              |            |            | A/C   | 3.36   | ---- | 3.55 | ----  |      |      |      |      |      |
|  |                |                       |              |            |            | Pwrglide*                                     | Base   | 3.08 | ---  | 3.36  | ---- |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.36 | 3.08 | 3.55  | ---- |      |      |      |      |
| Station Wgns and Pickups                   |                |                       |              |            |            |   |  |      |      | 3-Speed (2.85:1 low) & HD 3-Spd (3.03:1 low)  | Base | 3.36 | ---- | 3.55 | ---- |
|  |                |                       |              |            |            |   |  |      |      |   | A/C  | 3.55 | ---- | ---- | ---- |
|  |                |                       |              |            | Pwrglide*  | Base  | 3.36   | 3.08 | 3.55 | ----  |      |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.55 | 3.36 | ----  | ---- |      |      |      |      |
| All Models                                 |                |                       |              |            |            | Turbo Hydra-Matic*                            | Base   | 2.73 | 2.56 | 3.08  | 3.36 |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.08 | 2.73 | 3.36  | ---- |      |      |      |      |
| All Models except Station Wgns and Pickups | 307 Standard   | One; 2-Bbl Down-draft | 9.00:1       | 200 @ 4600 | 300 @ 2400 | 3-Speed (2.85:1 low) & HD 3-Spd* (3.03:1 low) | Base   | 3.08 | 2.73 | 3.36  | ---- |      |      |      |      |
|  |                |                       |              |            |            | A/C   | 3.36   | 3.08 | 3.55 | ----  |      |      |      |      |      |
|  |                |                       |              |            |            | Pwrglide                                      | Base   | 3.08 | ---  | 3.36  | 3.55 |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.36 | 3.08 | 3.55  | ---- |      |      |      |      |
| Station Wgns and Pickups                   |                |                       |              |            |            |   |  |      |      | 3-Speed (2.85:1 low) & HD 3-Spd* (3.03:1 low) | Base | 3.36 | 3.08 | 3.55 | ---- |
|  |                |                       |              |            |            |   |  |      |      |   | A/C  | 3.55 | 3.36 | ---- | ---- |
|  |                |                       |              |            | Pwrglide   | Base  | 3.36   | 3.08 | 3.55 | ----  |      |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.55 | 3.36 | ----  | ---- |      |      |      |      |
| All Models                                 |                |                       |              |            |            | 4-Speed* (2.85:1 low)                         | Base   | 3.36 | 3.08 | 3.55  | ---- |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.36 | 3.08 | 3.55  | ---- |      |      |      |      |
|  |                |                       |              |            |            | Turbo Hydra-Matic*                            | Base   | 2.73 | 2.56 | 3.08  | 3.36 |      |      |      |      |
|  |                |                       |              |            |            |   | A/C  | 3.08 | 2.73 | 3.36  | ---- |      |      |      |      |
| * -Optional                                |                |                       |              |            |            |   | A-Standard   |      |      |   |      |      |      |      |      |
| **-Positraction optional for all ratios    |                |                       |              |            |            |   | B-Economy  |      |      |   |      |      |      |      |      |
|  |                |                       |              |            |            |   | C-Performance  |      |      |   |      |      |      |      |      |
|  |                |                       |              |            |            |   | D-Special  |      |      |   |      |      |      |      |      |

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (\*)2-21-69

## POWER TEAMS

(Indicate whether standard or optional)

| MODEL AVAILABILITY                         | ENGINE             |                       |              |            |            | TRANSMISSION                                  | AXLE RATIO<br>(Std. first)<br>(Indicate A/C ratio) |      |      |      |      |
|--|--------------------|-----------------------|--------------|------------|------------|---|--|------|------|------|------|
|  | Displ. cu. in.     | Carburetor            | Compr. Ratio | BHP RPM    | Torque RPM |   | A  | B    | C    | D    |      |
| All Models except Station Wgns and Pickups | 250 Option (L22)   | One; 1-Bbl Down-draft | 8.5:1        | 155 @ 4200 | 235 @ 1600 | 3-Speed (2.85:1 low) & HD 3-Spd* (3.03:1 low) | Base   | 3.08 | ---- | 3.36 | ---- |
|  |                    |                       |              |            |            | A/C   | 3.36   | ---- | 3.55 | ---- |      |
| Pwrglide*                                  |                    |                       |              |            |            | Base  | 3.08   | ---- | 3.36 | ---- |      |
| A/C  |                    |                       |              |            |            | 3.36  | 3.08   | 3.55 | ---- |      |      |
| Station Wgns and Pickups                   |                    |                       |              |            |            | 3-Speed (2.85:1 low) & HD 3-Spd* (3.03:1 low) | Base   | 3.36 | ---- | 3.55 | ---- |
|  |                    |                       |              |            |            |   | A/C  | 3.55 | ---- | ---- | ---- |
| All Models                                 | Turbo Hydra-Matic* | Base                  | 2.73         | 2.56       | 3.08       | 3.36  |  |      |      |      |      |
|  |                    | A/C                   | 3.08         | 2.73       | 3.36       | ----  |  |      |      |      |      |
| All Models                                 | 350 Option (L48)   | One; 4-Bbl Down-draft | 10.25 :1     | 300@ 4800  | 380@ 3200  | HD 3 Spd (2.42:1 low) & 4-Spd* (2.52:1 low)   | Base & A/C   | 3.31 | 3.07 | 3.55 | ---- |
|  |                    |                       |              |            |            | Pwrglide*                                     | Base & A/C   | 2.73 | 2.56 | 3.08 | 3.36 |
| All Models exc Station Wgns & Pickups      |                    |                       |              |            |            | Turbo* Hydra-Matic                            | Base   | 2.56 | ---- | ---- | 3.07 |
|  |                    |                       |              |            |            |   | & A/C  | ---- | ---- | 3.31 | ---- |
| Station Wgns and Pickups                   |                    |                       |              |            |            | Turbo* Hydra-Matic                            | Base   | 2.73 | ---- | 3.07 | 3.31 |
|  |                    |                       |              |            |            |   | & A/C  | ---- | ---- | 3.07 | 3.31 |
| All Models                                 | 350 Option (L65)   | One; 2-Bbl Down-draft | 9.00:1       | 250 @ 4800 | 345 @ 2800 | 3-Speed (2.54:1 low) & HD 3-Spd* (2.42:1 low) | Base & A/C   | 3.08 | 2.73 | 3.36 | ---- |
|  |                    |                       |              |            |            | 4-Speed* (2.54:1 low)                         | Base & A/C   | 3.36 | 3.08 | 3.55 | ---- |
|  |                    |                       |              |            |            | Pwrglide*                                     | Base & A/C   | 2.73 | 2.56 | 3.08 | ---- |
|  |                    |                       |              |            |            | Turbo* Hydra-Matic                            | Base & A/C   | 2.56 | ---- | 3.08 | ---- |
| *-Optional                                 |                    |                       |              |            |            | A-Standard                                    | B-Economy  |      |      |      |      |
| **-Positraction optional for all ratios    |                    |                       |              |            |            | C-Performance                                 | D-Special  |      |      |      |      |



# AMA Specifications—Passenger Car

MAKE OF CAR: CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (\*)2-21-69

## POWER TEAMS

(Indicate whether standard or optional)

| MODEL AVAILABILITY  | ENGINE                 |                                 |              |               |               | TRANSMISSION  |      | AXLE RATIO **<br>(Std. first)<br>(Indicate A/C ratio) |      |      |      |
|---|------------------------|---------------------------------|--------------|---------------|---------------|---|------|---|------|------|------|
|   | Displ. cu. in.         | Carburetor                      | Compr. Ratio | BHP RPM       | Torque RPM    |   |      | A   | B    | C    | D    |
| 13637<br>13667<br>13680<br>Only   | 396<br>Option<br>(L35) | One;<br>4-Bbl<br>Down-<br>draft | 10.25:1      | 325 @<br>4800 | 410 @<br>3200 | HD 3-Spd*<br>(2.42:1 low)                               | Base | 3.31  | 3.07 | 3.55 | 4.10 |
|   |                        |                                 |              |               |               |   | A/C  | 3.31  | 3.07 | ---  | ---  |
|   |                        |                                 |              |               |               | 4-Speed*<br>(2.52:1 low)                                | Base | 3.55  | 3.31 | 3.73 | 4.10 |
|   |                        |                                 |              |               |               |   | A/C  | 3.31  | 3.07 | ---  | ---  |
|   |                        |                                 |              |               |               | Turbo*<br>Hydra-Matic                                   | Base | 3.31  | 3.07 | ---  | 2.73 |
|   |                        |                                 |              |               |               |   | A/C  | 3.31  | 3.07 | ---  | ---  |
| 13637<br>13667<br>13680<br>Only   | 396<br>Option<br>(L34) | One;<br>4-Bbl<br>Down-<br>draft | 10.25:1      | 350 @<br>5200 | 415 @<br>3400 | HD 3-Spd*<br>(2.42:1 low)<br>& 4-Speed*<br>(2.52:1 low) | Base | 3.55  | 3.31 | 3.73 | 4.10 |
|   |                        |                                 |              |               |               |   | A/C  | 3.31  | 3.07 | ---  | ---  |
|   |                        |                                 |              |               |               | 4-Speed*<br>(2.20:1 low)                                | Base | 3.55  | 3.31 | 3.73 | 4.10 |
|   |                        |                                 |              |               |               |   | A/C  | 3.31  | ---  | ---  | ---  |
|   |                        |                                 |              |               |               | Turbo<br>Hydra-Matic                                    | Base | 3.55  | 3.31 | 3.73 | 4.10 |
|   |                        |                                 |              |               |               |   | A/C  | 3.31  | 3.07 | ---  | ---  |
| * -Optional   |                        |                                 |              |               |               |   |      | A-Standard  |      |      |      |
| **-Positraction required for 3.73, 4.10 ratio;<br>optional for all others |                        |                                 |              |               |               |   |      | B-Economy   |      |      |      |
|   |                        |                                 |              |               |               |   |      | C-Performance   |      |      |      |
|   |                        |                                 |              |               |               |   |      | D-Special   |      |      |      |

# AMA Specifications—Passenger Car

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

|       |                              |                                  |                              |
|-------|------------------------------|----------------------------------|------------------------------|
| MODEL | L6 230 Cu In<br>140 HP - Std | L6 250 Cu In<br>155 HP - Opt L22 | V8 307 Cu In<br>200 HP - Std |
|-------|------------------------------|----------------------------------|------------------------------|

## ENGINE - GENERAL

|   |                        |              |                 |
|---|------------------------|--------------|-----------------|
| Type, no. cyls., valve arr.             | In-line 6 OHV          |              | 90° V8 OHV      |
| Bore and stroke (nominal)               | 3.875 x 3.25           | 3.875 x 3.53 | 3.875 x 3.25    |
| Piston displacement, cu. in.            | 230                    | 250          | 307             |
| Bore spacing (C to C)                   | 4.40                   |              |                 |
| No. system (front to rear)              | L. Bank<br>1-2-3-4-5-6 | In-line      | 1-3-5-7         |
|   | R. Bank                |              | 2-4-6-8         |
| Firing order                            | 1-5-3-6-2-4            |              | 1-8-4-3-6-5-7-2 |
| Compres. ratio (nominal)                | 8.5:1                  |              | 9.00:1          |
| Cylinder Head Material                  | Cast alloy iron        |              |                 |
| Cylinder Block Material                 | Cast alloy iron        |              |                 |
| Cyl. Sleeve-Wet, dry, none              | None                   |              |                 |
| Number of mtg. points                   | Front<br>Two           | Rear<br>One  |                 |
| Engine installation angle               | 4°37'                  |              | 4°46'           |
| Taxable horsepower                      | 36.0                   |              | 48.0            |
| Publishing max. bhp* @ eng. RPM         | 140 @ 4400             | 155 @ 4200   | 200 @ 4600      |
| Publishing max. torque* (lb. ft. @ RPM) | 220 @ 1600             | 235 @ 1600   | 300 @ 2400      |
| Recommended fuel regular - premium      | Regular                |              |                 |

## ENGINE - PISTONS

|                          |                                   |             |                |
|--------------------------|-----------------------------------|-------------|----------------|
| Material                 | Cast aluminum alloy               |             |                |
| Description and finish   | Flat, notched head, slipper skirt |             |                |
| Weight (piston only) oz. | 20.32                             | 24.16       | 26.32          |
| Clearance (limits)       | Top land                          | .0345-.0435 | .0235-.0325    |
|                          | Skirt                             | Top         | .0005-.0011(a) |
|                          |                                   | Bottom      | .0005-.0011(b) |
| Ring groove depth        | No. 1 ring                        | .2153-.2218 | .2113-.2178    |
|                          | No. 2 ring                        | .2153-.2218 | .2113-.2178    |
|                          | No. 3 ring                        | .2093-.2158 | .2053-.2118    |
|                          | No. 4 ring                        | None        |                |

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

- (a)-Measured 2.44 from top of piston
- (b)-Measured 1.675 from top of piston

## AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (2-21-69)

|       |                |                |                |                |
|-------|----------------|----------------|----------------|----------------|
|       | V8 350 Cu In   | V8 396 Cu In   |                |                |
| MODEL | 250 HP-Opt L65 | 300 HP-Opt L48 | 325 HP-Opt L35 | 350 HP-Opt L34 |

## ENGINE - GENERAL

|   |                 |            |              |            |
|---|-----------------|------------|--------------|------------|
| Type, no. cyls., valve arr.             | 90° V8 OHV      |            |              |            |
| Bore and stroke (nominal)               | 4.00 x 3.48     |            | 4.094 x 3.76 |            |
| Piston displacement, cu. in.            | 350             |            | 396          |            |
| Bore spacing (C to C)                   | 4.4             |            | 4.84         |            |
| No. system                              | 1-3-5-7         |            |              |            |
| (front to rear)                         | 2-4-6-8         |            |              |            |
| Firing order                            | 1-8-4-3-6-5-7-2 |            |              |            |
| Compres. ratio (nominal)                | 9.00:1          | 10.25:1    | 10.25:1      |            |
| Cylinder Head Material                  | Cast alloy iron |            |              |            |
| Cylinder Block Material                 | Cast alloy iron |            |              |            |
| Cyl. Sleeve-Wet, dry, none              | None            |            |              |            |
| Number of mtg. points                   | Front           | Two        |              |            |
|   | Rear            | One        |              |            |
| Engine installation angle               | 4°46'           |            |              |            |
| Taxable horsepower                      | 51.2            |            | 53.6         |            |
| Publishing max. bhp* @ eng. RPM         | 250 @ 4800      | 300 @ 4800 | 325 @ 4800   | 350 @ 5200 |
| Publishing max. torque* (lb. ft. @ RPM) | 345 @ 2800      | 380 @ 3200 | 410 @ 3200   | 415 @ 3400 |
| Recommended fuel regular - premium      | Regular         |            | Premium      |            |

## ENGINE - PISTONS

|                          |                                   |             |                           |             |                |
|--------------------------|-----------------------------------|-------------|---------------------------|-------------|----------------|
| Material                 | Cast aluminum alloy               |             |                           |             |                |
| Description and finish   | Flat, notched head, slipper skirt |             | Domed head, slipper skirt |             |                |
| Weight (piston only) oz. | 20.91                             |             | 24.80                     |             |                |
| Clearance (limits)       | Top land                          | .0235-.0325 |                           | .0304-.0374 |                |
|                          | Skirt                             | Top         | .0007-.0013(a)            |             | .0011-.0018(b) |
|                          |                                   | Bottom      |                           |             |                |
| Ring groove depth        | No. 1 ring                        | .2218-.2288 |                           | .2253-.2317 |                |
|                          | No. 2 ring                        | .2218-.2288 |                           | .2253-.2317 |                |
|                          | No. 3 ring                        | .2038-.2103 |                           | .2098-.2162 |                |
|                          | No. 4 ring                        | None        |                           |             |                |

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

(a)-Measured 1.56 from top of piston

(b)-Measured 1.955 from top of piston

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21-69)

|       |                        |                        |                        |                              |                              |
|-------|------------------------|------------------------|------------------------|------------------------------|------------------------------|
| MODEL | L6 230 Cu In<br>140 HP | L6 250 Cu In<br>155 HP | V8 307 Cu In<br>200 HP | V8 350 Cu In<br>250 & 300 HP | V8 396 Cu In<br>325 & 350 HP |
|-------|------------------------|------------------------|------------------------|------------------------------|------------------------------|

## ENGINE - RINGS

|                                |   |  |                                  |     |           |
|--------------------------------|---|--|----------------------------------|-----|-----------|
| Function<br>(top to<br>bottom) | No. 1, oil or comp.                         | Compression  |                                  |     |           |
|                                | No. 2, oil or comp.                         | Compression  |                                  |     |           |
|                                | No. 3, oil or comp.                         | Oil  |                                  |     |           |
|                                | No. 4, oil or comp.                         | None   |                                  |     |           |
| Compression                    | Description - Upper material, coating, etc. | (a)  | Cast alloy iron; barrel face (b) |     |           |
|                                | Lower                                       | Cast alloy iron; inside bevel; tapered face (c)  |                                  |     |           |
|                                | Width                                       | (d)  | (e)                              | (d) | (f)       |
|                                | Gap   | .010-.020  |                                  | (h) | .010-.020 |
| Oil                            | Description - material, coating, etc.       | Multi-piece (2 rails and 1 spacer expander)<br>Rails - steel, chrome plated OD; Expander - stainless steel |                                  |     |           |
|                                | Width                                       | .1870-.1890 (assembled)  |                                  |     |           |
|                                | Gap   | .015-.055  |                                  |     |           |
| Expanders                      | In oil ring assembly                        |  |                                  |     |           |

## ENGINE - PISTON PINS

|                                     |  |                              |               |
|-------------------------------------|--|------------------------------|---------------|
| Material                            | Chromium steel                           |                              |               |
| Length                              | 2.990-3.010                              | 2.930-2.950                  |               |
| Diameter                            | .9270-.9273                              | .9895-.9898                  |               |
| Type                                | Locked in rod, in piston, floating, etc. | Locked in rod                |               |
|                                     | Bush-<br>ing                             | In rod or piston<br>Material | None          |
| Clearance                           | In piston                                | .00015-.00025                | .00025-.00035 |
|                                     | In rod                                   |                              |               |
| Direction & amount offset in piston | Major thrust side .060                   |                              |               |

## ENGINE - CONNECTING RODS

|                           |                    |   |                  |
|---------------------------|--------------------|---|------------------|
| Material                  | Drop forged steel  |   |                  |
| Weight (oz.)              | 12.50              | 20.80   | 27.84            |
| Length (center to center) | 5.695-5.705        |   | 6.130-6.140      |
| Bearing                   | Material & Type    | Copper lead alloy (sintered)<br>steel backed material | Premium aluminum |
|                           | Overall length     | .807  | .857             |
|                           | Clearance (limits) | .0007-.0027   | .0009-.0029      |
|                           | End play           | .009-.013   | .017-.021        |

- (a)-Cast alloy iron; inside bevel and tapered face; chrome plated
- (b)-Chrome plated on L6 250, V8 350 Cu In, Molybdenum inlay on V8 396 Cu In
- (c)-Wear resistant coating on L6 230 & 250, V8 307 & 350; chrome plated on V8 396
- (d)-Upper .0775-.0780; lower .0770-.0780
- (e)-Upper .0628-.0633; lower .0623-.0633
- (f)-Upper .0775-.0780; lower .0770-.0775
- (g)-Upper & lower .0770-.0775
- (h)-Upper .010-.020; lower .013-.025

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 02-21-69

|              |                        |                        |                        |                           |                           |
|--------------|------------------------|------------------------|------------------------|---------------------------|---------------------------|
| <b>MODEL</b> | L6 230 Cu In<br>140 HP | L6 250 Cu In<br>155 HP | V8 307 Cu In<br>200 HP | V8 350 Cu In<br>250&300HP | V8 396 Cu In<br>325&350HP |
|--------------|------------------------|------------------------|------------------------|---------------------------|---------------------------|

### ENGINE – CRANKSHAFT

|  |  |  |               |                |               |  |
|--|--|--|---------------|----------------|---------------|--|
| <b>Material</b>                          |  | Cast nodular iron (forged steel with 396 cu in 350 hp)   |               |                |               |  |
| <b>Vibration damper type</b>             |  | Rubber mounted inertia   |               |                |               |  |
| <b>End thrust taken by bearing (No.)</b> |  | 7  |               | 5              |               |  |
| <b>Crankshaft end play</b>               |  | .002-.006  |               | .006-.010      |               |  |
| <b>Main bearing</b>                      | <b>Material &amp; type</b>                     | Steel with backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended operation or application) |               |                |               |  |
|  | <b>Clearance</b>                               | .0003-.0029  |               | (a)            | (b)           |  |
|  | <b>Journal dia. and bearing overall length</b> | <b>No. 1</b>   | 2.3004 x .752 | 2.4502 x .752  | 2.7507x.992   |  |
|  |  | <b>No. 2</b>   | 2.3004 x .752 | 2.4505 x .752  | 2.7507x.992   |  |
|  |  | <b>No. 3</b>   | 2.3004 x .752 | 2.4505 x .752  | 2.7505x.992   |  |
|  |  | <b>No. 4</b>   | 2.3004 x .752 | 2.4505 x .752  | 2.7505x.992   |  |
|  |  | <b>No. 5</b>   | 2.3004 x .752 | 2.4507 x 1.177 | 2.7506x1.2525 |  |
|  |  | <b>No. 6</b>   | 2.3004 x .752 | None           |               |  |
| <b>No. 7</b>                             |  | 2.3004 x .760  | None          |                |               |  |
| <b>Dir. &amp; amt. cyl. offset</b>       |  | None   |               |                |               |  |
| <b>Crankpin journal diameter</b>         |  | 1.999-2.000  |               | 2.099-2.100    | 2.199-2.200   |  |

### ENGINE – CAMSHAFT

|                      |   |                                     |                               |      |
|----------------------|---|-------------------------------------|-------------------------------|------|
| <b>Location</b>      |   | Above and to<br>right of crankshaft | In block above crankshaft     |      |
| <b>Material</b>      |   | Cast alloy iron                     |                               |      |
| <b>Bearings</b>      | <b>Material</b>                             | Steel backed babbitt                |                               |      |
|                      | <b>Number</b>                               | 4                                   | 5                             |      |
| <b>Type of Drive</b> | <b>Gear or chain</b>                        | Gear                                | Chain                         |      |
|                      | <b>Crankshaft gear or sprocket material</b> | Steel                               | Steel sprocket                |      |
|                      | <b>Camshaft gear or sprocket material</b>   | (c)                                 | Nylon teeth with aluminum hub |      |
|                      | <b>Timing chain</b>                         | <b>No. of links</b>                 | None                          | 46   |
|                      |   | <b>Width</b>                        | None                          | .740 |
| <b>Pitch</b>         |   | None                                | .500                          |      |

### ENGINE – VALVE SYSTEM

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

(Continued)

- (a)-No. 1 - .0008-.0020
- No. 2, 3, 4 - .0008-.0024
- No. 5 - .0015-.0031
- (b)-No. 1 & 2 - .0010-.0020
- No. 3 & 4 - .0013-.0025
- No. 5 - .0015-.0031

(c)-Bakelite and fabric composition with steel hub

# AMA Specifications—Passenger Car

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|       |                     |                     |                     |                        |                     |        |
|-------|---------------------|---------------------|---------------------|------------------------|---------------------|--------|
| MODEL | 230 Cu In<br>140 HP | 250 Cu In<br>155 HP | 307 Cu In<br>200 HP | 350 Cu In<br>250&300HP | 396 Cu In<br>325 HP | 350 HP |
|-------|---------------------|---------------------|---------------------|------------------------|---------------------|--------|

## ENGINE - VALVE SYSTEM (cont.)

|  |         |                 |        |      |      |      |
|--|---------|-----------------|--------|------|------|------|
| Timing<br>(based on<br>top of<br>ramp<br>points) | Intake  | Opens (°BTC)    | 16°    | 28°  | 28°  | 56°  |
|  |         | Closes (°ABC)   | 48°    | 72°  | 78°  | 114° |
|  |         | Duration - deg. | 244°   | 280° | 286° | 350° |
|  | Exhaust | Opens (°BBC)    | 46°30' | 78°  | 75°  | 110° |
|  |         | Closes (°ATC)   | 17°30' | 30°  | 31°  | 62°  |
|  |         | Duration - deg. | 244°   | 288° | 286° | 350° |
| Valve opening overlap                            |         | 33°30'          | 58°    | 59°  | 118° |      |

|                          |                                    |   |                |              |                |       |
|--------------------------|------------------------------------|---|----------------|--------------|----------------|-------|
| Material                 |                                    | Alloy steel; face aluminized on 230, 250 & 396 Cu.In. |                |              |                |       |
| Overall length           |                                    | 4.902-4.922   |                | 4.870-4.889  |                |       |
| Actual overall head dia. |                                    | 1.715-1.725   |                | 1.935-1.945  |                |       |
| Angle of seat & face     |                                    | 46° (seat); 45° (face)                                |                |              |                |       |
| Seat insert material     |                                    | None  |                |              |                |       |
| Stem diameter            |                                    | .3410-.3417   |                | .3715-.3722  |                |       |
| Stem to guide clearance  |                                    | .0010-.0027   |                |              |                |       |
| -Intake                  | Lift (# zero lash)                 |   | .3317          | .3880        | .3900          | .3983 |
|                          | Outer spring<br>press. &<br>length | Valve closed<br>(lb.@in.)                             | 56-64 @ 1.66   |              | 76-84 @ 1.70   |       |
|                          |                                    | Valve open<br>(lb.@in.)                               | 180-192 @ 1.27 |              | 194-206 @ 1.25 |       |
|                          | Inner spring<br>press. &<br>length | Valve closed<br>(lb.@in.)                             | None           |              | Spring Damper  |       |
|                          |                                    | Valve open<br>(lb.@in.)                               | None           |              | Spring Damper  |       |
|                          |                                    |   |                |              | 26-34 @ 1.78   |       |
|                          |                                    |   |                | 81-99 @ 1.28 |                |       |

|                          |                                    |                                       |                |              |                |       |
|--------------------------|------------------------------------|---------------------------------------|----------------|--------------|----------------|-------|
| Material                 |                                    | High alloy steel, aluminized face (a) |                |              |                |       |
| Overall length           |                                    | 4.913-4.933                           |                | 5.345-5.365  |                |       |
| Actual overall head dia. |                                    | 1.495-1.505                           |                | 1.715-1.725  |                |       |
| Angle of seat & face     |                                    | 46° (seat); 45° (face)                |                |              |                |       |
| Seat insert material     |                                    | None                                  |                |              |                |       |
| Stem diameter            |                                    | .3410-.3417                           |                | .3715-.3722  |                |       |
| Stem to guide clearance  |                                    | .0010-.0027                           |                |              |                |       |
| Exhaust                  | Lift (# zero lash)                 |                                       | .3317          | .3880        | .4100          | .3983 |
|                          | Outer spring<br>press. &<br>length | Valve closed<br>(lb.@in.)             | 56-64 @ 1.66   |              | 76-84 @ 1.70   |       |
|                          |                                    | Valve open<br>(lb.@in.)               | 180-192 @ 1.27 |              | 194-206 @ 1.25 |       |
|                          | Inner spring<br>press. &<br>length | Valve closed<br>(lb.@in.)             | None           |              | Spring Damper  |       |
|                          |                                    | Valve open<br>(lb.@in.)               | None           |              | Spring Damper  |       |
|                          |                                    |                                       |                |              | 26-34 @ 1.78   |       |
|                          |                                    |                                       |                | 81-99 @ 1.28 |                |       |

## ENGINE - LUBRICATION SYSTEM

|   |                      |          |   |  |
|---|----------------------|----------|---|--|
| Type of<br>lubrica-<br>tion<br>(splash,<br>pressure,<br>nozzle) | Main bearings        | Pressure |   |  |
|   | Connecting rods      | Pressure |   |  |
|   | Piston pins          | Splash   |   |  |
|   | Camshaft bearings    | Pressure |   |  |
|   | Tappets              | Pressure |   |  |
|   | Timing gear or chain | Nozzle   | Centrifugally oiled from camshaft bearing |  |
|   | Cylinder walls       | Splash   | Pressure jet cross sprayed                |  |

a) Head also aluminized on 396 engines

(Continued)

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21-69)

|  |                     |                       |                      |                          |                     |
|--|---------------------|-----------------------|----------------------|--------------------------|---------------------|
|  | 230 Cu In<br>140 HP | 250 Cu. In.<br>155 HP | 307 Cu In.<br>200 HP | 350 Cu In<br>250 & 300HP | 396 Cu In<br>325 HP |
|--|---------------------|-----------------------|----------------------|--------------------------|---------------------|

**ENGINE – LUBRICATION SYSTEM (cont.)**

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

**ENGINE – EXHAUST SYSTEM**

|  |                    |                       |  |
|--|--------------------|-----------------------|--|
| Type (single, single with cross-over, dual, other)                   | Single             | Single with crossover | Dual                                   |
| Muffler No. & type (reverse flow, straight thru, separate resonator) | One; reverse flow  |                       | Two; reverse flow                      |
| Exhaust pipe dia. (O.D., wall thick.)                                | Branch             | None                  | 2.00x.073-.091 (b)                     |
|  | Main               | 2.00 x .057-.071      | 2.00x.073-.091 (b)(c) 2.50 x .073-.091 |
| Tail pipe dia. (O.D. & wall thickness)                               | 1.88 x .062 - .075 |                       | 2.00 x .062-.075                       |

**ENGINE – CRANKCASE VENTILATION SYSTEM**

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

- (a) Bench test - no flow conditions
- (b) Laminated
- (c) 2.50 diameter on 350 Cu.In.

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21)

|              |                  |                  |                   |                   |        |                    |        |
|--------------|------------------|------------------|-------------------|-------------------|--------|--------------------|--------|
| <b>MODEL</b> | L6-230<br>140 HP | L6-250<br>155 HP | 307CuIn<br>200 HP | 350CuIn<br>250 HP | 300 HP | 396 CuIn<br>325 HP | 350 HP |
|--------------|------------------|------------------|-------------------|-------------------|--------|--------------------|--------|

**ENGINE - EXHAUST EMISSION CONTROL**                      **MANUAL TRANSMISSIONS**

|   |  |                                     |          |          |           |         |           |         |
|---|--|-------------------------------------|----------|----------|-----------|---------|-----------|---------|
| Type (Air injection, engine modifications, other) |  | Air injection reactor equipment     |          |          |           |         |           |         |
| Air Injection Pump                                | Type -                                     | Semi-articulated vane type          |          |          |           |         |           |         |
|   | Displacement                               | 19.3                                |          |          |           |         |           |         |
|   | Drive ratio                                | 1.15:1                              |          |          |           |         |           |         |
|   | Drive type                                 | Crankshaft pulley                   |          |          |           |         |           |         |
|   | Relief valve (type)                        | Diverter valve - separate from pump |          |          |           |         |           |         |
|   | Filter (describe)                          | Centrifugal air cleaner             |          |          |           |         |           |         |
| Air Injection System                              | Air distribution (head, manifold, etc.)    | Cylinder head                       | Manifold |          |           |         |           |         |
|   | Point of entry                             | Exhaust ports                       |          |          |           |         |           |         |
|   | Injection tube I.D.                        | .2565                               |          |          |           |         |           |         |
|   | Check valve type                           | Pressure (plate type)               |          |          |           |         |           |         |
|   | Backfire protection (type)                 | Diverter valve                      |          |          |           |         |           |         |
| Carburetor  | Make                                       |                                     |          |          |           |         |           |         |
|   | Model                                      | REFER TO                            |          |          |           |         |           |         |
|   | Barrel size                                |                                     |          |          |           |         |           |         |
|   | Idle speed                                 | Drive                               | PAGE TEN |          |           |         |           |         |
|   |  | Neutral                             |          |          |           |         |           |         |
| Idle A/F mixture                                  | Not Specified                              |                                     |          |          |           |         |           |         |
| Distributor                                       | Aux. Adv. Systems (type)                   | None                                |          |          |           |         |           |         |
|   | Make                                       | Delco-Remy                          |          |          |           |         |           |         |
|   | Model                                      | 1110459                             | 1110463  | 1111481  | 1111486   | 1111488 | 1111497   | 1111498 |
|   | Cent'fgal adv. in crank degrees @ eng. rpm | Start (rpm)                         | 1000     | 900      | 1000      | 800     | 950       | 900     |
|   |  | Intermed. points deg. @ rpm         |          |          |           |         |           |         |
|   |  | Max. deg. @ rpm                     | 36@4600  | 32@4200  | 28@4300   | 36@4100 | 30@4700   | 32@5000 |
|   | Vacuum adv. in crank degrees @ eng. rpm    | Start (in Hg)                       | 7.00     | 6.00     | 7.00      | 8.00    | 8.00      |         |
|   |  | Intermed. points deg. @ in. Hg      |          |          |           |         |           |         |
|   |  | Max. deg. @ in.                     | 23 @ 16  | 15 @ 12  | 24 @ 17.5 | 20 @ 17 | 15 @ 15.5 |         |
|   | Vacuum Source                              | Carburetor                          |          |          |           |         |           |         |
| Timing - Crank degrees @ rpm                      | TDC@700                                    | 2BTC@700                            | TDC@700  | 4BTC@800 | TDC@800   |         |           |         |
| Cooling System                                    |  |                                     |          |          |           |         |           |         |
| Exhaust System                                    |  |                                     |          |          |           |         |           |         |



# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 02-21-69

|       |        |        |          |          |                          |
|-------|--------|--------|----------|----------|--------------------------|
|       | L6-230 | L6-250 | 307 CuIn | 350 CuIn | 396 CuIn                 |
| MODEL | 140 HP | 155 HP | 200 HP   | 250 HP   | 300 HP   325 HP   350 HP |

**ENGINE – EXHAUST EMISSION CONTROL**

**AUTOMATIC TRANSMISSIONS**

| Type (Air injection, engine modifications, other) | Engine modifications  | SAME                        |          |          |          |         |         |         |
|---|---|-----------------------------|----------|----------|----------|---------|---------|---------|
| Air Injection Pump                                | Type  |                             |          |          |          |         |         |         |
|   | Displacement  | NOT                         |          |          |          |         |         |         |
|   | Drive ratio   |                             |          |          |          |         |         |         |
|   | Drive type  | USED                        |          |          |          |         |         |         |
|   | Relief valve (type)   |                             |          |          |          |         |         |         |
|   | Filter (describe)   | UAL                         |          |          |          |         |         |         |
| Air Injection System                              | Air distribution (head, manifold, etc.)                             | NOT                         |          |          |          |         |         |         |
|   | Point of entry  |                             |          |          |          |         |         |         |
|   | Injection tube I.D.   | USED                        |          |          |          |         |         |         |
|   | Check valve type  |                             |          |          |          |         |         |         |
|   | Backfire protection (type)  | 9A                          |          |          |          |         |         |         |
| Carburetor  | Make  | REFER                       |          |          |          |         |         |         |
|   | Model   |                             |          |          |          |         |         |         |
|   | Barrel size   | TO                          |          |          |          |         |         |         |
|   | Idle speed  | Drive                       |          |          |          |         |         |         |
|   |   | Neutral                     | PAGE TEN |          |          |         |         |         |
| Idle A/F mixture                                  | Not Specified   |                             |          |          |          |         |         |         |
| Aux. Adv. Systems (type)                          | None  |                             |          |          |          |         |         |         |
| Make  | Delco-Remy  |                             |          |          |          |         |         |         |
| Model   | 1110460   1110464   1111481   1111487   1111489   1111497   1111499 |                             |          |          |          |         |         |         |
| Distributor                                       | Cent'fgal adv. in crank degrees @ eng. rpm                          | Start (rpm)                 | 1000     | 900      | 1000     | 900     | 900     | 900     |
|   |   | Intermed. points deg. @ rpm |          |          |          |         |         |         |
|   | Max. deg. @ rpm   | 32@4600                     | 28@4200  | 28@4300  | 32@4200  | 26@4700 | 32@5000 | 32@5000 |
| Vacuum adv. in crank degrees @ eng. rpm           | Start (in Hg)   | 7.00                        | 6.00     | 7.00     | 8.00     | 8.00    | 6.00    |         |
|   | Intermed. points deg. @ in. Hg                                      |                             |          |          |          |         |         |         |
|   | Max. deg. @ in.   | 23 @ 16                     | 15 @ 12  | 24@17.5  | 20 @ 17  | 15@15.5 | 15 @ 12 |         |
| Vacuum Source                                     | Carburetor  |                             |          |          |          |         |         |         |
| Timing - Crank degrees @ rpm                      | 4BTC@550  | 2BTC@600                    | 4BTC@600 | 4BTC@800 | 4BTC@600 |         |         |         |
| Cooling System                                    |   |                             |          |          |          |         |         |         |
| Exhaust System                                    |   |                             |          |          |          |         |         |         |

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21-69)

|              |                  |                  |                  |                        |                        |
|--------------|------------------|------------------|------------------|------------------------|------------------------|
| <b>MODEL</b> | L6-230<br>140 HP | L6-250<br>155 HP | V8-307<br>200 HP | V8-350<br>250 & 300 HP | V8-396<br>325 & 350 HP |
|--------------|------------------|------------------|------------------|------------------------|------------------------|

**ENGINE – FUEL SYSTEM**

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

|   |   |   |                          |               |     |  |
|---|---|---|--------------------------|---------------|-----|--|
| Induction type: Carburetor, fuel injection, supercharger. |   | Carburetor                                  |                          |               |     |  |
| Fuel Tank   | Refill capacity (U.S. gals.)                    | Approximately 20; Station Wagons 22         |                          |               |     |  |
|   | Filler location                                 | Behind hinged rear license plate*           |                          |               |     |  |
| Fuel Pump   | Type (elec. or mech.)                           | Mechanical                                  |                          |               |     |  |
|   | Locations                                       | Lower right front of engine                 |                          |               |     |  |
|   | Pressure range                                  | 4.00-5.00 PSI                               | 5.50-7.50 PSI            | 7.50-9.00 PSI |     |  |
| Vacuum booster (std., optional, none)                     |   | None  |                          |               |     |  |
| Fuel Filter   | Type  | Fine mesh plastic strainer in gasoline tank |                          |               |     |  |
|   | Locations                                       | and plastic filter in carburetor inlet **   |                          |               |     |  |
| Carburetor  | Choke type                                      | Automatic                                   |                          |               |     |  |
|   | Intake manifold heat control (exhaust or water) | Exhaust                                     |                          |               |     |  |
|   | Air cleaner type                                | Standard                                    | Oil-wetted paper element |               |     |  |
|   |   | Optional                                    | None                     |               |     |  |
| Idle speed (spec. neutral or drive)                       | Manual (N)                                      | 700   |                          |               | 800 |  |
|   | Automatic (D)                                   | 550   |                          |               | 600 |  |
|   | Idle A/F mix.                                   | Not specified                               |                          |               |     |  |

**CARBURETOR SUPPLEMENTARY INFORMATION**

| Model Usage             | Engine Displ. | Transmission | Carburetors |            | No. Used and Type  | Barrel Size |
|-------------------------|---------------|--------------|-------------|------------|--------------------|-------------|
|                         |               |              | Make        | Model      |                    |             |
| 13100<br>13300<br>13500 | 230           | Manual       | Rochester   | 7029017(a) | One; single barrel | 1.69        |
|                         |               | Automatic    |             | 7029014    |                    |             |
|                         | 250           | Manual       | Rochester   | 7029017(a) |                    |             |
|                         |               | Automatic    |             | 7029014    |                    |             |
|                         | 307           | Manual       | Rochester   | 7029101(b) | One; two barrel    | 1.44        |
|                         |               | Automatic    |             | 7029110(c) |                    |             |
| 13200                   | 250hp         | Manual       | Rochester   | 7029113(d) | One;               | 1.69        |
|                         |               | Automatic    |             | 7029114(e) |                    |             |
| 13400                   | 350           | Manual       | Rochester   | 7029203    | One;               | 1.38 Prim   |
| 13600                   | 300hp         | Automatic    |             | 7029202    | 4-barrel           | 2.25 Sec    |
| 13800                   | 396           | Manual       | Rochester   | 7029215    | One;               | 1.38 Prim   |
|                         |               | Automatic    |             | 7029204    |                    |             |
|                         | 396           | Manual       | Rochester   | 7029215    | four barrel        | 2.25 Sec    |
|                         |               | Automatic    |             | 7029204    |                    |             |

- a - 7029015 with Air Conditioning
- b - 7029103 with Air Conditioning
- c - 7029112 with Air Conditioning
- d - 7029115 with air conditioning
- e - 7029116 with air conditioning
- \* - Shut off pressure - 1800 RPM at pump outlet
- \*\* - Additional in-line paper element with 396 Cu.In.

\* Left rear quarter panel on station wagons

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (12-21-69)

|       |          |          |          |              |              |
|-------|----------|----------|----------|--------------|--------------|
|       | 230 CuIn | 250 CuIn | 307 CuIn | 350 CuIn     | 396 CuIn     |
| MODEL | 140 HP   | 155 HP   | 200 HP   | 250 & 300 HP | 325 & 350 HP |

## ENGINE - COOLING SYSTEM

|   |                              |  |                              |            |    |   |
|---|------------------------------|--|------------------------------|------------|----|---|
| Type system (pressure, pressure vented, atmospheric, other) |                              | Pressure                               |                              |            |    |   |
| Radiator cap relief valve pressure                          |                              | 15 ± 1 PSI                             |                              |            |    |   |
| Circulation thermostat                                      | Type (choke, bypass)         | Choke                                  |                              |            |    |   |
|   | Starts to open at (°F)       | 192° - 198°                            |                              |            |    |   |
| Water pump  | Type (centrifugal, other)    | Centrifugal                            |                              |            |    |   |
|   | GPM @ 1000 pump rpm          | 60 @ 4400                              | 54 @ 4400                    | 57 @ 4400  |    |   |
|   | Number of pumps              | One                                    |                              |            |    |   |
|   | Drive (V-belt, other)        | V-belt                                 |                              |            |    |   |
|   | Bearing type                 | Permanently lubricated double row ball |                              |            |    |   |
| By-pass recirculation type (inter., ext.)                   |                              | Internal                               |                              | External   |    |   |
| Radiator core type (cellular, tube and fin, other)          |                              | Tube and center                        |                              |            |    |   |
| Cooling system capacity                                     | With heater (qt.)            | 13                                     | 17                           | 16         | 23 |   |
|   | Without heater (qt.)         | 11                                     | 16                           | 15         | 22 |   |
|   | Opt. equipment-specify (qt.) | 13                                     | 18                           | 17         | 24 |   |
| Water jackets full length of cyl. (yes, no)                 |                              | Yes                                    |                              |            |    |   |
| Water all around cylinder (yes, no)                         |                              | Yes                                    |                              |            |    |   |
| Radiator hose   | Lower                        | Number and type (molded, straight)     | One, molded                  |            |    |   |
|   |                              | Inside diameter                        | 1.75                         | 1.88       |    |   |
|   | Upper                        | Number and type (molded, straight)     | One, molded                  |            |    |   |
|   |                              | Inside diameter                        | 1.50                         |            |    |   |
|   | By-pass                      | Number and type (molded, straight)     | None                         | One Molded |    |   |
|   |                              | Inside diameter                        | None                         | .725-.765  |    |   |
| Fan   | Number of blades & spacing   |  | 4-staggered                  |            |    |   |
|   | Diameter                     |  | 17.62                        |            |    |   |
|   | Ratio-fan to crankshaft rev. |  | .949:1                       |            |    |   |
|   | Fan cutout type              |  | None                         |            |    |   |
|   | Bearing type                 |  | Double row ball              |            |    |   |
| * Drive belts (indicate belt used by letter)                | Fan                          | A                                      | D                            | E          | H  | I |
|   | Generator or alternator      | A                                      | D                            | E          | H  | I |
|   | Water Pump                   | A                                      | D                            | E          | H  | I |
|   | Power Steering               | B                                      | F                            |            | J  |   |
|   | Air Conditioning             | C                                      | G                            |            | K  |   |
|   | Air Injection                | B                                      | D & H - Manual transmissions |            |    |   |

| * Drive Belt Dimensions | A                     | B     | C     | D     | E     | F     | G     | H     | I     | J     | K     |
|-------------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Angle of V              | ←————— 38°-42° —————→ |       |       |       |       |       |       |       |       |       |       |
| Nominal length (SAE)    | 39.00                 | 50.00 | 54.00 | 47.50 | 44.25 | 36.00 | 54.33 | 49.50 | 45.75 | 41.00 | 57.00 |
| Width                   | ←————— .380 —————→    |       |       |       |       |       |       |       |       |       |       |

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21-69)

|       |                     |                     |                     |                         |                         |
|-------|---------------------|---------------------|---------------------|-------------------------|-------------------------|
| MODEL | 230 Cu In<br>140 HP | 250 Cu In<br>155 HP | 307 Cu In<br>200 HP | 350 Cu In<br>250&300 HP | 396 Cu In<br>325&350 HP |
|-------|---------------------|---------------------|---------------------|-------------------------|-------------------------|

## ELECTRICAL – SUPPLY SYSTEM

|                               |                                 |                               |  |  |                        |  |
|-------------------------------|---------------------------------|-------------------------------|--|--|------------------------|--|
| Battery                       | Make and Model                  |                               | Delco-Remy 1980032                     |  | 1980030                |  |
|                               | Voltage Rtg. & Total Plates     |                               | 12 volts - 54 plates                   |  | 12 volts - 66 plates   |  |
|                               | SAE Designation & Amp. Hr. Rtg. |                               | 45 amp hr @ 20 hr rate                 |  | 61 amp hr @ 20 hr rate |  |
|                               | Location                        |                               | Right side front of engine compartment |  |                        |  |
| Terminal grounded             |                                 | Negative                      |  |  |                        |  |
| Generator<br>or<br>Alternator | Make                            |                               | Delco-Remy                             |  |                        |  |
|                               | Model                           |                               | 1100836(a)                             |  | 1100834                |  |
|                               | Type and rating                 |                               | Diode rectified 37 amps                |  |                        |  |
|                               | Output at engine idle (neutral) |                               | 13 amps                                |  | 15 amps                |  |
|                               | Ratio-Gen. to Cr/s rev.         |                               | 2.46:1                                 |  |                        |  |
| Regulator                     | Make                            |                               | Delco-Remy                             |  |                        |  |
|                               | Model                           |                               | 1119515                                |  |                        |  |
|                               | Type                            |                               | Vibrator                               |  |                        |  |
|                               | Cutout relay                    | Closing voltage generator rpm | None                                   |  |                        |  |
|                               |                                 | Reverse current to open       | None                                   |  |                        |  |
|                               | Regulated                       | Voltage                       | 13.8-14.8 @ 85°F                       |  |                        |  |
|                               |                                 | Current                       | ----                                   |  |                        |  |
|                               | Voltage test conditions         | Temperature                   | Operating                              |  |                        |  |
|                               |                                 | Load                          | 3-8 amperes                            |  |                        |  |
|                               |                                 | Other                         | None                                   |  |                        |  |

## ELECTRICAL – STARTING SYSTEM

|                |                             |          |   |             |             |             |
|----------------|-----------------------------|----------|---|-------------|-------------|-------------|
| Starting Motor | Make                        |          | Delco-Remy  |             |             |             |
|                | Model                       |          | 1108365   | 1108367     | 1108361     | 1108418     |
|                | Rotation (drive end view)   |          | Clockwise   |             |             |             |
| Motor control  | Switch (solenoid, manual)   |          | Solenoid  |             |             |             |
|                | Starting procedure          |          | 3- & 4-Spd - Place gearshift lever in neutral & depress clutch<br>AUTOMATIC - Place control lever in N or P position<br>INITIAL START - Press accelerator to floor & release. Turn ignition to START, release as soon as engine starts. |             |             |             |
| Motor Drive    | Engagement type             |          | Positive shift solenoid   |             |             |             |
|                | Pinion meshes (front, rear) |          | Rear  |             |             |             |
|                | Number of teeth             | Pinion   | 9   |             | 9           |             |
|                |                             | Flywheel | Manual  | 153         |             | 168         |
|                |                             |          | Auto.   | 153         |             | 168         |
|                | Flywheel tooth face width   |          | Manual  | .4010-.4130 |             | .4100-.4220 |
|                |                             | Auto.    | .4010-.4130   |             | .4100-.4220 |             |

(a)-1100834 used when automatic transmission is specified

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21-69)

|              |                  |                  |                  |                     |                     |
|--------------|------------------|------------------|------------------|---------------------|---------------------|
| <b>MODEL</b> | L6-230<br>140 HP | L6-250<br>155 HP | V8-307<br>200 HP | V8-350<br>250&300HP | V8-396<br>325&350HP |
|--------------|------------------|------------------|------------------|---------------------|---------------------|

### ELECTRICAL – IGNITION SYSTEM

|                           |   |  |        |        |           |  |
|---------------------------|---|--|--------|--------|-----------|--|
| <b>Type</b>               | Conventional – Std., Opt., N.A.   | Standard   |        |        |           |  |
|                           | Transistorized – Std., Opt., N.A.   | Not available  |        |        |           |  |
|                           | Other (specify)   | None   |        |        |           |  |
| <b>Coil</b>               | Make  | Delco-Remy   |        |        |           |  |
|                           | Model   | 1115208  |        |        | 1115293   |  |
|                           | Amps  | Engine stopped   | 4.0    |        |           |  |
|                           |   | Engine idling  | 1.8    |        |           |  |
| <b>Distributor</b>        | Make  |  |        |        |           |  |
|                           | Model   | REFER  |        |        |           |  |
|                           | Cent (gal<br>adv. in<br>c/shaft<br>degrees@<br>engine<br>rpm<br>(nominal) | Start (rpm)  |        |        |           |  |
|                           |   | Intermediate<br>points deg.@rpm                            | TO     |        |           |  |
|                           |   | Max. deg.@rpm  |        |        |           |  |
|                           | Vacuum<br>adv. in<br>c/shaft<br>degrees@<br>in. Hg.<br>(nominal)          | Start (in. Hg.)  | PAGE   |        |           |  |
|                           |   | Intermediate<br>points, deg.@in. Hg.                       | NINE   |        |           |  |
|                           |   | Max. deg. in. Hg.  |        |        |           |  |
|                           | Breaker gap (in.)   | .019   |        |        |           |  |
|                           | Cam angle (deg.)  | 31-34  | 29-31  | 28-30  |           |  |
| Breaker arm tension (oz.) | 19-23   |  | 28-32  |        |           |  |
| <b>Timing</b>             | Crankshaft deg.@rpm   | Refer to page nine   |        |        |           |  |
|                           | Mark location   | Torsional damper   |        |        |           |  |
| <b>Spark Plug</b>         | Make  | AC spark plug  |        |        |           |  |
|                           | Model   | ACR46N   | ACR45S | ACR44S | ACR43N(a) |  |
|                           | Thread (mm)   | 14   |        |        |           |  |
|                           | Tightening torque (lb. ft.)   | 25   |        |        |           |  |
|                           | Gap   | .033-.038  |        |        |           |  |
| <b>Cable</b>              | Conductor type  | Linen core impregnated with electrical conducting material |        |        |           |  |
|                           | Insulation type   | Rubber with neoprene jacket                                |        |        |           |  |
|                           | Spark plug protector  | Neoprene   |        |        |           |  |

### ELECTRICAL – SUPPRESSION

|                  |                                  |
|------------------|----------------------------------|
| Locations & type | Non-metallic high ignition cable |
|------------------|----------------------------------|

(a) ACR44N with 396 Cu.In. 325 HP

# AMA Specifications—Passenger Car

|             |                  |                  |                  |                  |                  |                      |          |
|-------------|------------------|------------------|------------------|------------------|------------------|----------------------|----------|
| MAKE OF CAR | CHEVELLE         | MODEL YEAR       | 1969             | DATE ISSUED      | 10-15-68         | REVISED              | 02-21-69 |
| MODEL       | L6-230<br>140 HP | L6-250<br>155 HP | V8-307<br>200 HP | V8-350<br>250 HP | V8-350<br>300 HP | V8-396<br>325&350 HP |          |

### ELECTRICAL – INSTRUMENTS AND EQUIPMENT

|                               |                        |   |
|-------------------------------|------------------------|---|
| Speed-ometer                  | Type                   | Dial  |
|                               | Trip odometer (yes,no) | No  |
| Charge indicator – type       |                        | Tell-tale   |
| Temperature indicator – type  |                        | Tell-tale   |
| Oil pressure indicator – type |                        | Tell-tale   |
| Fuel indicator – type         |                        | Electric gauge  |
| Other                         |                        | Refer to page 23  |
| Wind-shield wiper             | Type – Standard        | Electric, two-speed                                       |
|                               | Type – Optional        | None  |
| Wind-shield washer            | Type – Standard        | Push-button   |
|                               | Type – Optional        | None  |
| Horn                          | Type                   | Vibrator  |
|                               | Number used            | Two   |
|                               | Amp draw (each)        | 4.5-6.5 @ 12.5 V (low note); 4.2-6.2 @ 12.5 V (high note) |

### DRIVE UNITS – CLUTCH (Manual Transmission)

|                             |                                     |  |              |              |
|-----------------------------|-------------------------------------|--|--------------|--------------|
| Make & type                 | Chevrolet; single dry disc          | Chevrolet; single dry disc, centrifugal  |              |              |
| Type pressure plate springs | Diaphragm                           | Diaphragm, bent finger design            |              |              |
| Total spring load (lb.)     | 1650-1850                           | 1900-2200* 2100-2300 2450-2750 2600-2800 |              |              |
| No. of clutch driven discs  | One                                 |  |              |              |
| Clutch facing               | Material                            | Woven type asbestos                      |              |              |
|                             | Outside & inside dia.               | 9.12 x 6.12                              | 10.34 x 6.50 | 11.00 x 6.50 |
|                             | Total eff. area (sq.in.)            | 71.82                                    | 101.54       | 123.70       |
|                             | Thickness                           | .135                                     |              | .140         |
|                             | Engagement cushioning method        | Flat spring steel between facings        |              |              |
| Release bearing             | Type & method of lubrication        | Single row ball, packed and sealed       |              |              |
| Torsional damping           | Methods: springs, friction material | Coil springs                             |              |              |

\* - 2100-2300 with 4-Speed transmission

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (02-21-69)

MODEL \_\_\_\_\_

## DRIVE UNITS – TRANSMISSIONS

|                                      |                           |
|--------------------------------------|---------------------------|
| Manual 3-speed (std. or opt.)        | Standard                  |
| Manual 4-speed (std. or opt.)        | Optional with V-8 engines |
| Manual with overdrive (std. or opt.) | Not available             |
| Automatic (std. or opt.)             | Optional                  |

## DRIVE UNITS – MANUAL TRANS.

|                                    | L6  |                                    | V8     |                    | V8    |      | V8           |      | V8   |     | V8  |     |  |
|------------------------------------|---|------------------------------------|--------|--------------------|-------|------|--------------|------|------|-----|-----|-----|--|
|                                    | 230   | 250                                | 350    | 230                | 250   | 350  | 396          | 307  | 350  | 350 | 396 | 396 |  |
|                                    | V8-307  | L65                                | V8-307 |                    |       |      |              |      | L68  | L48 |     | L34 |  |
| Number of forward speeds           | 3-Speed<br>3  |                                    |        | H. D. 3-Speed<br>3 |       |      | 4-Speed<br>4 |      |      |     |     |     |  |
| Transmission ratios                | In first  | 2.85                               | 2.54   | 3.03               | 2.42  | 2.85 | 2.54         | 2.52 | 2.20 |     |     |     |  |
|                                    | In second   | 1.68                               | 1.50   | 1.75               | 1.58  | 2.02 | 1.80         | 1.88 | 1.64 |     |     |     |  |
|                                    | In third  | 1.00                               | 1.00   | 1.00               | 1.00  | 1.35 | 1.44         | 1.46 | 1.27 |     |     |     |  |
|                                    | In fourth   | -----                              | -----  | -----              | ----- | 1.00 | 1.00         | 1.00 | 1.00 |     |     |     |  |
|                                    | In reverse  | 2.95                               | 2.63   | 3.02               | 2.41  | 2.85 | 2.54         | 2.59 | 2.26 |     |     |     |  |
| Synchronous meshing, specify gears | All forward speeds  |                                    |        |                    |       |      |              |      |      |     |     |     |  |
| Shift lever location               | Steering column 3-speed<br>Floor mounted HD 3-speed and 4-speed |                                    |        |                    |       |      |              |      |      |     |     |     |  |
| Lubricant                          | Capacity (pt.)  | 3                                  |        |                    | 3.5   |      |              | 3    |      |     |     |     |  |
|                                    | Type recommended  | Meeting Military Specs MIL-L-2105B |        |                    |       |      |              |      |      |     |     |     |  |
|                                    | SAE viscosity number  | Summer                             | SAE 80 |                    |       |      |              |      |      |     |     |     |  |
|                                    |   | Winter                             | SAE 80 |                    |       |      |              |      |      |     |     |     |  |
| Extreme cold                       |   | SAE 80                             |        |                    |       |      |              |      |      |     |     |     |  |

## DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

# AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (\*)2-21-69

|       |                      |        |                          |        |
|-------|----------------------|--------|--------------------------|--------|
| MODEL | POWERGLIDE           |        | TURBO HYDRA-MATIC        |        |
|       | L6-230&250<br>V8-307 | V8-350 | L6-230&250<br>V8-307&350 | V8-396 |

## DRIVE UNITS – AUTOMATIC TRANSMISSION

|   |  |  |  |  |
|---|--|--|--|--|
| Trade name  | Powerglide   |  | Turbo Hydra-Matic  |  |
| Type describe   | Torque converter with planetary gears  |  |  |  |
| Selector location   | Lever, steering column; floor mounted when used with console and optional bucket seats on convertible and coupes |  |  |  |
| List gear ratios Selector Pattern and indicate which are used in each selector position | P-Park<br>R-1.82<br>N-Neutral<br>D-1.82-1.00<br>L-1.82   | P-Park<br>R-1.76<br>N-Neutral<br>D-1.76-1.00<br>L-1.76 | P-Park<br>R-1.93<br>N-Neutral<br>D-2.52-1.52-1.00<br>L <sub>2</sub> -2.52-1.52 | P-Park<br>R-2.00<br>N-Neutral<br>D-2.48-1.48-1.00<br>L <sub>2</sub> -2.48-1.48<br>L <sub>1</sub> -2.48 |
| * Gld Max. upshift speed—drive range  | L6 230&250(56); V8-307(59);  |  | L6 230&250 L65(75); V8-350 L48(81)   |  |
| Max. kickdown speed—drive range   | L6 230&250(52); V8-307(55); V8-350 L65(71); V8-350 L48(77)   |  |  |  |
| Torque converter  | Number of elements   | 3  |  |  |
|   | Max. ratio at stall  | 2.10   | 2.10   | 2.10   |
|   | Type of cooling (air, liquid)  | Water  |  |  |
| Lubricant   | Nominal diameter   | 11.75  | 11.75  | 12.20  |
|   | Capacity—refill (pt.)  | 6  | 6.5  | 8  |
| Special transmission features   | Type recommended   | A suffix A   |  |  |

## DRIVE UNITS – PROPELLER SHAFT

|  |                        |   |
|--|------------------------|---|
| Number used  | One                    |   |
| Type (straight tube, tube-in-tube, internal-external damper, etc.) | Straight tube          |   |
| Outer diam. x length* x wall thickness                             | Manual 3-speed trans.  | 3.25 x 60.14 x .065 except coupes and convertibles<br>3.25 x 56.34 x .065 coupes and convertibles |
|  | Manual 4-speed trans.  | Same as 3-speed   |
|  | Overdrive transmission | Not available   |
|  | Automatic transmission | Same as 3-speed   |

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

(Continued)

### \* Turbo Hydra-Matic

Upshift: L6-230&250 (1-2 33-52; 2-3 68-82); V8-307 (1-2 38-56; 2-3 71-86);  
 V8-350 L65 (1-2 44-63; 2-3 80-96); V8-350 L48 (1-2 44-63; 2-3 80-96);  
 V8-396 L35 (1-2 37-51; 2-3 72-89); V8-396 L34 (1-2 38-50; 2-3 67-83);  
 Kickdown: L6-230&250 (2-1 44-23; 3-2 79-64); V8-307 (2-1 48-25; 3-2 83-67);  
 V8-350 L65 (2-1 52-28; 3-2 93-76) V8-350 L48 (2-1 51-27; 3-2 93-76);  
 V8-396 L35 (2-1 39-19; 3-2 83-65); V8-396 L34 (2-1 36-18; 3-2 77-60)



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## DRIVE UNITS – PROPELLER SHAFT (cont.)

|   |                                    |                             |
|---|------------------------------------|-----------------------------|
| Intermediate bearing                                | Type (plain, anti-friction)        | None                        |
|   | Lubrication (fitting, prepack)     | ----                        |
| Slip Yoke   | Type                               | Yoke                        |
|   | Number of teeth                    | 27                          |
|   | Spline O.D.                        | 1.1750/.1752                |
| Universal joints                                    | Make and Mfg. No.                  | Chevrolet                   |
|   | Number used                        | Two                         |
|   | Type (ball and trunnion, cross)    | Cross                       |
|   | Rear attach. (u-bolt, clamp, etc.) | U-bolt                      |
|   | Bearing                            | Type (plain, anti-friction) |
| Lubric. (fitting, prepack)                          |                                    | Prepack                     |
| Drive taken through (torque tube or arms, springs)  |                                    | Control arms                |
| Torque taken through (torque tube or arms, springs) |                                    | Control arms                |

## DRIVE UNITS – AXLE

|                                   |   |  |        |
|-----------------------------------|---|--|--------|
| Type (front, rear)                | Rear  |  |        |
| Description                       | Semi-floating, overhang hypoid pinion and ring gear |  |        |
| Limited Slip differential, type   | Dual disc clutches                                  |  |        |
| Drive Pinion Offset               | 1.50  |  |        |
| No. of differential pinions       | Two   |  |        |
| Pinion adjustment (shim, other)   | None  |  |        |
| Pinion bearing adj. (shim, other) | Shim  |  |        |
| Wheel bearing type                | Single row cylindrical                              |  |        |
| Lubricant                         | Capacity (pt.)                                      | 3.5 (8.125 ring gear); 4 (8.875 ring gear) |        |
|                                   | Type recommended                                    | Meeting Military Specs MIL-L-2105B         |        |
|                                   | SAE viscosity number                                | Summer                                     | SAE 80 |
|                                   |   | Winter                                     | SAE 80 |
|                                   |   | Extreme cold                               | SAE 80 |

### AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

|                |           |      |      |      |      |       |      |      |      |      |
|----------------|-----------|------|------|------|------|-------|------|------|------|------|
| Axle ratio     | 2.56      | 2.73 | 3.08 | 3.36 | 3.55 | 3.07  | 3.31 | 3.55 | 3.73 | 4.10 |
| No. of teeth   | Pinion    | 16   | 15   | 12   | 11   | 11    | 14   | 13   | 11   | 11   |
|                | Ring gear | 41   | 41   | 37   | 37   | 39    | 43   | 43   | 39   | 41   |
| Ring Gear O.D. | 8.125     |      |      |      |      | 8.875 |      |      |      |      |

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## DRIVE UNITS - WHEELS

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

MODEL \_\_\_\_\_

## DRIVE UNITS - TIRES

|                     |                             |                                  |   |  |
|---------------------|-----------------------------|----------------------------------|---|--|
| -Standard           | Size, ply rating, & ply     |                                  | 7.35 x 14 x 2 (4 ply rating) except station wagons<br>7.75 x 14 x 2 (4 ply rating) station wagons   |  |
|                     | Type (bias, radial, etc.)   |                                  | Bias  |  |
|                     | Full rated Inflation Press. | Front                            | 7.35x14 Cold 24 Hot 30; 7.75x14 Cold 22 Hot 28  |  |
|                     |                             | Rear                             | 7.35x14 Cold 28 Hot 34; 7.75x14 Cold 28 Hot 38  |  |
| Rev./Mile at 50 MPH |                             | 799 (7.35 x 14); 775 (7.75 x 14) |   |  |
| Optional            | Size, ply rating, & ply     |                                  | G78-14-B (2+2) Station Wagon<br>E78-14-B (2+2) except Station Wagons<br>F70-14-B(2+2) except Station Wagons<br>G78-14-D(4+2) Station Wagons<br>F78-14-B(2+2) except Station Wagons<br>G70 x 14 x 2 (4 ply rating) |  |

## BRAKES - PARKING

|                                 |  |   |  |
|---------------------------------|--|---|--|
| Type of control                 |  | Foot pedal apply; handle release                |  |
| Location of control             |  | Below instrument panel, left of steering column |  |
| Operates on                     |  | Rear service brakes                             |  |
| If separate from service brakes | Type (internal or external)              | ----  |  |
|                                 | Drum diameter                            | ----  |  |
|                                 | Lining size (length x width x thickness) | ----  |  |

\* Pressures shown are up to base vehicle load limit (6 passengers plus 200 lbs. - 300 lbs. on Station-Wagons)  
 Optional load ( 1 to 5 passengers) Front - 26 Cold, 32 Hot; Rear-24 Cold 30 Hot

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**BRAKES – SERVICE**

|  |   | STANDARD                               | DISC-OPTIONAL                       |                   |
|--|---|--|-------------------------------------|-------------------|
| Type (drum) or (disc & no. of pistons)       |   | Drum (front finned)                    | Disc - front                        |                   |
| Self adjusting (std., opt., N.A.)            |   | Standard                               |                                     |                   |
| Special Valving                              | Type (proportion, delay, metering, other) | Metering                               |                                     |                   |
| Power brake make & type (remote, int., etc.) | Std. _____<br>Opt. _____                  | ----<br>(a)                            | (a)<br>----                         |                   |
| Effective area (sq. in.) *                   |   | 155.2                                  | 106.1                               |                   |
| Gross lining area (sq. in.) **               |   | 168.9                                  | 118.1                               |                   |
| Swept area (sq. in.) ***                     |   | 268.8                                  | 332.4                               |                   |
| Front to Rear Effectiveness Relationship     |   | 59                                     | 59                                  |                   |
| Drum   | Diameter (nominal)                        | 9.5                                    | ----                                |                   |
|  |   | Rear                                   | 9.5                                 |                   |
| Type and material                            |   | Composite; cast iron<br>Rim; steel web | Cast iron                           |                   |
| Rotor  | Outer working diameter                    |  | 11.00                               |                   |
|  | Inner working diameter                    |  | 7.18                                |                   |
|  | Working width                             |  | 1.00                                |                   |
|  | Material & type (vented/solid)            |  | Vented                              |                   |
| Wheel cylinder bore                          | Front                                     |  | 2.063                               |                   |
|  | Rear                                      |  | .875                                |                   |
| Master Cylinder                              | Bore                                      |  | 1.00                                |                   |
|  | displacement distribution:                | Front %<br>Rear %                      | 74<br>26                            |                   |
| Pedal arc ratio                              |   | 6.32                                   | 3.53                                |                   |
| Line pressure at 100 lb. pedal load          |   | 805                                    |                                     |                   |
| Shoe Clearance                               | Front                                     |  | Self adjusting                      |                   |
|  | Rear                                      |  | Self adjusting                      |                   |
| Brake lining                                 | Bonded or riveted                         |  | Bonded                      Riveted |                   |
|  | Front Wheel                               | Material                               |                                     | Molded asbestos   |
|  |   | Size (length x width x thickness)      | Prim. or out-board                  | 9.01 x 2.5 x .17  |
|  |   |  | Second. or in-board                 | 5.96 x 2.21 x .41 |
|  |   | Segments per shoe                      |                                     | One               |
|  | Rear Wheel                                | Material                               |                                     | Molded asbestos   |
|  |   | Size (length x width x thickness)      | Prim. or out-board                  | 9.01 x 2.0 x .17  |
|  |   |  | Second. or in-board                 | 9.75 x 2.0 x .20  |
|  |   | Segments per shoe                      |                                     | One               |

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

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

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## STEERING

|  |   |   |  |
|--|---|---|--|
| Manual (std., opt., NA)                        |   | Standard - energy absorbing steering column   |  |
| Power (std., opt., NA)                         |   | Optional  |  |
| Adjustable steering wheel (tilt, swing, other) | Type and description                      | Tilt: Tilt achieved with universally-jointed steering shaft at base of steering wheel; 5 inch vertical travel range |  |
|  | (std., opt., NA)                          | Optional  |  |
| Wheel diameter                                 | Manual                                    | 16.25 x 15.50   |  |
|  | Power                                     | Same as manual  |  |
| Turning diameter (feet)                        | Outside front                             | Wall to wall (l. & r.)  | 112 in wheelbase-39; 116 in wheelbase-41;    |
|  |   | Curb to curb (l. & r.)  |  |
|  | Inside rear                               | Wall to wall (l. & r.)  |  |
|  |   | Curb to curb (l. & r.)  |  |
| Manual   | Gear                                      | Type  | Semi-reversible, recirculating ball nut      |
|  |   | Make  | Saginaw Steering                             |
|  |   | Ratios  | Gear 24:1<br>Overall 28.7:1                  |
|  | No. wheel turns (stop to stop)            |   | 5.2  |
|  | Power                                     | Type (coaxial, linkage, etc.)   |  |
| Make   |   | Saginaw Steering  |  |
| Gear   |   | Type  | Same as manual                               |
|  |   | Ratios  | Gear 17.5:1<br>Overall 21.6:1                |
|  |   | Pump driven by  |  |
| No. wheel turns (stop to stop)                 |   | 3.8   |  |
| Linkage  | Type                                      |   | Parallelogram                                |
|  | Location (front or rear of wheels, other) |   | Front of wheels                              |
|  | Drag link (trans. or longit.)             |   | None   |
|  | Tie rods (one or two)                     |   | Two  |
| Steering Axis                                  | Inclination at camber (deg.)              |   | 7-3/4 to 8-3/4                               |
|  | Bearings (type)                           | Upper   | Ball stud with non-metallic bearing surfaces |
|  |   | Lower   | Ball stud with non-metallic bearing surfaces |
|  |   | Thrust  | None   |
| Whl. Align. (range at curb wt. & preferred)    | Caster (deg.)                             |   | N1-1/2 to N1/2; Pickup N1 to 0               |
|  | Camber (deg.)                             |   | 0 to P1                                      |
|  | Toe-in (outside track inches)             |   | 1/8 to 1/4                                   |
| Steering spindle & joint type                  |   | Forging with pad for mounting brake cylinder, spherical   |  |
| Wheel Spindle                                  | Diameter                                  | Inner bearing   | 1.2493-1.2498                                |
|  |   | Outer bearing   | .7493-.7498                                  |
|  | Thread size                               |   | 3/4 - 20 NEF-3 (modified)                    |
|  | Bearing type                              |   | Taper roller                                 |

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## SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

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

## SUSPENSION – FRONT

|                      |  |                            |
|----------------------|--|----------------------------|
| Type and description | Independent - SLA type with coil spring and concentric shock absorber and spherically jointed steering knuckle for each wheel. |                            |
| Spring               | Type   | Coil                       |
|                      | Material   | Steel alloy                |
|                      | Size (coil design height & I.D. bar length x dia.)   | 11.7 x 3.63; 133.95 x .583 |
|                      | Spring rate (lb. per in.)  | 250                        |
|                      | Rate at wheel (lb. per in.)  | 97                         |
| Stabilizer           | Type (link, linkless, frameless)   | Link                       |
|                      | Material & bar diameter  | HR steel .812              |

## SUSPENSION – REAR

|                                |   |   |
|--------------------------------|---|---|
| Type and description           | Linked; salisbury axle fixed by control arms                        |   |
| Drive and torque taken through | Control arms  |   |
| Spring                         | Type  | Coil                                      |
|                                | Material  | Steel alloy                               |
|                                | Size (length x width, coil design height & I.D.; bar length & dia.) | 9.0 x 5.50; 103.8 x .522                  |
|                                | Spring rate (lb. per in.)   | 100                                       |
|                                | Rate at wheel (lb. per in.)   | 99.5                                      |
|                                | Mounting insulation type  | Natural rubber                            |
|                                | If leaf   | No. of leaves<br>Shackle (comp. or tens.) |
| Stabilizer                     | Type (link, linkless, frameless)                                    | None                                      |
|                                | Material  | ----                                      |
| Track bar type                 | None  |   |

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FRAME \_\_\_\_\_

Type and description (Separate frame, unitized frame, partially - unitized frame)

All welded perimeter frame with front crossmember; rear suspension crossmember and rear crossmember

BODY - MISCELLANEOUS INFORMATION

|              |              |             |             |             |               |
|--------------|--------------|-------------|-------------|-------------|---------------|
| 2-Door Coupe | 4-Door Sedan | Sport Coupe | Sport Sedan | Convertible | Station Wagon |
|--------------|--------------|-------------|-------------|-------------|---------------|

Drs. hinged: Front doors (front, rr.) | Rear doors

Front  
Front

Type of finish (lacquer, enamel, other)

Acrylic Lacquer

Hood counterbalanced (yes, no)

Yes

Hood release control (internal, external)

External

Vehicle indent. No. location

Top left hand of instrument panel pad

Engine No. location

6-cyl on crankcase RH side of engine, rear of distributor  
8-cyl on top front of RH bank of cylinder and case

Theft protection - type

Lock, mounted on steering column; locks steering wheel, transmission shift levers and ignition

|  |       |                |
|--|-------|----------------|
| Vent window control method (crank, friction pivot) | Front | Friction pivot |
|  | Rear  |                |

|                   |          |                          |
|-------------------|----------|--------------------------|
| Seat cushion type | Front    | Formed wire and foam pad |
|                   | Rear     |                          |
|                   | 3rd seat |                          |

|                |          |                          |
|----------------|----------|--------------------------|
| Seat back type | Front    | Formed wire and foam pad |
|                | Rear     |                          |
|                | 3rd seat |                          |

Windshield glass type (i.e., single curved - laminated plate)

Curved-laminated plate

Side glass type (i.e., curved - tempered plate)

Curved-tempered plate

Backlight glass type (i.e., compound curved - tempered plate, three piece)

Tempered plate

|  |        |  |      |  |
|--|--------|--|------|--|
|  | Curved |  | Flat |  |
|--|--------|--|------|--|

|                                       |        |        |        |        |        |        |
|---------------------------------------|--------|--------|--------|--------|--------|--------|
| Windshield glass exposed surface area | 1208.7 | 1249.6 | 1208.7 | 1249.6 | 1211.8 | 1249.6 |
| Side glass exposed surface area       | 1116.8 | 1197.0 | 1227.1 | 1303.6 | 1186.6 | 2419.9 |
| Backlight glass exposed surface area  | 1059.4 | 1032.2 | 1059.4 | 1032.2 | 539.7  | 757.0  |
| Total glass exposed surface area      | 3384.9 | 3478.8 | 3495.2 | 3585.4 | 2938.1 | 4426.5 |



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## WEIGHTS

|                        | CURB WEIGHT * POUNDS |      |       | PASS. WEIGHT DISTRIBUTION |      |               |      | LIQUID WEIGHT |         |
|------------------------|----------------------|------|-------|---------------------------|------|---------------|------|---------------|---------|
|                        | Fron.                | Rear | Total | Pass. in Front            |      | Pass. in Rear |      | Fuel          | Coolant |
|                        |                      |      |       | Front                     | Rear | Front         | Rear |               |         |
| <b>300 Deluxe</b>      |                      |      |       |                           |      |               |      |               |         |
| Model 2-Door Coupe     | 1680                 | 1460 | 3140  | 46.6                      | 53.4 | 20.0          | 80.0 | 122.4         | 26.1    |
| 4-Door Sedan           | 1715                 | 1490 | 3205  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| 2-Door Sport Coupe     | 1700                 | 1480 | 3180  | 46.6                      | 53.4 | 20.0          | 80.0 | 122.4         | 26.1    |
| <b>Malibu</b>          |                      |      |       |                           |      |               |      |               |         |
| 4-Door Sedan           | 1730                 | 1505 | 3235  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| 2-Door Sport Coupe     | 1715                 | 1485 | 3200  | 46.6                      | 53.4 | 20.0          | 80.0 | 122.4         | 26.1    |
| 4-Door Sport Sedan     | 1745                 | 1565 | 3310  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| Convertible            | 1725                 | 1555 | 3280  | 46.6                      | 53.4 | 20.0          | 80.0 | 122.4         | 26.1    |
| <b>Nomad</b>           |                      |      |       |                           |      |               |      |               |         |
| 4-Door, 2-Seat (13135) | 1605                 | 1890 | 3495  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| 4-Door, 2-Seat (13136) | 1540                 | 2040 | 3580  | 48.6                      | 51.4 | 20.6          | 79.4 |               |         |
| <b>Greenbrier</b>      |                      |      |       |                           |      |               |      |               |         |
| 4-Door, 2-Seat (13335) | 1600                 | 1950 | 3550  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| 4-Door, 3-Seat (13346) | 1605                 | 2115 | 3720  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| 4-Door, 2-Seat (13336) | 1565                 | 2070 | 3635  | 48.6                      | 51.4 | 20.6          | 79.4 |               |         |
| <b>Concours</b>        |                      |      |       |                           |      |               |      |               |         |
| 4-Door, 2-Seat (13536) | 1610                 | 2040 | 3650  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| 4-Door, 3-Seat (13546) | 1610                 | 2120 | 3730  | 48.6                      | 51.4 | 20.6          | 79.4 | 122.4         | 26.1    |
| <b>El Camino</b>       |                      |      |       |                           |      |               |      |               |         |
| 2-Door Pick-Up - Std.  | 1675                 | 1515 | 3190  | 49.3                      | 50.7 | ---           | ---  | 122.4         | 26.1    |
| - Dlx.                 | 1690                 | 1530 | 3220  | 49.3                      | 50.7 | ---           | ---  | 122.4         | 26.1    |

| Accessories & Equipment Differential Weights |      |      |      | Remarks         |
|--|------|------|------|-----------------|
| Power Windows                                | + 11 | + 12 | + 23 |                 |
| Electric Folding Top                         | + 1  | + 8  | + 9  |                 |
| Air Conditioning                             | + 86 | + 7  | + 93 |                 |
| Power Brakes                                 | + 10 | + 2  | + 12 |                 |
| Power Disc Brakes                            | + 31 | + 8  | + 39 |                 |
| 250 Cu. In. 6 Cyl. Engine                    | + 17 | 0    | + 17 |                 |
| 396 Cu. In. V8 Engine                        | +197 | + 56 | +253 | 325 HP          |
| 350 Cu. In. V8 Engine                        | + 33 | + 18 | + 51 | 300 HP          |
| 350 Cu. In. V8 Engine                        | + 33 | + 18 | + 51 | 250 HP          |
| 4-Speed Transmission                         | + 5  | + 2  | + 7  |                 |
| Powerglide Trans.-6 Cyl.                     | - 17 | + 2  | - 15 |                 |
| -V8  | - 10 | + 2  | - 8  |                 |
| Turbo Hydra-Matic Trans                      | + 18 | + 6  | + 24 | Chevrolet built |
| Turbo Hydra-Matic Trans                      | + 34 | + 13 | + 47 |                 |
| H. D. 3-Spd. Man. Trans.                     | + 16 | + 3  | + 19 |                 |
| Power Steering                               | + 29 | 0    | + 29 |                 |
| Tape Player                                  | + 13 | + 4  | + 17 |                 |
| Push Button Radio                            | + 6  | + 3  | + 9  |                 |
| Radio Stereo                                 | + 10 | + 3  | + 13 |                 |
| Luggage Carrier                              | + 2  | + 14 | + 16 |                 |
| Special Sport Sedan                          | + 4  | + 5  | + 9  |                 |

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



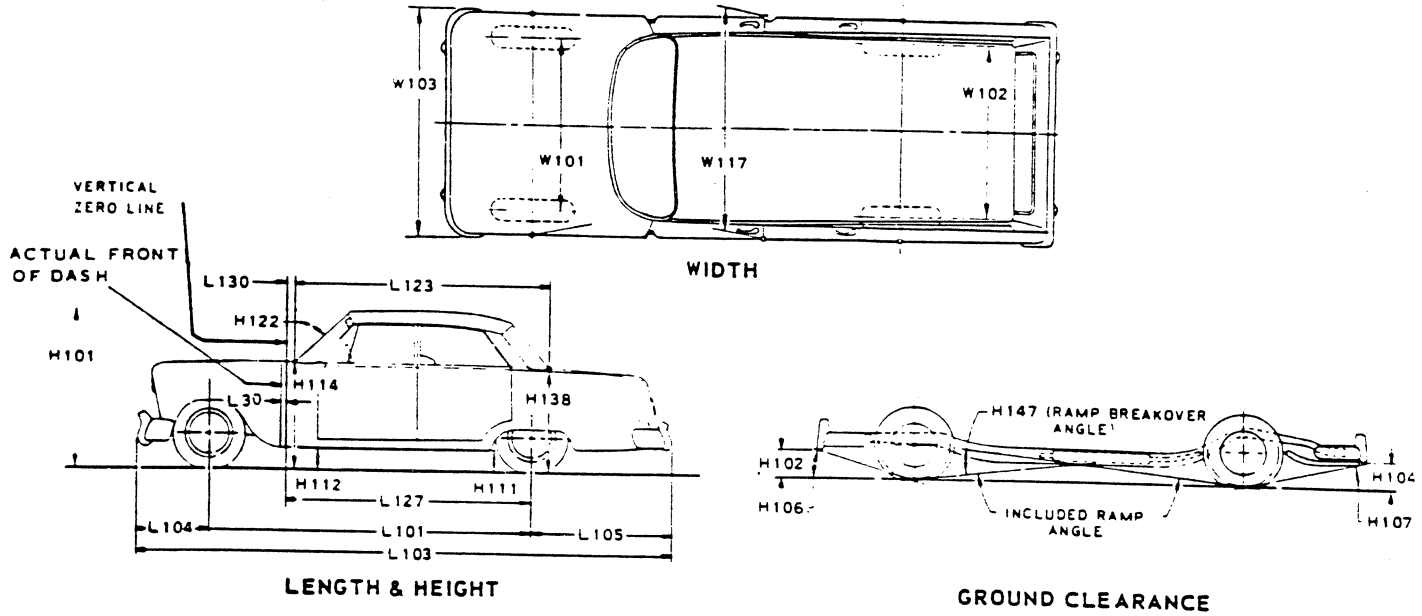


# AMA Specifications—Passenger Car

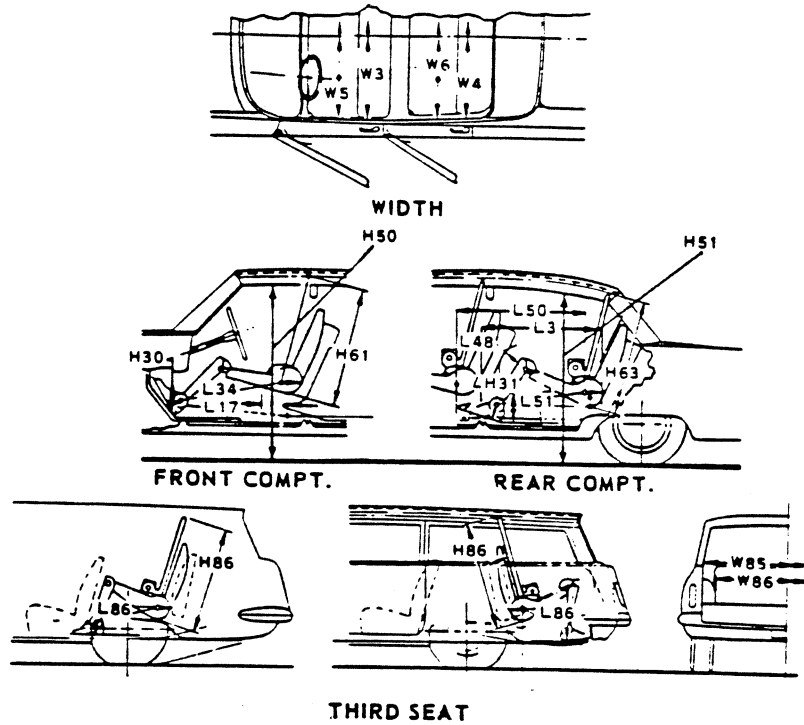
## CAR AND BODY DIMENSIONS

### KEY SHEET

#### EXTERIOR CAR AND BODY DIMENSIONS



#### INTERIOR CAR AND BODY DIMENSIONS



**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 & 350 Cu.In. ----- .2600 Inlet;  
 .2733 Exhaust  
 V8-396 Cu.In. (RPO L35) ---- .2343 Inlet & Exhaust  
 V8-396 Cu.In. (RPO L34) - .2714 Inlet; .2824 Exhaust  
 Camshaft Bearings ----- Steel backed babbit

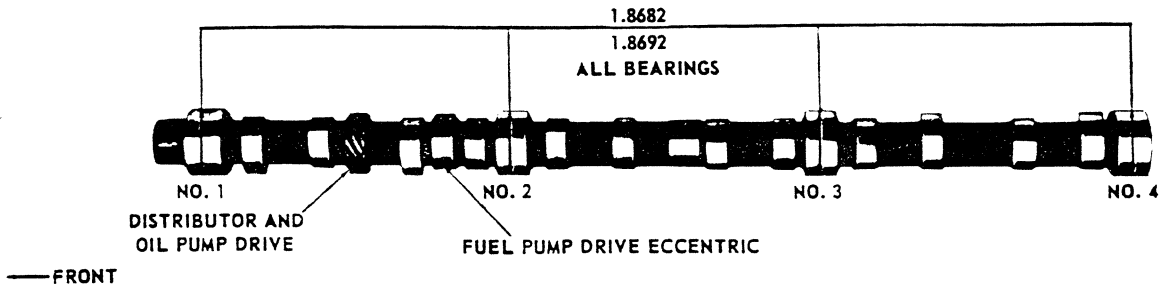
**Push Rods**  
 Type ----- Hollow steel  
 Ends ----- Hardened  
 V8-396 Cu.In. ----- Hardened steel inserts

**VALVE SPRINGS**  
**Diameter**  
 L6-230 & 250 Cu.In. ----- .872-.888  
 V8-307 & 350 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 & 350 Cu.In. ----- 76-84 @ 1.70  
 V8-396 Cu.In. ----- 94-106 @ 1.88  
**Valves opened**  
 L6-230 & 250 Cu.In. ----- 180-192 @ 1.27  
 V8-307 & 350 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 & 350 Cu.In. ----- 2.03  
 V8-396 Cu.In. ----- 2.09  
**Valve Spring Damper**  
 L6-230 & 250 Cu.In. ----- None  
 V8-307 & 350 Cu.In. ----- Flat steel, 4 coils  
 V8-396 Cu.In. ----- Flat steel, 3,62 coils  
 Oil Shield ----- Steel cup

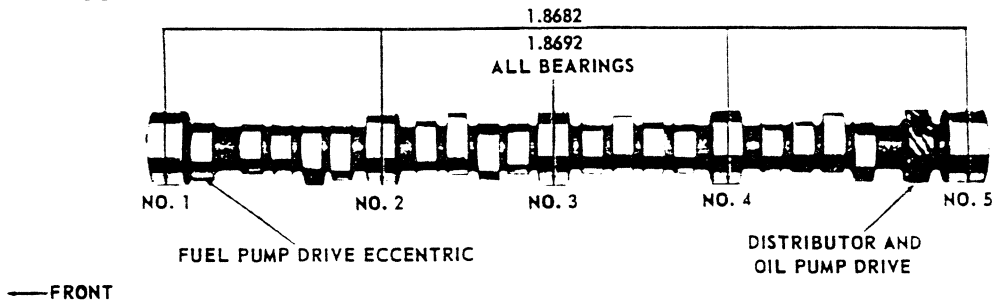
**VALVE TRAIN**  
 Type ----- Individually mounted,  
 overhead rocker arms, push rod actuated  
**Lifters** ----- Hydraulic  
**Rocker Arms** ----- Stamped steel  
**Ratio**  
 L6-230 & 250 Cu.In. ----- 1.75:1  
 V8-307 & 350 Cu.In. ----- 1.50:1  
 V8-396 Cu.In. ----- 1.70:1

### CAMSHAFT AND BEARINGS

#### 230 CUBIC INCH L-6 ENGINE



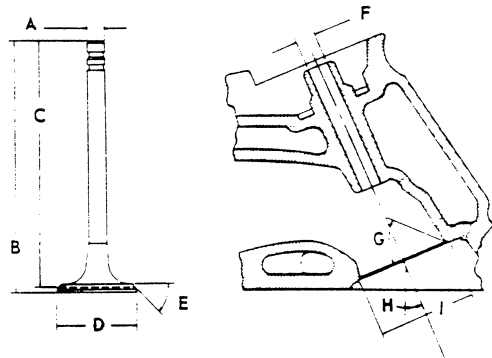
#### 307 and 350 CUBIC INCH V-8 ENGINES



# PRINCIPAL COMPONENTS—Cont'd.

## INLET VALVES

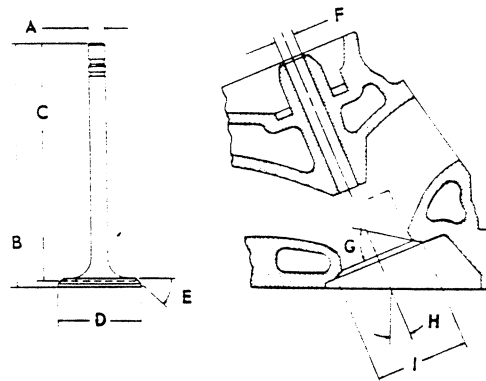
|                              |       |                 |
|------------------------------|-------|-----------------|
| Material                     | ----- | Alloy steel     |
| Coating                      |       |                 |
| L6-230 & 250 Cu.in.          | ----- | Aluminized face |
| V8-307 & 350 Cu.in.          | ----- | None            |
| V8-396 Cu.in.                | ----- | Aluminized face |
| Valve Guide Inserts (V8-396) | ----- | Cast alloy iron |



|                                  |       |             |
|----------------------------------|-------|-------------|
| A - Stem Diameter                |       |             |
| L6-230 & 250 Cu.in.              | ----- | .3410-.3417 |
| V8-307 & 350 Cu.in.              | ----- | .3410-.3417 |
| V8-396 Cu.in.                    | ----- | .3715-.3722 |
| B - Overall Length               |       |             |
| L6-230 & 250 Cu.in.              | ----- | 4.902-4.922 |
| V8-307 Cu.in.                    | ----- | 4.902-4.922 |
| V8-350 Cu.in.                    | ----- | 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 & 350 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 Cu.in.                    | ----- | 1.715-1.725 |
| V8-350 Cu.in.                    | ----- | 1.935-1.945 |
| 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 & 350 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 & 350 Cu.in.              | ----- | 23°         |
| V8-396 Cu.in.                    | ----- | 4°          |
| I - Valve Seat (cutter) Diameter |       |             |
| L6-230 & 250 Cu.in.              | ----- | 1.770-1.790 |
| V8-307 Cu.in.                    | ----- | 1.990-2.010 |
| V8-350 Cu.in.                    | ----- | 1.990-2.010 |
| V8-396 Cu.in.                    | ----- | 2.150       |

## EXHAUST VALVES

|                              |       |                          |
|------------------------------|-------|--------------------------|
| Material                     | ----- | High alloy steel         |
| Coating                      |       |                          |
| L6-230 & 250 Cu.in.          | ----- | Aluminized face          |
| V8-307 & 350 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 & 350 Cu.in.              | ----- | .3410-.3417 |
| V8-396 Cu.in.                    | ----- | .3713-.3720 |
| B - Overall Length               |       |             |
| L6-230 & 250 Cu.in.              | ----- | 4.913-4.933 |
| V8-307 Cu.in.                    | ----- | 4.913-4.933 |
| V8-350 Cu.in.                    | ----- | 4.913-4.933 |
| V8-396 Cu.in.                    | ----- | 5.345-5.365 |
| C - Gage Length                  |       |             |
| L6-230 & 250 Cu.in.              | ----- | 4.781-4.791 |
| V8-307 & 350 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 |
| V8-350 Cu.in.                    | ----- | 1.495-1.505 |
| 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 & 350 Cu.in.              | ----- | .3427-.3437 |
| V8-396 Cu.in.                    | ----- | .3732-.3742 |
| G - Angle of Seat                | ----- | 46°         |
| H - Valve Angle                  |       |             |
| L6-230 & Cu.in.                  | ----- | 9°          |
| V8-307 & 350 Cu.in.              | ----- | 23°         |
| V8-396 Cu.in.                    | ----- | 4°          |
| I - Valve Seat (cutter) Diameter |       |             |
| L6-230 & 250 Cu.in.              | ----- | 1.550-1.570 |
| V8-307 Cu.in. (RPO L73)          | ----- | 1.550-1.570 |
| V8-350 Cu.in.                    | ----- | 1.550-1.570 |
| V8-396 Cu.in.                    | ----- | 1.625       |

**VALVE LIFT**

|                               |       |                      |
|-------------------------------|-------|----------------------|
| L6-230 Cu.In. ....            | .3317 | Inlet & Exhaust      |
| L6-250 Cu.In. ....            | .3880 | Inlet & Exhaust      |
| V8-307 & 350 Cu.in. ....      | .3900 | Inlet: .4100 Exhaust |
| V8-396 Cu.in. (RPO L35) ..... | .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 |
|----------------------------------|-----------------|-----------------|
| <b>Inlet Valve (Zero lash)</b>   |                 |                 |
| Opens - BTC                      | 16°             | 62°             |
| Closes - ABC                     | 48°             | 94°             |
| Duration                         | 244°            | 336°            |
| <b>Exhaust Valve (Zero lash)</b> |                 |                 |
| Opens - BBC                      | 46° 30'         | 92° 30'         |
| Closes - ATC                     | 17° 30'         | 63° 30'         |
| Duration                         | 244°            | 336°            |
| V8-307 & 350 Cu.in.              | Excluding Ramps | Including Ramps |
| <b>Inlet Valve (Zero lash)</b>   |                 |                 |
| Opens - BTC                      | 28°             | 38°             |
| Closes - ABC                     | 72°             | 92°             |
| Duration                         | 280°            | 310°            |
| <b>Exhaust Valve (Zero lash)</b> |                 |                 |
| Opens - BBC                      | 78°             | 88°             |
| Closes - ATC                     | 30°             | 52°             |
| Duration                         | 288°            | 320°            |
| V8-396 Cu.in. (RPO L35)          | Excluding Ramps | Including Ramps |
| <b>Inlet Valve (Zero lash)</b>   |                 |                 |
| Opens - BTC                      | 28°             | 40°             |
| Closes - ABC                     | 78°             | 102°            |
| Duration                         | 286°            | 322°            |
| <b>Exhaust Valve (Zero lash)</b> |                 |                 |
| Opens - BBC                      | 75°             | 87°             |
| Closes - ATC                     | 31°             | 55°             |
| Duration                         | 286°            | 322°            |
| V8-396 Cu.in. (RPO L34)          | Excluding Ramps | Including Ramps |
| <b>Inlet Valve (Zero lash)</b>   |                 |                 |
| Opens - BTC                      |                 | 56°             |
| Closes - ABC                     |                 | 114°            |
| Duration                         |                 | 350°            |
| <b>Exhaust Valve (Zero lash)</b> |                 |                 |
| Opens - BBC                      |                 | 110°            |
| Closes - ATC                     |                 | 62°             |
| Duration                         |                 | 352°            |

**PISTONS**

|                                      |                          |
|--------------------------------------|--------------------------|
| Material .....                       | Cast aluminum alloy      |
| <b>Head Type</b>                     |                          |
| L6-230 & 250 Cu.In. ....             | Flat, notched            |
| V8-307 & 350 Cu.In. ....             | Flat, notched            |
| V8-396 Cu.In. ....                   | Domed head, valve cutout |
| <b>Skirt Type</b> .....              |                          |
| Slipper                              |                          |
| <b>Top Land Clearance</b>            |                          |
| L6-230 & 250 Cu.In. ....             | .0345-.0435              |
| V8-307 Cu.In. ....                   | .0235-.0325              |
| V8-350 Cu.In. ....                   | .0235-.0325              |
| V8-396 Cu.In. ....                   | .0304-.0374              |
| <b>Skirt Clearance</b>               |                          |
| L6-230 & 250 Cu.In. ....             | .0005-.0011              |
| V8-307 Cu.In. ....                   | .0005-.0011              |
| V8-350 Cu.In. ....                   | .0007-.0013              |
| V8-396 Cu.In. ....                   | .0011-.0018              |
| <b>Compression Ring Groove Depth</b> |                          |
| L6-230 & 250 Cu.In. ....             | .2153-.2218              |
| V8-307 Cu.In. ....                   | .2113-.2178              |
| V8-350 Cu.In. ....                   | .2218-.2283              |
| V8-396 Cu.In. ....                   | .2253-.2317              |
| <b>Oil Ring Groove Depth</b>         |                          |
| L6-230 & 250 Cu.In. ....             | .2093-.2158              |
| V8-307 Cu.In. ....                   | .2053-.2118              |
| V8-350 Cu.In. ....                   | .2038-.2103              |
| V8-396 Cu.In. ....                   | .2098-.2163              |
| Pin Bore Offset .....                | .055-.065                |
| <b>Compression Height</b>            |                          |
| L6-230 & 250 Cu.In. ....             | 1.658-1.662              |
| V8-307 Cu.In. ....                   | 1.673-1.677              |
| V8-350 Cu.In. ....                   | 1.563-1.567              |
| V8-396 Cu.In. ....                   | 1.953-1.957              |
| <b>PISTON PINS</b>                   |                          |
| Material .....                       | Chromium steel           |
| <b>Length</b>                        |                          |
| L6-230 & 250 Cu.In. ....             | 2.990-3.010              |
| V8-307 & 350 Cu.In. ....             | 2.990-3.010              |
| V8-396 Cu.In. ....                   | 2.930-2.950              |
| <b>Diameter</b>                      |                          |
| L6-230 & 250 Cu.In. ....             | .9270-.9273              |
| V8-307 & 350 Cu.In. ....             | .9270-.9273              |
| V8-396 Cu.In. ....                   | .9895-.9893              |
| <b>Clearance in Piston</b>           |                          |
| L6-230 & 250 Cu.In. ....             | .00015-.00025            |
| V8-307 & 350 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<br>(bottom of ring 30 degrees to piston vertical axis) |
| Face                |       |  |
| L6-230 Cu.In.       | ----- | Tapered  |
| L6-250 Cu.In.       | ----- | Barrel   |
| V8-307 & 350 Cu.In. | ----- | Barrel   |
| V8-396 Cu.In.       | ----- | Barrel   |
| Coating             |       |  |
| L6-230 & 250 Cu.In. | ----- | Chrome plate face  |
| V8-307 & 350 Cu.In. | ----- | Chrome plate face  |
| V8-396 Cu.In.       | ----- | Molybdenum inlay   |
| Width               |       |  |
| L6-230 Cu.In.       | ----- | .0775-.0780  |
| L6-250 Cu.In.       | ----- | .0628-.0633  |
| V8-307 & 350 Cu.In. | ----- | .0775-.0780  |
| V8-396 Cu.In.       | ----- | .0770-.0775  |
| Wall Thickness      |       |  |
| L6-230 Cu.In.       | ----- | .179-.194  |
| L6-250 Cu.In.       | ----- | .184-.194  |
| V8-307 Cu.In.       | ----- | .184-.194  |
| V8-350 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 V8-306 |
| Face                | ----- | Tapered   |
| Coating             |       |   |
| L6-230 & 250 Cu.In. | ----- | Wear resistant  |
| V8-307 & 350 Cu.In. | ----- | Wear resistant  |
| V8-396 Cu.In.       | ----- | Chrome plated   |
| Width               |       |   |
| L6-230 Cu.In.       | ----- | .0770-.0780   |
| L6-250 Cu.In.       | ----- | .0623-.0633   |
| V8-307 Cu.In.       | ----- | .0770-.0780   |
| V8-350 & 396 Cu.In. | ----- | .0770-.0775   |
| Wall Thickness      |       |   |
| L6-230 & 250 Cu.In. | ----- | .184-.194   |
| V8-307 Cu.In.       | ----- | .184-.194   |
| V8-350 Cu.In.       | ----- | .190-.200   |
| V8-396 Cu.In.       | ----- | .194-.204   |
| Gap                 |       |   |
| L6-230 & 250 Cu.In. | ----- | .010-.020   |
| V8-307 Cu.In.       | ----- | .010-.020   |
| V8-350 Cu.In.       | ----- | .013-.025   |
| V8-396 Cu.In.       | ----- | .010-.020   |

## OIL CONTROL RINGS

|                     |       |  |
|---------------------|-------|--|
| Type                | ----- | Multi-piece (two rails and one spacer) |
| Material            |       |  |
| Rails               | ----- | Steel                                  |
| Spacer              | ----- | Alloy steel                            |
| Width (assembled)   |       |  |
| L6-230 & 250 Cu.In. | ----- | .1870-.1890                            |
| V8-307 & 350 Cu.In. | ----- | .1870-.1890                            |
| V8-396 Cu.In.       | ----- | .1820-.1890                            |
| Wall Thickness      |       |  |
| L6-230 Cu.In.       | ----- | .150-.156                              |
| L6-250 Cu.In.       | ----- | .152-.158                              |
| V8-307 & 350 Cu.In. | ----- | .150-.156                              |
| V8-396 Cu.In.       | ----- | .137-.143                              |
| Gap                 |       |  |
| L6-230 & 250 Cu.In. | ----- | .015-.055                              |
| V8-307 & 350 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.       | ----- | 5.695-5.705       |
| V8-396 Cu.In.             | ----- | 6.130-6.140       |
| V8-307 & 350 Cu.In.       | ----- | 5.695-5.705       |

## CONNECTING ROD BEARINGS

|                             |       |  |
|-----------------------------|-------|--|
| Material                    |       |  |
| L6-230, 250 & V8-307 Cu.In. | ----- | Copper lead alloy<br>or sintered copper nickel backed babbitt on steel |
| V8-350 & 396 Cu.In.         | ----- | Premium aluminum   |
| Type                        | ----- | Precision removable  |
| Clearance                   |       |  |
| L6-230 & 250 Cu.In.         | ----- | .0007-.0027  |
| V8-307 & 350 Cu.In.         | ----- | .0007-.0027  |
| V8-396 Cu.In.               | ----- | .0009-.0029  |
| Theoretical I.D.            |       |  |
| L6-230 & 250 Cu.In.         | ----- | 2.0017   |
| V8-307 & 350 Cu.In.         | ----- | 2.1017   |
| V8-396 Cu.In.               | ----- | 2.2014   |
| Effective Length            |       |  |
| L6-230 & 250 Cu.In.         | ----- | .807   |
| V8-327 & 350 Cu.In.         | ----- | .807   |
| V8-396 Cu.In.               | ----- | .857   |
| End Play                    |       |  |
| L6-230 & 250 Cu.In.         | ----- | .009-.013  |
| V8-307 & 350 Cu.In.         | ----- | .009-.013  |
| V8-396 Cu.In.               | ----- | .017-.021  |

# 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  
 V8-396 Cu.In. (additional) ----- In-line paper element  
 with vacuum return fuel line

## FUEL PUMP ASSEMBLY

Type ----- Mechanical; diaphragm  
 Drive ----- Camshaft, eccentric  
 Location ----- Right side front of engine  
 Pressure Range (shut off pressure at 1800 RPM)  
 L6-230 & 250 Cu.In. -- 4.00-5.00 PSI at pump outlet  
 V8-307 Cu.In. ----- 5.50-7.50 PSI at pump outlet  
 V8-350 & 396 Cu.In. -- 7.50-9.00 PSI at pump outlet

## AIR CLEANER

L6-230 & 250 Cu.In. ----- Cylindrical, single air born  
 V8-307 Cu.In. ----- Cylindrical,  
 single air horn  
 V8-350 Cu.In. ----- Cylindrical,  
 single air horn  
 V8-396 Cu.In. (RPO L35) ----- 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  
 V8-350 Cu.In. ----- 15.48  
 V8-396 Cu.In. (RPO L35) ----- 15.48  
 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  
 V8-350 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  
 V8-350 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  
 V8-350 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

### Venturi Diameter

L6-230 & 250 Cu.In. ----- 1.31  
 V8-307 Cu.In. ----- 1.09

V8-350 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 & 350 Cu.In.     | ----- | Single                  |
|                         |       | with crossover pipes    |
| V8-396 Cu.In. (RPO L35) | ----- | Dual                    |
| V8-396 Cu.In. (RPO L34) | ---   | Dual, chambered exhaust |

## MUFFLERS

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

### Head

|                         |       |                              |
|-------------------------|-------|------------------------------|
| L6-230 & 250 Cu.In.     | --    | .048 sheet steel, aluminized |
| V8-307 Cu.In.           | ----- | .047 sheet steel, aluminized |
| V8-350 Cu.In.           | ----- | .060 sheet steel, aluminized |
| V8-396 Cu.In. (RPO L35) | ----- |                              |
| 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 |
| V8-350 Cu.In.           | ----- | .035 sheet steel, zinc coated |
| V8-396 Cu.In. (RPO L35) | ----- |                               |
| 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 & 4               | ----- | .048 sheet steel, zinc coated |
| No. 2 & 3               | ----- | .036 sheet steel, zinc coated |
| V8-307 & 350 Cu.In.     |       |                               |
| No. 1 & 4               | ----- | .047 sheet steel, zinc coated |
| No. 2 & 3               | ----- | .035 sheet steel, zinc coated |
| V8-396 Cu.In. (RPO L35) |       |                               |
| 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.                | ----- | 21.62 |
| V8-307, 350 & 396 Cu.In. (RPO L35) | ----- | 21.25 |
| Width (I.D.)                       | ----- | 9.25  |
| Height (I.D.)                      | ----- | 5.00  |

## EXHAUST CROSSOVER PIPE (V8-307 & 350 Cu.In.)

|                   |       |                     |
|-------------------|-------|---------------------|
| Dimensions (O.D.) | ----- | 2.00                |
| Wall Thickness    | ----- | .073-.091 laminated |

## CHAMBERED EXHAUST SYSTEM (V8-396 Cu.In. RPO L34)

|              |       |                              |
|--------------|-------|------------------------------|
| Length, Body | ----- | 45.00                        |
| Louvers      |       |                              |
| Front        | ----- | eleven, 20 rows              |
| Rear         | ----- | twenty-four, 8 rows          |
| Material     | ----- | .076 sheet steel, aluminized |
| Outer shell  |       |                              |
| Material     | ----- | .060 sheet steel, aluminized |

## EXHAUST PIPE

|                               |       |                     |
|-------------------------------|-------|---------------------|
| Dimensions (O.D.)             |       |                     |
| L6-230 & 250 Cu.In.           | ----- | 2.00                |
| V8-307 Cu.In.                 | ----- | 2.00                |
| V8-350 & 396 Cu.In. (RPO L35) | ----- | 2.50                |
| V8-396 Cu.In. (RPO L34)       |       |                     |
| Front                         | ----- | 2.25                |
| Rear                          | ----- | 2.00                |
| Wall Thickness                |       |                     |
| L6-230 & 250 Cu.In.           | ----- | .057-.071           |
| V8-307 Cu.In.                 | ----- | .073-.091 laminated |
| V8-350 & 396 Cu.In. (RPO L35) | --    | .073-.091 laminated |
| V8-396 Cu.In. (RPO L34)       |       |                     |
| Front                         | ----- | .072-.092           |
| Rear                          | ----- | .062-.076           |

## TAIL PIPES

|                         |       |           |
|-------------------------|-------|-----------|
| Dimensions (O.D.)       |       |           |
| L6-230 & 250 Cu.In.     | ----- | 1.875     |
| V8-307 Cu.In.           | ----- | 1.875     |
| V8-350                  | ----- | 1.875     |
| V8-396 Cu.In. (RPO L35) | ----- | 2.25      |
| Wall Thickness          | ----- | .062-.076 |

## TAIL PIPE EXTENSION

|                         |       |               |
|-------------------------|-------|---------------|
| V8-396 Cu.In. (RPO L34) | ----- | Chrome plated |
|-------------------------|-------|---------------|

## ENGINE VENTILATION

|      |       |                 |
|------|-------|-----------------|
| Type | ----- | Closed-positive |
|------|-------|-----------------|

## EXHAUST EMISSION CONTROL

|                                 |       |                                    |
|---------------------------------|-------|------------------------------------|
| All Manual Transmissions        | ----- | Air Injection<br>Reactor Equipment |
| All Auto. Trans. except RPO L34 | ----- | Controlled<br>Combustion System    |
| Auto. Trans. with RPO L34       | ----- | Air Injection<br>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 sprayed                            |
| V8                        | Centrifugally oiled from camshaft bearing |
| Oil Pressure Sending Unit |   |
| Type                      | Electric                                  |
| Actuation                 | Opens or closes circuit @ 2 to 6 PSI      |
| Oil Filler                |   |
| Cap                       | Positive seal                             |
| Location                  |   |
| L6                        | Forward end of rocker cover               |
| V8-307 & 350 Cu.In.       | Rearward of left rocker cover             |
| V8-396 Cu.In.             | Top center of right rocker cover          |

## OIL PAN CAPACITIES (Quarts)

|                           |   |
|---------------------------|---|
| Refill                    |   |
| L6-230 & 250 Cu.In.       | 4 |
| V8-307, 350 & 396 Cu.In.  | 4 |
| Refill With Filter Change |   |
| L6-230 & 250 Cu.In.       | 5 |
| V8-307, 350 & 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 & 350 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 & 350 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 & 350 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.                       | 13 qts.             |
| V8-307 Cu.In.                             | 17 qts.             |
| V8-350 Cu.In.                             | 16 qts.             |
| V8-396 Cu.In.                             | 23 qts.             |

## RADIATOR

|                             |                           |
|-----------------------------|---------------------------|
| Make and Type               | Harrison, tube and center |
| Core constant and thickness |                           |
| Distance between fins       |                           |
| L6-230 & 250 Cu.In.         | .28 Syn., .22 Auto.       |
| V8-307 Cu.In.               | .18 Syn., .16 Auto.       |
| V8-350 Cu.In. (RPO LM1)     | .16 Syn., .20 Auto.       |
| V8-350 Cu.In. (RPO L48)     | .16 Syn., .18 Auto.       |
| V8-396 Cu.In. (RPO L35)     | .20 Syn., .16 Auto.       |
| V8-396 Cu.In. (RPO L34)     | .16 Syn., .16 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                       |
| V8-350 Cu.In. (RPO LM1)     | 353 Syn., 480 Auto.       |
| V8-350 Cu.In. (RPO L48)     | 353                       |
| 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., .16 Auto.   |
| V8-350 Cu.In.               | .16 Syn., .16 Auto.   |
| V8-396 Cu.In.               | .16 Syn., .16 Auto.   |
| Distance between tubes      | .55                   |
| Thickness of core           |                       |
| L6-230 & 250 Cu.In.         | 1.26 Syn., 1.98 Auto. |
| V8-307 & 350 Cu.In.         | 1.26 Syn., 1.26 Auto. |
| V8-396 Cu.In.               | 1.98                  |
| Frontal area (sq.in.)       |                       |
| L6-230 & 250 Cu.In.         | 353                   |
| V8-307 & 350 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 |           |
| V8-396 Cu.In. only      | .745 ID   |

## RADIATOR HOSE

|  |         |
|--|---------|
| Outlet, lower (radiator to water pump)     |         |
| L6-230 & 250 Cu.In.                        | 1.75 ID |
| V8-307 & 350 Cu.In.                        | 1.75 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                                  |                               |
| L6-230 & 250 Cu.In. (Manual trans. eng.)     | Two                           |
| L6-230 & 250 Cu.In. (Auto. trans. eng.)      | One                           |
| All V-8 engines (Manual & Auto.)             | One                           |
| Angle of "V"                                 | 38°-42°                       |
| Pitch line                                   |                               |
| L6-230 & 250 Cu.In.                          | 39.00 Manual & Auto.          |
| L6-230 & 250 Cu.In. (A.I.R. belt for Manual) | 50.00                         |
| V8-307 Cu.In.                                | 47.50 (Manual); 44.25 (Auto.) |
| V8-350 Cu.In.                                | 47.50 (Manual); 44.25 (Auto.) |
| V8-396 Cu.In.                                | 49.50 (Manual); 45.75 (Auto.) |
| 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               |
| V8-350 Cu.In.              | 54 GPM @ 4400 Engine RPM               |
| V8-396 Cu.In.              | 57 GPM @ 4400 Engine RPM               |
| Bearing                    | Permanently lubricated double row ball |
| Drive                      | Fan belt                               |
| Ratio (Pump to Engine RPM) | .949:1                                 |

## DRAIN LOCATIONS AND TYPE

|                     |   |
|---------------------|---|
| Radiator - Plug     | Left hand, lower rear face                                |
| Engine Block - Plug |   |
| L6-230 & 250 Cu.In. | Left side rear  |
| V8-307 & 350 Cu.In. | Right and left center                                     |
| V8-396 Cu.In.       | Left side - rear of block<br>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                     |
| V8-350 & 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                             |
| V8-350 & 396 Cu.In.    | ----- | 66                             |
| Number of Cells        | ----- | 6                              |
| Terminal Grounded      | ----- | Negative                       |
| Location               | ----- | Right front engine compartment |

## SPARK PLUGS

|                         |       |            |
|-------------------------|-------|------------|
| Type                    |       |            |
| L6-230 & 250 Cu.In.     | ----- | ACR46N     |
| V8-307 Cu.In.           | ----- | ACR45S     |
| V8-350 Cu.In.           | ----- | ACR44S     |
| V8-396 Cu.In. (RPO L35) | ----- | ACR44N     |
| V8-396 Cu.In. (RPO L34) | ----- | ACR43N     |
| Thread Size (mm)        | ----- | 14         |
| Gap                     | ----- | .038-.038  |
| Torque                  | ----- | 25 lb. ft. |

## GENERATOR

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

## REGULATOR

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

## IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

## COIL

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

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

## STARTING SYSTEM

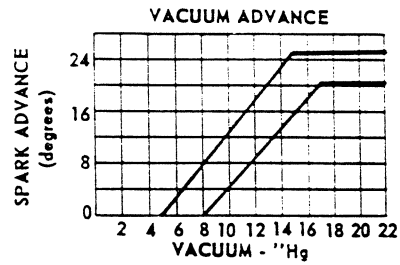
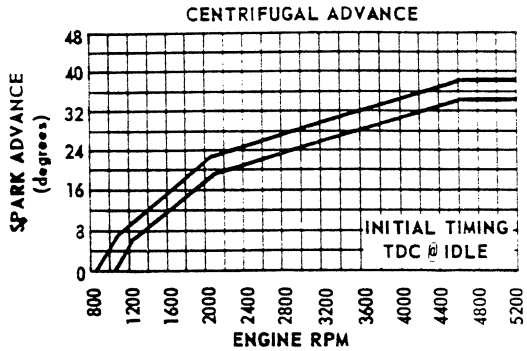
### STARTING MOTOR

|                           |                |                                 |
|---------------------------|----------------|---------------------------------|
| Rotation (Drive End View) | -----          | Clockwise                       |
| Test Conditions           | -----          | Engine at operating temp.       |
| No Load Test              |                |                                 |
| Amps                      |                |                                 |
| L6-230 & 250 Cu.In.       | -----          | 49-87                           |
| V8-307 Cu.In.             | -----          | 49-87                           |
| V8-350 Cu.In.             | -----          | 65-100                          |
| V8-396 Cu.In.             | -----          | 70-99                           |
| Volts                     | -----          | 10.6                            |
| RPM                       |                |                                 |
| L6-230 & 250 Cu.In.       | -----          | 6200-10700                      |
| V8-307 Cu.In.             | -----          | 6200-10700                      |
| V8-350 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 |

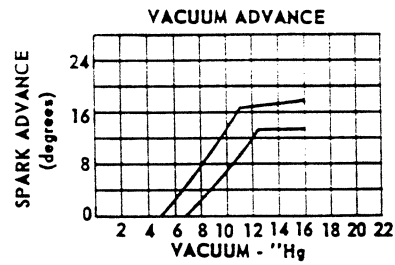
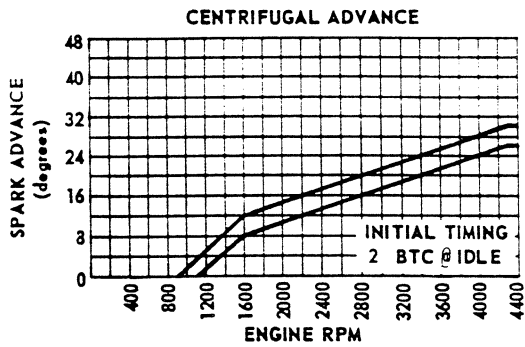
| DISTRIBUTORS   | Transmission | 230 Cu.In.       | 250 Cu.In. | 307 Cu.In.     | 350 Cu.In.     |           | 396 Cu.In.     |                |
|--|--------------|------------------|------------|----------------|----------------|-----------|----------------|----------------|
|  |              | L6-140 HP        | L6-155 HP  | V8-200 HP      | V8-255 HP      | V8-300 HP | V8-325 HP      | V8-350 HP      |
| Model  | Manual       | 1110459          | 1110463    | 1111481        | 1111956        | 1111488   | 1111497        | 1111498        |
|  | Automatic    | 1110460          | 1110464    | 1111481        | 1111955        | 1111489   | 1111497        | 1111499        |
| Type   |              |                  |            |                | Single breaker |           |                |                |
| Cam angle  |              | 31° - 34°        |            |                | 29° - 31°      |           | 28° - 30°      |                |
| Breaker gap  |              | .019 (new)       |            |                |                |           |                |                |
| Breaker arm tension  |              | 19-23 oz.        |            |                |                | 28-32 oz. |                |                |
| Centrifugal advance<br>begins @ RPM  | Manual       | 1000             | 900        | 1000           | 1100           | 950       | 900            | 900            |
|  | Automatic    | 1000             | 900        | 1000           | 1130           | 900       | 900            | 900            |
| Maximum<br>degrees @ RPM   | Manual       | 36 @ 4600        | 32 @ 4200  | 28 @ 4300      | 32 @ 4400      | 30 @ 4700 | 32 @ 5000      | 36 @ 5000      |
|  | Automatic    | 32 @ 4600        | 28 @ 4200  | 28 @ 4300      | 28 @ 4300      | 26 @ 4700 | 32 @ 5000      | 32 @ 5000      |
| Vacuum advance<br>begins @ In. Hg.   | Manual       | 7.00             |            | 6.00           | 7.00           | 8.00      | 8.00           | 8.00           |
|  | Automatic    | 7.00             |            | 6.00           | 7.00           | 8.00      | 8.00           | 6.00           |
| Maximum degrees<br>@ In. Hg.   | Manual       | 23 @ 16          |            | 15 @ 12        | 24 @ 17.5      | 20 @ 17   | 15 @ 15.5      | 15 @ 15.5      |
|  | Automatic    | 23 @ 16          |            | 15 @ 12        | 24 @ 17.5      | 20 @ 17   | 15 @ 15.5      | 15 @ 12        |
| Timing (initial design<br>setting) Crankshaft<br>degrees @ RPM<br>with vacuum line<br>disconnected | Manual       | TDC @ 700        |            | 2 BTC<br>@ 700 | TDC @ 700      |           | 4 BTC<br>@ 800 | TDC<br>@ 800   |
|  | Automatic    | 4 BTC @ 550      |            | 2 BTC<br>@ 600 | 4 BTC @ 600    |           | 4 BTC<br>@ 800 | 4 BTC<br>@ 600 |
| Timing mark location   |              | Torsional damper |            |                |                |           |                |                |

# ELECTRICAL SYSTEM—Cont'd.

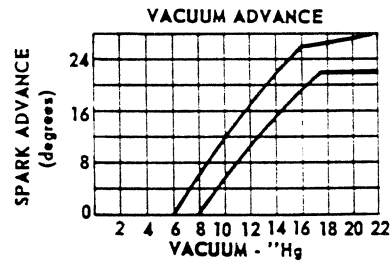
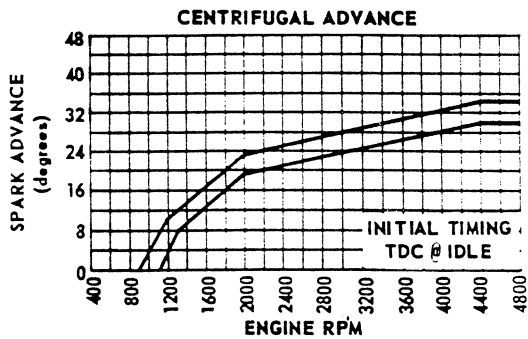
## 230 CUBIC INCH L-6 ENGINE



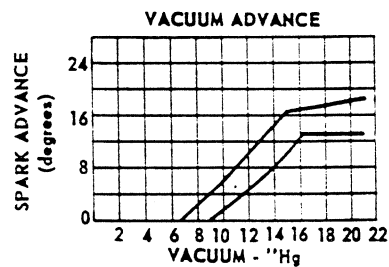
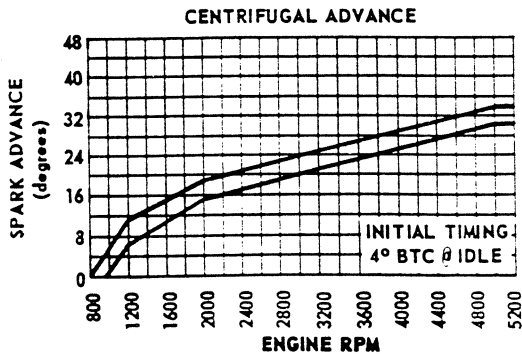
## 307 CUBIC INCH V-8 ENGINE



## 350 CUBIC INCH V-8 ENGINE



## 396 CUBIC INCH V-8 ENGINE



# CLUTCHES AND TRANSMISSIONS

## CLUTCHES

| Engine                        | Type-Cubic Inch       | L6-230                                   | L6-250                             | V8-307    | V8-350                        |                                 |            | V8-396      |       |  |
|-------------------------------|-----------------------|--|------------------------------------|-----------|-------------------------------|---------------------------------|------------|-------------|-------|--|
|                               | Availability          | Base                                     | RPO L22                            | Base      | RPO LM1                       | RPO L48                         | RPO L35    | RPO L34     |       |  |
| Clutch for                    |                       | 3-Speed                                  |                                    |           | 4-Speed                       | 3-Speed & 4-Speed               |            |             |       |  |
| Type                          |                       | Single dry disc                          |                                    |           | Single dry disc, centrifugal  |                                 |            |             |       |  |
| Clutch cover & pressure plate | Eff. plate load, lbs. | 1650 - 1850                              |                                    | 1900-2100 | 2100 - 2300                   |                                 | 2450-2750- | 2600 - 2800 |       |  |
|                               | 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)                           | 10 coil springs (5 sets of two) |            |             |       |  |
|                               | Friction rings        | OD                                       | 9.12                               |           |                               | 10.34                           |            | 11.00       |       |  |
|                               |                       | ID                                       | 6.12                               |           |                               | 6.50                            |            | 6.50        |       |  |
|                               |                       | Total area sq.in.                        | 71.82                              |           |                               | 101.54                          |            | 123.70      |       |  |
| Material                      | Woven type asbestos   |  |                                    |           |                               |                                 |            |             |       |  |
| Flywheel & Ring Gear          | Flywheel              | Material                                 |                                    |           |                               |                                 |            |             |       |  |
|                               | Ring gear             | Material                                 | Cast iron                          |           |                               |                                 |            |             |       |  |
|                               |                       | Heat treated HR steel                    |                                    |           |                               |                                 |            |             |       |  |
|                               |                       | No. of teeth                             |                                    |           |                               | 153                             |            |             | 168   |  |
|                               |                       | PD                                       |                                    |           |                               | 12.75                           |            |             | 14.00 |  |
| Attachment                    | Shrink fit            |  |                                    |           |                               |                                 |            |             |       |  |
| Bearings                      | Release               | Type                                     | Single row ball                    |           |                               |                                 |            |             |       |  |
|                               |                       | Lubrication                              | None, prepacked                    |           |                               |                                 |            |             |       |  |
|                               | Pilot                 | Type                                     | Bronze bushing                     |           |                               |                                 |            |             |       |  |
|                               |                       | Lubrication                              | None, sintered and oil impregnated |           |                               |                                 |            |             |       |  |
| Controls                      | Clutch fork           | Drop forged steel, pivot mounted on ball |                                    |           |                               |                                 |            |             |       |  |
|                               | Pedal mounting        | Pendant, from brace on dash              |                                    |           |                               |                                 |            |             |       |  |
|                               | Lubrication           | Crossover shaft                          |                                    |           |                               |                                 |            |             |       |  |
| Clutch housing material       |                       | Aluminum alloy                           |                                    |           |                               |                                 |            |             |       |  |

- (a) 6 outer coil springs and 3 inner coil springs equally spaced  
 (b) 12 coil springs (6 sets of two)

## 3-SPEED AND 4-SPEED TRANSMISSIONS

| Transmission Type  |                    | 3-Speed   |         |         | Heavy Duty 3-Speed |         |         |                   |             | 4-Speed |             |             |         |
|--------------------|--------------------|---|---------|---------|--------------------|---------|---------|-------------------|-------------|---------|-------------|-------------|---------|
| Engine Application | Type-Cubic Inch    | L-6 230   | L-6 250 | V-8 307 | L-6 230            | L-6 250 | V-8 307 | V-8 350           | V-8 396     | V-8 307 | V-8 350     | V8-396      |         |
|                    | Availability       | Base  | RPO L22 | Base    | Base               | RPO L22 | Base    | RPO LM1 L48       | RPO L35 L34 | Base    | RPO LM1 L48 | RPO L35 L34 | RPO L34 |
| Case material      |                    | Cast iron   |         |         |                    |         |         |                   |             |         |             |             | Alum.   |
| Gear Shift         | Type               | Remote  |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Control            | Lever   |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Location           | Steering column   |         |         |                    |         |         | Floor             |             |         |             |             |         |
| Gears              | Type               | Helical   |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Material           | Forged steel hardened                                     |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Synchronization    | All forward gears   |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Constant mesh gear | All gears   |         |         |                    |         |         | All forward gears |             |         |             |             |         |
|                    | Sliding gears      | None  |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Ratios             | First   | 2.85    |         |                    | 3.03    |         | 2.42              |             | 2.85    | 2.52        | 2.20        |         |
|                    |                    | Second  | 1.68    |         |                    | 1.75    |         | 1.58              |             | 2.02    | 1.88        | 1.64        |         |
|                    |                    | Third   | 1.00    |         |                    | 1.00    |         | 1.00              |             | 1.35    | 1.46        | 1.27        |         |
| Fourth             |                    |   |         |         |                    |         |         |                   | 1.00        | 1.00    | 1.00        |             |         |
| Reverse            |                    | 2.95  |         |         | 3.02               |         | 2.41    |                   | 2.85        | 2.59    | 2.26        |             |         |
| Lubricant          | Type               | Meeting Military Specification MIL-L-2105B                |         |         |                    |         |         |                   |             |         |             |             |         |
|                    | Capacity (pts)     | 3   |         |         | 3.5                |         |         |                   |             |         | 3           |             |         |
| Extension          | Material           | Cast iron   |         |         |                    |         |         |                   |             |         |             |             | Alum.   |
|                    | Oil seal           | Steel encased double seal of spring loaded rubber or felt |         |         |                    |         |         |                   |             |         |             |             |         |

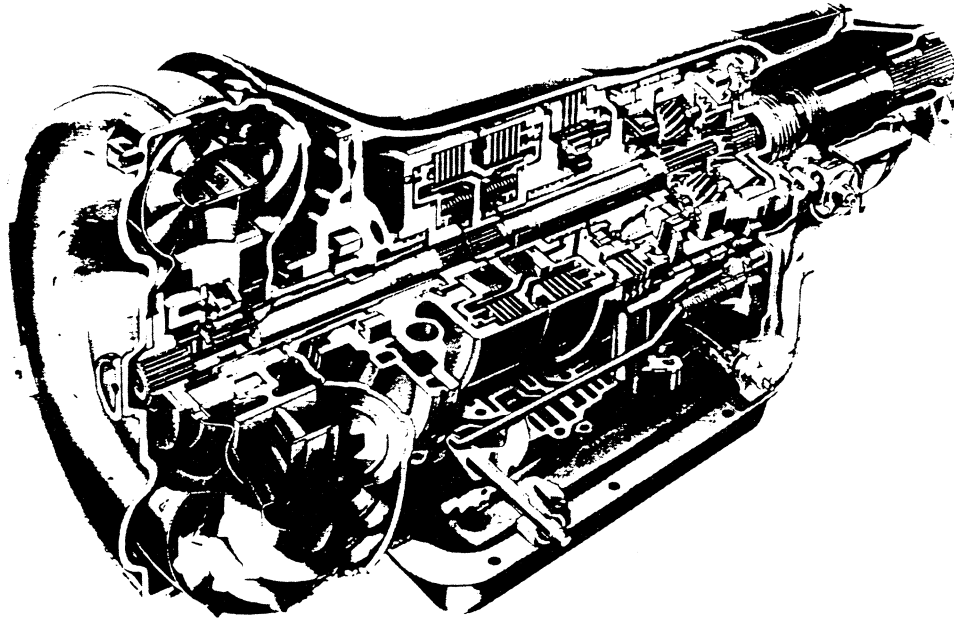
# TRANSMISSIONS —Cont'd.

## POWERGLIDE TRANSMISSION

| Engine                                 | Type                          |   | L-6   | V-8                | L-6        | V-8 350 Cu.In. |          |         |
|--|-------------------------------|---|---|--------------------|------------|----------------|----------|---------|
|  | Availability                  |   | 230 Cu.In.  | 307 Cu.In.         | 230 Cu.In. | RPO L22        | RPO LMI  | RPO L48 |
|  | Type                          |   | Automatic hydraulic torque converter with planetary gear system for low and reverse   |                    |            |                |          |         |
| General data                           | Selector lever                | Location  | Steering column (a)   |                    |            |                |          |         |
|  |                               | Operation   | Actuates manual valve in hydraulic control system   |                    |            |                |          |         |
|  |                               | Quadrant pattern                                    | P-R-N-D-L   |                    |            |                |          |         |
|  | Parking lock                  | Type  | Pawl and gear (on planetary)  |                    |            |                |          |         |
|  |                               | Operation   | Applied by selector lever thru spring loaded linkage  |                    |            |                |          |         |
|  | Method of cooling             | Water   |   |                    |            |                |          |         |
| Hydraulic controls                     | 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             |          |         |
|  |                               | Low   | 132   | 122                | 112        | 132            |          |         |
|  |                               | Reverse   | 90  | 92                 | 91         | 90             |          |         |
| Converter assembly                     | Type                          |   | Three element   |                    |            |                |          |         |
|  | Pump                          |   | Inner and outer sheer steel shells separated by sheer steel vanes. Outer shell is pump housing which is welded to converter housing.                    |                    |            |                |          |         |
|  | Turbine                       |   | Inner and outer shells separated by sheer steel vanes. Assembly supported in converter cover.   |                    |            |                |          |         |
|  | Stator                        |   | Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design. |                    |            |                |          |         |
|  | Stall torque ratio            |   | 2.10  |                    |            |                |          |         |
|  | Stall speed (RPM)             |   | 1560  | 1530               | 1620       | 18.10          |          |         |
|  | Diameter (nominal)            |   | 11.0  |                    |            | 11.75          |          |         |
|  | Planetary gear set            | Type  |   | Compound planetary |            |                |          |         |
| Range                                  |                               | Drive   | 1.82 to 1   |                    |            | 1.76 to 1      |          |         |
|  |                               | Low   | 1.82  |                    |            | 1.76           |          |         |
|  |                               | Reverse   | 1.82  |                    |            | 1.76           |          |         |
| Low band                               |                               | Three linked circular segments                      |   |                    |            |                |          |         |
| Low band servo                         |                               | Piston with release spring and inner cushion spring |   |                    |            |                |          |         |
| Case                                   | Material                      |   | Aluminum (one piece)  |                    |            |                |          |         |
| Output shaft RPM & vehicle speed (MPH) | N/V factor                    |   | 41.0  | 41.0               | 41.0       | 36.4           | 36.4     |         |
|  | Upshift                       | Closed throttle                                     | 650(16)   | 650(16)            | 650(16)    | 658(18)        | 667(18)  |         |
|  |                               | Throttle at detent                                  | 1975(48)  | 2075(51)           | 1975(48)   | 2340(64)       | 2510(69) |         |
|  |                               | Full throttle                                       | 2285(56)  | 2400(59)           | 2285(56)   | 2735(75)       | 2950(81) |         |
|  | Downshift                     | Closed throttle                                     | 605(15)   | 603(15)            | 605(15)    | 610(17)        | 622(17)  |         |
|  |                               | Throttle at detent                                  | 1440(35)  | 1325(33)           | 1455(35)   | 1490(41)       | 1495(42) |         |
|  |                               | Full throttle                                       | 2125(52)  | 2260(55)           | 2135(52)   | 2588(71)       | 2780(77) |         |
|  | High clutch                   | Type  |   | Multi-disk         |            |                |          |         |
| Drive plates                           |                               | Description   | Waved steel with bonded organic facings   |                    |            |                |          |         |
|  |                               | Number  | 3   | 4                  | 3          | 4              |          |         |
| Driven plates                          |                               | Description   | Flat steel  |                    |            |                |          |         |
|  |                               | Number  | 4   | 5                  | 4          | 5              |          |         |
| Reverse clutch                         | Type                          |   | Multi-disk  |                    |            |                |          |         |
|  | Drive plates                  | Description   | Flat steel with bonded organic facings  |                    |            |                |          |         |
|  |                               | Number  | 4   | 5                  | 4          | 6              |          |         |
|  | Reaction plates               | Description   | Flat steel  |                    |            |                |          |         |
| Number                                 |                               | 4   | 5   | 4                  | 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)                | Dry   | 17  |                    |            | 19             |          |         |
|  |                               | Refill  | 6   |                    |            | 6.5            |          |         |
| Governor                               | Type                          |   | Centrifugal   |                    |            |                |          |         |
|  | Operation                     |   | Regulates pump oil pressure to automatic shift control valve body   |                    |            |                |          |         |
|  | Drive                         |   | Mounted on output shaft   |                    |            |                |          |         |
|  | Location                      |   | In extension  |                    |            |                |          |         |
| Oil pump                               | Type                          |   | Internal-external gear  |                    |            |                |          |         |
|  | Number                        |   | One; front  |                    |            |                |          |         |
|  | Function                      |   | To supply pressure  |                    |            |                |          |         |
|  | Drive                         |   | Converter pump  |                    |            |                |          |         |

(a) Floor mount available when bucket seats are used.

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



## 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 flowblades assembled between inner and outer steel shells

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

Stall Ratio ----- 2.10  
 Stall Speed (RPM) ----- 2100  
 Diameter (Nominal) ----- 12.20

# TRANSMISSIONS—Cont'd.

## CLUTCHES

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

## PLANETARY GEAR UNIT

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

## HYDRAULIC SYSTEM

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

## LUBRICANT

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

## TORQUE MULTIPLICATION

Drive (maximum) ----- 5.21:1 to 1.00  
Low 2 ----- 5.21:1 to 1.48  
Low 1 ----- 5.21:1 to 2.48  
Reverse ----- 4.37:1 to 2.08



# TURBO HYDRA-MATIC TRANSMISSION

(Available with L6-230 & 250; V8-307 & 350 Cu)

## GENERAL DATA

Type ----- Automatic hydraulic torque  
 converter with compound planetary  
 gear system-three forward speeds & reverse

Selector Lever  
 Location ----- Steering column, floor mounted  
 optional on models using bucket seats

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

Quadrant Pattern -- Steering column P-R-N-D-L2-L1  
 Floor mounted P-R-N-3-2-1

Parking Lock  
 Type ----- Locking pawl

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

Method of Cooling ----- Water

## PLANETARY GE

Front (Output)  
 Rear (Reaction)  
 Gear Ratios  
 D (Drive) -  
 L2 (Low Tw  
 L1 (Low One  
 R (Reverse)  
 Front Band  
 Type -----  
 Function --  
 Servo Unit -

## CONVERTER ASSEMBLY

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

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

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

Stall Ratio ----- 2.10

Diameter (Nominal) ----- 11.75

## HYDRAULIC SYS

Oil Pressure F  
 Pump Pressure  
 Park -----  
 Neutral ---  
 Drive -----  
 L2 -----  
 L1 -----  
 Reverse --  
 Valves  
 Type -----  
 Manual ----

Pressure Re  
 Shift (1-2) -

Shift (2-3) -

Modulator -

Accumulator

Governor  
 Type ---  
 Operation

## CLUTCHES

Type ----- Four, multiple disk

Material  
 Drive Plates ----- Steel with bonded organic facing  
 Driven Plates ----- Flat steel

Forward Clutch ----- 4 drive & 4 driven plates

Direct Clutch ----- 4 drive & 4 driven plates

Intermediate Clutch ----- 2 drive & 2 driven plates

Low & Reverse Clutch ----- 4 drive & 4 driven plates

Release Spring ----- Radial row steel coil

## TORQUE MULTIPLICATION

Drive ----- 5.29:1 to 1.00

Low 2 ----- 5.29:1 to 1.48

Low 1 ----- 5.29:1 to 2.48

Reverse ----- 4.05:1 to 2.08

## LUBRICANT

Type -----  
 Capacity -----  
 Refill -----



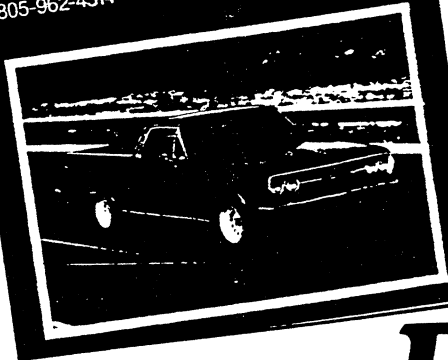
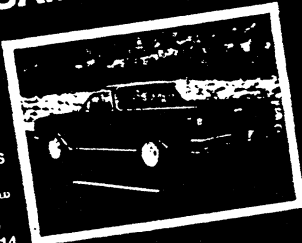


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# The El Camino Store

Photos by Doug Marion

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

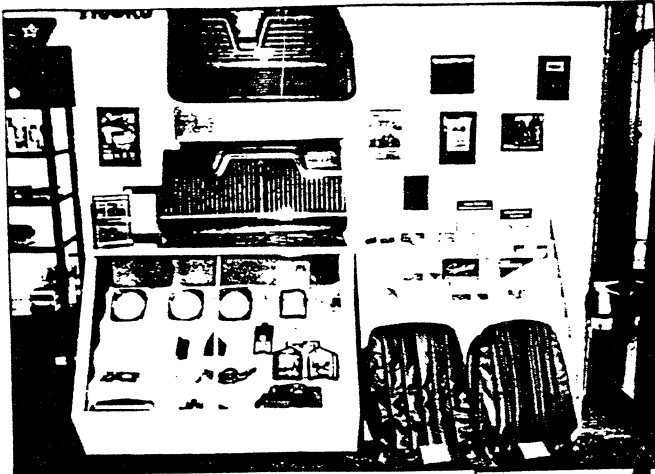
though *Hemming's Motor News* usually lists several other truck parts firms of national repute.

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

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



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



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

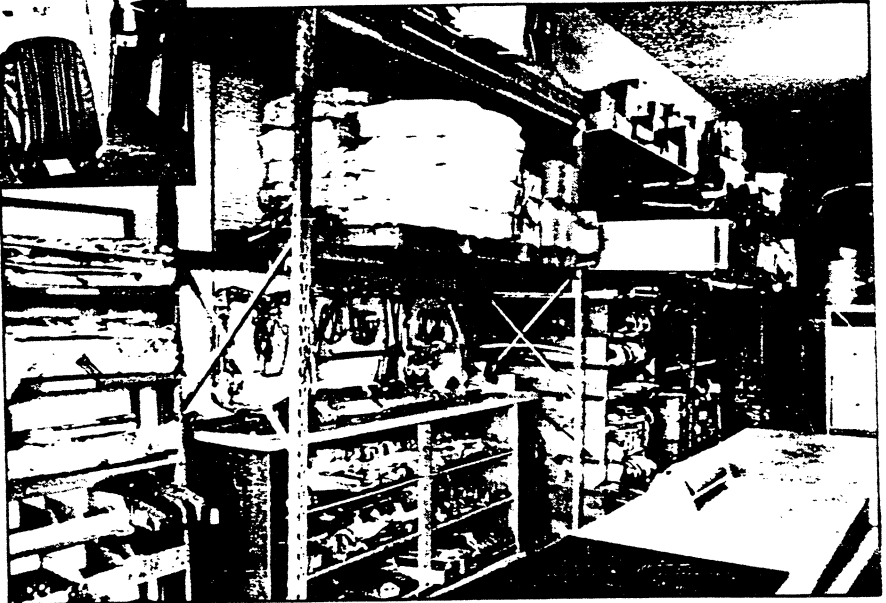
Need rechromed trim and moldings for your 1947-1972 Chevy or GMC pickup or 1959-1972 El Camino?

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

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

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

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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.