J731NOVA-67

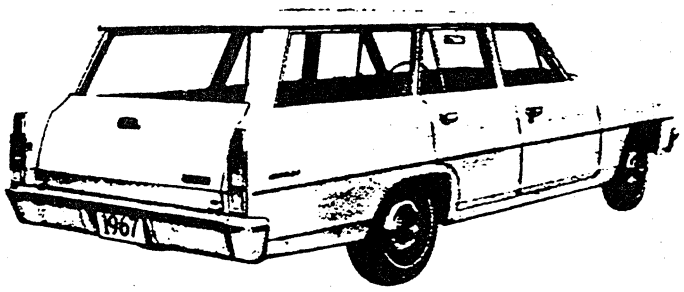
CHEVROLET
CUSTOMER ASSISTANCE CENTER

ORIGINAL

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 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 115-11669 4-DOOR SEDAN, 6-PASSENGER

NOVA SUPER SPORT 117-11800 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	Unit Number
	1967	(Willow Run)	(25th unit)
11169	7	W	100025

Thus: The 25th model built at Willow Run would be serial number 111697W100025

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1967	(Willow Run)	(26th unit)
11369	7	W	100026

Thus: The 26th model built at Willow Run would be serial number 113697W100026

ASSEMBLY PLANTS

W - Willow Run

Starting unit number ---------- 100001 and up at each assembly plant

Location ---------- Stamped on plate attached to left front body hinge pillar

• TRANSMISSION IDENTIFICATION

Example: S7E01

Plant and Type Designation	Production Month & Date-o
S	501D*

Prefix	Plant	
S	Saginaw	3-speed
R	Saginaw	4-speed
P	Muncie	4-speed
C	Cleveland	Powerglide
T	Toledo	Powerglide

Location:

3-Speed & 4-speed ---------- Stamped on right hand side of the case in the upper forward corner.

4-Speed ---------- Stamped on the top right side of the case.

Powerglide ---------- Stamped on right hand side of pan.

o - Month: 5 denotes May; 01 denotes 1st day.

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

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

250 Cubic inch 6-cylinder (RPO L22)
- 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, 4-bbl. carb.
- 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

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

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	Back window reveal	All exc. wagons
		Belt reveal	115-11637; 117-11800
		Hub caps	111-113-114-115-11600
		Roof drip gutter	115-116-117-11800
		Tailgate window reveal	Station wagons
		Wheel trim covers	117-11800
		Windshield reveal	All
	Anodized Aluminum	Body side molding - black paint fill	115-11600
		Body side molding - bright	117-11800
		Body sill molding - bright	115-11600
		Front fender lower molding	117-11800
		Headlamp and tail lamp bezels	All
		Radiator grille	All
		Radiator grille nameplate, "Chevy II"	All
		Rear quarter lower molding	117-11800
		Sail panel molding - bright	115-11669
		Wheel opening moldings	117-11800
	Chrome Plated Metal	Deck lid trim plate	115-116-117-11800
		Deck lid emblem	111-113-11411-69
		Tailgate nameplate	111-113-11435
		Front door vent channel and post	All
		Front fender engine emblem-V8 & cpt. 6	All
		Radiator grille emblem-"Nova SS"	117-11800
		Rear quarter series nameplate	All
		Tailgate window control	Station wagons
Back-up lamps			All
Filler - left rear quarter gasoline			All
Lamp - rear license			All
Wipers, windshield - 2-speed electric, with washers, satin-chrome hardware			All

Bright Metal Trim & Moldings	Armrest - front door - bright base	115-116-117-11800
	Armrest - rear with ash tray - bright base	115-116-117-11800
	Front seat back lock handle	2-door models
	Window control knobs-colored plastic	All
	Door sill plates	All
	Front door safety lock knob - bright	All
	Radio hole cover plate - bright	115-116-117-11800
	Rear view mirror - day-night padded frame	All
	Seat adjuster handle - bright	117-11800
	Sunshade supports	All
Instrument Panel	Ash tray	All
	Cigarette lighter	115-116-117-11800
	Control knobs - "mushroom" type	All
	Electric clock	117-11800
	Glove box door trim plate	115-116-117-11800
	Glove box lock	All
	Ignition lock and starter switch-"4 position"	All
	Instrument cluster bezel	All
	Right side nameplate	115-116-117-11800
	Vent control knobs - color-keyed	All
Interior Lights	Glove box	115-116-117-11800
	Roof center dome	All
Steering Wheel	3-spoke, horn button	111-113-11400
	3-spoke, horn button & ornaments	115-116-117-11800
Armrests - front door - colored plastic base		111-113-11400
Brake system failure indicator, parking brake alarm		All
Coat hooks (2) - soft plastic, colored		All
Four-way hazard flasher		All
Freeway lane change signal		All
Heater - deluxe		All
Locking knobs - rear door		All 4-doors
Load floor mat, vinyl coated rubber		115-11635
Load floor mat, black rubber		113-11435
Lighted heater controls		115-116-117-11800
Luggage compartment spatter paint		All exc 113-114-115-11635
Luggage compartment mat		115-11637,115-11669,117-11800
Padded instrument panel and sunshades		All
Passenger compartment floor mats - carpet		115-116-117-11800
Passenger compartment floor mats - black rubber		111-113-11400
Radio hole cover plate - painted		111-113-11400
Seat belts, front and rear seats		All
Seat adjuster handle - black plastic		111-113-114-115-11600
Seats - front bucket		117-11800
Switch - front door jamb		115-116-117-11800
Ventipanes - friction type front		All

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	/ACC	Models
Air conditioning, Comfort-Car		ACC	11000 exc 11100
Air conditioning, All-Weather	C60		11000 exc 11100
Air injection reactor equipment	K19		11000 exc 11100
Appearance Guard Group (items available as a group or as separate options)			
Custom deluxe front and rear seat belts (with front retractors)			11000
Door edge guards			11000
Front bumper guards			11000
Rear bumper guards			11000 exc wgn
Rubber twin front and rear floor mats			11000
Auxiliary Lighting Group (items available as a group or as separate options)			
Ash tray lamp			11000
Glove box lamp			111-113-11400
Instrument panel courtesy lamps			11000
Luggage compartment lamp			11000 exc wgn
Underhood lamp			11000
Battery, heavy duty	T60		11000
Brakes, front wheel disc	J52		11000
Brakes, power	J50	ACC	113-114-115-116-11800
Carrier cover, roof luggage		ACC	11000 wgn
Carrier, deck lid luggage		ACC	11000 exc wgn
Carrier, roof luggage	V55	ACC	11000 wgn
Carrier, ski equipment (deck lid)		ACC	11000 exc wgn
Carrier, ski equipment (roof clamp-on type)		ACC	11000
Clock, electric	U35	ACC	111-113-114-115-11600
Clutch, heavy duty	M01		111-113-115-11700
Compass, auto		ACC	11000
Defroster, rear window	C50	ACC	11000 exc wgn
Emergency road kit		ACC	11000
Engines			
155 hp Turbo-Thrift 250 cu.in. L-6	L22		113-115-11700
275 hp Turbo-Fire 327 cu.in. V-8	L30		114-116-11800
Engine ventilation, closed positive	K24		11000
Exhaust system, dual	N10		114-116-11800
Fan, temperature controlled		ACC	11000
Fire extinguisher		ACC	11000
Floor mats, rubber twin front and rear	B37	ACC	11000
Generator, Delcotron (12-42 amp)	K79		11000
Generator, Delcotron (61 amp)	K76		11000
Glass, tinted window	A01		11000
Glass, tinted windshield	A02		11000
Guards, door edge	B93	ACC	11000
Guards, front bumper	V31	ACC	11000
Guards, rear bumper	V32	ACC	11000 exc wgn
Headrest, conventional type front seat	A82		111-113-114-115-11600
Headrest, Strato-ease special contour front bucket seat	A81		117-11800
Heater-defroster deletion	C48		11000
Lamp, ash tray	U28	ACC	11000
Lamp, glove box	U27	ACC	111-113-11400
Lamp, luggage compartment	U25	ACC	11000 exc wgn
Lamps, instrument panel courtesy	U29	ACC	11000
Lamp, underhood	U26	ACC	11000
Lighter, cigarette		ACC	111-113-11400
Litter container, instrument panel mounted		ACC	11000
Litter container, saddle type		ACC	11000
Lock, gas filler cap		ACC	11000
Lock, spare wheel		ACC	11000
Locks, rear door guard		ACC	11000 4-door models

Equipment	RPO	/ACC	Models
Mirror, remote control outside rear view	D33		11000
Mirror, visor vanity		ACC	11000
Operating Convenience Group (Items available as a group or as separate options)			
Rear window defroster			11000 exc wgn
Remote control outside rear view mirror			11000
Radiator, heavy duty	V01		11000
Radio and front antenna, manual AM		ACC	11000
Radio and front antenna, push-button AM	U63	ACC	11000
Radio antenna, front manual		ACC	11000
Radio antenna, rear manual	U73	ACC	11000 exc wgn
Foundation Group (Items available as a group or as separate options)			
Deluxe foam front seat cushion			111-113-11400
Electric clock			111-113-114-115-11600
Push-button AM radio with front antenna			11000
Radio speaker, rear seat	U80	ACC	11000
Rear Axle			
3.08 ratio	G92		11000 exc 11100
3.31 ratio	G94		114-116-11800
3.36 ratio	G76		113-115-11700 exc wgn
3.55 ratio	G96		11000
Positraction	G80		11000
Roof cover, vinyl	C08		115-116-117-11837
Seat belt, rear center - used with Custom deluxe seat belts	AL5		11000 exc sport coupe
Seat belt, rear center - used with Standard seat belts	A68		11000 exc sport coupe
Seat belts, custom deluxe front and rear (with front retractors)	A39		11000
Seat cushion, deluxe foam front	B55		111-113-11400
Seat pad, ventilated		ACC	11000
Shoulder harness, front seat - used with custom deluxe seat belts	A85		11000
Shoulder harness, front seat - used with standard seat belts	AS1		11000
Speed warning indicator	U15		11000
Spotlamp, hand portable		ACC	11000
Station Wagon Convenience Group (Items available as a group or as separate options)			
Power tailgate window			11000 wgn
Roof luggage carrier			11000 wgn
Steering, power	N40		11000 exc 11100
Steering wheel, deluxe	N30		11000
Steering wheel, wood-grained plastic	N34		11000
Suspension, heavy duty front and rear	F40		11000
Tachometer		ACC	114-116-11800
Tires			
6.95-14-4pr whitewall rayon	P67		11000 exc wgn
6.95-14-8pr whitewall rayon	T11		11000 wgn
Tissue dispenser, instrument panel mounted		ACC	11000
Trailer hitch		ACC	11000
Trailer wiring harness		ACC	11000
Transmissions			
4-speed transmission (3.11, 2.54 or 2.52:1 low) *	M20		114-116-11800
Powerglide transmission *	M35		11000
Wheel trim covers	P01	ACC	111-113-114-115-11600
Wheel trim covers, mag-style	N96	ACC	11000
Wheel trim covers, simulated wire	P02	ACC	11000
Window, power tailgate	A33		11000 wgn

* Includes floor console with Nova SS

AIR CONDITIONING EQUIPMENT

● ALL WEATHER (RPO C60)

Heater and defroster, operates independently of the air conditioner; Air conditioner is manually controlled by knobs on instrument control panel, that operate bowden cables to activate various doors and switches to operate system.

BASIC COMPONENTS

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

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

CHASSIS

Front and Rear Springs	Heavy duty
Rear Axle Ratio - Refer to Power Trains Section	

POWER TRAINS

Fan Blade	5 blade
Fan Clutch	Thermomodulated fluid coupling*
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One*
Generator	42 Ampere
Radiator	Heavy duty
Radiator Shroud, Fan Opening	Steel; 19.50 dia.*

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

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

CHASSIS

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 ---------- 1.61

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 ---------- 1.2493-1.2498
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 composite on phenolic
Lower ---------- Two bearings; sintered iron and teflon coated phenolic.

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

STABILIZER BAR
Type ---------- Link(a)
Material ---------- HR steel
Diameter ---------- .687

FRONT WHEEL ALIGNMENT (curb)
Camber (degrees) ---------- O to P1
Caster (degrees) ---------- P1/2 to P1-1/2
Toe-in (total) ---------- 1/4 to 3/8
● SAI (degrees) ---------- 6-1/2 to 7-1/2

GENERAL SUSPENSION PROVISIONS
Car leveling ---------- Front stabilizer bar on V-8 models and L-6 wagons
Anti-dive 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 Right Hand Helix	AISI A-5160	106.61	.562	3.80	13.46	9.20 @ 1065	250	101
3792037	B			106.61	.562	3.80	14.10	9.20 @ 1225	250	101
3792039	C			106.61	.562	3.80	13.88	9.20 @ 1170	250	101
3792041	D			106.61	.562	3.80	14.26	9.20 @ 1265	250	101

Engine	153 Cu.In. L-4 Engine		● 194 & 250 Cu.In. L-6 Engine							283 Cu.In. V-8 Engine						
Models	11100		11300			11500			11700	11400			11600			11800
	11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37
Ref.	A	A	C	C	C	C	C	A	A	B	B	B	B	B	C	C

327 Cu.In. V-8 Engine						
D	D	D	D	D	B	B

(a) Available only on wagons and V-8 models.

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description ---------- Semi-reversible, recirculating ball nut gear, with energy absorbing steering column
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 ---------- 18.82
- @ 36.1 degrees (limit of turn) ---------- 29.61

Linkage ---------- Parallelogram, rear of wheels, 2 tie rods
Steering wheel
- Type ---------- Deep dished, 16.5 dia.

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)
Type ---------- Linkage; with pump driven by crankshaft pulley providing hydraulic pressure to cylinder assisting steering linkage.

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 ---------- 14x5J
Offset ---------- 1.00

TIRES

Construction ---------- 2 ply; wagons 4 ply
Rating ---------- 4 ply; wagons 8 ply
Size
- Sedan, coupe and Nova SS ---------- 6.95x14-4
- Station wagons ---------- 6.95x14-8

TIRE SPECIFICATIONS

		6.95x14-4PR	6.95x14-8PR
● Static loaded radius		11.9	11.9
Loaded rev/mi @ 50 MPH		816	816
● Capacity (lbs @ PSI)		1120 @ 24	1120 @ 24
		1195 @ 27	1490 @ 40
Recommended pressure (cold)	Front	24*	24
	Rear	27*	40

● * Recommended pressures for V-8 models; front rated at 1145 @ 25 PSI and rear at 1245 @ 29 PSI.

REAR AXLE AND SUPPLY

REAR AXLE

● Description ---------- Semi-floating; 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 ---------- (Vert) 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

● Hypoid gear P.D.

3.08, 3.36, 3.55:1 ---------- 8.125

Ratios (standard)

3-speed & Powerglide ---------- 3.08

Except 194 L-6, and 250 L-6

3-speed wagon ---------- 3.36

4-speed, V-8 engines ---------- 3.08

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

● 3.55 (8.125 hypoid gear) ---------- 39,11

POSITRACTION DIFFERENTIAL (see POWER TRAINS)

Type ---------- 2 pinion with dual disc clutches

REAR SUSPENSION

● Description ---------- Hotchkiss; 2 semi-elliptical single leaf springs support rear axle. Drive and torque taken through rear 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 @ C/L of axle (lb @ camber)	Deflection rate (lb per inch) @ Spring	Deflection rate (lb per inch) @ Wheel
3892730	A	Semi Elliptical Single Leaf	AISI A-5160	62.5	2.25	620 @ .29	95	102
3792597	B			62.5	2.25	855 @ .01	130	136
3876683	C			62.5	2.25	675 @ .29	115	121

Engine	153 Cu.In. L-4 Engine		● 194 & 250 Cu.In. L-6 Engine							283 Cu.In. V-8 Engine						
Models	11100		11300			11500			11700	11400			11600			11800
	11	69	11	69	35	69	35	37	37	11	69	35	69	35	37	37
Ref.	A	A	A	A	B	A	B	A	A	A	A	B	A	B	A	A

327 Cu.In. V-8 Engine						
C	C	B	C	B	C	C

SERVICE BRAKES (Standard)

- ● Type ---------- Dual-circuit; brake system warning and parking brake light, and reverse self-adjusting brakes.
- Line pressure, psi, @ 100 lb pedal load ---------- 787
- Braking ratios
  - Pedal ---------- 6.18
  - Hydraulic ---------- 3.80
  - Overall ---------- 23.5
- Distribution of braking effort
  - Front wheels (theoretical, percent) ---------- 59.4
- Brake drum
  - Diameter, front & 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 & rear ---------- 9.01
    - Secondary shoe, front & rear ---------- 9.75
  - Width
    - Front wheels, primary & secondary --------- 2.50
    - Rear wheels, primary & 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 ---------- 7.0

PARKING BRAKE

- Type ---------- Mechanical; pull rods and cables operate two rear service brakes
- Total effective area (sq.in.) ---------- 75.0
- Control ---------- Apply and release by pawl type brake lever mounted horizontally to right of steering column

POWER BRAKES (RPO J50)

(Same as standard SERVICE BRAKES except as follows)

- Type ---------- Vacuum power unit added assist standard master cylinder; integral
- Braking ratios
  - With standard production service brake linings
    - Pedal ---------- 3.32
    - Hydraulic ---------- 3.80
    - Overall ---------- 12.60
  - With metallic service brake linings
    - Pedal ---------- 3.58
    - Hydraulic ---------- 4.33
    - Overall ---------- 15.51
  - With front disc brakes
    - Pedal ---------- 3.32
    - Hydraulic ---------- 29.7
    - Overall ---------- 98.5
- Master cylinder
  - Piston travel (available pedal travel) --------- 1.16
- ● Foot pedal travel ---------- 4.62

FRONT DISC BRAKES (RPO J52)

(Same as standard production SERVICE BRAKES on rear only)

- Type ---------- Hub mounted front discs, with self-adjusting caliper units mounted on the steering knuckle. A metering valve is provided for balance between front and rear brakes.
- Line pressure, psi @ 100 lb pedal load ---- Manual 960
- Braking ratios (manual)
  - Pedal ---------- 6.18
  - Hydraulic ---------- 29.7
  - Overall ---------- 183.5
- Brake disc
  - Construction ---------- Caliper type with radial cavities for heat dissipation
  - Material ---------- Cast iron
  - Diameter ---------- 11.00
  - Swept disc & drum area ---------- 332.4
- Brake lining
  - Material ---------- Molded asbestos
  - Size, disc segment ---------- 5.96 x 2.21 x .41
  - Method of attachment ---------- Riveted
  - Total effective area (sq.in.) ---------- 114.0
  - Gross lining area (sq.in.) ---------- 118.1
- Master cylinder
  - Piston diameter ---------- 1.00
  - Piston travel ---------- 1.18
- Wheel cylinders (front)
  - Number ---------- 4 per wheel
  - Piston diameter ---------- 1-7/8
- ● Foot pedal travel ---------- Manual 7.0 Power 4.12

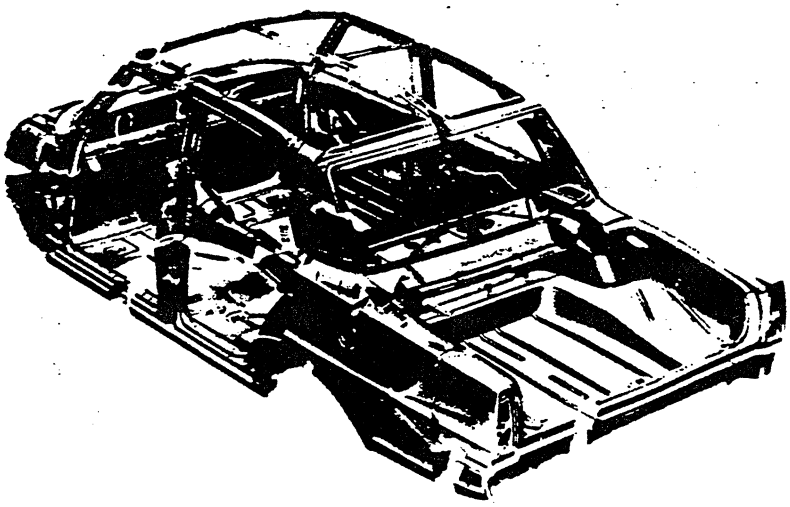
BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Column, 1-53	1
	Console, 1-1895	2
Back-up	2-1156	32
Brake warning	1-1895	2
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	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking	2-1157	
Park		4
Turn		32
Radio	1-1893	2
Spot lamp		30W
Inside operated	1-4405	
Portable	1-4416	
Tail	2-1157	
Tail		4
Stop and turn		32
Temperature indicator	1-1895	2
Underhood lamp	1-93	15
Heater controls	1-1895	2

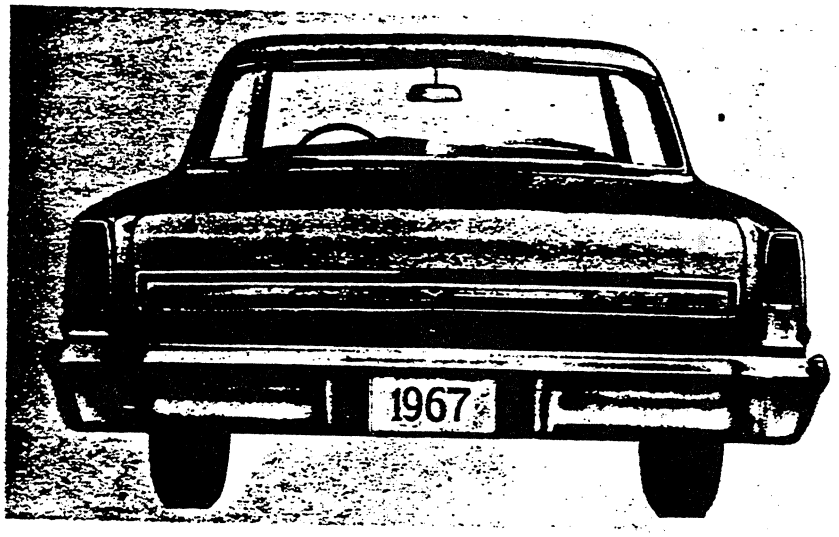
CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
Ash tray lamp	AGC 25 fuse	Fuse panel (f)
Auto. trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 4 fuse	Fuse panel (c)
Cigarette lighter	AGC 10 fuse	Fuse panel (d)
Clock	AGC 20 fuse	Fuse panel (b)
Clock lamp	AGC 20 fuse	Fuse panel (b)
Courtesy lamps	AGC 4 fuse	Fuse panel (c)
Defogging unit	AGC 20 fuse	Fuse panel (b)
Direction signal indicator lamps	AGC 10 fuse	Fuse panel (d)
Dome lamp	AGC 4 fuse	Fuse panel (c)
Fuel gauge	AGC 20 fuse	Fuse panel (b)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 10 fuse	Fuse panel (d)
Headlamps	AGC 20 fuse	Fuse panel (b)
Headlamp hi-beam indicator lamp	15 amp CB	Light switch
Heater	15 amp CB	Light switch
Instrument cluster lamps	AGC 25 fuse	Fuse panel (f)
License lamp	AGC 4 fuse	Fuse panel (c)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (b)
Oil pressure indicator lamp	AGC 20 fuse	Fuse panel (b)
Parking lamps	AGC 10 fuse	Fuse panel (d)
Brake warning lamp	15 amp CB	Light switch
Radio and radio lamp	AGC 10 fuse	Fuse panel (d)
Speed warning device	AGC 20 fuse	Fuse panel (g)
Spot lamp — Inside operated	AGC 20 fuse	Fuse panel (b)
Spot lamp — Portable	AGC 20 fuse	In line
Tachometer	AGC 20 fuse	Fuse panel (b)
Tail, stop and turn lamps	AGC 10 fuse	Fuse panel (d)
Tailgate motor	AGC 20 fuse	Fuse panel (b)
Traffic hazard indicator	40 amp CB	Hinge pillar
Underhood lamp	AGC 20 fuse	Fuse panel (b)
Windshield wiper, two-speed	SAE 4 fuse	In line
	AGC 20 fuse	Fuse panel (g)
	14 amp CB	Switch

* Letter suffix indicates same circuit

BODY



EXTERIOR PAINT PROCESS



1. RUSTPROOFING. Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.

2. BODY AND SHEET METAL PRIMERS. Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.

3. PRIMER COAT is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 390 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.

4. FLASH PRIMER AND PRIMER-SURFACER COATS. An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 285 degrees F.

5. INITIAL SANDING. Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.

6. LACQUERING. Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.

7. INITIAL BAKING. To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.

8. FINAL SANDING. To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.

9. FINAL BAKING. To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.

10. UNDERCOATING. To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.

●11. PAINT REPAIR AND PROTECTION. Mars, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "slush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

CHEVY II 100 111-113-11400 SERIES

EXTERIOR		INTERIOR TRIM COLORS AND RPO NUMBERS		
		Fawn	Blue	Black
		Models 11411-69		
		771	733	---
RPO	COLOR	Model 11435		
AA	Black	771	734	791 (a)
CC	White	*	*	*
DD	Medium Blue	*	*	*
EE	Dark Blue		*	*
FF	Bright Blue		*	*
GG	Gold		*	*
HH	Medium Green	*		*
KK	Medium Turquoise	*		*
LL	Dark Turquoise	*		*
MM	Plum	*		*
NN	Maroon			*
RR	Red	*		*
SS	Fawn			*
TT	Cream	*		*
YY	Yellow	*		*
		*		*
	Two-Tone (Lower/Upper)			
CD	White/Medium Blue		*	
DC	Medium Blue/White		*	
DE	Medium Blue/Dark Blue		*	
ED	Dark Blue/Medium Blue		*	
GT	Gold/Cream		*	
ST	Fawn/Cream	*		*
		*		*

(a) Also available for 11411-69.

NOVA 115-11600 SERIES

NOVA SS 117-11800 SERIES

		INTERIOR TRIM COLORS AND RPO NUMBERS						
		Fawn	Blue	Black	Maroon	Red	Gold	Bright Blue
		Models 11637-69						
		773	735	786(a)	754(a)	---	---	---
		Models 11635-37						
		774(a)	736(a)	785	---	---	---	---
EXTERIOR		Model 11837						
RPO	COLOR	---	---	780	---	749	781	737
AA	Black	*	*	*	*	*	*	*
CC	White	*	*	*	*	*	*	*
DD	Medium Blue		*	*				*
EE	Dark Blue		*	*				*
FF	Bright Blue		*	*				*
GG	Gold	*		*			*	
HH	Medium Green	*		*				
KK	Medium Turquoise	*		*				
LL	Dark Turquoise	*		*				
MM	Plum			*				
NN	Maroon	*		*	*	*	*	
RR	Red			*		*		
SS	Fawn	*		*			*	
TT	Cream	*		*			*	
YY	Yellow	*		*				
Two-Tone (Lower/Upper)								
CD	White/Medium Blue		*					
DC	Medium Blue/White		*					
DE	Medium Blue/Dark Blue		*					
ED	Dark Blue/Medium Blue		*					
GT	Gold/Cream	*		*			*	
ST	Fawn/Cream	*		*			*	

(a) Not available for 11637

Vinyl top option (RPO C08) available in Black or Light Fawn for Sport Coupe models

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 rotary type latches. Inside push-button locks and 2-position free-wheeling inside door handles 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
1.25 poly foam ---------- 111-113-11400
1.75 poly foam ---------- 115-11600
1.50 foam rubber ---------- 117-11800
Rear seat cushion
Jute and cotton ---------- 113-11400
1.00 poly foam -------- 115-116-117-11800

WINDSHIELD WIPERS
Type ---------- Dual, single 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 type "L" wrench stored beneath tire.

BODY GLASS

		MODELS			
LOCATION	TYPE*	11	69	37	35
Windshield		1007.3		897.9	1007.3
Front door	Ventipane	97.4			
	Window	842.8	535.9	675.6	535.9
Rear door	Ventipane		99.4		152.1
	Window		586.4		591.3
Rear quarter	Window	470.4		276.0	
	Rear side				1067.7
Back window		932.8		1117.1	698.4
Total DLO area		3350.7	3259.2	3064.0	4150.1

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

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	SEDANS		SPORT COUPES		STATION WAGONS
		2-DOOR	4-DOOR	11537	11737	
H3	Seat cushion height	12.0			11.3	11.7
H11	Entrance height	30.9		30.0	29.8	30.8
H13	Steering wheel thigh clearance	3.5				
H30	H point to heel point	9.0		9.1	9.3	9.6
H32	Seat cushion deflection	3.9			3.6	3.8
H50	Upper body opening to ground	50.0				
H58	H point rise	.7				.5
H61	Effective headroom	38.8		37.4	37.2	38.8
H70	H point to body O line	14.2			14.4	14.7
H75	Effective headroom	38.9	39.0	37.5	37.4	38.8
W3	Shoulder room	55.3				
W5	Hip room	59.2				
L7	Steering wheel torso clearance	12.3				11.8
L17	H point travel	4.0				
L34	Effective leg room	40.7			41.0	40.5

REAR COMPARTMENT

H8	Seat cushion height	12.5		11.1		12.6
H12	Entrance height	---	30.3	---		30.2
H31	H point to heel point	10.7		9.7		11.3
H33	Seat cushion deflection	4.3		4.1		3.1
H51	Upper body opening to ground	---	50.8	---		50.1
H63	Effective headroom	37.3		36.4		38.2
H71	H point to body O line	14.6		13.5		15.1
H76	Effective headroom	37.3		36.2		38.5
W4	Shoulder room	54.6	55.2	53.8		55.3
W6	Hip room	58.6				59.0
L3	Rear compartment room	27.5		23.5	23.2	28.8
L50	H point couple distance	33.0		29.1	28.9	33.8
L51	Effective leg room	35.5	36.2	31.2	31.0	37.7

LUGGAGE COMPARTMENT

---	Compartment opening width	53.5			
---	Compartment interior height	17.0			
---	Compartment interior width	69.0			
---	Compartment interior length	47.0			
H195	Compartment loading height	23.2	21.9	22.3	
V1	Usable luggage capacity (cu.ft.)	13.0			
---	Total compartment volume (cu.ft.)	25.5			

STATION WAGON CARGO SPACE

H201	Maximum cargo height	32.6
H202	Rear opening height	28.7
H250	Tailgate to ground height	24.7
W200	Cargo width - front	57.3
W201	Cargo width - wheelhouse	42.8
W203	Rear opening width at floor	47.3
W204	Rear opening width at belt	47.0
W205	Rear opening width above belt	47.0
L200	Maximum cargo length - front seat	108.3
L201	Maximum cargo length - second seat	74.7
L202	Cargo length at floor - front seat	86.0
L203	Cargo length at floor - second seat	52.4
L204	Cargo length at belt - front seat	73.2
L205	Cargo length at belt - second seat	37.6
V2	Total cargo volume (cu.ft.)	76.2

LENGTHS

CODE	DESCRIPTION	SEDANS		SPORT COUPES		STATION WAGONS
		2-DOOR	4-DOOR	11537	11737	
L101	Wheelbase	110.0				
L102	Tire size (standard)	6.95 x 14				
L103	Overall length	183.0				187.4
L104	Overhang - front	27.0				
L105	Overhang - rear	46.0				50.4
----	Overall length - less bumpers	180.2				183.5
L127	Body O line to C/L of rear wheels	94.5				
L128	Hood length at centerline	51.3				

WIDTHS

W101	Tread - front	56.3				
W102	Tread - rear	55.8				
W103	Maximum overall width of car	71.3				
W106	Front fender overall width	70.2				
W107	Rear fender overall width	70.5				69.4
W120	Overall car width, front doors open	151.3	134.0	151.3		134.2
W121	Overall car width, rear doors open	---	131.2	---		131.9

HEIGHTS

H101	Overall height (design)	55.3		53.5		55.7
----	Overall height (curb)	56.9		54.8		57.6
H102	Front bumper to ground	12.9		12.3	12.9	13.6
H104	Rear bumper to ground	12.9		11.6	12.0	10.2
H111	Rocker panel to ground - front	7.9		6.8	7.2	8.9
H112	Rocker panel to ground - rear	8.4		7.6	8.1	8.9
H114	Hood at rear to ground	37.8				38.8
H115	Step height - front (design)	13.1		12.3	12.7	13.5
H116	Step height - rear (design)	---	12.8	---		13.1
H125	Headlamp to ground	26.8		26.4	26.8	27.5
H126	Tail lamp to ground	27.9		26.6	27.1	29.1
H130	Step height - front (curb)	14.7		13.9	14.3	15.1
H131	Step height - rear (curb)	---	14.7	---		15.1
H136	Body O line to ground - front	5.8		5.2	5.0	6.2
H137	Body O line to ground - rear	5.4		5.2		5.8

CLEARANCES

H106	Angle of approach (degrees)	34		32		35
H107	Angle of departure (degrees)	17				12
H147	Ramp breakover angle (degrees)	13				14
H148	Front suspension to ground	10.5		9.9		11.0
H149	Oil pan to ground	7.0		6.5		7.2
H150	Flywheel housing to ground	6.5		6.0		6.7
H151	Frame to ground	7.8		7.4	7.8	8.7
H152	Exhaust system to ground	6.1		5.8		6.6
H153	Rear axle to ground	6.6				6.7
H154	Fuel tank to ground	7.9				7.5
H155	Tire well to ground	Mounted over axle				Rt. rr. fender
H156	Minimum ground clearance (H152)	6.1		5.8		6.6

VEHICLE WEIGHTS

CHEVY II 100

VEHICLE TYPE		SHIPPING WEIGHT			CURB WEIGHT		
Model	Description	Front	Rear	Total	Front	Rear	Total
11111	2-Door Sedan 4-cylinder	1375	1180	2555	1370	1300	2670
11311	2-Door Sedan 6-cylinder	1475	1165	2640	1480	1285	2765
11411	2-Door Sedan 8-cylinder	1580	1190	2770	1595	1310	2905
11335	4-Door Station Wagon 6-cylinder	1405	1460	2865	1405	1580	2985
11435	4-Door Station Wagon 8-cylinder	1495	1490	2985	1510	1610	3120
11169	4-Door Sedan 4-cylinder	1380	1180	2560	1375	1300	2675
11369	4-Door Sedan 6-cylinder	1480	1170	2650	1480	1290	2770
11469	4-Door Sedan 8-cylinder	1585	1195	2780	1595	1315	2910

NOVA

11537	2-Door Sport Coupe 6-cylinder	1460	1200	2660	1460	1320	2780
11637	2-Door Sport Coupe 8-cylinder	1560	1230	2790	1575	1350	2925
11535	4-Door Station Wagon 6-cylinder	1415	1475	2890	1420	1595	3015
11635	4-Door Station Wagon 8-cylinder	1510	1505	3015	1520	1630	3150
11569	4-Door Sedan 6-cylinder	1485	1175	2660	1490	1290	2780
11669	4-Door Sedan 8-cylinder	1590	1200	2790	1605	1320	2925

NOVA SUPER SPORT

11737	2-Door Sport Coupe 6-cylinder	1480	1210	2690	1480	1330	2810
11837	2-Door Sport Coupe 8-cylinder	1580	1240	2820	1595	1360	2955

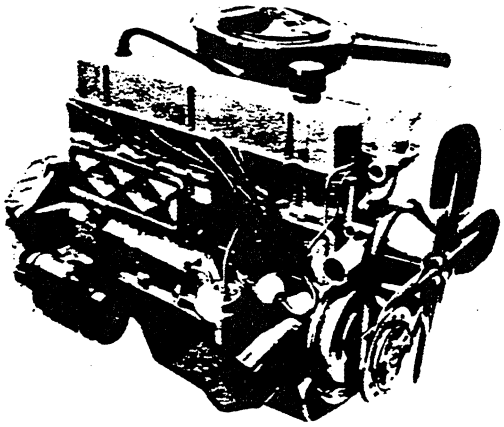
SHIPPING WEIGHT: Weight of basic vehicle with regular equipment and grease and oil. Weight of gasoline and water not included.

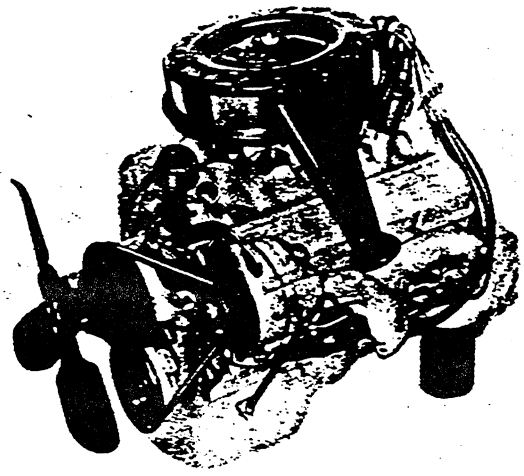
CURB WEIGHT: Weight of empty vehicle ready to drive. Shipping weight plus weights of gasoline and water.

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

RPO	Option	Weight
C48	Less Heater	- 24
C60	Air Conditioning	+ 90
J50	Power Brakes	+ 9
J52	Front Disc Brakes	+ 33
L22	250 Cu.In. L-6	+ 10
L30	327 Cu.In. V-8	+ 32
M20	Four-Speed Transmission	+ 11
M35	Powerglide Transmission	+ 10
N10	Dual Exhaust	+ 30
N40	Hydraulic Steering	+ 30
T60	Heavy Duty Battery	+ 16
U63	Radio - Push-Button	+ 8

POWER TRAINS





POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS* 2.73:1	3.08:1	3.36:1	3.55:1
153 Cubic Inch L-4 Super Thrift 153 90 HP Standard	3-Spd (2.85:1 low) & Powerglide	All Models (A)		Std.		Perf.
194 Cubic Inch L-6 Hi-Thrift 194 120 HP Standard	3-Spd (2.85:1 low)	All except Sta. Wagons		Std.	Perf.	Spcl.
		With Air Conditioning			Std.	Perf.
		Station Wagons		Econ.	Std.	Perf.
		With Air Conditioning			Std.	Perf.
	Powerglide	All Models	(a)	Std.		Perf.
		With Air Conditioning			Std.	Perf.
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low)	All except Sta. Wagons		Std.	Perf.	Spcl.
		With Air Conditioning			Std.	Perf.
		Station Wagons		Econ.	Std.	Perf.
		With Air Conditioning			Std.	Perf.
	Powerglide	All Models		Std.		Perf.
		With Air Conditioning			Std.	Perf.
283 Cubic Inch V-8 Turbo-Fire 283 195 HP Standard	3-Spd (2.85:1 low) & 4-Spd (3.11:1 low)	All Models		Std.		Perf.
		With Air Conditioning			Std.	Perf.
	Powerglide	All Models	(a)	Std.		Perf.
		With Air Conditioning			Std.	Perf.
327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low) & 4-Spd (2.54:1 low) & Powerglide	All Models		Std.		Perf.
		With Air Conditioning			Std.	Perf.

* Positraction axles available optionally for all ratios shown.
(A) Air Conditioning not available.

(a) Standard with A.I.R. Engine.
Std. - Standard
Econ. - Economy (optional)
Perf. - Performance (optional)
Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
90 HP L-4 Super-Thrift Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
120 HP L-6 Hi-Thrfit Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
155 HP L-6 Turbo-Thrift RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
195 HP V-8 Turbo-Fire Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08
275 HP V-8 Turbo-Fire RPO L30	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.82	5.54	4.07	3.08	7.82	3.08

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
90 HP L-4 Super-Thrfit Standard	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
120 HP L-6 Hi-Thrift Standard	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
155 HP L-6 Turbo-Thrift RPO L22	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
195 HP V-8 Turbo-Fire Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
275 HP V-8 Turbo-Fire RPO L30	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		●L-4 OHV	L-6 OHV		V-8 OHV	
Piston Displacement (Cu.In.)		153	194	250	283	327
Availability		Base		RPO L22	Base	RPO L30
Number of Cylinders		Four	Six		Eight	
Bore (nominal)		3.875	3.563	3.875	3.875	4.00
Stroke (nominal)		3.25		3.53	3.00	3.25
Compression Ratio		8.5:1			9.25:1	10.0:1
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				
	Powerglide (in Drive)	500				
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		140			150	
Power Plant Mounting	Front	Two, combination compression and shear type				
	Rear	Two	One, shear type			
Measurements	Fan to rear of engine block	24.23	33.09	34.96	30.14	30.64
	Top of air cleaner to bottom of oil pan	26.49	26.55	26.67	28.74	29.96
	Width - including generator	21.11	28.37		28.92	

ADVERTISED ENGINE RATING

Engine Designation	L-4, 90 HP Super-Thrift 153 Cu.In.	L-6, 120 HP Hi-Thrift 194 Cu.In.	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 195 HP Turbo-Fire 283 Cu.In.	V-8, 275 HP Turbo-Fire 327 Cu.In.
Availability	Base	Base	RPO L22	Base	RPO L30
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	120 @ 4400	155 @ 4200	195 @ 4600	275 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	177 @ 2400	235 @ 1600	285 @ 2400	355 @ 3200

ENGINE SPEED AND PISTON TRAVEL

153 CUBIC INCH FOUR CYLINDER ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		6.95x14	
Crankshaft Revolutions per Mile		2488.6	
Crankshaft RPM @ 1 MPH	Low	118.2	75.5
	Second	69.7	
	Third	41.5	41.5 (direct)
	Reverse	122.4	75.5
Piston Travel (ft/mile)		1348.0	

194 and 250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1 (a)	
Tire Size		6.95 x 14 (b)	
Crankshaft Revolutions per Mile		2488.6	
Crankshaft RPM @ 1 MPH	Low	118.2	75.5
	Second	69.7	
	Third	41.5	41.5 (direct)
	Reverse	122.4	75.5
Piston Travel (ft/mile)		1348.0 on 194 cu.in.; 1464.1 on 250 cu.in.	

(a) 3.36:1 standard on Station Wagons.
(b) 6.95 x 14-8PR standard on Station Wagons.

283 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		
Tire Size		6.95 x 14 (a)		
Crankshaft Revolutions per Mile		2488.6		
Crankshaft RPM @ 1 MPH	Low	118.2	129.0	75.5
	Second	69.7	91.3	
	Third	41.5	61.0	
	Fourth		41.5	41.5 (direct)
	Reverse	122.4	129.0	75.5
Piston Travel (ft/mile)		1244.3		

(a) 6.95 x 14-8PR standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		
Tire Size		6.95x14 (a)		
Crankshaft Revolutions per Mile		2488.6		
Crankshaft RPM @ 1 MPH	Low	105.4	105.4	73.0
	Second	62.2	74.7	
	Third	41.5	59.7	41.5 (direct)
	Fourth		41.5	
	Reverse	109.1	105.4	73.0
Piston Travel (ft/mile)		1348.0		

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

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 194 CU.IN. 120 HP	RPO L22 250 CU.IN. 155 HP	BASE 283 CU.IN. 195 HP	RPO L30 327 CU.IN. 275 HP
MODEL	11169	11369	11369	11469	11469

3-SPEED TRANSMISSION

Performance Weight (pounds)	3276	3370	3380	3511	3542
Pounds per Gross Horsepower	36.40	28.08	21.80	18.01	12.88
Pounds per Cu.In. Displacement	21.41	17.37	13.52	12.41	10.83
Gross HP per Cu.In. Displacement	.588	.618	.620	.689	.841
Power Displacement (cu.ft./mile)	110.17	139.70	108.02	203.79	235.47
Displacement Factor (cu.ft./ton mile)	67.26	82.91	106.52	116.12	132.96

4-SPEED TRANSMISSION

Performance Weight (pounds)				3522	3553
Pounds per Gross Horsepower				18.06	12.92
Pounds per Cu.In. Displacement				12.44	10.87
Gross HP per Cu.In. Displacement				.689	.841
Power Displacement (cu.ft./mile)				203.79	235.47
Displacement Factor (cu.ft./ton mile)				115.72	132.51

POWERGLIDE*

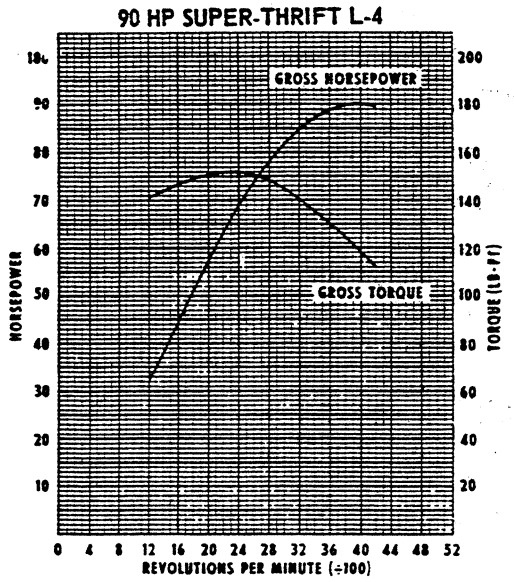
Performance Weight (pounds)	3286	3380	3390	3521	3552
Pounds per Gross Horsepower	36.51	28.17	21.87	18.06	12.92
Pounds per Cu.In. Displacement	21.48	17.42	13.56	12.44	10.86
Gross HP per Cu.In. Displacement	.588	.618	.620	.689	.841
Power Displacement (cu.ft./mile)	110.17	139.70	108.02	203.79	235.47
Displacement Factor (cu.ft./ton mile)	67.06	82.91	106.21	115.79	132.59

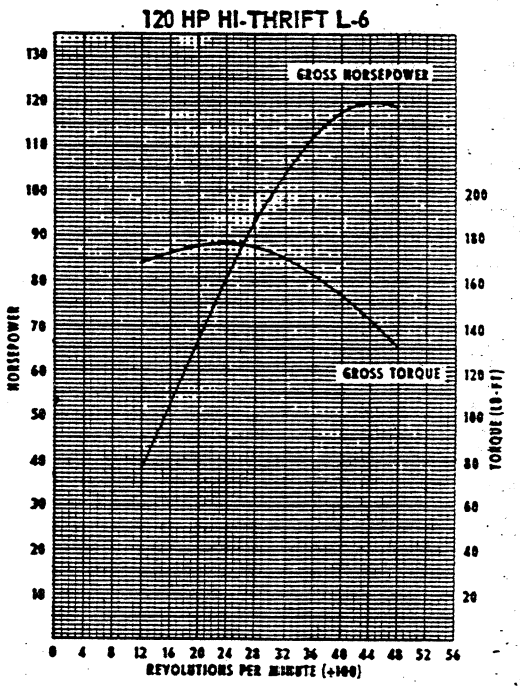
* Data computed assuming zero slippage in torque converter.

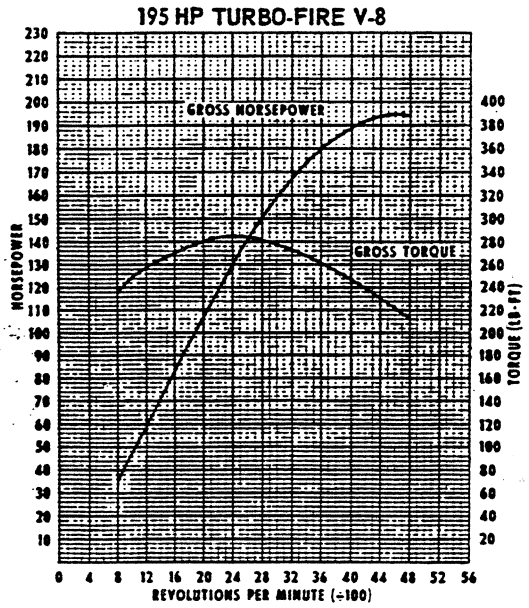
GLOSSARY

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

ENGINE OUTPUT CURVES





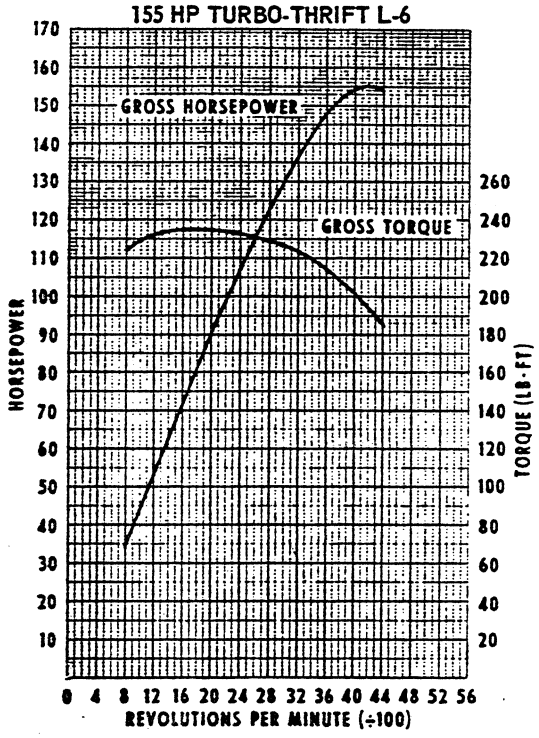


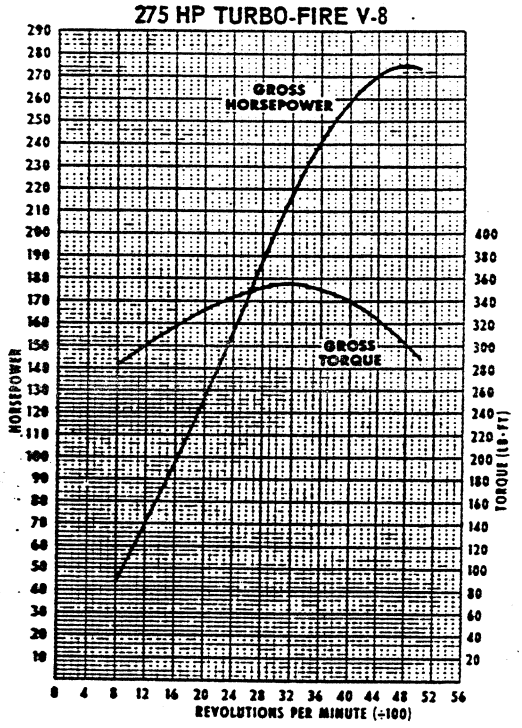
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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

ENGINE OUTPUT CURVES—Cont'd.





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

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material ---------- Cast alloy iron
Bore Diameter
- L4-153 Cu.In. ---------- 3.8745-3.8775
- L6-194 Cu.In. ---------- 3.5620-3.5650
- L6-250 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 & 250 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 & 250 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. ---------- 4.38 Cu.In.
- L6-250 Cu.In. ---------- 5.73 Cu.In.
- V8-283 Cu.In. ---------- 4.47 Cu.In.
- V8-327 Cu.In. ---------- 4.69 Cu.In.

INLET MANIFOLD

Material ---------- Cast alloy iron
Type
- L4-153 Cu.In. ---------- 2 port, rectangular section
- L6-194 & 250 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 & 250 Cu.In. -------- 4 port, center downtake
- V8-283 & 327 Cu.In. --- Dual, 4 port, center downtake

Outlet Diameter ---------- 2.0

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
- V8-327 Cu.In. ---------- Forged steel

End Play ---------- .002-.006
Counter Weights
- L4 & L6-194 Cu.In. ---------- 4
- L6-250 Cu.In. ---------- 12
- V8 ---------- 6

Crank Arm Length
- L4 & L6-194 Cu.In. ---------- 1.625
- L6-250 Cu.In. ---------- 1.765
- V8-283 Cu.In. ---------- 1.50
- V8-327 Cu.In. ---------- 1.625

Torsional Damper
- L4 ---------- None
- L6 & V8 ---------- Rubber mounted inertia

Timing Gear
- L4 & L6 ---------- Steel; helical cut
- V8 ---------- Steel; sprocket & chain

Pulley Pitch Diameter ---------- 6.64

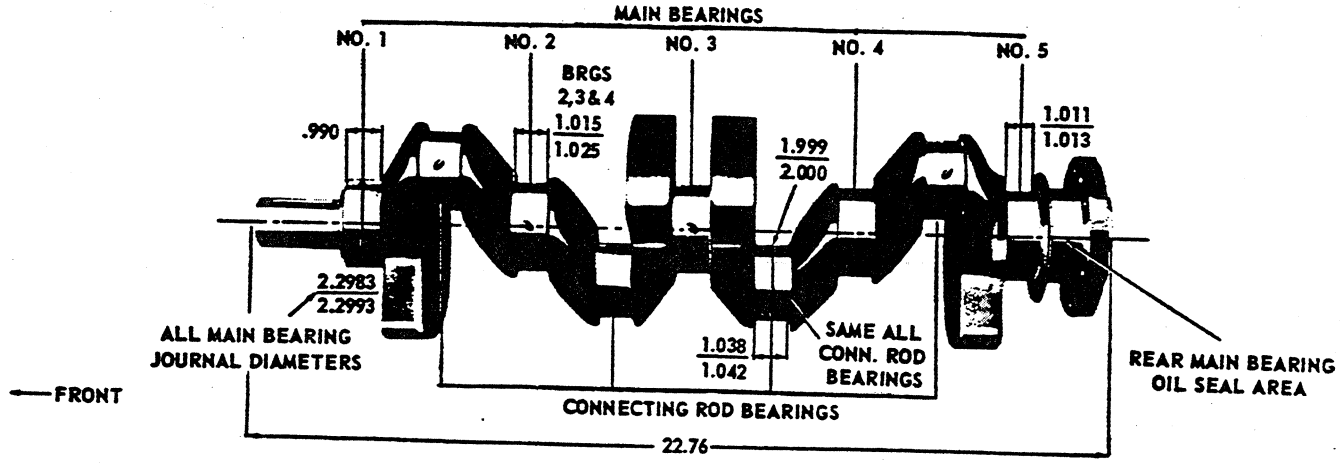
MAIN BEARINGS

Material ---------- Steel, backed insert (selected bearing material — copper lead alloy or premium aluminum — for intended engine operation & application)
Type ---------- Precision removable
Thrust Against Bearing No. ----- 5 (L4 & V8); No. 7 (L6)
Clearance
- L4 & L6 ---------- .0003-.0029
- V8-283 & 327 Cu.In.
  - No. 1 ---------- .0008-.0020
  - No. 2, 3 & 4 ---------- .0008-.0024
  - No. 5 ---------- .0015-.0031

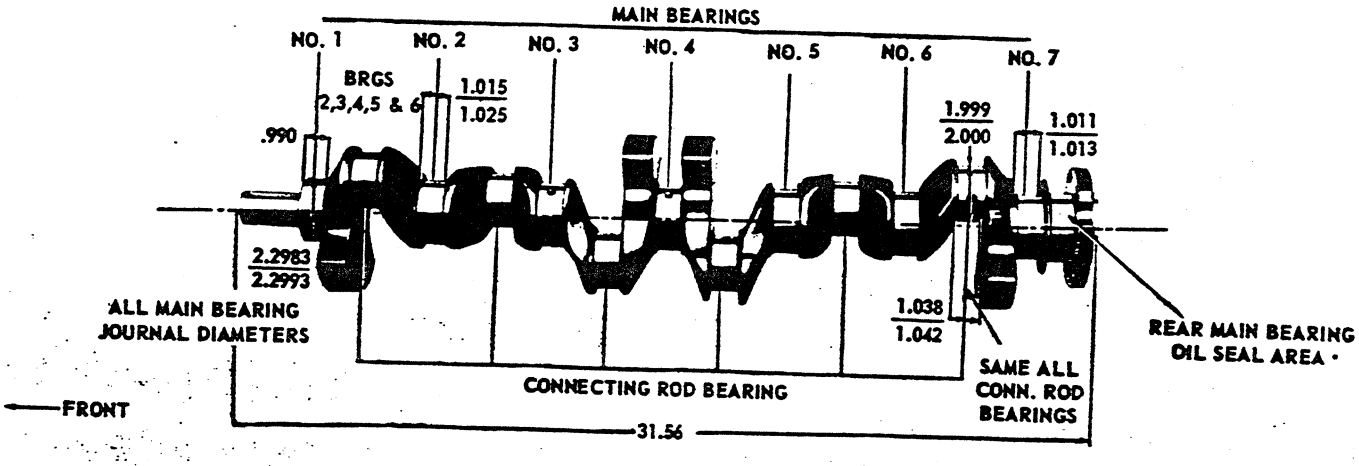
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L4-153 Cu.In.			
Bearing #1-4	2.3004	.752	1.7299
Bearing #5	2.3004	.760	1.7403
L6-194 & 250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-283 Cu.In.			
Bearing #1	2.3003	.752	1.7298
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081
V8-327 Cu.In.			
Bearing #1	2.3003	.752	1.7298
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081

CRANKSHAFTS AND BEARINGS

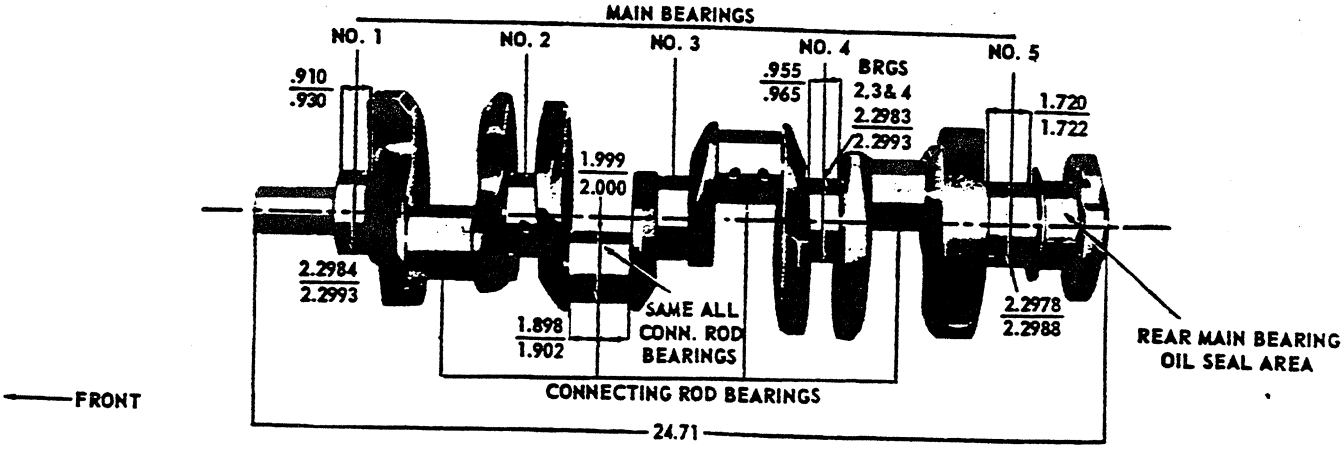
153 CUBIC INCH FOUR CYLINDER ENGINE



194 CUBIC INCH SIX CYLINDER ENGINE



283 and 327 CUBIC INCH V-8 ENGINES



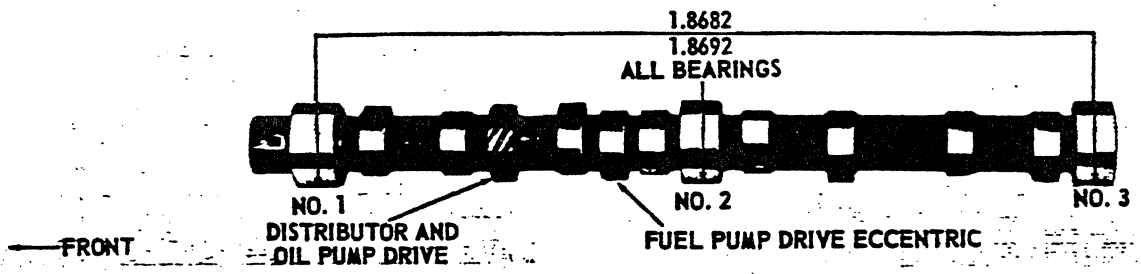
CAMSHAFT
- Material ---------- Cast alloy iron
- Drive
  - L4 & L6 ---------- Gear; bakelite and fabric composition with steel hub
  - V8 ---------- Sprocket & chain; steel
- Lobe lift
  - L4-153 Cu.In. ---------- .2270 Inlet & Exhaust
  - L6-194 ---------- .1896 Inlet & Exhaust
  - L6-250 ---------- .2217 Inlet & Exhaust
  - V8-283 Cu.In. ---------- .2600 Inlet; .2733 Exhaust
  - V8-327 Cu.In. ---------- .2600 Inlet; .2733 Exhaust
- Bearings ---------- Steel backed babbitt

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

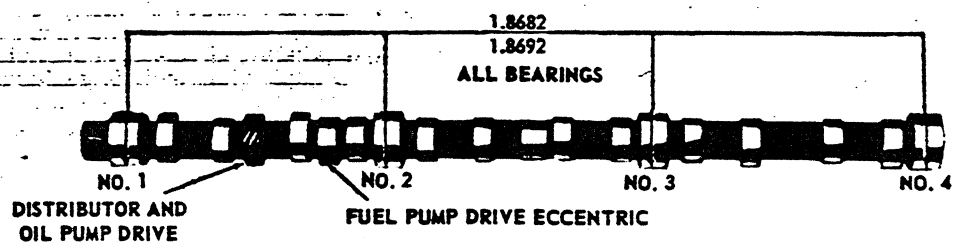
VALVE SPRINGS
- Diameter (I.D.) ---------- .868-.884
- Installed length (in. @ lb.)
  - Valves closed
    - L4-153 Cu.In. ---------- 1.66 @ 78-86
    - L6-194 Cu.In. ---------- 1.66 @ 56-64
    - L6-250 Cu.In. ---------- 1.66 @ 56-64
    - V8-283 & 327 Cu.In. ---------- 1.70 @ 76-84
  - Valves opened
    - L4-153 Cu.In. ---------- 1.26 @ 170-180
    - L6-194 Cu.In. ---------- 1.27 @ 180-192
    - L6-250 Cu.In. ---------- 1.27 @ 180-192
    - V8-283 & 327 Cu.In. ---------- 1.25 @ 194-206
- Free length
  - L4-153 Cu.In. ---------- 2.08
  - L6-194 Cu.In. ---------- 1.90
  - L6-250 Cu.In. ---------- 1.90
  - V8-283 & 327 Cu.In. ---------- 2.03
- Valve spring damper
  - L4-153 Cu.In. ---------- Flat steel, 4 coils
  - L6-194 Cu.In. ---------- None
  - L6-250 Cu.In. ---------- None
  - V8-283 & 327 Cu.In. ---------- Flat steel, 4 coils
- Oil shield ---------- Steel cup

CAMSHAFT AND BEARINGS

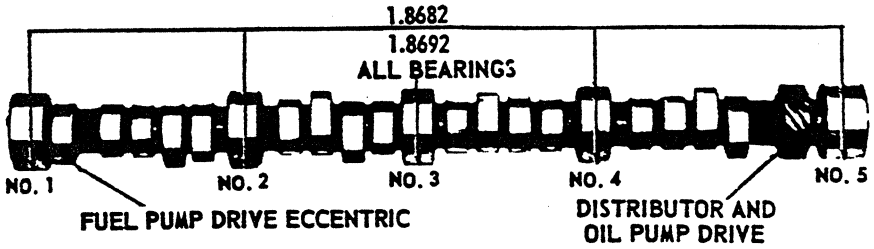
153 CUBIC INCH L-4 ENGINE



194 AND 250 CUBIC INCH L-6 ENGINE



283 and 327 CUBIC INCH V-8 ENGINES



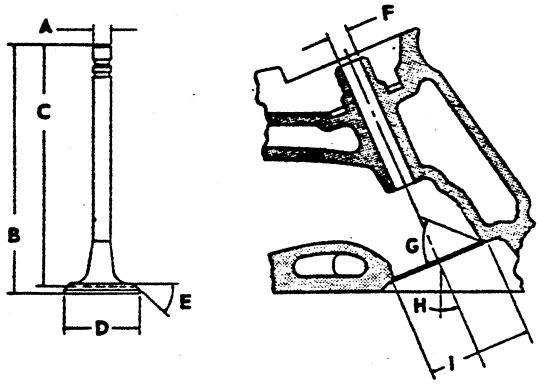
PRINCIPAL COMPONENTS—Cont'd.

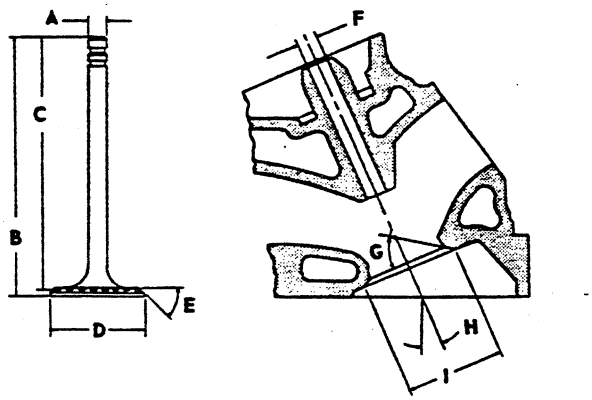
INLET VALVES

Material	Alloy steel
Coating	None

EXHAUST VALVES

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





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.	1.935-1.945
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.	1.990-2.010

A - Stem diameter	.3410-.3417
B - Overall length	
L4 & L6	4.913-4.933
V8-283 Cu. In.	4.913-4.933
V8-327 Cu. In.	4.913-4.933
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.	1.495-1.505
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.	1.550-1.570

VALVE LIFT

L4-153 Cu.In. ---------- .3973 Inlet & Exhaust
L6-194 Cu.In. ---------- .3318 Inlet & Exhaust
L6-250 Cu.In. ---------- .3880 Inlet & Exhaust
V8-283 Cu.In. ---------- .3900 Inlet; .4100 Exhaust
V8-327 Cu.In. ---------- .3900 Inlet; .4100 Exhaust

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°

L6-194 & 250 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.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

VALVE TRAIN LASH

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

PISTONS

Material
L4 & L6 ---------- Cast aluminum alloy
V8-283 & 327 Cu.In. ---------- Cast aluminum alloy
Head type
L4-153 Cu.In. ---------- Flat, notched
L6-194 Cu.In. ---------- Flat
L6-250 Cu.In. ---------- Flat, notched
V8-283 & 327 Cu.In. ---------- Flat, notched
Skirt type ---------- Slipper
Top land clearance
L4-153 Cu.In. ---------- .0345-.0435
L6-194 Cu.In. ---------- .0330-.0440
L6-250 Cu.In. ---------- .0345-.0435
V8-283 Cu.In. ---------- .0345-.0435
V8-327 Cu.In. ---------- .0365-.0455
Skirt clearance
L4 & L6 ---------- .0005-.0011
V8-283 & 327 Cu.In. ---------- .0005-.0011
Compression ring groove depth
L4-153 Cu.In. ---------- .2153-.2218
L6-194 Cu.In. ---------- .1960-.2025
L6-250 Cu.In. ---------- .2153-.2218
V8-283 Cu.In. ---------- .2153-.2218
V8-327 Cu.In. ---------- .2217-.2283
Oil ring groove depth
L4-153 Cu.In. ---------- .2093-.2158
L6-194 Cu.In. ---------- .1985-.2050
L6-250 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. ---------- .055-.065
Compression height
L4-153 Cu.In. ---------- 1.799-1.801
L6-194 Cu.In. ---------- 1.799-1.801
L6-250 Cu.In. ---------- 1.658-1.662
V8-283 Cu.In. ---------- 1.799-1.801
V8-327 Cu.In. ---------- 1.674-1.676

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

- Material ---------- Cast alloy iron
- Type -------- Inside bevel(bottom of ring 30 degrees to piston vertical axis) - No bevel on L6-250 Cu.In.
- Face ---------- Tapered edge
  - L6-250 Cu.In. ---------- Barrel edge
- Coating ---------- Chrome plate face
- Width ---------- .0775-.0780
  - L6-230 Cu.In. ---------- .0628-.0633
- Wall Thickness
  - L4-153 Cu.In. ---------- .179-.194
  - L6-194 Cu.In. ---------- .168-.178
  - L6-250 Cu.In. ---------- .184-.194
  - 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. ---------- .013-.023

COMPRESSION RINGS - LOWER

- Type
  - L4 & L6 ---------- One ring
  - V8-283 ---------- One ring
  - V8-327 Cu.In. ---------- One ring and one expander
- Material ---------- Cast alloy iron
- Inside bevel ---------- Top of ring 30 degrees; 50 degrees for V8-327 to piston vertical axis
- Face ---------- Tapered
- Coating ---------- Wear resistant
- Width
  - L4 & L6-194 Cu.In. ---------- .0770-.0780
  - L6-250 Cu.In. ---------- .0623-.0625
  - V8-283 Cu.In. ---------- .0770-.0780
  - V8-327 Cu.In. ---------- .0770-.0775
  - V8-327 Cu.In. ---------- .0770-.0775
- Wall Thickness
  - L4-153 Cu.In. ---------- .184-.194
  - L6-194 Cu.In. ---------- .168-.178
  - L6-250 Cu.In. ---------- .184-.194
  - V8-283 Cu.In. ---------- .184-.194
  - V8-327 Cu.In. ---------- .164-.170
- Gap
  - L4, L6 & V8-283 Cu.In. ---------- .010-.020
  - V8-327 Cu.In. ---------- .013-.025
- Expander (V8-327 Cu.In.)
  - Material ---------- Steel
  - Width ---------- .068-.074
  - Wall Thickness ---------- .0180

OIL CONTROL RINGS

- Type ---------- Multi-piece (two rails and one spacer)
- Material
  - Rails ---------- Steel
  - Spacer ---------- Alloy steel
- Width
  - L4 & L6 ---------- .1870-.1890
  - V8-283 & 327 Cu.In. ---------- .1870-.1890
- Wall Thickness
  - L4 & L6-194 Cu.In. ---------- .150-.156
  - L6-250 Cu.In. ---------- .152-.158
  - V8-283 & 327 Cu.In. ---------- .150-.156
- Gap ---------- .015-.055
  - L6-250 Cu.In. ---------- .015-.025
- 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

FUEL TANK
- Capacity (Gal) ---------- 16 (approximately)
- Fuel tank location ---------- Attached to underbody behind rear axle
- Filler location ---------- Left rear quarter panel

●FUEL FILTERS, DUAL
- In fuel tank ---------- Mesh strainer
- In Carburetor Inlet
  - L4-153;L6-194,250&V8-283Cu.In. --- Sintered bronze
  - V8-327 Cu.In. ---------- Paper

FUEL PUMP ASSEMBLY
- Type ---------- Mechanical; diaphragm
- Drive ---------- Camshaft, eccentric
- Location ---------- Right side front of engine
- Pressure range (at carburetor)
  - L4-153 Cu.In. ---------- 3.50-4.50 PSI
  - L6-194 & 250 Cu.In. ---------- 3.50-4.50 PSI
  - ●V8-283 Cu.In. ---------- 5.00-6.50 PSI
  - V8-327 Cu.In. ---------- 5.00-6.50 PSI

AIR CLEANER
- Type ---------- Cylindrical, single air horn
- Diameter
  - L4-153 Cu.In. ---------- 13.00
  - L6-194 & 250 Cu.In. ---------- 13.00
  - V8-283 & 327 Cu.In. ---------- 15.20
- Filter element ---------- Oil-wetted paper

CARBURETORS
- Make and type
  - L4-153 Cu.In. ---------- Carter, single barrel, triple venturi, downdraft
  - L6-194 & 250 Cu.In. ---------- Rochester, single barrel, downdraft
  - V8-283 Cu.In. ---------- Rochester, 2-barrel, downdraft
  - V8-327 Cu.In. ---------- Rochester, Quadrajet
- SAE flange type
  - L4-153 Cu.In. ---------- 1.50
  - L6-194 & 250 Cu.In. ---------- 1.50
  - V8-283 Cu.In. ---------- 1.25
  - V8-327 Cu.In. ---------- 1.50
- Throttle bore
  - L4-153 Cu.In. ---------- 1.6875
  - L6-194 & 250 Cu.In. ---------- 1.56
  - V8-283 Cu.In. ---------- 1.44
  - V8-327 Cu.In.
    - Primary ---------- 1.38
    - Secondary ---------- 2.25
- Secondary throttle actuation ---------- By linkage approximately when primary valves are opened halfway between closed and open
- Venturi diameter
  - L4-153 Cu.In. ---------- 1.3125
  - L6-194 & 250 Cu.In. ---------- 1.34
  - V8-283 Cu.In. ---------- 1.09
  - V8-327 Cu.In.
    - Primary ---------- 1.09
    - Secondary ---------- Air valve

CHOKE
- Type ---------- Automatic
  Manual with 153 Cu.In. Engine

EXHAUST AND VENTILATION SYSTEM

TYPE
- L4-153 Cu.In. ---------- Single
- L6-194 & 250 Cu.In. ---------- Single
- V8-283 Cu.In. ---------- Single with crossover pipes
- V8-327 Cu.In. ---------- Single with crossover pipes

MUFFLERS
- Type ---------- Oval, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Heads
  - L4-153 Cu.In. ---------- .047 sheet steel, aluminized
  - L6-194 & 250 Cu.In. ---- .047 sheet steel, aluminized
  - V8-283 Cu.In. ---------- .047 sheet steel, aluminized
  - V8-327 Cu.In. ---------- .048 sheet steel, aluminized
- Shell
  - L4-153 Cu.In. ---------- .035 sheet steel, zinc coated
  - L6-194 & 250 Cu.In. ---- .035 sheet steel, zinc coated
  - V8-283 Cu.In. ---------- .035 sheet steel, zinc coated
  - V8-327 Cu.In. ---------- .036 sheet steel, zinc coated
- Wrap ---------- .030 indented asbestos sheet
- Cover ---------- .018 sheet steel, aluminized
- Baffles
  - L4-153, L6-194 & 250; V8-283 Cu.In.
    - No. 1, 2 & 4 ---------- .035 sheet steel, zinc coated
    - No. 3 ---------- .047 sheet steel, zinc coated
  - V8-327 Cu.In.
    - No. 1 ---------- .048 sheet steel, zinc coated
    - No. 2, 3 & 4 ---------- .036 sheet steel, zinc coated
- Length, Body ---------- 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.)
  - L4-153 Cu.In. ---------- 2.00
  - L6-194 & 250 Cu.In. ---------- 2.00
  - V8-283 Cu.In. ---------- 2.00
  - V8-327 Cu.In. ---------- 2.50
- Wall Thickness
  - L4-153 Cu.In. ---------- .057-.071
  - L6-194 & 250 Cu.In. ---------- .057-.071
  - V8-283 Cu.In. ---------- .057-.071
  - V8-327 Cu.In. ---------- .073-.091 laminated

TAIL PIPES
- Dimension (O.D.) ---------- 1.875
- Wall Thickness ---------- .062-.076

ENGINE VENTILATION
- All Engines ---------- 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.

AIR INJECTION REACTOR
(California vehicles only)
- Injection System
  - Point of Entry ---------- Exhaust ports
  - Check Valve ---------- Pressure (plate type)
  - Backfire Protection ---------- Vacuum actuated anti-backfire valve
- Air Injection Pump
  - Type ---------- Semi-articulated vane type
  - Drive ---------- Crankshaft pulley
  - Drive Ratio ---------- 1.25
  - Relief Valve ---------- Pressure (plate type)

LUBRICATION SYSTEM

GENERAL
- Type ---------- Controlled full pressure
- Main Bearings ---------- Pressure
- Connecting Rods ---------- Pressure
- Piston Pins ---------- Splash
- Cylinder Walls
  - L4-153 Cu.In. ---------- Main and connecting rod bearing throw off
  - L6-194 & 250 Cu.In. ---------- Main and connecting rod bearing throw off
  - V8-283 Cu.In. -------- Pressure, jet cross sprayed
  - V8-327 Cu.In. -------- Pressure, jet cross sprayed
- Camshaft Bearings ---------- Pressure
- Valve Lifters ---------- Pressure
- Rocker Arms ---------- Pressure
- Timing Gears
  - L4-153 Cu.In. ---------- Nozzle sprayed
  - L6-194 & 250 Cu.In. ---------- Nozzle sprayed
  - V8-283 & 327 Cu.In. ---------- 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
    - L4-153 Cu.In. ------ Forward end of rocker cover
    - L6-194 & 250 Cu.In. -- Forward end of rocker cover
    - V8-283 & 327 Cu.In. --- Left front of intake manifold

CRANKCASE CAPACITIES (Quarts)
- Refill
  - L4-153 Cu.In. ---------- 3.5
  - L6-194 & 250 Cu.In. ---------- 4
  - V8-283 & 327 Cu.In. ---------- 4
- Refill with Filter Change
  - L4-153 Cu.In. ---------- 4
  - L6-194 & 250 Cu.In. ---------- 5
  - V8-283 & 327 Cu.In. ---------- 5

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

OIL PUMP
- Type ---------- Gear
- Regulator Valve ---------- Opens between 40-45 lbs.
- Oil Pressure (no flow conditions)
  - L4-153 Cu.In. ---------- 30-45 PSI @ 1500 RPM
  - L6-194 & 250 Cu.In. -------- 30-45 PSI @ 1500 RPM
  - V8-283 & 327 Cu.In. -------- 30-45 PSI @ 1500 RPM
- Intake Type ---------- Fixed pickup with screen
- Capacity (GPM @ Engine RPM)
  - L4-153 Cu.In. ---------- 4.3 @ 2000
  - L6-194 & 250 Cu.In. ---------- 4.3 @ 2000
  - V8-283 & 327 Cu.In. ---------- 4.3 @ 2000

OIL FILTER
- Type
  - L4-153 Cu.In. ------ Full flow, throw away canister
  - L6-194 & 250 Cu.In. -- Full flow, throw away canister
  - V8-283 Cu.In. ------ Full flow, throw away canister
  - V8-327 Cu.In. ------ Full flow, throw away canister
- Location
  - L4-153 Cu.In. ---------- Right side front of engine
  - L6-194 & 250 Cu.In. ------ Right side front of engine
  - V8-283 & 327 Cu.In. ------- 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
  - L4-153 Cu.In. ------ Rear lower face of oil pan sump
  - L6-194 & 250 Cu.In. ---------- Rear lower face of oil pan sump
  - V8-283 & 327 Cu.In. ---------- Rear lower face of oil pan sump
- Size of Hex Head ---------- .860-.875
- Thread ---------- 1/2-20 UNF 2A
- Length ---------- 0.81
- Diameter ---------- .410-.430

OIL DIPSTICK - LOCATION
- L4-153 Cu.In. --------- Right side front of engine block
- L6-194 & 250 Cu.In. ---- Right side front of engine block
- V8-283 & 327 Cu.In. ---------- 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. ---------- 11 qts
  - L6-250 Cu.In. ---------- 11 qts
  - V8-283 Cu.In. ---------- 16 qts
  - V8-327 Cu.In. ---------- 15 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
    - L6-250 Cu.In. ---------- .20 Syn., .18 P/Gld
    - V8-283 Cu.In. ---------- .20 Syn., .16 P/Gld
    - V8-327 Cu.In. ---------- .18 Syn., .16 P/Gld
  - Distance between tubes ---------- .55
  - Thickness of core ---------- 1.26
  - Frontal area (sq.in.)
    - L4-153 Cu.In. ---------- 229
    - L6-194 Cu.In. ---------- 255
    - L6-250 Cu.In. (Syn.) ---------- 255
    - L6-250 Cu.In. (P/Gld) ---------- 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 Cu.In. ---------- 1.26
    - L6-194 & 250 Cu.In. ---------- 1.26
    - V8-283 Cu.In. ---------- 1.75
    - V8-327 Cu.In. ---------- 2.62
  - Frontal area (sq.in.)
    - L4-153 Cu.In. ---------- 229
    - L6-194 Cu.In. ---------- 323
    - L6-250 Cu.In. ---------- 357
    - V8-283 & 327 Cu.In. ---------- 357

RADIATOR CAP RELIEF VALVE
- Opens at ---------- Approximately 15 PSI

THERMOSTAT
- Type ---------- Pellet
- Begins to Open at ---------- 192°-198° for L6
  177°-188° for V8
- Fully Opened at ---------- 227° for L6
  212° for V8

RADIATOR HOSE
- Outlet, lower (radiator to water pump) -------- 1.75 ID
- Inlet, upper (thermostat housing to radiator)
  - L4-153 & L6-194 Cu.In. ---------- 1.28 ID
  - L6-250 Cu.In. ---------- 1.50 ID
  - V8-283 & 327 Cu.In. ---------- 1.50 ID

FAN
- Number of blades ---------- 4
- Diameter
  - L4-153 Cu.In. ---------- 16.00
  - L6-194 & 250 Cu.In. ---------- 17.62
  - V8-283 & 327 Cu.In. ---------- 17.62
- Fan pulley pitch diameter ---------- 7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number used ---------- One
- Angle of "V" ---------- 38°-42°
- Pitch line
  - L4-153 Cu.In. ---------- 41.00
  - L6-194 & 250 Cu.In. ---------- 39.00
  - V8-283 Cu.In. ---------- 53.75
  - V8-327 Cu.In. ---------- 53.75
- 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
  - L6-250 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 - Plug
  - L4-153; L6-194 & 250 Cu.In. -------- Bottom center, under face of tank
  - V8-283 & 327 Cu.In. & Heavy Duty ---------- Left side rear face of tank
- Engine block - Plug
  - L4-153; L6-194 & 250 Cu.In. ---------- Left side rear
  - V8-283 & 327 Cu.In. ---------- Right and left side

SUPPLY SYSTEM
- BATTERY
  - Voltage Rating ---------- 12
  - Capacity (SAE)
    - L4, L6 & V8-283 ---------- 45 Amp hr @ 20 hr rate
    - V8-327 ---------- 61 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

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

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

STARTING SYSTEM
- STARTING MOTOR
  - Rotation (Drive End View) ---------- Clockwise
  - Test Conditions ---------- Engine at operating temp.
  - No Load Test
    - Amps
      - L4, L6 & V8-283 ---------- 58-87
      - V8-327 ---------- 65-100
    - Volts ---------- 10.6
    - RPM
      - L4, L6 & V8-283 ---------- 8450-10700
      - 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

IGNITION SYSTEM
- DISTRIBUTORS ---------- Refer to chart below

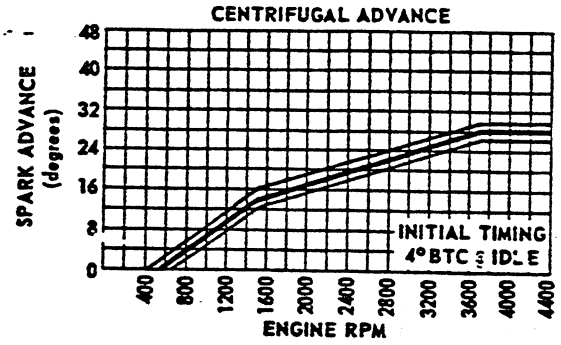
COIL
- Type ---------- 12-Volt
- Amperes Drawn
  - Engine Stopped ---------- 4.0
  - Engine Idling ---------- 1.8

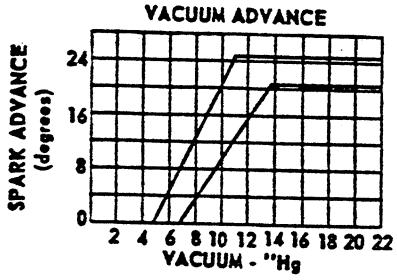
SPARK PLUGS
- Type
  - L4-153 & L6-250 ---------- AC 46N (long reach)
  - L6-194 ---------- AC 45N (long reach)
  - V8-283 ---------- AC45
  - V8-327 ---------- AC44
- Thread Size (mm) ---------- 14
- Gap ---------- .033-.038
- Torque ---------- 25 lb ft

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

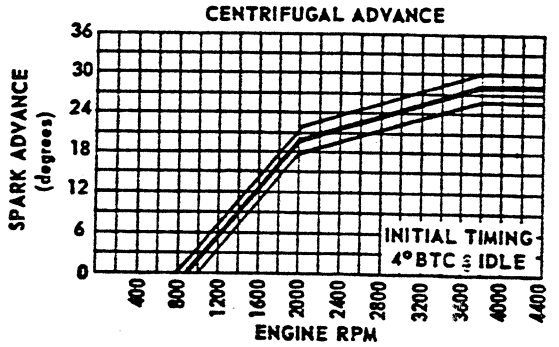
DISTRIBUTORS	L-4 153 Cu.In. 90 HP	L-6 194 Cu.In. 120 HP	L-6 250 Cu.In. 155 HP	V-8 283 Cu.In. 195 HP	V-8 327 Cu.In. 275 HP
Model	1110292	1110388	1110351	1111150	1111249
Type	Single Breaker				
Cam angle	31°-34°			28°-32°	
Breaker gap	.019 (new)				
Breaker arm tension	19-23 oz				
Centrifugal advance begins (RPM)	600	900			
Max degrees @ RPM	28 @ 3700	28 @ 3800	28 @ 2800	28 @ 4200	26 @ 4100
Vacuum advance begins (In. Hg)	6.00	6.00	6.00	8.00	8.00
Max degrees @ In. Hg	23 @ 12	21 @ 14.5	21 @ 14.5	15 @ 15.5	15 @ 15.5
Timing (Initial Design Setting) Crankshaft degrees at RPM (with vacuum line disconnected)	4° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 500	8° BTDC @ 500
Timing mark location	On crankshaft pulley for L4-153; harmonic balancer for remainder				

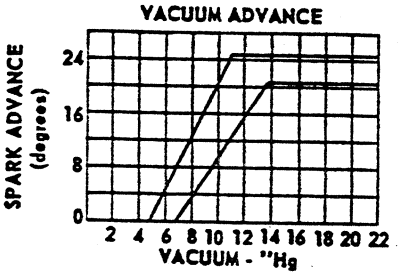
153 CUBIC INCH L-4 ENGINE



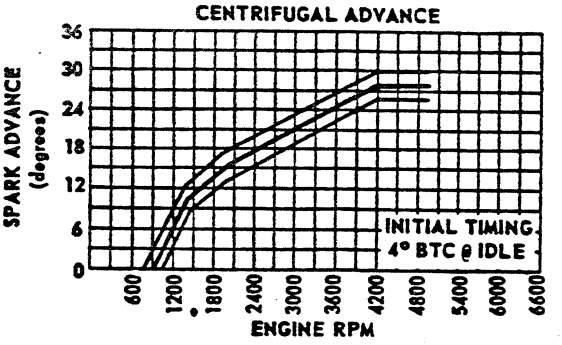


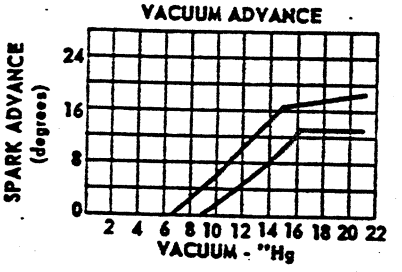
194 CUBIC INCH L-6 ENGINE



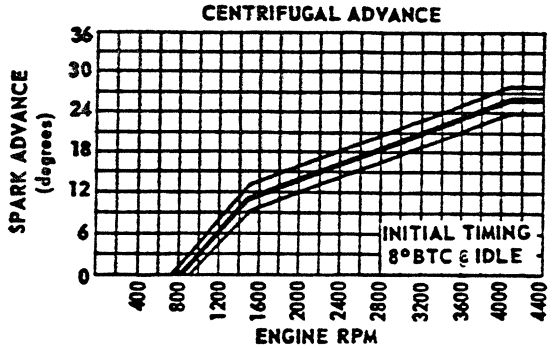


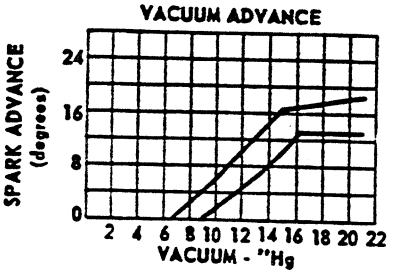
283 CUBIC INCH V-8 ENGINE





327 CUBIC INCH V-8 ENGINE





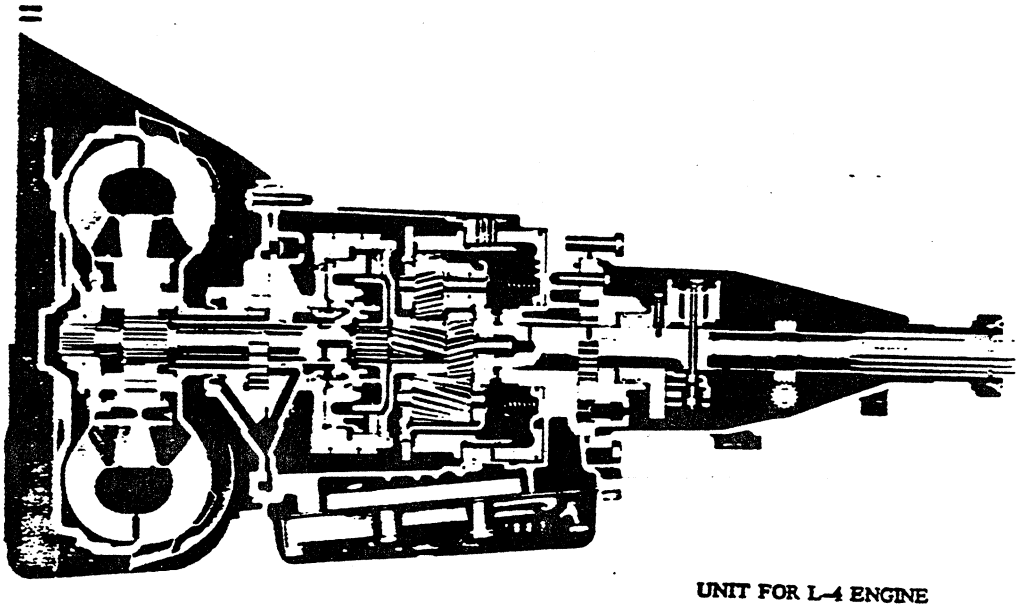
CLUTCHES

Engine	Type - Cubic Inch		L4-153 L6-194		L6-250	V8-283		V8-327
	Availability		Base		RPO L22	Base		RPO L30
Clutch for			3-Speed	RPO M01*	3-Speed	3-Speed	4-Speed	3-Speed & 4-Speed
Type			Single dry disc					Single dry disc centrifugal
Clutch cover & pressure plate	Eff. plate load, lb.		1350-1450	1900-2200	1650-1850	1750-2000		2100-2300
	Press. plate matl.		Cast iron					Nodular iron
	Clutch spring type		Diaphragm					Diaphragm, bent finger
	Clutch spring matl.		Heat treated spring steel					
Driven plate	Type		Single disc with two friction surfaces					
	Cushions		Flat spring steel between friction rings					
	Dampers		(a)	(b)	(c)	(d)		10 coil springs (5 sets of two)
	Friction rings	OD	9.12	10.00	9.12	10.00		10.40
		ID	6.12	6.00	6.12	6.5		6.5
		Total area sq.in.	71.82	100.53	71.82	90.71		103.53
		Material	Woven type asbestos (e)					
Flywheel & Ring Gear	Flywheel	Material	Cast iron					
	Ring gear	Material	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) 8 coil springs (4 sets of two)
(b) 6 coil springs
(c) 6 outer coil springs and 3 inner coil springs equally spaced
(d) 12 coil springs (6 sets of two)
(e) Woven front and molded rear asbestos on M01 option

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed					4-Speed	
Engine Application	Type		L-4 153 Cu.In.	L-6 194 Cu.In.	L-6 250 Cu.In.	V-8 283 Cu.In.	V-8 327 Cu.In.	V-8 283 Cu.In.	V-8 327 Cu.In.
	Availability		Standard		RPO L26	Standard	RPO L30	Standard	RPO L30
Case material			Cast iron						
Gear Shift	Type		Remote						
	Control		Lever						
	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	2.85:1				2.54:1	3.11:1	2.54:1
		Second	1.68:1				1.50:1	2.20:1	1.80:1
		Third	1.00:1				1.00:1	1.47:1	1.44:1
		Fourth						1.00:1	1.00:1
		Reverse	2.95:1				2.63:1	3.11:1	2.54:1
Lubricant	Type		Meeting Military Specifications MIL-L-2105-B						
	Capacity (pts)		3						
Extension	Material		Cast iron						
	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-6 250 Cu.In.	V-8 327 Cu.In.
	Availability		Standard			RPO L22	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				
	Press. regulator valve type		Spool				
	Pressure @ Idle (b)	Drive	51		51	51	51
		Low	111		122	132	132
		Reverse	86		92	85	85
Converter assembly	Type		Three element				
	Pump		Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.				
	Turbine		Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.				
	Stator		Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.				
	Stall torque ratio		2.40		2.10		
	Stall speed (RPM)		1580	1790	1530	1620	1680
	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)				

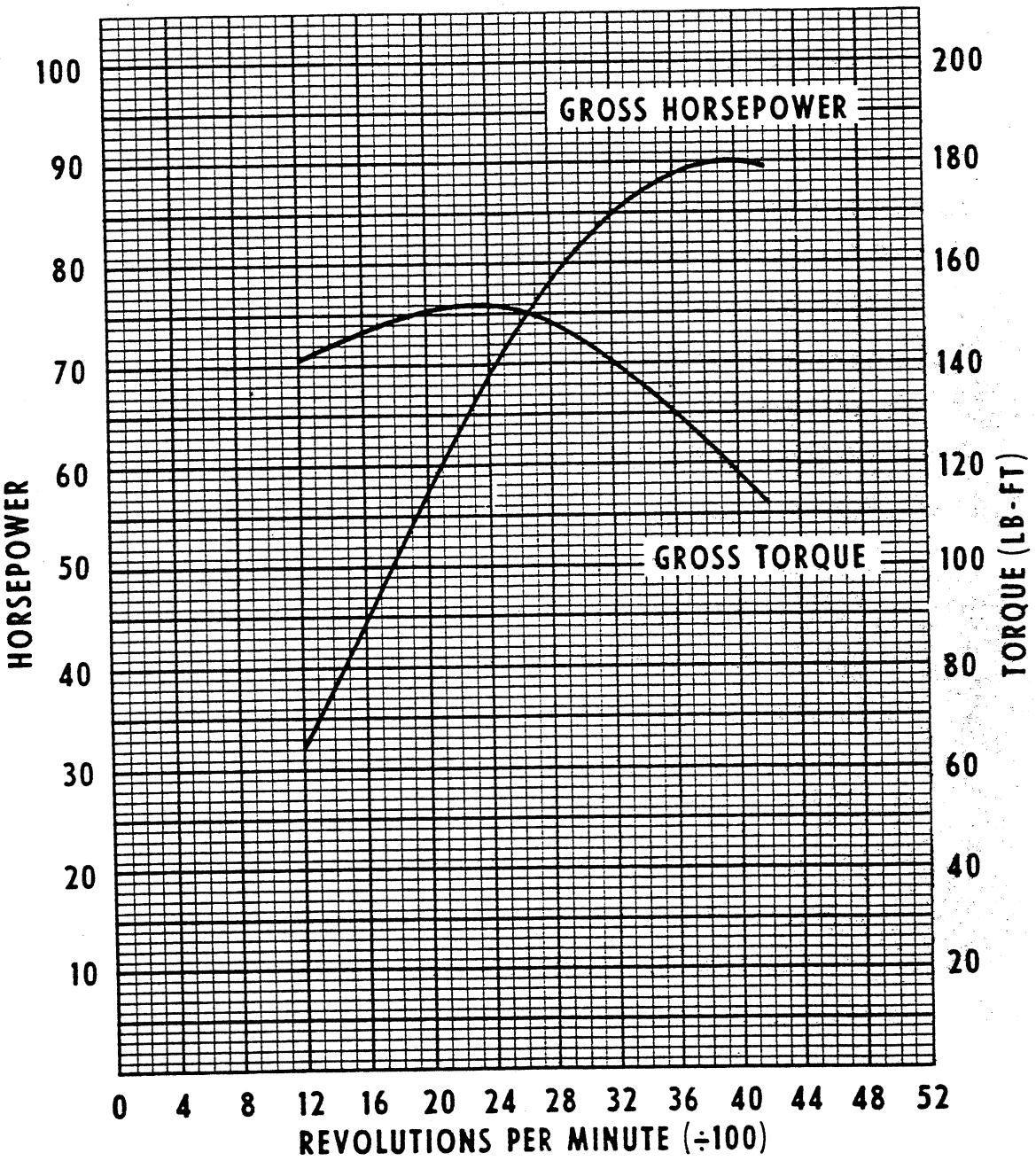
(a) Water cooled when air conditioning is used
(b) Conditions: 450 RPM input @ 25 inches Hg vacuum
(c) Floor mounted when used with bucket seats

AUTOMATIC TRANSMISSION (RPO M35) —CONTINUED

Engine	Type		L-6 153 Cu.In.	L-6 194 Cu.In.	V-8 283 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.
	Availability		Standard		Standard	RPO L22	RPO L30
Output shaft RPM and vehicle speed (MPH)	N/V factor		42.3	42.3	42.3	42.3	42.3
	Upshift	Closed throttle	645(15)	645(15)	654(15)	650(16)	660(16)
		Throttle at detent	1896(45)	1896(45)	2161(51)	1970(46)	2340(55)
		Full throttle	2199(52)	2199(52)	2494(59)	2284(54)	2742(65)
	Downshift	Closed throttle	600(14)	600(14)	608(14)	604(14)	613(15)
		Throttle at detent	1198(28)	1198(28)	843(20)	1216(29)	882(21)
		Full throttle	2056(48)	2056(48)	2356(56)	2134(50)	2583(61)
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		4.37:1 to 1.82:1
Lubricant	Type		A suffix A				
	Capacity (pts)	Dry	17	17(a)	17	17	19
		Refill	6				6.5
Governor	Type		Centrifugal				
	Operation		Regulates pump oil pressure to automatic shift control valve				
	Drive		Mounted on output shaft				
	Location		In extension				
Oil pump	Type		Internal-external gear				
	Number		One, front				
	Function		To supply pressure				
	Drive		Converter pump				

(a) 18 with water cooled equipment.

1967 Super-Thrift 153
Chevy II Base L-4 Engine
1-Barrel Carburetor
153 CID



The data on this sheet are true as represented.
Engineering Center
Chevrolet Motor Division
General Motors Corporation

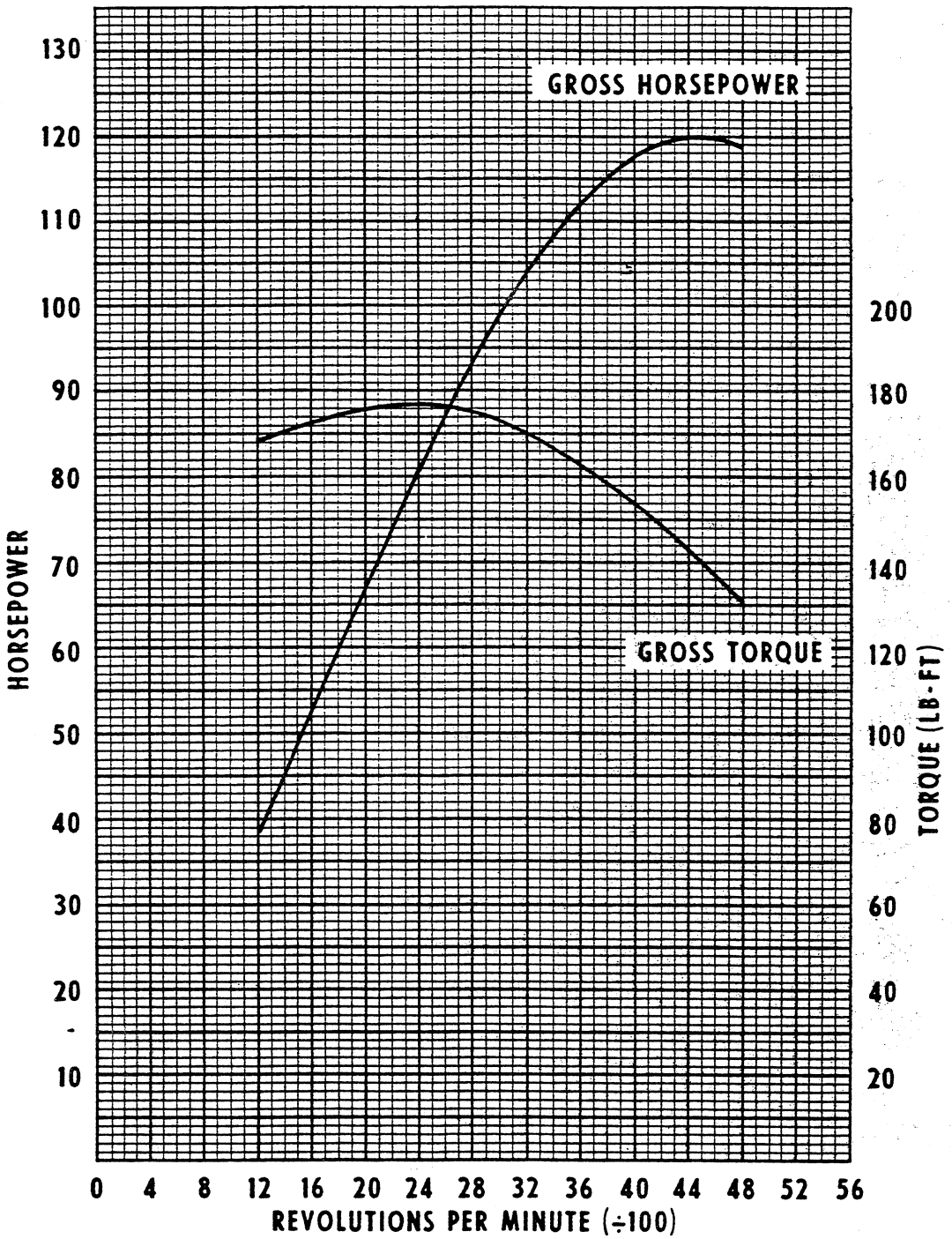
D. H. McPherson
Assistant Chief Engineer

State of Michigan
County of Macomb

On this 3rd day of October 1966 personally appeared before me D. H. McPherson, known to me to be such, who makes oath that the data on this sheet are true as represented.

Gerald C. Lind
Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

1967 Hi-Thrift 194
Chevy II Base L-6 Engine
1-Barrel Carburetor
194 CID



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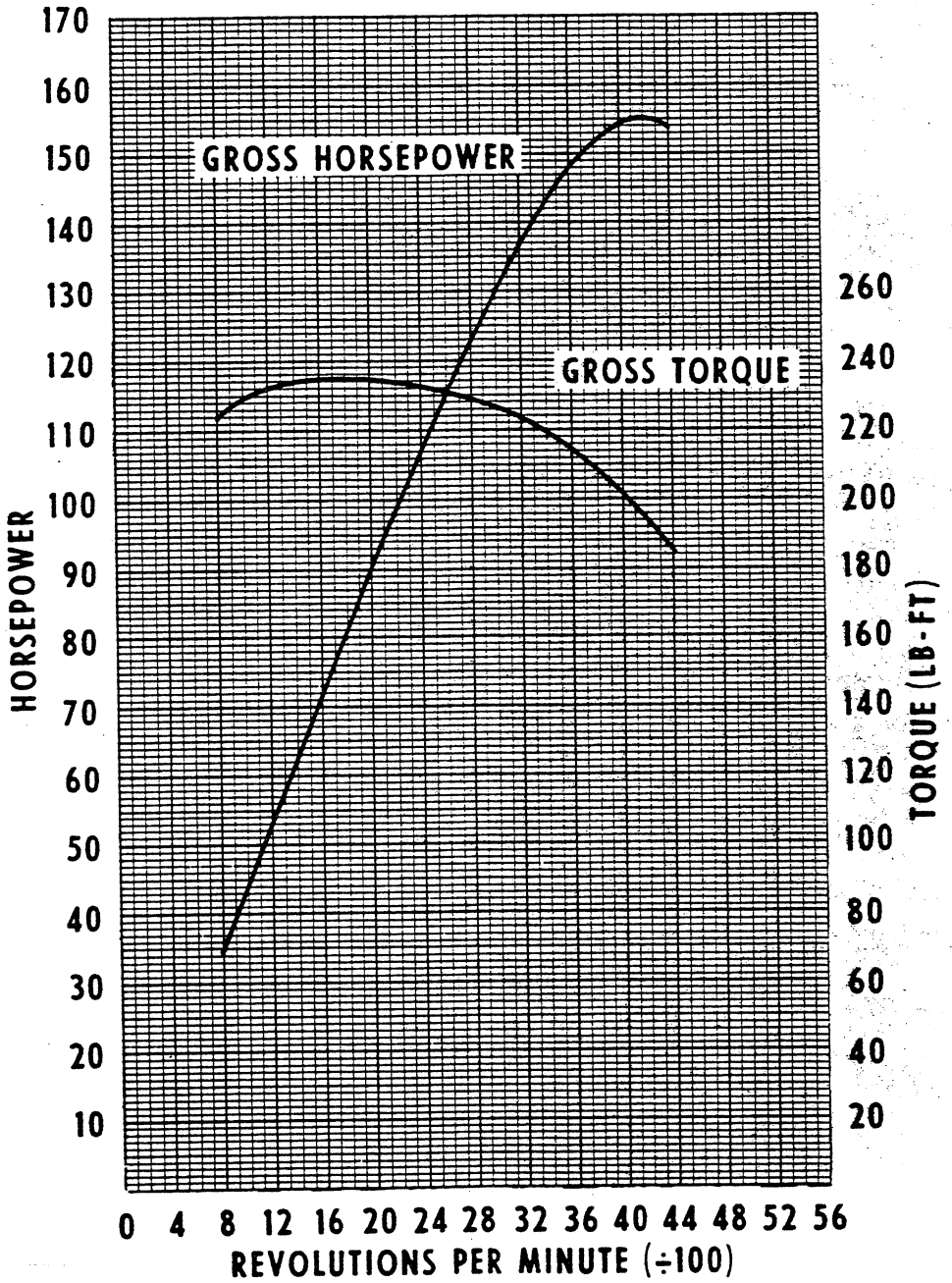
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

1967 Turbo-Thrift 250
Chevy II RPO L22
1-Barrel Carburetor
250 CID



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State of Michigan
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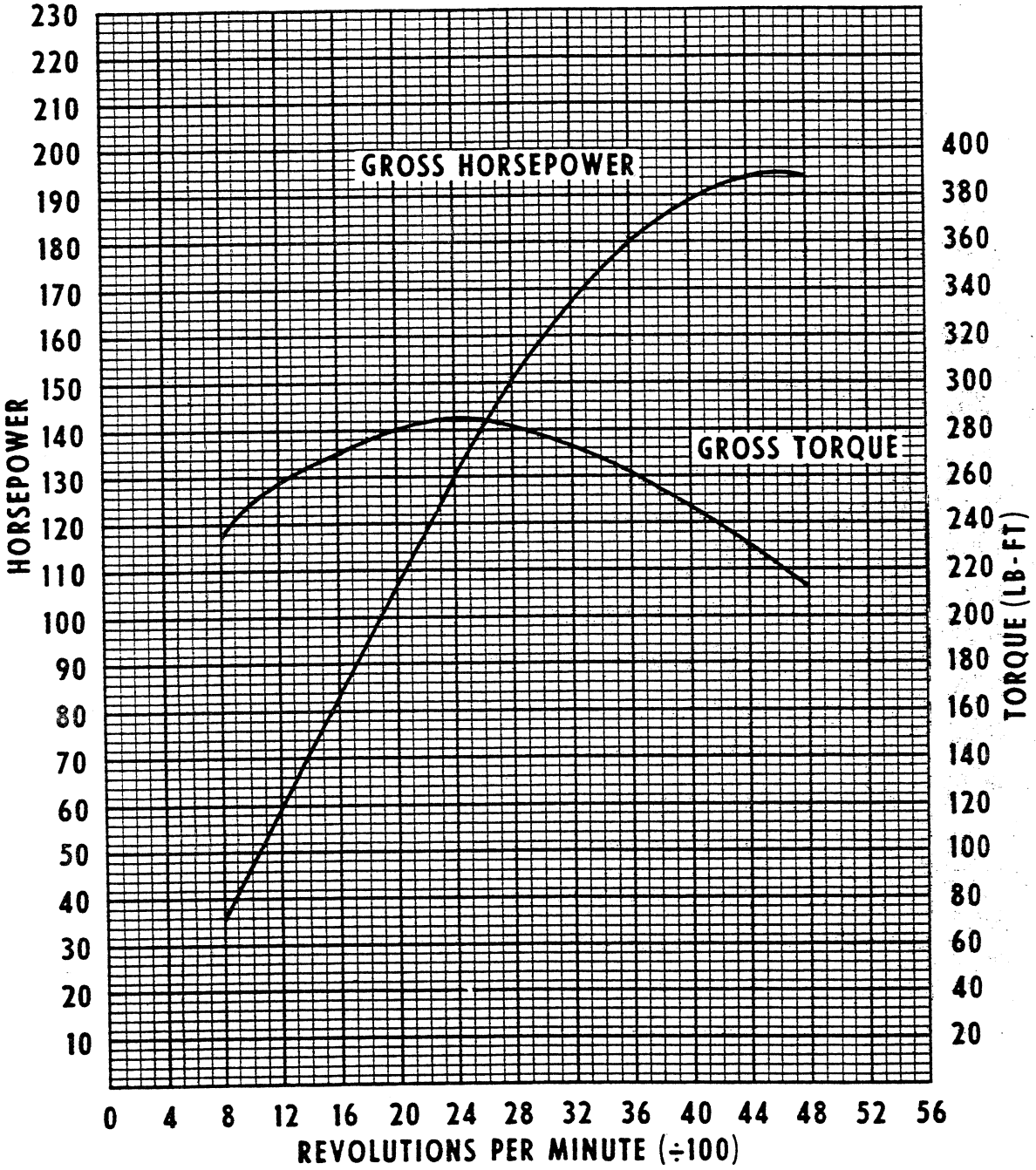
Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

1967 Turbo-Fire 283
Chevy II Base V-8 Engine
2-Barrel Carburetor
283 CID



The data on this sheet are true as represented.
Engineering Center
Chevrolet Motor Division
General Motors Corporation

D. H. McPherson
Assistant Chief Engineer

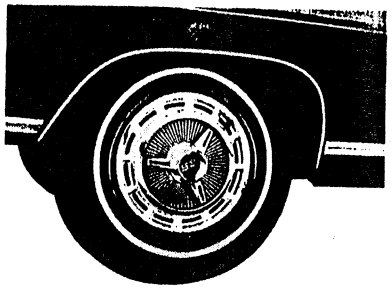
State of Michigan
County of Macomb

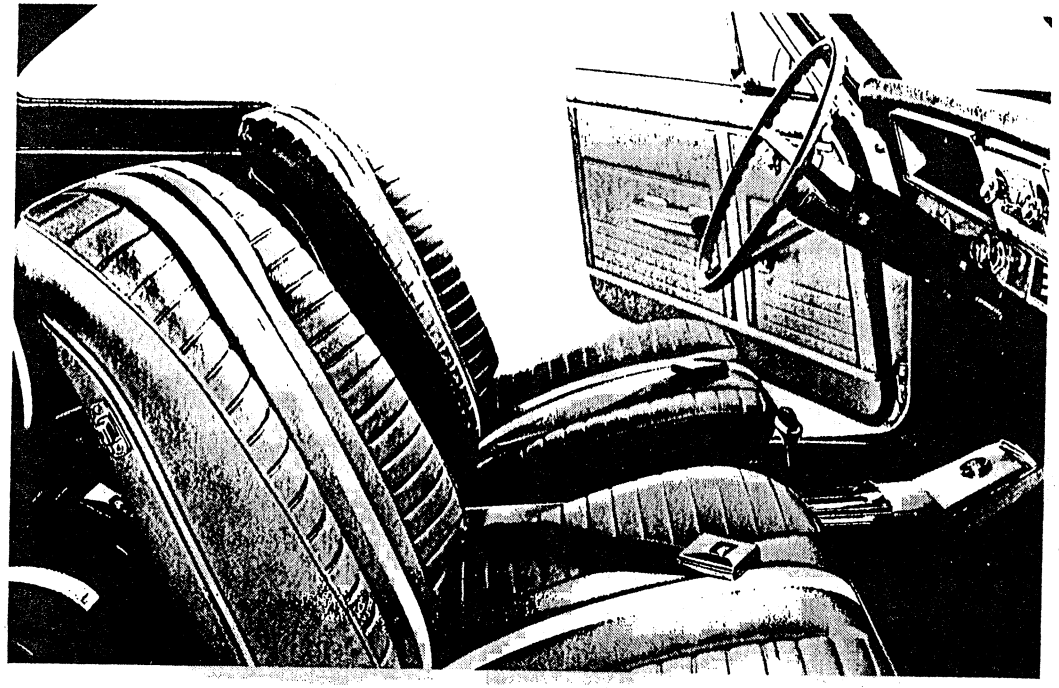
On this 25 day of August 1966 personally appeared before me D. H. McPherson, known to me to be such, who makes oath that the data on this sheet are true as represented.

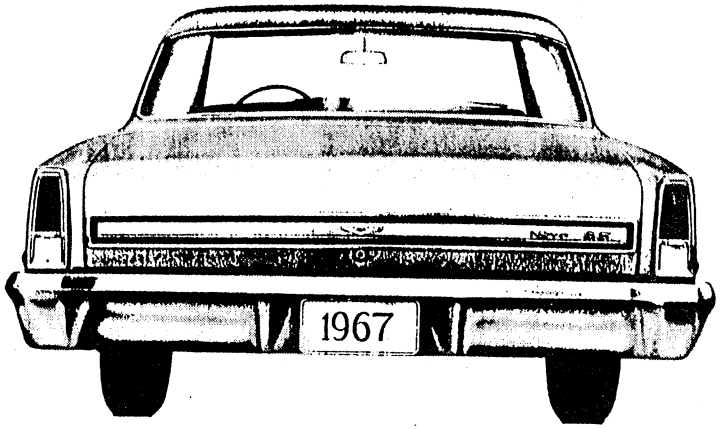
Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

CHEVY II

	2-Door Sedan	4-Door Sedan	2-Door Sport Coupe	4-Door Station Wagon
NOVA SS			11737-837	
NOVA		11569-669	11537-637	11535-635
CHEVY II 100	11111-311-411	11169-369-469		11335-435



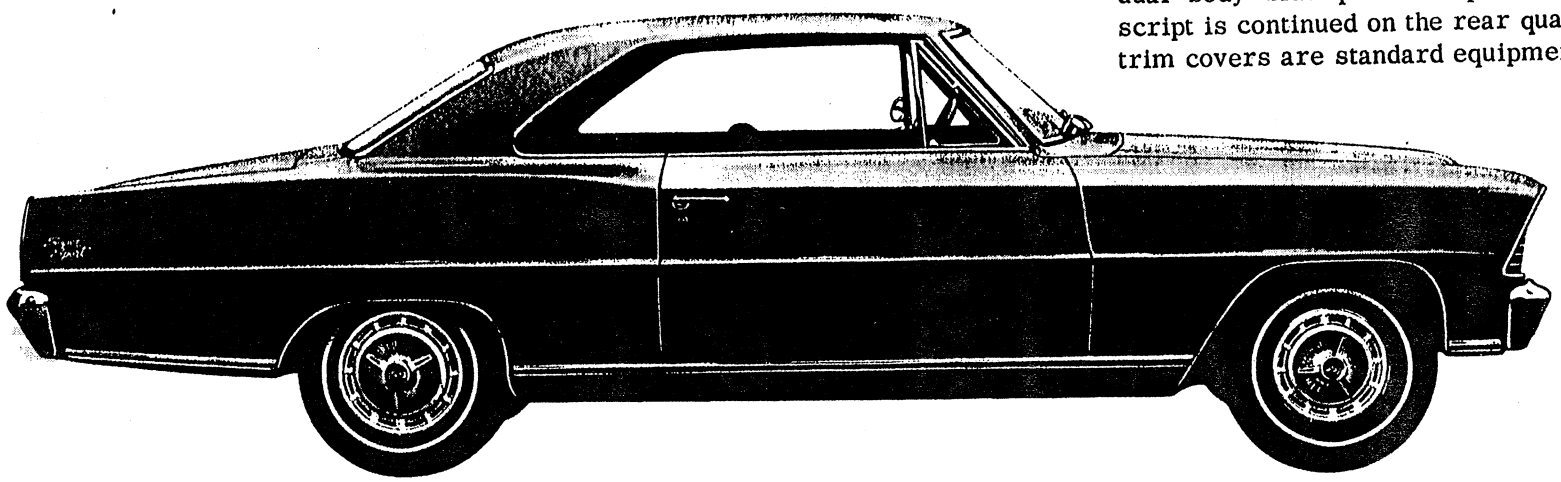


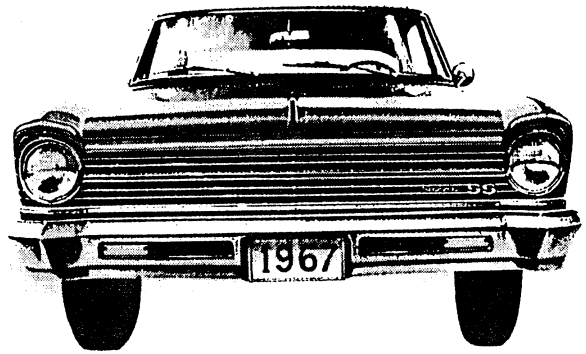


The interior is elegantly trimmed in vinyl and includes slender "Strato-bucket" front seats in a choice of four colors. Seat cushions and backrests have parchment colored vertical bands, that are repeated in the all-vinyl door sidewall. The steering wheel has a special horn button cap carrying an "SS" emblem, and bright trim on the spokes. Instrument panel trim includes a "Super Sport" nameplate below the brush finished glove box door trim plate. Standard convenience items for the Nova SS include a clock, glove box lamp and lighted heater controls. Floor covering is deep-twist carpet and a luggage compartment mat is standard equipment.

NOVA SS

The Nova SS sport coupe models display numerous items of distinguishing exterior ornamentation and interior trim. A wide bright metal molding extends the full length of the lower body and sheet metal, interrupted by the wheel openings, which are also outlined in bright metal. The body and fenders below this molding are painted black. Further decoration includes moldings along the drip gutter and the top of the door and rear quarter panel and dual body side paint stripes. The "Super Sport" script is continued on the rear quarter panel. Wheel trim covers are standard equipment.



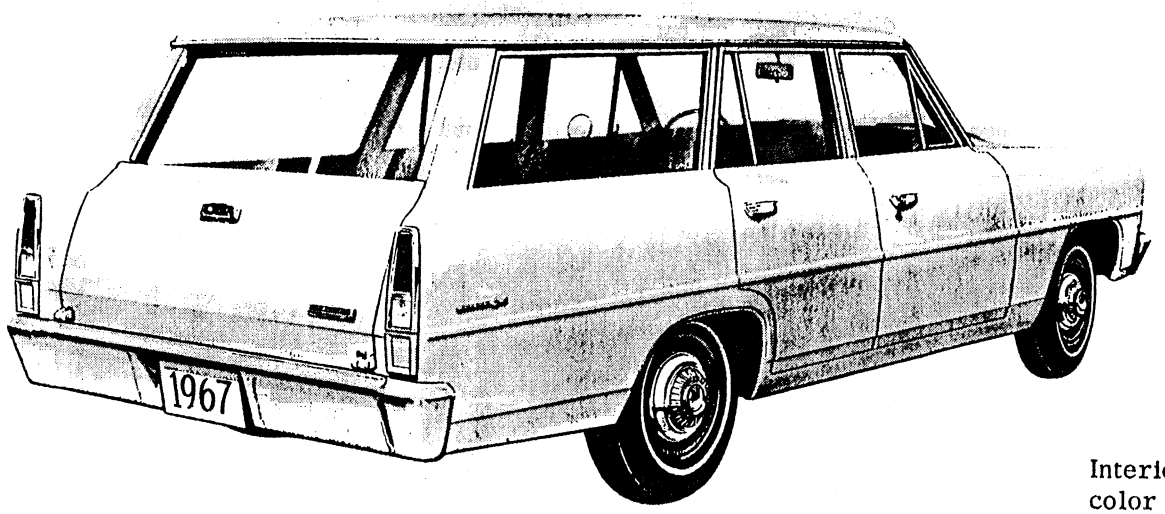


At the front, the Nova SS grille features bright horizontal bars and a "Nova SS" emblem at the right side. Rear ornamentation includes a full-width deck lid trim plate with integral central emblem and right side "Nova SS" nameplate.

CHEVY II

CHEVY II 100

A rear quarter nameplate, bright ventipane frames and windshield and rear window reveal moldings decorate Chevy II 100 models. At the rear, sedan models have a deck lid center emblem and the station wagon has a tailgate right side nameplate.

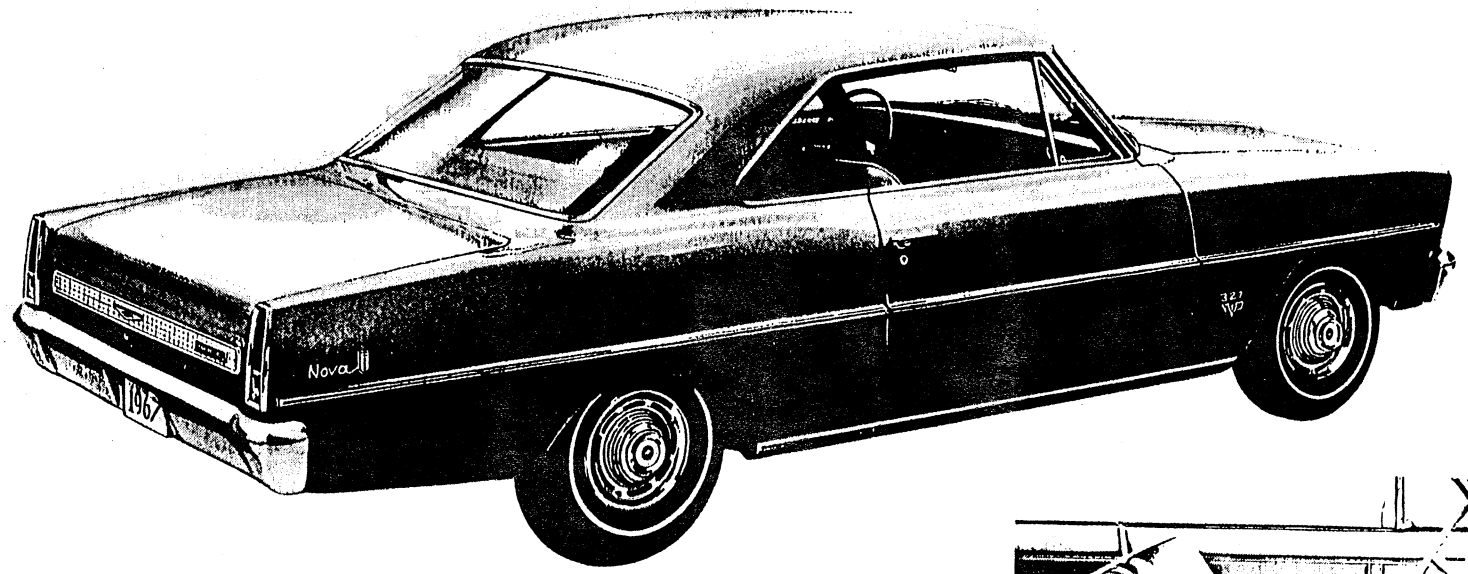


Interiors for sedan models come in two color choices for the cloth interior. A black all-vinyl interior is also available. The station wagon all-vinyl interior is available in three colors. Floor covering is black rubber, including the mat for the station wagon load floor.

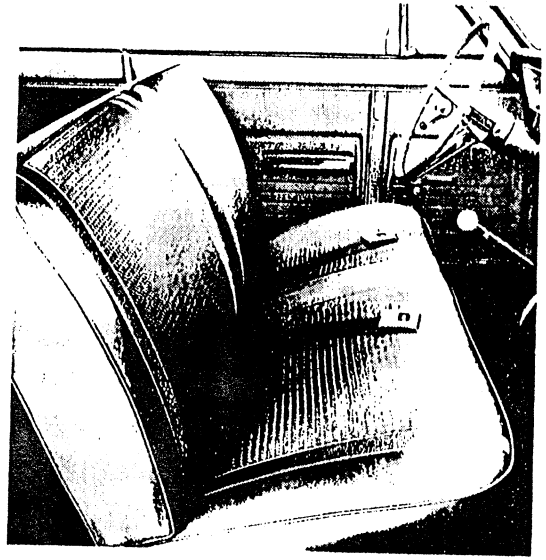
NOVA

Profile appearance items, identifying the Nova models include a black paint filled side molding, as well as moldings decorating the sill, drip gutter and the sedan sail panel. The sport coupe also includes a molding extending along the top of the door and quarter panel. The Nova nameplate is located on the rear quarter panel. Standard equipment hub caps and optional wheel disks are newly styled. The hub caps are common with the Chevelle and Camaro lines.

The radiator grille consists of bright vertical and horizontal bars, with a "Chevy II" nameplate at the right side. A full-width trim plate across the deck lid and station wagon tailgate includes an emblem at the center and a "Chevy II" nameplate at the right side.



The Nova cloth interior is available in four color choices for the 4-door Sedan and two color choices for the Sport Coupe. New appearance items for the Nova instrument panel include a nameplate mounted below a brush finished glove box door trim plate. An all-vinyl black interior is available for the Sport Coupe and three all-vinyl trims are available for the Station Wagon.



Power Trains

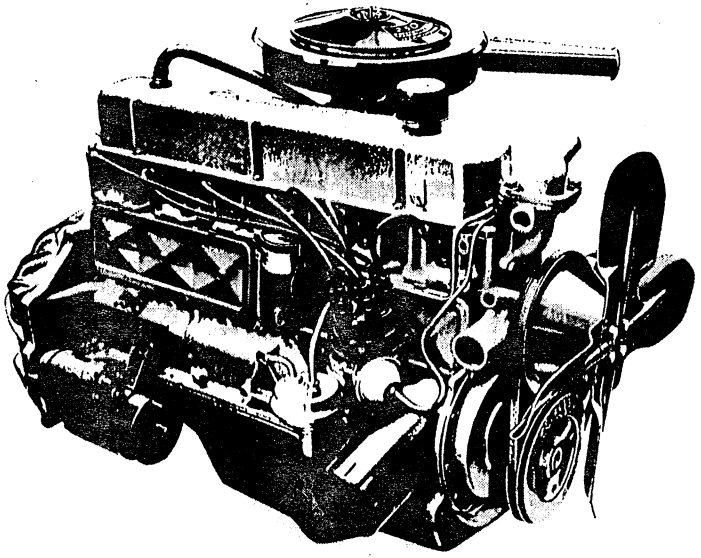
	COMPRESSION RATIO	EQUIPMENT	TRANSMISSION	STANDARD AXLE RATIO
Super-Thrift 153 90 HP 4-Cylinder 153 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed Powerglide	3.08-to-1
Hi-Thrift 194 120 HP 6-Cylinder 194 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed Powerglide	3.08-to-1* ◈
Turbo-Thrift 250 155 HP 6-Cylinder 250 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed Powerglide	3.08-to-1*
Turbo-Fire 283 195 HP V-8 283 Cubic Inch	9.25-to-1	2-Barrel Carburetor	3-Speed 4-Speed (3.11:1 low) Powerglide	3.08-to-1 ◈
Turbo-Fire 327 275 HP V-8 327 Cubic Inch	10.0-to-1	4-Barrel Carburetor	3-Speed 4-Speed (2.54:1 low) Powerglide	3.08-to-1

* – 3.36:1 Ratio for station wagon with 3-speed transmissions.

◈ – 2.73:1 Standard, 3.08 Optional when RPO K19 is specified with Powerglide.

Mechanical Features

NEW OPTIONAL 155 HORSEPOWER TURBO-THRIFT 250 L-6 ENGINE



The Chevy II power train line-up is strengthened with introduction of a new optional 6-cylinder engine. Replacing the 140 horsepower 230 cubic inch L-6 previously offered, the new optional selection is of 250 cubic inch displacement and rated at 155 horsepower. The 90 horsepower L-4, the most economical power plant offered by Chevrolet, is again available for Chevy II 100 sedans. Similarly, the base L-6 of last year, the 194 cubic inch 120 horsepower assembly, carries over essentially unchanged. Eight-cylinder selection is limited to two; the 283 cubic inch unit continues as the base V-8, while the optional choice is the 327 displacement V-8 rated at 275 horsepower. With the availability of 5 engines, ranging in horsepower from 90 to 275, and a broad range of transmission selections, twelve different power teams are provided.

As on all product lines, new standard equipment features include energizer-type battery and ignition switch affording greater theft protection; a speed warning device is available optionally. Chevy II L-6 and V-8 engines also come equipped with the new, more durable fuel pump, and 6-cylinders have a higher temperature thermostat and relocated coolant temperature sending unit. In addition, the standard engines and the optional L-6 have the faster cranking starter, and 4- and 6-cylinders benefit from the new paper element air cleaner. The smoother and quieter operating valve train, designed for the 1967 283 and 327 cubic inch displacement engines, is also included in Chevy II versions of these units.

The basic Chevy II chassis design is continued unchanged from the previous year. New standard equipment features include safety items common to all models in the Chevrolet line, the dual-master cylinder brake system with warning light, energy absorbing steering column, four way hazard warning flasher and a lane change feature incorporated in the direction signal control.

Front wheel disc brakes are available for 1967 as an optional high capability system, featuring excellent fade resistance properties.

Additional chassis modifications include an increase in optional rear axle ratio availability and an increase in standard tire size. Fourteen inch wheels are provided Series 100 models as standard equipment and all Chevy II models are equipped with 6.95-14 tires. Also, inflation pressures are simplified by providing a single preferred recommendation for each model.

AMA Specifications—Passenger Car

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

MANUFACTURER	Chevrolet Motor Division General Motors Corporation	CAR NAME	CHEVY II
MAILING ADDRESS	Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090	MODEL YEAR	1967
		ISSUED:	10-7-66
		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.

TABLE OF CONTENTS

BODY—TYPES AND STYLE NAMES—

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

	153 Cu. In. L4-90 HP Standard	194 Cu. In. L6-120 HP Standard	283 Cu. In. V8-195 HP Standard
CHEVY II 100			
2-Door Sedan, 6-Passenger	11111	11311	11411
4-Door Station Wagon, 2-Seat	-----	11335	11435
4-Door Sedan, 6-Passenger	11169	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, 5-Passenger	-----	11737	11837

AMA Specifications—Passenger Car

Page 1

MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (9)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8
Wheelbase (L101)			110.0		
Track	Front (W101)		56.3		
	Rear (W102)		55.8		
Maximum Overall Dimensions	Length (L103)		Sedan & Coupe 183.0; Wagon 187.4.		
	Width (W103)		71.3		
	Height (H101)		Sedan 55.3; Coupe 53.8; Wagon 55.7		
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard		
	Manual - 4 speed	15	Not Available		Optional
	Overdrive	15	Not Available		
	Automatic	16	Powerglide; Optional		
Axle ratio (See Page 4 for Optional Ratios)	Manual - 3 speed	17	3.08:1	3.08:1 St. Wags 3.36:1	3.08:1
	Manual - 4 speed	17	Not Available		3.08:1
	Overdrive	17	Not Available		
	Automatic	17	3.08:1		
Tire size		18		Sedan & Coupe 6.95 X 14-4 PR	Wagons 6.95 X 14-8 PR
Engine	Type, no. cyl., valve arr.	3	In line OHV	In line 6 OHV	V-8 OHV
	Fuel system (Carb., other)	10	Carburetor		
	Bore and stroke	3	3.875 X 3.25	3.563 X 3.25	3.875 X 3.00
	Piston displ., cu. in.	3	153	194	283
	Std. compression ratio	3	8.5:1		9.25:1
	Max. bhp at engine rpm	3	90 @ 4000	120 @ 4400	195 @ 4600
	Max. torque at rpm	3	152 @ 2400	177 @ 2400	285 @ 2400

AMA Specifications—Passenger Car

Page 2

MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

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	9.0		9.1	9.3	9.6
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	37.7
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	
Position of spare tire storage		Horz. trunk floor				Vert.rr.qtr.
Method of holding lid open		Torsion bars				
STATION WAGON—THIRD SEAT - NONE						
Hip room	W86	--				
Effective leg room	L86	--				
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

Page 3

MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (c)

MODEL	11000 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In..V-8

ENGINE—GENERAL

Type, no. cyls., valve arr.		In line 4 OHV	In line 6 OHV	90° OHV V-8
Bore and stroke (nominal)		3.875 X 3.25	3.563 X 3.25	3.875 X 3.00
Piston displacement, cu. in.		153	194	283
Bore spacing (C/L to C/L)		4.4		
No. system (front to rear)	L. Bank	1-2-3-4	1-2-3-4-5-6	1-3-5-7
	R. Bank	(In line)	(In line)	2-4-6-8
Firing order		1-3-4-2	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Compres. ratio (nominal)		8.5:1		9.25:1
Cylinder Head Material		Cast alloy iron		
Cylinder Block Material		Cast alloy iron		
Cylinder Sleeve-Wet, dry, none		None		
Number of mounting points	Front	Two		
	Rear	One		
Engine installation angle		3°5"		
Taxable horsepower $\frac{Dia^2 x No.Cyl.}{2.5}$		24.0	30.5	48.0
Publishing max. bhp* @ eng. RPM		90 @ 4000	120 @ 4000	195 @ 4800
Publishing max. torque* (lb. ft. @ RPM)		152 @ 2400	177 @ 2400	285 @ 2400
Recommended fuel regular - premium		Regular		
Idle speed(spec. neutral or drive)	Manual	500 in Neutral		
	Automatic	500 in Drive		

ENGINE—PISTONS

Material			Cast aluminum alloy		
Description and finish			Flat, notched head; slipper skirt	Flat head; slipper skirt	Flat, notched head; slipper skirt
Weight (piston only) oz.			20.32	17.60	20.32
Clearance (limits)	Top land		..0345-.0435	.0330-.0440	.0345-.0435
	Skirt	Top	.0005-.0011 (a)	.0005-.0011 (b)	.0005-.0011 (a)
		Bottom	-		
Ring groove depth	No. 1 ring		.2153-.2218	.1960-.2025	.2153-.2218
	No. 2 ring		.2153-.2218	.1960-.2025	.2153-.2218
	No. 3 ring		.2093-.2158	.1985-.2050	.2093-.2158
	No. 4 ring		None		

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

(a) Measured 2.44 from top of piston
(b) Measured 2.20 from top of piston

AMA Specifications—Passenger Car

Page 4

MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (c)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO # (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		A	B	C	D
11100	153 (Std)	1-Bbl Down-draft	8.5:1	90 @ 4000	152 @ 2400	Sedans 3-Spd(2.85:1 low) Powerglide*	3.08 3.08	--- ---	3.55 3.55	--- ---
11300 11500 11700	194 (Std)	1-Bbl Down-draft	8.5:1	120 @ 4400	177 @ 2400	Sedans & Coupes 3-Spd(2.85:1 low) Air/Cond* Station Wagons 3-Spd(2.85:1 low) Air/Cond* All Models Powerglide* Air/Cond* Air Injection*	3.08 3.36 3.36 3.36 3.08 3.36 2.73	--- --- --- --- --- --- ---	3.36 3.55 3.55 3.55 3.55 3.55 ---	3.55 --- --- --- --- --- ---
11400 11600 11800	283 (Std)	2-Bbl Down-draft	9.25:1	195 @ 4600	285 @ 2400	All Models 3-Spd(2.85:1 low) Air/Cond* 4-Spd(3.11:1 low)* Air/Cond* Powerglide* Air/Cond* Air Injection*	3.08 3.36 3.08 3.36 3.08 3.36 2.73	--- --- --- --- --- --- ---	3.55 3.55 3.55 3.55 3.55 3.55 ---	--- --- --- --- --- --- ---

* - Optional
\# - Also available in positraction for combinations shown
A - Standard
B - Economy - Optional
C - Performance - Optional
D - Special - Optional

AMA Specifications—Passenger Car

Page 5

MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (•)

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil Control
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc.	Cast alloy iron; inside bevel, tapered face Upper: Flash chrome plating Lower: Wear resistant coating
	Width	Upper .0775-.0780; Lower .0770-.0780
	Gap	.010-.020
Oil	Description - material, coating, etc.	Multi-piece - (2 rails and one spacer expander) Spacer expander - Steel Rails - Stainless steel, chrome plated
	Width	.1870-.1890 (assembled)
	Gap	.015-.055
Expanders		In oil ring assembly

ENGINE—PISTON PINS

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

ENGINE—CONNECTING RODS

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

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e) 1-27-67

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

ENGINE—CRANKSHAFT

Material			Cast nodular iron		
Vibration damper type			None	Rubber mounted inertia damper	
End thrust taken by bearing (No.)			5	7	5
Crankshaft end play			.002-.006		
Main bearing	Material & type		Steel, backed inserts, selected bearing material - copper lead alloy or prem.alum.for intended engine operation and application.		
	Clearance		.0003-.0029		(a)
	Journal dia. and bearing overall length	No. 1	2.3004 X .752		2.3003 X .752
		No. 2	2.3004 X .752		2.3004 X .752
		No. 3	2.3004 X .752		2.3004 X .752
		No. 4	2.3004 X .752		2.3004 X .752
		No. 5	2.3004 X .760	2.3004 X .752	2.3009 X 1.177
		No. 6	None	2.3004 X .752	None
		No. 7	None	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 Crk/shft		In block above Crk/shft
Material			Cast alloy iron		
Bearings	Material		Steel backed babbitt		
	Number		3	4	5
Type of Drive	Gear or chain		Gear		Chain
	Crankshaft gear or sprocket material		Steel		Steel sprocket
	Camshaft gear or sprocket material		Bakelite and fabric composition with steel hub		Cast alloy iron
	Timing chain	No. of links	None		● 46
		Width	None		● .740
		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)

(a) #1-(.0008-.0020) #2, 3 & 4 - (.0008-.0024) #5 (.0015-.0031)

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (•) 1-27-67

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In..V-8

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	33° 30'	62°	• 38°
		Closes (°ABC)	86° 30'	94°	92°
		Duration-deg.	300°	336°	310°
	Exhaust	Opens (°BBC)	73°	92° 30'	88°
		Closes (°ATC)	47°	63° 30'	52°
		Duration-deg.	300°	336°	320°
	Valve opening overlap		80° 30'	125° 30'	90°
Intake	Material		Alloy steel		
	Overall length		4.902-4.922		
	Actual overall head dia.		1.715-1.725		
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		
	Stem to guide clearance		.0010-.0027		
	Lift (@zero lash)		.3973	.3318	.3900
	Outer spring press. and length	Valve closed (lb.@ in.)	78-86 @ 1.66	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb.@ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25
	Inner spring press. and length	Valve closed (lb.@ in.)	Spring damper	None	Spring damper
		Valve open (lb.@ in.)	Spring damper	None	Spring damper
Exhaust	Material		High alloy steel		
	Overall length		4.913-4.933		
	Actual overall head dia.		1.495-1.505		
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		
	Stem to guide clearance		.0010-.0027		
	Lift (@zero lash)		.3973	.3318	.4100
	Outer spring press. and length	Valve closed (lb.@ in.)	78-86 @ 1.66	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb.@ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.26
	Inner spring press. and length	Valve closed (lb.@ in.)	Spring damper	None	Spring damper
		Valve open (lb.@ in.)	Spring damper	None	Spring damper

ENGINE—LUBRICATION SYSTEM

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

(Continued)

(a) Centrifugally oiled from Camshaft Bearing.

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (•)

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500 RPM	
Oil pressure sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, partial, other)	Full Flow	
Filter replacement (element, complete)	Complete	
Capacity of crankcase, less filter-refill (qt.)	3.5	4
Oil grade recommended (SAE viscosity and temperature range)	32°F and above ---------- SAE 20W, or SAE 10W-30 0°F + 32°F ---------- SAE 10W, or SAE 10W-30 Below 0°F ---------- SAE 5W, or SAE 5W-20 (SAE 5W may be used at temperatures below freezing)	
Engine Service Requirement (MM, MS, etc.)		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with crossover
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow	
Exhaust pipe dia. (O.D., wall thickness)	Branch	— —	2.00 X .067-.081
	Main	2.00 X .057-.071	
Tail pipe diameter (O.D. & wall thickness)		1.875 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	Top rear of rocker cover	Rear of carburetor
	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)	Check Valve	

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e)

MODEL	11300-500-700 194 Cu.In. L-6		11400-600-800 283 Cu.In. V-8	
	Manual Trans.	Pwr/Gld. Trans.	Manual Trans.	Pwr/Gld. Trans.

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Air Injection			
Air Injection Pump	Type		Semi-articulated vane type			
	Displacement		19.3 Cu.In.			
	Drive ratio		1.25:1			
	Drive type		Crankshaft pulley			
	Relief valve (type)		Pressure (plate type)			
	Filter (describe)		None (clean air drawn from air cleaner)			
Air Injection System	Air distribution (head, manifold, etc.)		Head		Manifold	
	Point of entry		Exhaust ports			
	Injection tube I.D.		.2565			
	Check valve type		Pressure (plate type)			
	Backfire protection (type)		Vacuum actuated anti-backfire valve			
Carburetor	Make		Carter		Rochester	
	Model		3909405	3909576	7037101(a)	7037110(b)
	Barrel size		1.56		1.44	
	Idle speed	Drive	600	-	-	600
		Neutral	-	700	700	-
Distributor	Aux. Adv. Systems (type)		None			
	Make		Delco Remy			
	Model		1110388		1111256	1111150
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		900	
		Intermed. points deg. @ rpm	20 @ 2000		15.5 @ 1600	15 @ 2000
		Max. deg.@rpm.	28 @ 3800		30 @ 4100	28 @ 4200
	Vacuum adv. in. crank degrees@ eng. rpm	Start (in Hg)	6		8	
		Intermed. points deg.@ in. Hg	None			
		Max. deg.@ in.	21 @ 14.5		15 @ 15.5	
	Vacuum Source		Carburetor			
Timing - Crank degrees @ rpm			2 BTDC @ Idle	4 BTDC@Idle (a)	TDC @ Idle	4 BTDC @ Idle (a)
Cooling System (describe changes)			195° Thermostat on 283 Cu.In.			
Exhaust System (describe changes)			None			

(a) Air conditioning - 7037103
(b) Air conditioning - 7037112

(a) 6°-11° BTDC when premium fuel is used

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e) 1-27-67

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

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		Right side front of engine	
	Pressure range		3.50-4.50 PSI	● 5.00-6.50 PSI
Vacuum booster (std., optional, none)			None	
Fuel Filter	Type		Metal mesh strainer in gasoline tank	
	Locations		and sintered bronze filter in carburetor inlet	
Carburetor	Choke type		Manual	Automatic
	Intake manifold heat control (exhaust or water)		Exhaust	
	Air cleaner type	Standard	Oil-wetted paper	
		Optional		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11100	153	3-Speed Powerglide	Carter Carter	3905971 3905972	One; single barrel down-draft	1.6875
11300 11500 11700	194	3-Speed Powerglide	Rochester Rochester	7025105 7025108	One; single barrel down-draft	1.56
11400 11600 11800	283	3 & 4 Speed Powerglide	Rochester Rochester	7027101(a) ●7027114(b)	One; two barrel down-draft	1.44
			Air Conditioning	(a) 7027103 ● (b) 7027116		

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*) 1-27-6

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure		
Radiator cap relief valve pressure			15±1 PSI		
Circulation thermostat	Type (choke, bypass)		Choke		
	Starts to open at (°F)		192°-198°		177°-183°
Water pump	Type (centrifugal, other)		Centrifugal		
	GPM @ 1000 pump rpm	63 @ 4400	58 @ 4400		54 @ 4400
	Number of pumps		One		
	Drive (V-belt, other)		V-Belt		
	Bearing type		Permanently lubricated double row ball		
By-pass recirculation type (internal, external)			Internal		
Radiator core type (cellular, tube and fin, other)			Tube and Center		
Cooling system capacity	With heater (qt.)	9	● 11		16
	Without heater (qt.)	8	● 10		16
	Opt. equipment-specify (qt.)	9	● 11		17
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		
	Lower: Inside diameter		1.75		
	Upper: Number and type (molded, straight)		One, molded		
	Upper: Inside diameter		1.28		1.50
	By-pass: Number and type (molded, straight)		None		
	By-pass: Inside diameter		-		
Fan	Number of blades & spacing				
	Diameter	16	17.62		
	Ratio-fan to crankshaft rev.		.949:1		
	Fan cutout type		None		
	Bearing type		Double row ball		
*Drive belts (indicate belt used by letter)	Fan	A	B		E
	Generator or alternator	A	B		E
	Water Pump	A	B		E
	Power Steering	-	C		F
	Air Conditioning	-	D		G

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V						38°	42°				
Nominal length (SAE)	41.00	39.00	49.50	53.75	53.75	35.00	57.75				
Width						.380±	.005				

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e) 1-27-67

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco #1980032	
	Voltage Rtg. & Total Plates		12 Volts - 54 plates	
	SAE Designation & Amp Hr. Rtg.		45 Amp. Hr. @ 20 Hr. rate	
	Location		Right side front engine compartment	
	Terminal grounded		Negative	
Generator or Alternator	Make		Delco-Remy	
	Model		#1100695	#1100693
	Type and rating		Diode rectified-37 Amps	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	None	
	Regulated	Voltage	13.8-14.8 @ 85°F	
		Current	-	
	Voltage test conditions	Temperature	Operating	
		Load	3-8 Amps	
		Other	None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy	
	Model		• #1107399	#1107496
	Rotation (drive end view)		Clockwise	
	Engine cranking speed		-	
	Test conditions		Engine at operating temperature	
	No load test	Amps	58-87	
		Volts	10.6	
		RPM (min)	8450-10700	
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		3-SPD & 4-SPD - Place gearshift in neutral, depress clutch to floor POWERGLIDE - Place control lever in N or P position INITIAL START - Depress accelerator to floor (pull hand choke knob fully out)* and release pedal. Turn ignition to START and release as soon as engine starts.	

* 4-cylinder model only

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e)

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In.L-6	11400-600-800 283 Cu.In. V-8

ELECTRICAL—STARTING SYSTEM (cont.)

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

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		Not available		
	Make		Delco-Remy		
	Model		#1115208		#1115267
	Amps	Engine stopped	4.0		
		Engine idling	1.8		
Distributor	Make		Delco-Remy		
	Model		1110292	1110388	1110351
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	600	900	900
		Intermediate points deg. @ rpm.	14 @ 1500	20 @ 2000	15 @ 1600
		Max. deg. @ rpm.	28 @ 3700	28 @ 3800	28 @ 2800
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6	6	6
		Intermediate points, deg. @ in. Hg.	None		
		Max. deg. in. Hg.	23 @ 12	21 @ 14.5	21 @ 14.5
	Breaker gap (in.)		.019		
	Cam angle (deg.)		31-34		
	Breaker arm tension (oz.)		19-23		
Timing	Crankshaft deg. @ rpm.		4 BTDC @ 500		
	Mark location		Crk/shft pulley	Torsional damper	
Spark Plug	Make		AC Spark Plug		
	Model		AC46N(long reach)	AC45N(long reach)	AC45
	Thread (mm)		14		
	Tightening torque (lb. ft.)		25		
	Gap		.033-.038		
Cable	Conductor type		Linen core impregnated with conducting material		
	Insulation type		Rubber with neoprene jacket		
	Spark plug protector		Neoprene		

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*) 1-27-67

MODEL	11100; 11300-500-700 153 Cu.In. L-4 & 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed-ometer	Make	AC
	Trip odometer (yes, no)	Not available
Charge indicator—type		Tell-Tale
Temperature indicator—type		Tell-Tale
Oil pressure indicator—type		Tell-Tale
Fuel indicator—type		Electric gauge
Other		Refer to page 23
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)	• (b) (Low note) 4.5-6.5 @ 12.5V. (Hi note) 4.2-6.2 @ 12.5V

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		3-SPEED	3-SPD HD Clutch	3-SPEED	4-SPEED
		Chevrolet-Single dry disc			(a)
Type pressure plate springs		Diaphragm			Diaphragm-bent finger
Total spring load (lb.)		1350-1450	1900-2200	1750-2000	2100-2300
No. of clutch driven discs		One			
Clutch facing	Material	Woven asbestos (molded asbestos on rear facing H.D. clutch)			
	Outside & inside dia.	9.12 & 6.12	10.0 & 6.0	10.0 & 6.5	10.4 & 6.5
	Total eff. area (sq. in.)	71.8	100.5	90.7	103.5
	Thickness	.135 each			
	Engagement cushioning method	Flat spring steel between facings			
Release bearing	Type & method of lubrication	Single row ball, packed and sealed			
Torsional damping	Methods: springs, friction material	Coil springs			

(a) Single dry disc, semi-centrifugal

• (b) 111-112-113-11400 Models (Low note) 4.5-6.5 @ 12.5V.

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (6)

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

DRIVE UNITS—TRANSMISSIONS

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

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds			3-SPEED 3	3-SPEED 3	4-SPEED 4
Transmission ratios	In first		2.85:1	2.85:1	3.11:1
	In second		1.68:1	1.68:1	2.20:1
	In third		1.00:1	1.00:1	1.47:1
	In fourth		-	-	1.00:1
	In reverse		2.95:1	2.95:1	3.11:1
Synchronous meshing, specify gears			All forward gears		
Shift lever loction			Steering column		Floor
Lubricant	Capacity (pt.)		3		
	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			
Gear ratio			NOT AVAILABLE
Lubricant	Capacity (pt.) (Overdrive only)		
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (2)

MODEL	11100 153 Cu.In. L-4	11300-500-700 194 Cu.In. L-6	11400-600-800 283 Cu.In. V-8

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Powerglide	
Type describe		Torque converter with planetary gears	
Method of Selection (Lever, Push Button or other)		Steering column; 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 to 1.00 Low & Reverse 1.82	
Max. upshift speeds—drive range		56	62
Max. kickdown speeds—drive range		52	60
Torque convertor	Number of elements	3	
	Max. ratio at stall	2.40	2.10
	Type of cooling (air, liquid)	Air (a)	Water
Lubricant	Capacity—refill (pt.)	6	
	Type recommended	A suffix A	
Special transmission features			

DRIVE UNITS—PROPELLER SHAFT

Number used		One	
Type (exposed, torque tube)		Exposed, unsupported	
Outer diameter x length* x wall thickness	Manual 3-speed transmission	3.50 X 51.98 X .065	2.75 X 51.98 X .065
	Manual 4-speed transmission	NOT AVAILABLE	2.75 X 51.98 X .065
	Overdrive transmission	NOT AVAILABLE	
	Automatic transmission	3.50 X 51.98 X .065	2.75 X 51.98 X .065

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

(Continued)

(a) Oil cooler equipment available optionally on 194 Cu. In.

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MAKE OF CAR CHEVY II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e)

MODEL 11100; 11300-500-700; 11400-600-800

DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		-
Universal joints	Make		Chevrolet
	Number used		Two
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			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			1.50
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 Specs. 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		3.08:1	2.73:1	3.36:1	3.55:1
No. of teeth	Pinion	12	15	11	11
	Ring gear	37	41	37	39

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MODEL	11169, 11 11369, 11 11569, 37	11469, 11 11669, 37 11737, 11837	WAGONS

DRIVE UNITS—WHEELS

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

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	6.95 X 14-4PR		6.95 X 14-8PR
	Type - Nylon, etc.	Original equipment		
Rev/mile at 50 mph.		816		
● Inflation press. (cold)	Front	24	25	24
	Rear	27	29	40
Optional tires - size and ply				

● BRAKES—SERVICE		STANDARD	FRT. DISC (OPT)
Type (duo-servo, disc, balanced, etc.)		Duo-servo 4-wheel hydraulic	Disc
Self adjusting (std., opt., N.A.)		Standard	
Hydraulic system type (single, dual, etc.)		Dual	
Power brake make & type (remote, integral, etc.)		Bendix, Delco Moraine vacuum power unit assists master cylinder, integral	
Effective area (sq. in.) *		168.9	114.0
Gross lining area (sq. in.) **		168.9	118.1
Swept drum area (sq. in.) ***		268.6	332.4
Percent brake effectiveness—front		59.4	57.7
Drum or Rotor	Diameter — Front	9.5	11.0
	Diameter — Rear	9.5	
	Type and material	Composite; cast iron rim; steel web	Cast iron
	Rotor (vented or solid)	----	Vented
	No. pistons per caliper	----	4
Wheel cylinder bore	Front	1.06	1.875
	Rear	.875	
Master cylinder bore		1.00	1.00
Available pedal travel		7.0	
Line pressure at 100 lb. pedal load		787	960
Shoe clearance adjustment		Self-adjusting	

* Excludes rivet holes, grooves, chamfers, etc.

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

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

(Continued)

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MODEL 11100; 11300-500-700; 11400-600-800

• BRAKES—SERVICE (cont.)

				STANDARD		FRT. DISC (OPT)
Brake lining	Drum or Disc			Drum		Disc
	Bonded or riveted			Bonded		Riveted
	Front Wheel	Material		Molded asbestos		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01 X 2.5 X .17		5.96 X 2.21 X .41
			Second. or inboard	9.75 X 2.5 X .20		5.96 X 2.21 X .41
		Segments per shoe		One		One
	Rear Wheel	Material		Molded asbestos		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01 X 2.0 X .17		9.01 x 2.0 x .17
			Second. or inboard	9.75 X 2.0 X .20		9.75 x 2.0 x .20
		Segments per shoe		One		One

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-energy absorbing steering column
• Power (std., opt., NA)				Optional — NA with L 4 engine
Adjustable steering wheel (tilt, swing, other)		Type and description		---
		(std., opt., NA)		Not available
Wheel diameter		Manual		16.5
		Power		16.5
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°				18.8
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw
		Ratios	Gear	20:1
			Overall	25.4:1
	No. wheel turns			4.50 (lock to lock)

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MODEL 11100; 11300-500-700; 11400-600-800

STEERING (cont.)

Power	Type (coaxial, linkage, etc.).			Linkage
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	20.0:1
			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 non-metallic bearings
		Lower		Ball stud with non-metallic and sintered iron bearings
		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 3/8
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel spindle	Diameter ●	Inner bearing		1.2493-1.2498
		Outer bearing		.7491-.7497
	Thread size			3/4-20 NEF-3 (Mod)
	Bearing type			Taper roller

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MODEL 11100; 11300-500-700; 11400-600-800

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling		Front stabilizer bar on all V-8 models and L-6 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 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 x 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
	Material & bar diameter	Steel .687

SUSPENSION—REAR

Type and description			Hotchkiss drive; solid rear axle 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
	Rate at wheel (lb. per in.)		102
	Mounting insulation type		Rubber bushed at shackle and hanger
	If leaf	No. of leaves	One
		Shackle (comp. or tens)	Compression
Stabilizer	Type (link, linkless, frameless)		None
	Material		-
Track bar type			None

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MODEL

BODY—MISCELLANEOUS INFORMATION

		SEDANS 2-DR	SEDANS 4-DR	COUPES	STATION WAGONS
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 wire and cotton pad			
	3rd seat	None			
Seat back type	Front	Formed wire and cotton pad			
	Rear	Formed wire and cotton pad			
	3rd seat	None			
Windshield glass type (i.e., single curved - laminated plate)		Curved, laminated			
glass type (i.e., curved - ered 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		1410.6	1319.1	1049.0	2444.4
Backlight glass exposed surface area		932.8		1117.1	698.4
Total glass exposed surface area		3350.7	3259.2	3064.0	4150.1

LAMP HEIGHT AND SPACING

Height above ground to center of bulb	Headlamp	Highest *	26.8	26.4 (a)	27.5
		Lowest	---		
	Tail	Highest	27.9	26.6 (b)	29.1
		Lowest	---		
Distance from C/L of car to center of bulb	Headlamp	Inside	---		
		Outside *	30.0		
	Tail	Inside	---		
		Outside	31.25		
	Directional	Front	20.5		
		Rear	31.25		

* If single headlamps are used enter here.

(a) Model 11737, Head Lamps 26.8

(b) Model 11737, Tail Lamp 27.1

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MODEL 11100; 11300-500-700; 11400-600-800

CONVENIENCE EQUIPMENT

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

Power windows	Side Windows	Not available
	Vent Windows	Not available
	Backlight or tailgate	Optional
Power seats (specify type as well as availability)		Not available
Reclining front seat back		Not available
Front seat headrest		Optional
Radios (specify type as well as availability)		Optional - AM - Manual, AM - Push-button
Rear seat speaker		Optional
Power Antenna		Not available
Clock		Standard 117-11800 - Optional on all other models
Air Conditioner (specify type and availability)		Optional - All Weather and Custom (recirculating)
Speed warning device		Optional
Speed control device		Not available
Ignition lock lamp		Not available
Back up lamp		Standard
Dome lamp		Standard
Glove compartment lamp		Standard 115-116-117-11800 - Optional on all other models
Prkg. brake signal lamp		Standard
Luggage compartment lamp		Optional
Inderhood lamp		Optional
Courtesy lamp		Optional
Map lamp		Not available
Auto. trans. quad. lamp		Standard
Emergency flasher lamp , Four-way		Standard
Cornering light lamp		Not available
Freeway lane change signal		Standard
Instrument panel pad		Standard
Left hand outside mirror		Standard
Padded sunshades		Standard
Brake system warning and parking brake light		Standard
Steering column energy absorbing		Standard

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WEIGHTS

	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
				2 Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
Model								
CHEVY II 100								
11111 2-Dr Sedan-(4 Cyl 153)			2670	32			68	2555
11169 4-Dr Sedan-(4 Cyl 153)			2675	32			68	2560
11311 2-Dr Sedan-(6 Cyl 194)			2765	32			68	2640
11411 2-Dr Sedan-(8 Cyl 283)			2905	32			68	2770
						(3 PASS)		
11335 4-Dr Wagon-(6 Cyl 194)			2985	29			71	2865
11435 4-Dr Wagon-(8 Cyl 283)			3120	29			71	2985
						(2 PASS)		
11369 4-Dr Sedan-(6 Cyl 194)			2770	32			68	2650
11469 4-Dr Sedan-(8 Cyl 283)			2910	32			68	2780
NOVA						(3 PASS)		
11535 4-Dr Wagon-(6 Cyl 194)			3015	29			71	2890
11635 4-Dr Wagon-(8 Cyl 283)			3150	29			71	3015
						(2 PASS)		
11537 2-Dr Coupe-(6 Cyl 194)			2780	34			66	2660
11637 2-Dr Coupe-(8 Cyl 283)			2925	34			66	2790
11569 4-Dr Sedan-(6 Cyl 194)			2780	32			68	2660
69 4-Dr Sedan-(8 Cyl 283)			2925	32			68	2790
R SPORT								
11737 2-Dr Coupe-(6 Cyl 194)			2810	34			66	2690
11837 2-Dr Coupe-(8 Cyl 283)			2955	34			66	2820

Accessories & Equipment Differential Weights	153	194	283	Remarks
Air Conditioning	---	+90	+90	
Air Injection System	---	+19	+19	
Brakes, Disc	+33	+33	+33	
Brakes, Power	---	+ 9	+ 9	
Heater, Delete	-24	-24	-24	
Radio, Push Button	+ 8	+ 8	+ 8	
Steering, Power	---	+30	+30	
Transmission, Pwr/Glide	+10	+10	+10	
Transmission, 4-Speed	---	---	+11	

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

MANUFACTURER	Chevrolet Motor Division General Motors Corporation	CAR NAME CHEVY II	
MAILING ADDRESS	Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090	MODEL YEAR 1967	ISSUED: 10-7-66 REVISED (a)

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.

TABLE OF CONTENTS

BODY—TYPES AND STYLE NAMES—

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

	250 Cu.In. L6-155 HP Optional (L22)	327 Cu.In. V8-275 HP Optional (L30)
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, 5-Passenger	11737	11837

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GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)
Wheelbase (L101)			110.0	
Track	Front (W101)		56.3	
	Rear (W102)		55.8	
Maximum Overall Dimensions	Length (L103)		183.0; Wagon 187.4	
	Width (W103)		71.3	
	Height (H101)		Sedan 55.3; Coupe 53.8; Wagon 55.7	
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard	
	Manual - 4 speed	15	Not Available	Optional
	Overdrive	15	Not Available	
	Automatic	16	Powerglide-optional	
Axle ratio	Manual - 3 speed	17	3.08:1; St. Wagons 3.36:1	3.08:1
	Manual - 4 speed	17	Not Available	3.08:1
	Overdrive	17	Not Available	
	Automatic	17	3.08:1	
Tire size		18	Sedan & Coupe 6.95x14-4 PR	Wagons 6.95x14-8 PR
Engine	Type, no. cyl., valve arr.	3	In-line 6 OHV	90° V-8 OHV
	Fuel system (Carb., other)	10	Carburetor	
	Bore and stroke	3	3.875x3.53	4.00x3.25
	Piston displ., cu. in.	3	250	327
	Std. compression ratio	3	8.5:1	10.0:1
	Max. bhp at engine rpm	3	155 @ 4200	275 @ 4800
	Max. torque at rpm	3	235 @ 1600	355 @ 3200

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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	9.0		9.1	9.3	9.6
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	37.7
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	
Position of spare tire storage		Horz. Trunk Floor				Vert.Rr.Qtr.
Method of holding lid open		Torsion Bars				
STATION WAGON—THIRD SEAT - NONE						
Hip room	W86	---				
Effective leg room	L86	---				
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

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MODEL | 11300-500-700 | 11400-600-800
250 Cu.In. L-6 | 327 Cu.In. V-8
155 H.P. Opt. (L22) | 275 H.P. Opt. (L30)

ENGINE—GENERAL

Type, no. cyls., valve arr.		In-line 6 OHV	90° OHV V-8
Bore and stroke (nominal)		3.875x3.53	4.00x3.25
Piston displacement, cu. in.		250	327
Bore spacing (C/L to C/L)		4.40	
No. system (front to rear)	L. Bank	1-2-3-4-5-6 (In-line)	1-3-5-7
	R. Bank	---	2-4-6-8
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2
Compres. ratio (nominal)		8.5:1	10.0:1
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 $\frac{Dia^2 \times No.Cyl.}{2.5}$		36.0	51.2
Publishing max. bhp* @ eng. RPM		155 @ 4200	275 @ 4800
Publishing max. torque* (lb. ft. @ RPM)		235 @ 1600	355 @ 3200
Recommended fuel regular - premium		Regular	Premium
Idle speed(spec. neutral or drive)	Manual	500 in Neutral	
	Automatic	500 in Drive	

ENGINE—PISTONS

Material		Cast aluminum alloy	
Description and finish		Flat head, notched; slipper skirt	
Weight (piston only) oz.		24.16	21.60
Clearance (limits)	Top land	.0345-.0455	.0365-.0455
	Skirt Top	.0005-.0011 (a)	.0005-.0011 (b)
	Skirt Bottom	— — —	
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

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO # (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		A	B	C	D
11300 11500 11700	250 (Opt)	1-Bbl Down-draft	8.5:1	155 @ 4200	235 @ 1600	Sedans & Coupes				
						3-spd (2.85:1 low)	3.08	---	3.36	3.55
						Air/Cond*	3.36	--	3.55	
						Station Wagons				
						3-spd (2.85:1 low)	3.36	3.08	3.55	--
						Air/Cond*	3.36	--	3.55	--
						All Models				
						Powerglide*	3.08	--	3.55	--
						Air/Cond*	3.36	--	3.55	--
11400 11600 11800	327 (Opt)	4-Bbl Down-draft	10.0:1	275 @ 4800	355 @ 3200	All Models				
						3-spd (2.54:1 low)	3.08	--	3.55	--
						Air/Cond*	3.36	--	3.55	--
						4-spd (2.54:1 low)*	3.08	--	3.55	--
						Air/Cond*	3.36	--	3.55	--
						Powerglide*	3.08	--	3.55	--
						Air/Cond *	3.36	--	3.55	--

* - Optional
\# - Also available in positraction for combinations shown
A - Standard
B - Economy - Optional
C - Performance - Optional
D - Special - Optional

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MODEL	11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ENGINE—RINGS

Functon (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.	Upr:	Cast alloy iron, no bevel, barrel edge, chrome plate	Cast alloy iron, inside bevel, tapered edge, chrome plate
		Lwr:	Cast alloy iron, inside bevel, tapered edge, wr. resistant ctg.	1 ring & expander, wear resistant coating
	Width		.0628-.0633upr.;.0623-.0625lwr.	.0775-.0780
	Gap		.010-.020	.013-.023
Oil	Description - material, coating, etc.		Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel	
	Width		.1870-.1890 (assembled)	
	Gap		.015-.055	
Expanders			In oil ring assembly	

ENGINE—PISTON PINS

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

ENGINE—CONNECTING RODS

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

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e) 1-27-67

MODEL	11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ENGINE—CRANKSHAFT

Material			Cast nodular iron	Forged steel
Vibration damper type			Rubber mounted inertia	
End thrust taken by bearing (No.)			7	5
Crankshaft end play			.002-.006	
Main bearing	Material & type		Steel, backed insert selected material - copper lead alloy or premium aluminum for intended engine operation & application	
	Clearance		.0003-.0029	.0008-.0034(#1-#4);.0010-.0036(#5)
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.3003x.752
		No. 2	2.3004x.752	2.3003x.752
		No. 3	2.3004x.752	2.3003x.752
		No. 4	2.3004x.752	2.3003x.752
		No. 5	2.3004x.752	2.3009x1.177
		No. 6	2.3004x.752	None
		No. 7	2.3004x.760	None
	Dir. & amt. cyl. offset		None	
Crankpin journal diameter			1.999-2.000	

ENGINE—CAMSHAFT

Location			Above and to right of Crk/shft.	In block above Crk/shft.
Material			Cast alloy iron	
Bearings	Material		Steel backed babbit	
	Number		4	5
Type of Drive	Gear or chain		Gear	Chain
	Crankshaft gear or sprocket material		Steel	Steel sprocket
	Camshaft gear or sprocket material		Bakelite and fabric composition with steel hub	Cast alloy iron
	Timing chain	No. of links	None	● 46
		Width	None	● .740
		Pitch	None	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.75:1	1.50:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	
Timing marks on flywheel, damper, other		Torsional damper	

(Continued)

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (0)

MODEL	11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	62°	38°
		Closes (°ABC)	94°	92°
		Duration-deg.	336°	310°
	Exhaust	Opens (°BBC)	92°30'	88°
		Closes (°ATC)	63°30'	52°
		Duration-deg.	336°	320°
	Valve opening overlap		125°30'	90°
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
	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)		.3880	.3900
	Outer spring press. and length	Valve closed (lb.@ in.)	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb.@ in.)	180-192 @ 1.27	194-206 @ 1.25
	Inner spring press. and length	Valve closed (lb.@ in.)	None	Spring Damper
		Valve open (lb.@ in.)	None	Spring Damper
Exhaust	Material		High Alloy Steel	
	Overall length		4.913-4.933	
	Actual overall head dia.		1.495-1.505	
	Angle of seat & face		46°(seat) 45°(face)	
	Seat insert material		None	
	Stem diameter		.3410-.3417	
	Stem to guide clearance		.0010-.0027	
	Lift (@zero lash)		.3880	.4100
	Outer spring press. and length	Valve closed (lb.@ in.)	56-64 @ 1.	76-84 @ 1.70
		Valve open (lb.@ in.)	180-192 @ 1.27	194-206 @ 1.25
	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	Centri.oiled from cm/shft brg.
	Cylinder walls	Conn.rod bearing throw off	Pressure jet cross sprayed

(Continued)

MAKE OF CAR Chevy II | MODEL YEAR 1967 | DATE ISSUED 10-7-66 | REVISED (e)

MODEL | 11300-500-700 | 11400-600-800
250 Cu.In. L-6 | 327 Cu.In. V-8
155 H.P. Opt. (L22) | 275 H.P. Opt. (L30)

ENGINE—LUBRICATING SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500 RPM	
Oil pressure sending unit (elec. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, partial, other)	Full-flow	
Filter replacement (element, complete)	Complete	
Capacity of crankcase, less filter-refill (qt.)	4	
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0°F to 32°F - SAE 10W, or SAE 10W-30 Below 0°F - SAE 5W, or SAE 5W-20 (SAE 5W-30 may be used at temperatures below freezing)	
Engine Service Requirement (MM, MS, etc.)	MS or DG	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with crossover
Muffler No. & type (reverse flow, straight thru, separate resonator)		One reverse flow	
Exhaust pipe dia. (O.D., wall thickness)	Branch	---	2.00x.067-.081
	Main	2.00x.057-.071	2.50x.073-.091 laminated
Tail pipe diameter (O.D. & wall thickness)		1.875x.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	Top rear of rocker cover	Rear of carburetor
	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)	Check valve	

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ENGINE—EXHAUST EMISSION CONTROL

			11300-500-700 250 Cu.In. L-6		11400-600-800 327 Cu.In. V-8	
MODEL			Manual Trans.	Pwr/Gld Trans.	Manual Trans.	Pwr/Gld Trans.
Type (Air injection, engine modifications, other)			Air injection			
Air Injection Pump	Type		Semi-articulated vane type			
	Displacement		19.3 cu.in.			
	Drive ratio		1.25:1			
	Drive type		Crankshaft pulley			
	Relief valve (type)		Pressure (plate type)			
	Filter (describe)		None (clean air drawn from air cleaner)			
Air Injection System	Air distribution (head, manifold, etc.)		Head		Manifold	
	Point of entry		Exhaust Ports			
	Injection tube I.D.		.2565			
	Check valve type		Pressure (plate type)			
	Backfire protection (type)		Vacuum actuated anti-backfire valve			
Carburetor	Make		Carter		Rochester	
	Model		3905975	3905976	7037213	7037212
	Barrel size		1.56		1.44 (Pr. & Sec.)	
	Idle speed	Drive	---	500	---	500
		Neutral	700	---	700	---
Distributor	Aux. Adv. Systems (type)		None			
	Make		Delco-Remy			
	Model		1110351		1111150	
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		900	
		Intermed. points deg. @ rpm	15 @ 1600		15 @ 2000	
		Max. deg.@rpm.	28 @ 2800		28 @ 4200	
	Vacuum adv. in. crank degrees@ eng. rpm	Start (in Hg)	6		8	
		Intermed. points deg.@ in. Hg	None			
		Max. deg.@ in.	21 @ 14.5		15 @ 15.5	
	Vacuum Source		Carburetor			
Timing - Crank degrees @ rpm			4 BTDC @ idle (a)		6 BTDC @ idle (b)	
Cooling System (describe changes)			195° Thermostat on 327 cu.in.			
Exhaust System (describe changes)			None			

(a) 6°-11° BTDC when premium fuel is used with automatic transmission
(b) 6°-10° BTDC when used with automatic transmission

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (•) 1-27-67

MODEL

11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

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		Right side front of engine	
	Pressure range		3.50-4.50 PSI	5.25-6.50 PSI
Vacuum booster (std., optional, none)			None	
Fuel Filter	Type		Metal mesh strainer in gasoline tank	
	Locations		and sintered bronze filter in carburetor inlet (a)	
Carburetor	Choke type		Automatic	
	Intake manifold heat control (exhaust or water)		Exhaust	
	Air cleaner type	Standard	Oil-wetted paper	
		Optional	- - -	

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11300 11500 11700	250	3-speed Powerglide	Rochester Rochester	7026027 7026028	One; single barrel downdraft	1.56
11400 11600 11800	327	3-spd.&4-spd. Powerglide	Rochester Rochester	7027213 7027212	One; 4-Bbl Quadjet	1.38 Primary; 2.25 Secondary

(a) Paper filter with 327 cu. in.

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MODEL | 11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22) | 11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure	
Radiator cap relief valve pressure			15 ± 1 PSI	
Circulation thermostat	Type (choke, bypass)		Choke	
	Starts to open at (°F)		192°-198°	177°-183°
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		Permanently lubricated 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.) ●		11	15
	Without heater (qt.) ●		10	14
	Opt. equipment-specify (qt.) ●		12	16
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	
	Diameter		17.62	
	Ratio-fan to crankshaft rev.		.949:1	
	Fan cutout type		None	
	Bearing type		Double row ball	
*Drive belts (indicate belt used by letter)	Fan		A	D
	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	53.75	35.00	57.75		•			
Width				.380±.005							

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*) 1-27-67

MODEL	11400-600-800 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco #1980032	Delco #1980030
	Voltage Rtg. & Total Plates		12 volts - 54 plates	12 volts - 66 plates
	SAE Designation & Amp Hr. Rtg.		45 amp/hr. @ 20 hr. rate	61 amp/hr. @ 20 hr. rate
	Location		Right side front 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	---	
		Reverse current to open	---	
	Regulated	Voltage	13.8-14.8 @ 85°F	
		Current	---	
	Voltage test conditions	Temperature	Operating	
		Load	3-8 Amps	
		Other	None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy	
	Model ●		1107399	1107320
	Rotation (drive end view)		Clockwise	
	Engine cranking speed		---	
	Test conditions		Engine at operating temperatures	
	No load test	Amps	58-87	65-100
		Volts	10.6	10.6
		RPM (min)	8450-10700	3600-5100
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		3-Spd & 4-Spd - Place gearshift lever in neutral, depress clutch to floor. Powerglide - Place control lever in N or P position. Initial Start - Depress accelerator pedal to floor, then release. Turn ignition to START and release as soon as engine starts.	

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MAKE OF CAR Chevy II | MODEL YEAR 1967 | DATE ISSUED 10-7-66 | REVISED (•)

MODEL | 11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22) | 11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ELECTRICAL—STARTING SYSTEM (cont.)

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

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		Not available	
	Make		Delco-Remy	
	Model		#1115208	#1115039
	Amps	Engine stopped	4.0	
		Engine idling	1.8	
Distributor	Make		Delco-Remy	
	Model		#1110351	#1111249
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900	900
		Intermediate points deg. @ rpm.	15 @ 1600	11 @ 1500
		Max. deg. @ rpm.	28 @ 2800	26 @ 4100
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6	8
		Intermediate points, deg. @ in. Hg.	None	
		Max. deg. in. Hg.	21 @ 14.5	15 @ 15.5
	Breaker gap (in.)		.019	
	Cam angle (deg.)		31°-34°	28°-32°
	Breaker arm tension (oz.)		19-23 oz	
Timing	Crankshaft deg. @ rpm.		4 BTDC @ 500	8 BTDC @ 500
	Mark location		Torsional Damper	
Spark Plug	Make		AC Spark Plug	
	Model		AC 46N (long reach)	AC44
	Thread (mm)		14	
	Tightening torque (lb. ft.)		25	
	Gap		.033-.038	
Cable	Conductor type		Linen core impregnated with conducting material	
	Insulation type		Rubber with neoprene jacket	
	Spark plug protector		Neoprene	

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (•) 1-27-67

MODEL	11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speedometer	Make	AC
	Trip odometer (yes, no)	NA
Charge indicator—type		Tell-tale
Temperature indicator—type		Tell-tale
Oil pressure indicator—type		Tell-tale
Fuel indicator—type		Electric gage
Other		Refer to page 23
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) •	(a) (Low note) 4.5-6.5@12.5V. ~~(Hi note) 4.2-6.2@12.5V.~~

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		3-Speed Single dry disc	3-Speed & 4-Speed Single dry disc;semi-centrifugal
Type pressure plate springs		Diaphragm	Diaphragm - bent finger design
Total spring load (lb.)		1650-1850	2100-2300
No. of clutch driven discs		One	
Clutch facing	Material	Woven asbestos	Premium grade-woven 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	

• (a) 111-112-113-11400 models (Low note) 4.5 - 6.5 @ 12.5V.

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MAKE OF CAR Chevy II | MODEL YEAR 1967 | DATE ISSUED 10-7-66 REVISED (e)

MODEL | 11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22) | 11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

DRIVE UNITS—TRANSMISSIONS

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

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds			3-Speed 3	3-Speed 3	4-Speed 4
Transmission ratios	In first		2.85:1	2.54:1	2.54:1
	In second		1.68:1	1.50:1	1.80:1
	In third		1.00:1	1.00:1	1.44:1
	In fourth		--	--	1.00:1
	In reverse		2.95:1	2.63:1	2.54:1
Synchronous meshing, specify gears			All forward gears		
Shift lever location			Steering column		Floor
Lubricant	Capacity (pt.)		3		
	Type recommended		Military Spec. MIL-L-2105B		
	SAE viscosity number	Summer	SAE 80		
		Winter	SAE 80		
		Extreme cold	SAE 80		

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

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

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (o)

MODEL	11300-500-700 250 Cu.In. L-6 155 H.P. Opt. (L22)	11400-600-800 327 Cu.In. V-8 275 H.P. Opt. (L30)

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Powerglide	
Type describe		Torque converter with planetary gears	
Method of Selection (Lever, Push Button or other)		Steering column; 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		58	68
Max. kickdown speeds—drive range		54	65
Torque convertor	Number of elements	3	
	Max. ratio at stall	2.40	2.10
	Type of cooling (air, liquid)	Water	
Lubricant	Capacity—refill (pt.)	6	
	Type recommended	A suffix A	
Special transmission features			

DRIVE UNITS—PROPELLER SHAFT

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

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MAKE OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*)

MODEL 11300-500-700; 11400-600-800

DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		---
Universal joints	Make		Chevrolet
	Number used		Two
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			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			1.50
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 specs 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		3.08:1	3.36:1	3.55:1
No. of teeth	Pinion	12	11	11
	Ring gear	37	37	39

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NAME OF CAR Chevy II MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*) 1-27-67

MODEL			
	11311, 69 11537, 69	11411, 69 11637, 69 11737-11837	Wagons

DRIVE UNITS—WHEELS

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

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	6.95 x 14-4 PR		6.95 x 14-8 PR
	Type - Nylon, etc.	Original Equipment		
Rev/mile at 50 mph.		816		
Inflation press. (cold)	Front	24	25	24
	Rear	27	29	40
Optional tires - size and ply				

• BRAKES—SERVICE

			Standard	Frt. Disc (Opt)
Type (duo-servo, disc, balanced, etc.)			Duo-servo 4-wheel hydraulic	Disc
Self adjusting (std., opt., N.A.)			Standard	
Hydraulic system type (single, dual, etc.)			Dual	
Power brake make & type (remote, integral, etc.)			Bendix, Delco Moraine vacuum power unit assists master cylinder, integral	
Effective area (sq. in.) *			168.9	114.0
Gross lining area (sq. in.) **			168.9	118.1
Swept drum area (sq. in.) ***			268.6	332.4
Percent brake effectiveness—front			59.4	57.7
Drum or Rotor	Diameter	Front	9.5	11.0
		Rear	9.5	
	Type and material		Composite; cast iron rim; steel web	Cast iron
	Rotor (vented or solid)		--	Vented
	No. pistons per caliper		--	4
Wheel cylinder bore	Front		1.06	1.875
	Rear		.875	
Master cylinder bore			1.00	1.00
Available pedal travel			7.0	
Line pressure at 100 lb. pedal load			787	960
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.

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• BRAKES—SERVICE (cont.)

					Standard	Frt. disc (Opt.)
Brake lining	Drum or Disc				Drum	Disc
	Bonded or riveted				Bonded	Riveted
	Front Wheel	Material			Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard		9.01 x 2.5 x .17	5.96 x 2.21 x .41
			Second. or inboard		9.75 x 2.5 x .20	5.96 x 2.21 x .41
		Segments per shoe			One	One
	Rear Wheel	Material			Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard		9.01 x 2.0 x .17	9.01 x 2.0 x .17
			Second. or inboard		9.75 x 2.0 x .20	9.75 x 2.0 x .20
		Segments per shoe			One	One

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 - energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		--
		(std., opt., NA)		Not available
Wheel diameter		Manual		16.5
		Power		16.5
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°				18.8
Manual	Gear	Type		Semi-reversible; recirculating ball nut
		Make		Saginaw
		Ratios	Gear	20:1
			Overall	25.4:1
	No. wheel turns			4.50 (lock to lock)

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STEERING (cont.)

Power	Type (coaxial, linkage, etc.)			Linkage
	Make			Saginaw
	Gear	Type		Same as Manual
		Ratios	Gear	20.0:1
			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 non-metallic bearing
		Lower		Ball stud with non-metallic & sintered iron bearings
		Thrust		None
Wheel Alignment (range at curb weight and preferred)	Caster (deg.)			P 1/2 to P 1-1/2
	Camber (deg.)			0 to P 1
	Toe-in (outside track inches)			1/4 to 3/8
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7491-.7497
	Thread size			3/4-20 NEF-3 (MOD)
	Bearing type			Taper Roller

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SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling		Front stabilizer bar on all V-8 models and L-6 Wagon
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 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 x 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
	Material & bar diameter	Steel .687

SUSPENSION—REAR

			250 Cu.in. L-6	327 Cu.in. V-8
Type and description			Hotchkiss drive: solid rear axle 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	One	
		Shackle (comp. or tens)	Compression	
Stabilizer	Type (link, linkless, frameless)		None	
	Material		---	
Track bar type			None	

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MODEL	Sedans 2-DR	Sedans 4-DR	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 wire and cotton pad			
	3rd seat	None			
Seat back type	Front	Formed wire and cotton pad			
	Rear	Formed wire and cotton pad			
	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		1410.6	1319.1	1049.0	2444.4
Backlight glass exposed surface area		932.8		1117.1	698.4
Total glass exposed surface area		3350.7	3259.2	3064.0	4150.1

LAMP HEIGHT AND SPACING

Height above ground to center of bulb	Headlamp	Highest *	26.8	26.4 (a)	27.5
		Lowest	---		
	Tail	Highest	27.9	26.6 (b)	29.1
		Lowest	---		
Distance from C/L of car to center of bulb	Headlamp	Inside	---		
		Outside *	30.0		
	Tail	Inside	---		
		Outside	31.25		
	Directional	Front	20.5		
		Rear	31.25		

* If single headlamps are used enter here.

(a) Model 11737, head lamps 26.8
(b) Model 11737, tail lamp 27.1

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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)		Optional - AM Manual, AM Push-button
Rear seat speaker		Optional
Power Antenna		NA
Clock		Standard 117-11800 -- Optional on all other models
Air Conditioner (specify type and availability)		Optional -- All Weather and custom (recirculating)
Speed warning device		Optional
Speed control device		NA
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		Standard
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Emergency flasher lamp, four-way		Standard
Cornering light lamp		NA
Freeway lane change signal		Standard
Instrument Panel Pad		Standard
Left hand outside mirror		Standard
Padded sun shades		Standard
Brake system warning and parking brake light		Standard
Steering column energy absorbing		Standard

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WEIGHTS

Model	CURB WEIGHT - POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION 2 Pass. In Front Front	2 Pass. In Front Rear	2 Pass. In Rear Front	2 Pass. In Rear Rear	SHIPPING WEIGHT
CHEVY II 100		Base Engine						Base Engine
11311 2 Dr Sedan(6Cyl 194)			2765	32			68	2640
11411 2 Dr Sedan(8Cyl 283)			2905	32			68	2770
						(3 Pass)		
11335 4 Dr Wagon(6Cyl 194)			2985	29			71	2865
11435 4 Dr Wagon(8Cyl 283)			3120	29			71	2985
						(2 Pass)		
11369 4 Dr Sedan(6Cyl 194)			2770	32			68	2650
11469 4 Dr Sedan(8Cyl 283)			2910	32			68	2780
NOVA						(3 Pass)		
11535 4 Dr Wagon(6Cyl 194)			3015	29			71	2890
11635 4 Dr Wagon(8Cyl 283)			3150	29			71	3015
						(2 Pass)		
11537 2 Dr Coupe(6Cyl 194)			2780	34			66	2660
11637 2 Dr Coupe(8Cyl 283)			2925	34			66	2790
11569 4 Dr Sedan(6Cyl 194)			2780	32			68	2660
11669 4 Dr Sedan(8Cyl 283)			2925	32			68	2790
SUPER SPORT								
11737 2 Dr Coupe(6Cyl 194)			2810	34			66	2690
11837 2 Dr Coupe(8Cyl 283)			2955	34			66	2820

Accessories & Equipment Differential Weights				Remarks
Air Conditioning			+90	
Air Injection System			+19	
Brakes, Disc			+33	
Brakes, Power			+9	
Heater, Delete			-24	
Radio, Push-button			+8	
Steering, Power			+30	
Transmission, Pwr/Glide			+10	
Transmission, 4-speed			+11	
Engine, L6-250 Cu.In.			+10	
Engine, V8-327 Cu.In.			+32	

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