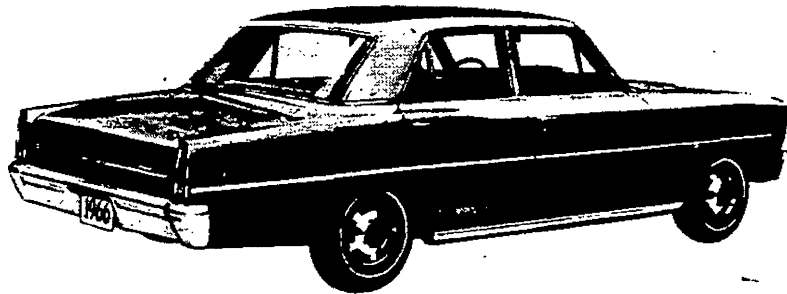


GENERAL

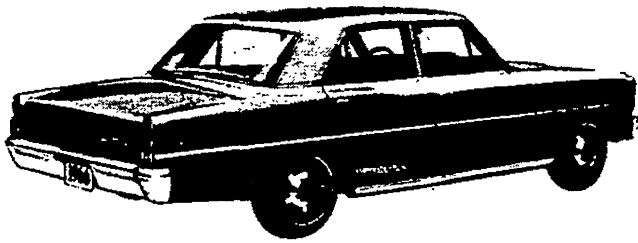


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MODEL IDENTIFICATION

CHEVY II 100 111-113-11400 SERIES

MODEL 111-113-11411 2-DOOR SEDAN, 6-PASSENGER
MODEL 111-113-11469 4-DOOR SEDAN, 6-PASSENGER
MODEL 113-11435 4-DOOR STATION WAGON, 2-SEAT



NOVA 115-11600 SERIES

MODEL 115-11635 4-DOOR STATION WAGON, 2-SEAT
MODEL 115-11637 4-DOOR SPORT COUPE, 5-PASSENGER
MODEL 115-11669 4-DOOR SEDAN, 6-PASSENGER

NOVA SS 115-11600 SERIES

MODEL 117-11837 2-DOOR SPORT COUPE, 4-PASSENGER



SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

4-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (25th unit)
11169	6	W	100025

Thus: The 25th model built at Willow Run would be serial number 111696W100025

6-Cylinder Example:

Model	Model Year	Assembly Plant (Willow Run)	Unit Number (26th unit)
11369	6	W	100026

Thus: The 26th model built at Willow Run would be serial number 113696W100026

ASSEMBLY PLANTS

N - Norwood
W - Willow Run

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

REAR AXLE IDENTIFICATION

Example: BA 0212 B

Type Designation	Production* Month and Day	Source† Designation
BA	0212	B

BA ----- 3.08:1, 4-cyl, 3-speed, PG
BC ----- 3.08:1, 6-cyl, 3-speed, PG
3.08:1, 8-cyl, 3-speed, 4-speed, PG
3.36:1, 6-cyl, 3-speed, PG, station wagons

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

Location ----- Right or left axle
tube adjacent to differential carrier

ENGINE IDENTIFICATION

Example: F 1210 OA

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

153 Cubic inch 4-cylinder
OA - Regular engine, 3-speed
OH - Regular engine, Powerglide

194 Cubic inch 6-cylinder
OK - Regular engine, 3-speed
OR - Regular engine, Powerglide

230 Cubic inch 6-cylinder (RPO L26)
PV - 3-speed
PX - Powerglide

283 Cubic inch 8-cylinder
PD - Regular engine, 3-speed
PN - Regular engine, Powerglide

327 Cubic inch 8-cylinder (RPO L30)
ZA - 3-speed
ZK - Powerglide

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

Location:

4 and 6-cylinder ----- Stamped on pad on right side
of cylinder block to rear of distributor
8-cylinder ----- Stamped on top front
of RH bank of cylinder and case

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	Back window reveal	All exc. wagons
		Belt reveal	115-11637; 117-11800
		Roof drip gutter	115-116-117-11800
		Tailgate window reveal	Station wagons
		Windshield reveal	All
	Anodized Aluminum	Back-up lamp bezels	All
		Body side molding - black paint fill	
		Body sill molding - bright	
		Body sill molding - black paint fill	
		Rear quarter lower molding	117-11800
		Front fender lower molding	All
		Headlamp and taillamp bezels	
		Radiator grille	
		Radiator grille nameplate, "Chevy II"	
		Sail panel molding - bright	
	Wheel openings	117-11800	
	Chrome Plated Metal	Deck lid emblem "SS"	117-11800
		Front door vent channel and post	All
		Radiator grille emblem, "SS"	117-11800
		Front fender engine emblem - V8 only	All
		Hub caps	111-113-114-115-11600
		Rear quarter series nameplate	All
		Tailgate window control	Station wagons
		Deck lid nameplate	111-113-11400
		Deck lid molding and emblem - gray paint accented	115-11600
		Deck lid molding & emblems	117-11800
		Wheel trim covers	117-11800
		Back-up lamps	117-11800
		Filler - left rear quarter gasoline	All
		Lamp - rear license	
Wipers, windshield - 2 speed electric, non-glare arms & blades			

REGULAR EQUIPMENT—INTERIOR

Bright Metal Trim & Moldings	Coat hooks	All
	Console - floor center (4-speed, Powerglide)	117-11800
	Door and window control handles - black knobs	All
	Door sill plates	All
	Rear view mirror back and support	115-116-117-11800
	Sunshade supports	All
Instrument Panel	Ash tray	All
	Cigarette lighter	115-116-117-11800
	Control knobs - chrome	All
	Electric clock	117-11800
	Glove box door emblem and trim	115-116-117-11800
	Glove box lock	All
	Ignition lock and starter switch - 4 position	All
	Instrument cluster bezel	All
Interior Lights	Vent control knobs - colored plastic	All
	Glove box	115-116-117-11800
Steering Wheel	Roof center dome	All
	Deep hub - dual solid spokes - horn button	111-113-11400
Armrests - front door	Deep hub - dual solid spokes - horn ring	115-116-117-11800
		All
Armrests with ashtrays - rear door		115-116-117-11800
Heater - Deluxe		All
Locking knobs - rear door		All 4-doors
Mat - luggage or stowage compartment		All exc. 111,113,11411,69
Mirror - rear view (painted)		111-113-11400
Seat belts, front and rear seats		All
Seats - front bucket		117-11800
Sunshades - dual vinyl padded		All
Switch - front door jamb		115-116-117-11800
Ventipanes - friction type front		All

REGULAR PRODUCTION OPTIONS

BODY OPTIONS

Name	Number	Models	
Air conditioning, all weather	C60	All exc. 11100	
Antenna, radio rear manual	U73	All exc. wagons	
Antenna, radio rear power	U75	All exc. wagons	
Armrests, rear door	D10	111-113-11400	
Carrier, roof luggage	V55	Station wagons	
Convenience Group	Lamp, glove box	Z19	All
	Inside mirror		
	Remote control outside mirror		
	Door edge guards		
	Underhood lamp		
	Luggage lamp		
Defroster, rear window	C50	11000 exc. wagons	
Glass, tinted body	A01	All	
Glass, tinted windshield	A02		
Guard, front bumper	V31		
Guard, rear bumper	V32	All exc. wagons	
Hearer, (delere)	C48	All	
Headrest, front seat (Strato)	A81	117-11800	
Headrest, conventional bench type front seat	A82	111-113-114-115-11600	
Horn, low "D" note	U03	115-116-117-11800	
Lock, spare wheel	P19	All	
Radio and antenna, push button tuning	U63		
Shoulder harness	A85		
Seat belts, custom deluxe dual front and rear (with front retractors only)	A39		
Speaker, radio auxiliary	U80		
Switch, lamp and flasher, traffic hazard	V74		
Window, power tailgate	A33		Station wagons

ENGINE OPTIONS

Battery, heavy duty	T60	All
Clutch, heavy duty (10")	M01	111-113-115-11700
Exhaust, dual	N10	114-116-11800
Air injection reactor	K19	113-114-115-116-117-11800
Fan, thermomodulated clutch	K02	114-116-11800
Generator, Delcotron 5-61 amp.	K76	All
Generator, Delcotron 12-42 amp.	K79	
Generator, Delcotron 23-62 amp.	K81	All exc. 11100
Ignition system, full transistor	K66	114-116-11800
Radiator, heavy duty	V01	All
Ventilation, engine positive closed	K24	113-115-11700
230 cubic inch L-6 140 HP	L26	
283 cubic inch V-8 220 HP	L77	
327 cubic inch V-8 275 HP	L30	
327 cubic inch V-8 350 HP	L79	

CHASSIS OPTIONS

Axle, rear (3.36:1 ratio)	G76	All exc. wagons & 11100	
Axle, rear (3.55:1 ratio)	G96	111-114-116-11800	
Axle, rear positraction	G80	All	
Axle, rear (3.73:1 ratio)	H05	114-116-11800	
Brakes, power	J50	All exc. 11100	
Brakes, metallic	J65	All	
Cover, wheel trim	P01	All exc. 117-11800	
Cover, simulated wire wheel	P02	All	
Cover, magnesium wheel trim	N96	All	
Shock absorber, rear air lift	G66	All	
Steering, power	N40	All exc. 11100	
Suspension, heavy duty front and rear	F40	All	
Tires	6.50x13-4pr whitewall rayon	P53	111-113-11500 exc. wagons
	6.95x14-4pr blackwall rayon	P66	111-113-11500 exc. wagons
	6.95x14-4pr whitewall rayon	P67	All
	6.95x14-8pr whitewall rayon	T11	Station wagons

TRANSMISSION OPTIONS

Four speed manual transmission	M20	114-116-11800
Four speed manual transmission close ratio	M21	
Powerglide transmission	M35	All
Transmission oil cooler - Powerglide	M55	113-115-11700

DEALER INSTALLED ACCESSORIES

Item	Models
Air conditioning, recirculating air (Custom)	All
Antenna, radio front manual	All except wagons
Antenna, radio rear manual	All
Brake, vacuum power	All
Cap, gas tank filler locking	Station wagons
Carrier, roof luggage	111,113,114,115,11600
Clock, instrument panel	111-113-114-115-11600
Clock, universal (instr. pnl. top mount.)	All
Compass, auto	All except floor shift transmission
Container, floor litter (saddle type)	All
Container, litter, inst. panel mtd. (Black only)	All
Cover, simulated magnesium wheel trim	All
Cover, simulated wire wheel trim, 13" or 14"	All except SS
Cover, wheel trim, 13" or 14"	All except wagons
Defogger, rear window	114-116-11800
Fan, thermomodulated clutch	All
Fire extinguisher, 2-3/4 & 5 lb dry chemical	All except wagons
Frame, license plate	All
Guard, door edge	All
Guard, grille	All
Guard, front bumper	All except wagons
Guard, rear bumper	111-113-11400
Horn, high note	All
Horn, low "D" note	All
Lamp, ash tray	All
Lamp, courtesy	All
Lamp, glove box	111-113-11400
Lamp, luggage compartment	All except wagons
Lamp, parking brake alarm	All
Lamp, portable spot	All
Lamp, underhood	111-113-11400
Lighter, cigarette	All four door
Lock, rear door safety	All except wagons
Lock release, luggage compartment remote	All
Lock, spare wheel	All except wagons
Luggage carrier, deck lid	All
Mat, contour twin front floor	All
Mat, contour twin rear floor	All except SS
Mat, full width front floor	Station wagons
Mat, full width rear floor	All
Mat, rear compartment floor	All
Mirror, inside rear view prismatic	All
Mirror, outside rear view; replacement kit	All
Mirror, remote operated outside rear view	All
Mirror, visor vanity	All
Radiator insect screen	All
Radio and antenna, manual tuning	All
Radio and antenna, push button tuning	All
Radio speaker, rear auxiliary	All
Road hazard package	All
Seat belt retractor	All
Seat cushion, ventilated	All
Switch, traffic hazard lamp	All
Tachometer	All except SS
Tissue dispenser (saddle type)	All
Tissue dispenser, inst. panel (Black only)	All
Tool kit	All
Trailer hitch, 2000 pound capacity	All
Wiring harness, car to trailer connecting	All

AIR CONDITIONING AND EQUIPMENT

ALL WEATHER (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSIS

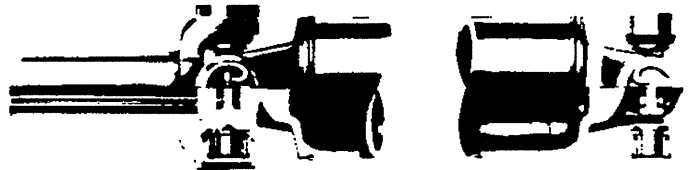
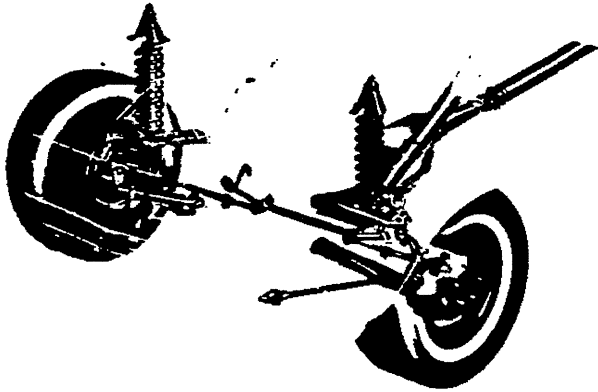
Front and Rear Springs ----- Heavy duty
Rear Axle Ratio ----- 3.36:1

POWER TRAINS

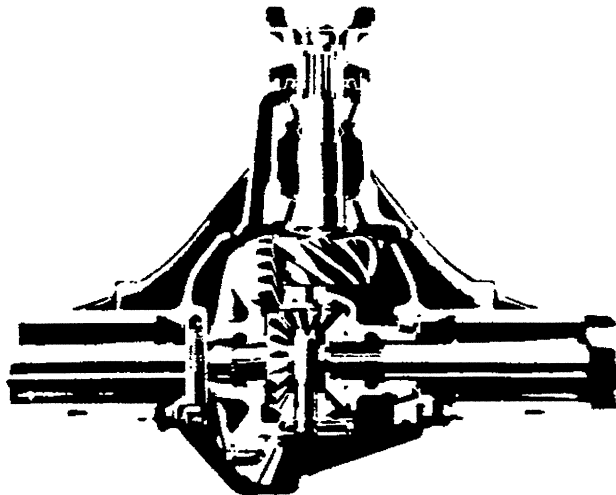
Fan Blade ----- 5 blade
Fan Clutch ----- Thermomodulated fluid coupling*
Crankshaft Pulley ----- Dual
Water Pump & Fan Pulley ----- Dual
Compressor & Crankshaft Belt ----- One*
Generator ----- 61 Ampere
Radiator ----- Heavy duty
Radiator Shroud ----- Steel; 19.34 dia.*

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

CHASSIS



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



FRAME AND FRONT SUSPENSION

FRAME

Description ----- Unitized, front end and body proper rigidly bolted together. Frame members incorporated into front end and body.

FRONT SUSPENSION

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

Wheel travel (design) -----
 Total ----- 8.44
 Jounce ----- 4.04
 Rebound ----- 4.40
 Wheel to spring, travel ratio ----- 1.56

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters -----
 Inner bearing ----- 1.2492-1.2498
 Outer bearing ----- .7491-.7497
 Spindle thread size ----- 3/4-20 NEF-3 (modified)
 Wheel bearings -----
 Type ----- Taper roller
 Number ----- Two per spindle

SPHERICAL JOINTS

Type ----- Ball studs, lower self-adjusting for wear
 Bearing surfaces -----
 Upper ----- Teflon-cotton composition
 Lower ----- Sintered iron

SHOCK ABSORBERS

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

STABILIZER BAR

Type ----- Link (b)
 Material ----- HR steel
 Diameter ----- .687

FRONT WHEEL ALIGNMENT

Camber (degrees) ----- 0 to P1 curb
 Caster (degrees) ----- P1/2 to P1-1/2 curb
 Toe-in (total) ----- 1/4 to 3/8 curb
 SAI (degrees) ----- 6-1/2 to 7-1/2 curb

GENERAL SUSPENSION PROVISIONS

Car leveling ----- Front stabilizer bar on V-8 models and L-6 wagons
 Brake dip control ----- Angle of front upper control arm

FRONT SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lb per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel
3792036	A	Coil	AISI A-5160	106.61	.562	3.80	13.46	9.20 @ 1065	250	101
3792037	B	Right		106.61	.562	3.80	14.10	9.20 @ 1225	250	101
3792039	C	Hand		106.61	.562	3.80	13.88	9.20 @ 1170	250	101
3792041	D	Helix		106.61	.562	3.80	14.26	9.20 @ 1265	250	101

Engine	153 Cu. In. L-4 Engine				194 and 230 Cu. In. L-6 Engine						283 Cu. In. V-8 Engine					
	11100		11300		11500		11700		11400		11600		11800			
Models	11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37
3 & 4-speed, PG(a) Appl.	A	A	C	C	C	C	C	A	A	B	B	B	B	B	C	C

327 Cu. In. V-8 Engine							
3 and 4-speed, PG	D	D	D	D	D	B	B

(a) 4-speed only with 283 V-8
 (b) Available only on wagons and V-8 models.

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description ----- Semi-reversible, recirculating ball nut gear, 1-piece, .75 dia. shaft
 Ratios ----- Gear, 20.1; Overall, 25.4:1
 Turning diameters (ft)
 Outside front, wall to wall ----- 39.5
 Outside front, curb to curb ----- 38.4
 Inside rear, wall to wall ----- 23.5
 Inside rear, curb to curb ----- 23.8
 Number of wheel turns, lock to lock ----- 4.50
 Outside wheel angle with inside wheel
 @ 15 degrees ----- 14.45
 @ 20 degrees ----- 18.75
 @ 36.1 degrees (limit of turn) ----- 29.61
 Linkage ----- Parallelogram, rear of wheels, 2 tie rods
 Steering wheel
 Type ----- Deep dished, 16.2 dia.

DRIVELINE

Type ----- Tubular, exposed
 Number used ----- One
 Diameter (O.D.) ----- L-4 engine ----- 3.50
 Others ----- 2.75
 Wall thickness ----- .065
 Length (C/L of U-joints) ----- 51.98
 Universal joints ----- 2, cross type with prepack anti-friction bearings
 Drive and torque ----- Through rear leaf springs

WHEELS

Type ----- Short spoke spider
 Attachment to hub ----- 5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle
 Rim size
 11100, 11300, 11500 except wagons ----- 13 x 4J
 11400, 11600, 11700, 11800 and wagons ----- 14 x 5J
 Offset
 13 x 4J ----- .75
 14 x 5J ----- 1.00

TIRES

Type ----- Rayon, tubeless, blackwall
 Construction ----- 2 ply; wagons 4 ply
 Rating ----- 4 ply; wagons 8 ply
 Size
 L-4, L-6 sedans and Nova Sport Coupe ----- 6.50 x 13
 V-8 sedans and Nova Sport Coupe; L-6, V-8
 Nova SS ----- 6.95 x 14-4
 Station wagons ----- 6.95 x 14-8

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)
 Type ----- Linkage

TIRE SPECIFICATIONS ●

		6.50 x 13-4PR	6.95 x 14-4PR	6.95 x 14-8PR
Loaded rolling radius		11.4	11.8	11.8
Loaded rev/mi @ 50 MPH		852	816	816
Capacity (lbs @ PSI)		980 @ 24	1050 @ 24	1000 @ 22 1140 @ 28
Recommended pressure (cold)†	Front	24	24	24
	Rear	24	24	28

† Average Load

REAR AXLE AND SUSPENSION

REAR AXLE

Description ----- Semi-floating; integral rear beam consisting of cast iron differential carrier and pressed-in axle shaft housings. Differential carrier contains an overhung pinion and hypoid ring gear supported by two taper roller bearings.

Pinion offset ----- 1.50
Pinion bearing adjustment ----- Shim
Lubricant

Type ----- Military Spec. MIL-L-2105-B
Viscosity ----- SAE 80
Filler plug ----- 5/8 sq. hd., 3/4-14 PTF SAE short
Capacity (pts) ----- 8.125 hypoid gear ----- 3.5
----- 8.875 hypoid gear ----- 4.0

Hypoid gear P.D.
3.07:1 ----- 8.875
3.08, 3.36:1 ----- 8.125

Ratios (standard)
3-speed, Powerglide, L-4 & L-6 engines ----- 3.08:1
3- and 4-speed, Powerglide, 283 V-8 ----- 3.08:1
3- and 4-speed, Powerglide, 327 V-8 (RPO L30) - 3.07:1
L-6 station wagons ----- 3.36:1
327 V-8 RPO L79; 3-speed 3.07,
4-speed ----- 3.31:1

AXLE SHAFT

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

HYPOID AND PINION GEAR TOOTH COMBINATIONS

3.08 (8.125 hypoid gear) ----- 37,12
3.36 (8.125 hypoid gear) ----- 37,11
3.07 (8.875 hypoid gear) ----- 43,14
3.31 (8.875 hypoid gear) ----- 43,13

POSITRACTION DIFFERENTIAL (see POWER TRAINS)

Type ----- 2 pinion with dual disk clutches

REAR SUSPENSION

Description ----- Hotchkiss; 2 semi-elliptical single leaf springs support integral rear beam consisting of cast iron differential carrier and pressed-in axle shaft housings. Drive and torque taken through rear leaf springs.

Wheel travel (design)
Total ----- 9.38
Jounce ----- 4.00
Rebound ----- 5.38
Wheel to spring, travel ratio ----- 1:1

SHOCK ABSORBERS

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

REAR SPRINGS

Part Number	Ref.	Type	Material	Length C/L Eye centers	Width C/L of axle	Design load @	Deflection rate (lb per inch)	
						C/L of axle (lb @ + camber)	@ Spring	@ Wheel
3792618	A	Semi Elliptical Single Leaf	Chrome Carbon Steel	62.5	2.25	650 @ .29	95	102
3792597	B			62.5	2.25	855 @ .01	130	136
3792830	C			62.5	2.25	550 @ .29	95	102
3876683	D			62.5	2.25	675 @ .29	115	121
3876684	E			62.5	2.25	575 @ .29	115	121

Engine	153 Cu.In. L-4 Engine		194 and 230 Cu.In. L-6 Engine						283 Cu.In. V-8 Engine							
	11100		11300		11500		11700		11400		11600		11800			
Models	11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37
3 and 4-speed, PG Appl.	A	A	A	A	B	A	B	C	C	A	A	B	A	B	C	C

Engine	327 Cu.In. V-8 Engine					
	11400					
3 and 4-speed, PG	D	D	D	D	E	E

BRAKES

SERVICE BRAKES (Standard)

Type	Duo-servo, 4-wheel hydraulic, reverse self-adjusting
Line pressure, psi, @ 100 lbs pedal load	815
Braking ratios	
Pedal	6.40:1
Hydraulic	3.78:1
Overall	24.19:1
Distribution of braking effort (theoretical, percent)	
Front wheels	59.4
Rear wheels	40.6
Brake drum	
Diameter, front and rear	9.5
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area (sq. in.)	268.6
Brake lining	
Material	Full molded asbestos composition
Length	
Primary shoe, front and rear	9.01
Secondary shoe, front and rear	9.75
Width	
Front wheels, primary and secondary	2.50
Rear wheels, primary and secondary	2.00
Thickness, minimum @ centerline	
Primary	.17
Secondary	.20
Method of attachment	Bonded
Total effective area (sq. in.)	168.9
Gross lining area (sq. in.)	168.9
Master cylinder	
Piston diameter	1.00
Piston travel (available pedal travel)	1.00
Wheel cylinders	
Piston diameter	
Front	1.06
Rear	.875
Foot pedal travel	6.4

PARKING BRAKE

Type	Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq. in.)	75.04
Control	Apply and release by pawl type brake lever mounted horizontally to right of steering column

SERVICE BRAKES, METALLIC (RPO J65) (Same as standard production SERVICE BRAKES except as follows)

Line pressure, psi @ 100 lb pedal load	1064
Braking ratios	
Pedal	6.40
Hydraulic	4.94
Overall	31.62
Brake lining	
Material	Sintered iron segments
Size	
Front wheel segments	
Primary	1.64 x 1.25 x .175
Secondary	1.64 x 1.25 x .295
Rear wheel segments	
Primary	1.64 x 1.00 x .175
Secondary	1.64 x 1.00 x .295
Segments per shoe, front and rear	
Primary	6
Secondary	10
Method of attachment	Welded
Total effective area (sq. in.)	118.1
Master cylinder	
Piston diameter	.875

POWER BRAKES (RPO J50)

(Same as standard SERVICE BRAKES except as follows)	
Type	Vacuum power unit added to assist standard master cylinder; integral
Braking ratios	
With standard production service brake linings	
Pedal	3.58
Hydraulic	3.78
Overall	13.53
With metallic service brake linings	
Pedal	3.58
Hydraulic	4.94
Overall	17.69
Master cylinder	
Piston travel (available pedal travel)	1.15
Foot pedal travel	4.12

BULBS, FUSES, AND CIRCUIT BREAKERS

LAMP	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-53	1
Automatic transmission position pattern	1-1445	1
Back up	2-1156	32
Cigarette lighter	1-1445	1
Clock (with tachometer option)	1-1895	2
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-1895	2
Dome	1-211	12
Generator indicator	1-1895	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W Low beam 45W
Headlamp hi-beam indicator	1-1895	2
Instrument cluster	5-1895	2
License plate	1-1155	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park	2-1157	4
Turn		32
Parking brake alarm	1-257	2
Radio	1-1893	2
Spot lamp		
inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	4
Stop and turn		32
Temperature indicator	1-1895	2
Traffic hazard indicator	1-1445	1
Underhood lamp	1-93	15
Heater controls	1-1895	2

BULBS, FUSES, AND
CIRCUIT BREAKERS
CONTINUED ON
PAGE 10

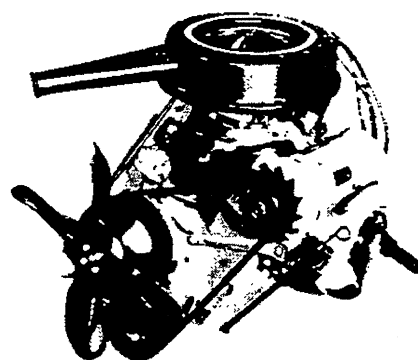
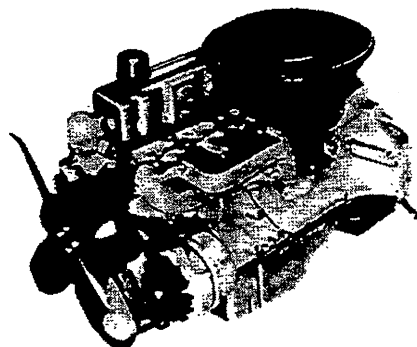
BULBS, FUSES, AND CIRCUIT BREAKERS

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

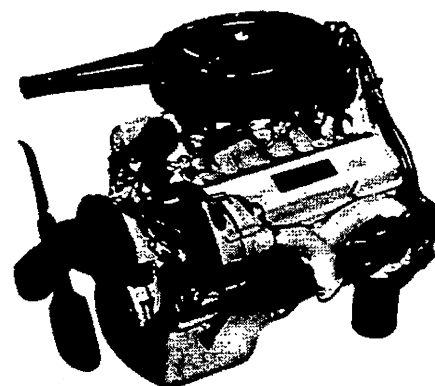
* - Letter suffix indicates same circuit



POWER TRAINS



POWER TEAM COMBINATIONS	2
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POWER TEAM COMBINATIONS

ENGINE	EQUIPMENT	TRANSMISSION	AXLE RATIO*			
			General Purpose Standard	Special Purpose or Mountain	Performance	Air Conditioning**
153 CUBIC INCH L-4 SUPER-THRIFT 153 90 HP STANDARD	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS				
		3-SPEED (2.85:1 low) POWERGLIDE	3.08:1 3.08:1	3.55:1		
194 CUBIC INCH L-6 HI-THRIFT 194 120 HP STANDARD	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES				
		3-SPEED (2.85:1 low) POWERGLIDE	3.08:1 3.08:1	3.36:1		3.36:1 3.36:1
		STATION WAGONS 3-SPEED & POWERGLIDE	3.08:1 3.36:1			3.36:1
230 CUBIC INCH L-6 TURBO-THRIFT 230 140 HP RPO L26	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES				
		3-SPEED (2.85:1 low) POWERGLIDE	3.08:1 3.08:1	3.36:1		3.36:1 3.36:1
		STATION WAGONS 3-SPEED & POWERGLIDE	3.08:1 3.36:1			3.36:1
283 CUBIC INCH V-8 TURBO-FIRE 283 195 HP STANDARD	2-BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES				
		3-SPEED (2.85:1 low)	3.08:1	3.36:1		3.36:1
		4-SPEED (3.11:1 low) POWERGLIDE	3.08:1 3.08:1	3.55:1		3.36:1 3.36:1
		STATION WAGONS 3-SPEED & POWERGLIDE	3.08:1 3.08:1			3.36:1 3.36:1
		4-SPEED (3.11:1 low)	3.08:1	3.55:1		3.36:1
283 CUBIC INCH V-8 TURBO-FIRE 283 220 HP RPO L77	4-BARREL CARBURETOR HYDRAULIC LIFTERS	SEDANS AND COUPES				
		3-SPEED (2.85:1 low)	3.08:1	3.36:1		3.36:1
		4-SPEED (3.11:1 low) POWERGLIDE	3.08:1 3.08:1	3.55:1		3.36:1 3.36:1
		STATION WAGONS 3-SPEED & POWERGLIDE	3.08:1 3.08:1			3.36:1 3.36:1
		4-SPEED (3.11:1 low)	3.08:1	3.55:1		3.36:1
327 CUBIC INCH V-8 TURBO-FIRE 327 275 HP RPO L30	4-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS				
		3-SPEED & 4-SPEED POWERGLIDE	3.08:1 3.08:1			3.36:1 3.36:1
327 CUBIC INCH V-8 TURBO-FIRE 327 350 HP RPO L79	4-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS				
		3-SPEED (2.54:1 low)	3.07:1			3.31:1
		4-SPEED (2.52:1 low)	3.31:1			3.31:1
		4-SPEED (2.20:1 low)	3.31:1	3.55:1 3.73:1		

* - POSITRACTION AXLE RATIOS AVAILABLE IN COMBINATIONS SHOWN.
 ** - Refer to GENERAL section page 8 for additional information.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBU-RETION	TRANS-MISSION	TOTAL GEAR REDUCTION*					AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR (LB-FT)#
			1st	2nd	3rd	4th	Rev		
90 HP Super-Thrift Four-Cyl	Single Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1007
120 HP Hi-Thrift Six-Cyl	Single Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1156
140 HP Turbo-Thrift Six-Cyl	Single Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1530
195 HP Turbo-Fire V-8	2-Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1828
		4-Speed	7.68	6.78	4.53	3.08	9.58	3.08:1	1995
220 HP Turbo-Fire V-8	4-Barrel	3-Speed	8.79	5.17	3.08		9.08	3.08:1	1940
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08:1	2117
275 HP Turbo-Fire V-8	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08:1	2061
		4-Speed	7.82	5.54	4.07	3.08	7.82	3.08:1	2061
350 HP Turbo-Fire V-8	4-Barrel	3-Speed	7.80	4.60	3.07		8.07	3.07:1	
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31:1	
		4-Speed	7.28	5.43	4.20	3.31	7.48	3.31:1	

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
90 HP Super-Thrift Four Cylinder	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
120 HP Hi-Thrift Six-Cylinder	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
140 HP Turbo-Thrift Six-Cylinder	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
195 HP Turbo-Fire V-8	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
220 HP Turbo-Fire V-8	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 3.08:1	
275 HP Turbo-Fire V-8	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	

* - Axle ratio x transmission ratio.

- Gear reduction x maximum net engine torque x efficiency factor (0.90 in direct drive; 0.85 all others).

ENGINE DATA AND RATINGS

● GENERAL DATA

Engine Type	L-4 OHV	L-6 OHV		V-8 OHV	
Piston Displacement (Cu.In.)	153	194	230	283	327
Availability	Base		RPO L26	Base & L77	RPO L30 RPO L79
No. of Cylinders	Four	Six		Eight	
Bore (nominal)	3.88	3.56	3.88	3.88	4.00
Stroke (nominal)		3.25		3.00	3.25
Compression Ratio		8.5:1		9.25:1	10.25:1 11.0:1
Taxable (SAE) Horsepower	24.0	30.5	36.0	48.0	51.2
Firing Order	1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2	
Idling Speed	Synchromesh (In Neutral)	500			700
	Powerglide (In Drive)	500			500 NA
Compress. Press. (PSI) @ Cranking Speed, Engine Hot	140			150	
Power Plant Mounting	Front	Two, combination compression & shear type			
	Rear	Two	One, shear type		
Measurements	Fan to rear of engine block	24.23	33.09	32.67	30.14
	Top of a/cldr to bottom of oil pan	26.49	26.55	26.67	29.13
	Width - including generator	21.11	28.37		28.92

● ADVERTISED ENGINE RATING

Engine Designation	L4-90 HP Super-Thrift 153 Cu.In.	L6-120 HP Hi-Thrift 194 Cu.In.	L6-140 HP Turbo-Thrift 230 Cu.In.	V8-195 HP Turbo-Fire 283 Cu.In.	V8-220 HP Turbo-Fire 283 Cu.In.	V8-275 HP Turbo-Fire 327 Cu.In.	V8-350 HP Turbo-Fire 327 Cu.In.	
Availability	Base	Base	RPO L26	Base	RPO L77	RPO L30	RPO L79	
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel	
Brake HP @ RPM	Gross	90 @ 4000	120 @ 4400	140 @ 4400	195 @ 4800	220 @ 4800	275 @ 4800	350 @ 5800
	Net	80 @ 4000	95 @ 4000	120 @ 3600	150 @ 4400	185 @ 4400	210 @ 4400	360 @ 3600
Torque @ RPM (lb-ft)	Gross	152 @ 2400	177 @ 2400	220 @ 1600	285 @ 2400	295 @ 3200	355 @ 3200	360 @ 3600
	Net	135 @ 2000	155 @ 2000	205 @ 1600	245 @ 2400	260 @ 2800	310 @ 2800	

ENGINE SPEED AND PISTON TRAVEL

153 CUBIC INCH L-4 ENGINE

Transmission	3-Speed	Powerglide
Rear Axle Ratio	3.08:1	
Tire Size	6.50x13-4PR	
Crankshaft Revolutions per Mile	2602.6	
Crankshaft RPM @ 1 MPH	Low	78.9
	Second	72.9
	Third	43.4 (direct)
	Reverse	78.9
Piston Travel (ft/mile)	1409.7	

194 AND 230 CUBIC INCH L-6 ENGINE

Transmission	3-Speed	Powerglide
Rear Axle Ratio	3.08:1 (a)	
Tire Size	6.50x13-4PR (b)	
Crankshaft Revolutions per Mile	2602.6	
Crankshaft RPM @ 1 MPH	Low	78.9
	Second	72.9
	Third	43.4 (direct)
	Reverse	78.9
Piston Travel (ft/mile)	1409.7	

(a) 3.36:1 standard on Station Wagons.

(b) 6.95x14-8PR standard on Station Wagons.

283 CUBIC INCH V-8 ENGINE

Transmission	3-Speed	4-Speed	Powerglide
Rear Axle Ratio	3.08:1	3.08:1	3.08:1
Tire Size	6.95x14-4PR (a)		
Crankshaft Revolutions per Mile	2528.7	2528.7	2528.7
Crankshaft RPM @ 1 MPH	Low	131.1	76.7
	Second	92.7	
	Third	61.9	
	Fourth	42.1	42.1 (direct)
	Reverse	131.1	76.7
Piston Travel (ft/mile)	1264.4	1264.4	1264.4

(a) 6.95x14-8PR standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission	275 HP - RPO L30			350 HP - RPO L79		
	3-Speed	4-Speed	Powerglide	3-Speed	4-Spd (M20)	4-Spd (M21)
Rear Axle Ratio	3.08:1			3.07:1	3.31:1	3.31:1 (b)
Tire Size	6.95x14-4PR (a)					
Crankshaft Revolutions per Mile	2528.7			2520.1	2717.5	
Crankshaft RPM @ 1 MPH	Low	107.0	74.2	106.7	114.1	99.6
	Second	63.2	55.6	63.0	85.1	74.3
	Third	42.1	42.1 (direct)	42.0	66.1	57.5
	Fourth		42.1		45.3	45.3
	Reverse	110.8	107.0	74.2	110.5	117.3
Piston Travel (ft/mile)	1369.7			1365.2	1472.0	

(a) 6.95x14-8PR standard on Station Wagons.

(b) 3.55:1 and 3.73:1 available as options.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 194 CU.IN. 120 HP	RPO L26 230 CU.IN. 140 HP	BASE 283 CU.IN. 195 HP	RPO L77 283 CU.IN. 220 HP	RPO L30 327 CU.IN. 275 HP	RPO L79 327 CU.IN. 350 HP
MODEL	11169	11369	11369	11469	11469	11469	11469

3-SPEED TRANSMISSION

Performance Weight (pounds)	3255	3361	3365	3530	3578	3560	3607
Pounds per Gross Horsepower	36.16	28.01	24.03	18.10	16.26	12.95	10.31
Pounds per Cu.In. Displacement	21.28	17.33	14.63	12.47	12.64	10.89	11.03
Gross HP per Cu.in. Displacement	.588	.619	.609	.689	.777	.841	1.070
Power Displacement (cu.ft./mile)	115.22	146.09	173.21	207.06	207.06	239.26	232.43
Displacement Factor (cu.ft./ton mile)	70.82	86.96	102.98	117.32	115.74	134.42	128.84

4-SPEED TRANSMISSION

Performance Weight (pounds)				3530	3588	3556	
Pounds per Gross Horsepower				18.10	16.31	12.93	
Pounds per Cu.In. Displacement				12.47	12.68	10.89	
Gross HP per Cu.in. Displacement				.689	.777	.841	
Power Displacement (cu.ft./mile)				207.06	207.06	239.26	
Displacement Factor (cu.ft./ton mile)				117.32	115.42	134.42	

POWERGLIDE*

Performance Weight (pounds)	3265	3371	3372	3540	3588	3579	3603
Pounds per Gross Horsepower	36.28	28.09	24.09	18.15	16.31	13.01	10.29
Pounds per Cu.In. Displacement	21.34	17.38	14.66	12.51	12.68	10.94	11.02
Gross HP per Cu.in. Displacement	.588	.619	.609	.689	.777	.841	1.070
Power Displacement (cu.ft./mile)	115.22	146.09	173.21	207.06	207.06	239.26	232.43
Displacement Factor (cu.ft./ton mile)	70.82	86.70	102.98	117.32	115.42	134.42	139.14

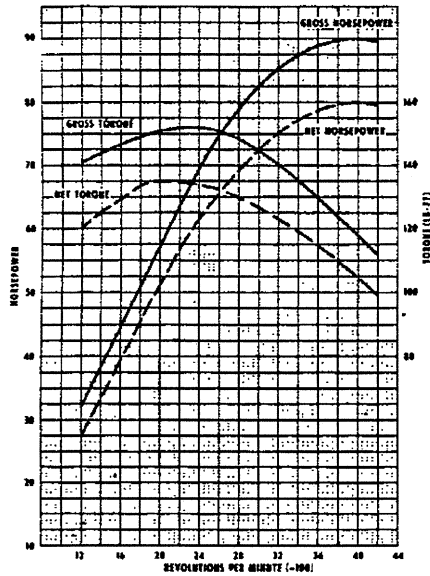
* - Data computed assuming zero slippage in torque converter.

GLOSSARY

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

ENGINE OUTPUT CURVES

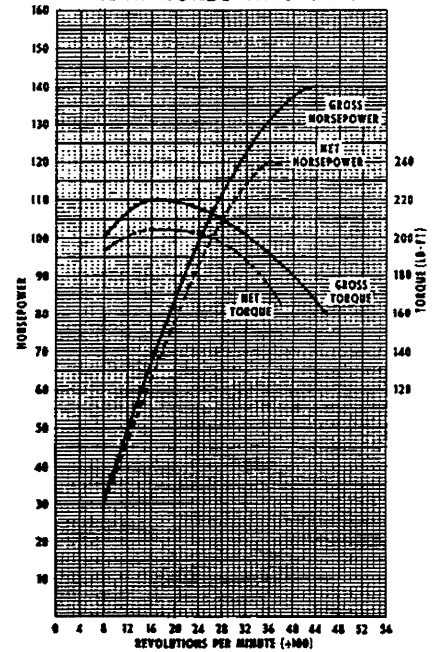
90 HP SUPER-THRIFT L-4



120 HP HI-THRIFT L-6



140 HP TURBO-THRIFT L-6



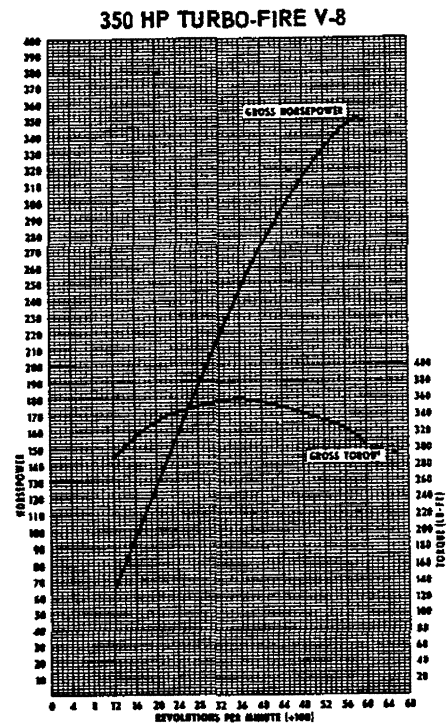
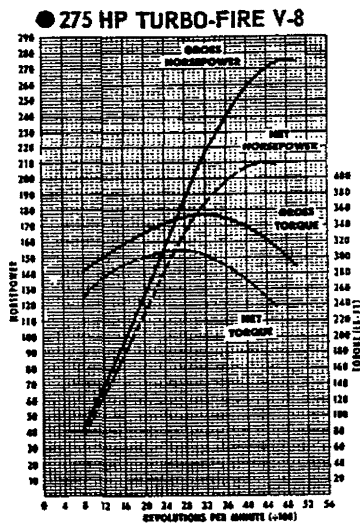
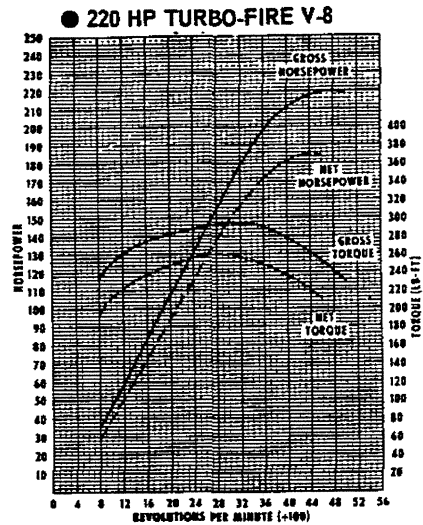
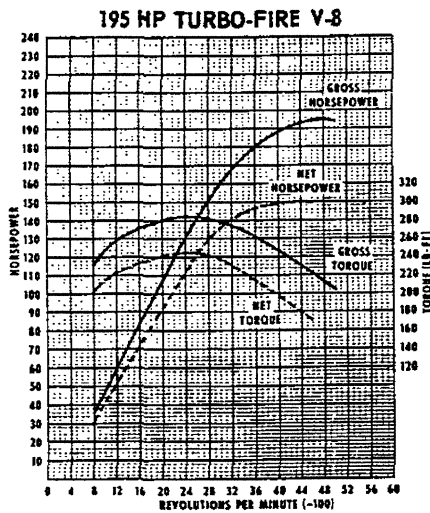
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

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

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

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

ENGINE OUTPUT CURVES—Cont'd.



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

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

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

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

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	-----	Cast alloy iron
Bore Diameter		
L4-153 Cu.In.	-----	3.8745-3.8775
L6-194 Cu.In.	-----	3.5620-3.5650
L6-230 Cu.In.	-----	3.8745-3.8775
V8-283 Cu.In.	-----	3.8745-3.8775
V8-327 Cu.In.	-----	3.9995-4.0025
No. of Bulkheads		
L4	-----	5
L6	-----	7
V8	-----	5
Water Jacket	-----	Full length around each cylinder
Cylinder Numbering Arrangement		
L4	-----	1-2-3-4
L6	-----	1-2-3-4-5-6
V8	-----	Left Bank 1-3-5-7 Right Bank 2-4-6-8
Bore Spacing (Centerline to Centerline)		
L4-153 Cu.In.	-----	4.4
L6-194 & 230 Cu.In.	-----	4.4
V8-283 & 327 Cu.In.	-----	4.4

CYLINDER HEAD

Material	-----	High chrome cast alloy iron
Bolt No. & Size		
L4-153 Cu.In.	-----	10; .500 dia. 13 threads/in.
L6-194 & 230 Cu.In.	-----	10; .500 dia. 13 threads/in.
V8-283 & 327 Cu.In.	-----	34; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)		
L4-153 Cu.In.	-----	5.37 Cu.In.
L6-194 Cu.In.	-----	4.47 Cu.In.
L6-230 Cu.In.	-----	5.37 Cu.In.
V8-283 Cu.In.	-----	4.39 Cu.In.
V8-327 Cu.In. (RPO L30)	-----	4.49 Cu.In.
V8-327 Cu.In. (RPO L79)	-----	3.97 Cu.In.

INLET MANIFOLD

Material	-----	Cast alloy iron
		V8-327 (RPO L79) Cast aluminum alloy
Type		
L4-153 Cu.In.	-----	2 port, rectangular section
L6-194 & 230 Cu.In.	-----	3 port, rectangular section
V8-283 & 327 Cu.In.	-----	8 port, double deck

EXHAUST MANIFOLD

Material	-----	Cast alloy iron
Type		
L4-153 Cu.In.	-----	3 port, center downtake
L6-194 & 230 Cu.In.	-----	4 port, center downtake
V8-283 & 327 Cu.In.	-----	Dual, 4 port, center downtake
Outlet Diameter	-----	2.0; (L76 & L79) 2.5

CRANKSHAFT

Material		
L4-153 Cu.In.	-----	Cast nodular iron or forged steel
L6-194 & 230 Cu.In.	-----	Cast nodular iron
V8-283 Cu.In.	-----	Cast nodular iron or forged steel
V8-327 Cu.In.	-----	Forged steel
End Play	-----	.002-.006
Counter Weights		
L4 & L6	-----	4
V8	-----	6
Crank Arm Length		
L4 & L6	-----	1.625
V8-283 Cu.In.	-----	1.50
V8-327 Cu.In.	-----	1.625
Forstional Damper		
L4	-----	None
L6	-----	Rubber mounted inertia
V8-283 Cu.In.	-----	None
V8-327 Cu.In.	-----	Rubber mounted inertia
Timing Gear		
L4 & L6	-----	Steel; helical cut
V8	-----	Steel; sprocket & chain
Pulley Pitch Diameter	-----	6.64

MAIN BEARINGS

Material		
L4, L6 & V8-283 Cu.In.	-----	Copper lead alloy or sintered copper nickel backed babbit
V8-327 Cu.In.	-----	Premium aluminum except No. 5 upper sintered copper nickel backed babbit
Type	-----	Precision removable
Thrust Against Bearing No.	-----	5 (L4 & V8); No. 7 (L6)
Clearance		
L4 & L6	-----	.0003-.0029
V8-283 Cu.In.	---	(#1-4) .0003-.0029; (#5) .0008-.0034
V8-327 Cu.In.	---	(#1-4) .0008-.0034; (#5) .0010-.0036

Dimensions	Theoretical	Effective	Projected
	Inner Dia.	Length	Area

L4-153 Cu.In.			
Bearing #1-4	2.3004	.752	1.7299
Bearing #5	2.3004	.760	1.7403

L6-194 & 230 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483

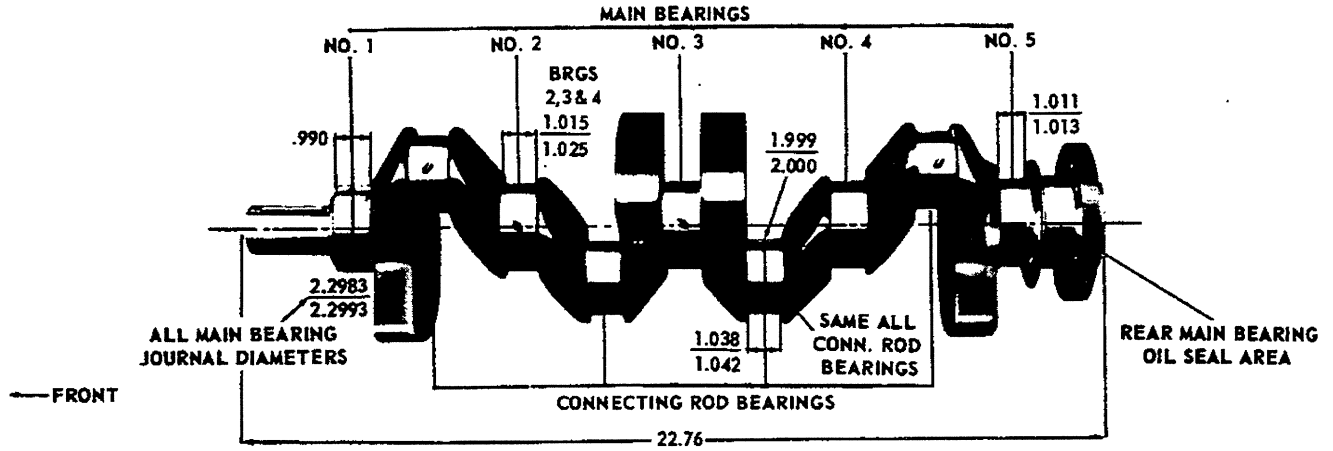
V8-283 Cu.In.			
Bearing #1	2.3008	.752	1.7302
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3004	1.177	2.7076

V8-327 Cu.In.			
Bearing #1	2.3013	.752	1.7306
Bearing #2-4	2.3009	.752	1.7303
Bearing #5	2.3006	1.1824	2.7202

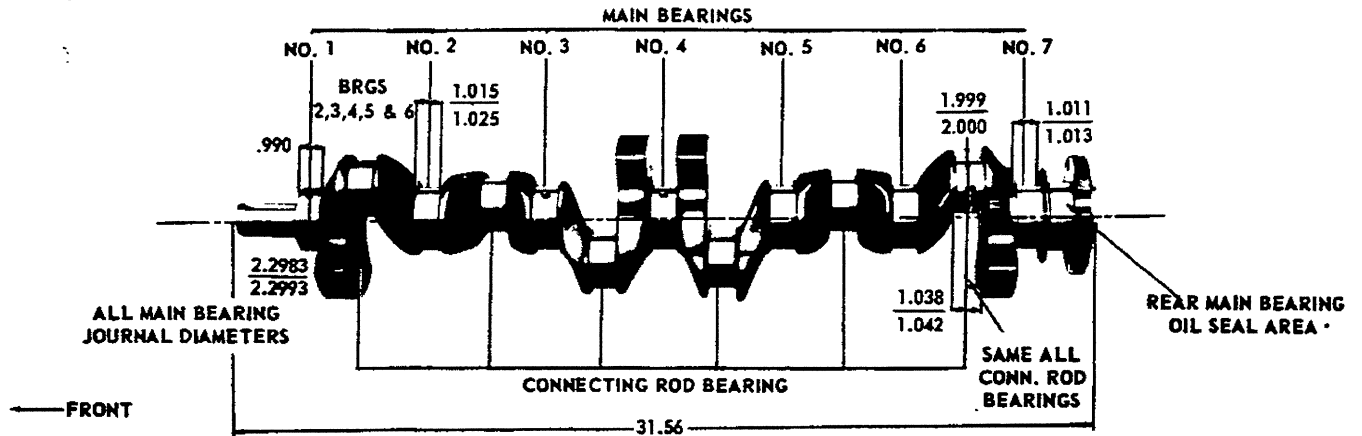
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

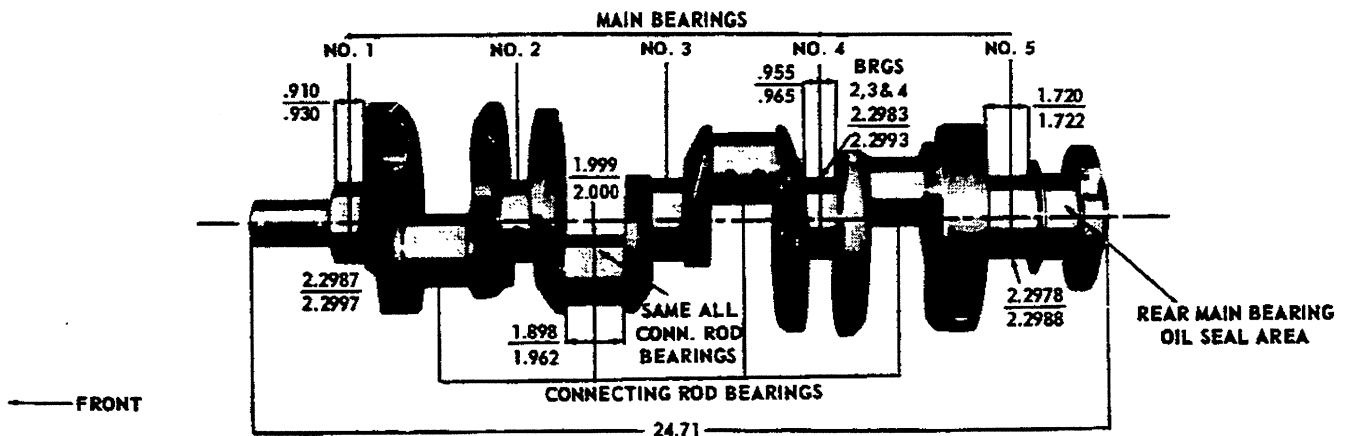
153 CUBIC INCH FOUR CYLINDER ENGINE



194 and 230 CUBIC INCH SIX CYLINDER ENGINES



283 and 327 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material ----- Cast alloy iron
 Drive ----- Gear; bakelite and fabric composition with steel hub
 L4 & L6 ----- Sprocket & chain; steel
 V8 -----
 Lobe lift
 L4-153 Cu.In. ----- .2270 Inlet & Exhaust
 L6-194 & 230 Cu.In. ----- .1896 Inlet & Exhaust
 V8-283 Cu.In. ----- .2658 Inlet & Exhaust
 V8-327 Cu.In. (RPO L30) ----- .2658 Inlet & Exhaust
 V8-327 Cu.In. (RPO L79) ----- .2981 Inlet & Exhaust
 Bearings ----- Steel backed babbit

VALVE TRAIN

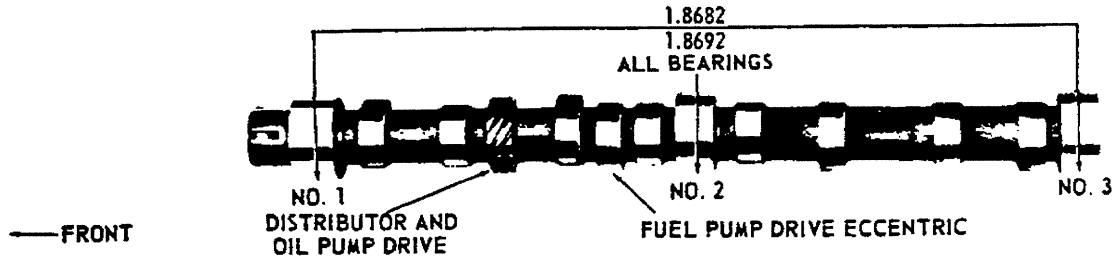
Type ----- Individually mounted, overhead rocker arms, push rod actuated
 Lifters ----- Hydraulic
 Rocker arms -----
 Ratio
 L4 & L6 ----- 1.75:1
 V8-283 & 327 ----- 1.50:1
 Push rods
 Type ----- Hollow steel
 Ends ----- Hardened
 V8-327 (RPO L79) - Hardened steel insert on rocker arm end

VALVE SPRINGS

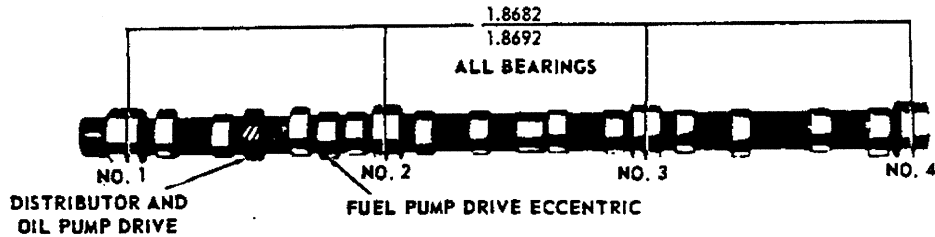
Diameter (I.D.) ----- .872-.888
 Installed length (in. @ lb.)
 Valves closed
 L4-153 Cu.In. ----- 1.66 @ 78-86
 L6-194 & 230 Cu.In. ----- 1.66 @ 56-64
 V8-283 & 327 Cu.In. ----- 1.66 @ 78-86
 Valves opened
 L4-153 Cu.In. ----- 1.26 @ 170-180
 L6-194 & 230 Cu.In. ----- 1.33 @ 170-184
 V8-283 & 327 Cu.In. ----- 1.26 @ 170-180
 Free length
 L4-153 Cu.In. ----- 2.08
 L6-194 & 230 Cu.In. ----- 1.92
 V8-283 & 327 Cu.In. ----- 2.08
 Valve spring damper
 L4-153 Cu.In. ----- Flat steel, 4 coils
 L6-194 & 230 Cu.In. ----- None
 V8-283 & 327 Cu.In. ----- Flat steel, 4 coils
 Oil shield ----- Steel cup

CAMSHAFT AND BEARINGS

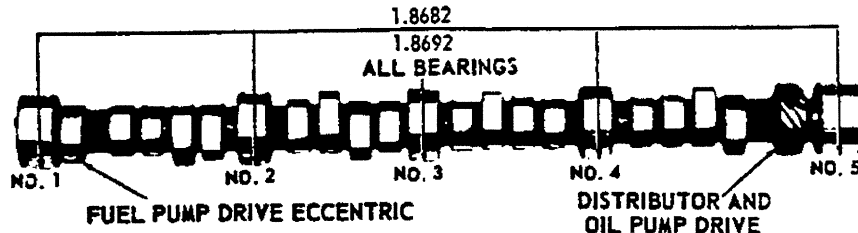
153 CUBIC INCH L-4 ENGINE



194 AND 230 CUBIC INCH L-6 ENGINE



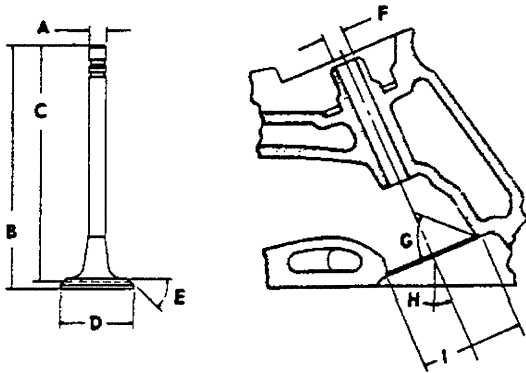
.283 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

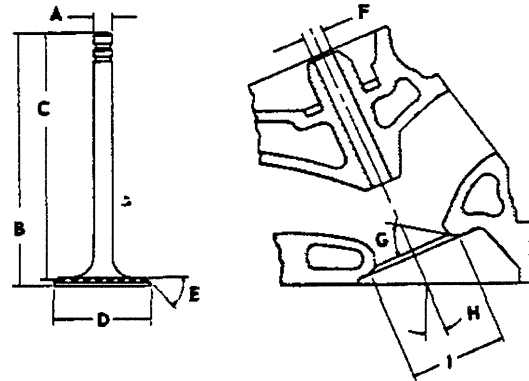
Material ----- Alloy steel
 Coating ----- None



A - Stem diameter	-----	.3410-.3417
B - Overall length	-----	
L4 & L6	-----	4.902-4.922
V8 - 283 Cu. In.	-----	4.902-4.922
V8 - 327 Cu. In.	-----	4.870-4.889
C - Gage length	-----	4.785-4.795
D - Overall head diameter	-----	
L4 & L6	-----	1.715-1.725
V8 - 283 Cu. In.	-----	1.715-1.725
V8 - 327 Cu. In. (RPO L30)	-----	1.935-1.945
V8 - 327 Cu. In. (RPO L79)	-----	2.017-2.023
E - Angle of face	-----	45°
F - Guide diameter	-----	.3427-.3437
G - Angle of seat	-----	46°
H - Valve angle	-----	
L4 & L6	-----	9°
V8 - 283 Cu. In.	-----	23°
V8 - 327 Cu. In.	-----	23°
I - Valve seat (cutter) diameter	-----	
L4 & L6	-----	1.770-1.790
V8 - 283 Cu. In.	-----	1.770-1.790
V8 - 327 Cu. In. (RPO L30)	-----	1.990-2.010
V8 - 327 Cu. In. (RPO L79)	-----	2.020

EXHAUST VALVES

Material ----- High alloy steel
 Coating ----- None
 L4 & L6 ----- None
 V8-283 & 327 ----- Aluminized face



A - Stem diameter	-----	.3410-.3417
B - Overall length	-----	
L4, L6 & V8 - 283 Cu. In.	-----	4.913-4.933
V8 - 327 (RPO L30)	-----	4.913-4.933
V8 - 327 (RPO L79)	-----	4.891-4.910
C - Gage length	-----	4.781-4.791
D - Overall head diameter	-----	
L4 & L6	-----	1.495-1.505
V8 - 283 Cu. In.	-----	1.495-1.505
V8 - 327 Cu. In. (RPO L30)	-----	1.495-1.505
V8 - 327 Cu. In. (RPO L79)	-----	1.595-1.605
E - Angle of face	-----	45°
F - Guide diameter	-----	.3427-.3437
G - Angle of seat	-----	46°
H - Valve angle	-----	
L4 & L6	-----	9°
V8 - 283 Cu. In.	-----	23°
V8 - 327 Cu. In.	-----	23°
I - Valve seat (cutter) diameter	-----	
L4 & L6	-----	1.550-1.570
V8 - 283 Cu. In.	-----	1.550-1.570
V8 - 327 Cu. In. (RPO L30)	-----	1.550-1.570
V8 - 327 Cu. In. (RPO L79)	-----	1.600

VALVE LIFT

L4-153 Cu.In. -----	.3973 Inlet & Exhaust
L6-194 & 230 Cu.In. -----	.3318 Inlet & Exhaust
V8-283 & 327 Cu.In. (RPO L30) ---	.3987 Inlet & Exhaust
V8-327 Cu.In. (RPO L79) -----	.4472 Inlet & Exhaust

VALVE TRAIN LASH

Inlet -----	Zero
Exhaust -----	Zero

VALVE TIMING (Crankshaft Degrees)

L4-153 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	17°30'	33°30'
Closes - ABC	54°30'	86°30'
Duration	252°	300°
Exhaust Valve		
Opens - BBC	57°	73°
Closes - ATC	15°	47°
Duration	252°	300°

L4-194 & 230 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve		
Opens - BBC	46°30'	92°30'
Closes - ATC	17°30'	63°30'
Duration	244°	336°

V8-283 & 327 Cu.In. (RPO L30)	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	12°30'	32°30'
Closes - ABC	57°30'	87°30'
Duration	250°	300°
Exhaust Valve		
Opens - BBC	54°30'	74°30'
Closes - ATC	15°30'	45°30'
Duration	250°	300°

V8-327 Cu.In. (RPO L79)	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	40°	54°
Closes - ABC	86°	108°
Duration	306°	342°
Exhaust Valve		
Opens - BBC	88°	102°
Closes - ATC	38°	60°
Duration	306°	342°

PISTONS

Material	
L4 & L6 -----	Cast aluminum alloy
V8-283 & 327 (RPO L30) -----	Cast aluminum alloy
V8-327 (RPO L79) -----	Aluminum impact extruded
Head type	
L4 -----	Flat, notched
L6-194 Cu.In. -----	Flat
L6-230 Cu.In. -----	Flat, notched
V8-283 & 327 Cu.In. (RPO L30) -----	Flat, notched
V8-327 Cu.In. (RPO L79) -----	Domed
Skirt type ----- Slipper	
Top land clearance	
L4 -----	.035-.044
L6-194 Cu.In. -----	.033-.044
L6-230 Cu.In. -----	.035-.044
V8-283 Cu.In. -----	.035-.044
V8-327 Cu.In. (RPO L30) -----	.0365-.0455
V8-327 Cu.In. (RPO L79) -----	.0395-.0425
Skirt clearance	
L4 & L6 -----	.0005-.0011
V8-283 & 327 Cu.In. (RPO L30) -----	.0005-.0011
V8-327 Cu.In. (RPO L79) -----	.0039-.0045
Compression ring groove depth	
L4 -----	.2153-.2218
L6-194 Cu.In. -----	.1960-.2025
L6-230 Cu.In. -----	.2153-.2218
V8-283 Cu.In. -----	.2153-.2218
V8-327 Cu.In. -----	.2217-.2283
Oil ring groove depth	
L4 -----	.2093-.2158
L6-194 Cu.In. -----	.1985-.2050
L6-230 Cu.In. -----	.2093-.2158
V8-283 Cu.In. -----	.2093-.2158
V8-327 Cu.In. -----	.2038-.2103
Pin bore offset	
L4 & L6 -----	.055-.065
V8-283 & 327 Cu.In. (RPO L30) -----	.055-.065
V8-327 Cu.In. (RPO L79) -----	On center
Compression height	
L4 & L6 -----	1.799-1.801
V8-283 Cu.In. -----	1.799-1.801
V8-327 Cu.In. (RPO L30) -----	1.674-1.676
V8-327 Cu.In. (RPO L79) -----	1.673-1.677

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Inside bevel (bottom of ring 30 degrees to piston vertical axis)
Face	Tapered edge
	V8-327 Cu.In. (RPO L79) - Straight edge
Coating	Chrome plate face
	V8-327 Cu.In. (RPO L79) - Molybdenum inlay
Width	.0775-.0780 (RPO L79) - .0770-.0775
Wall Thickness	
L4-153 Cu.In.	.179-.194
L6-194 Cu.In.	.168-.178
L6-230 Cu.In. & V8-283 Cu.In.	.179-.194
V8-327 Cu.In.	.190-.200
Gap	
L4, L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In. (RPO L30)	.013-.023
V8-327 Cu.In. (RPO L79)	.013-.025

COMPRESSION RINGS - LOWER

Type	One ring
L4 & L6	One ring
V8-283 & 327 Cu.In. (RPO L79)	One ring
V8-327 Cu.In. (RPO L30)	One ring and one expander
Material	Cast alloy iron
Inside bevel	Top of ring 30 degrees; 50 degrees for V8-327 RPO L30; to piston vertical axis
Face	Tapered
Coating	Wear resistant
V8-327 Cu.In. (RPO L79)	Chrome plate
Width	
L4, L6 & V8-283 Cu.In.	.0770-.0780
V8-327 Cu.In.	.0770-.0775
Wall Thickness	
L4 & L6-230 Cu.In.	.184-.194
L6-194 Cu.In.	.168-.178
V8-283 Cu.In.	.184-.194
V8-327 Cu.In. (RPO L30)	.164-.170
V8-327 Cu.In. (RPO L79)	.190-.200
Gap	
L4, L6 & V8-283 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.025
Expander (V8-327 Cu.In. RPO L30)	
Material	Steel
Width	.068-.074
Wall Thickness	.0180

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	Steel
Rails	Alloy steel
Spacer	
Width	
L4 & L6	.1840-.1880
V8-283 & 327 Cu.In.	.1840-.1880
Wall Thickness	
L4 & L6	.150-.156
V8-283 & 327 Cu.In.	.150-.156
Gap	.015-.055
Rail Coatings	Chrome plated

PISTON PINS

Material	Chromium steel
Length	2.990-3.010
Diameter	.9270-.9273
Clearance in Piston	.00015-.00025
Pin Mounting	Locked in rod by shrink fit

CONNECTING RODS

Material	Drop forged steel
Length (Center to Center)	
L4 & L6	5.699-5.701
V8-283 & 327 Cu.In.	5.699-5.701

CONNECTING ROD BEARINGS

Material	
L4, L6 & V8-283 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L4 & L6	.0007-.0027
V8-283 Cu.In.	.0007-.0027
V8-327 Cu.In.	.0007-.0028
Theoretical I.D.	
L4 & L6	2.0016
V8-283 Cu.In.	2.0016
V8-327 Cu.In.	2.0017
Effective Length	.807
End Play	.009-.013

EXHAUST AND VENTILATION SYSTEM

TYPE

L4 & L6	-----	Single
V8-283 Cu.In.	-----	Single with crossover pipes
V8-283 Cu.In. (RPO-L77)	-----	Dual
V8-327 Cu.In. (RPO L30)	-----	Sgl w/crossover pipes
V8-327 Cu.In. (RPO L79)	-----	Dual

MUFFLERS

Type	-----	Oval, reverse flow
Construction	-----	Heads and body joined by rolled lock seam construction
Heads		
L4, L6 & V8-283	-----	.048 sheer steel, aluminized
V8-327 (RPO L30)	-----	.048 sheer steel, aluminized
V8-283 (RPO L77) & V8-327 (RPO L79)	-----	
Left hand	-----	.048 sheer steel, aluminized
Right hand	-----	.048 stainless steel
Shell		
L4, L6 & V8-283	-----	.036 sheer steel, aluminized
V8-327 (RPO L30)	-----	.036 sheer steel, aluminized
V8-283 (RPO L77) & V8-327 (RPO L79)	-----	
Left hand	-----	.036 sheer steel, aluminized
Right hand	-----	.036 stainless steel
Wrap	-----	.030 indented asbestos sheet
Cover	-----	.018 sheer steel, aluminized
Baffles		
L4, L6 & V8-283	-----	4; .036 sheer steel, aluminized
V8-327 (RPO L30)	-----	4; .036 sheer steel, aluminized
V8-283 (RPO L77) & V8-327 (RPO L79)	-----	
Left hand	-----	4; .036 sheer steel, aluminized
Right hand	-----	4; .036 stainless steel
Length, Body		
L4 & L6	-----	17.00
V8-283 & 327	-----	17.00
Width (I.D.)	-----	9.25
Height (I.D.)	-----	5.00

EXHAUST CROSSOVER PIPE

Dimensions (O.D.)	-----	2.00
Wall thickness	-----	.067-.081

EXHAUST PIPE

Dimensions (O.D.)		
L4, L6 & V8-283	-----	2.00
V8-283 (RPO L77) & 327	-----	2.50
Wall thickness		
L4 & L6	-----	.057-.071
V8-283	-----	.057-.071
V8-283 (RPO L77) & 327	-----	.073-.091 laminated

RESONATORS (Used with 283-RPO L77 and 327 engines only; not used on station wagons except with 327-RPO L30 engine).

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

TAIL PIPES

Dimensions (O.D.)		
L4, L6 & V8-283	-----	1.875
V8-283 (RPO L77) & 327	-----	2.00
Wall thickness	-----	.062-.076

ENGINE VENTILATION

L6, V8-283 & 327 (RPO L30)	-----	Positive-type
Fresh air metered into the engine through the oil filler cap. Unburned fumes drawn into the induction system, controlled by a regulating valve, and burned in the combustion chamber and expelled through the exhaust system.		
V8-327 (RPO L79)	-----	Closed-Positive type
Fumes drawn into induction system from crankcase via hose connected to left side rocker cover and base of carburetor and metering orifice at base of carburetor. Fresh air is picked up from carburetor air cleaner and ducted to right side rocker cover.		

AIR INJECTION REACTOR

(California vehicles only)

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

Air Injection Pump

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

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L4 & L6	Main and conn. rod bearing throw off
V8	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L4 & L6	Nozzle sprayed
V8	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Oil wetted crimped aluminum breather
Location	
L4 & L6	Forward end of rocker cover
V8	Left front of intake manifold

CRANKCASE CAPACITIES (Quarts)

Refill	
L4	3.5
L6	4
V8	4
Refill with Filter Change	
L4	4
L6	5
V8	5

LUBRICANT GRADES AND TEMPERATURES

32°F and Above	SAE 20W, SAE 20 or SAE 10W-30
0°F and Above	SAE 10W or SAE 10W-30
Below 0°F	SAE 5W or SAE 5W-20
Alternate	SAE 5W-30 can be used for 5W; 5W-20 or 10W-30

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure	
L4 & L6	30-45 PSI @ 1500 RPM
V8-283 & 327	30-45 PSI @ 1500 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L4 & L6	4.3 @ 2000
V8-283 & 327	4.3 @ 2000

OIL FILTER

Type	
L4 & L6	Full flow, throw away cannister
V8	Full flow, replaceable element
Location	
L4 & L6	Right side front of engine
V8	Left rear side of engine
Capacity	One quart
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

Type	Hex head
Location	
L4 & L6	Front lower face of oil pan sump
V8	Left lower face of oil pan sump
Size of Hex Head	.860-.875
Thread	1/2-20 UNF 2A
Length	0.81
Diameter	.410-.430

OIL DIPSTICK - LOCATION

L4 & L6	Right side front of engine block
V8-283 & 327	Left side front direct to oil pan

COOLING SYSTEM

●GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L4-153 Cu.In.	9 qts
L6-194 Cu.In.	12 qts
L6-230 Cu.In.	12 qts
V8-283 Cu.In.	16 qts
V8-327 Cu.In. (RPO L30)	15 qts
V8-327 Cu.In. (RPO L79)	16 qts

●RADIATOR

Make and type	Harrison, tube and center
Core constant and thickness	
Distance between fins	
L4-153 Cu.In.	.25 Syn. & P/Gld
L6-194 Cu.In.	.20 Syn., .18 P/Gld
L6-230 Cu.In.	.20 Syn. & P/Gld
V8-283 Cu.In.	.18 Syn., .16 P/Gld
V8-327 (RPO L30)	.18 Syn. & P/Gld
V8-327 (RPO L79)	.16 Syn. & P/Gld
Distance between tubes	.55
Thickness of core	1.26; 1.98 (RPO L79-327 Cu.In.)
Frontal Area (Sq.In.)	
L4-153 Cu.In.	229
L6-194 Cu.In.	255
L6-230 Cu.In.	323
V8-283 & 327 Cu.In.	357

RADIATOR HEAVY DUTY (RPO V01)

Core constant and thickness	
Distance between fins	.16 Syn. & P/Gld
Distance between tubes	.55
Thickness of core	
L4-153; L6-194 & 230 Cu.In.	1.26
V8-283 & 327 (RPO L30)	1.75
V8-327 (RPO L79)	2.62
Frontal area (Sq.In.)	
L4-153 Cu.In.	229
L6-194 Cu.In.	323
L6-230 Cu.In.	357
V8-283 & 327 Cu.In.	357

RADIATOR CAP RELIEF VALVE

Opens at ----- Approximately 15 PSI

THERMOSTAT

Type	Peller
Begins to open at	177°-183°F
Fully opened at	212°F

RADIATOR HOSE

Outlet, lower (radiator to water pump)	1.75 ID
Inlet, upper (thermostat hsg. to radiator)	
L4-153 & L6-194	1.28 ID
L6-230; V8-283 & 327	1.50 ID

FAN

Number of blades	
L4, L6 & V8-283 & 327 Cu.In.	4
V8-327 Cu.In. (RPO L79)	5, staggered
Diameter	
L4	16.00
L6 & V8-283 & 327 Cu.In.	17.62
V8-327 Cu.In. (RPO L79)	18.00
Fan pulley pitch diameter	7.00
Drive (V8-327 Cu.In. RPO L79 only)	
Type	Thermomodulated fluid coupling
Performance at 4000 rpm input	At 135°-155°F
	fan speed 3200 to 3500 rpm; at 120°F
	and below, fan speed 800-1800 rpm

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38°-42°
Pitch line	
L4-153 Cu.In.	40.50
L6-194 & 230 Cu.In.	39.00
V8-283 Cu.In.	53.50
V8-327 Cu.In.	53.50
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L4-153 Cu.In.	63 GPM @ 4400 Engine RPM
L6-194 Cu.In.	58 GPM @ 4400 Engine RPM
L6-230 Cu.In.	60 GPM @ 4400 Engine RPM
V8-283 Cu.In.	54 GPM @ 4400 Engine RPM
V8-327 Cu.In.	57 GPM @ 4400 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (pump to engine rpm)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator - Petcock	
L4 & L6-194 Cu.In.	Bottom center;
	Heavy duty - left side bottom
L6-230, V8-283 & 327 Cu.In.	Left side bottom
Engine block - Plug	
L4 & L6	Left side rear
V8	Right and left center

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY
 Voltage Rating ----- 12
 Capacity (SAE)
 L4, L6 & V8-283 ----- 44 Amp hr @ 20 hr rate
 V8-327 ----- 60 Amp hr @ 20 hr rate
 Heavy Duty (RPO T60) --- 70 Amp hr @ 20 hr rate
 Total Number of Plates
 L4, L6 & V8-283 ----- 54
 V8-327 and Heavy Duty ----- 66
 Number of Cells ----- 6
 Terminal Grounded ----- Negative
 Location ----- Right front engine compartment

Test Conditions ----- Engine at operating temp.

No Load Test
 Amps
 L4, L6 & V8-283 ----- 49-76
 V8-327 ----- 65-100
 Volts ----- 10.6
 RPM
 L4, L6 & V8-283 ----- 6200-9400
 V8-327 ----- 3600-5100

Motor Drive
 Engagement ----- Solenoid
 Pinion Meshes at ----- Rear
 Pinion Tooth No. ----- 9
 Flywheel Tooth No. ----- 153
 Mounting ----- Bolted to cylinder block flange

GENERATOR

Type ----- Diode rectified
 Rating
 Amps
 All 11100-300-500 Models except Sta. Wgns. -- 4-32
 All Sta. Wgns. and 11400-60-700-800 Models -- 9-37
 Volts ----- 12-15
 Drive ----- By fan belt
 Pulley Pitch Diameter ----- 2.70
 Ratio (Gen. to Engine Speed) ----- 2.46:1

IGNITION SYSTEM

DISTRIBUTORS ----- Refer to chart below

COIL

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

REGULATOR

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

SPARK PLUGS

Type
 L4 & L6 ----- AC 46N (Long reach)
 V8-283 ----- AC45
 V8-327 ----- AC44
 Thread Size (mm) ----- 14
 Gap ----- .033-.038
 Torque ----- 25 lb ft

STARTING SYSTEM

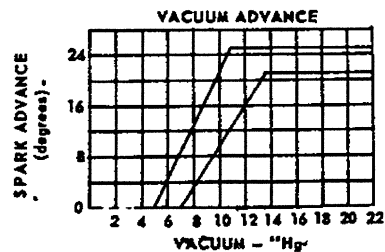
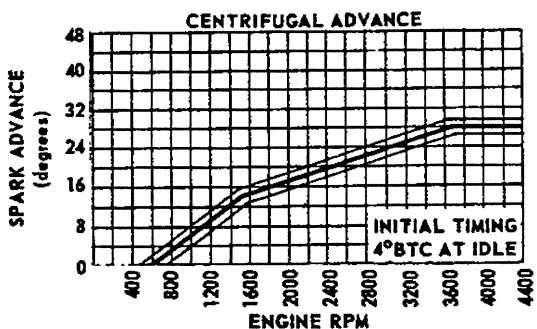
STARTING MOTOR
 Rotation (Drive End View) ----- Clockwise

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

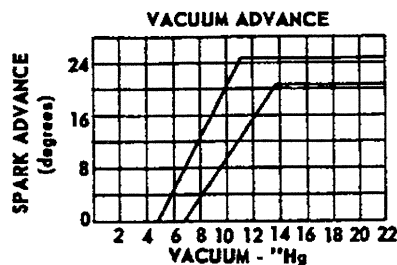
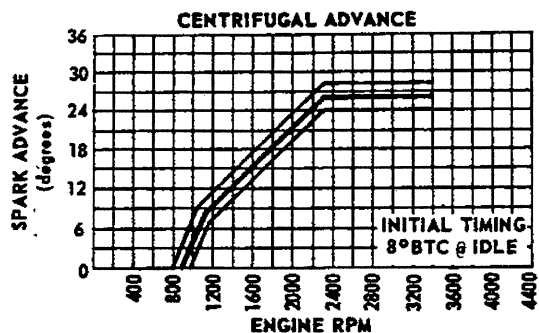
DISTRIBUTORS	L-4 153 CU.IN. 90 HP	L-6 194 CU.IN. 120 HP	L-6 230 CU.IN. 140 HP	V-8 283 CU.IN. 195 HP	V-8 283 CU.IN. 220 HP	V-8 327 CU.IN. 275 HP	V-8 327 CU.IN. 350 HP
Model	1110292	1110360	1110362	1111150	1111150	1111152	1111154
Type	Single Breaker						
Cam angle	31°-34°			28°-32°			
Breaker gap	.019 (new)						
Breaker arm tension	19-23 oz						
Centrifugal advance begins (RPM)	900						
Max degrees @ RPM	28 @ 3700	26 @ 2300	30 @ 3200	28 @ 4200		26 @ 4100	30 @ 5100
Vacuum advance begins (In. Hg)	6.00						
Max degrees @ In. Hg	23 @ 12	21 @ 14.5	21 @ 14.5	15 @ 15.5		15 @ 15.5	15 @ 12
Timing (initial design setting)	4° ± 1	8° ± 1	4° ± 1	4° ± 1	4° ± 1	8° ± 1	10° ± 1
Crankshaft degrees at RPM (with vacuum line disconnected)	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 500	BTC @ 700
Timing mark location	On crankshaft pulley for 153 & 283, remainder on harmonic balancer						

ELECTRICAL SYSTEM—Cont'd.

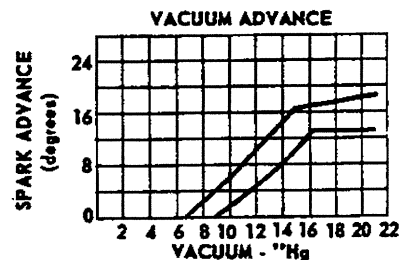
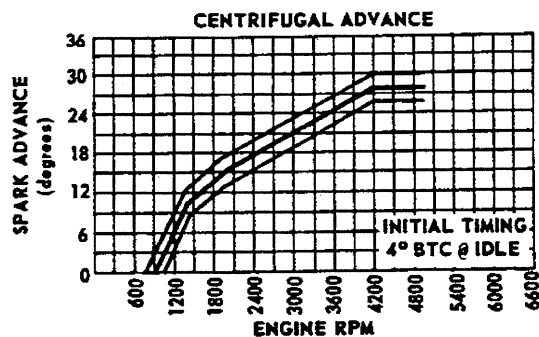
153 CUBIC INCH L-4 ENGINE



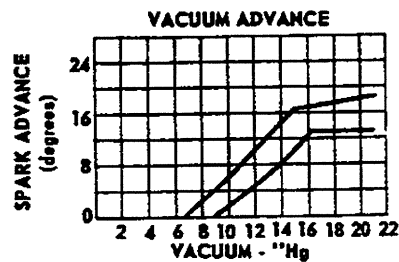
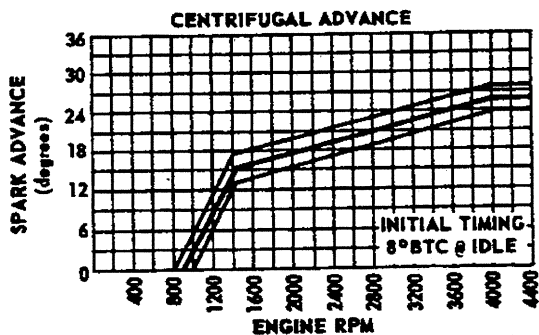
194 CUBIC INCH L-6 ENGINE



283 CUBIC INCH V-8 ENGINE



327 CUBIC INCH V-8 ENGINE



CLUTCHES AND TRANSMISSIONS

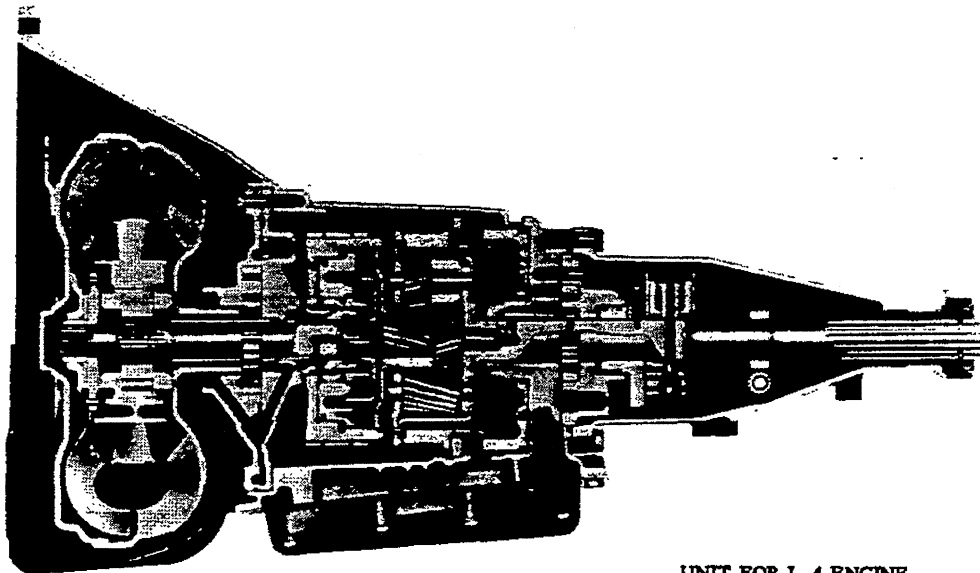
CLUTCHES

Engine	Type	L-4 153 CU.IN.		L-6 194 CU.IN.		L-6 230 C.I.	V-8 283 CU.IN.		V-8 327 CU.IN.		
	Availability	Regular Production				RPO L26	Base & RPO L77		RPO L30 & L79		
Clutch for	Type	3-Spd	M01*	3-Spd	M01*	3-Spd	3-Speed	4-Spd	3-Spd	4-Spd	
		Single dry disc						Single dry disc, centrifugal			
Clutch cover & pressure plate	Eff. plate load, lb.	1350-1450	1900-2200	1340-1450	1900-2200	1500-1800	1700-1950		2100-2300		
	Press. plate matl.	Cast iron						Nodular iron			
	Clutch spring type	Diaphragm						Diaphragm, bent finger design			
	Clutch spring matl.	Heat treated spring steel									
Driven plate	Type	Single disc with two friction surfaces									
	Cushions	Flat spring steel between friction rings									
	Dampers	4 coil springs	6 coil springs				12 coil springs (6 sets of two)	10 coil springs (5 sets of two)			
	Friction rings	OD	9.12	10.0	9.12	10.0	9.12	10.0	10.4		
		ID	6.12	6.0	6.12	6.0	6.12	6.5			
		Total area sq.in.	71.8	100.5	71.8	100.5	71.8	90.7		103.5	
Matl.		Woven type asbestos (a)									
Flywheel	Ring gear	Matl.	Heat treated HR steel								
		No. of teeth	153								
		PD	12.75								
		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									

- * M01 - Option for Heavy Duty Clutch
(a) M01 - Woven front and molded rear facings

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type		3-Speed					4-Speed (M20)			4-Spd (M21)	
Engine Application	Type	L-4 153 C.I.	L-6 194 C.I.	V-8 283 C.I.	L-6 230 C.I.	V-8 327 C.I.	V-8 283 C.I.	V-8 327 C.I.	V-8 327 C.I.		
	Availability	Standard			L-26	L30	L79	Std.	L30	L79	L79
Case material	Type	Cast Iron						Aluminum			
Gear Shift	Control	Remote									
	Location	Steering column						Floor			
	Type	Helical									
Gears	Material	Forged steel hardened									
	Synchronization	All forward gears									
	Constant mesh gear	All gears						All forward gears			
	Sliding gears	None						Reverse			
	Ratios	First	2.85			2.54		3.11	2.54	2.52	2.20
		Second	1.68			1.50		2.20	1.80	1.88	1.64
		Third	1.00			1.00		1.47	1.32	1.46	1.27
Fourth							1.00	1.00	1.00	1.00	
Reverse		2.95			2.63		3.11	2.54	2.59	2.26	
Lubricant	Type	Meeting Military Specification MIL-L-2105B									
	Capacity (pts)	2						2.5			
Extension	Material	Aluminum									
	Oil seal	Steel encased double seal of spring loaded rubber or felt									



UNIT FOR L-4 ENGINE

AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-4 153 Cu.In.	L-6 194 Cu.In.	V-8 283 Cu.In.	L-6 230 Cu.In.	V-8 327 Cu.In.
	Availability	Standard		RPO L77	RPO L26	RPO L30
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse				
	Selector lever	Location	Steering column (c)			
		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		Air	Air (a)	Water		
Flywheel assembly		Steel stamping with welded on ring gear				
Hydraulic	Manual valve type	Spool				
	Pressure regulator valve type	Spool				
	Pressure @ Idle (b)	Drive	51		51	51
		Low	111		122	133
	Reverse	91		88	86	
Converter assembly	Type	Three element				
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.				
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover. Operation independent of cover and pump housing.				
	Stator	Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.				
	Stall torque ratio	2.40		2.10		
	Stall speed (RPM)	1580	1790	1540/1340	1560	1660
	Diameter (nominal)	11.0		11.75	11.0	11.75
Planetary gear set	Type	Compound planetary				
	Range	Drive	1.82 to 1.00			1.76 to 1.00
		Low	1.82			1.76
		Reverse	1.82			1.76
	Low band	Three linked circular segments				
Low band servo	Piston with release spring and inner cushion spring					
Case	Material	Aluminum (one piece)				

(a) Water cooled unit available optionally.

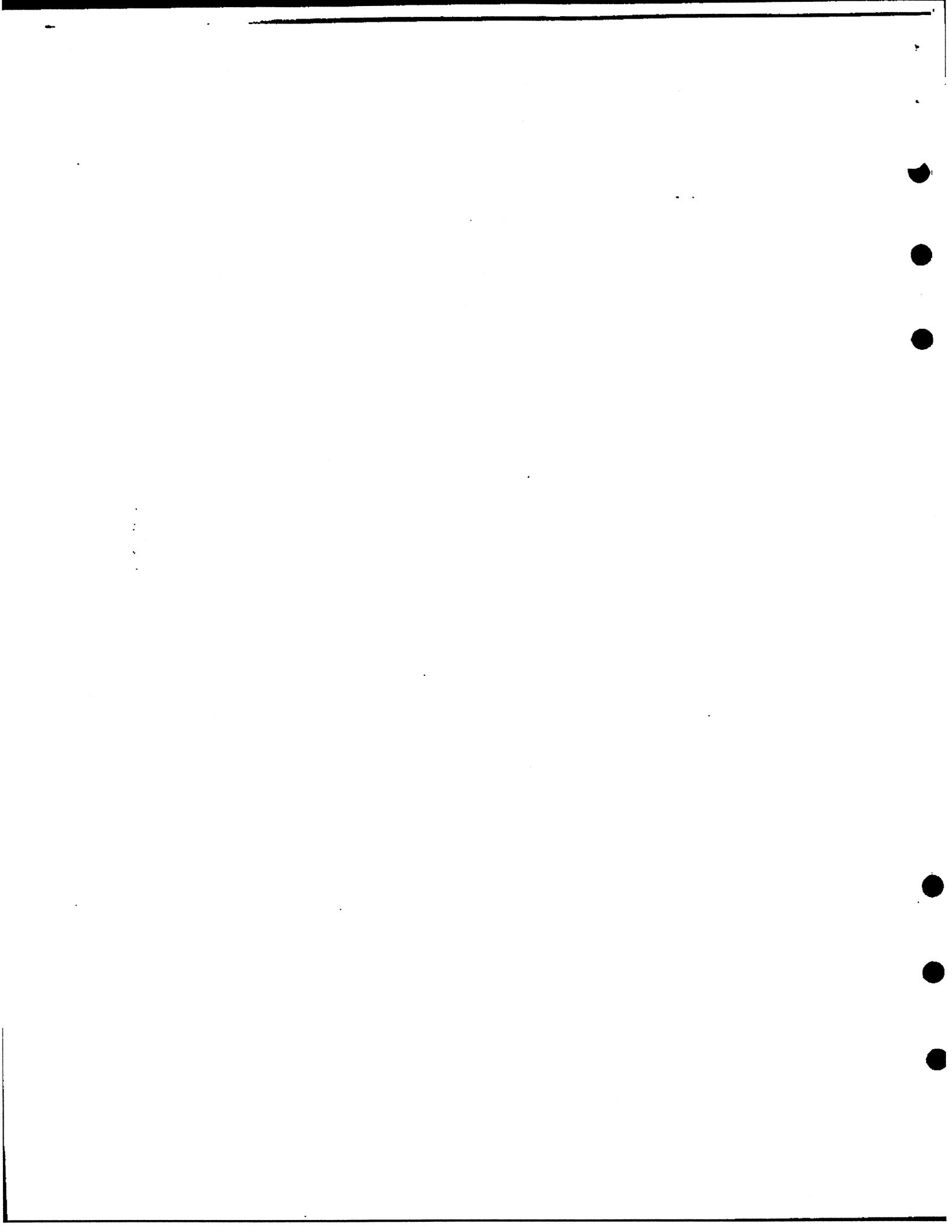
(b) Conditions: 450 RPM input @ 25 inches Hg vacuum.

(c) Floor mounted when used with bucket seats

AUTOMATIC TRANSMISSION (RPO M35) - CONTINUED

Engine	Type		L-6	L-6	V-8	L-6	V-8
			153 Cu.In.	194 Cu.In.	283 Cu.In.	230 Cu.In.	327 Cu.In.
	Availability		Standard		RPO L77	RPO L26	RPO L30
	N/V factor		44.8	43.3	42.1	43.3	42.1
Output shaft RPM and vehicle speed(MPH)	Upshift	Closed throttle	651(15)	651(15)	650(16)	650(16)	651(16)
		Throttle at detent	1905(44)	1905(44)	2085(51)	1900(45)	2130(54)
		Full throttle	2205(51)	2205(51)	2400(59)	2205(53)	2495(58)
	Down-shift	Closed throttle	605(14)	605(14)	605(15)	605(14)	605(15)
		Throttle at detent	1205(28)	1205(28)	825(20)	1170(28)	825(21)
		Full throttle	2100(48)	2100(48)	2270(55)	2060(49)	2350(59)
High clutch	Type		Multi-disk				
	Drive plates	Description	Waved steel with bonded organic facings				
		Number	3	4	3	4	
	Driven plates	Description	Flat steel				
Number		4	5	4	5		
Reverse clutch	Type		Multi-disk				
	Drive plates	Description	Flat steel with bonded organic facings				
		Number	4	4	4	5	
	Reaction plates	Description	Flat steel				
Number		4	4	4	5		
Torque multiplication	Maximum overall ratio		4.37:1		3.82:1		3.70:1
	Low and reverse		4.37:1 to 1.82:1		3.82:1 to 1.82:1		3.70:1 to 1.76:1
Lubricant	Type		A suffix A				
	Capacity (pts)	Dry	17	17 (a)	19	17	19
		Refill			6		6.5
Governor	Type		Centrifugal				
	Operation		Regulates pump oil pressure to automatic shift control valve				
	Drive		Mounted on output shaft				
Oil pump	Location		In extension				
	Type		Internal-external gear				
	Number		Two, front and rear				
Oil pump	Function		To supply pressure				
	Front pump	Drive	Converter pump				
		Function	Supply main system pressure at low vehicle speeds				
	Rear pump	Drive	Output shaft				
		Function	Supply main system pressure at high vehicle speeds and during push starts				

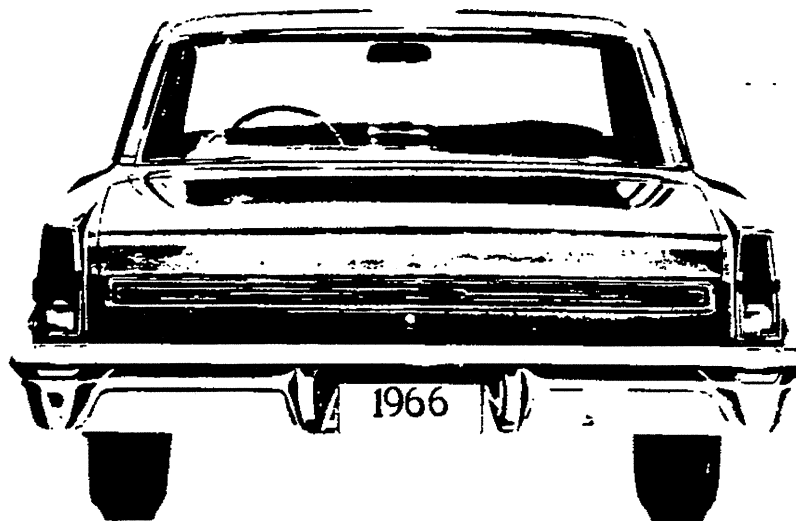
(a) 18 with water cooled equipment.



BODY

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

EXTERIOR PAINT PROCESS



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

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

EXTERIOR-INTERIOR COLORS

CHEVY II 100 111-113-11400 SERIES

			INTERIOR TRIM COLORS AND RPO NUMBERS		
			Med. Fawn	Red	Blue
			Models 11411-69		
			714	752	733
			Model 11435		
EXTERIOR			715	753	734
RPO	Color	Sales Name			
AA	Black	Tuxedo Black	X	X	X
CC	White	Ermine White	X	X	X
DD	Med. Blue	Mist Blue			X
EE	Dk. Blue	Danube Blue			X
FF	Brr. Blue	Marina Blue			X
HH	Med. Green	Willow Green	X		
KK	Med. Turq.	Artesian Turquoise	X		
LL	Dk. Turq.	Tropic Turquoise	X		
MM	Bronze	Aztec Bronze	X		
NN	Maroon	Madeira Maroon	X	X	
RR	Red	Regal Red		X	
TT	Fawn	Sandalwood Tan	X		
VV	Beige	Cameo Beige	X		X
WW	Slate	Chateau Slate			
YY	Yellow	Lemonwood Yellow	X		
Two-Tone (Lower/Upper)					
CK	White	Med. Turquoise		Not Available	
DC	Med. Blue	White			X
DE	Med. Blue	Dk. Blue			X
HC	Med. Green	White		Not Available	
LC	Dk. Turquoise	White		Not Available	
NA	Maroon	Black		Not Available	
TV	Fawn	Beige	X		
WA	Slate	Black		Not Available	

EXTERIOR-INTERIOR COLORS—Cont'd

NOVA 115-11600 SERIES

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS			
			Lt. Fawn	Turq.	Red	Blue
			Models 11669-37			
			716	779	754	735
			Model 11635			
RPO	Color	Sales Name	717	780	755	736
AA	Black	Tuxedo Black	X	X	X	X
CC	White	Ermine White	X	X	X	X
DD	Med. Blue	Mist Blue	X			X
EE	Dk. Blue	Danube Blue	X			X
FF	Brt. Blue	Marina Blue				X
HH	Med. Green	Willow Green	X			
KK	Med. Turq.	Artesian Turquoise	X	X		
LL	Dk. Turq.	Tropic Turquoise	X	X		
MM	Bronze	Aztec Bronze	X			
NN	Maroon	Madeira Maroon	X		X	
RR	Red	Regal Red			X	
TT	Fawn	Sandalwood Tan	X			
VV	Beige	Cameo Beige	X			
WW	Slate	Chateau Slate				X
YY	Yellow	Lemonwood Yellow	X	X		
Two-Tone (Lower/Upper)						
CK	White/Med. Turquoise			X		
DC	Med. Blue/White					X
DE	Med. Blue/Dk. Blue					X
HC	Med. Green/White				Not Available	
LC	Dk. Turquoise/White			X		
NA	Maroon/Black				Not Available	
TV	Fawn/Beige		X			
WA	Slate/Black				Not Available	

NOVA SS 117-11800 SERIES

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS				
			Light Fawn	Turq.	Red	Bright Blue	Black
			Model 11837				
RPO	Color	Sales Name	718	737	756	781	765
AA	Black	Tuxedo Black	X	X	X	X	X
CC	White	Ermine White	X	X	X	X	X
DD	Med. Blue	Mist Blue	X				X
EE	Dk. Blue	Danube Blue	X				X
FF	Brt. Blue	Marina Blue				X	X
HH	Med. Green	Willow Green	X				X
KK	Med. Turq.	Artesian Turquoise	X	X			X
LL	Dk. Turq.	Tropic Turquoise	X	X			X
MM	Bronze	Aztec Bronze	X				X
NN	Maroon	Madeira Maroon	X		X		X
RR	Red	Regal Red			X		X
TT	Fawn	Sandalwood Tan	X				X
VV	Beige	Cameo Beige	X				X
WW	Slate	Chateau Slate				X	X
YY	Yellow	Lemonwood Yellow	X	X			X
Two-Tone (Lower/Upper)							
CK	White/Med. Turquoise			X			
DC	Med. Blue/White				Not Available		
DE	Med. Blue/Dk. Blue				Not Available		
HC	Med. Green/White				Not Available		
LC	Dk. Turquoise/White			X			
NA	Maroon/Black						X
TV	Fawn/Beige		X				
WA	Slate/Black						X

BODY CONSTRUCTION AND GLASS AREA

GENERAL

Type ----- Unitized front end assembly bolted to body-frame integral structure with framing members welded to underbody, forming box section side rails, cross bars, and stiffeners.

DOORS AND LOCKS

Door construction ----- Double panel, hinged at front
 Door handles ----- Push-button with rotary type latches. Inside push button locks on rear doors of 4-door models.

Door ventipanes ----- Friction pivot

HOOD AND TRUNK LID

Type ----- Counterbalanced, with strap type hinges actuating torsion rods on trunk lid and spring loaded toggle-type hinges on rear of hood.

Hood release ----- External

VENTILATION

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

SEAT CONSTRUCTION

Type ----- Front seat cushion
 0.75 poly foam ----- 111-113-11400
 1.50 foam rubber ----- 117-11800
 1.75 poly foam ----- 115-11600
 ----- Rear seat cushion
 Jute and cotton ----- 113-11400
 1.00 poly foam --- 115-116-117-11800

WINDSHIELD WIPERS

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

SPARE TIRE AND TOOLS

Location ----- Sedans, horizontal-right forward side of trunk floor; Station wagon, upright-right - rear quarter panel well. Tools consist of bumper jack and socket end type "L" wrench stored beneath tire.

BODY GLASS

LOCATION	TYPE*	11	69	37	35
Windshield		1007.3		897.9	1007.3
Front door	Ventipane	97.5			
	Window	842.8	535.9	675.6	535.9
Rear door	Ventipane	99.4			
	Window	586.4			591.3
Rear quarter	Window	470.4	276.0		
	Rear side	1067.7			
Back window		932.8		1117.0	698.4
Total DLO area		3350.8	3259.3	3064.0	4150.2

* All window glass flat safety solid plate except curved laminated safety plate windshield.

AMA Specifications—Passenger Car

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

MANUFACTURER	Service Operations Department Chevrolet Motor Division	CAR NAME	CHEVY II	
MAILING ADDRESS	General Motors Building Detroit, Michigan 48202	MODEL YEAR	1966	ISSUED: 10-7-65
				REVISED (*)

NOTES:

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

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Electrical 12	Steering 19	Index 25

BODY—TYPES AND STYLE NAMES—

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

	Optional 230 Cu. In. L-6 RPO-L-26	Optional 327 Cu. In. V-8 RPO-L-30 RPO-L-79
Chevy II 100		
2-Door Sedan, 6 Passenger	11311	11411
4-Door Station Wagon, 2 Seat	11335	11435
4-Door Sedan, 6 Passenger	11369	11469
Nova		
4-Door Station Wagon, 2 Seat	11535	11635
2-Door Sport Coupe, 5 Passenger	11537	11637
4-Door Sedan, 6 Passenger	11569	11669
Nova SS		
2-Door Sport Coupe, 4 Passenger	11737	11837



AMA Specifications—Passenger Car

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

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	11300-500-700 230 Cu In L-6 140 HP RPO-L26	11400-600-800 327 Cu In V-8 275 HP RPO-L30 350 HP RPO-L79	
Wheelbase (L101)			110.0		
Track	Front (W101)		56.8; Station Wagons 56.3		
	Rear (W102)		56.3; Station Wagons 55.8		
Maximum Overall Dimensions	Length (L103)		183.0; Station Wagons 187.4		
	Width (W103)		71.3		
	Height (H101)		Sedans 55.1; Coupes 52.8*; Station Wagons 55.7		
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard		
	Manual - 4 speed	15	NA	Optional	
	Overdrive	15	NA		
	Automatic	16	Powerglide - optional	NA	
Axle ratio	Manual - 3 speed	17	3.08(a)	3.08	3.07
	Manual - 4 speed	17	NA	3.08	3.31
	Overdrive	17	NA		
	Automatic	17	3.08(a)	3.08	NA
Tire size	18	6.50 x 13 (b)	6.95 x 14-4 (c)	6.95 x 14-8 (d)	
Engine	Type, no. cyl., valve arr.	3	6 Cyl. OHV	90° OHV V-8	
	Fuel system (Carb., other)	10	Carburetor		
	Bore and stroke	3	3.875 x 3.25	4.001 x 3.250	
	Piston displ., cu. in.	3	230	327	
	Std. compression ratio	3	8.5:1	10.5:1	11.0:1
	Max. bhp at engine rpm	3	140 @ 4400	275 @ 4800	350 @ 5800
	Max. torque at rpm	3	220 @ 1600	355 @ 3200	360 @ 3600

* 53.8 on 117-11837

(a) Station Wagons 3.36

(b) with L-6 model sedans and Nova Sport Coupe

(c) V-8 model sedans and Nova Sport Coupe; Nova SS with L-6 or V-8 engine

(d) All station wagons.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)**GENERAL SPECIFICATIONS—DIMENSIONS**(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

MODEL	SAE Ref. No.	Sedans		Sport Coupes		Wagons
		2-Dr.	4-Dr.	BN	BKT	

FRONT COMPARTMENT

Shoulder room	W3	55.3				
Hip room	W5	59.2				
Max. eff. leg room - accelerator	L34	40.7	41.0		40.5	
Effective head room	H61	38.8	37.4	37.2	38.8	
H Point to Heel point	H30	9.1	9.3			

REAR COMPARTMENT

Shoulder room	W4	54.6	55.2	53.8	55.3
Hip room	W6	58.6			59.0
Minimum effective leg room	L51	35.5	36.2	31.2	31.0
Effective head room	H63	37.3	36.4		38.2

LUGGAGE COMPARTMENT

Usable luggage capacity	V1	13.0			--
Liftover height	H195	23.2	21.9	22.3	24.7
Position of spare tire storage		Horz., Trunk Floor			Ver. RR Quarter
Method of holding lid open		Torsion Bars Counterbalanced			--

STATION WAGON—THIRD SEAT

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

STATION WAGON—CARGO SPACE

MODEL	SAE Ref. No.	113-114-115-11635
Minimum distance between wheel houses at floor level	W201	42.8
Rear end opening width at belt	W204	47.0
Floor length from back of front seat at floor level to inside of closed tail gate	L202	86.0
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	73.2
Maximum height - floor covering to headlining at centerline of rear axle	H201	32.6
Maximum height of rear opening - tail and lift gates open	H202	28.7
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	76.2

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)
MODEL	11300-500-700			11400-600-800		
	230 Cu. In. L-6			327 Cu. In. V-8		
	140 HP RPO-L26	275 HP RPO-L30	350 HP RPO-L79			

ENGINE—GENERAL

Type, no. cyls., valve arr.	In-line 6 OHV	90° OHV V-8	
Bore and stroke (nominal)	3.875 x 3.25	4.001 x 3.250	
Piston displacement, cu. in.	230	327	
Bore spacing (C/L to C/L)	4.40		
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7
	R. Bank	(In-line)	2-4-6-8
Firing order	1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Compres. ratio (nominal)	8.5:1	10.5:1	11.0:1
Cylinder Head Material	Cast alloy iron		
Cylinder Block Material	Cast alloy iron		
Cylinder Sleeve-Wet, dry, none	None		
Number of mounting points	Front	Two	
	Rear	One	
Engine installation angle	3° 51'		
Taxable horsepower	$\frac{\text{Dia}^2 \times \text{No. Cyl.}}{2.5}$	36.0	51.2
Publishing max. bhp* @ eng. RPM	140 @ 4400	275 @ 4800	350 @ 5800
Publishing max. torque* (lb. ft. @ RPM)	220 @ 1600	355 @ 3200	360 @ 3600
Recommended fuel regular - premium	Regular	Premium	
Idle speed (spec. neutral or drive)	Manual	500 in neutral	700 in neutral
	Automatic	500 in drive	500 in drive
			NA

ENGINE—PISTONS

Material	Cast aluminum alloy		Alum. impact extruded
Description and finish	Flat head; notched; slipper skirt		
Weight (piston only) oz.	20.32	21.60	20.40
Clearance (limits)	Top land	.035-.044	.0365-.0455
	Skirt	Top	.0005-.0011(a)
		Bottom	.0005-.0011(b)
Ring groove depth	No. 1 ring	.2153-.2218	.2217-.2283
	No. 2 ring	.2153-.2218	.2217-.2283
	No. 3 ring	.2093-.2158	.2038-.2103
	No. 4 ring		

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

- (a) Measured 2.44 from top of piston
- (b) Measured 2.24 from top of piston
- (c) Measured 2.20 from top of piston

AMA Specifications—Passenger Car

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

POWER TEAMS

(Indicate whether standard or optional)

A B C D

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		A	B	C	D
11300 11500 11700	230 *	1-Bbl Down-draft	8.5:1	140	220	Sedans & Coupes 3-Speed Powerglide* Station Wagons 3-Speed & Powerglide*	3.08	3.36	---	3.36
				@	@		4400	1600	3.08	---
11400 11600 11800	327 *	4-Bbl	10.5:1	275	355	3-Speed	3.08	---	---	3.31
				@	@	4800	2800	4-Speed* Powerglide*	3.08	---
		4-Bbl	11.0:1	350	360	3-Speed	3.07	---	---	3.31
				@	@	5800	3600	4-Speed (2.52)* 4-Speed (2.20)*	3.31	---
									3.55	---
									3.73	
* - Optional # - Positraction axles available for axle ratios as shown A - General purpose - standard B - Special purpose or mountain - optional C - Performance - optional D - Air conditioning - optional										

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (a)
MODEL	11300-500-700 230 Cu. In. L-6 140 HP RPO-L26	11400-600-800 327 Cu. In. V-8 275 HP RPO-L30	350 HP RPO-L79			

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.		Compression
	No. 2, oil or comp.		Compression
	No. 3, oil or comp.		Oil
	No. 4, oil or comp.		None
Compression	Description - material, coating, etc.	Cast alloy iron, inside bevel Upper: Chrome plate face; RPO L79 Molybdenum filled groove face Lower: Wear resistant, RPO L79 Chrome plated (a)	
	Width	Upper .0775-.0780 Lower .0770-.0775	
	Gap	.010-.020	Upper .013-.023 Lower .013-.025
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; Expander - stainless steel	
	Width	.1840-.1880 assembled	
	Gap	.015-.055	
Expanders		In oil ring assembly	

ENGINE—PISTON PINS

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

ENGINE—CONNECTING RODS

Material	Drop forged steel		
Weight (oz.)	12.50		14.56
Length (center to center)	5.699-5.701		
Bearing	Material & Type		Premium aluminum
	Overall length		.807
	Clearance (limits)		.0007-.0028
	End play		.009-.013

(a) RPO-L30 lower ring - one ring and one expander

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II **MODEL YEAR** 1966 **DATE ISSUED** 10-7-65 **REVISED** ^(*)
MODEL 11300-500-700 11400-600-800
230 Cu. In. L-6 327 Cu. In. V-8
140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ENGINE—CRANKSHAFT

Material		Cast nodular iron	Forged steel	
Vibration damper type		Rubber mounted inertia damper		
End thrust taken by bearing (No.)		7	5	
Crankshaft end play		.002-.006		
Main bearing	Material & type	Copper lead alloy or sintered copper nickel	Premium aluminum except No. 5 upper sintered copper nickel	
	Clearance	.0003-.0029	(#1-4) .0008-.0034; (#5) .0010-.0036	
	Journal dia. and bearing overall length	No. 1	2.3004 x .752	2.3013 x .752
		No. 2	2.3004 x .752	2.3009 x .752
		No. 3	2.3004 x .752	2.3009 x .752
		No. 4	2.3004 x .752	2.3009 x .752
		No. 5	2.3004 x .752	2.3006 x 1.1824
		No. 6	2.3004 x .752	None
No. 7		2.3004 x .760	None	
Dir. & amt. cyl. offset		None		
Crankpin journal diameter		1.999-2.000		

ENGINE—CAMSHAFT

Location		Above and to right of crankshaft	In block above crankshaft	
Material		Cast alloy iron		
Bearings	Material	Steel backed babbitt		
	Number	4	5	
Type of Drive	Gear or chain	Gear	Chain	
	Crankshaft gear or sprocket material	Steel	Steel sprocket	
	Camshaft gear or sprocket material	Bakelite and fabric with steel hub	Cast alloy iron	
	Timing chain	No. of links	None	40
		Width	None	.875
Pitch		None	.500	

ENGINE—VALVE SYSTEM

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

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 11300-500-700 11400-600-800
 230 Cu. In. L-6 327 Cu. In. V-8
 MODEL 140 HP RPO-L26 | 275 HP RPO-L30 | 350 HP RPO-L79

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	62°	32° 30'	54°	
		Closes (°ABC)	94°	87° 30'	108°	
		Duration-deg.	336°	300°	342°	
	Exhaust	Opens (°BBC)	92° 30'	75° 30'	102°	
		Closes (°ATC)	63° 30'	45° 30'	60°	
		Duration-deg.	336°	300°	342°	
Valve opening overlap		125° 30'	78°	114°		
Intake	Material		Alloy steel			
	Overall length		4.902-4.922	4.870-4.889		
	Actual overall head dia.		1.715-1.725	1.935-1.945	2.017-2.023	
	Angle of seat & face		46° (seat) 45° (face)			
	Seat insert material		None			
	Stem diameter		.3410-.3417			
	Stem to guide clearance		.0010-.0027			
	Lift (@ zero lash)		.3318	.3987	.4472	
	Outer spring press. and length	Valve closed (lb. @ in.)	56-64 @ 1.66	78-86 @ 1.66		
		Valve open (lb. @ in.)	170-184 @ 1.33	170-180 @ 1.26		
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper		
		Valve open (lb. @ in.)	None	Spring damper		
	Exhaust	Material		High alloy steel	High alloy steel (aluminized face)	
		Overall length		4.913-4.933	4.913-4.933	4.891-4.910
Actual overall head dia.		1.495-1.505		1.595-1.605		
Angle of seat & face		46° (seat) 45° (face)				
Seat insert material		None				
Stem diameter		.3410-.3417				
Stem to guide clearance		.0010-.0027				
Lift (@ zero lash)		.3318	.3987	.4472		
Outer spring press. and length		Valve closed (lb. @ in.)	56-64 @ 1.66	78-86 @ 1.66		
		Valve open (lb. @ in.)	170-184 @ 1.33	170-180 @ 1.26		
Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper			
	Valve open (lb. @ in.)	None	Spring damper			

ENGINE—LUBRICATION SYSTEM

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

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED ^(*)
 MODEL 11300-500-700 | 11400-600-800
230 Cu. In. L-6 | 327 Cu. In. V-8
140 HP RPO-L26 | 275 HP RPO-L30 | 300 HP RPO-L79

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full flow
Filter replacement (element, complete)	Element
Capacity of crankcase, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32° F. and above . . . SAE20W, SAE20 or SAE10W-30 0° F. and above . . . SAE10W or SAE10W-30 Below 0° F. SAE5W or SAE5W-20
Engine Service Requirement (MM, MS, etc.)	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with cross-over	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One; reverse flow	One, reverse flow with resonator	Two; reverse flow with resonators
Exhaust pipe dia. (O.D., wall thickness)		2.00 x .067-.081	
Branch			
Main	2.00 x .057-.071		2.50 x .073-.091
Tail pipe diameter (O.D. & wall thickness)	1.875 x .062-.076		2.00 x .062-.076

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system
	Optional	
Control Unit	Make and model	
	Location	At carburetor base
	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)	Breather cap
	Flame arrestor (screen, check valve, other)	Screen

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

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED ^(*)
MODEL	11300-500-700			11400-600-800		
	230 Cu. In. L-6			327 Cu. In. V-8		
	140 HP RPO-L26	275 HP RPO-L30	300 HP RPO-L79			

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Air injection			
Air Injection Pump	Type	Semi-articulated vane type			
	Displacement	19.3 Cubic inches			
	Drive ratio	1.25:1			
	Drive type	Crankshaft pulley			
	Relief valve (type)	Pressure (plate type)			
Filter (describe)		None (clean air drawn from air cleaner)			
Air Injection System	Air distribution (head, manifold, etc.)	Head	Manifold		
	Point of entry	Exhaust ports			
	Injection tube I.D.	.3125			
	Check valve type	Pressure (plate type)			
Backfire protection (type)		Vacuum actuated anti-backfire valve			
Carburetor	Make	Carter	Rochester	Holley	
	Model	3880861	7036203	3890497	
	Barrel size	1.56	1.39(P), 2.25(S)	1.561 (P&S)	
	Idle speed	Drive	500 Powerglide Transmissions		NA
		Neutral	500 Manual Transmissions		700
Aux. Adv. Systems (type)					
Distributor	Make	Delco-Remy			
	Model	1110362	1111152	1111154	
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		
		Intermed. points deg. @ rpm			
		Max. deg.@rpm.	30 @ 3200	26 @ 4100	30 @ 5100
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in. Hg)	6	8	6
		Intermed. points deg. @ in. Hg			
Max. deg. @ in.		21 @ 14.5	15 @ 15.5	15 @ 12	
Vacuum Source					
Timing - Crank degrees @ rpm		4° BTDC @ 500	8° BTDC @ 500	10° BTDC @ 700	
Cooling System (describe changes)		Radiator shroud added			
Exhaust System (describe changes)					

(a) Powerglide Models - 230 Cu. In. (3880860); 327 Cu. In. RPO L30 (7036202)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II **MODEL YEAR** 1966 **DATE ISSUED** 10-7-65 **REVISED** ^(*)
 11300-500-700 11400-600-800
 230 Cu. In. L-6 327 Cu. In. V-8
MODEL 140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ENGINE—FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.		Carburetor	
Fuel Tank	Refill capacity (gals.)	16 (approximately)	
	Filler location	In left rear quarter panel	
Fuel Pump	Type (elec. or mech.)	Mechanical	
	Locations	Lower right front of engine	
	Pressure range	3.50-4.50 PSI	5.25-6.50 PSI
Vacuum booster (std., optional, none)		None	
Fuel Filter	Type	Fine mesh plastic strainer in gas tank and sintered bronze filter in carburetor inlet	
	Locations	Automatic	
Carburetor	Choke type	Exhaust	
	Intake manifold heat control (exhaust or water)	Polyurethane	
	Air cleaner type	Standard	Oil wetted paper element
	Optional		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size	
			Make	Model			
11300 11500 11700	230	3-Speed Powerglide	Rochester	7025003	One; single barrel	1.56	
			Rochester	7025000			
11400 11600 11800	327	3-Speed & 4-Speed	Holley	3876747	One; 4-bbl.	1.562 (P&S)	
			Carter	3876749			
			Rochester	7026203			
		275HP	Powerglide	Holley	3875964	One; 4-bbl.	1.562 (p & s)
				Carter	3875966		
			Rochester	7026202	Quadrajet	1.39(p)2.25(s)	
	327 350HP	3-Speed & 4-Speed	Holley	3877413	One	1.561 (p & s)	

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED	(a)
			11300-500-700 230 Cu. In. L-6 140 HP RPO-L26		11400-600-800 327 Cu. In. V-8 275 HP RPO-L30		350 HP RPO-L79

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)	177° - 183° F.	
Water pump	Type (centrifugal, other)	Centrifugal	
	GPM @ 1000 pump rpm	60 @ 4400	57 @ 4400
	Number of pumps	One	
	Drive (V-belt, other)	V-belt	
Bearing type		Double row ball	
By-pass recirculation type (internal, external)		Internal	
Radiator core type (cellular, tube and fin, other)		Tube on center	
Cooling system capacity	With heater (qt.)	13	15
	Without heater (qt.)	11	14
	Opt. equipment-specify (qt.)	12	18
Water jackets full length of cylinder (yes, no)		Yes	
Water all around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter	None
Fan	Number of blades & spacing		4-staggered 5-staggered
	Diameter		17.62 18.00
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		None (a)
Bearing type		Double row ball	
*Drive belts (indicate belt used by letter)	Fan	A	D
	Generator or alternator	A	D
	Water Pump	A	D
	Power Steering	B	E
Air Conditioning	C	F	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V			38° - 42°								
Nominal length (SAE)	39.00	49.50	53.75	53.50	35.00	56.75					
Width			.380 ± .005								

AMA Specifications—Passenger Car

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

	11300-500-700 230 Cu. In. L-6 140 HP RPO-L26	11400-600-800 327 Cu. In. V-8 275 HP RPO-L30 350 HP RPO-L79
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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980554	Delco-Remy 1980558	
	Voltage Rtg. & Total Plates		12 Volt - 66 Plate		
	SAE Designation & Amp Hr. Rtg.		44 Amp/Hr @ 20 Hr	61 Amp/Hr @ 20 Hr rate	
	Location		Right front engine compartment		
	Terminal grounded		Negative		
Generator or Alternator	Make		Delco-Remy		
	Model		1100693		
	Type and rating		Diode rectified - 37 amps		
	Output at engine idle (neutral)		13 amps		
	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			
	Regu- lated	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		#1107259	#1107320	
	Rotation (drive end view)		Clockwise		
	Engine cranking speed				
	Test conditions		Engine at operating temperature		
	No load test	Amps		49-76	65-100
		Volts		10.6	10.6
RPM (min)		6200-9400	3600-5100		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		<p>3-Speed and 4-Speed - place gear shift in neutral and depress clutch. <u>Powerglide</u> - place control lever in N or P position. <u>Initial start</u> - press accelerator pedal to floor once to set automatic choke, then release. Turn ignition to START, release as soon as engine starts.</p>		

(Continued)

AMA Specifications—Passenger Car

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

MODEL 11300-500-700 11400-600-800
230 Cu. In. L-6 327 Cu. In. V-8
140 HP RPO-L26 275 HP RPO-L30 350 HP RPO-L79

ELECTRICAL—STARTING SYSTEM (cont.)

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

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		N.A.		Optional	
	Make		Delco-Remy			
	Model		#1115208	#1115039		
	Amps	Engine stopped		4.0		
Engine idling		1.8				
Distributor	Make		Delco-Remy			
	Model		#1110362	#1111152	#1111154	
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)		900	900	
		Intermediate points deg. @ rpm.				
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Max. deg. @ rpm.		30 @ 3200	26 @ 4100	30 @ 5100
		Start (in. Hg.)		6.00	8.00	6.00
		Intermediate points, deg. @ in. Hg.				
	Max. deg. in. Hg.		21 @ 14.5	15 @ 15.5	15 @ 12	
Breaker gap (in.)		.019				
Cam angle (deg.)		31° - 34°	28° - 32°			
Breaker arm tension (oz.)		19-23 oz.				
Timing	Crankshaft deg. @ rpm.		4° ± 1° @ 500	8° @ 500	6° @ 700	
	Mark location		Torsional damper			
Spark Plug	Make		AC spark plug			
	Model		AC46N (long reach)	AC 44		
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033-.038			
Cable	Conductor type		Linen core impregnated with electrical conducting material			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Hypalon jacket			

AMA Specifications—Passenger Car

MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED (*)
MODEL	11300-500-700 230 Cu. In. L-6			11400-600-800 327 Cu. In. V-8	3-Speed	4-Speed

ELECTRICAL—SUPPRESSION

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

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

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Chevrolet single dry disc	Chevrolet dry disc centrifugal	
Type pressure plate springs	Diaphragm	Diaphragm, bent finger design	
Total spring load (lb.)	1700-1950	2100-2300	
No. of clutch driven discs		One	
Clutch facing	Material	Woven type asbestos	
	Outside & inside dia.	9.12 & 6.12	10.4 & 6.5
	Total eff. area (sq. in.)	71.8	103.5
	Thickness		.135 each
	Engagement cushioning method		Flat spring steel between facings
Release bearing	Type & method of lubrication	Single row ball, packed and sealed	
Torsional damping	Methods: springs, friction material	Coil springs	

AMA Specifications—Passenger Car

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

230 Cu. In. L-6 11100-300-500
327 Cu. In. V-8 11400-600-800

MODEL _____

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	N.A. with 230 Cu. In. L-6; Optional with 327 Cu. In. V-8
Manual with overdrive (std. or opt.)	N.A.
Automatic (std. or opt.)	Optional with 230 Cu. In. L-6 and 327 Cu. In. V-8 RPO-L30 N.A. with 327 Cu. In. V-8 RPO-L79

DRIVE UNITS — MANUAL TRANSMISSION

Number of forward speeds		230-L6		327 Cu. In. V-8			
		3-Speed		L30(M20)	L79(M20)	L79(M21)	
Transmission ratios	In first	2.85	2.54	2.54	2.52	2.20	
	In second	1.68	1.50	1.80	1.88	1.64	
	In third	1.00	1.00	1.32	1.46	1.27	
	In fourth	--	--	1.00	1.00	1.00	
	In reverse	2.95	2.63	2.54	2.59	2.26	
Synchronous meshing, specify gears		All forward gears					
Shift lever location		Steering column		Floor			
Lubricant	Capacity (pt.)	2.0		2.5			
	Type recommended	Military Spec MIL-L-2105-B					
	SAE viscosity number	Summer	SAE 80				
		Winter	SAE 80				
	Extreme cold	SAE 80					

DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

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

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II **MODEL YEAR** 1966 **DATE ISSUED** 10-7-65 **REVISED** ^(a)
MODEL 11100-300-500 11400-600-800
230 Cu. In. L-6 327 Cu. In. V-8
140 HP RPO-L26 275 HP RPO-L30

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide	
Type describe	Torque converter with planetary gears	
Method of Selection (Lever, Push Button or other)	Lever: floor mounted when used with bucket seats on 11700 & 11800 models	
Selector Pattern	P-R-N-D-L	
List gear ratios Selector Pattern and indicate which are used in each selector position	Drive 1.82 & 1.00 Low & Reverse 1.82	Drive 1.76 & 1.00 Low & Reverse 1.76
Max. upshift speeds—drive range	53	58
Max. kickdown speeds—drive range	49	54
Torque converter	Number of elements	3
	Max. ratio at stall	2.40
Lubricant	Type of cooling (air, liquid)	Air (a)
	Capacity—refill (pt.)	3
Special transmission features	A suffix: A	

DRIVE UNITS—PROPELLER SHAFT

Number used	One	
Type (exposed, torque tube)	Exposed, unsupported	
Outer diameter x length* x wall thickness	Manual 3-speed transmission	2.75 x 51.98 x .065
	Manual 4-speed transmission	N.A. (b)
	Overdrive transmission	N.A.
	Automatic transmission	2.75 x 51.98 x .065

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

(Continued)

(a) 0.1 cooler equipment available optionally

(b) 3.50 x 51.98 x .065

AMA Specifications—Passenger Car

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MODEL 230 L-6 327 V-8

DRIVE UNITS—PROPELLER SHAFT (cont.)

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

DRIVE UNITS—REAR AXLE

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

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

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

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MAKE OF CAR	CHEVY II	MODEL YEAR	1966	DATE ISSUED	10-7-65	REVISED ^(*)
MODEL		113-11500		114-116-117		
		11100 Exc. Wagons	Wagons	11800 Exc. Wagons		

DRIVE UNITS—WHEELS

Type & material	Short spoke disc. steel		
Rim (size and flange type)	Std.	13 x 4J	14 x 5J
	Opt.	14 x 5J with opt. 6.95 x 14-4PR	
Attachment	Type (bolt or stud)	Bolt	
	Circle diameter	4.75	
	Number and size	5 hex nuts, 7/16-20 UNF - 2B	

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	6.50 x 13-4(a)	6.95 x 14-4(b)	6.95 x 14-8(c)
	Type - Nylon, etc.	Rayon		
Rev./mile at 50 mph.		852	829	816
Inflation press. (cold)	Front	24	24	24
	Rear	24	28	24
Optional tires - size and ply		6.50 x 13-4 W/W	6.95 x 14-4 PR	6.95 x 14-8 PR
		6.95 x 14-4 B/W & W/W (inc. 14 x 5J wheels)	W/W	W/W

BRAKES—SERVICE

		Standard	Metallic (opt.)
Type (duo-servo, disc, balanced, etc.)		Duo-Servo 4-wheel hydraulic	
Self adjusting (std., opt., N.A.)		Reverse self-adjusting-std.	
Hydraulic system type (single, dual, etc.)		Single	
Power brake make & type (remote, integral, etc.)		Bendix, Delco-Moraine vacuum power unit assists master cylinder integral	
Effective area (sq. in.) *		168.9	118.1
Gross lining area (sq. in.) **		168.9	118.1
Swept drum area (sq. in.) ***		268.6	
Percent brake effectiveness—front		59.4	
Drum or Rotor	Diameter	Front	9.5
		Rear	9.5
	Type and material	Composite; cast iron rim; steel web	
	No. pistons per caliper	--	
Wheel cyl- inder bore	Front	1.06	
	Rear	.875	
Master cylinder bore		1.0	.875
Available pedal travel		6.4	
Line pressure at 100 lb. pedal load		815	1064
Shoe clearance adjustment		Self-adjusting	

* Excludes rivet holes, grooves, chamfers, etc.

(Continued)

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

*** Total swept area for four brakes:

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

(a) L-6 model sedans and Nova Sport Coupe

(b) V-8 model sedans and Nova Sport Coupe; Nova SS with L-6 or V-8 engine

(c) All station wagons

AMA Specifications—Passenger Car

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

MODEL _____

BRAKES—SERVICE (cont.)

Brake lining	Drum or Disc		Standard	Metallic (Optional)	
	Bonded or riveted		Bonded	Welded	
	Front Wheel	Material		Molded asbestos	Sintered iron
		Size (length x width x thickness)	Prim. or out-board	9.01 x 2.5 x .17	1.64 x 1.25 x .175
			Second. or in-board	9.01 x 2.00 x .17	1.64 x 1.00 x .175
		Segments per shoe		One	6
	Rear Wheel	Material		Molded asbestos	Sintered iron
		Size (length x width x thickness)	Prim. or out-board	9.75 x 2.5 x .20	1.64 x 1.25 x .285
			Second. or in-board	9.75 x 2.0 x .20	1.64 x 1.00 x .285
		Segments per shoe		One	10

BRAKES—PARKING

Type of control	Mechanical	
Location of control	Under instrument panel to right of steering column	
Operates on	Rear wheels	
If separate from service brakes	Type (internal or external)	--
	Drum diameter	--
	Lining size (length x width x thickness)	--

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Unitized front end and body proper rigidly bolted together. Frame members incorporated into front end and body.
---	---

STEERING

Manual (std., opt., NA)		Standard	
Power (std., opt., NA)		Optional	
Adjustable steering wheel (tilt, swing, other)	Type and description	N. A.	
	(std., opt., NA)	--	
Wheel diameter	Manual	16.24	
	Power	16.24	
Turning diameter	Outside front	Wall to wall (l. & r.)	39.5
		Curb to curb (l. & r.)	38.4
	Inside rear	Wall to wall (l. & r.)	23.5
		Curb to curb (l. & r.)	23.8
Outside wheel angle with inside wheel at 20°		18.7°	
Manual	Gear	Type	Semi-reversible, recirculating ball nut
		Make	Saginaw
		Ratios	20:1
	Overall	Gear	25.4:1
		Overall	25.4:1
No. wheel turns		4.50 (lock to lock)	

(Continued)

AMA Specifications—Passenger Car

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

MODEL _____

STEERING (cont.)

Power	Type (coaxial, linkage, etc.)		Linkage
	Make		Saginaw
	Gear	Type	Same as manual
		Ratios	20. 0:1
	Gear Overall		25. 4:1
	Pump driven by		Crankshaft pulley
Number wheel turns		4. 50 (lock to lock)	
Linkage	Type		Parallelogram
	Location (front or rear of wheels, other)		Rear of wheels
	Drag link (trans. or longit.)		None
	Tie rods (one or two)		Two
Steering Axis	Inclination at camber (deg.)		6-1/2 to 7-1/2
	Bearings (type)	Upper	Ball stud with sintered iron bearing
		Lower	Ball stud with sintered iron bearing & phenolic seat
		Thrust	None
Wheel Alignment (range at curb weight and preferred)	Caster (deg.)		P1/2 to P1-1/2
	Camber (deg.)		0 to P1
	Toe-in (outside track inches)		1/4 to 3/18 total
Steering spindle & joint type		Steering knuckle with spherical joints	
Wheel spindle	Diameter	Inner bearing	1. 2492 - 1. 2498
		Outer bearing	. 7491 - . 7497
	Thread size		3/4-20 NEF-3 (Mod)
	Bearing type		Taper roller

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II	MODEL YEAR 1966	DATE ISSUED 10-7-65 REVISED ^(a)
MODEL	230 L-6	327 V-8

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling	Front stabilizer bar on all V-8 models & L6 wagons	
Provision for brake dip control	Mounting angle of front upper control arm	
Provision for acc. squat control	None	
Special provisions for car jacking	Place jack just outboard of respective bumper bolt	
Shock absorber front & rear	Type	Direct, double-acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features	Single leaf rear springs	

SUSPENSION—FRONT

Type and description	Independent: SLA type with coil spring and concentric shock absorber and spherically-jointed steering knuckle for each wheel. Lower control arm strut supported.	
Spring	Type	Coil, RH helix
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	9.20 & 3.80; 106.61 x .562
	Spring rate (lb. per in.)	250
	Rate at wheel (lb. per in.)	101
Stabilizer	Type (link, linkless, frameless)	Link (a)
	Material & bar diameter	Steel, .867

SUSPENSION—REAR

Type and description	Hotchkiss with two single leaf springs	
Drive and torque taken through	Leaf springs	
Spring	Type	Single leaf
	Material	Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.)	62.5 x 2.25 (width @ C/L of axle)
	Spring rate (lb. per in.)	95 115
	Rate at wheel (lb. per in.)	102 121
	Mounting insulation type	Rubber bushed at shackle and hanger
	If leaf	No. of leaves Shackle (comp. ortens)
Stabilizer	Type (link, linkless, frameless)	None
	Material	--
Track bar type	None	

(a) Available only on wagons & V-8 engine models

AMA Specifications—Passenger Car

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	Sedans		
MODEL _____	2-Door	4-Door	Coupes
			Station Wagons

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors							Front
	Rear doors							Front
Type of finish (lacquer, enamel, other)								Acrylic lacquer
Hood counterbalanced (yes, no)								Yes
Hood release control (internal, external)								External
Vehicle indent. No. location								Plate above lower hinge on LH front hinge pillar
Engine No. location								Right side of cylinder block to rear of distributor
Theft protection - type								Shielded ignition lock terminals key removable in "OFF" position
Vent window control method (crank, friction pivot)	Front							Friction pivot
	Rear							None
Seat cushion type	Front							Formed wire and foam pad
	Rear							Formed spring cotton-jute (a)
	3rd seat							None
Seat back type	Front							Formed wire-cotton
	Rear							Formed wire-cotton
	3rd seat							None
Windshield glass type (i.e., single curved - laminated plate)								Curved, laminated
Side glass type (i.e., curved - tempered plate)								Flat, safety solid
Backlight glass type (i.e., compound curved - tempered plate, three piece)								Curved, safety solid Flat, safety solid
Windshield glass exposed surface area								1007.3 897.9 1007.3
Side glass exposed surface area								
Backlight glass exposed surface area								932.8 1117.0 698.4
Total glass exposed surface area								3350.8 3259.3 3064.0 4150.2

LAMP HEIGHT AND SPACING

			Coupes				
			Sedans	Nova	SS	Station Wagons	
Height above ground to center of bulb	Headlamp	Highest *	26.9	26.4	26.8	27.5	
		Lowest	--	--	--	--	
	Tail	Highest	27.9	26.6	27.1	29.1	
		Lowest	27.9	26.6	27.1	29.1	
Distance from C/L of car to center of bulb	Headlamp	Inside					
		Outside *					
	Tail	Inside					
		Outside					
	Directional	Front					
		Rear					

* If single headlamps are used enter here.

AMA Specifications—Passenger Car

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

MODEL _____

CONVENIENCE EQUIPMENT

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

Power windows	Side Windows	NA
	Vent Windows	NA
	Backlight or tailgate	Optional
Power seats (specify type as well as availability)		NA
Reclining front seat back		NA
Front seat headrest		Optional
Radios (specify type as well as availability)		AM - push button
Rear seat speaker		Optional
Power Antenna		Optional
Clock		Standard 117-11800 Optional on all other models
Air Conditioner (specify type and availability)		Optional - All Weather
Speed warning device		NA
Speed control device		Optional
Ignition lock lamp		NA
Back up lamp		Standard
Dome lamp		Standard
Glove compartment lamp		Standard 115-116-117-11800; optional on all other models
Prkg. brake signal lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Emergency flasher lamp		Optional
Cornering light lamp		NA
Instrument Panel Pad		Standard
Padded Sun Shades		Standard
Left Hand Outside Mirror		Standard

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WEIGHTS

Model	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
	Front	Rear	Total	Pass. In Front		Pass. In Rear		
				Front	Rear	Front	Rear	
Chevy II 100		230	327			230	327	
		6-Cyl	V-8			6-Cyl	V-8	
11311 2-door sedan		2745	--			2625	--	
11411 2-door sedan		--	2960			--	2825	
11335 4-door wagon		2990	--			2860	--	
11435 4-door wagon		--	3175			--	3040	
11369 4-door sedan		2770	--			2640	--	
11469 4-door sedan		--	2975			--	2840	
Nova								
11535 4-door wagon		3020	--			2890	--	
11635 4-door wagon		--	3155			--	3020	
11537 2-door coupe		2810	--			2680	--	
11637 2-door coupe		--	3015			--	2880	
11569 4-door sedan		2775	--			2645	--	
11669 4-door sedan		--	2975			--	2850	
Nova SS								
11737 2-door coupe		2875	--			2745	--	
11837 2-door coupe		-	3055			--	2920	
Accessories & Equipment Differential Weights		230	327				Remarks	
		6-Cyl	V-8					
Air conditioning		+80	+80					
Brakes - Power		+8	+8					
Heater (delete)		-22	-22					
Radio, Push button		+9	+9					
Radio, AM-FM push but.		+9	+9					
Steering, Power		+28	+28					
Transmission, Power-glide		+15	+15					
Transmission, 4-Speed		-	+7					
Engine, 230 L-6		+5	--					
Engine, 327 V-8		--	+50					

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