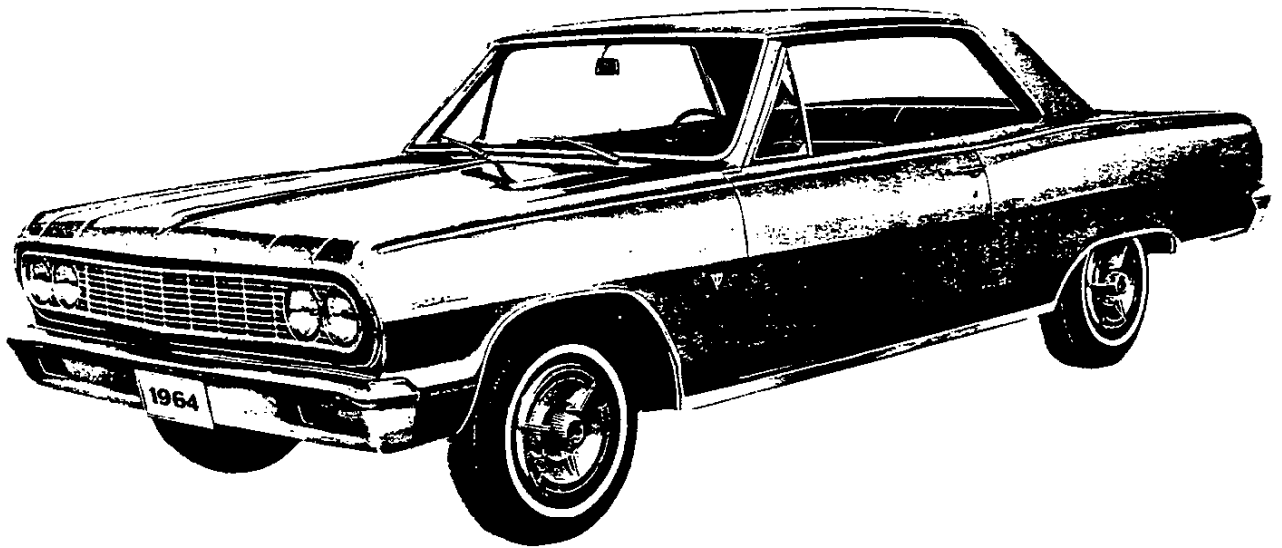

1964



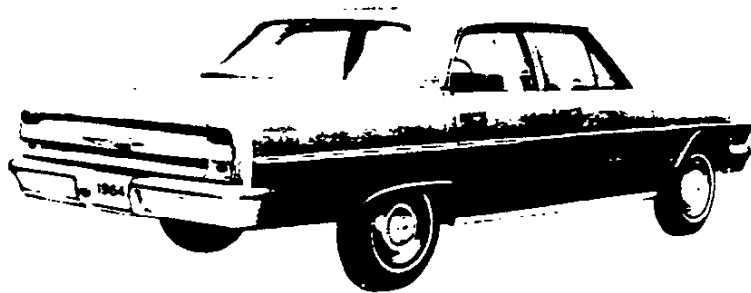
CHEVROLET

CHEVELLE

4

4

ORIGINAL COPY



MODEL IDENTIFICATION 2

SERIAL NUMBERS AND IDENTIFICATION 3

REGULAR EQUIPMENT - EXTERIOR 4

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OPTIONAL EQUIPMENT 6

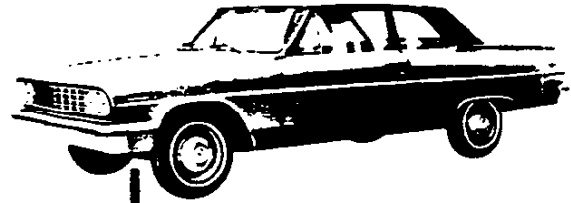
DEALER INSTALLED ACCESSORIES 8

TAXI-CAB EQUIPMENT (RPO B02) 9

HEAVY DUTY CHASSIS-BODY (RPO B01-Z04) 10

MODEL IDENTIFICATION

MODEL 53-5411 2-DOOR SEDAN, 6-PASSENGER
MODEL 53-5409 4-DOOR SEDAN, 6-PASSENGER
MODEL 53-5415 2-DOOR STATION WAGON, 2-SEAT
MODEL 53-5435 4-DOOR STATION WAGON, 2-SEAT
MODEL 53-5480 2-DOOR SEDAN PICKUP, 3-PASSENGER



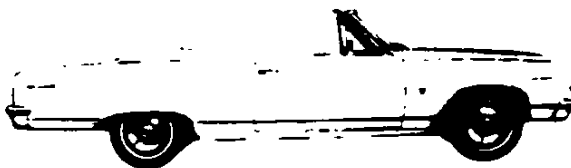
CHEVELLE 300



MALIBU

MODEL 55-5669 4-DOOR SEDAN, 6-PASSENGER
MODEL 55-5637 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 55-5667 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 55-5635 4-DOOR STATION WAGON, 2-SEAT
MODEL 55-5645 4-DOOR STATION WAGON, 3-SEAT
MODEL 55-5680 2-DOOR SEDAN PICKUP, 3-PASSENGER

MODEL 57-5837 2-DOOR SPORT COUPE, 4-PASSENGER
MODEL 57-5867 2-DOOR CONVERTIBLE, 4-PASSENGER



MALIBU SUPER SPORT



SERIAL NUMBERS AND IDENTIFICATION

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model Year	Model	Assembly Plant (Atlanta)	Unit Number (25th unit)
1964	5369	A	100025

Thus: The 25th model built at Atlanta would be serial number 45369A100025

8-Cylinder Example:

Model Year	Model	Assembly Plant (Atlanta)	Unit Number (26th unit)
1964	5469	A	100026

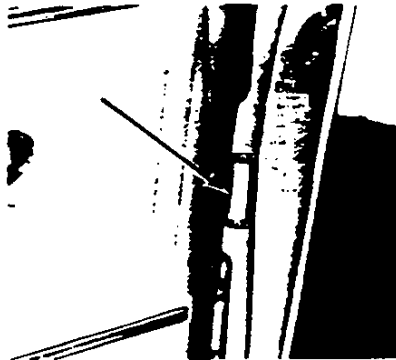
Thus: The 26th model built at Atlanta would be serial number 45469A100026

ASSEMBLY PLANTS

- | | |
|-----------------|-----------------|
| A - Atlanta | H - Fremont |
| B - Baltimore | K - Kansas City |
| L - Los Angeles | |

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

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



ENGINE IDENTIFICATION

Example: F1210E

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

194 Cubic inch 6-cylinder

- G - Regular engine, 3-speed
- K - Regular engine, Powerglide

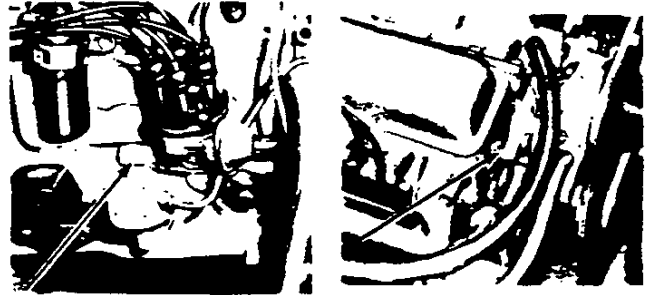
283 Cubic inch 8-cylinder

- J - Regular engine, 3-speed
- JD - Regular engine, Powerglide

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

6-Cylinder

8-Cylinder



Location:

3-cylinder ----- Stamped on pad on right side of cylinder block to rear of distributor

8-cylinder ----- Stamped on pad at front right side of cylinder block

REAR AXLE IDENTIFICATION

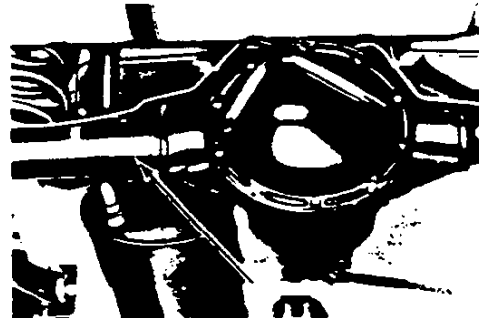
Example: LA 0212

Source and Type Designation	Production* Month and Day
LA (Gear and Axle)	0212

LA ----- 3.08:1 (Exc. 53-5500 Wagon-pickup)

LB ----- 3.36:1 (53-5500 Wagon-pickup)

* - Month: February, 02; 12th day of February, 12



Location ----- Right side of differential carrier

REGULAR EQUIPMENT - EXTERIOR

		ITEM	MODELS
Bright Metal Trim & Moldings	Stainless Steel	Windshield reveal	All
		Rear window reveal	All exc. 55-56-57-5867
		Rear belt reveal	55-56-57-5867
		Roof drip gutter	53-54-55-56-57-5800 exc. Conv.
		Windshield header and pillar	55-56-57-5867
		Front door key locks	All
		Door upper frame scalp	55-5680
		Windshield side pillar scalp	
		Pickup box edge and roof	53-54-55-5680
		Rear quarter lower rear	55-5680, 57-5800
	Anodized Aluminum	Body rear cove reveal	All Sedans and Coupes
		Dual headlight bezels	
		Taillight bezels	All
		Radiator grille and opening moldings	
		Wheel openings	57-5800, 55-5680
		Body side (Painted insert on Malibu)	53-54-55-5680
		Rocker sill	55-56-57-5800; 53-5480
		Back-up lamp cover plates	53-5411, 69
		Back-up lamp bezels	
		Rear cove trim panel	55-56-57-5800 Sedans & Coupes
	Chrome Plated Metal	Front and rear bumpers	
		Hood lettering ("Chevrolet")	
		Door handles	All
		Ventipane channel and post	
		Rear quarter series nameplate	
		Deck lid emblem or tailgate - plastic insert	All exc. 53-54-55-5680
		Hub caps	All exc. 57-5800
		Front fender engine emblem	All
		Hood center	All exc. 53-5480
		Tailgate window control	53-54-55-5635, 53-5415, 45
		Wheel disks	57-5800
		Ventipane frame	55-56-57-5837, 67
		Quarter window channel	
		Tailgate ornament	53-54-55-5680
		Deck lid emblem (SS)	57-5800
Deck lid or tailgate lettering ("Chevrolet")			
Front fender nameplate ("Chevelle")	All		
Tailgate window, manual		53-5415, 53-54-55-5635	
Tailgate window, power		53-5445	
Windshield wipers, dual single speed electric		All	
Folding top, counterbalanced manual		55-56-57-5867	
Back-up lamps		55-56-57-5800	

REGULAR EQUIPMENT-INTERIOR

ITEM		MODELS	
Instrument Panel	Instrument cluster bezel (bright)	All	
	Ash tray		
	Manual interior light switch (main switch)		
	Glove box door lock		
	Glove box lamp		55-56-57-5800
	Glove box door nameplate		55-56-57-5800, 53-5480
	Bright metal control knobs		All
	Clock		55-56-57-5800
	5-Position ignition switch (Acc-Lock-Off-On-Start)		All
	Cigarette lighter		55-5645
	Tailgate window control switch		All
	Speedometer, odometer, fuel gauge		53-54-55-5600
	Temperature, oil pressure, amps warning lights		57-5800
	Temperature, oil pressure, amps gauges		53-5400
Steering Wheel	Deep hub, dual solid spokes, horn ring	55-56-57-5800	
	Deep hub, dual solid spokes, horn ring - two-tone	All exc. 55-56-57-5867	
Dome lamp	55-56-57-5867		
Dual courtesy lamps	All		
Automatic interior light switch	All exc. Sedan pickup		
Front door armrests	All		
Rear door or quarter armrests, with ashtrays	All		
Friction type front ventipanes	53-5400		
Door locking knobs	55-56-57-5800		
Door and window control handles - single arm	Station wagons		
Door and window control handles - dual arm	55-5645		
Folding rear seat	All		
Folding third seat, rear facing	All exc. 55-56-57-5867; Sedan pickup		
Dual sunshades, bright supports	53-5400		
Coat hooks	55-56-57-5800		
Rear view mirror back and support, painted	55-5680		
Rear view mirror back and support, bright	55-5680		
Front seat end panels	All		
Seat adjuster handle, black plastic (bright on 57-5800)	55-5645		
Door sill plates	55-56-57-5837		
Tailgate window control switch	Station wagons		
Side roof rail molding	57-5800		
Spare tire cover	All		
Tunnel mounted trim plate (Powerglide or 4-speed only)	All		
Bucket seats and end panels	All		
Deluxe heater	All		
Seat belts	All		

REGULAR PRODUCTION OPTIONS

GROUP	ITEM	NUMBER	MODELS	
Engine	Engine, 230 L-6 high performance	L61	53-55-5700	
	Engine, 327 V-8 250 HP	L30		
	Engine, 327 V-8 High performance 300 HP	L74	54-56-5800	
	Engine, 327 V-8 high performance 365 HP	L76		
	Generator, Delcotron 12-42 amp	K79		
	Generator, Delcotron 5-55 amp	K77	All	
	Generator, Delcotron 23-62 amp	K81		
	Carburetor, 4-barrel (283 V-8)	L77	54-56-5800	
	Clutch, heavy-duty	M01	53-55-5700	
	Fan drive, thermostatic	K02		
	Regulator and ignition, transistor	K66	54-56-5800	
	Radiator, heavy-duty	V01		
	Ventilation, closed engine positive (Type B)	K24	All	
	Four speed (4-speed close ratio - M21)	M20	54-56-5800	
Transmission	Overdrive	M10		
	Powerglide	M35	All	
Chassis	Powerglide, oil cooled	M55	53-55-5700	
	Axle, limited slip	G80	All	
	Axle, rear (3.36:1)	G76	All exc. Wagons	
	Battery, heavy-duty	T60		
	Brakes, power	J50	All	
	Brakes, metallic	J65		
	Chassis, heavy-duty	Z04	5369	
	Cover, wheel trim	P01	All exc. 57-5800	
	Driven gear and fitting, speedometer	Z12	All	
	Shock absorber, rear air lift	G66	All exc. Sedan Pickup	
	Special front and rear suspension	F40		
	Wire wheel cover (simulated)	P02		
	Steering, power	N40	All	
	Steering wheel, tilt type	N33		
	Steering wheel, wood-grained plastic	N34		
	Tires	6.50 x 14-4 pr whitewall rayon	P67	All exc. Wagon, Pickup
		7.50 x 14-4 pr blackwall nylon	P60	
		7.00 x 14-4 pr whitewall rayon	P56	All
		7.50 x 14-4 pr blackwall rayon	P65	
		7.00 x 14-4 pr blackwall rayon	P57	All exc. Wagon, Pickup

GROUP	ITEM	NUMBER	MODELS	
Chassis (Continued)	Tires	7.50 x 14-4 pr whitewall rayon	P62	
		7.50 x 14-4 pr whitewall nylon	P61	
		7.50 x 14-6 pr blackwall rayon	P63	
	Air conditioning, all weather	C60	All	
	Air conditioning, Deluxe	C65		
	Belt unit, Custom Deluxe seat (retractor type)	A49		
	Belt unit, seat (delete)	A62		
	Body, heavy-duty	B01	5369	
Body	Comfort and Convenience	inside and outside r/v mirror (a)		
		2-speed wiper and washer	Z01 - All	
		Glove box lamp	Z13	
		Back-up lamp		
		Defogger and defroster, rear window	C50	All exc. Conv. & Wagons
		Glass, tinted	A01	All
		Front bumper guard	V31	
		Rear bumper guard	V32	All exc. Wagons & Pickup
		Less heater	C48	All
		Luggage carrier, roof	V55	Station Wagons
		Pad, instrument panel	B70	
		Radio, push button	U63	All
		Radio, manual	U60	
		Radio and auxiliary rear speaker, push button	Z02	All exc. Conv.
		Seat, split second	A66	Station Wagons
		Seat, 4-way electric front	A41	53-54-55-5600 exc. sed. pickup
		Tachometer	U16	54-56-5800
		Taxicab	B02	5369
		Top colors, folding	C05	
		Top, electric folding	C06	55-56-57-5867
	Window, electric tailgate	A33	2-seat Wagons	
	Windows, electric	A31		
	Windshield glass, tinted	A02	All	

(a) Remote control outside mirror in Z13.

DEALER INSTALLED ACCESSORIES

ITEM	MODELS
Alarm - Parking brake	All
Antenna - Front fender radio	All
Antenna - Rear fender radio	All except wagons and sedan pickup
Antenna - Rear fender dummy radio	All except wagons and sedan pickup
Belt - Custom Deluxe seat	All
Brake - Power	All
Cap - Gas tank filler locking	All
Carrier - Roof luggage	Station wagons
Clock - Instrument panel	53-5400
Conditioning - Air (Custom)	53-5400
Container - Litter	All
Cover - Front and rear cushion	Front-All; Rear-All exc. sta. wag.
Cover - Wheel trim	All
Cover - Luggage carrier	Station wagons
Deflector - Rain	All except sports models
Defogging Unit - Rear window	All except convertible and wagons
Dispenser - Tissue	All
Fan - Thermomodulated	54-56-5800
Frame - License plate	All
Guard - Bumper, front and rear	All except wagons
Guard - Rear body splash	Station wagons
Hitch - Trailer	All
Lamp - Back up	53-5400
Lamp - Courtesy	All exc. sport coupe, conv.
Lamp - Luggage compartment	All except wagons
Lamp - Portable spot	All
Lamp - Glove compartment	All
Lamp - Underhood	All
Lamp - Ash tray	All
Lock - Rear door safety	All except 4-door models
Mat - Front and rear floor full width	All
Mat - Front and rear floor Deluxe	All
Mirror - Outside rear view (door mount)	All
Mirror - Prismatic - inside rear view	All
Mirror - Visor vanity	All
Mirror - Outside remote control	All
Molding, body sill	53-5400 exc. sed. pickup
Radio - Manual	All
Radio - Push button	All
Release - Rear compartment lid vacuum	All except wagons
Screen - Radiator insect	All
Speaker - Radio auxiliary	All exc. convertible
Switch - Traffic hazard flasher	All
Tool Kit	All
Washer - Windshield push button (single speed wipers)	All

TAXI CAB EQUIPMENT - RPO B02

MODEL APPLICATION:

4-Door Sedan - 5369

BODY EQUIPMENT

INTERIOR TRIM

Standard ----- Cloth/vinyl, fawn, aqua, or red
Optional ----- All vinyl, fawn

FLOORS

Covering
Front and Rear ----- Waterproof asphalt
impregnated paper felt, .125 minimum thickness.
Mats
Front and Rear ----- Black rubber (no spatter
design) .125 minimum thickness.

SEAT CUSHIONS AND BACKRESTS

Front and Rear ----- Heavy-duty
"S" wire springs, reinforced.

INSTRUMENT PANEL

Open-door red warning lamp
Location ----- Bright metal bracket
under instrument panel, left of steering column
Switch ----- All door jambs

DOOR JAMB SWITCH

Dome lamp operation ----- LH & RH rear doors

CHASSIS EQUIPMENT

SUSPENSION

Coil Springs & Shock Absorbers, Front & Rear
Type ----- Heavy-duty

WHEELS AND TIRES

Wheel Size ----- 14 x 5.00J
Tire type and size ----- Blackwall tubeless rayon,
7.50 x 14-4

BATTERY ----- Heavy-duty 61 amp hour, 11 plate

TRANSMISSION

Transmission (Powerglide) ----- Incorporates
3-plate heavy-duty clutch with high temperature oil
seals and water cooling.
Radiator (Powerglide) ----- Incorporates
transmission oil cooler

HEAVY DUTY CHASSIS AND BODY EQUIPMENT

MODEL APPLICATION:

4-Door Sedan - 5869

BODY EQUIPMENT (RPO B01)

INTERIOR TRIM

Standard ----- Cloth/vinyl, fawn, aqua, or red
Optional ----- All vinyl, fawn

FLOORS, FRONT AND REAR

Covering ----- Waterproof asphalt
impregnated paper felt, .125 minimum thickness.
Mats ----- Black rubber (no spatter
design) .125 minimum thickness.

SEAT CUSHIONS AND BACKRESTS

Construction, front and rear ----- Heavy-duty
"S" wire springs, reinforced.

CHASSIS EQUIPMENT (RPO Z04)

FRAME

Type ----- Heavy-duty with 2 extra frame to
body mount locations, heavier gauge front outer exten-
sions, and special reinforcement at front crossmember
to side member and lower control arm attachment.

SUSPENSION

Type ----- Heavy-duty front and rear coil springs
and shock absorbers.

Front and Rear Brakes

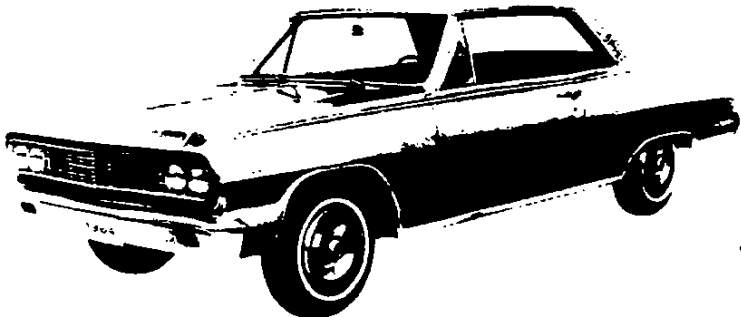
Type ----- Heavy-duty;
includes heavy-duty front brake drum webs and extra
thick brake facings.

POWER TRAIN EQUIPMENT (RPO Z04)

SIX-CYLINDER MODELS

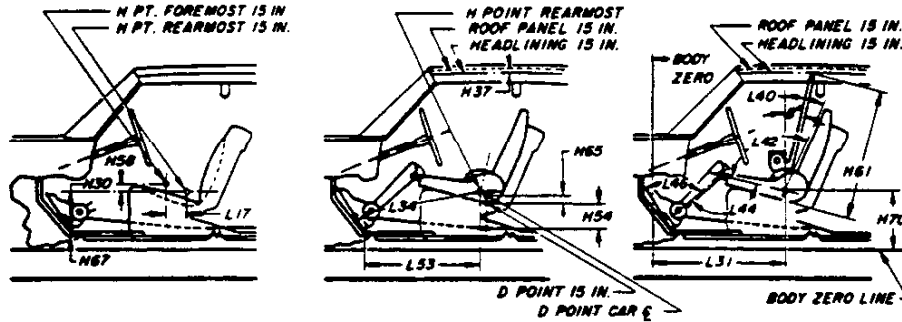
Spark Plugs ----- AC46
Clutch ----- 10" heavy-duty
Transmission (Powerglide) ----- Incorporates
3-plate heavy-duty clutch with high temperature oil
seals and water cooling.
Radiator (Powerglide) ----- Incorporates
transmission oil cooler.
Battery ----- Heavy-duty 61 amp hour, 11 plate

DIMENSIONS AND WEIGHTS

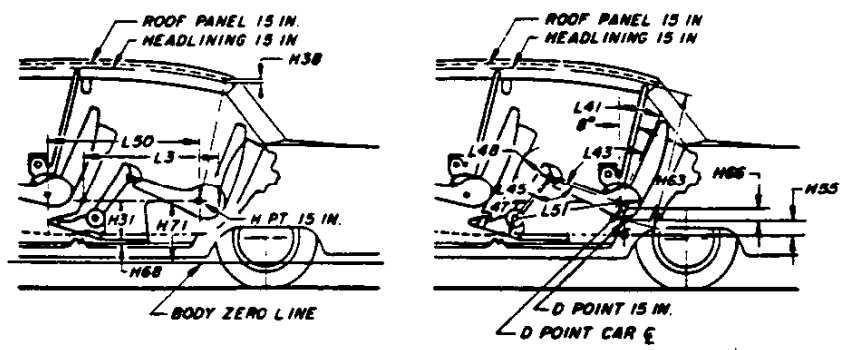


- INTERIOR DIMENSIONS 2
- EXTERIOR DIMENSIONS 4
- STATION WAGON THIRD SEAT DIMENSIONS 6
- STATION WAGON CARGO AND SEDAN TRUNK SPACE 7
- SEDAN DELIVERY EXTERIOR-INTERIOR DIMENSIONS 8
- VEHICLE WEIGHTS 9

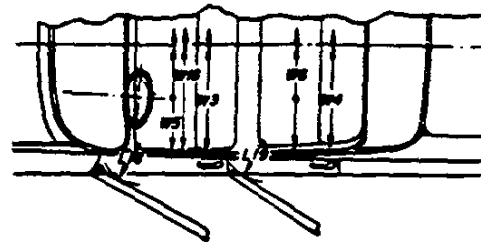
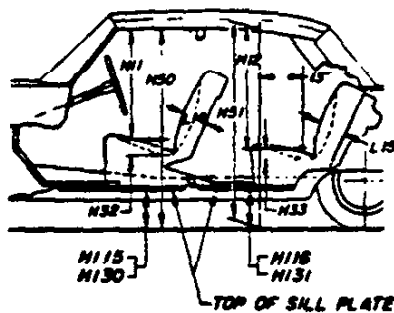
INTERIOR DIMENSIONS



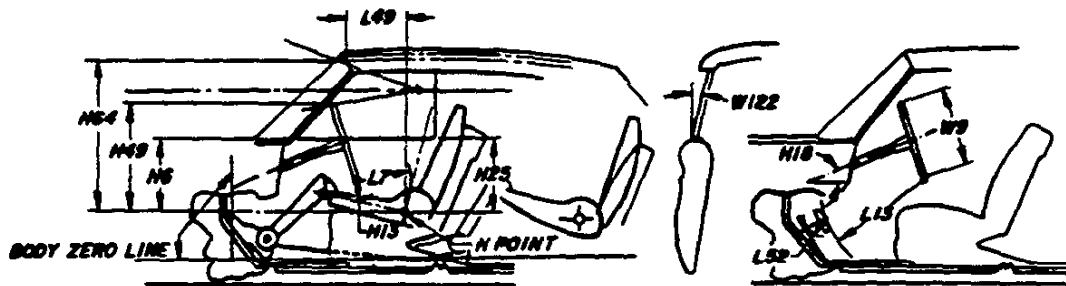
FRONTMENT	CODE	DESCRIPTION	MODELS								
			Sedans		Sport Coupe		Convertible		Station Wagon		Sedan
			2-Dr.	4-Dr.	5637	5847	5667	5867	2-Dr.	4-Dr.	Pickup
	L31	Body zero line to H point	42.1	42.0	41.9	42.0	41.9	42.1	41.9	41.9	
	H5	H point to ground	19.3	19.3	18.8	19.3	19.2	19.8	19.3	19.3	
	H61	Effective head room	38.6	38.1	37.9	38.7	38.6	38.2	38.7	38.7	
	H37	Headlining to roof height	.6	.5	---	---	---	.9	.7	.7	
	L34	Maximum effective leg room - accelerator	42.0	41.9	41.8	41.9	41.8	42.1	41.8	41.8	
	H30	H point to heel point	8.3		8.2			8.3	8.0	8.0	
	H67	Depressed floor covering thickness	.2	.3	.5	.3	.5	.5	.2	.2	
	L40	Back angle	26°		27°			26°	25°	25°	
	L42	Hip angle	98°		97°			98°	95.5°	95.5°	
	L44	Knee angle	129°		128°			130°	127°	127°	
	L46	Foot angle	88°		87°			89°	87°	87°	
	H65	H point differential, side to center	.2	---	---	---	---	.2	.1	.1	
	H54	H point to tunnel	1.7		---	1.7	---	1.7	1.4	1.4	
	L53	H point to accelerator floor point	34.4		34.2		34.2	34.4	34.1	34.1	
	L17	H point travel				4.0			3.4	3.4	
	H58	H point rise				.6			.5	.5	



REARMENT	CODE	DESCRIPTION	MODELS								
			Sedans		Sport Coupe		Convertible		Station Wagon		Sedan
			2-Dr.	4-Dr.	5637	5847	5667	5867	2-Dr.	4-Dr.	Pickup
	L50	H point coupe distance	33.6	31.5	31.6	31.5	31.6	33.6	---	---	
	H10	H point to ground	19.2	19.0	18.8	19.0	19.8	19.8	---	---	
	H63	Effective head room	37.3		36.7		36.8	38.4	---	---	
	H38	Headlining to roof height	.6	.7	---	.7	---	.8	---	---	
	L51	Minimum effective leg room	35.9	36.3		33.2		36.1	---	---	
	H31	H point to heel point	10.8		10.4			10.8	---	---	
	H68	Depressed floor covering thickness	.4		.4			.4	---	---	
	L48	Minimum knee room	3.6	1.9	1.7	1.9	1.7	3.6	---	---	
	L3	Rear compartment room	27.1	25.3	25.1	25.1	24.9	27.2	---	---	
	L41	Back angle	27°		25°		24°	27°	---	---	
	L43	Hip angle	88°		81.0°	81.5°	79.5°	80.0°	88°	---	
	L45	Knee angle	94°	96°		82°		95°	---	---	
	L47	Foot angle	116°	117°		109°		116°	---	---	
	H66	H point differential, side to center	.7		1.2		1.0	.8	---	---	
	H55	H point to tunnel	1.9		1.7		1.5	1.9	---	---	

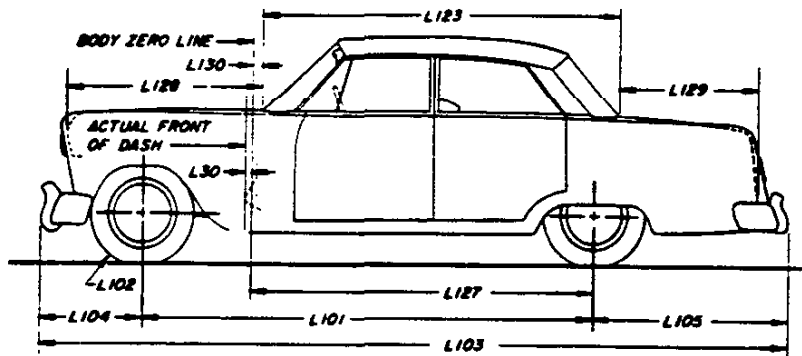


	CODE	DESCRIPTION	MODELS									
			Sedans		Sport Coupe		Convertible		Station Wagon		Sedan Pickup	
			2-Dr.	4-Dr.	5637	5847	5667	5867	2-Dr.	4-Dr.		
FRONT	W1	Hat room	55.6		55.5	55.4	55.5	55.4	55.6		55.8	
	W3	Shoulder room									58.8	
	W5	Hip room									59.9	
	W16	Seat width		53.8		23.3	53.8	23.3		53.8		
	H3	Seat chair height	11.0		11.3	10.9	11.3	10.9		11.1	11.0	
	H50	Upper body opening to ground	49.2		49.6	49.3	49.7		49.6		49.4	
	H11	Entrance height	29.9		30.4	30.2	30.4	30.3		29.9	29.9	
	L18	Entrance - foot clearance		15.1		14.8	15.1	14.8		14.9		
	H32	Seat cushion deflection		4.2		4.4	4.3	4.4	4.3		4.4	
	L14	Thickest point of seat back at C/LO		5.9		6.4	5.9	6.4			5.9	
	H26	Interior body height - at car C/L		41.2		40.9	---	40.9	---	41.1	40.9	
	H27	Interior body height - at car C/LO		43.8		43.0	42.9	43.0		43.8	43.1	
	REAR	W2	Hat room		52.2		51.7		48.4	54.2	52.2	---
		W4	Shoulder room	57.4	58.8		56.8		45.6	57.4	58.8	---
W6		Hip room	58.7	59.8		58.7		48.6	58.7	59.8	---	
H8		Seat chair height		13.3			12.9			13.2	---	
H51		Upper body opening to ground	---	48.7		---		---	---	49.6	---	
H12		Entrance height	---	29.4		---		---	---	29.7	---	
H69		Exit height	---	28.5		---		---	---	29.7	---	
L19		Entrance - foot clearance	11.5	11.7		10.6		10.7	11.5	11.7	---	
H33		Seat cushion deflection		4.4			4.8			4.4	---	
L15		Thickest point of seat back at C/LO		6.4		6.1		7.0		6.1	---	
H28	Interior body height - at car C/L		39.8		39.0		38.2		41.1	---		
H29	Interior body height - at C/LO		41.5		40.7		39.8		42.8	---		

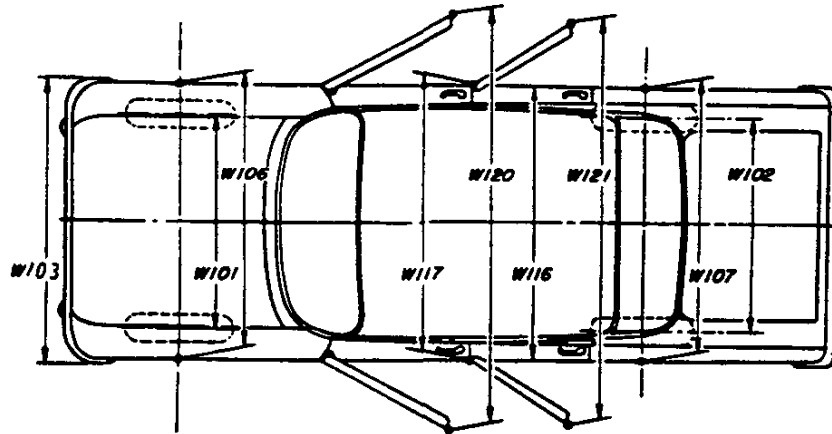


	CODE	DESCRIPTION	MODELS								
			Sedans		Sport Coupe		Convertible		Station Wagon		Sedan Pickup
			2-Dr.	4-Dr.	5637	5847	5667	5867	2-Dr.	4-Dr.	
VISION CONTROL	H6	H point to windshield bottom		18.8		18.7	18.8	18.7		18.8	19.1
	H64	H point to windshield upper DLO		30.9		30.7	31.0	30.9		30.9	31.2
	L49	H point to windshield upper DLO	14.5	14.4		14.3	14.4	14.2		14.5	14.4
	H25	Belt height - front		17.1		17.0	17.1	17.0		17.1	17.4
	W7	Steering wheel center to C/L of car									15.2
	W9	Steering wheel outside diameter									16.5
	H18	Steering column angle - horizontal									19.5°
	H49	H point to top of steering wheel	23.2		23.1	23.0	23.1	23.0		23.1	23.4
	L7	Steering wheel torso clearance		11.1		11.0	11.1	11.0		11.4	11.2
	H13	Steering wheel thigh clearance		4.3		4.2	4.0	4.2	4.0		4.0
L52	Brake pedal to accelerator		4.8		4.4	4.5	4.4	4.5		4.4	
W122	Tumble home									17.8°	18°

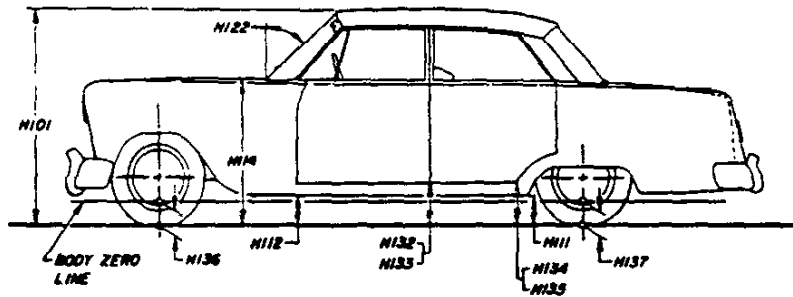
EXTERIOR DIMENSIONS



CODE	DESCRIPTION	MODELS						
		Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
L130	Body O line to actual front of dash						.0	
L101	Wheelbase						115.0	
L104	Overhang, front						30.8	
L105	Overhang, rear						48.0	52.9 53.0
L103	Overall length						190.9	198.8 198.8
L128	Hood length at centerline						50.4	
L123	Body upper structure length at car C/L	96.4	93.2			92.2	132.7 ---	
L129	Deck length at centerline	38.1	41.4			42.3	--- ---	
L127	Body O line to C/L of rear wheels						85.0	
L136	Body O line to windshield cowl point						10.7	
L102	Tire size						6.50 x 14	7.00 x 14 6.50 x 14
	Overall length - less bumpers						190.7	

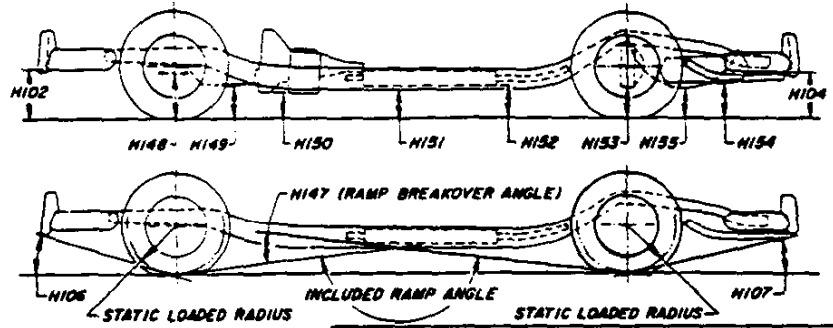


CODE	DESCRIPTION	MODELS						
		Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
W101	Tread - front						58.0	
W102	Tread - rear						58.0	
W103	Maximum overall width of car						74.6	
W116	Maximum overall width of body						74.0	
W117	Maximum body width at #2 pillar	71.8	---			---	71.8 ---	
W106	Front fender overall width						72.4	
W107	Rear fender overall width						73.8	
W120	Maximum overall width, front doors open	151.5	133.9			151.5	133.9 151.5	
W121	Maximum overall width, rear doors open	---	133.9			---	133.9 ---	



HEIGHTS

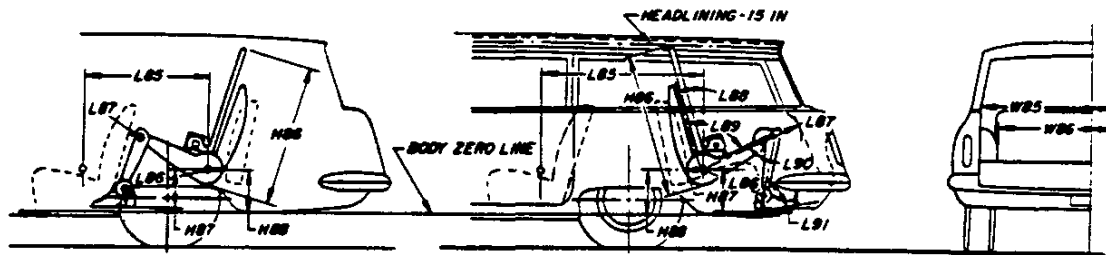
CODE	DESCRIPTION	MODELS						
		Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
H101	Overall height (design)	54.5		54.0		54.1		
H114	Hood at rear to ground			36.8				
H112	Rocker panel to ground - front			8.8				
H111	Rocker panel to ground - rear			8.1				
H115	Step height - front (Design)	13.3		13.2		12.9		
H116	Step height - rear (Design)	--- 13.1		---		--- 13.0		---
H130	Step height - front (Curb)	15.3		15.2		15.8		
H131	Step height - rear (Curb)	--- 15.1		---		--- 15.0		---
H132	Bottom of door to ground, open-front			11.4				
H133	Bottom of door to ground, closed-front			11.2				
H134	Bottom of door to ground, open-rear	--- 10.8		---		--- 10.8		---
H135	Bottom of door to ground, closed-rear	--- 11.0		---		--- 11.0		---
H102	Front bumper to ground	13.5		13.4		12.7		
H104	Rear bumper to ground			13.5		10.3		
H122	Windshield slope angle			48.8°				
H136	Body O line to ground - front			5.0				
H137	Body O line to ground - rear			5.0				
H125	Headlamp to ground			26.9		27.4		
H126	Taillamp to ground			29.3		27.9		
H158	Roof thickness	5.7		3.8		3.9		5.0
H159	DLO height	12.4		13.8		13.7		13.1
H160	Body thickness			27.7				
H301	Lift over height			22.6		---		---
	Overall height (Curb)	55.4		54.9		55.8		



CLEARANCES

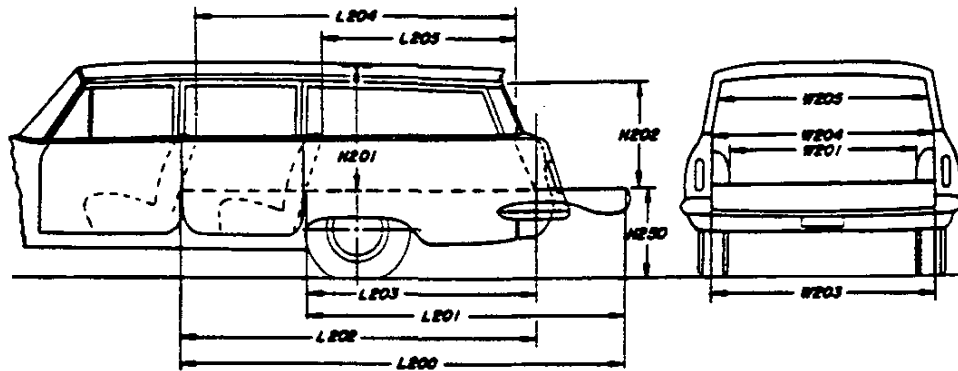
CODE	DESCRIPTION	MODELS						
		Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
H106	Angle of approach			29.1°		30.0°		30°
H107	Angle of departure	15.6°		16.3°		12.4°		12°
H147	Ramp breakover angle			13°				
H148	Front suspension to ground			6.3		6.8		6.3
H149	Oil pan to ground			6.7		7.2		6.7
H150	Flywheel housing to ground			6.6		7.1		6.6
H151	Frame to ground			6.9		7.4		6.9
H152	Exhaust system to ground			6.0		6.5		6.0
H153	Rear axle to ground			7.0		7.5		7.0
H154	Fuel tank to ground			8.6		7.9		8.6
H155	Tire well to ground	---		---		---		---
H156	Minimum ground clearance			6.0		6.5		6.0

STATION WAGON THIRD SEAT



	CODE	DESCRIPTION	MODELS	
			5345	5445
T H I R D S E A T	W85	Shoulder room		57.9
	W86	Hip room		36.7
	L85	H point couple distance		39.6
	H85	H point to ground		21.0
	H86	Effective head room		35.9
	L86	Effective leg room		30.8
	H87	H point to heel point		12.4
	L87	Knee room		10.1
	L88	Back angle		28°
	L89	Hip angle		87°
	L90	Knee angle		72°
L91	Foot angle		103°	

STATION WAGON CARGO AND SEDAN TRUNK SPACE



CARGO DIMENSIONS

	CODE	DESCRIPTION	MODELS		
			2-Seat 5315-5335-5535	3-Seat 5545	
C A R G O	L200	Maximum cargo length - front seat		116.6	
	L201	Maximum cargo length - second seat		83.6	
	L202	Cargo length at floor - front seat		92.1	
	L203	Cargo length at floor - second seat		59.1	
	L204	Cargo length at belt - front seat		80.8	
	L205	Cargo length at belt - second seat		46.5	
	L206	Cargo length at roof - front seat		70.0	
	L207	Cargo length at roof - second seat		35.6	
	S P A C E	W200	Cargo width - front		58.6
		W201	Cargo width - wheelhouse		44.4
		W203	Rear opening width at floor		55.3
		W204	Opening width at belt		53.0
W205		Maximum rear opening width above belt		45.7	
H201		Maximum cargo height		31.3	
H202	Rear opening height		28.5		
H250	Tailgate to ground height		20.4		

CARGO CAPACITIES (CU.FT.)

5315 5335 5535	4-Door 2-Seat Wagon	Rear seat folded	86.0
		Rear seat erect	49.5
5545	4-Door 3-Seat Wagon	Rear and third seat folded	86.0
		Rear seat erect and third seat folded	49.5

TRUNK CAPACITIES (CU.FT.)

MODEL		OVERALL	STANDARD LUGGAGE
Sedans and Coupes		27.3	16.9
Convertible	Top up		
	Top down		

SEDAN PICKUP EXTERIOR-INTERIOR DIMENSIONS

EXTERIOR LENGTHS

DESCRIPTION	MODELS 53-54-55-5680
Wheelbase	115.0
Overall length	198.8
Front overhang	30.8
Rear overhang	53.0

EXTERIOR HEIGHTS

Overall height	54.1
Rocker panel to ground - front	8.8
Front bumper height	12.7
Rear bumper height	10.3
Step height - front	12.9
Angle of approach	30
Angle of departure	12
Minimum ground clearance	6.1
Tailgate to ground	15.1

EXTERIOR WIDTHS

Front tread	58.0
Rear tread	58.0
Overall width	73.2
Tailgate width	59.8

INTERIOR LENGTHS

Maximum effective leg room - front	41.8
Entrance - foot clearance	14.9
Steering wheel torso clearance	11.2
Box length at floor - tailgate closed	78.5
Box length at floor - tailgate open	101.5
Box length at belt	73.5

INTERIOR HEIGHTS

Effective head room - front	38.7
Entrance height - front	29.9
Steering wheel thigh clearance	4.2
Box height - front	15.3
Box height - rear	14.8
Tailgate to ground	21.6
Wheelhouse height	9.5
Platform height - design	21.7
Platform height - curb	22.2

INTERIOR WIDTHS

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

VEHICLE WEIGHTS

CHEVELLE 300

VEHICLE TYPE		SHIPPING WEIGHT			CURB WEIGHT			DESIGN WEIGHT †		
Model	Description	Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
5311	2-Door Sedan 6-cylinder	1550	1275	2825	1550	1420	2970	1785	1935	3720
5311P		1560	1280	2840	1565	1425	2990	1800	1940	3740
5411	2-Door Sedan 8-cylinder	1655	1300	2955	1665	1445	3110	1900	1960	3860
5411P		1665	1300	2965	1675	1445	3120	1910	1965	3875
5315	2-Door Station Wagon 6-cylinder	1465	1585	3050	1465	1730	3195	1695	2250	3945
5315P		1475	1590	3065	1475	1735	3210	1710	2255	3965
5415	2-Door Station Wagon 8-cylinder	1555	1615	3170	1565	1765	3330	1795	2280	4075
5415P		1565	1620	3185	1575	1765	3340	1805	2285	4090
5335	4-Door Station Wagon 6-cylinder	1500	1630	3130	1520	1755	3275	1750	2275	4025
5335P		1515	1630	3145	1530	1760	3290	1765	2275	4040
5435	4-Door Station Wagon 6-cylinder	1595	1655	3250	1620	1790	3410	1850	2305	4155
5435P		1605	1660	3265	1630	1790	3420	1860	2310	4170
5369	4-Door Sedan 6-cylinder	1565	1285	2850	1565	1435	3000	1800	1950	3750
5369P		1575	1290	2865	1580	1435	3015	1815	1950	3765
5469	4-Door Sedan 8-cylinder	1670	1310	2980	1680	1455	3135	1915	1970	3885
5469P		1680	1315	2995	1690	1455	3145	1925	1975	3900

MALIBU

5535	4-Door Station Wagon 6-cylinder	1510	1630	3140	1505	1785	3290	1740	2300	4040
5535P		1520	1635	3155	1520	1785	3305	1755	2300	4055
5635	4-Door Station Wagon 8-cylinder	1600	1665	3265	1610	1810	3420	1840	2330	4170
5635P		1610	1665	3275	1620	1815	3435	1850	2330	4180
5537	2-Door Sport Coupe 6-cylinder	1540	1310	2850	1540	1455	2995	1825	1920	3745
5537P		1550	1315	2865	1555	1460	3015	1840	1925	3765
5637	2-Door Sport Coupe 8-cylinder	1635	1340	2975	1650	1480	3130	1930	1950	3880
5637P		1645	1340	2985	1660	1485	3145	1940	1950	3890
5545	4-Door Station Wagon 6-cylinder *	1525	1715	3240	1540	1850	3390	1810	2780	4590
5545P		1535	1720	3255	1555	1850	3405	1820	2785	4605
5645	4-Door Station Wagon 8-cylinder *	1615	1750	3365	1640	1880	3520	1910	2810	4720
5645P		1625	1750	3375	1650	1880	3530	1920	2815	4735
5567	2-Door Convertible 6-cylinder	1620	1375	2995	1620	1525	3145	1905	1990	3895
5567P		1630	1380	3010	1635	1525	3160	1915	1995	3910
5667	2-Door Convertible 8-cylinder	1715	1405	3120	1730	1550	3280	2015	2015	4030
5667P		1725	1405	3130	1740	1550	3290	2025	2020	4045
5569	4-Door Sedan 6-cylinder	1580	1290	2870	1580	1435	3015	1815	1950	3765
5569P		1590	1295	2885	1595	1440	3035	1830	1955	3785
5669	4-Door Sedan 8-cylinder	1675	1320	2995	1690	1460	3150	1925	1980	3905
5669P		1685	1320	3005	1700	1465	3165	1935	1980	3915

P - Powerglide

* - 3-Seat

VEHICLE WEIGHTS - Cont'd.

MALIBU SUPER SPORT

VEHICLE TYPE		SHIPPING WEIGHT			CURB WEIGHT			DESIGN WEIGHT ^c		
Model	Description	Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
5737	2-Door Sport Coupe 6-cylinder	1555	1320	2875	1555	1470	3025	1765	1855	3620
5737P		1565	1325	2890	1570	1470	3040	1780	1860	3640
5837	2-Door Sport Coupe 8-cylinder	1650	1350	3000	1660	1495	3155	1870	1885	3755
5837P		1660	1350	3010	1670	1495	3165	1880	1885	3765
5767	2-Door Convertible 6-cylinder	1630	1390	3020	1635	1535	3170	1845	1925	3770
5767P		1645	1395	3040	1645	1535	3180	1855	1925	3780
5867	2-Door Convertible 8-cylinder	1730	1415	3145	1740	1560	3300	1950	1950	3900
5867P		1740	1415	3155	1750	1560	3310	1960	1950	3910

SEDAN PICKUP

5380	2-Door Sedan Pickup 6-cylinder	1640	1295	2935	1640	1440	3080	1750	2230	3980
5380P		1655	1295	2950	1655	1440	3095	1765	2230	3995
5480	2-Door Sedan Pickup 8-cylinder	1740	1315	3055	1750	1465	3215	1860	2250	4110
5480P		1750	1315	3065	1760	1465	3225	1870	2255	4125
5580	2-Door Sedan Pickup 6-cylinder	1640	1295	2935	1640	1440	3080	1750	2230	3980
5580P		1655	1295	2950	1655	1440	3095	1765	2230	3995
5680	2-Door Sedan Pickup 8-cylinder	1740	1315	3055	1750	1465	3215	1860	2250	4110
5680P		1750	1315	3065	1760	1465	3225	1870	2255	4125

P - Powerglide

SHIPPING WEIGHT: The weight of the basic vehicle with all regular equipment and with grease and oil where required. It does not include the weight of gasoline and water.

CURB WEIGHT: The weight of the empty vehicle ready to drive. It is the shipping weight plus the weights of gasoline and water. For the weight of gasoline add 122 pounds. For the weight of water add 24 pounds to the 6-cylinder models, 35 pounds to the 8-cylinder models.

DESIGN WEIGHT: The curb weight of the basic vehicle plus 150 pounds for each passenger (5-passengers, 2-front, 3-rear).

Example:

Model 5369 (5-passenger) ----- 3000 + 750 = 3750

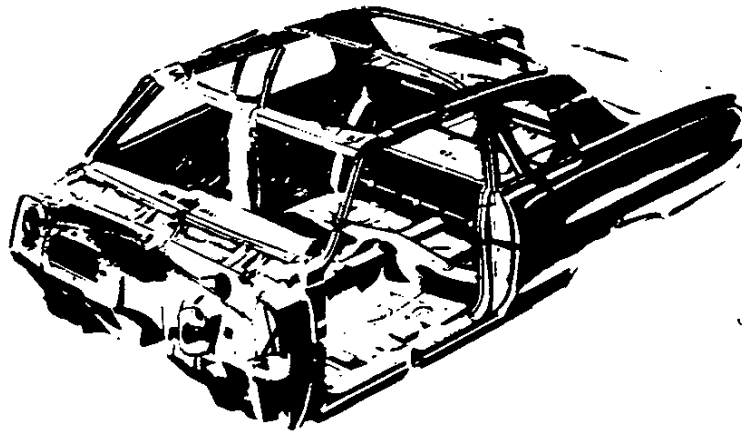
PERFORMANCE WEIGHT: The curb weight of the lowest priced 4-door sedan with regular equipment plus 750 pounds of 5-passengers.

Example:

Model 5469 ----- 2980 + 750 = 3730

^c - Based on passenger weight distribution of number of passengers in front and rear. For total loaded weight, add 150 pounds for each passenger in the designated passenger carrying capacity for the particular vehicle.

BODY



EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLOR COMBINATIONS	3
BODY GLASS	7
BODY CONSTRUCTION	8

EXTERIOR PAINT PROCESS



NINE STEP FINISHING PROCESS

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

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

EXTERIOR – INTERIOR COLOR COMBINATIONS

CHEVELLE 300 SERIES AND EL CAMINO

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS						
			Fawn	Aqua	Red	Fawn	Aqua	Red	Blue
			Model 5480			Models 5411-69-15-35			
RPO	Color	Sales Name	767	748	794	762	749	778	738
900	Black	Tuxedo Black	X	X	X	X	X	X	X
905	Med. Green	Meadow Green	X			X			
908	Dk. Green	Bahama Green	X			X			
912	Med. Blue	Silver Blue	X						X
916	Dk. Blue	Dayrona Blue	X						X
918	Med. Aqua	Azure Aqua		X			X		
919	Dk. Aqua	Lagoon Aqua		X			X		
920	Med. Fawn	Almond Fawn	X			X			
922	Med. Red	Ember Red	X		X	X		X	
932	Lt. Saddle	Saddle Tan	X			X			
936	White	Ermine White	X	X	X	X	X	X	X
938	Beige	Desert Beige	X		X	X		X	
940	Silver	Satin Silver		X	X		X	X	X
943	Yellow	Goldwood Yellow							
948	Maroon	Palomar Red	X		X	X		X	
Two-Tone (Upper/Lower)									
952	Dk. Green/Med. Green					X			
954	White/Med. Green					X			
959	White/Med. Blue								X
960	Dk. Blue/Med. Blue								X
965	White/Dk. Aqua						X		
971	Beige/Lt. Saddle					X			
975	Beige/Med. Red					X		X	
982	Dk. Blue/Silver								X
988	Med. Aqua/White						X		
993	Beige/Maroon					X			
995	Silver/Maroon							X	

EXTERIOR - INTERIOR COLOR COMBINATIONS - Cont'd.

MALIBU SERIES AND EL CAMINO

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS								
			Fawn	Aqua	Red	Blue	Saddle	Fawn	Aqua	Red	
RPO	Color	Sales Name	Models 5637-69					Model 5680			
			763	750	772	739	707	763	750	772	
			Models 5667-35-45					5680 bucket seat opt.			
			766	753	774	742	709	717	724	72c	
900	Black	Tuxedo Black	X	X	X	X	X	X	X	X	
905	Med. Green	Meadow Green	X					X			
908	Dk. Green	Bahama Green	X				(a)	X			
912	Med. Blue	Silver Blue				X		X			
916	Dk. Blue	Dayrona Blue				X		X			
918	Med. Aqua	Azure Aqua		X					X		
919	Dk. Aqua	Lagoon Aqua		X					X		
920	Med. Fawn	Almond Fawn	X				X	X			
922	Med. Red	Ember Red	X		X			X		X	
932	Lt. Saddle	Saddle Tan	X				X	X			
936	White	Ermine White	X	X	X	X	X	X	X	X	
938	Beige	Desert Beige	X		X		X	X		X	
940	Silver	Satin Silver		X	X	X			X	X	
943	Yellow	Goldwood Yellow									
948	Maroon	Palomar Red	(a)		X			X		X	
Two-Tone (Upper/Lower)											
952	Dk. Green/Med. Green		X								
954	White/Med. Green		X								
959	White/Med. Blue					X					
960	Dk. Blue/Med. Blue					X					
965	White/Dk. Aqua			X							
971	Beige/Lt. Saddle		X				X				
975	Beige/Med. Red		(b)		X						
982	Dk. Blue/Silver					X					
988	Med. Aqua/White			X							
993	Beige/Maroon		X		(b)						
995	Silver/Maroon				X						

Convertible top: White (Reg. Prod.), black (RPO C05AA) or beige (RPO C05AB) with any exterior color.

(a) Models 5667-35-45 only.

(b) Models 5635-45 only.

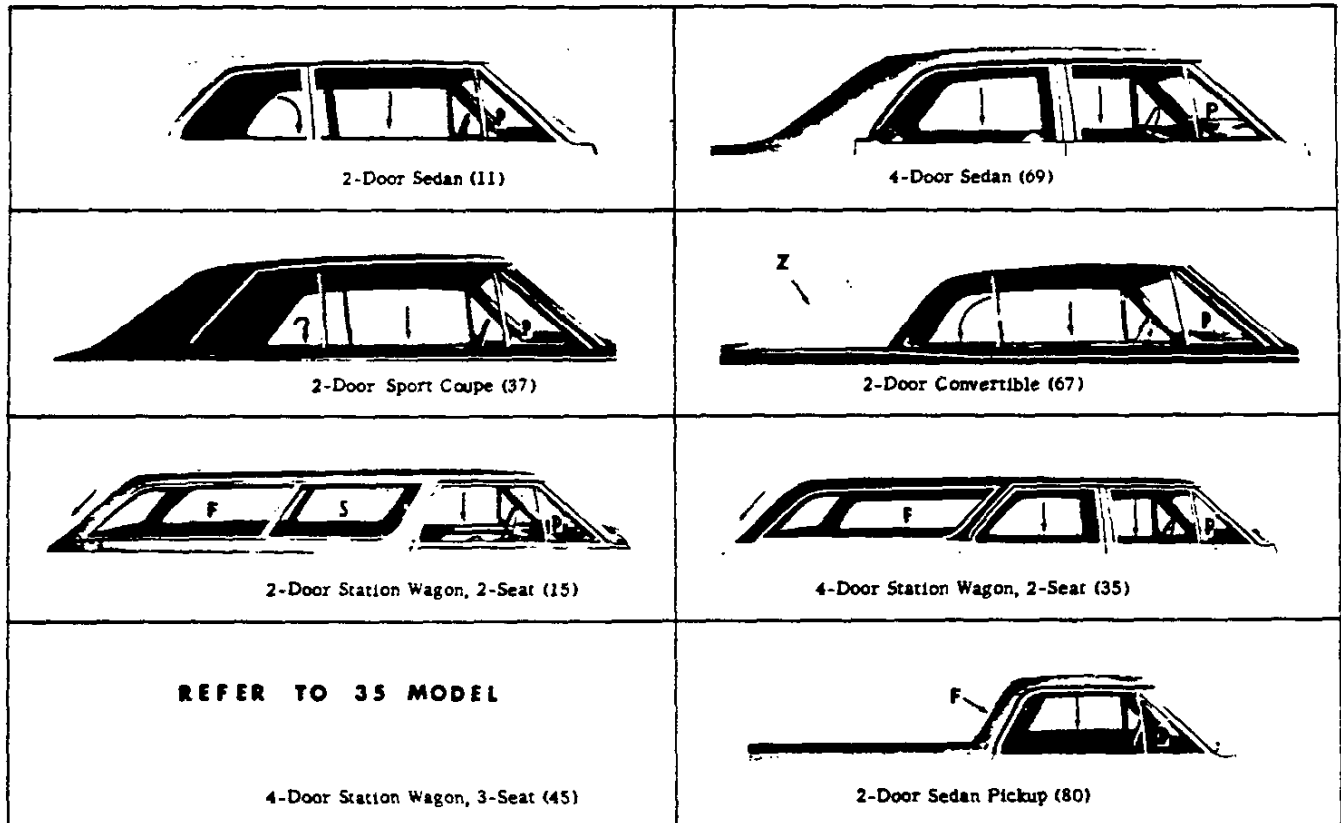
MALIBU SUPER SPORT SERIES

			INTERIOR TRIM COLORS AND RPO NUMBERS						
			Fawn	Aqua	Red	Blue	Saddle	Black	White
			Models 5837-67						
EXTERIOR			770	722	786	741	710	714	729
RPO	Color	Sales Name							
900	Black	Tuxedo Black	X	X	X	X	X	X	X
905	Med. Green	Meadow Green	X					X	
908	Dk. Green	Bahama Green	X				X		
912	Med. Blue	Silver Blue				X		X	
916	Dk. Blue	Daytona Blue				X			
918	Med. Aqua	Azure Aqua		X				X	
919	Dk. Aqua	Lagoon Aqua		X					
920	Med. Fawn	Almond Fawn	X				X	X	
922	Med. Red	Ember Red	X		X			X	X
932	Lt. Saddle	Saddle Tan	X				X		
936	White	Ermine White	X	X	X	X	X	X	X
938	Beige	Desert Beige	X		X		X	X	
940	Silver	Satin Silver		X	X	X		X	X
943	Yellow	Goldwood Yellow						X	
945	Maroon	Palomar Red	X		X			X	X
Two-Tone (Upper/Lower)									
952	Dk. Green/Med. Green							X	
954	White/Med. Green							X	
959	White/Med. Blue					X			
960	Dk. Blue/Med. Blue					X			
965	White/Dk. Aqua			X					
971	Beige/Lt. Saddle		X				X		
975	Beige/Med. Red		X		X			X	X
982	Dk. Blue/Silver					X			
988	Med. Aqua/White			X					
993	Beige/Maroon		X		X			X	
995	Silver/Maroon				X			X	X

Convertible top: White (Reg. Prod.), black (RPO C05AA) or beige (RPO C05AB) with any exterior color.
 Instrument panel, steering wheel and carpet are red in white interior.

BODY GLASS

WINDOW ACTION

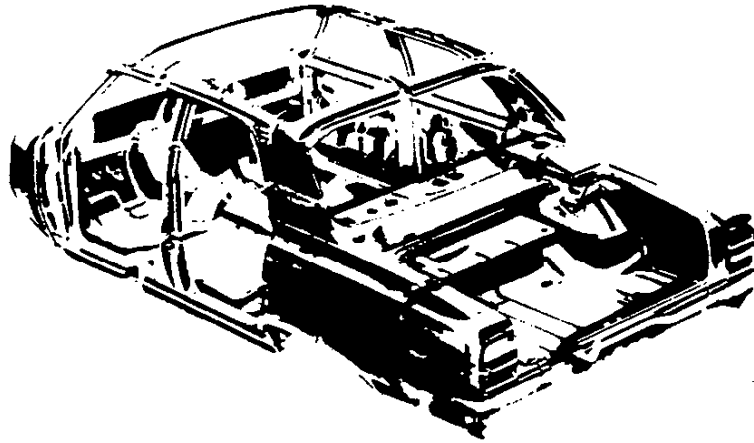


- P - Pivoting, Friction
- F - Fixed
- S - Sliding
- Z - Zip Out
- ⤴ - Monkey Action
- ⤵ - Rotating

BODY GLASS TYPE AND VISIBILITY AREA

Location	11	69	37	67	15	35	45	80
Windshield	Laminated Safety Plate, Curved 1107.1							
Front Door	Venripane	Safety Solid Plate 114.0						
	Window	819.2	534.6	845.6	838.4	729.4	534.6	725.2
Rear Door Window	707.6		Safety Solid Plate			716.8		
Rear Quarter	Window	473.7	436.0	329.0	Safety Solid Plate			
	Rear Side	Safety Solid Plate			948.4	1195.2		
Back Window	Safety Solid Plate			Plastic	Safety Solid Plate			
	1032.3		897.7	786.2	768.4		665.2	
Total Visibility (Sq. In.)	3546.3	3495.6	3400.4	3174.7	3667.3	4436.1		2611.5

BODY CONSTRUCTION



GENERAL

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

DOORS AND LOCKS

Door construction ----- Double steel panels, hinged at front.
Door handles ----- Push-button with rotary type latches. Inside push button locks on all doors.
Door ventipanes ----- Friction pivot

HOOD AND TRUNK LID

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

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 ----- 53-5400, 3/4 poly foam; 55-5600, 1-3/4 poly foam; 57-5800, formed foam rubber
Rear seat cushion ----- 53-5400, jute and cotton; 55-56-57-5800, 1" poly foam

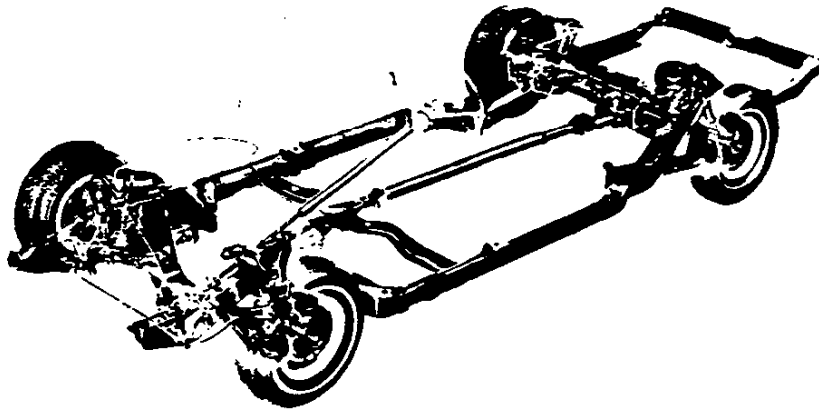
WINDSHIELD WIPERS

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

SPARE TIRE AND TOOLS

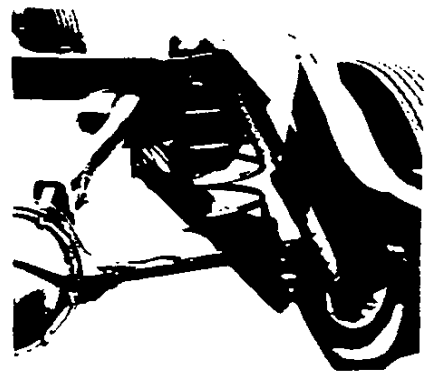
Location ----- Sedans and Sport Coupe, horizontal, RH side of trunk floor; Station wagon, vertically in right hand side of cargo compartment rear of wheelhouse behind removable cover. Tools consist of bumper jack with combination lever handle and wheel nut wrench stored under tire.





CHASSIS

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ELECTRICAL (LAMPS AND FUSES) 11



REAR SUSPENSION

FRAME

GENERAL

Description ----- All welded, full length, ladder type frame with 3 structural crossmembers, and 1 non-structural crossmember for engine rear mount.

Member shapes

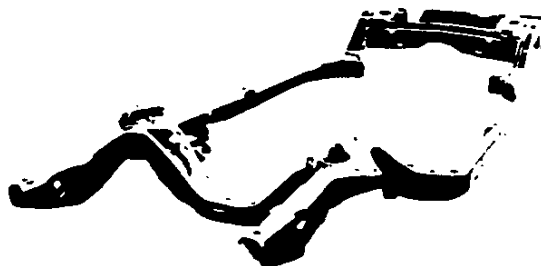
Front crossmember ----- Box-girder
 Front end side rails (at kickup) ----- Box
 Intermediate side rails
 Except convertible ----- C
 Convertible ----- Box
 Rear end side rails (at kickup) ----- Box
 Intermediate crossmember ----- Z
 Rear crossmember ----- C

Overall dimensions

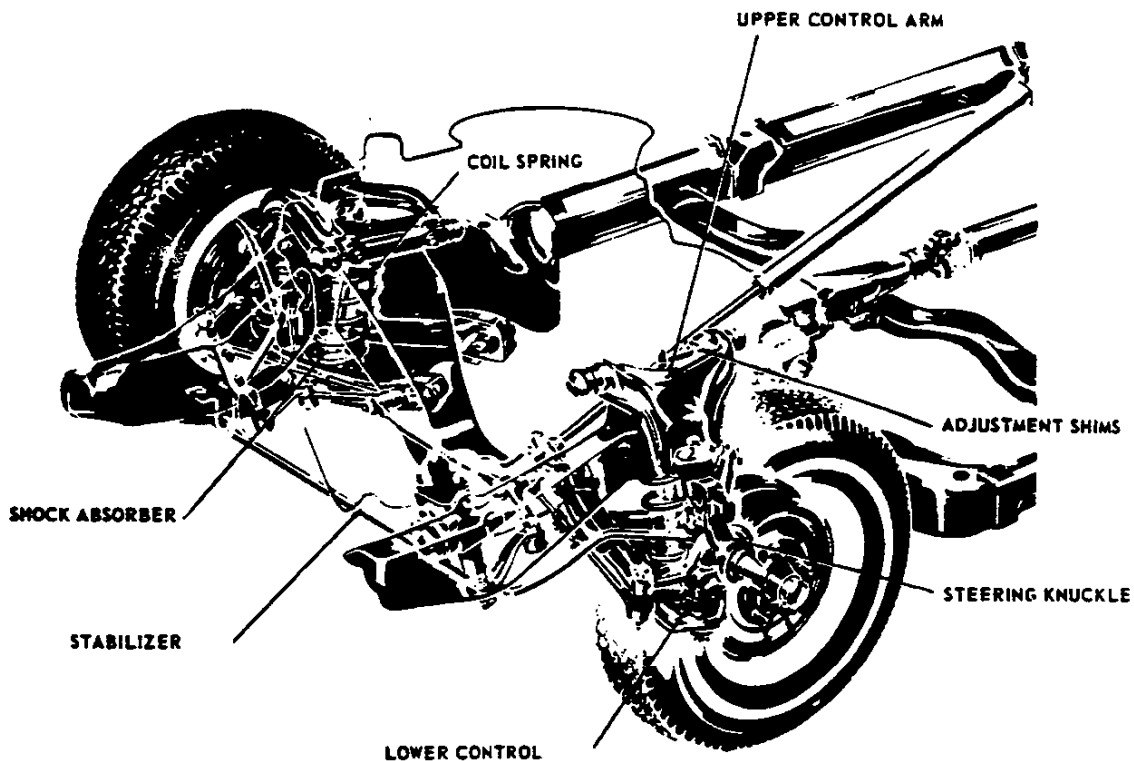
Length
 Except wagons ----- 182.3
 Wagons ----- 185.6
 Width ----- 56.5
 Height ----- 15.3

Mounting points

For body
 Except convertible ----- 10
 Convertible ----- 14
 For engine ----- 3



FRONT SUSPENSION



GENERAL

Description ----- Independent, SLA Type
with coil spring and concentric shock absorber, and
spherically-jointed steering knuckle, for each wheel.
Adjustments to front suspension achieved with shims
at upper control arm pivot shafts.
Wheel travel, from design attitude
Jounce ----- 4.47
Rebound ----- 4.10
Wheel to spring ratio ----- 1.85:1

CONTROL ARMS

Description ----- Each is stamped A
Upper and lower ----- frame rubber-bushed at pivots
Bushings
Type ----- Pre-loaded steel encased
rubber

STEERING KNUCKLES

Description ----- Forged steel with integral
brake cylinder mounting, and detachable steering
knuckle arm
Spindle diameters
At inner bearing ----- 1.2493-1.2498
At outer bearing ----- .7492-.7497
Spindle thread size ----- 3/4-20 NEF 3 (modified)

WHEEL BEARINGS

Type ----- Taper roller
Quantity ----- Two per spindle

SPHERICAL JOINTS

Type ----- Ball studs, upper self-adjusting for wear
Quantity ----- Two per steering knuckle

Bearing surfaces

Material
Upper ----- Two bearings, both
non-metallic: upper surface teflon-coated phenolic;
lower surface teflon-cotton composition
Lower ----- One upper surface, a
teflon-cotton composition

Seals

Description
Upper ----- Reinforced neoprene secured by retainer
Lower ----- Neoprene secured by retainer

Lubrication

Upper and lower ----- High pressure grease fitting

SHOCK ABSORBERS

Type ----- Direct, double-acting, hydraulic
Secured (through coil spring) to ----- Lower control arm
and front end side rail bracket
Piston diameter and travel (unassembled) ----- 1.00, 5.90
Piston rod plating ----- Chrome

STABILIZER BAR

Type ----- Link
Material ----- HR steel
Diameter ----- .812
Bushing material ----- Natural or synthetic rubber
Application ----- All

FRONT WHEEL ALIGNMENT

Design
Camber (degrees) ----- P-1/2 to P-1-1/2
Caster (degrees) ----- P-1/2 to P-1-1/2
Toe-in, total ----- 0-1/8
● Curb
Camber (minutes) ----- N13 to P47
Caster (degrees) ----- N1-1/2 to N1 1/2
Toe-in, total ----- 1/16 to 3/16
Steering axis inclination (degrees) ----- 7-1/2 to 8-1/2

Continued on
page 4

FRONT SPRINGS

ENGINE	Regular production L-6 and V-8				Part Number and Reference	
	TRANSMISSION	3-Speed	Overdrive	4-Speed		Automatic
5315, 5537, 5737					A	
5311, 5369, 5637, 5837					B	
5380, 5435, 5569, 5580, 5635					C	
5415, 5567, 5767					D	
5335, 5535					E	
5545					F	3851075 - A
5667, 5867					G	3856585 - B
5645					H	3843587 - C
5411					I	3856584 - D
5469, 5480, 5669, 5680					J	3849724 - E
						3851065 - F
						3843588 - G
ENGINE, RPO 6-	L61	L77	L30	L74		3850965 - H
3-Speed	X	X	X			3856586 - I
Overdrive	X	X				3843589 - J
Automatic	X	X	X	X		3859074 - K
4-Speed		X	X	X		3859075 - L
All	Same as regular production L-6 and V-8					
5411, 5867					J	
5469, 5669					K	
5415, 5637					C	
5667					I	
5435, 5837					L	

Type	Material	Cut-off length	Number of coils (active, total)	Wire diameter	Outside diameter	Pitch diameter	Heights		Deflection rate between 8.95 and 11.95 (lb per inch)	
							Free	Working (inches @ lb)	@ Spring	@ Wheel (wheel rate)
A	Steel alloy, heat treated and drawn	121.41	7.67, 9.00	.598	4.826	4.228	15.30	10.51 @ 1390	290	103.7
B		134.39	8.67, 10.00	.598	4.812	4.221	16.71	10.51 @ 1500	290	103.7
C		121.41	7.67, 9.00	.598	4.826	4.228	15.75	10.51 @ 1520	290	103.7
D		134.39	8.67, 10.00	.598	4.812	4.221	16.59	10.51 @ 1470	290	103.7
E		121.41	7.67, 9.00	.598	4.826	4.228	15.44	10.51 @ 1430	290	103.7
F		121.88	7.67, 9.00	.615	4.860	4.245	15.20	10.51 @ 1500	320	112.5
G		121.41	7.67, 9.00	.598	4.826	4.228	15.96	10.51 @ 1580	290	103.7
H		121.88	7.67, 9.00	.615	4.860	4.245	15.48	10.51 @ 1590	320	112.5
I		121.41	7.67, 9.00	.619	4.826	4.228	15.96	10.51 @ 1600	290	103.7
J		135.28	8.67, 10.00	.619	4.868	4.249	16.13	10.51 @ 1630	290	103.7
K		135.28	8.67, 10.00	.598	4.847	4.249	16.23	10.51 @ 1660	290	103.7
L		121.41	7.67, 9.00	.619	4.826	4.228	15.85	10.51 @ 1550	290	103.7

STEERING

GENERAL

Description ----- Semi-reversible, recirculating ball and nut steering gear. Manual steering standard; power optional. Tilt steering available with power steering, and with automatic or 4-speed transmissions only.

Steering gear

Gear ratio
 Manual ----- 24.0:1
 Power ----- 17.5:1
 Overall ratio
 Manual ----- 28.0:1
 Power ----- 20.4:1

Turning characteristics

Turning diameters (ft)
 Outside front
 Wall to wall, right and left ----- 44.7
 Curb to curb, right and left ----- 41.9
 Inside rear
 Wall to wall, right and left ----- 26.6
 Curb to curb, right and left ----- 26.6
 Number of wheel turns, lock to lock
 Manual ----- 5.48
 Power ----- 3.98
 Outside wheel angle with inside wheel
 @ 20 degrees ----- 18.41

Steering shaft

Construction ----- Single shaft
 Diameter ----- .75

Steering wheel

Type ----- Deep dished
 Diameter ----- 16.5

Linkage

Type ----- Relay
 Location ----- Front of wheels
 Number of tie rod ----- 2
 Lubrication points ----- 4; one at each end of each tie rod

POWER STEERING, RPO 6-N40

Description ----- Hydraulic; control valve integral and coaxial with steering gear

Drive

Type ----- V-belt from crankshaft

Pump pulley

PD ----- 5.60
 V angle (degrees) ----- 36
 Width @ PD ----- .38

Crankshaft pulley

PD ----- 6.64
 V angle (degrees) ----- 36
 Width @ PD ----- .38

Drive

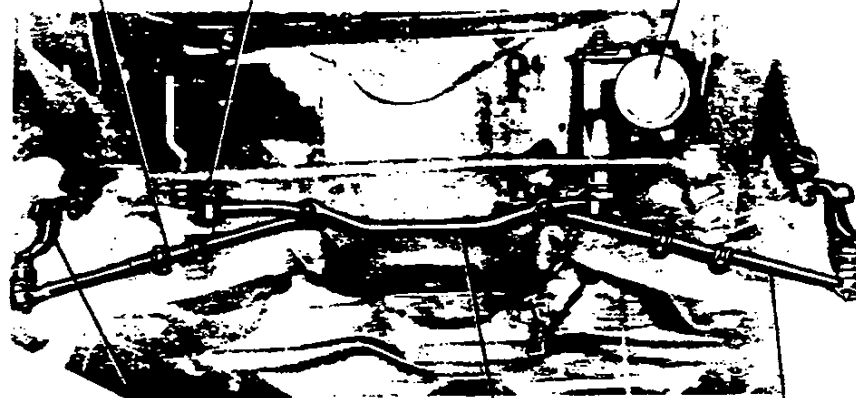
Belt

Pitch line length
 Reg. prod. and optional L-6 engines ----- 49.5
 Reg. prod. and optional V-8 engines ----- 41.5
 Lubrication ----- None

AXLE TIE ROD SLEEVE

IDLER LEVER

STEERING GEAR



STEERING KNUCKLE ARM

RELAY ROD

TIE ROD

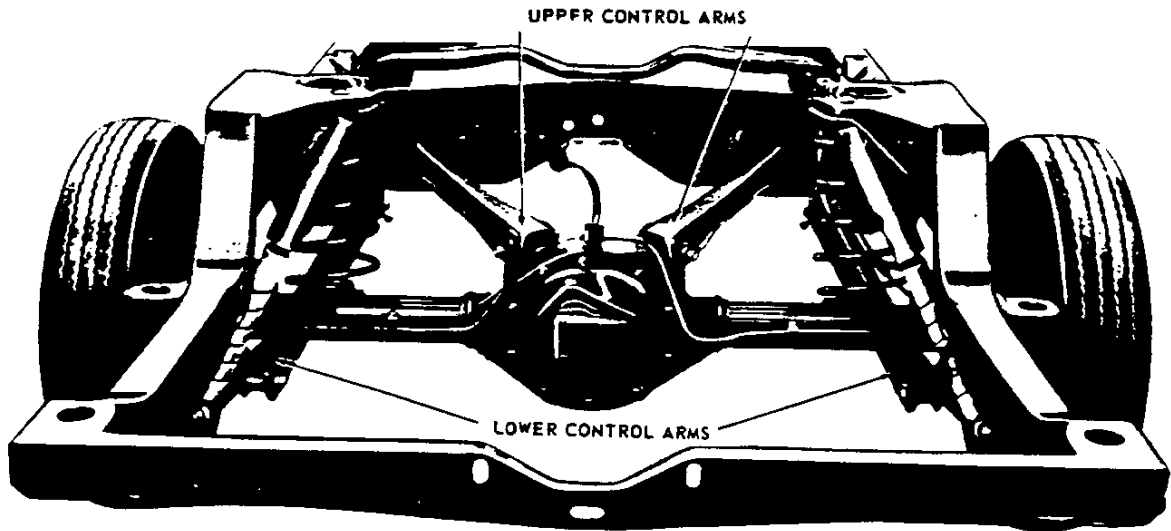
DRIVELINE

PROPELLER SHAFT

Type	Exposed, unsupported
Quantity	1
Construction	Internally reinforced welded steel tubing with welded-on yokes
● Tube	
OD	3.25
Wall thickness	.065
Length between axes of yoke bores	60.137



REAR SUSPENSION



GENERAL

Type	Four-link; 2 crossmember-hinged upper and 2 frame-hinged lower control arms. Acceleration and braking forces taken thru control arms. Damping provided by coil spring and shock absorber for each wheel. Driveline alignment achieved with cam-bolt for securing each upper control arm to axle housing.
Wheel travel, from design attitude	
Jounce	4.25
Rebound	5.50
Wheel to spring ratio	1.053:1

SHOCK ABSORBER

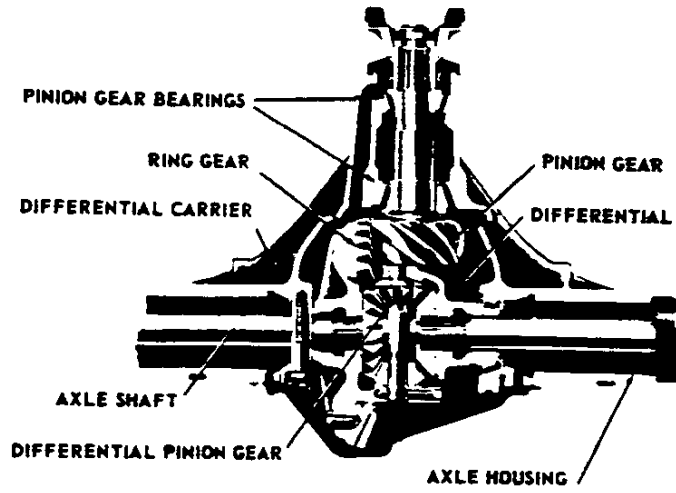
Type	Direct, double-acting, hydraulic
Secured between	Spring bracket lower control arm and axle housing bracket
Piston dia and travel (unassembled)	1.00, 8.86

REAR SPRINGS

ENGINE	REGULAR PRODUCTION L-6 AND V-8					Part number and reference	
TRANSMISSION	3-Speed	Overdrive	4-Speed	Automatic			
5311,5369					A		3857693-A 3856268-B 3856590-C 3843674-D 3843675-E 3843676-F 3854082-G 3848304-H 3859078-I
5537,5637,5737,5837					B		
5411,5469,5567,5569,5667,5669,5767,5867					C		
5380,5480,5580,5680					D		
5867					E		
5335,5415,5535					F		
5435,5635					G		
5545,5645					H		
ENGINE RPO 6-	L61	L77	L30	L74	●		
3-Speed	X	X	X				
Overdrive	X	X					
Automatic	X	X	X	X			
4-Speed		X	X	X			
5411,5469,5667,5669,5867	Same as regular production L-6 and V-8				I		
5637					A		

Type	Material	Cut-off length	Number of coils (active, total)	Wire diam.	Outside diam.	Pitch diam.	Heights		Deflection rate between 5.68 and 8.66 (lb per inch)	
							Free	Working (In. @ Lb.)	@ Spring	@ Wheel (wheel rate)
A	Steel alloy, heat treated and drawn	108.34	4.57, 5.695	.536	6.572	6.036	13.44	7.18 @ 720	115	110.5
B		108.34	4.57, 5.695	.536	6.572	6.036	13.27	7.18 @ 700	115	110.5
C		108.34	4.57, 5.695	.536	6.572	6.036	13.57	7.18 @ 735	115	110.5
D		103.95	4.327, 5.453	.545	6.590	6.045	13.72	7.18 @ 850	130	124.0
E		121.26	5.210, 6.337	.575	6.650	6.075	15.34	7.18 @ 1060	130	124.0
F		121.26	5.210, 6.337	.575	6.650	6.075	15.49	7.18 @ 1080	130	124.0
G		121.26	5.210, 6.337	.575	6.650	6.075	15.64	7.18 @ 1100	130	124.0
H		131.10	5.671, 6.801	.623	6.746	6.123	15.56	7.18 @ 1340	160	151.0
I		108.34	4.570, 5.695	.536	6.572	6.036	13.74	7.18 @ 755	115	110.5

REAR AXLE



GENERAL

Type ----- Semi-floating; integral rear beam consisting of cast iron differential carrier with pressed-in tubular rear axle shaft housings.
 Lubricant
 Type ----- Military MIL-L-2105-B
 Viscosity ----- SAE 80
 Filler plug ----- 5/8 sq. hd., 3/4-14 PTF SAE short
 Capacity (pts) ----- 3.5

Regular production ratios

53-5500 series station wagons ----- 3.36:1
 Balance ----- 3.08:1

Differential carrier

Type ----- Hypoid gear with overhung pinion gear supported by two taper roller bearings
 Offset ----- 1.50
 Hypoid gear PD ----- 8.125
 Pinion adjustment ----- Shim
 Cover assemblage ----- Bolted to differential carrier

DIFFERENTIAL

Type ----- Two-pinion in ArmaSteel housing supported by 2 taper roller bearings

AXLE HOUSING

AXLE

Type ----- Forged and hardened steel with integral drive flange
 Wheel bearings
 Type ----- Single row cylindrical roller
 Quantity ----- 1 per wheel
 Oil seal ----- Steel encased, spring loaded synthetic rubber

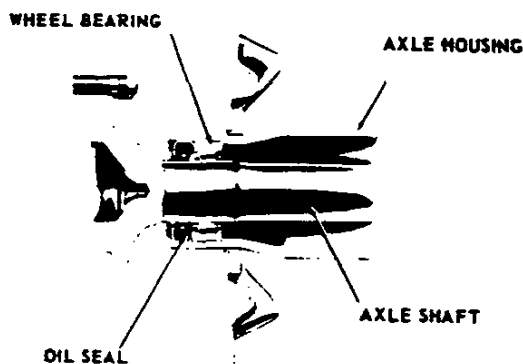
HYOPOID AND PINION GEAR TOOTH COMBINATIONS

3.08:1 ratio
 Hypoid gear ----- 37
 Pinion gear ----- 12
 3.36:1
 Hypoid gear ----- 37
 Pinion gear ----- 11

POSITRACTION DIFFERENTIAL

(for availability, see POWER TRAINS)

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



BRAKES

SERVICE BRAKES - Regular Production

General

Type ----- Duo-servo, 4-wheel hydraulic,
reverse self-adjusting

Line pressure, psi, @ 100 lb pedal load ----- 783

Braking ratios

Pedal ----- 6.15

Hydraulic ----- 4.29

Overall ----- 26.38

Distribution of braking effort (theoretical, percent)

Front wheels ----- 59

Rear wheels ----- 41

Brake drum

Construction ----- Composite, web cast into rim

Material

Web ----- HR steel

Rim ----- Cast iron alloy

Web thickness

Front ----- .094-.114

Rear ----- .094-.114

● Swept drum area, sq. inches ----- 268.6

Diameter, front and rear ----- 9.5

Brake lining

Material ----- Full molded asbestos composition

Length

Primary shoe, front and rear wheels ----- 8.96

Secondary shoe, front and rear wheels ----- 9.75

Width

Front wheels, primary and secondary shoes --- 2.50

Rear wheels, primary and secondary shoes --- 2.00

Thickness, minimum @ centerline

Primary shoes, front and rear wheels ----- .17

Secondary shoes, front and rear wheels ----- .20

Method of attachment ----- Bonded

Total effective area, sq. inches ----- 168.3

Gross lining area, sq. inches ----- 168.3

Master cylinder

Location ----- Engine compartment on
dash panel

Piston diameter ----- 1.00

Piston travel (with available pedal travel) ----- 1.09

Wheel cylinders

Location

Front ----- Steering knuckle

Rear ----- On backing plate

Piston diameter

Front ----- 1.125

Rear ----- .9375

Foot pedal

Type ----- Pendant

Travel ----- 6.70

PARKING BRAKE

Type ----- Mechanical; pulley-cable linkage secures
rear service brakes

Total effective area, sq. inches ----- 74.8

Control ----- Foot pedal apply, handle
release; located below instrument panel to left of
steering column

STOPLIGHT SWITCH

Type ----- Mechanical, make-break, normally on

Location ----- On dash panel brace

Activation ----- Brake pedal

Continued on
page 10

SERVICE BRAKES, Metallic, RPO 6-J65

Same as Service Brake, Regular Production, except as follows

General	
Line pressure, psi, @ 100 lb pedal load -----	1023
Braking ratios	
Pedal -----	6.15
Hydraulic -----	5.60
Overall -----	34.44
Brake lining	
Material -----	Sintered iron
Size	
Front wheel segments	
Primary -----	1.64 x 1.25 x .175
Secondary -----	1.64 x 1.25 x .295
Rear wheel segments	
Primary -----	1.64 x 1.00 x .175
Secondary -----	1.64 x 1.00 x .295
Segments per shoe	
Primary, front and rear -----	6
Secondary, front and rear -----	10
Method of attachment -----	Welded
Total effective area (sq.in.) -----	118.1
Gross lining area (sq.in.) -----	118.1
Master cylinder	
Piston diameter -----	.875

POWER BRAKES, PRO 6-J50

same as service brakes, regular production, except as follows

General	
Type -----	Vacuum power unit added to assist regular production master cylinder
Pedal effort -----	Approximately 30% less than regular production brakes at same deceleration rate
Braking ratios	
With regular production linings	
Pedal -----	3.45
Hydraulic -----	4.29
Overall -----	14.80
With metallic linings	
Pedal -----	3.45
Hydraulic -----	5.60
Overall -----	19.32
Master cylinder	
Piston travel (with foot pedal) -----	1.16
Foot pedal	
Travel -----	4.00

WHEELS AND TIRES

WHEELS, regular production

Type -----	Short spoke spider
Attachment to hub -----	5 hex nuts, 7/16-20 UNF-2B, arranged on a 4.75 dia bolt circle
Rim size -----	14 x 5.0J
Offset -----	1.00

TIRES, regular production

Type -----	Rayon tubeless, blackwall
Construction -----	2 ply
Size	
Except wagons and sedan pickups -----	6.50 x 14-4 PR
Wagons and sedan pickups -----	7.00 x 14-4 PR
Specifications	
6.50 x 14-4 PR	
Loaded rolling radius -----	12.4
Loaded rev/mi -----	815
Capacity (lb @ psi) -----	880 @ 24
Recommended inflation, psi (cold)	
Front -----	24
Rear -----	24
7.00 x 14-4 PR	
Loaded rolling radius -----	12.35
Loaded rev/mi -----	817
Capacity (lb @ psi) -----	975 @ 24
Recommended inflation, psi (cold)	
Front -----	24
Rear -----	24 except wagons 28

ELECTRICAL

LAMP	NO. REQUIRED	TRADE NO.	CANDLE POWER
			PER LAMP
Ash tray	1	1445	1
Automatic trans. dial indicator	1	Except 57-5800-1445 57-5800-1895	1
Back up	2	1156	32
Clock (56 and 5800 with tachometer)	1	1895	2
Courtesy			
Instrument Panel	2	631	6
Seat separator	1	211	12
Direction signal indicators	2	1895	2
Dome	1	211	12
Generator indicator (except 57-5800)	1	1895	2
Glove compartment	1	1895	2
Headlamp			
Outer	2	4002	High beam - 37.5W Low beam - 55.0W
Inner	2	4001	High beam - 37.5W
Headlamp hi-beam indicator	1	1895	2
Heater controls	1	1895	2
Instrument cluster	Except 57-5800-4 57-5800-6	1895	2
License plate, rear	2	1155	4
Luggage compartment	1	1003	15
Oil pressure indicator (except 57-5800)	1	1895	2
Parking brake alarm	1	257	2
Parking			
Park	2	1157	4
Direction signal			32
Radio	1	1893	2
Spot lamp			
Inside operated	1	4405	30W
Portable	1	4416	30W
Tail			
Tail			4
Stop	2	1157	32
Direction signal			32
Temperature indicator (except 57-5800)	1	1895	2
Traffic hazard indicator	1	1445	1
Underhood	1	93	15

DEVICE PROTECTED	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Air conditioning circuit	2 AGC 30 fuses	In line
Ash tray lamp	AGC 3 fuse	Fuse panel (f)
Automatic trans. dial indicator lamp	AGC 3 fuse	Fuse panel (c)
Back up lamps	AGC 10 fuse	Fuse panel (c)
Cigarette lighter	AGC 15 fuse	Fuse panel (d)
Clock	AGC 15 fuse	Fuse panel (b)
Clock lamp (with tachometer)	AGC 3 fuse	Fuse panel (b)
Courtesy lamps	AGC 15 fuse	Fuse panel (c)
Defogging circuit	AGC 10 fuse	Fuse panel (b)
Direction signal indicator lamps	AGC 3 fuse	Fuse panel (f)
Dome lamp	AGC 15 fuse	Fuse panel (c)
Folding top motor	40 amp CB	Fuse panel (b)
Fuel gage	AGC 10 fuse	Hinge pillar (h)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 15 fuse	Fuse panel (d)
Headlamps	15 amp CB	Fuse panel (b)
Headlamps hi-beam indicator lamp	15 amp CB	Light switch (a)
Heater	AGC 10 fuse	Light switch (a)
Heater controls lamp	AGC 3 fuse	Fuse panel (f)
Instrument cluster lamps	AGC 3 fuse	Fuse panel (c)
License plate lamps, rear	AGC 15 fuse	Fuse panel (c)
Luggage compartment lamp	AGC 15 fuse	Fuse panel (b)
Oil indicator lamp	AGC 10 fuse	Fuse panel (b)
Overdrive solenoid	AGC 15 fuse	Fuse panel (d)
Parking brake alarm	AGC 10 fuse	In line
Parking lamps	15 amp CB	Fuse panel (d)
		Light switch (a)

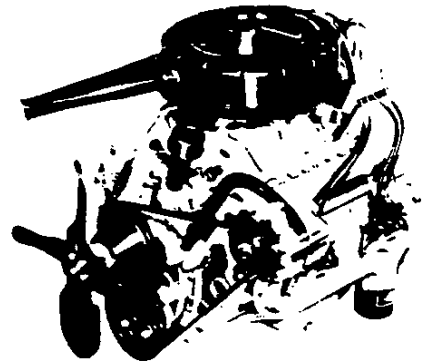
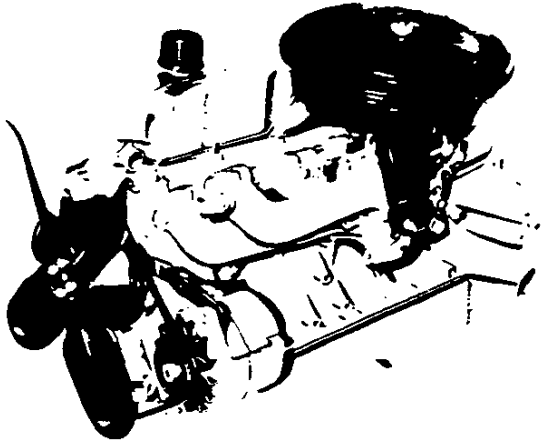
* - LETTER SUFFIX INDICATES SAME CIRCUIT ●

Continued on
page 12

DEVICE PROTECTED	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Power seats	40 amp CB	Hinge pillar (l)
Power windows	40 amp CB	Hinge pillar (j)
Radio and radio lamp	AGC 2.5 fuse	Fuse panel (e)
Spotlamp		
Inside operated	AGC 15 fuse	Fuse panel (b)
Portable	AGC 15 fuse	Fuse panel (b)
Stop lamps	AGC 15 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail lamps	AGC 15 fuse	Fuse panel (b)
Tailgate motor	40 amp CB	
Temperature indicator lamp	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator lamp	AGC 15 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper (single speed)	SAE 20 fuse	Fuse panel (g)
Windshield wiper (two-speed)	SAE 20 fuse	Fuse panel (g)
	14 amp CB	Motor switch (k)

* - LETTER SUFFIX INDICATES SAME CIRCUIT ●

POWER TRAINS



- POWER TEAM COMBINATIONS 2
- HI-THRIFT 194 SIX CYLINDER ENGINE 3
- TURBO-THRIFT 230 SIX CYLINDER ENGINE 6
- TURBO-FIRE 283 V-8 ENGINE 9
- TURBO-FIRE 327 V-8 ENGINE 15
- CLUTCHES 20
- THREE AND FOUR SPEED TRANSMISSION 21
- OVERDRIVE UNIT 22
- POWERGLIDE 23

POWER TEAM COMBINATIONS

ENGINE	EQUIPMENT	TRANSMISSION	AXLE RATIOS*	
			GENERAL PURPOSE STANDARD	SPECIAL PURPOSE OR MOUNTAIN
194 CUBIC INCH L-6 HI-THRIFT 194 120 HORSEPOWER	SINGLE BARREL CARBURETOR HYDRAULIC LIFTERS	3-SPEED AND POWERGLIDE		
		SEDANS AND COUPES	3.08:1	3.36:1
		CONVERTIBLES	3.08:1	3.36:1
		STATION WAGONS	3.36:1	
		OVERDRIVE	3.70:1	
230 CUBIC INCH L-6 TURBO-THRIFT 230 155 HORSEPOWER RPO L61	LARGE SINGLE BARREL CARBURETOR SPECIAL CAM HYDRAULIC LIFTERS	3-SPEED AND POWERGLIDE		
		SEDANS AND COUPES	3.08:1	3.36:1
		CONVERTIBLES	3.08:1	3.36:1
		STATION WAGONS	3.36:1	
		OVERDRIVE	3.70:1	
283 CUBIC INCH V-8 TURBO-FIRE 283 195 HORSEPOWER	2-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS		
		3-SPEED	3.08:1	3.36:1
		4-SPEED	3.08:1	
		POWERGLIDE	3.08:1	
		OVERDRIVE	3.70:1	
283 CUBIC INCH V-8 TURBO-FIRE 283 220 HORSEPOWER RPO L77	4-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS		
		3-SPEED	3.08:1	3.36:1
		4-SPEED	3.08:1	
		POWERGLIDE	3.08:1	
		OVERDRIVE	3.70:1	
● 327 CUBIC INCH V-8 TURBO-FIRE 327 250 HORSEPOWER RPO L30	4-BARREL CARBURETOR HYDRAULIC LIFTERS	ALL MODELS		
		3-SPEED	3.08:1	
		4-SPEED	3.08:1	
		POWERGLIDE	3.08:1	
● 327 CUBIC INCH V-8 TURBO-FIRE 327 300 HORSEPOWER RPO L74	LARGE 4-BARREL ALUM. CARBURETOR HYDRAULIC LIFTERS	ALL MODELS		
		4-SPEED	3.08:1	
		POWERGLIDE	3.08:1	

* - POSITRACTION AXLE RATIOS AVAILABLE IN COMBINATIONS SHOWN.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBU-RETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO	MAXIMUM AXLE TORQUE LOW GEAR (LB-FT)#	
			1st	2nd	3rd	4th	Rev			
120 HP Hi-Thrift Six-Cyl	Single Barrel	3-Speed	9.06	5.17	3.08		9.06	3.08:1	1193	
		Overdrive	Out	10.88	6.22	3.70		10.88	3.70:1	1429
			In	7.61	4.35	2.59			3.70:1	1003
155 HP Turbo-Thrift Six-Cyl	Single Barrel	3-Speed	9.06	5.17	3.08		9.06	3.08:1		
		Overdrive	Out	10.88	6.22	3.70		10.88	3.70:1	
			In	7.61	4.35	2.59			3.70:1	
195 HP Turbo-Fire V-8	2-Barrier	3-Speed	7.95	4.56	3.08		7.95	3.08:1	1655	
		Overdrive	Out	9.55	5.48	3.70		9.55	3.70:1	1988
			In	6.68	3.83	2.59			3.70:1	1392
		4-Speed	7.88	5.88	4.56	3.08	8.13	3.08:1	1642	
220 HP Turbo-Fire V-8	4-Barrier	3-Speed	7.95	4.56	3.08		7.95	3.08:1		
		Overdrive	Out	9.55	5.48	3.70		9.55	3.70:1	
			In	6.68	3.83	2.59			3.70:1	
		4-Speed	7.88	5.88	4.56	3.08	8.13	3.08:1		
250 HP Turbo-Fire V-8	Large 4-Barrier	3-Speed	7.95	4.56	3.08		7.95	3.08:1	2128	
		4-Speed	7.88	5.88	4.56	3.08	8.13	3.08:1	2111	
300 HP Turbo-Fire V-8	Large Alum. 4-Barrier	4-Speed	7.88	5.88	4.56	3.08	8.13	3.08:1		

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
120 HP Hi-Thrift Six-Cylinder	Powerglide	Drive Low & Reverse	13.46:1 - 3.08:1 13.46:1 - 5.61:1	3.08:1
155 HP Turbo-Thrift Six-Cylinder	Powerglide	Drive Low & Reverse	13.46:1 - 3.08:1 13.46:1 - 5.61:1	3.08:1
195 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.77:1 - 3.08:1 11.77:1 - 5.61:1	3.08:1
220 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.77:1 - 3.08:1 11.77:1 - 5.61:1	3.08:1
250 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.40:1 - 3.08:1 11.40:1 - 5.42:1	3.08:1
300 HP Turbo-Fire V-8	Powerglide	Drive Low & Reverse	11.40:1 - 3.08:1 11.40:1 - 5.46:1	3.08:1

* - Axle ratio x transmission ratio.

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

194 CUBIC INCH SIX CYLINDER ENGINE

GENERAL DATA

Piston Displacement (Cu. In.)	Synchromesh	Overdrive	Powerglide
Type	194		
Number Cylinder	Valve-in-head		
Bore and Stroke (nominal)	6		
Compression Ratio	3.563 x 3.25		
Taxable (SAE) Horsepower	8.5:1		
Firing Order	30.5		
Idling Speed (RPM)	1-5-3-6-2-4		
Compression Press. (PSI) @ Cranking Speed, Engine Hot	500 in neutral		500 in drive
Lubrication	140		
Power Plant Mounting	Full pressure		
	Two at center, combination compression & shear type; one rear, full shear type		
Measurements	Fan to rear of engine block		
	Top of oil filler to bottom of oil pan		
	Oil filter to air cleaner (width)		
		33.09	
		26.55	
		28.37	

ADVERTISED ENGINE RATINGS

Engine	Hi-Thrift 194		
Carburetor	Single Barrel		
Brake Horsepower	Gross	120 @ 4400 RPM	
	Net	95 @ 4000 RPM	
Torque (Lb.-Ft)	Gross	177 @ 2400 RPM	
	Net	155 @ 2000 RPM	

ENGINE SPEED AND PISTON TRAVEL

Transmission	3-Speed	3-Speed with Overdrive		Powerglide
		OD Locked Out	OD Locked In	
Rear Axle Ratio	3.08:1#	3.70:1		3.08:1#
Tire Size	6.50 x 14-4 PR*			
Crankshaft Revolutions per Mile	2510.2	3015.5	2110.9	2510.2
Crankshaft RPM @ 1 MPH	Low	123.0	147.3	103.4
	Second	70.3	84.2	59.1
	Third	41.8	50.3	35.1
	Reverse	123.0	147.3	103.4
Piston Travel (ft./mile)	1359.7	1633.4	1143.4	1359.7

* - 7.00 x 14-4 PR standard on Station Wagons.

- 3.36:1 on Station Wagons.

VEHICLE PERFORMANCE FACTORS
(Model 5369)

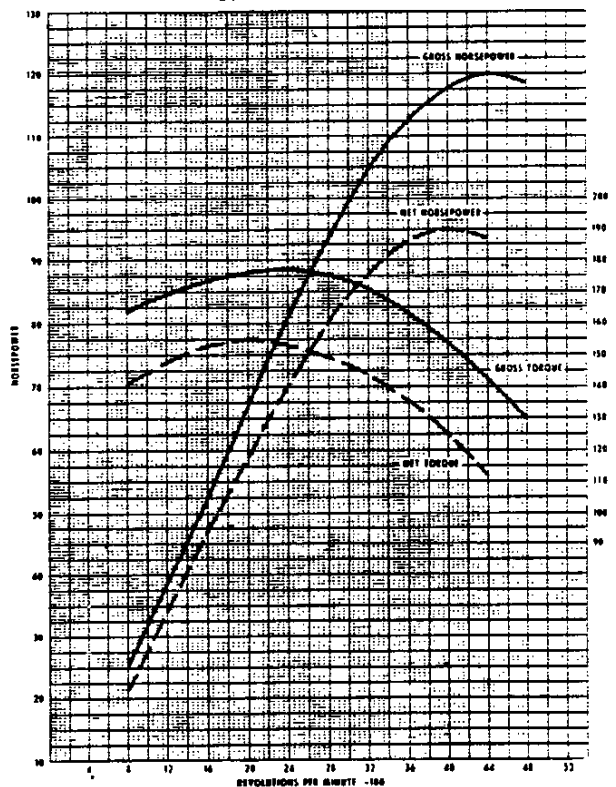
Transmission	3-Speed	3-Speed with Overdrive		Powerglide *
		Locked Out	Locked In	
Performance Weight (pounds)	3633		3667	3649
Pounds per Gross Horsepower	30.28		30.56	30.41
Pounds per Cu In Displacement	18.73		18.90	18.82
Gross HP per Cu In Displacement			.619	
Power Displacement (Cu Ft/mile)	140.91	169.27	118.49	140.91
Displacement Factor (Cu Ft/ton mile)	75.57	92.32	64.63	77.23

* - Data computed assuming zero slippage in torque converter.

GLOSSARY

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

120 HP HI-THRIFT L-6



The engine performance 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.

194 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

SAME AS CHEVY II
194 CU. IN. L-6 ENGINE
EXCEPT FOR FOLLOWING DIFFERENCES

FUEL SYSTEM

FUEL TANK
Capacity (Gal.) ----- 20
Location ----- Behind rear axle
Filler Location ----- Behind hinged rear license plate

LUBRICATION SYSTEM

OIL PAN DRAIN SCREW
Location ----- Lower front edge of oil pan sump

COOLING SYSTEM

RADIATOR
Core Constant and Thickness
Distance between fins ----- .16

RADIATOR HEAVY DUTY (RPO-VO1)
Frontal Area (Sq.In) ----- 325

230 CUBIC INCH SIX CYLINDER ENGINE

GENERAL DATA

Piston Displacement (Cu. In.)	Synchromesh	Overdrive	Powerglide
	230		
Type	Valve-in-head		
Number Cylinder	6		
Bore and Stroke (nominal)	3.875 x 3.25		
Compression Ratio	8.5:1		
Taxable (SAE) Horsepower	36		
Firing Order	1-5-3-6-2-4		
Idling Speed (RPM)	500 in neutral		500 in drive
Compression Press. (PSI) @ Cranking Speed, Engine Hot	140		
Lubrication	Full pressure		
Power Plant Mounting	Two at center, combination compression & shear type; one rear, full shear type		
Measurements	Fan to rear of engine block		32.67
	Top of oil filler to bottom of oil pan		26.67
	Oil filter to air cleaner (width)		28.37

ADVERTISED ENGINE RATINGS

Engine	Turbo-Thrift 230	
Carburetor	Large Single Barrel	
Brake Horsepower	Gross	155 @ 4400 RPM
Torque (Lb-Ft)	Gross	215 @ 2000 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission	3-Speed	3-Speed with Overdrive		Powerglide	
		OD Locked Out	OD Locked In		
Rear Axle Ratio	3.08:1#	3.70:1		3.08:1#	
Tire Size	6.50 x 14-4 PR*				
Crankshaft Revolutions per Mile	2510.2	3015.5	2110.9	2510.2	
Crankshaft RPM @ 1 MPH	Low	123.0	147.3	103.4	76.1
	Second	70.3	84.2	59.1	
	● Third	41.8	50.3	35.1	41.8 (direct)
	Reverse	123.0	147.3	103.4	76.1
Piston Travel (ft/mile)	1359.7	1633.4	1143.4	1359.7	

* - 7.00 x 14-4 PR standard on Station Wagons.

- 3.36:1 on Station Wagons.

230 CUBIC INCH SIX CYLINDER ENGINE - Cont'd.

VEHICLE PERFORMANCE FACTORS (Model 5369)

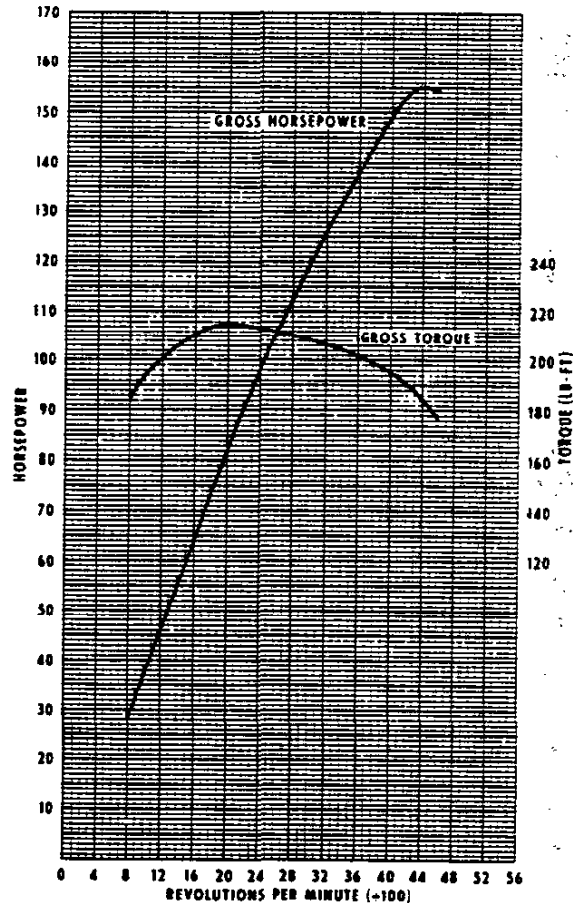
Transmission	3-Speed	3-Speed with Overdrive		Powerglide*
		Locked Out	Locked In	
Performance Weight (pounds)	3645	3679		3661
Pounds per Gross Horsepower	23.52	23.74		23.62
Pounds per Cu In Displacement	15.85	16.00		15.92
Gross HP per Cu In Displacement		.674		
Power Displacement (Cu Ft/mile)	167.04	200.69	140.48	167.04
Displacement Factor (Cu Ft/ton mile)	91.66	109.10	76.37	91.26

* - Data computed assuming zero slippage in torque converter.

GLOSSARY

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

155 HP TURBO-THRIFT L-6 (RPO L61)



The engine performance 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.

SAME AS CHEVROLET
230 CU. IN. L-6 ENGINE
EXCEPT FOR FOLLOWING DIFFERENCES

PRINCIPAL COMPONENTS

CAMSHAFT
Lobe Lift (Inlet & Exhaust) ----- .2327

VALVE SPRINGS
Installed Length (In. @ Lb.)
Valves Closed ----- 1.66 @ 78-86
Valves Open ----- 1.26 @ 170-180
Free Length ----- 2.08
● Valve Spring Dampers ----- Steel; 4 flat coils

VALVE LIFT
Inlet & Exhaust ----- .4072

VALVE TIMING	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	37°	49°
Closes - ABC	77°	95°
Duration	294°	324°
Exhaust Valve		
Opens - BBC	83°	95°
Closes - ATC	31°	49°
Duration	294°	324°

LUBRICATION SYSTEM

OIL PAN DRAIN SCREW
Location ----- Lower front edge of oil pan sump

ELECTRICAL SYSTEM

IGNITION SYSTEM
Distributor
Centrifugal Advance Begins (RPM) ----- 600
Maximum Degrees @ RPM ----- 32 degrees @ 4400

EXHAUST and VENTILATION SYSTEM

MUFFLER
Shell ----- .036 sheet steel, aluminum coating
Head ----- .048 sheet steel, aluminum coating
Baffles ----- 4; .036 sheet steel, aluminum coating
Wrap ----- .030 indented asbestos sheet
Length, Body ----- 17.00
Width (I.D.) ----- 5.00
Height (I.D.) ----- 9.25

FUEL SYSTEM

FUEL TANK
Capacity (Gal.) ----- 20
Location ----- Behind rear axle
Filler Location ----- Behind hinged rear license plate

CARBURETOR
Type ----- Large single barrel, downdraft
Throttle Bore ----- 1.75
Venturi Diameter ----- 1.625

COOLING SYSTEM

GENERAL
Capacity with Heater ----- 11.5 Qts.

RADIATOR, HEAVY DUTY (RPO-V01)
Thickness of Core ----- 1.26
Frontal Area (Sq. In.) ----- 357

283 CUBIC INCH V-8 ENGINE

GENERAL DATA

Piston Displacement (Cu. In.)	Synchromesh	Overdrive	4-Speed	Powerglide
Type	283			
Number Cylinder	Valve-in-head			
Bore and Stroke (nominal)	8			
Compression Ratio	3.875 x 3.00			
Taxable (SAE) Horsepower	9.25:1			
Firing Order	48.0			
Idling Speed (RPM)	1-8-4-3-6-5-7-2			
Compression Press. (PSI) @ Cranking Speed, Engine Hot	500 in neutral			475 in drive
Lubrication	150			
Power Plant Mounting	Full pressure			
Measurements	Two at center, combination compression & shear type; one rear, full shear type			
	Fan to rear of engine block	30.14		
	Top of oil filler to bottom of oil pan	29.57		
	Oil filter to air cleaner (width)	28.92		

ADVERTISED ENGINE RATINGS

Engine		Turbo-Fire 283	Turbo-Fire 283 (RPO L-77)
Carburetor		2-Barrel	4-Barrel
Brake Horsepower	Gross	195 @ 4800 RPM	220 @ 4800 RPM
	Net	150 @ 4400 RPM	
Torque (Lb.-Ft)	Gross	285 @ 2400 RPM	295 @ 3200 RPM
	Net	245 @ 2400 RPM	

ENGINE SPEED AND PISTON TRAVEL

Transmission	3-Speed	3-Speed with Overdrive		4-Speed	Powerglide	
		OD Locked Out	OD Locked In			
Rear Axle Ratio	3.08:1#	3.70:1		3.08:1#		
Tire Size	6.50 x 14-4 PR*					
Crankshaft Revolutions per Mile	2510.2	3015.5	2110.9	2510.2	2510.2	
Crankshaft RPM @ 1 MPH	Low	107.9	129.7	90.8	107.1	76.1
	Second	61.9	74.4	52.1	79.9	
	Third	41.8	50.3	35.2	61.9	41.8 (direct)
	Fourth				41.8	
	Reverse	107.9	129.7	90.8	110.4	76.1
Piston Travel (ft/mile)	1255.1	1507.8	1055.4	1255.1	1255.1	

* - 7.00 x 14-4 PR standard on Station Wagons.

- 3.36:1 on Station Wagons.

VEHICLE PERFORMANCE FACTORS
(Model 5469)

ENGINE - 283 Cu. In. V-8	195 HP BASE	220 HP RPO L77
--------------------------	----------------	-------------------

3-Speed Transmission

Performance Weight (pounds)	3771	3802
Pounds per Gross Horsepower	19.34	17.28
Pounds per Cu. In. Displacement	13.33	13.44
Gross HP per Cu. In. Displacement	.689	.777
Power Displacement (Cu. Ft./mile)	205.55	205.55
Displacement Factor (Cu. Ft./ton mile)	109.02	108.13

3-Speed Transmission with Overdrive

Performance Weight (pounds)	3805	3936
Pounds per Gross Horsepower	19.51	17.44
Pounds per Cu. In. Displacement	13.45	13.56
Gross HP per Cu. In. Displacement	.689	.777
Power Displacement (Cu. Ft./mile)	Locked Out 246.93	Locked Out 246.93
	Locked In 172.85	Locked In 172.85
Displacement Factor (Cu. Ft./ton mile)	Locked Out 129.79	Locked Out 128.74
	Locked In 90.85	Locked In 90.12

4-Speed Transmission

Performance Weight (pounds)	3779	3810
Pounds per Gross Horsepower	19.38	17.32
Pounds per Cu. In. Displacement	13.35	13.46
Gross HP per Cu. In. Displacement	.689	.777
Power Displacement (Cu. Ft./mile)	205.55	205.55
Displacement Factor (Cu. Ft./ton mile)	108.79	107.90

Powerglide*

Performance Weight (pounds)	3783	3814
Pounds per Gross Horsepower	19.40	17.34
Pounds per Cu. In. Displacement	13.37	13.48
Gross HP per Cu. In. Displacement	.689	.777
Power Displacement (Cu. Ft./mile)	205.55	205.55
Displacement Factor (Cu. Ft./ton mile)	108.67	107.79

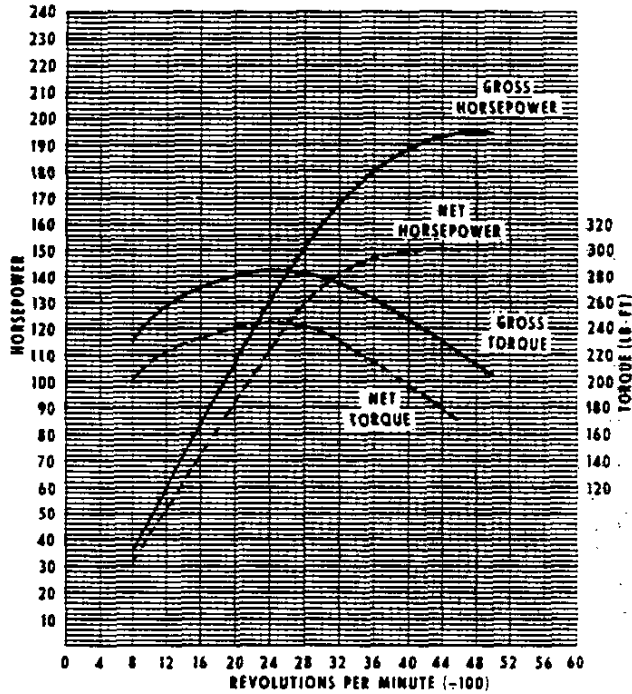
* - Data computed assuming zero slippage in torque converter

GLOSSARY

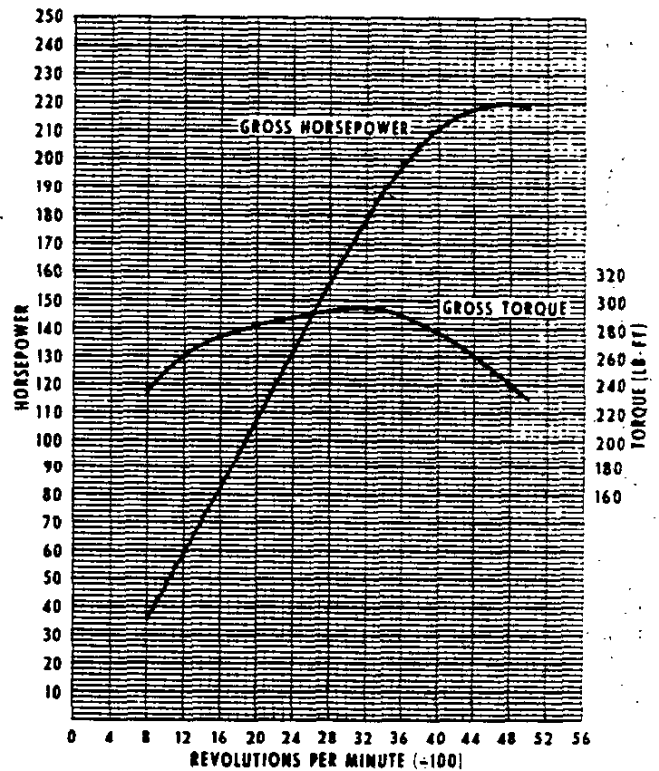
Performance Weight	Curb Weight plus 600 Lb (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

283 CUBIC INCH V-8 ENGINE - Cont'd.

195 HP TURBO-FIRE V-8



220 HP TURBO-FIRE V-8 (RPO L77)



The engine performance 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.

BASE 283 CU. IN. V-8 ENGINE
 SAME AS CHEVROLET
 283 CU. IN. V-8 ENGINE
 EXCEPT FOR FOLLOWING DIFFERENCES

PRINCIPAL COMPONENTS

EXHAUST MANIFOLD

Type ----- Rear downsize

COOLING SYSTEM

RADIATOR

Distance between fins ----- 18

RADIATOR HEAVY DUTY (RPO-V01)

Distance between fins ----- 16
 Thickness of core ----- 1.98
 Frontal Area (Sq. In.) ----- 391

BELT, CRANKSHAFT, FAN AND GENERATOR

Pitch Line ----- 53.50

LUBRICATION SYSTEM

OIL PAN DRAIN SCREW

Location ----- Left side, lower edge of oil pan pump

EXHAUST and VENTILATION SYSTEM

MUFFLER

Shell ----- .036 sheet steel, aluminum coating
 Cover ----- .018 sheet steel, aluminum coating
 Wrap ----- .030 indented asbestos sheet
 Heads ----- .048 sheet steel, aluminum coating
 Baffles ----- .036 sheet steel, aluminum coating
 Length ----- 17.00
 Width (L.D.) ----- 5.00
 Height (L.D.) ----- 9.25

EXHAUST CROSSOVER PIPE

Wall thickness ----- .084-.104

EXHAUST PIPE

Wall thickness ----- .073-.091

FUEL SYSTEM

FUEL TANK

Capacity (Gal) ----- 20
 Location ----- Behind rear axle
 Filter Location ----- Behind hinged rear license plate

283 CUBIC INCH V-8 ENGINE-Cont'd.

OPTIONAL 283 CU. IN. V-8 ENGINE
4-BBL CARBURETOR (RPO-L77)

SAME AS BASE
283 CU. IN. V-8 ENGINE
EXCEPT FOR FOLLOWING DIFFERENCES

PRINCIPAL COMPONENTS

CRANKSHAFT

Vibration Damper ----- Rubber mounted inertia

FUEL SYSTEM

CARBURETOR

Type ----- 4-Barrel
Throttle Bore (Primary & Secondary) ----- 1.44
Venturi Diameter ----- Primary 1.0625
----- Secondary 1.125

COOLING SYSTEM

FAN

Number of Blades ----- 5
Diameter ----- 18.00
Drive
Type ----- Thermo modulated fluid coupling
Performance ----- At 4000 RPM input, fan speed
3200-3500 RPM @ 135° F-150° F;
800-1600 RPM @ 120° F and below

EXHAUST and VENTILATION SYSTEM

MUFFLERS (DUAL)

Shell
Left hand ----- .036 sheet steel, aluminum coating
Right hand ----- .036 stainless steel
Head
Left hand ----- .048 sheet steel, aluminum coating
Right hand ----- .048 stainless steel
Baffles
Left hand ----- 3; .048 sheet steel, aluminum coating
Right hand ----- 3; .048 stainless steel
Length, Body ----- 21.25

EXHAUST PIPES AND TAIL PIPES

Type ----- Dual

ELECTRICAL SYSTEM

IGNITION SYSTEM

DISTRIBUTOR
Centrifugal Advance Begins (RPM) ----- 600
Maximum Degrees @ RPM ----- 28 @ 3700

SPARK PLUGS

Type ----- AC44

327 CUBIC INCH V-8 ENGINE

GENERAL DATA

		3-Speed	4-Speed	Powerglide
Piston Displacement (Cu In)		327		
Type		Valve-in-head		
Number Cylinders		8		
Bore and Stroke (nominal)		4.0 x 3.25		
Compression Ratio		10.5:1		
Taxable (SAE) Horsepower		51.2		
Firing Order		1-8-4-3-6-5-7-2		
Idling Speed (RPM)		500	475	
Compression Press (PSI) @ Cranking Speed, Engine hot		160		
Lubrication		Full pressure		
Power Plant Mounting		Two front, combination compression & shear type; one rear, full shear type		
Measurements	Fan to rear of engine block	30.64		
	Top air cleaner to bottom oil pan	29.14		
	Exhaust manifold to generator (width)	28.92 (a)		

(a) - RPO L74 - 27.04

● ADVERTISED ENGINE RATINGS

Engine		Turbo-Fire 327 250 HP	Turbo-Fire 327 300 HP
Option		RPO L30	RPO L74
Carburetor		4 Barrel	Large Alum. 4 Barrel
Brake Horsepower	Gross	250 @ 4400 RPM	300 @ 5000 RPM
	Net	210 @ 4400 RPM	
Torque (Lb-Ft)	Gross	350 @ 2800 RPM	360 @ 3200 RPM
	Net	315 @ 2600 RPM	

● ENGINE SPEED AND PISTON TRAVEL

Transmission		3-Speed (a)	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		
Tire Size		7.00 X 14 - 4PR		
Crankshaft Revolutions per Mile		2516.4		
Crankshaft RPM @ 1 MPH	Low	108.2	107.4	73.8
	Second	62.1	80.1	
	Third	41.9	62.1	41.9 (direct)
	Fourth		41.9	
	Reverse	108.2	110.7	73.8
Piston Travel (ft/mile)		1363.0		

(a) - Available with 250 HP RPO L30 only.

327 CUBIC INCH V-8 ENGINE - Cont'd.

● VEHICLE PERFORMANCE FACTORS

(Model 5469)

ENGINE - 327 Cu. In. V-8	250 HP RPO L30	300 HP RPO L74
--------------------------	-------------------	-------------------

3-Speed Transmission

Performance Weight (pounds)	3837	
Pounds per Gross Horsepower	15.35	
Pounds per Cu. In. Displacement	11.73	
Gross HP per Cu. In. Displacement	.765	
Power Displacement (Cu. Ft./mile)	238.09	
Displacement Factor (Cu. Ft./ton mile)	123.62	

4-Speed Transmission

Performance Weight (pounds)	3838	3844
Pounds per Gross Horsepower	15.35	12.81
Pounds per Cu. In. Displacement	11.74	11.75
Gross HP per Cu. In. Displacement	.765	.917
Power Displacement (Cu. Ft./mile)	238.09	259.74
Displacement Factor (Cu. Ft./ton mile)	123.62	135.14

Powerglide*

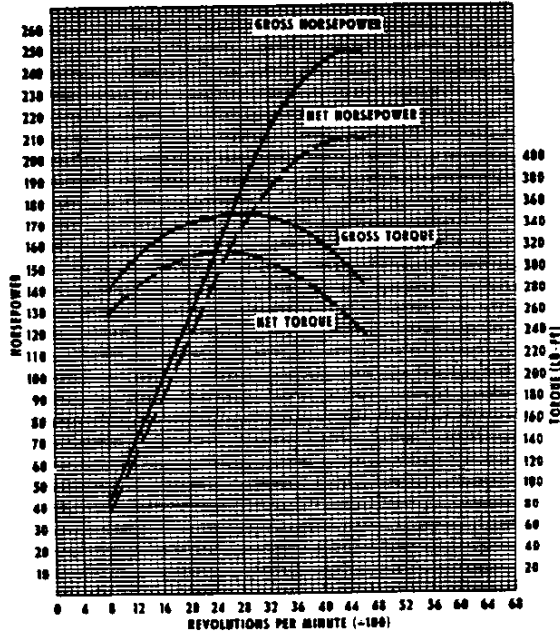
Performance Weight (pounds)	3853	3860
Pounds per Gross Horsepower	15.41	12.87
Pounds per Cu. In. Displacement	11.78	11.80
Gross HP per Cu. In. Displacement	.765	.917
Power Displacement (Cu. Ft./mile)	238.09	259.74
Displacement Factor (Cu. Ft./ton mile)	123.62	134.58

* - Data computed assuming zero slippage in torque converter.

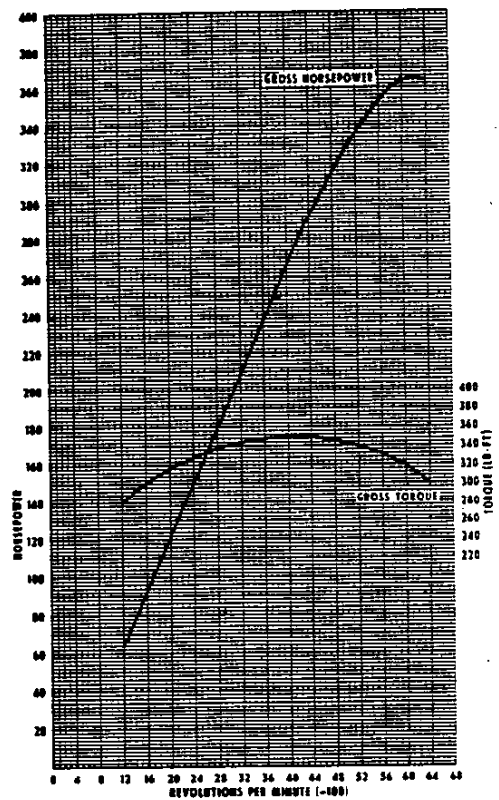
GLOSSARY

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

250 HP TURBO-FIRE V-8 (RPO L30)



300 HP TURBO-FIRE V-8 (RPO L74)



The engine performance 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.

327 CUBIC INCH V-8 ENGINE - Cont'd.

OPTIONAL 327 CU. IN. V-8 ENGINE
4-BBL CARBURETOR, 250 HP (RPO-L30)

SAME AS CHEVROLET
327 CU. IN. V-8 ENGINE (RPO-L30)
EXCEPT FOR FOLLOWING DIFFERENCES

PRINCIPAL COMPONENTS

EXHAUST MANIFOLD

Type ----- Rear downtake

FUEL SYSTEM

FUEL TANK

Capacity (Gal) ----- 20
Location ----- Behind rear axle
Filler location ----- Behind hinged rear license plate

FUEL PUMP ASSEMBLY

Pressure Range ----- 6.00 - 7.25 PSI

CARBURETOR

Type ----- Rochester
Venturi diameter ---- 1.125 (Primary) 1.250 (Secondary)

COOLING SYSTEM

RADIATOR

Distance between fins ----- .16 (Syn. & P/G)
Frontal area (Sq. In.) ----- 357

RADIATOR HEAVY DUTY (RPO-V01)

Distance between fins ----- .16 (Syn. & P/G)
Frontal area (Sq. In.) ----- 391

EXHAUST and VENTILATION SYSTEM

MUFFLERS

Shell
Left hand ----- .036 sheet steel aluminum coating
Right hand ----- .036 stainless steel
Head
Left hand ----- .048 sheet steel aluminum coating
Right hand ----- .048 stainless steel
Baffles
Left hand ----- 3; .042 sheet steel aluminum coating
Right hand ----- 3; .042 stainless steel
Length, body ----- 21.25
Width (ID) ----- 5.00
Height (ID) ----- 9.25

EXHAUST PIPES

Wall thickness ----- .073-.091

RESONATORS ----- None

LUBRICATION SYSTEM

OIL PAN DRAIN SCREW

Location ----- Left side, lower edge of oil pan sump

OPTIONAL 327 CU. IN. V-8 ENGINE
4-BBL ALUMINUM CARBURETOR, 300 HP (RPO - L74)

SAME AS CHEVROLET
327 CU. IN. V-8 ENGINE (RPO - L74)
EXCEPT FOR FOLLOWING DIFFERENCES

PRINCIPAL COMPONENTS

EXHAUST MANIFOLD
Type ----- Rear downtake

FUEL SYSTEM

FUEL TANK
Capacity (Gal) ----- 20
Location ----- Behind rear axle
Filler location ----- Behind hinged rear license plate

FUEL PUMP ASSEMBLY
Pressure range ----- 6.00 - 7.25 PSI

COOLING SYSTEM

RADIATOR
Distance between fins ----- .16 (Syn. & P/G)
Frontal area (Sq. In.) ----- 357

RADIATOR HEAVY DUTY (RPO - V01)
Distance between fins ----- .16 (Syn. & P/G)
Frontal area (Sq. In.) ----- 391

EXHAUST and VENTILATION SYSTEM

MUFFLERS

Shell
Left hand ----- .036 sheet steel aluminized coating
Right hand ----- .036 stainless steel
Head
Left hand ----- .060 sheet steel aluminized coating
Right hand ----- .060 stainless steel
Baffles
Left hand ----- .036 sheet steel aluminized coating
Right hand ----- .036 stainless steel
Length, body ----- 21.25
Width (ID) ----- 5.00
Height (ID) ----- 9.25

EXHAUST PIPES

Wall thickness ----- .073-.091
Dimension (O.D.) ----- 2.00

RESONATORS ----- None

LUBRICATION SYSTEM

OIL PAN DRAIN SCREW

Location ----- Left side, lower edge of oil pan sump

CLUTCHES

ENGINE	Name	Hi-Thrift 194		Turbo-Thrift 230		Turbo-Fire 283		Turbo-Fire 327		
	Horsepower	120		155		195 220	195 220	250	300	
	Displacement, cu.in.	194		230		283		327		
Clutch identification		Regular production and OD	Heavy duty	Regular production and OD		Regular production and OD	4-Speed	3-Speed 4-Speed	4-Speed	
Clutch assembly		-								
Type		Single dry disk							(a)	
Clutch cover and pressure plate assembly	Effective plate load, lb	1250-1450	1900-2200	1500-1800		1700-1950		2100-2300		
	Type of drive	Steel straps								
	Pressure plate Material	Cast iron							(b)	
	OD	9.28		10.14				10.48		
	Clutch spring Type	Diaphragm							(c)	
	Material	Heat treated spring steel								
Attachment to flywheel		6 bolts, 5/16-18			6 bolts, 3/8-16					
Driven plate assembly	Type	Single disk with 2 friction surfaces								
	Cushion	Flat spring steel between friction rings								
	Dampers	6 coil springs				12 coil springs (6 sets of 2)		5 coil springs (5 sets of 2)		
	Friction rings	OD	9.12	10.0	9.12		10.0		10.4	
		ID	6.12	6.0	6.12				6.5	
		Total area (sq. inches)	71.8	100.5	71.8		90.7		103.5	
		Material	Woven asbestos (d)							(e)
Flywheel assembly	Flywheel Material	Cast iron								
	OD	12.54								
	Ring gear Material	Heat treated HR steel								
	No. of teeth	153								
	Width	.4110-.4220			.4010-.4130					
	PD	12.75								
Bearings	Release Type	Shrink fit								
	Lubrication	Single row ball								
	Pilot Type	None, prepacked								
	Lubrication	Bronze bushing								
Controls	Clutch fork	None, sintered and oil impregnated								
	Pedal mounting	Drop forged steel, pivot mounted on ball								
	Lubrication	Pendent, from brace on dash								
Clutch housing	Material	Crossover shaft								
		Aluminum alloy								

- (a) Single dry disk, centrifugal
 (b) Nodular iron
 (c) Diaphragm, bent finger design
 (d) Woven front and molded rear for heavy duty clutch
 (e) Premium woven asbestos

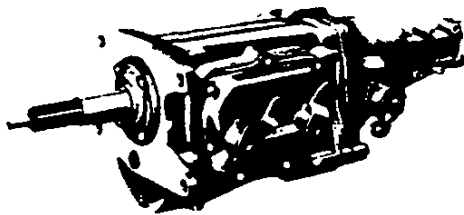
TRANSMISSIONS

3-SPEED TRANSMISSION

4-SPEED TRANSMISSION - RPO 6-M20

Engine	Name	Hi-Thrift 194	Turbo-Thrift 230	Turbo-Fire 283		Turbo-Fire 327	Turbo-Fire 283			Turbo-Fire 327				
	Horsepower	120	155	195	220	250	220	250	300	●				
	Displacement, in. ³	194	230	283		327	283	327						
Transmission Type	3-Speed						4-Speed							
Case	Material	Cast Iron						Aluminum						
Gear-shift	Type	Remote												
	Location	Steering column						Floor						
	Control	Lever through linkage												
Gears	Type	Helical												
	Material	Forged steel, heat treated												
	Synchronization	2nd and 3rd						All forward gears						
	Constant Mesh Gears	2nd						All forward gears						
	Sliding Gears	1st and Reverse						Reverse						
	Ratios	First	2.94		2.58		2.56							
		Second	1.68		1.48		1.91							
		Third	1.00		1.00		1.48							
		Fourth	---		---		1.00							
		Reverse	2.94		2.58		2.64							
Lubricant	Type	Meeting Military Specification MIL-L 2105-B												
	Capacity (Pts)	2.0						2.5						
Extension	Material	Alum.	Cast Iron						Aluminum					
	Oil Seal	Steel encased double seal of spring loaded synthetic rubber or felt												

4-SPEED TRANSMISSION



OVERDRIVE TRANSMISSION - RPO 6-M10

GENERAL

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

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

Lubricant

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

Viscosity ----- SAE 80

Capacity ----- Total 3 pints

Gear ratios with overdrive locked in

Regular production and optional L-6 engines

First ----- 2.058

Second ----- 1.176

Third ----- .7

Regular production and optional V-8 engines

First ----- 1.806

Second ----- 1.036

Third ----- .7

Output shaft RPM

Cut-in ----- 1440

Cut-out ----- 1100

TRANSMISSIONS - Continued

AUTOMATIC TRANSMISSION - RPO 6-M35

ENGINE	Name		Hi-Thrift	Turbo-Thrift	Turbo-Fire	Turbo-Fire	Turbo-Fire 327		
			194	230	283	283	250	300	
	Horsepower		120	155	195	220	327		
Displacement, cubic inches		194	230	283	283				
AUTOMATIC TRANSMISSION									
General Data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse							
	Selector lever	Location	Steering column except; Super Sport floor mounted						
		Operation	Actuates manual valve in hydraulic control system						
		Quadrant position	P-R-N-D-L						
	Parking lock	Type	Pawl and gear (on planetary)						
		Operation	Applied by selector lever through spring loaded linkage						
	Method of cooling	Air			Water				
Flywheel assembly	Steel stamping with welded on ring gear								
Hydraulic controls	Manual valve type	Spool							
	Pressure regulator valve type	Spool							
	Pressure range, psi @ idle	Drive and neutral	Minimum	49	49				
			Maximum	53	53				
		Low and park	Minimum	107	127				
			Maximum	115	136				
		Reverse	Minimum	86	82				
Maximum			94	88					
Converter assembly	Type	Three element							
	Pump	Inner and outer sheer steel shells separated by sheer steel vanes. Outer shell pump housing which is welded to converter housing							
	Turbine	Inner and outer shells separated by sheer steel vanes. Assembly supported in converter cover. Operation independent of cover and pump housing.							
	Stator	Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.							
	Stall torque ratio	2.40:1			2.10:1				
	Diameter (nominal)	11.0			11.75				
Case	Material	Aluminum (one piece)							
	N/V	45.3	40.8	40.8	39.6	42.2			
Output shaft RPM (and vehicle spd MPH)	Upshift	Closed throttle	650(14)	650(16)	650(16)	650(16)	660(16)		
		Throttle at detent	1900(42)	1900(47)	2080(51)	2125(54)	2335(55)		
		Full throttle	2205(49)	2205(54)	2400(59)	2495(63)	2740(64)		
	Downshift	Closed throttle	605(13)	605(15)	605(15)	605(15)	615(15)		
		Throttle at detent	1210(27)	1165(29)	825(20)	825(21)	865(20)		
		Full throttle	2065(46)	2055(51)	2280(56)	2350(59)	2600(62)		

AUTOMATIC TRANSMISSION CONTINUED

ENGINE	Name		Hi-Thrift	Turbo-Thrift	Turbo-Fire	Turbo-Fire	Turbo-Fire 327	
			194	230	283	283		
	Horsepower		120	155	195	220	250	300
		Displacement, cubic inches	194	230	283	283	327	
AUTOMATIC TRANSMISSION								
High clutch	Type		Multi-disk					
	Drive plates	Description	Waved steel with bonded organic facings					
		Number	3			4		
	Driven plates	Description	Flat steel					
Number		4			5			
Reverse clutch	Type		Multi-disk					
	Drive plates	Description	Flat steel with bonded organic facings					
		Number	4			5		
	Reaction plates	Description	Flat steel					
Number		4			5			
Torque multiplication	Maximum overall ratio		4.37:1	3.82:1			3.70:1	
	Low and reverse		4.37:1 to 1.82:1	3.82:1 to 1.82:1			3.70:1 to 1.76:1	
Lubricant	Type		A, suffix A					
	Capacity (pints)	Dry	15			18		
		Refill	3					
Governor	Type		Centrifugal					
	Operation		Regulates pump oil pressure to automatic shift control valve body					
	Drive		Output shaft					
	Location		In extension					
Oil pumps	Type		Internal-external gear					
	Number		Two, front and rear					
	Function		To supply pressure					
	Front pump	Drive	Converter pump					
		Function	Supply main system pressure at low vehicle speeds					
	Rear pump	Drive	Output shaft					
Function		Supply main system pressure at high vehicle speeds and during push starts						

AUTOMATIC TRANSMISSION CONTINUED

ENGINE	Name		Hi-Thrift	Turbo-Thrift	Turbo-Fire	Turbo-Fire	Turbo-Fire 327 ●		
			194	230	283	283			
	Horsepower		120	155	195	220	250	300	
Displacement, cubic inches		194	230	283	283	327			
AUTOMATIC TRANSMISSION									
High clutch	Type		Multi-disk						
	Drive plates	Description	Waved steel with bonded organic facings						
		Number	3			4			
	Driven plates	Description	Flat steel						
Number		4			5				
Reverse clutch	Type		Multi-disk						
	Drive plates	Description	Flat steel with bonded organic facings						
		Number	4			5			
	Reaction plates	Description	Flat steel						
Number		4			5				
Torque multiplication	Maximum overall ratio		4.37:1		3.82:1		3.70:1		
	Low and reverse		4.37:1 to 1.82:1		3.82:1 to 1.82:1		3.70:1 to 1.76:1		
Lubricant	Type		A, suffix A						
	Capacity (pints)	Dry	15			18			
		Refill	3						
Governor	Type		Centrifugal						
	Operation		Regulates pump oil pressure to automatic shift control valve body						
	Drive	Output shaft							
Location		In extension							
Oil pumps	Type		Internal-external gear						
	Number		Two, front and rear						
	Function		To supply pressure						
	Front pump	Drive	Converter pump						
		Function	Supply main system pressure at low vehicle speeds						
	Rear pump	Drive	Output shaft						
Function		Supply main system pressure at high vehicle speeds and during push starts							

CHEVELLE

COLOR AND TRIM SELECTIONS										
Malibu Super Sport										
ALL VINYL Super Sport Coupe Super Sport Convertible										
Interior Trim Colors	Interior Trim Materials	Colors								
		Fawn	White/Aqua	White/Black	Red	Blue	Saddle	Black	Black/Summit	
A - Aqua										
B - Blue										
C - Bronze										
D - Red										
E - Black										
F - Fawn										
H - White/Aqua										
V - Orange, Fawn Vinyl										
S - White/Black										
Y - Slate/Garnet										
SOLID EXTERIOR COLORS & CODE										
Turquoise Black	AA	F	H	S	D	B	C	E	Y	
Ermine White	CC	F	H	S	D	B	C	E	Y	
Gloster Gray	WW			S				E	Y	
Madeira Maroon	MN	F		S	D		C	E		
Royal Red	RR	F		S	D			E		
Sierra Tan	SS	F					C	E		
Canyon Bronze	VV	F			D		C	E		
Cactus Yellow	TY			S				E		
Willow Green	WX	F		S				E		
Cypress Green	Y	F					C	E		
Arizona Turquoise	KK	F	H	S				E		
Tahiti Turquoise	LL	F	H							
Mat Blue	DD	F		S		B		E		
Deauville Blue	EE	F				B		Y		
Exotic Orchid	PP			S				E		

TWO-TONE EXTERIOR COMBINATIONS & CODE
(Not available on Convertible models)

Canyon Bronze/Madeira Maroon	VN	F								
Sierra Tan/Canyon Bronze	SV	F					C			
Cypress Green/Canyon Bronze	IV	F					C			
Mat Blue/Ermine White	DC					B				
Cactus Yellow/Ermine White	TC			S				E		
Ermine White/Arizona Tan	CK		K							
Tahiti Turq/Arizona Tan	LX		K							
Gloster Gray/Turquoise Black	WA							E	Y	

Color and trim selections for 1964.

CHEVELLE

COLOR AND TRIM SELECTIONS													
Malibu				300 Deluxe				Chevrolet 300					
CLOTH & VINYL Sport Coupe & Sedan				CLOTH & VINYL Sedans Station Wagons				CLOTH & VINYL Sedans ALL VINYL Convertible Station Wagons					
Fawn	Aqua	Red	Blue	Saddle	Fawn	Aqua	Red	Fawn	Aqua	Red	Fawn Vinyl Optional - Sedans		
F	A	D	B	C	F	A	D	F	A	D	V		
F	A	D	B	C	F	A	D	F	A	D	V		
F		D		C	F		D	F		D	V		
F		D		C	F		D	F		D	V		
F				C	F			F			V		
F				C	F			F			V		
F	A				F	A		F	A		V		
F	A				F	A		F	A		V		
F		B			F			F			V		
F		B			F			F			V		

F					F			F			V		
F					C	F		F			V		
F					C	F		F			V		
		B											
A					A			A					
A					A			A					

64
Trim & part #'s

CHEVELLE—6-Cylinder Engine

1964 MODELS WITH STANDARD EQUIPMENT (120-hp Hi-Thrift 194 Engine—115" Wheelbase)

Model Description	Price at which Dealer is Invoiced (List Price less 19%)*	Factory D & H	List Price	Mfr's Suggested Retail Price	Mfr's Suggested Retail Price*	Destination Charge	Total
300 Series:							
5311 2-Door Sedan—6-Passenger				\$2231.00			
5369 4-Door Sedan—6-Passenger				2268.00			
5315 2-Door Station Wagon—2-Seat				2528.00			
5335 4-Door Station Wagon—2-Seat				2566.00			
Malibu Series:							
5569 4-Door Sedan—6-Passenger				2349.00			
5537 2-Door Sport Coupe—5-Passenger				2376.00			
5567 2-Door Convertible—5-Passenger				2587.00			
5535 4-Door Station Wagon—2-Seat				2647.00			
5545 4-Door Station Wagon—3-Seat				2744.00			
Malibu Super Sport Series:							
5737 2-Door Sport Coupe—4-Passenger				2538.00			
5767 2-Door Convertible—4-Passenger				2749.00			

* Base discount is 21% with the 2% difference retained for dealer's account in accordance with Dealer Price List.
 * Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price
Air Conditioning, Custom De Luxe: Includes 55-amp Delcotron. 7.00-14 or larger tires required	52-2	C65				\$317.45
Air Conditioning, Four Season: Includes 55-amp Delcotron and heavy-duty radiator <i>7.00-14 or larger tires required</i> <i>Removed 4/23!</i>	52-1	C60				363.70
Axle, Rear: See Power Teams chart for availability and ordering code						
3.36 ratio (Included when air conditioning is ordered)		G76				2.20
Axle, Positraction Rear: Not available with taxicab. See Power Teams chart for availability & ordering code						
3.08 ratio		G80				37.70
3.36 ratio		G80				37.70
3.70 ratio		G80				37.70
Battery, Heavy-Duty: 66-plate, 70 amp-hr	37-1	T60				7.55
# Belts, Front Seat: Driver & passenger						
Custom De Luxe	51-2	A37				
Custom De Luxe with retractors	51-4	A49				7.55
Deletion	51-7	A62				11.00 CR.
Body Equipment, Heavy-Duty:						
Model 5369 only. Includes heavy-duty front & rear seats and heavy-duty front & rear floor mats	58-2	B01				18.30
Brakes, Special: Metallic facings	41-1	J65				37.70
Brakes, Vacuum Power	34-2	I50				43.05
Carrier, Luggage: Station wagons only	54-2	V55				43.05
Comfort & Convenience Equipment Type "A": Includes outside rearview mirror; inside non-glare mirror; 2-spd electric windshield wipers and washer						
Malibu and Malibu Super Sport Series	45-1	Z01				30.15
300 Series. Also includes back-up lights and glove compartment light	45-1	Z01				40.90
Comfort & Convenience Equipment Type "B": Identical to Type "A" except outside rearview mirror is remote control						
Malibu and Malibu Super Sport Series	45-3	Z13				39.85
300 Series	45-3	Z13				50.60

◇ State and local taxes not included.

CHEVELLE—6-Cylinder Engine

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price
<i>DEAFSTER - R. Winnick / (SEANS & CO. POS ONLY)</i>						
# Chassis Equipment, Heavy-Duty: Model 5369 only. Not available with air conditioning or 155-hp engine. Includes heavy-duty front & rear springs and heavy-duty front & rear shock absorbers. See Police Car brochure for complete specifications.	41-2	Z04	\$ 13.68			\$ 19.40
Clutch, Heavy-Duty: Included when taxi or HD chassis equipment is ordered.	42-2	M01	3.80			5.40
Engine: See Power Teams chart for complete engine specifications and transmission availability 155-hp Turbo-Thrift 230.	31-7	L61	30.40			43.05
Generator:						
42-amp Delcotron	40-1	K79	7.60			10.80
55-amp Delcotron. Not available with taxi equipment included with air conditioning.	40-2	K77	15.20			21.55
62-amp Delcotron						
For use without air conditioning	40-3	K81	53.20			75.35
For use with air conditioning	40-3	K81	45.60			64.60
Glass, Soft Ray Tinted: All windows	46-2	A01	22.04			31.25
Windshield only	46-1	A02	14.06			19.95
Guard: Front bumper	56-1	V31	6.84			9.70
Rear bumper; not available on station wagons	56-2	V32	6.84			9.70
Heater & Defroster Deletion: Not available with air conditioning.	52-3	C48	52.93 CR.			72.00 CR.
Instrument Panel, Padded	47-1	B70	12.92			18.30
Paint, Exterior:						
Single colors			N.C.			N.C.
Two-tone combinations			11.40			16.15
Radiator, Heavy-Duty: Not available with air conditioning.	37-2	V01	7.60			10.80
Radio, Fully Transistorized:						
Manual control; front antenna	44-A	U60	35.34			50.05
Manual control; rear antenna. Not available on station wagon.	44-B	U60	35.34			50.05
Pushbutton control; front antenna	44-C	U63	41.42			58.65
Pushbutton control; rear antenna. Not available on station wagon	44-D	U63	41.42			58.65
Pushbutton control & rear speaker; front antenna; not available on convertible	44-E	Z02	50.92			72.10
Pushbutton control & rear speaker; rear antenna. Not available on station wagon or convertible.	44-F	Z02	50.92			72.10
Seat, Divided Second: For station wagons. Fawn trim only.	57-2	A66	26.60			37.70
Seat, Power: 4-way electric control; front seat only. Not available on Malibu Super Sport.	57-1	A41	45.60			64.60
Shock Absorbers, Rear: Superlift.	38-5	G66	26.60			37.70
Steering, Power	34-1	N40	60.80			86.10
Steering Wheel: Sports-styled walnut-grained plastic rim	50-3	N34	22.80			32.30
Steering Wheel, Comfortilt: (seven-position) Power Steering and Powerglide transmission required	50-2	N33	30.40			43.05
Suspension, Special Front & Rear: Not available with taxi or HD chassis equipment						
On sedans, sport coupes and convertible (except Super Sport models); includes special front & rear springs and special front & rear shock absorbers	38-2	F40	3.42			4.85
On station wagons and Super Sport models; includes special front & rear springs	38-2	F40	2.66			3.80
# Taxi Equipment: For use only with std 3-spd or Powerglide transmission. Not available with air conditioning. Includes heavy-duty front & rear springs, heavy-duty shock absorbers and 7.50-14 tires. See Taxi brochure for complete specifications Model 5369 only.	58-1	B02	44.84			63.50
Tops, Convertible:						
Models 5567 and 5767 only. Choice of colors. See Color and Trim charts	53-	C05	N.C.			N.C.
Top, Power: Models 5567 and 5767 only	55-4	C06	38.00			53.80
Transmission: See Power Teams chart for availability						
Powerglide	30-1	M35	133.00			188.30
Overdrive	30-4	M10	76.00			107.60
Trim, Vinyl Interior: (Fawn) Models 5311, 5335 and 5369 only	25-V	759	3.80			5.40
# Ventilation, Closed Engine Positive: Type B; approved by State of California	43-2	K24	3.50			5.40
Wheel Covers: Four bright metal						
Not available on Malibu Super Sport Series	48-1	P01	12.92			18.30
Wheel Covers, Simulated Wire:						
Malibu Super Sport Series	48-2	P02	40.28			57.05
300 and Malibu Series	48-2	P02	53.20			75.35
Windows, Power: Except Model 5315	55-1	A31	72.20			102.25
Model 5315	55-1	A31	41.80			59.20
Window, Power Rear: For 2-seat station wagons only (std on 3-seat models)	55-2	A33	19.00			26.90

⊙ State and local taxes not included.

CHEVELLE—8-Cylinder Engine

1964 MODELS WITH STANDARD EQUIPMENT 195-hp Turbo-Fire 283 Engine—115" Wheelbase

Model Description	Price at which Dealer is Invoiced (List Price less 19%) ⁺	Factory D & H	List Price	Mfr's Suggested Retail Price [*]	Destination Charge	Total
300 Series:						
5411 2-Door Sedan—6-Passenger.....	\$1730.97			\$2339.00		
5469 4-Door Sedan—6-Passenger.....	1759.32			2376.00		
5415 2-Door Station Wagon—2 Seat.....	1953.72			2636.00		
5435 4-Door Station Wagon—2-Seat.....	1982.07			2674.00		
Malibu Series:						
5659 4-Door Sedan—6-Passenger.....	1820.07			2457.00		
5637 2-Door Sport Coupe—5-Passenger.....	1840.32			2484.00		
5667 2-Door Convertible—5-Passenger.....	1998.27			2695.00		
5635 4-Door Station Wagon—2-Seat.....	2042.82			2755.00		
5645 4-Door Station Wagon—3-Seat.....	2115.72			2852.00		
Malibu Super Sport Series:						
5837 2-Door Sport Coupe—4-Passenger.....	1961.82			2646.00		
5867 2-Door Convertible—4-Passenger.....	2119.77			2857.00		

⁺ Base discount is 21% with the 2% difference retained for dealer's account in accordance with Dealer Price List.
^{*} Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [⊙]
<i>FFRoster-R. W. Wood (Sedan & Coupes only)</i>	<i>52-4</i>	<i>C5D</i>				
Air Conditioning, Custom De Luxe: Includes 55-amp Delcotron. 7.00-14 or larger tires required.....	52-2	C65				\$317.45
Air Conditioning, Four Season: Includes 55-amp Delcotron, heavy-duty radiator, temperature-controlled radiator fan. 7.00-14 or larger tires required.....	52-1	C60				363.70
Axle, Positraction Rear: See Power Teams chart for availability & ordering code						
3.08 ratio.....		G80				37.70
3.36 ratio.....		G80				37.70
3.70 ratio.....		G80				37.70
Axle, Rear: See Power Teams chart for availability and ordering code						
3.36 ratio (Included when air conditioning is ordered).....		G76				2.20
Battery, Heavy-Duty: 66-plate, 70 amp-hr.....	37-1	T60				7.55
Belts, Front Seat: Driver & passenger						
Custom De Luxe.....	51-2	A37				
Custom De Luxe with retractors.....	51-4	A49				7.55
Deletion.....	51-7	A62				11.00 CR.
Brakes, Special: Metallic facings.....	41-1	J65				37.70
Brakes, Vacuum Power	34-2	J50				43.05
Carrier, Luggage: Station wagons only.....	54-2	V55				43.05
Comfort & Convenience Equipment Type "A": Includes outside rearview mirror; inside non-glare mirror and 2-spd electric windshield wipers and washer						
Malibu and Malibu Super Sport Series.....	45-1	Z01				30.15
300 Series. Also includes back-up lights and glove compartment light.....	45-1	Z01				40.90
Comfort & Convenience Equipment Type "B": Identical to Type "A" except outside rearview mirror is remote control						
Malibu and Malibu Super Sport Series.....	45-3	Z13				39.85
300 Series.....	45-3	Z13				50.60
Engine: See Power Teams chart for complete engine specifications and transmission availability						
220-hp Turbo-Fire 283 V8.....	31-8	L77				53.80
230-hp Turbo-Fire 283 V8.....	31-1	L30				74.70
Fan, Radiator: Temperature-controlled. Included with Four-Season air conditioning and optional 220-hp engine.....	42-1	K02				16.15

⊙ State and local taxes not included.

December 15, 1963

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CHEVELLE—8-Cylinder Engine

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [⊕]
Generator:						
42-amp Delcotron	40-1	K79				510.80
55-amp Delcotron. Included with air conditioning	40-2	K77				21.55
62-amp Delcotron						
For use without air conditioning	40-3	K81				75.35
For use with air conditioning	40-3	K81				64.60
Glass, Soft Ray Tinted: All windows	46-2	A01				31.25
Windshield only	46-1	A02				19.95
Guard: Front bumper	56-1	V31				9.70
Rear bumper; except station wagons	56-2	V32				9.70
Heater & Defroster Deletion: Not available with air conditioning	52-3	C48				72.00 CR.
Instrument Panel, Padded	47-1	B70				18.30
Paint, Exterior: Solid colors						N.C.
Two-tone combinations						16.15
Radiator, Heavy-Duty: Not available with air conditioning	37-2	V01				10.80
Radio, Fully Transistorized:						
Manual control; front antenna	44-A	U60				50.05
Manual control; rear antenna. Not available on station wagon	44-B	U60				50.05
Pushbutton control; front antenna	44-C	U63				58.65
Pushbutton control; rear antenna. Not available on station wagon	44-D	U63				58.65
Pushbutton control & rear speaker; front antenna; not available on convertible	44-E	Z02				72.10
Pushbutton control & rear speaker; rear antenna. Not available on station wagon or convertible	44-F	Z02				72.10
Seat, Power: 4-way electric control; front seat only. Not available with 4-speed transmission or Malibu Super Sport Series	57-1	A41				64.60
Seat, Divided Second: For station wagons. Fawn trim only	57-2	A66				37.70
Shock Absorbers, Rear: Superlift	38-5	G66				37.70
Steering, Power	34-1	N40				86.10
Steering Wheel: Sports-styled walnut-grained plastic ring	50-3	N34				52.30
Steering Wheel, Comfortilt: (seven-position) Power steering with Powerglide or 4-speed transmission required	50-2	N33				43.05
Suspension, Special Front & Rear:						
On sedans, sport coupes and convertible (except Super Sport models); includes special front & rear springs and special front & rear shock absorbers	38-2	F40				4.85
On station wagons and Super Sport models; includes special front & rear springs	38-2	F40				3.80
Tachometer	39-2	U16				48.45
Tops, Convertible: Models 5667 and 5867 only. Choice of colors. See Color and Trim charts	53-	C05				N.C.
Top, Power: Models 5667 and 5867 only	55-4	C06				53.80
Transmissions: See Power Teams chart for availability						
4-Speed Synchro-Mesh	30-3	M20				188.30
Overdrive	30-4	M10				107.60
Powerglide	30-1	M35				199.10
Trim, Vinyl Interior: (Fawn) Models 5411, 5435 and 5469 only	25-V	759				5.40
# Ventilation, Closed Engine Positive: Type B; approved by State of California	43-2	K24				5.40
Wheel Covers: Four, bright metal Not available on Malibu Super Sport Series	48-1	P01				18.30
Wheel Covers, Simulated Wire:						
Malibu Super Sport Series	48-2	P02				57.05
300 and Malibu Series	48-2	P02				75.35
Windows, Power: Except Model 5415	55-1	A31				102.25
Model 5415	55-1	A31				59.20
Window, Power Rear: For 2-seat station wagons only (std on 3-seat models)	55-2	A33				26.90

⊕ State and local taxes not included.

CHEVELLE TIRES

CHEVELLE SERIES BASE TIRE CHART

Model		Base Tires	Tires Included with Taxi Option
6-Cyl	8-Cyl		
5311	5411	6.50-14/2Ply (4PR)	—
5335	5435	7.00-14/2Ply (4PR)	—
5315	5415	7.00-14/2Ply (4PR)	—
5369	5469	6.50-14/2Ply (4PR)	7.50-14/2Ply (4PR)
5535	5635	7.00-14/2Ply (4PR)	—
5537	5637	6.50-14/2Ply (4PR)	—
5567	5667	6.50-14/2Ply (4PR)	—
5569	5669	6.50-14/2Ply (4PR)	—
5545	5645	7.00-14/2Ply (4PR)	—
5737	5837	6.50-14/2Ply (4PR)	—
5767	5867	6.50-14/2Ply (4PR)	—

OPTIONAL TIRES FOR CHEVELLE SERIES Factory Installed Regular Production Tires

Description	Ordering Column 35-36 Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price Ⓢ
TUBELESS TIRES						
Replaces (5) 6.50-14/2Ply (4PR) Regular Highway Blackwall						
(5) 6.50-14/2Ply (4PR) Regular Highway Whitewall.....	21	P67				\$28.70
(5) 7.00-14/2Ply (4PR) Regular Highway Blackwall.....	27	P57				8.00
(5) 7.00-14/2Ply (4PR) Regular Highway Whitewall.....	26	P58				39.90
(5) 7.50-14/2Ply (4PR) Regular Highway Blackwall.....	36	P65				22.60
(5) 7.50-14/2Ply (4PR) Regular Highway Whitewall.....	32	P62				54.45
(5) 7.50-14/2Ply (4PR) Nylon Highway Blackwall.....	30	P60				39.25
(5) 7.50-14/2Ply (4PR) Nylon Highway Whitewall.....	31	P61				73.15
(5) 7.50-14-6PR Regular Highway Blackwall.....	33	P63				67.95
Replaces (5) 7.00-14/2Ply (4PR) Regular Highway Blackwall						
(5) 7.00-14/2Ply (4PR) Regular Highway Whitewall.....	26	P58				31.90
(5) 7.50-14/2Ply (4PR) Regular Highway Blackwall.....	36	P65				14.60
(5) 7.50-14/2Ply (4PR) Regular Highway Whitewall.....	32	P62				46.45
(5) 7.50-14/2Ply (4PR) Nylon Highway Blackwall.....	30	P60				31.25
(5) 7.50-14/2Ply (4PR) Nylon Highway Whitewall.....	31	P61				65.15
(5) 7.50-14-6PR Regular Highway Blackwall.....	33	P63				59.95
Replaces (5) 7.50-14/2Ply (4PR) Regular Highway Blackwall						
(5) 7.50-14/2Ply (4PR) Nylon Highway Blackwall.....	30	P60				16.65
(5) 7.50-14-6PR Regular Highway Blackwall.....	33	P63				45.40

Ⓢ State and local taxes not included.

CHEVELLE POWER TEAMS

Engine, Transmission and Rear Axle Combinations

ENGINE				REAR AXLE RATIOS		
Option Number	Description	TRANSMISSION	MODELS	Standard	Optional	
				General Purpose	ORDER COL-CODE	Special Purpose or Mountain
Std on Series 53-55-57	120-hp Hi-Thrift 194 6-Cylinder 194-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	3-Speed	Sedans, Coupes and Convertibles	3.08:1	33-2	3.36:1
			Station Wagons	3.36:1		
		Powerglide	Sedans, Coupes and Convertibles	3.08:1		
			Station Wagons	3.36:1		
		Overdrive	All Models	3.70:1		
L61 on Series 53-55-57	155-hp Turbo-Thrust 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Special camshaft Hydraulic valve lifters	3-Speed	All Models	3.08:1	33-2	3.36:1
			Powerglide	All Models	3.08:1	
			Overdrive	All Models	3.70:1	
Std on Series 54-56-58	195-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 2-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters	3-Speed	All Models	3.08:1	33-2	3.36:1
			4-Speed Powerglide	All Models	3.08:1	
		Overdrive	All Models	3.70:1		
L77 on Series 54-56-58	220-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 4-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters	3-Speed	All Models	3.08:1	33-2	3.36:1
			4-Speed Powerglide	All Models	3.08:1	
		Overdrive	All Models	3.70:1		

2:26 on wagons of all models!

Engine, Transmission and Positraction Rear Axle Combinations

ENGINE				REAR AXLE RATIOS		
Option Number	Description	TRANSMISSION	MODELS	ORDER COL-CODE		
Std on Series 53-55-57	120-hp Hi-Thrift 194 6-Cylinder 194-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	3-Speed	Sedans, Coupes and Convertibles	32-1 32-1/33-2	3.08:1	3.36:1
			Station Wagons	32-1	3.36:1	
		Powerglide	Sedans, Coupes and Convertibles	32-1	3.08:1	
			Station Wagons	32-1	3.36:1	
		Overdrive	All Models	32-1	3.70:1	
L61 on Series 53-55-57	155-hp Turbo-Thrust 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Special camshaft Hydraulic valve lifters	3-Speed	All Models	32-1 32-1/33-2	3.08:1	3.36:1
			Powerglide	All Models	32-1	3.08:1
			Overdrive	All Models	32-1	3.70:1
Std on Series 54-56-58	195-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 2-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters	3-Speed	All Models	32-1 32-1/33-2	3.08:1	3.36:1
			4-Speed Powerglide	All Models	32-1	3.08:1
		Overdrive	All Models	32-1	3.70:1	
L77 on Series 54-56-58	220-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 4-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters	3-Speed	All Models	32-1/33-2		3.36:1
			4-Speed Powerglide	All Models	32-1	3.08:1
		Overdrive	All Models	32-1	3.70:1	

1964 CHEVELLE SERIES

COLOR AND TRIM COMBINATIONS

		5700-5800 SERIES														
		5737-5837 (VINYL)							5767-5867 (VINYL)							
BUCKET TYPE FRONT SEAT*	RPO	770	722	786	741	710	714	729	770	722	786	741	710	714	729	
COLUMN 25	CODE	F	A	D	B	C	E	Q	F	A	D	B	C	E	Q	
		FAWN	AQUA	RED *	BLUE	SADDLE	BLACK	WHITE RED *	FAWN	AQUA	RED *	BLUE	SADDLE	BLACK	WHITE RED *	
TUXEDO BLACK	900	X	X	X	X	X	X	X	X	X	X	X	X	X	X	WHITE-BEIGE-BLACK
MEADOW GREEN (MED.)	905	X					X		X					X		WHITE-BEIGE-BLACK
BAHAMA GREEN (DK.)	908	X				X			X				X			WHITE-BEIGE-BLACK
SILVER BLUE (MED.)	912				X		X					X		X		WHITE-BEIGE-BLACK
DAYTONA BLUE (DK.)	916				X							X				WHITE-BEIGE-BLACK
AZURE AQUA (MED.)	918		X				X			X				X		WHITE-BEIGE-BLACK
LAGOON AQUA (DK.)	919		X							X						WHITE-BEIGE-BLACK
ALMOND FAWN	920	X				X	X		X				X	X		WHITE-BEIGE-BLACK
EMBER RED (MED.)	922	X		X			X	X	X		X			X	X	WHITE-BEIGE-BLACK
SADDLE TAN	932	X				X			X				X			WHITE-BEIGE-BLACK
ERMINE WHITE	936	X	X	X	X	X	X	X	X	X	X	X	X	X	X	WHITE-BEIGE-BLACK
DESERT BEIGE	938	X		X		X	X		X		X		X	X		WHITE-BEIGE-BLACK
SATIN SILVER	940		X	X	X		X	X		X	X	X		X	X	WHITE-BEIGE-BLACK
GOLDWOOD YELLOW	943						X							X		WHITE-BEIGE-BLACK
PALOMAR RED	948	X		X			X	X	X		X			X	X	WHITE-BEIGE-BLACK
BAHAMA GREEN/MEADOW GREEN	952						X									
WHITE/MEADOW GREEN	954						X									
WHITE/SILVER BLUE	959				X											
DAYTONA BLUE/SILVER BLUE	960				X											
WHITE/LAGOON AQUA	965		X													
BEIGE/SADDLE TAN	971	X				X										
BEIGE/EMBER RED	975	X		X			X	X								
DAYTONA BLUE/SATIN SILVER	982				X											
AZURE AQUA/WHITE	988		X													
BEIGE/PALOMAR RED	993	X		X			X									
SATIN SILVER/PALOMAR RED	995			X			X	X								

*INSTRUMENT PANEL, STEERING WHEEL AND FLOOR COVERING ARE ^{MED.} DARK RED.

NOTE: ORDER IN WHICH TWO-TONE PAINTS ARE USED INDICATES METHOD OF APPLICATION - FIRST COLOR NAME IS UPPER COLOR ON ALL SERIES.

• THESE OPTION NUMBERS APPEAR ON INVOICE ONLY TO DENOTE COLOR OF TRIM.

1964 CHEVELLE SERIES
 COLOR AND TRIM COMBINATIONS

EXTERIOR COLORS		5300-5400 SERIES					5500-5600 SERIES										FOLDING TOP COLORS	
		ALL					5537-5637 5569-5669					5567-5667 5535-5635 5545-5645						
		TRIM*	RPO	762	749	778	738	759	763	750	772	739	707	766	753	774		742
COLUMN 25	CODE	F	A	D	B	V	F	A	D	B	C	F	A	D	B	C		
			FAWN (CLOTH)	AQUA (CLOTH)	RED (CLOTH) *	BLUE (CLOTH)	FAWN (VINYL) ▲	FAWN (CLOTH)	AQUA (CLOTH)	RED (CLOTH) *	BLUE (CLOTH)	SADDLE (CLOTH)	FAWN (VINYL)	AQUA (VINYL)	RED (VINYL) *	BLUE (VINYL)	SADDLE (VINYL)	
TUXEDO BLACK	900	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	WHITE-BEIGE-BLACK
MEADOW GREEN (MED.)	905	X					X	X					X					WHITE-BEIGE-BLACK
BAHAMA GREEN (DK.)	908	X					X	X					X				X	WHITE-BEIGE-BLACK
SILVER BLUE (MED.)	912					X						X					X	WHITE-BEIGE-BLACK
DAYTONA BLUE (DK.)	916					X						X					X	WHITE-BEIGE-BLACK
AZURE AQUA (MED.)	918		X						X					X				WHITE-BEIGE-BLACK
LAGOON AQUA (DK.)	919		X						X					X				WHITE-BEIGE-BLACK
ALMOND FAWN	920	X					X	X				X	X				X	WHITE-BEIGE-BLACK
EMBER RED (MED;)	922	X		X			X	X		X			X		X			WHITE-BEIGE-BLACK
SADDLE TAN	932	X					X	X				X	X				X	WHITE-BEIGE-BLACK
ERMINE WHITE	936	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	WHITE-BEIGE-BLACK
DESERT BEIGE	938	X		X			X	X		X		X	X		X		X	WHITE-BEIGE-BLACK
SATIN SILVER	940		X	X	X				X	X	X			X	X	X		WHITE-BEIGE-BLACK
PALOMAR RED	948	X		X			X			X			X		X			WHITE-BEIGE-BLACK
BAHAMA GREEN/MEADOW GREEN	952	X					X	X					X					NOTE: TWO-TONE PAINTS DO NOT APPLY TO CONVERTIBLES
WHITE/MEADOW GREEN	954	X					X	X					X					
WHITE/SILVER BLUE	959					X						X					X	
DAYTONA BLUE/SILVER BLUE	960					X						X					X	
WHITE/LAGOON AQUA	965		X						X					X				
BEIGE/SADDLE TAN	971	X					X	X				X	X				X	
BEIGE/EMBER RED	975	X		X			X			X			X		X			
DAYTONA BLUE/SATIN SILVER	982					X						X					X	
AZURE AQUA/WHITE	988		X						X					X				
BEIGE/PALOMAR RED	993	X					X	X					X		X			
SATIN SILVER/PALOMAR RED	995			X						X					X			

NOTE: ORDER IN WHICH TWO-TONE PAINTS ARE LISTED INDICATES METHOD OF APPLICATION - FIRST COLOR NAME IS UPPER COLOR ON ALL SERIES.

*THESE OPTION NUMBERS APPEAR ON INVOICE ONLY TO DENOTE COLOR OF TRIM.

▲ NOT AVAILABLE ON MODELS 5315-5415.

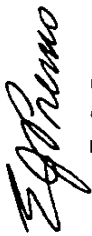
* INSTRUMENT PANEL, STEERING WHEEL AND FLOOR COVERING ARE ^{MED} DARK RED.

To further the concept of the Chevrolet dealership as a one-stop shopping center, Chevrolet, for 1964, introduces five entirely different passenger cars, encompassing forty-three new models.

In addition to the full-size Chevrolet with its new luxury styling, we invite your attention to the completely new Chevelle line of passenger vehicles. Situated approximately half-way between the Chevrolet and Chevy II in size, the surprising roominess and gracious accommodations of this new car should please the value conscious buyer.

In response to the customer's requirement for a wider choice of power in the popular Chevy II, we have added an optional 283 cubic inch V-8 engine. The Corvair, for 1964, features larger engines and important chassis refinements. In keeping with Chevrolet's continual program of product improvement, the Corvette Sting Ray exhibits a quieter, smoother ride and increased performance flexibility.

Pages which follow outline the many engineering features of the 1964 passenger car line.



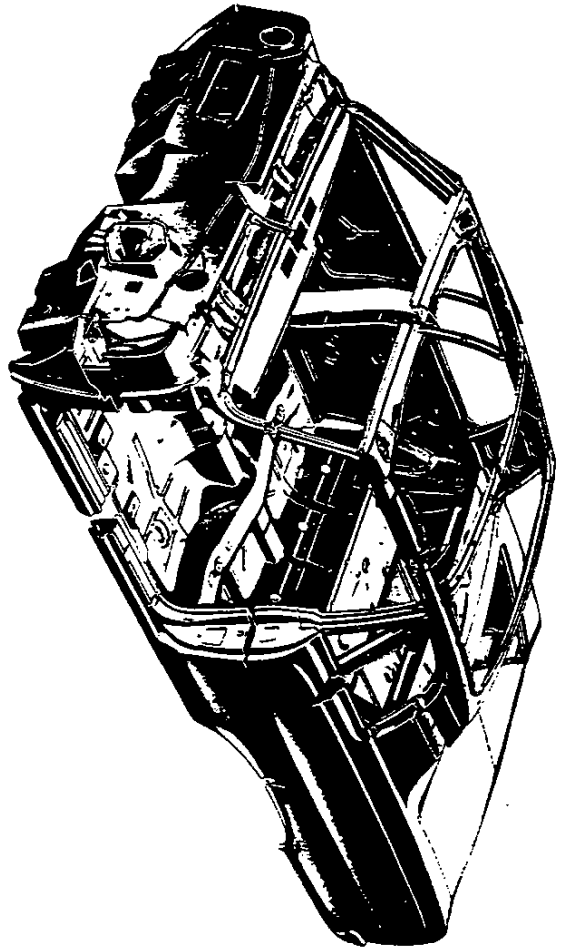
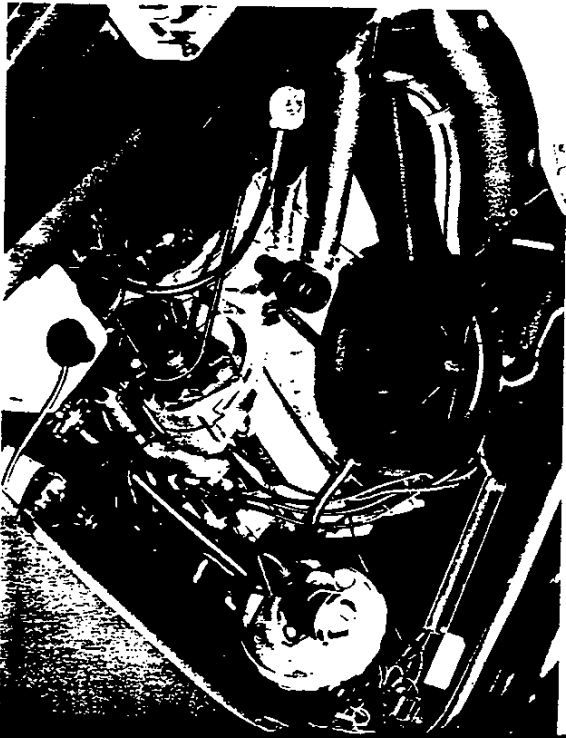
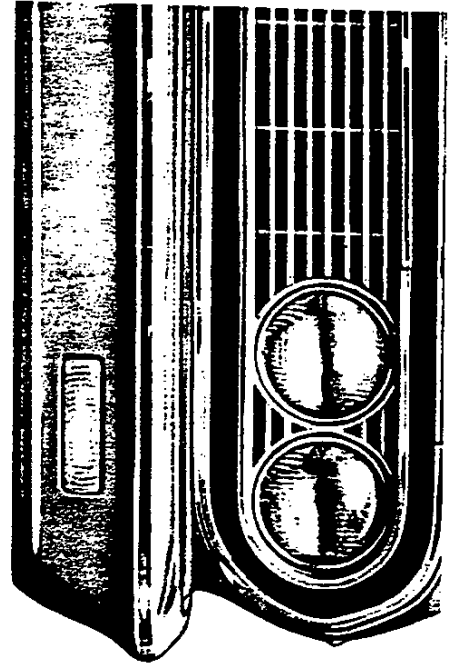
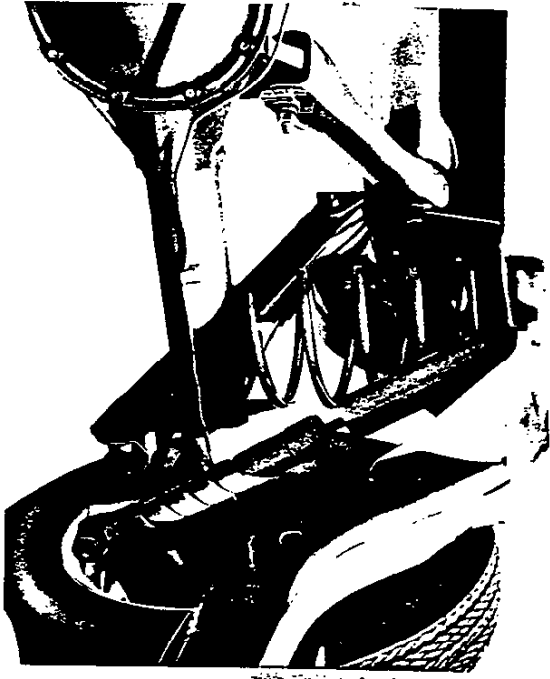
E. J. Premo
Chief Engineer

*E. J. Premo, Chief Engineer,
pictured with Executive Design
Engineers C. G. Jakast (left) and
W. A. Rosenberger (right).*



1964 CHEVROLET ENGINEERING FEATURES

PASSENGER CARS



series and models	28
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size and roominess	42
body and sheet metal	44
power trains	48
chassis	52

SERIES AND MODELS

2-Door Sedan	4-Door Sedan	2-Door Sport Coupe	2-Door Convertible	2-Door Station Wagon 2-Seat	4-Door Station Wagon 2-Seat	4-Door Station Wagon 3-Seat
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MALIBU SS

57-5837

57-5867

MALIBU

55-5669

55-5637

55-5667

55-5635

55-5645

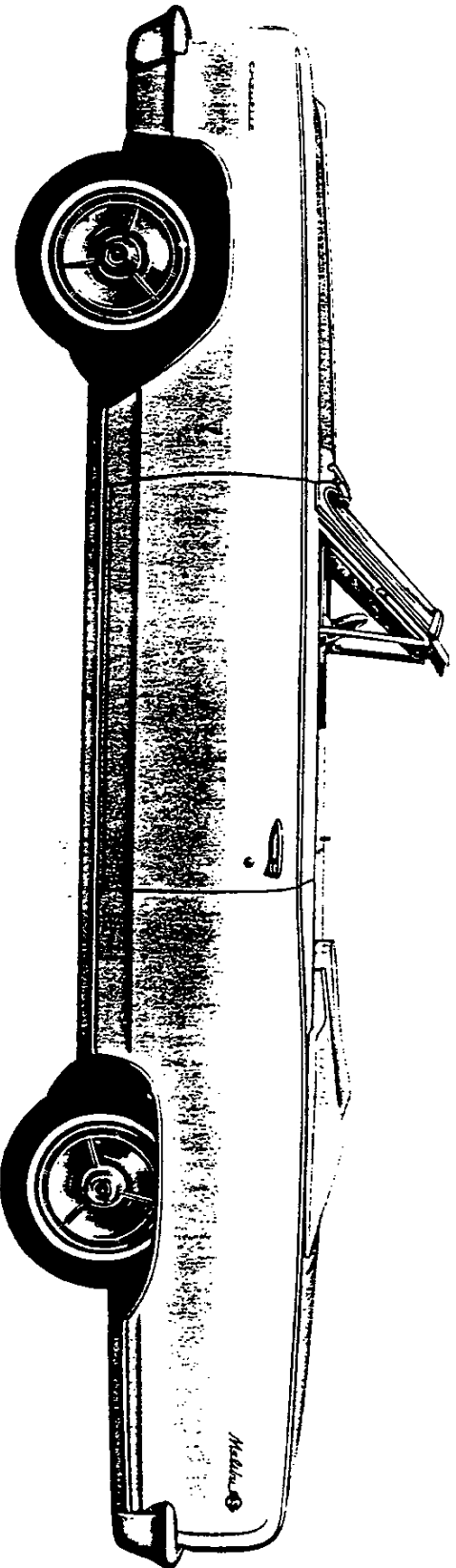
CHEVELLE 300

53-5411

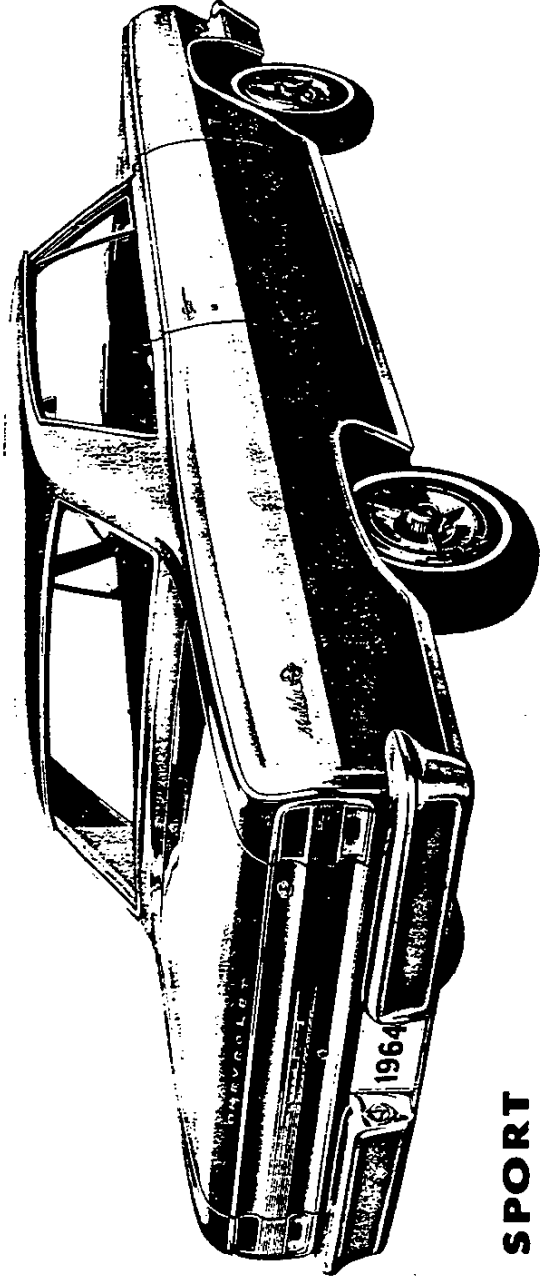
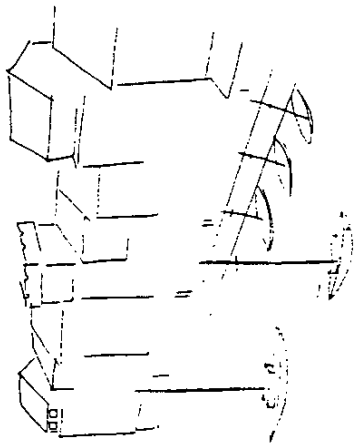
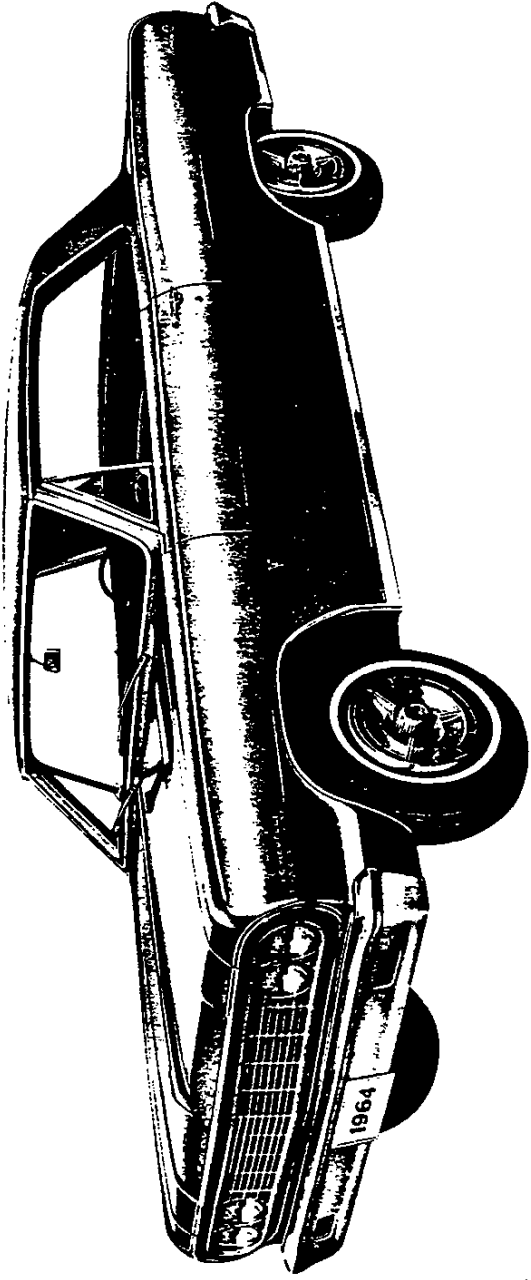
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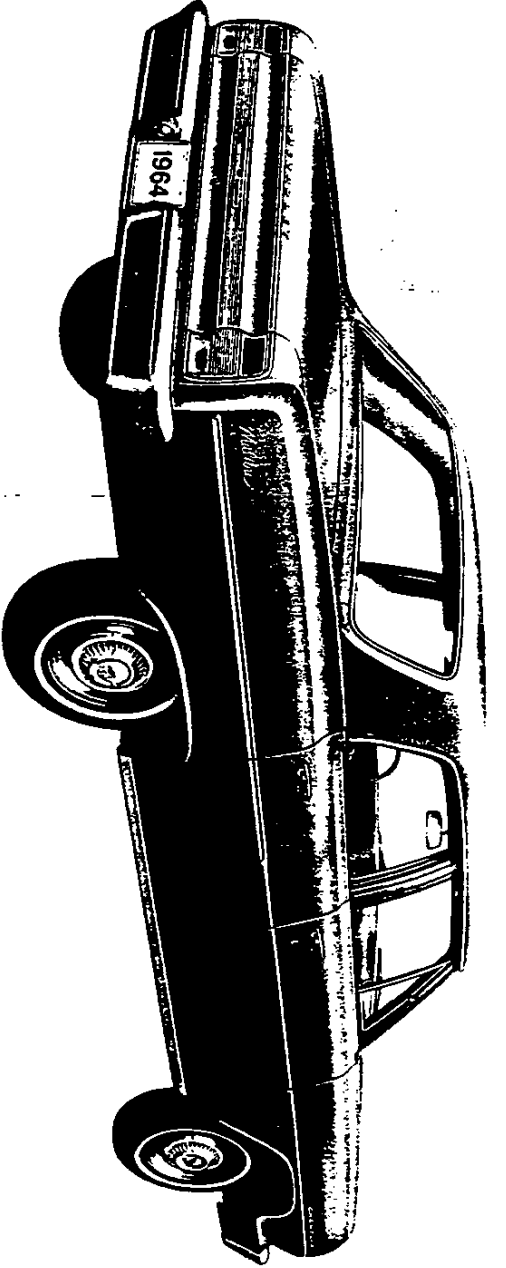
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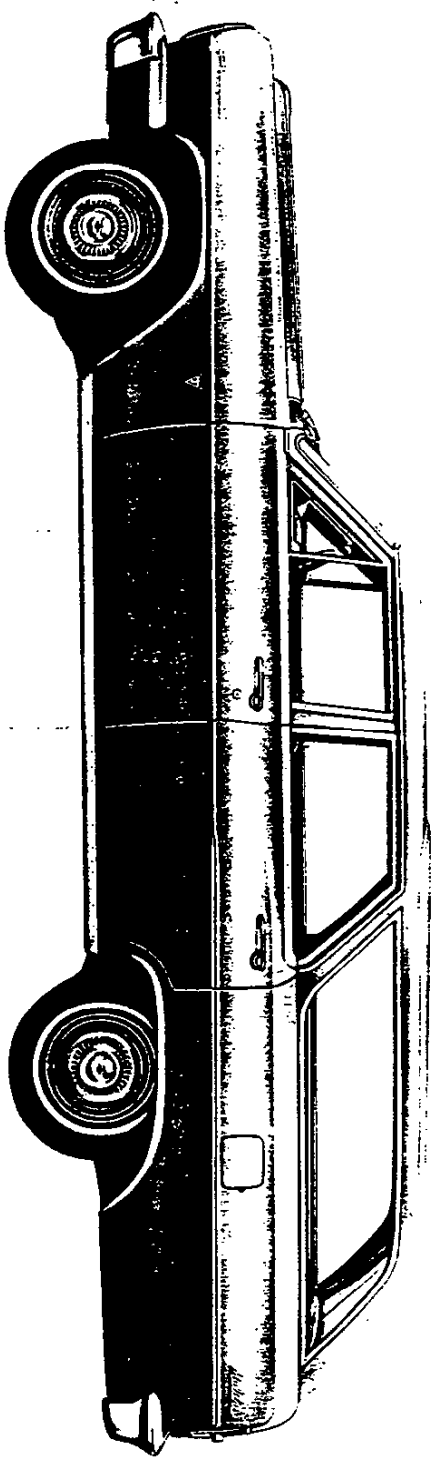
CHEVELLE



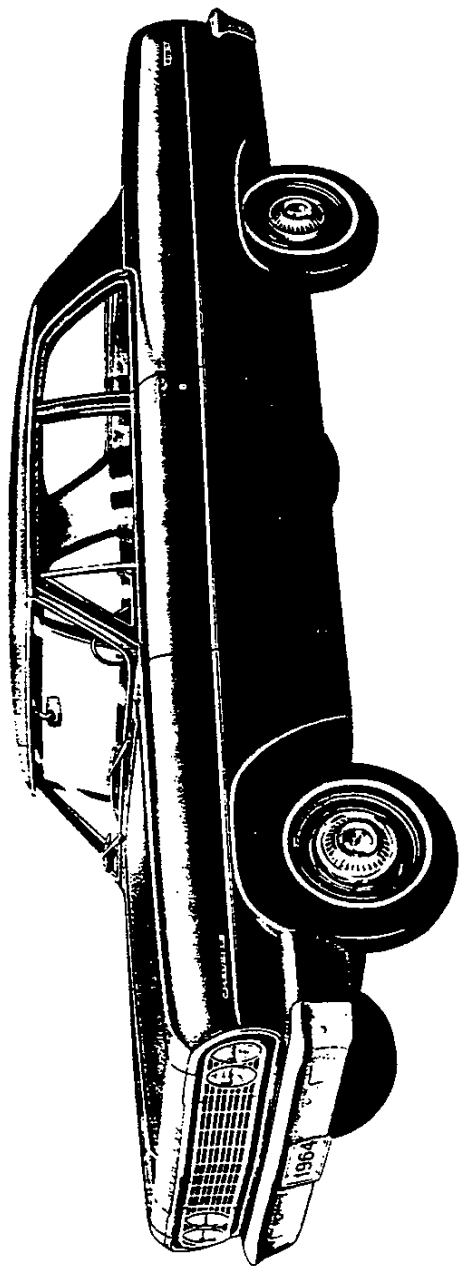
MALIBU SUPER SPORT



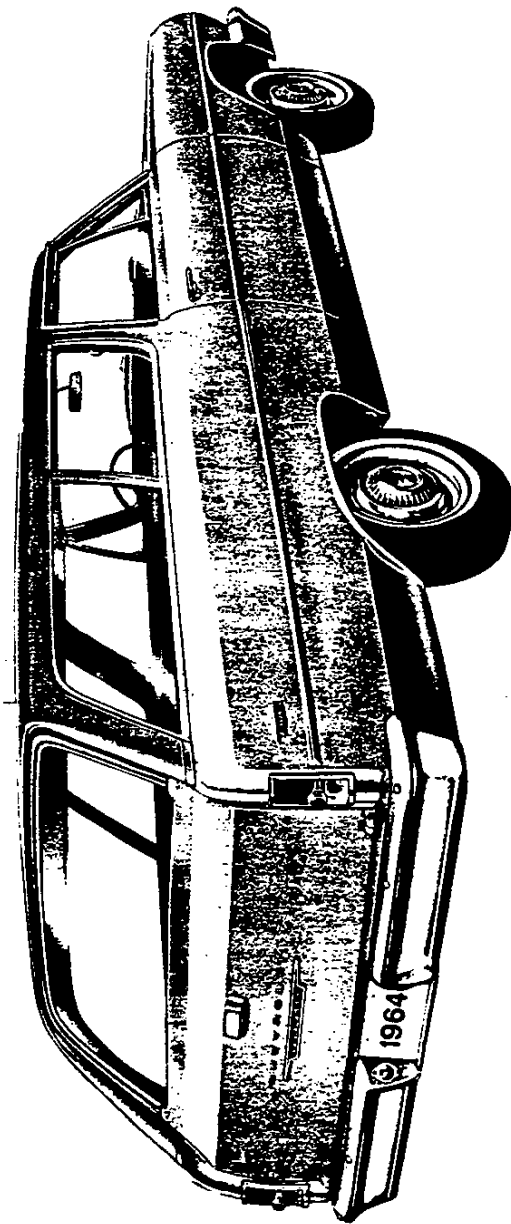
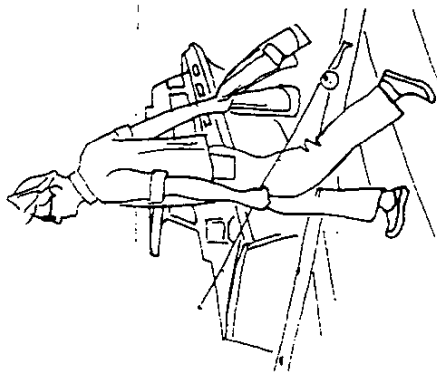
MALIBU



CHEVELLE



CHEVELLE 300



SERIES IDENTIFICATION

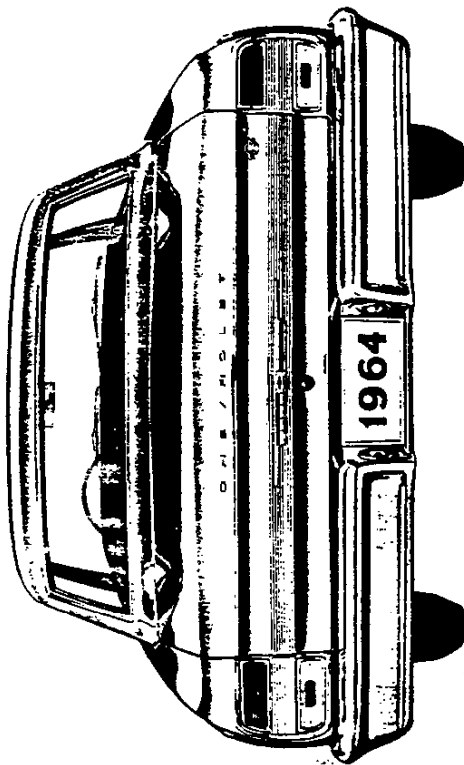


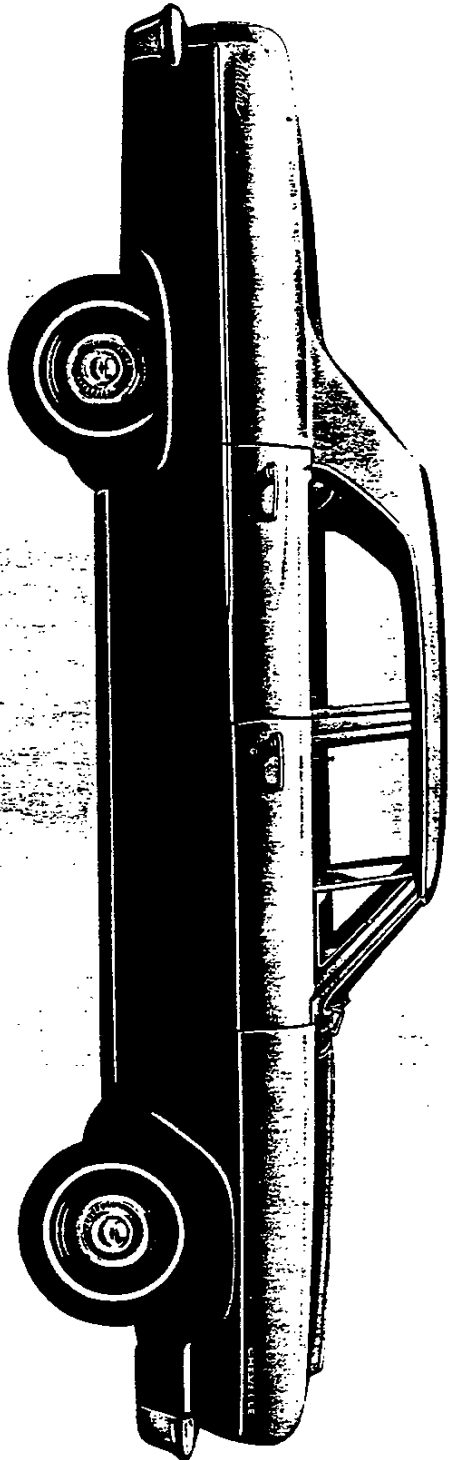
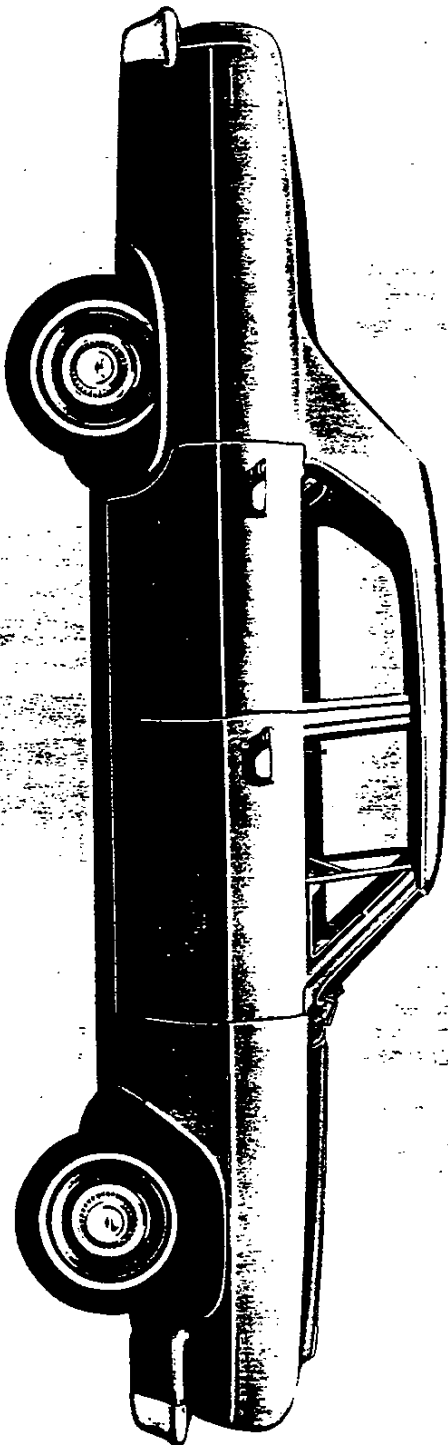
CHEVELLE

Malibu SS

Bright metal moldings, defining the body upper and lower outlines, give the Malibu SS models a rich, clean look. Identifying nameplates are located on the front fender and rear quarter panel. Wheel disks, standard equipment for this luxury series, include the SS emblem.

Tall and back-up lamps are located within the twin rear coves. Ribbed bright metal separates the coves. Further decoration is provided by the series emblem and a bright molding framing the entire dual cove area.



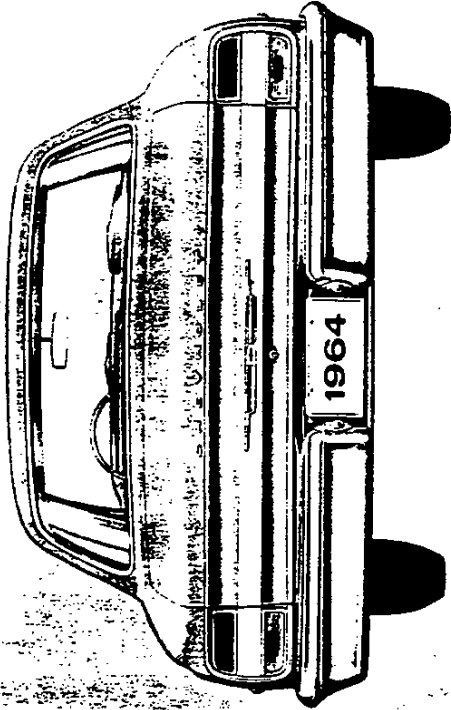


CHEVELLE

MALIBU

Malibu models are distinguished by a single full-length body side molding which broadens to include a painted insert area. The insert is black for Ermine white models; white for all other body colors. A wide body sill molding and smartly styled hub caps are also featured for Malibu models.

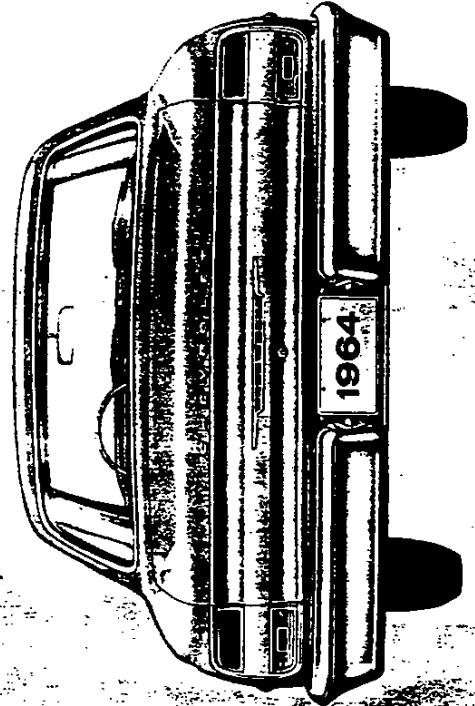
Except for the lack of a series emblem, body rear appointments for Malibu sedans and coupes are identical to those of the SS series. Station wagon rear styling is distinctly different from other models, with a single combination tail and back-up lamp on either side of the smooth tail gate.



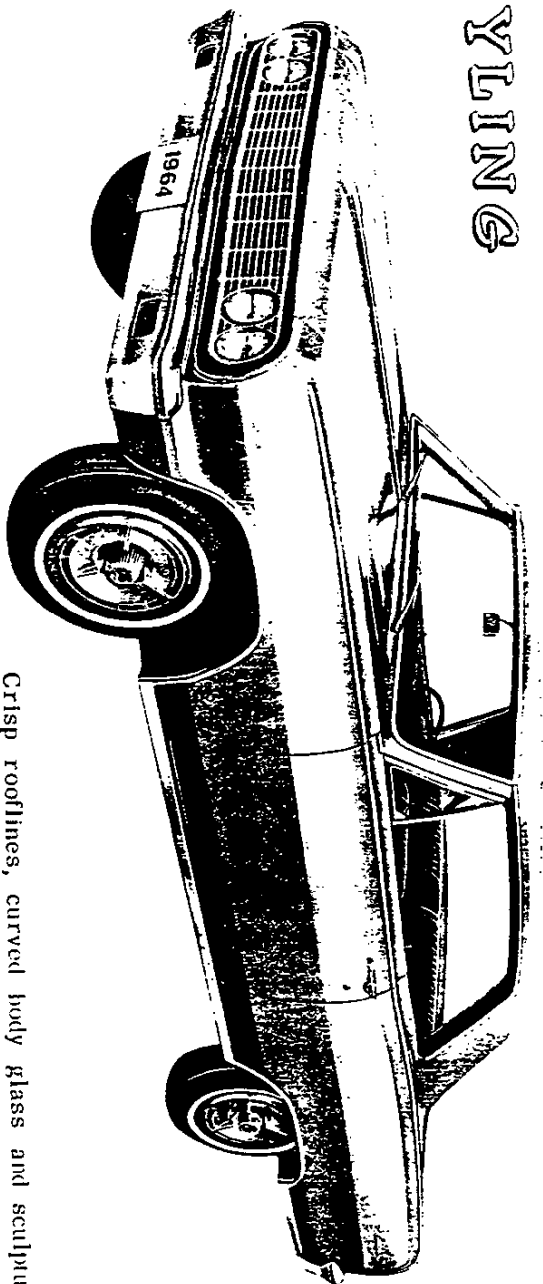
CHEVELLE 300

Exterior ornamentation for 300 Series models includes a single slender body side molding and, as on all Chevelle models, a bright molding extending the full length of the hood center windshield. On the rear quarter is an emblem containing the numeral "300."

At the rear, bright metal plates cover the back-up lamp provisions on sedans; station wagons have dummy lenses when the optional lamps are not used. A colorful plastic emblem and the Chevrolet name in individual bright letters identify all Chevelle models.



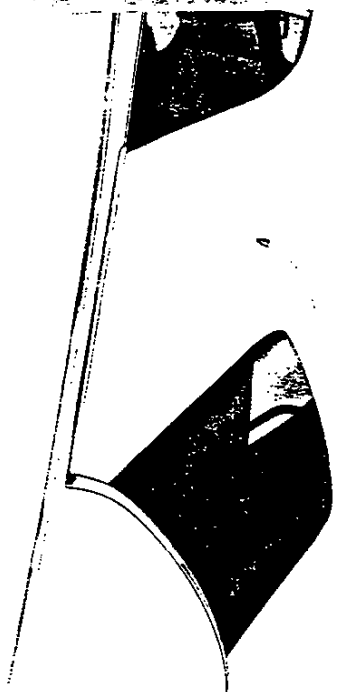
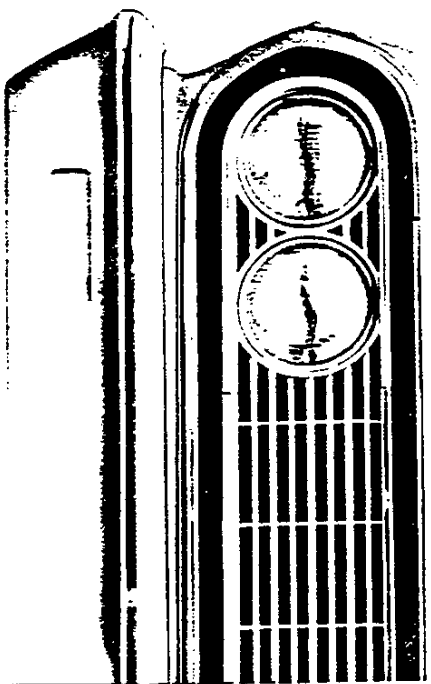
STYLING



Crisp rooflines, curved body glass and sculptured body panels are Chevelle styling features.

Dual headlamps are placed at each end of the anodized aluminum grille. Parking lamps, with amber lenses, are located in the one-piece front bumper.

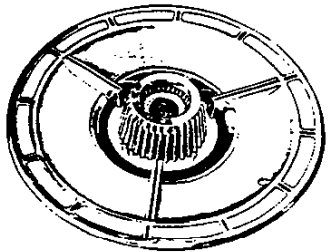
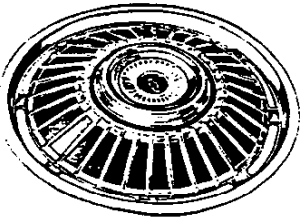
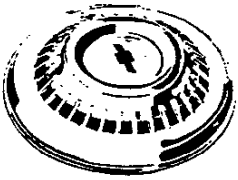
The convertible folding top simulates the distinctive peakline roof styling of the sedans and coupes. Hidden clips in the top boot grip the body belt molding, eliminating the conventional snaps.



CHEVELLE

Malibu SS

Malibu



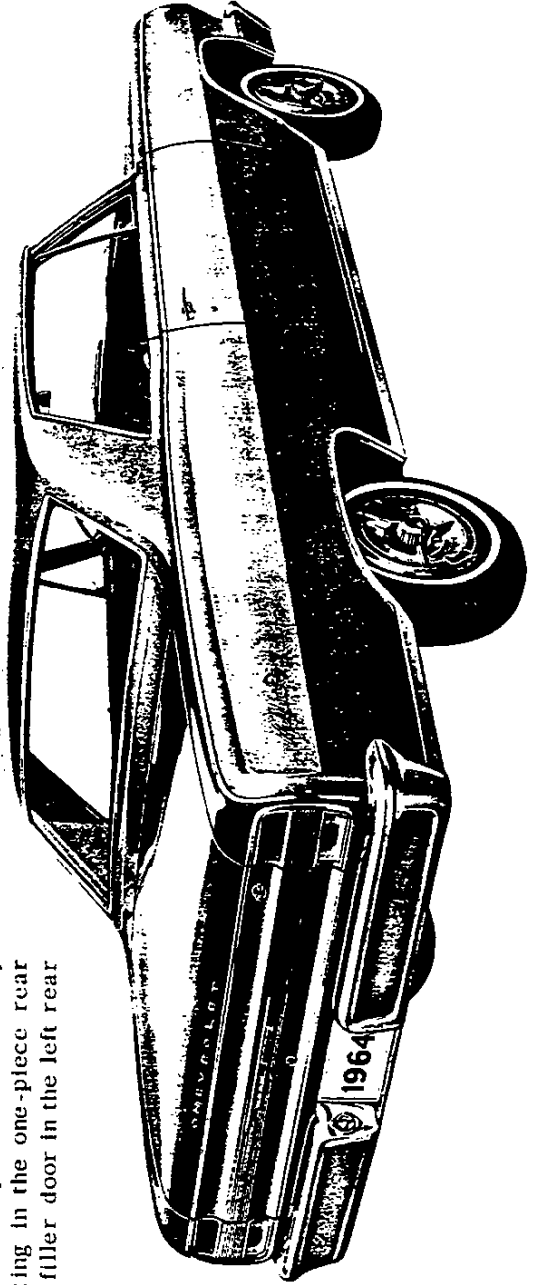
The Chevrolet trademark decorates the standard hub cap for Chevelle 300 and Malibu models. The accessory disk for these models features an attractive center emblem with bright details. Black paint accents the ribbed area.

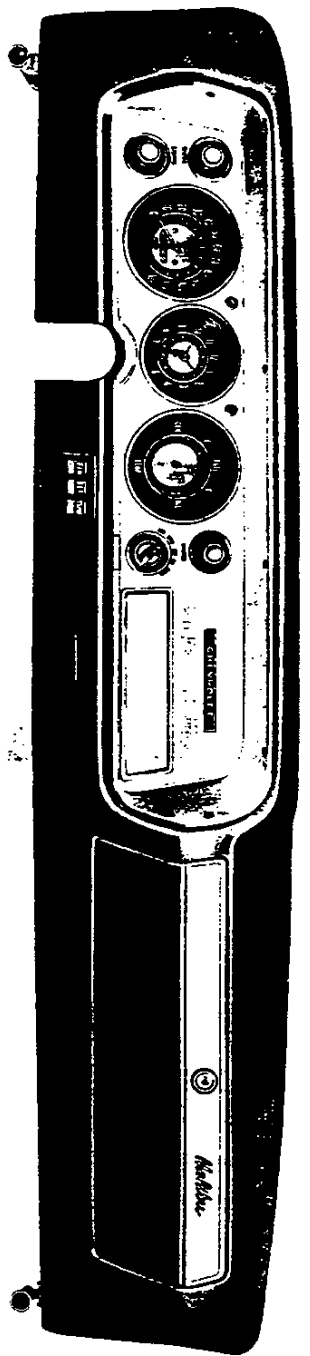
Three bold ribs on a brushed chrome background and a deeply recessed center emblem distinguish the Malibu Super Sport disk.

A bright chrome nameplate identifies each series. Malibu and Malibu SS models display identical lettering with the SS emblem added for the latter series. A shield type nameplate designates the 300 Series.

Roof lines for coupes and sedans blend smoothly into the rear quarter and deck panels. A slender bright molding is provided here on two-tone models.

The fuel filler pipe for sedans and coupes is concealed by the hinged license plate mounting in the one-piece rear bumper. Station wagons have a filler door in the left rear quarter panel.



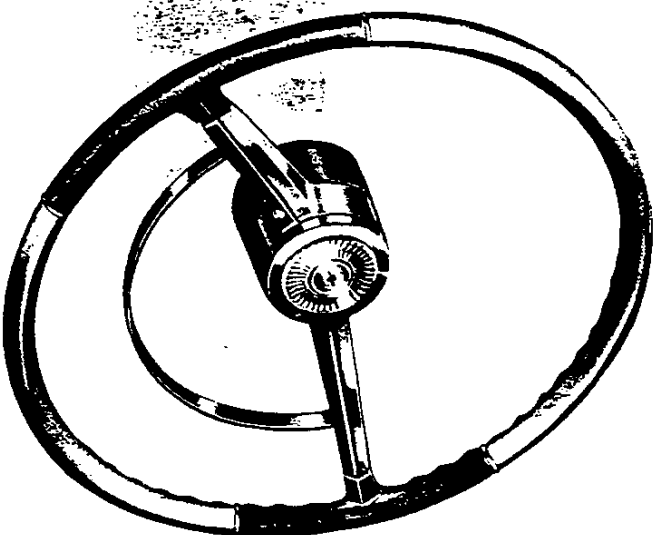


The Chevelle instrument panel conveniently groups all instruments and major controls in a bright, hooded instrument cluster. Instrument housings are recessed in the cluster to eliminate reflections. The ignition switch and all control knobs are also recessed. Super Sport models receive full instrumentation, with oil pressure and water temperature gauges and ammeter replacing the warning lights used for Chevelle 300 and Malibu models. An electric clock is standard equipment for Malibu and Super Sport models, optional for the Chevelle 300 Series models without the clock.

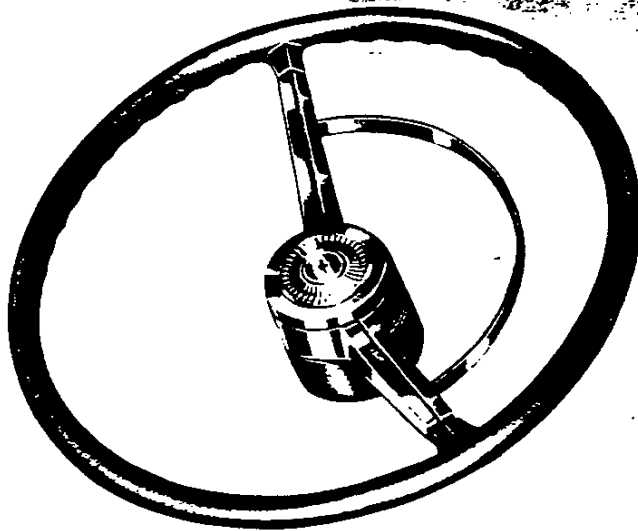
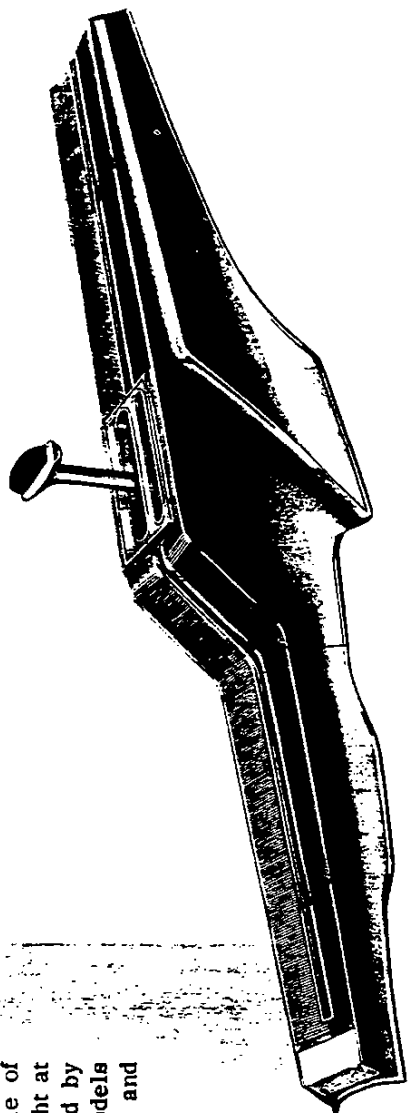
When no optional radio equipment is used, a bright trim plate patterned to match the cluster face conceals the openings provided for this equipment.

The drawer-type ash tray is centrally located for the convenience of all front seat occupants.

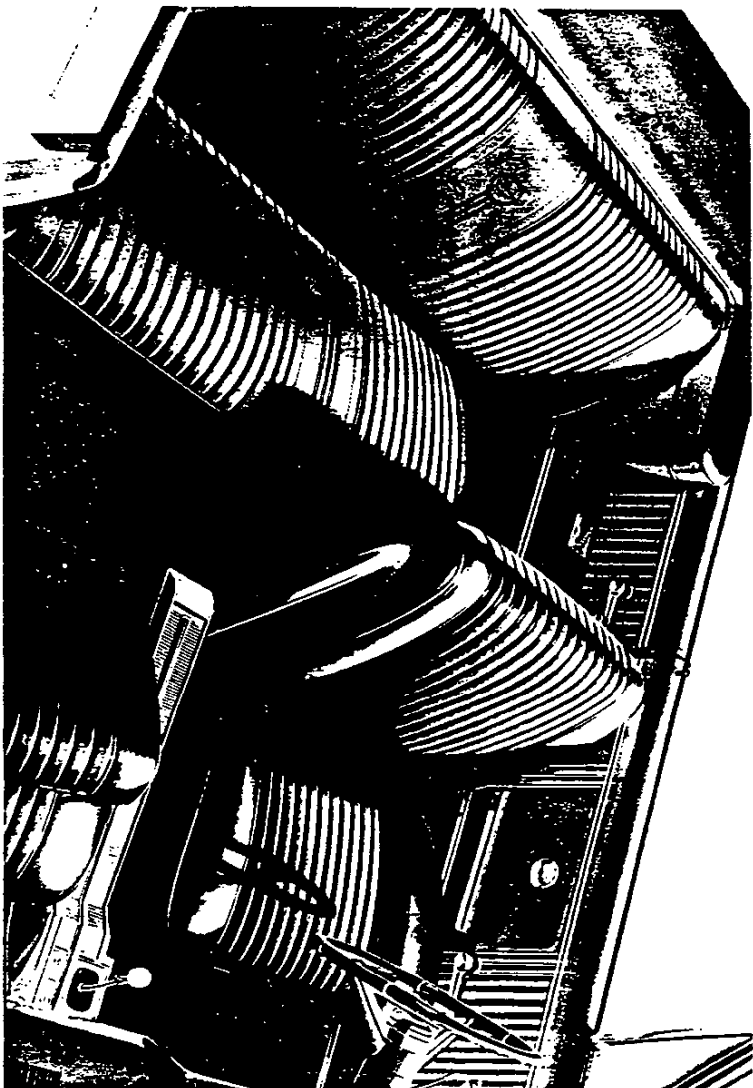
A bright metal nameplate with integral script decorates the glove box door for Malibu and Super Sport models. An automatic glove box lamp is also standard equipment for these models.



Malibu Super Sport models with optional Powerglide or 4-speed transmission have an attractive front seat center console of bright metal. A rear seat courtesy light at the rear of the console is controlled by door jamb switches. Powerglide models feature the straight-line shift pattern and illuminated quadrant.



For all models, steering wheels feature a deep-dish design, with bright metal half-circle horn ring and distinctive hub emblem. The Chevelle 300 Series steering wheel is painted a single tone of the interior trim color. Steering wheels for Malibu and Super Sport models have bright trim rings, dividing the rim for two-toning.



MALIBU SUPER SPORT

Front bucket seats, standard equipment for SS models, are simply styled with the major portion of the cushion and backrest featuring vertically ribbed leather-grain vinyl, flanked by smooth side bolsters. Front seat inner and outer moldings are bright metal. Rear seat cushion and backrest are similarly styled, with an embossed emblem on the backrest center bolster.

Sidewall trim is all-vinyl, decorated by bright details of metal and embossed vinyl. Floor covering is deep-twist carpet. Seven interior colors are available.

CHEVELLE

MALIBU

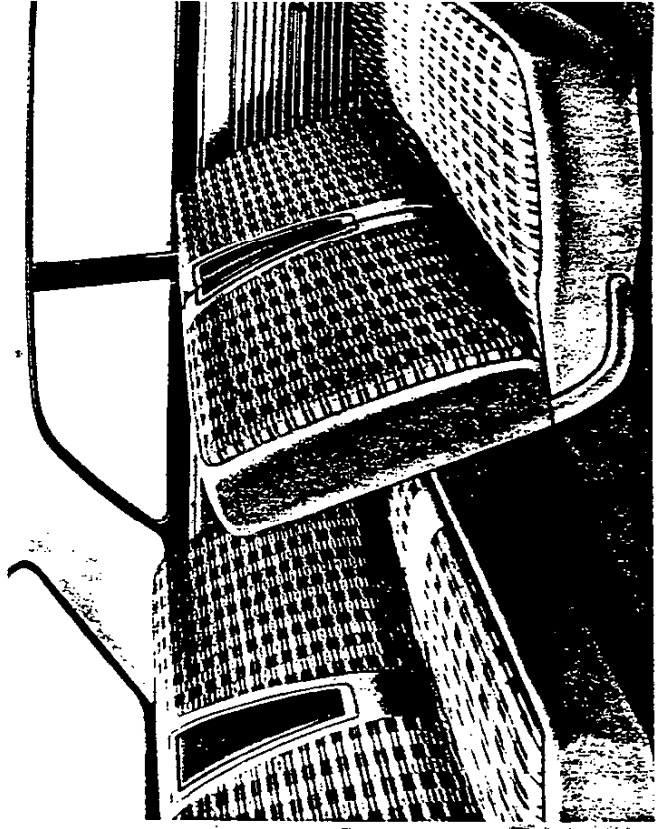
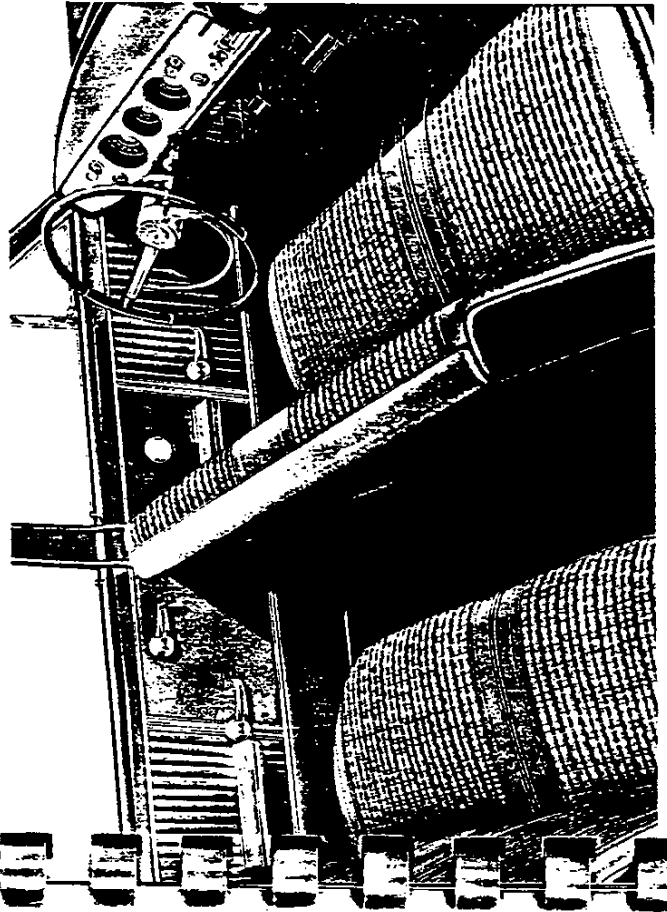
Pattern cloth with a miniature rectangle design covers the major portion of the seat cushion and backrest for the Sport Coupe and sedan models. Woven lines of metallic thread add luster to the material. In the Convertible and station wagons, vertically pleated vinyl is substituted in this area, providing an all-vinyl interior. Facings are leather-grain vinyl.

Sidewall styling and appointments are shared with the Malibu SS models. Floor covering is deep-twist carpet. Five interior colors are available.

CHEVELLE 300

The major portion of the seat cushion and backrest is covered by pattern cloth for both sedans and station wagons. Backrest center bolsters feature an attractive two-tone design of leather-grain vinyl. Cushion and backrest facings are also vinyl.

The two-tone design of the seat backrest bolster is repeated on the horizontally ribbed sidewall panels. Front and rear armrests are standard equipment. Floor mats are rubber with a color-keyed spatter design. Four interior colors are offered.



SIZE AND ROOMINESS

Spacious interior accommodations with practical exterior package size are among the most notable attributes of the 1964 Chevelle. While placed dimensionally midway between Chevy II and Chevrolet, Chevelle has ease of entry, passenger space, and luggage carrying capacity approaching that of the full size passenger car.

Accepted indicators of comfort, including head, leg and shoulder room dimensions, when applied to the Chevelle, reveal a remarkable similarity to the Chevrolet. Most Chevelle interior dimensions including entrance room are within tenths of inches of the regular passenger car. It is interesting to note that while exterior body widths of both cars vary by almost 5 inches, shoulder room measurements are almost identical.

When compared to Chevy II, Chevelle shoulder room is greater by 3 inches, with accompanying increases in hat and hip room dimensions. Front and rear leg room measurements of the Chevelle are as much as 2 inches greater, while head and entrance room dimensions are slightly smaller due to lower overall vehicle height.

Wheelbase and front and rear tread dimensions fall half way between Chevy II and Chevrolet, at 115.0 inches and 58.0 inches respectively. Overall length of the Chevelle, at 193.9 inches, is almost a foot longer than Chevy II and about a foot and a half shorter than Chevrolet. Chevelle approach and departure angles are comparable to those of Chevy II, and are greater than Chevrolet due to

shorter front and rear overhangs.

Chevelle station wagon models are longer, by almost 5 inches, than sedans, with an overall length of 198.8 inches. The extra length is in rear overhang, for increased third seat comfort and spare wheel stowage. Equally as important is the additional cargo volume made available with the overhang increase. In comparison with "sister" station wagons in the Chevrolet line, the Chevelle is about a foot longer

than Chevy II, and a foot shorter than the regular passenger car.

Trunk capacity of the Chevelle, as an indicator of space utility, compares favorably, with only 2.1 cubic feet less usable volume than the regular passenger car. Chevy II luggage capacity is 3.6 cubic feet less than the Chevelle. A wide opening of 51.5 inches and bumper level trunk sill height of 20.0 inches contribute to ease of loading and packing the compartment. The

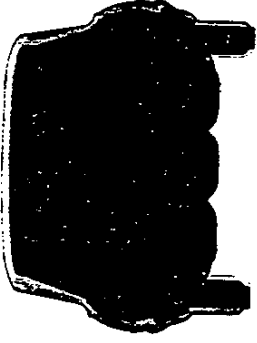
INTERIOR DIMENSIONS (Inches)

4-DOOR SEDAN

Head Room, Effective	Front	38.6
	Rear	37.3
Leg Room, Effective	Front	41.9
	Rear	36.5
Shoulder Room	Front	58.8
	Rear	58.8
Entrance Height	Front	29.9
	Rear	29.9
Luggage Capacity (Cubic Feet)	Total	27.3
	Useable	16.9

CHEVELLE

CHEVELLE-CHEVROLET SILHOUETTE COMPARISON



EXTERIOR DIMENSIONS (Inches)

4-DOOR SEDAN

Length	193.9
Width	74.6
Height	54.5
Wheelbase	115.0
Tread	Front 58.0 Rear 58.0
Overhang	Front 30.8 Rear 48.0
Approach Angle (Degrees)	29.2
Departure Angle (Degrees)	16.0
Ground Clearance (Minimum)	5.5

deck lid is torque loaded for counterbalancing swinging up and out of the way to aid loading.

A cargo carrying capacity for Chevelle station wagons of 86 cubic feet is only 1 cubic foot less than Chevrolet wagons. The Chevelle, however, does not have the concealed load floor compartment. Com-

pared to the Chevy II, the Chevelle has more than ten cubic feet additional load hauling capability. The tailgate is conventional with retractable window, and, when lowered, forms added load floor area.

As with size and roominess, the new Chevelle is positioned between the Chevy II and Chevrolet in weight. Of note is the

more nearly equal weight distribution on the front and rear wheels. A standard four-door Malibu sedan with six-cylinder engine has a curb weight of 3015 pounds, making it approximately three hundred pounds heavier than a Chevy II, and four hundred pounds lighter than a comparable Chevrolet model.

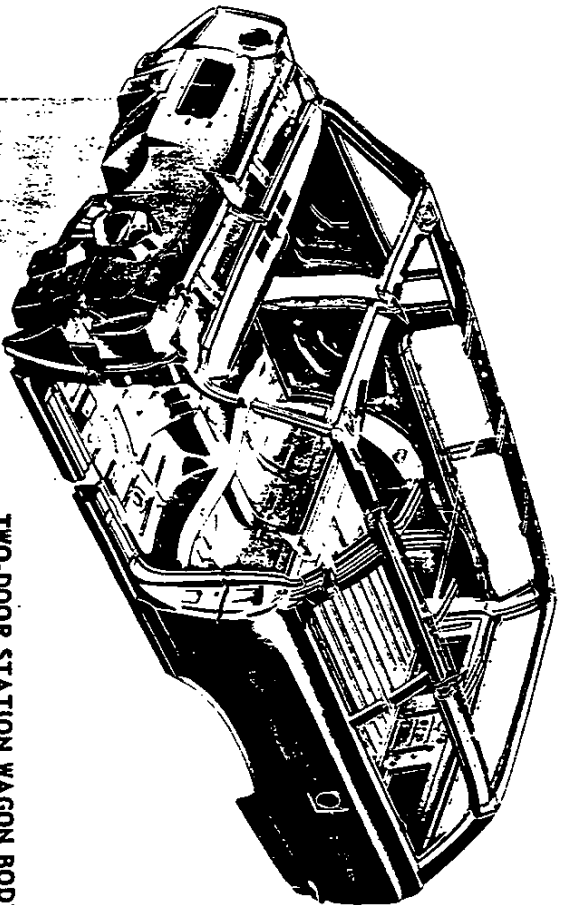
BODY AND SHEET METAL

The Chevelle body and sheet metal, while completely new, is based on proven design concepts. Attractive new styling is enhanced by curved body side glass and a new method of windshield and rear window installation. As on the Chevrolet and Chevy II, inner fenders and ventilated body rocker panels serve to protect against corrosion. The production heater, with blanket type de-roster and centered heat distributor, is similar to that used for the Chevrolet.

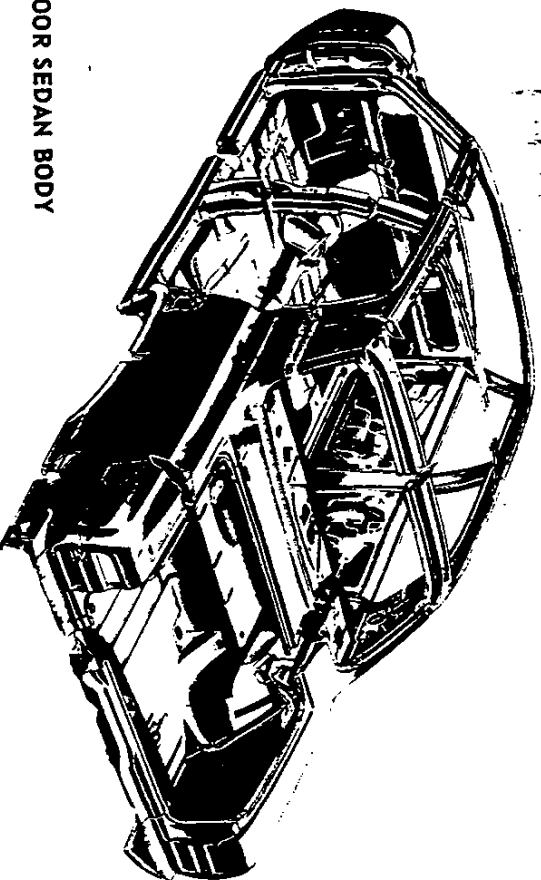
All inner and outer body panels are new and closely parallel the type of proven construction found in the regular passenger car. Major body panels are welded to form a sturdy, rigid shell for passenger and luggage compartment. Excellent road isolation and quiet ride are obtained with the body separated from the frame by rubber body mounts.

Roof pillars, headers and rails are of strong box-section design and are welded to the roof panel forming a structurally sound "greenhouse" skeleton for glass openings. The instrument panel is welded to center plenum chamber and hinge pillars, to form a strong structural tie. Rear quarter, rear end and back panels are welded to form the trunk compartment opening. The underbody, tying all upper sheet metal panels together, is heavily ribbed and formed for maximum strength, and contoured for space utility.

Doors, deck lids, and tailgates are of rigid double panel construction. All have perimeter sealing provisions and feature one-key locking. Deck lids and tailgates are counterbalanced with torque rods for ease of opening and closing. All doors have a new

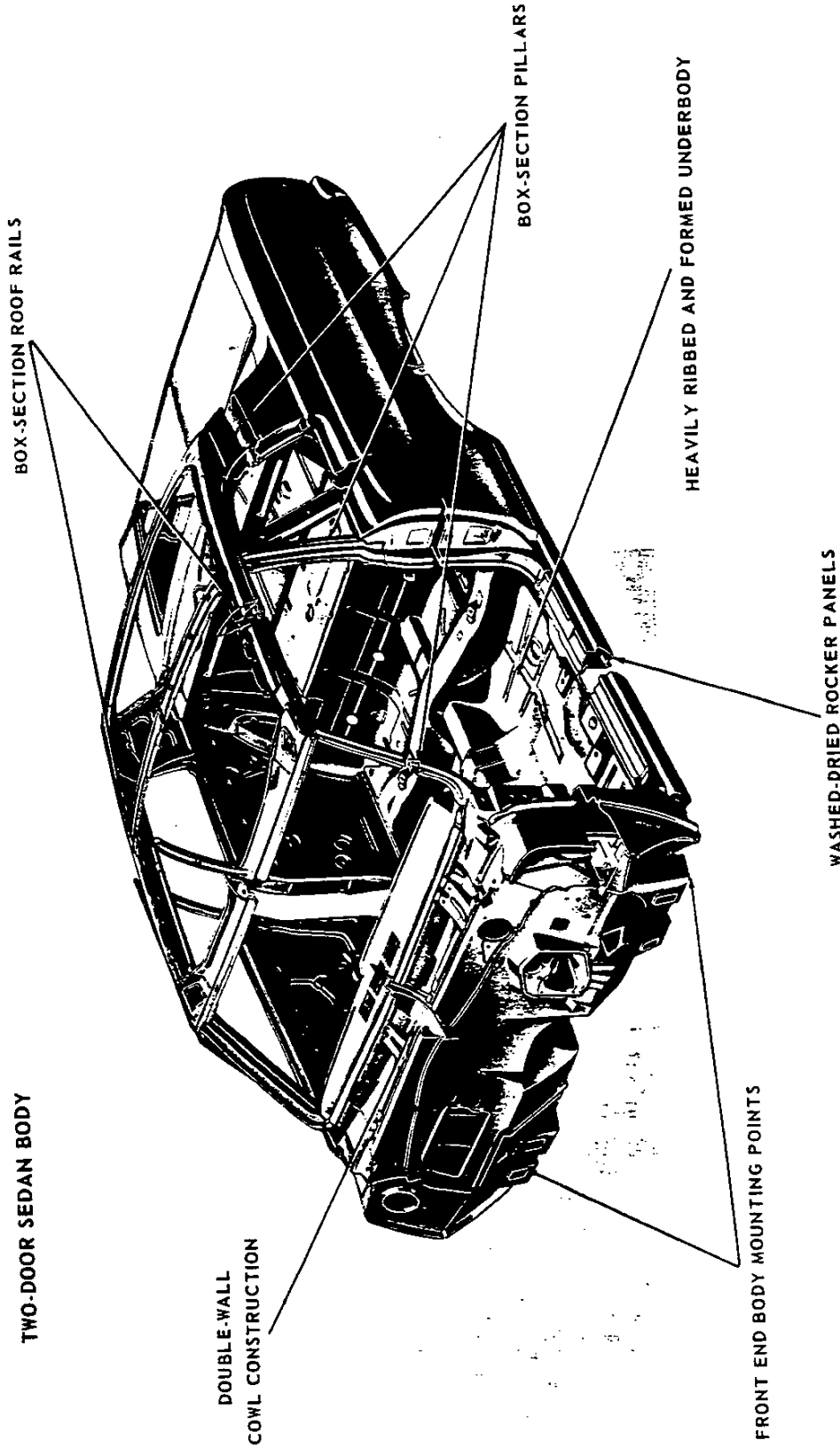


TWO-DOOR STATION WAGON BODY



FOUR-DOOR SEDAN BODY

CHEVELLE



TWO-DOOR SEDAN BODY

DOUBLE-WALL
COWL CONSTRUCTION

BOX-SECTION ROOF RAILS

BOX-SECTION PILLARS

FRONT END BODY MOUNTING POINTS

HEAVILY RIBBED AND FORMED UNDERBODY

WASHED-DRIED ROCKER PANELS

improved fork-type lock which contributes to ease of closing. Except for the striker pin on the lock pillar, the entire lock mechanism is enclosed in the door with only the fork bolt exposed in an edge cutout on the door inner panel.

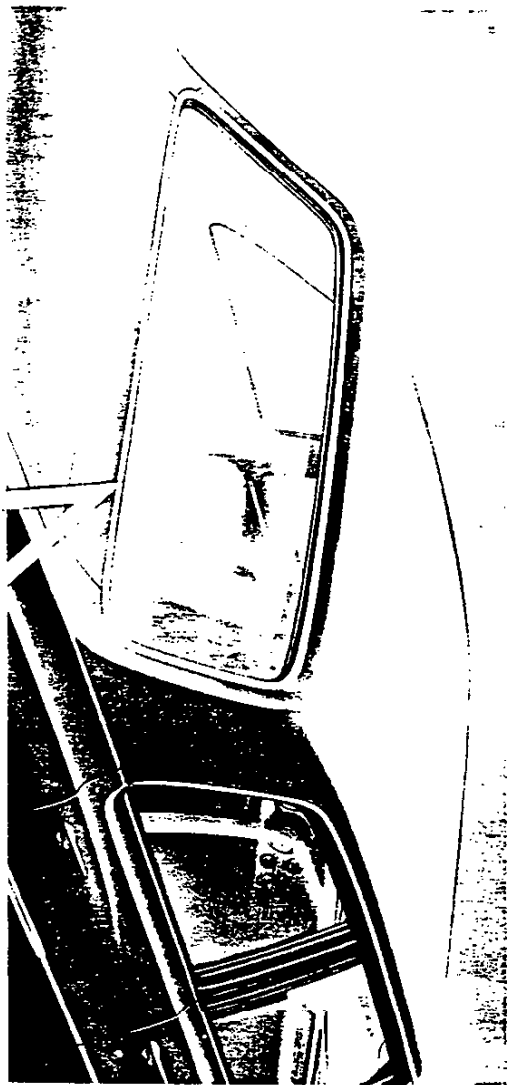
The new two-door station wagon has a sliding window immediately rearward of

the doors. Rear side glass is cemented in. Unlike the sedan models, gas fill provisions are in the left rear quarter panel. The spare wheel is stowed in the right rear quarter panel area.

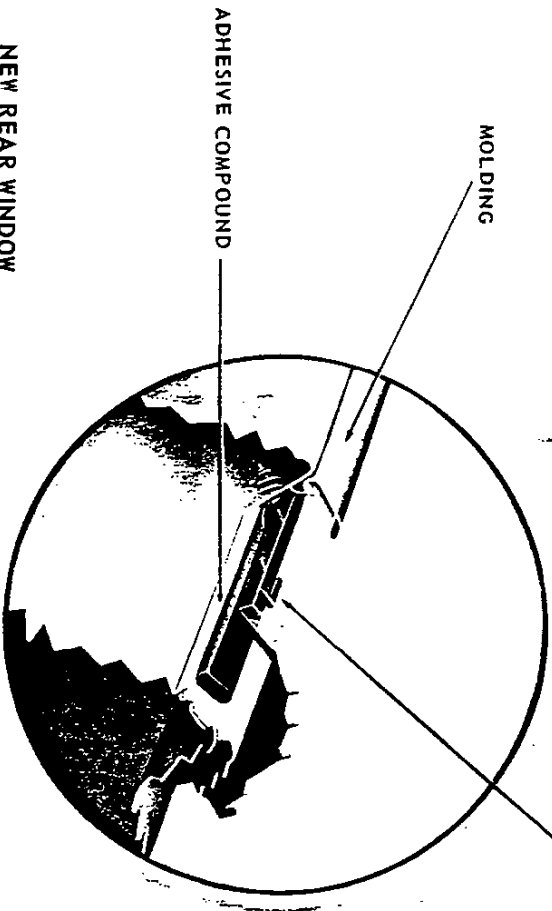
All bodies except convertibles are isolated from the frame with ten rubber body mounts. Double rubber biscuits are used to

secure the body to the frame at each mounting point. Convertible bodies require mounts at four additional points, to provide cushioning comparable to sedans.

A variety of materials, each with a special purpose, are applied to specific areas to deaden sound, seal out moisture and prevent heat transfer. Hood and deck lid



RUBBER BLOCK SPACER



NEW REAR WINDOW
INSTALLATION METHOD

Inner and outer panels receive mastic drops that act as panel separators and, in addition, cement panels solidly together. Rear quarter panels, front and rear wheelhouses, doors and portions of the underbody are sprayed with a sound damping agent. Lower passenger compartment interior areas are treated with cotton or wood fiber mats backed with forming board, to isolate and insulate against sound and heat respectively. Included in these areas are dash and plenum chamber panels and the rear seat separator.

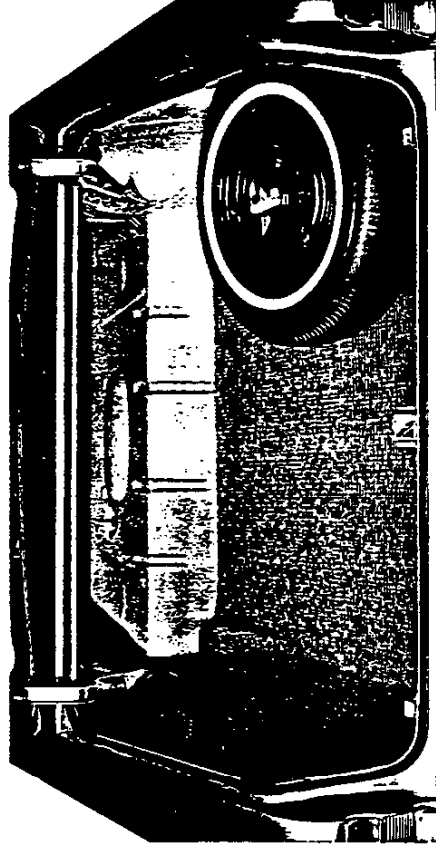
Compartment interiors are ventilated by air entering through the relatively high cowl top inlet. Outlets in each kick panel area have grilled openings with cable controlled shut-off doors. Kick panels are the new plastic type with integrally molded grilles, similar to those of the regular passenger car, and provide a scuff-resistant surface that retains panel color even when deeply scratched. As on the Chevrolet, water and a portion of the air entering the top cowl inlet are channeled through body rocker panels for excellent protection against corrosion.

Curved side window glass enhances vehicle styling and, in part, provides improved shoulder room dimensions. Notable is the use of a new improved method of retaining the windshield, back window and station wagon rear quarter glass without the use of rubber weatherstrip. Improved sealing of this glass is now accomplished with the application of adhesive cement.

A two-part rubber compound, an adhesive and a catalyst, replaces the rubber gasket and produces an excellent seal, while greatly improving general appearance of the opening. Bright metal moldings now fit tightly to the glass, with the adhesive virtually hidden.

At installation, a bead of adhesive is

CHEVELLE



LUGGAGE COMPARTMENT

applied to the inner glass periphery. Small rubber blocks are used for spacer to position the glass until the material cures into a tough, resilient mass. Glass glued to the pinch weld opening in this manner will maintain a water tight seal in field use and will be less susceptible to "strain breakage" due to torsional and beaming forces encountered in vehicle operation.

Parallel action windshield wipers are electrically driven and provide wiping that is independent of vehicle engine operation. A wide continuous field of vision is provided with the blade patterns overlapping in the center of the windshield.

A new wiring harness is used to feed rear lamp bulbs. Replacing the conventional round cable is an improved flat type with increased reliability. Running midway between the vehicle centerline and the left rocker panel, the new harness fits into an underbody depression, and, when covered with protective material, is completely hidden under the front and rear floor carpets.

Lamp bulbs in almost every application, including headlamps, have longer burning life. Greater filament thickness for the

bulbs increases the life expectancy of bulbs. New "tuck-away" convertible top side latches, similar to the present Corvair latches, are used for improved appearance, easier operation and better sealing. Located closer to windshield pillars for improved sealing, the latch and aligning pin are removed from the forward line of vision. The latch has a generous handle, affording extra mechanical advantage for easier operation.

Production heaters, of the mixed-air type, have controls located in the instrument panel, to the right of the steering column. Three controls are used, the fan and air shut-off door functions being handled by one control. Separate knobs control channeling of defroster air and the mixing of warm and cool air.

Structural strength is achieved in Chevelle front end sheet metal, with all major sheet metal pieces bolted together to form a solid assembly that is bolted to the frame, dash panel and front door hinge pillars. Penders are the bolt-on type for ease of replacement, and have inner envelope-like skirts for protection against corrosion. Floods are of rigid double panel welded

construction. Center areas of the hood panels are spaced and fastened with mastic drops that cure, forming a strong bond, during the paint oven cycle. The mastic drop application prevents inner surface contact between panels.

Spring-loaded hinges, of the toggle link type, are designed to counterbalance the hood for convenience of operations. The hood lock is similar to that of the Chevrolet, and makes possible one hand operation for catch and safety latch. The release, located between the bumper filler panel and the lower grille edge, is the paddle-type, for ease of operation.

Front and rear bumpers are of one piece design, with formed depressions for license plate retention. Front bumpers have provisions for parking and turn signal lamps located in the outer ends. Only lamp lenses are exposed, with the bulb case completely protected by bumper metal. Rear bumpers have a centrally located cutout for gas fill provisions. A thin center bar bolts on below the combination gas and license plate door for continuous bumper appearance.

POWER TRAINS

A full complement of powertrain equipment allows the Chevelle customer to select a performance-economy class tailored to his individual needs. From the standard 120 horsepower 6-cylinder engine and 3-speed manual transmission, the choice ranges up to an optional 220 horsepower V-8 engine with a wide range 4-speed manual transmission, Powerglide and Overdrive are also optional with all engines.

While standard axle ratios give optimum performance and economy for general purpose driving, optional ratios are available with many engine-transmission combinations for special purpose or mountain conditions.

ENGINES. A selection of four engines in three displacements is available for the Chevelle line with improved 3-speed, new 4-speed, Powerglide and Overdrive transmissions. These power plants with the various transmissions offered provide 14 different power train combinations.

Like the full size Chevrolet, all Chevelle models are available with base equipment 6-cylinder or V-8 engines. The base 6-cylinder is the proven, economical Hi-Thrift 194 rated at 120 gross horsepower. For performance with optimum economy, the Turbo-Fire 283 V-8 engine, rated at 195 horsepower, is provided.

Higher output versions of both 6-cylinder and V-8 engines are available as regular production options for all Chevelle models.

	COMPRESSION RATIO	EQUIPMENT	TRANSMISSION	STANDARD AXLE RATIO
Hi-Thrift 194 120 HP 6-Cyl. 194 Cubic Inch	8.5-10-1	1-Barrel Carburetor	3-Speed Powerglide Overdrive	3.08 3.70
Turbo-Thrift 230 155 HP 6-Cyl. 230 Cubic Inch	8.5-10-1	Large Single Barrel Carburetor	3-Speed Powerglide Overdrive	3.08 3.70
Turbo-Fire 283 195 HP V-8 283 Cubic Inch	9.25-10-1	2-Barrel Carburetor	3-Speed 4-Speed Powerglide Overdrive	3.08 3.70
Turbo-Fire 283 220 HP V-8 283 Cubic Inch	9.25-10-1	4-Barrel Carburetor	3-Speed 4-Speed Powerglide Overdrive	3.08 3.70

Featuring greater displacement, as well as component changes to increase output, the optional Turbo-Thrift 230 provides an additional 35 horsepower over the base 6-cylinder engine. The optional 283 cubic inch V-8 is equipped with a 4-barrel carburetor and rated at 220 gross horsepower. All gross horsepower ratings appear on the engine decalcomanias.

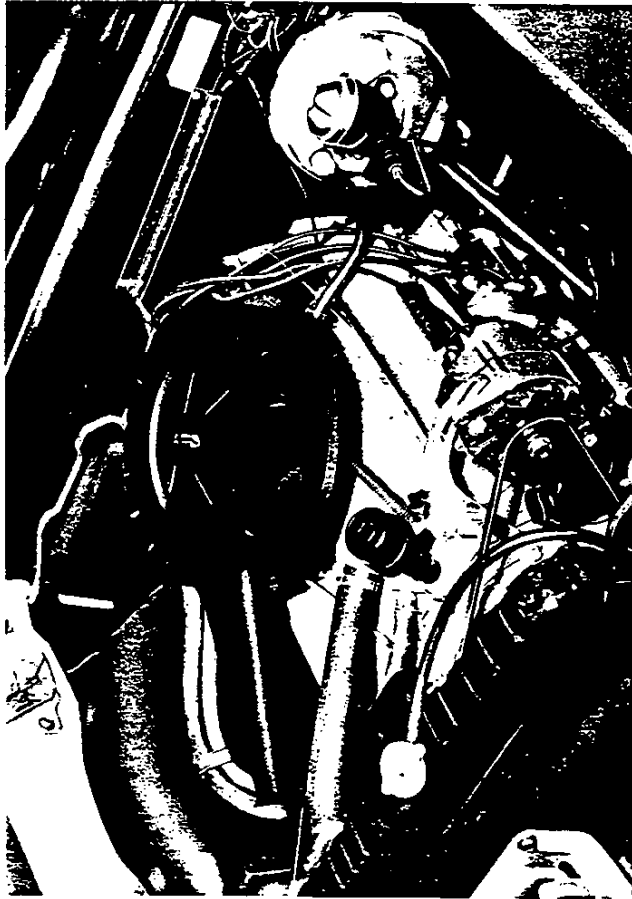
A new 20-gallon capacity fuel tank is used for all Chevelle models. Mounted to the underbody behind the rear axle, access to the fuel tank filler neck and cap is at the

rear bumper center bar for sedans and coupes. Station wagon filler necks are in the left rear quarter panel.

The Hi-Thrift 194 features the new air cleaner cover, oil filler cap and dipstick gauge locations, and generator mounting described for the regular passenger car 6-cylinder engine. A long horizontal boss is cast integral with the cylinder block left rear flange, producing a firm mounting for the clutch linkage cross shaft. Because of the front suspension crossmember location, the oil pan drop-section is moved to the

CHEVELLE

BASE V-8 ENGINE COMPARTMENT



rear. Refill capacity is four quarts, plus an extra quart with oil filter change.

The improved exhaust manifold heat valve, used for regular passenger car Turbo-Thrift 230 engines, is also used for the Hi-Thrift 194. Remaining exhaust system components are the same as used for Chevy II models, except for contouring and lengthening pipes where necessary to fit the Chevelle chassis.

The Turbo-Fire 283 V-8 engine used for Chevelle is the same as used for regular Chevrolets, except for those changes made necessary by the new chassis configuration. New exhaust manifolds present the most

distinguishing appearance change. The ram's horn design, with center take-down and outlet, is replaced by rear outlet manifolds. Instead of sweeping upward, the new manifolds curve downward, passing below the spark plugs and making them more accessible from above. Oil pan configuration is changed with the drain plug on the left side, but oil capacity remains unchanged.

Muffler and tail pipe assemblies for the Turbo-Fire 283 are the same as used for Hi-Thrift 194 engines. The exhaust pipe arrangement is varied to include left and right side units, with a long right hand pipe joining the left side midway in the chassis.

The optional 155 horsepower Turbo-Thrift 230 provides a displacement increase of more than 18 percent over the base Hi-Thrift 194 engine. This displacement increase, with a larger single barrel carburetor and higher lift camshaft, produces a horsepower increase of more than 29 percent. Distinguishing appearance items are components trimmed in bright metal. Rocker cover, oil filler cap, air cleaner cover, oil dip stick handle, and fuel and vacuum lines are chromium plated for the Turbo-Thrift 230 engine.

Design features of the new camshaft are improved breathing, quiet operation and

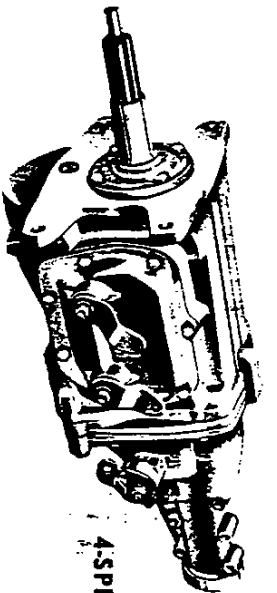
increased valve train durability. Valve lift is increased more than 21 percent, while valve-open duration is increased only eight percent. A new camshaft lobe contour has been developed which causes the valve lifters to move accurately follow the cam surfaces, resulting in greater valve train efficiency, as well as smooth, quiet operation.

Carburetor changes are designed to correspond with the increased breathing efficiency provided by the new camshaft. In addition to a different calibration, the venturi diameter is increased to 1.625 inches, from 1.343 inches, and throttle bore increased to 1.750 inches from 1.650 inches. Other changes commensurate with increased output, include more durable valve lifters, revised distributor advance curve and heavier duty valve springs with spring dampers.

The power increase for the optional Turbo-Fire 283 is essentially due to better breathing for both induction and exhaust systems. A four barrel carburetor and corresponding manifold improve flow into the cylinders, while dual exhaust systems aid outward flow to improve cylinder scavenging. The resulting volumetric efficiency increases the gross rating to 220 horsepower.

Additional cooling capacity is provided by a five blade thermo-modulated fan, and a harmonic balancer is added to dampen torsional crankshaft vibrations.

Mufflers for the dual exhaust system are the oval type and similar in cross-section to those used for the base V-8 engine. Through increasing length 4.5 inch, sufficient muffler capacity is gained to preclude the need for resonators with this engine. Rust prevention measures are similar to those used for other dual systems, with



4-SPEED TRANSMISSION

stainless steel components utilized on the right side and aluminum coated components on the left.

CLUTCH. Chevelle clutch assemblies are the single dry disk type, with application force supplied by a diaphragm spring. Actuation is by conventional clutch fork, which mounts a ball release bearing/packed and sealed with high temperature grease. The 283 cubic inch V-8 engine with 4-speed Synchro-Mesh transmission uses the "bent finger" diaphragm spring for positive clutch action when shifting at high engine speeds. The new aluminum clutch housing for Chevelle 6-cylinder and V-8 vehicles incorporates reinforcing ribs.

TRANSMISSIONS. Four transmissions are available with the new Chevelle line, Standard 3-speed Synchro-Mesh, optional 4-speed Synchro-Mesh, and optional Power-glide transmissions are the improved versions, as described in the section on the regular passenger car. A notable feature of the new line is that the overdrive transmission is available as a regular production option with all Chevelle engines.

DRIVELINE. The Chevelle features a new, large diameter propeller shaft designed specifically for the size, weight and per-

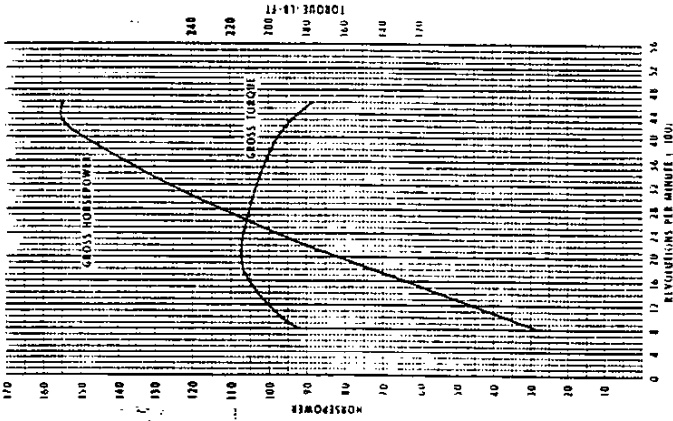
formance capability of the new car. Yoke and trunion universal joints are used to connect the balanced, one piece propeller shaft to the transmission and differential. As in the Chevrolet, propeller shaft universal joints employ the newly developed seal design to eliminate the need for periodic servicing.

REAR AXLE. The Chevelle line features a Salisbury-type rear axle with new differential carrier and cover, new axle shaft tubes, new rear wheel bearings, and new seal assembly.

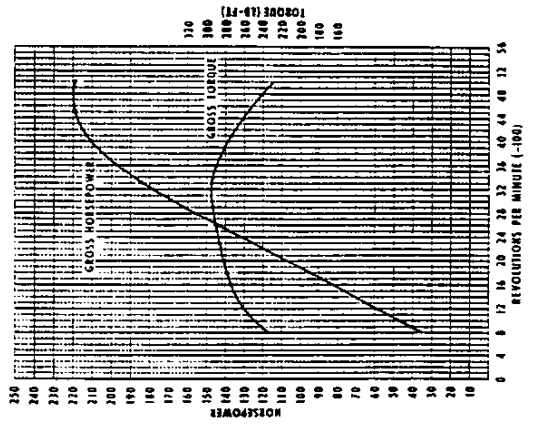
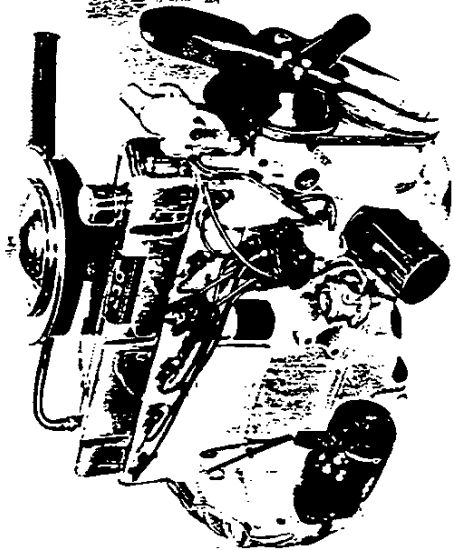
The axle carrier is a heavily ribbed iron casting. Separate axle shaft tubes are pressed and welded into a central cast differential carrier housing. This permits ideal placement of reinforcing ribs in the carrier. Brake flange plates bolt to a welded attaching bracket at the end of each tube. Rear wheel bearings are roller design instead of the conventional ball type. A spring-clamped rubber seal, molded in a steel fitting, prevents the lubricant from leaking.

The Salisbury-type axle eliminates the threaded side bearing adjusting nuts found in the passenger car carrier, and provides a more trouble-free adjustment. Shims driven between the bearings and carrier give the required preload.

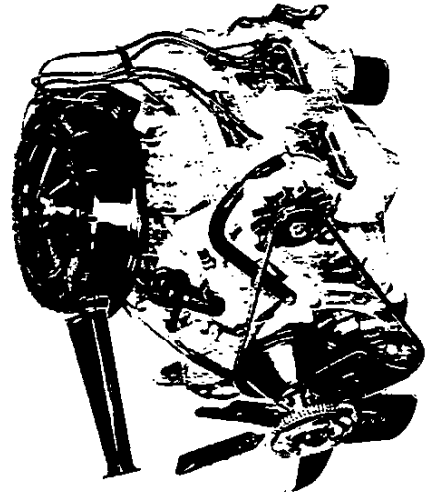
CHEVELLE



**OPTIONAL
TURBO-THRIFT 230
6-CYLINDER**



**OPTIONAL
TURBO-FIRE 283 V-8**



CHASSIS

The 1964 Chevelle Chassis is new, designed for big car ride quality with small car handling ease. It is distinguished by the combination of proven design features which provide for optimum quality in performance, safety and reliability of all systems. Exceptional ride characteristics are accomplished through a full coil spring suspension system. A separate frame structure provides excellent passenger compartment isolation, with all body attaching points mounted on rubber. The steering system is light and responsive. Self adjusting brakes are duo-servo actuated and of large capacity effectively matched to vehicle weight.

FRAME. The Chevelle perimeter type frame in combination with the rigid body structure, forms a torsionally strong unit, and, with the "torque box" construction used, a rigid mounting for engine and coil spring suspension systems.

The separate frame provides sound and vibration control through use of resilient body mounts, and is a practical supporting structure for the variety of body styles and power trains offered. With the versatility afforded by the separate frame, basic structure is more easily tailored to particular model requirements.

To meet the different vehicle sizes and functions in the Chevelle line, four different frames are used; sedans and coupes have one frame, and convertibles, station wagons, and sedan pickups each have their own

frame. Basic shape of all frames is similar with differences in metal gage, part size, and numbers of parts to meet the particular structural requirements of the model involved.

The Chevelle frame is a welded and riveted steel assembly. Its basic elements are full-length side rails joined laterally by three crossmembers. A box-section front crossmember provides the foundation for the front suspension system. A deep "C" shaped stamping ties the side rails together at the start of the rear kick-up and forms the base for the rear suspension system. The rear crossmember is a relatively simple channel shape.

The structural platform formed by these frame elements follows the general plan view of the vehicle; side rails are located just inside the body rocker panels. No structural frame member traverses the passenger compartment, and the underbody is designed for maximum roominess without compromise due to frame considerations. Elimination of intermediate crossmembers is possible through use of a "torque box" construction. In the area of transition from passenger compartment to engine compartment, the side rails are boxed to form a rigid support for front suspension, steering system and engine.

The side rail in the passenger compartment is a "C" section, open on the inward side, excepting convertible and sedan pickup frames which have an inner rail that closes

the section for added beaming strength.

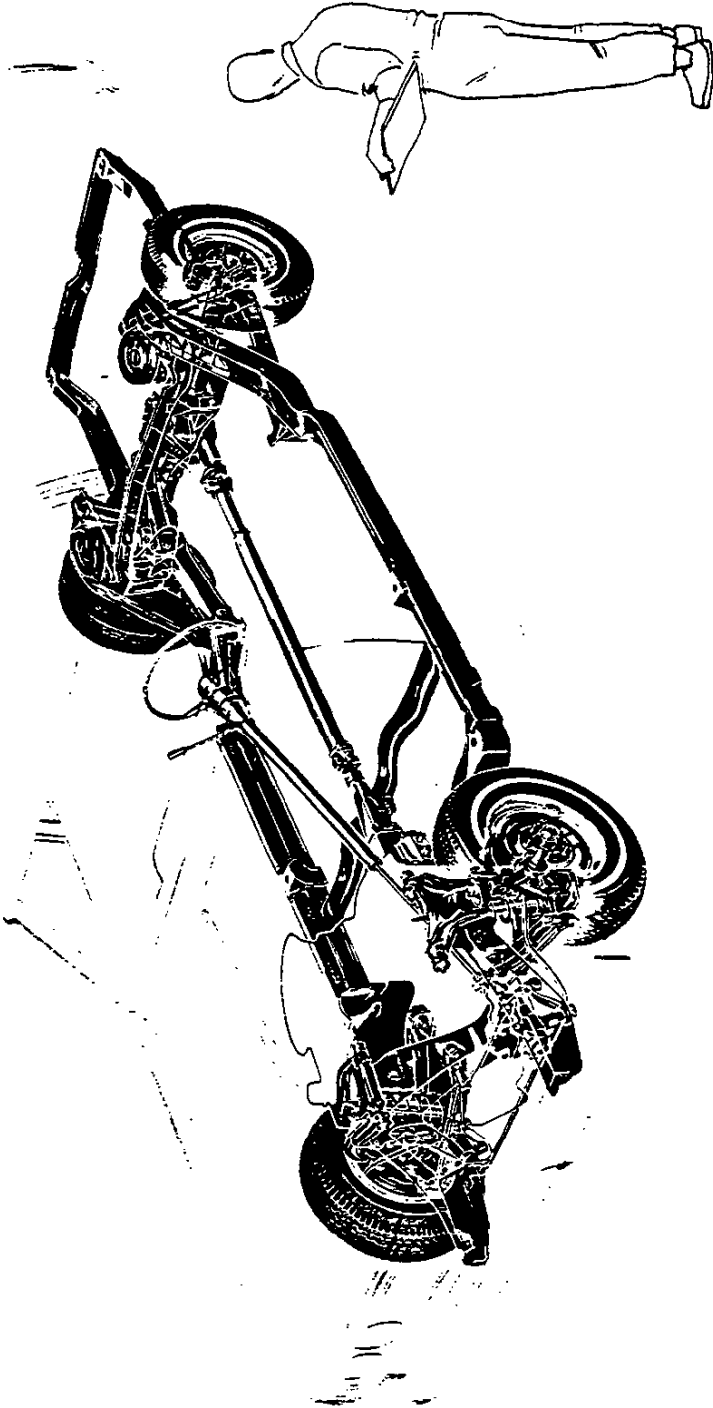
Closed box construction is also used in the side rail rear kick-up area to provide a rigid foundation for the rear suspension components. The lower control arms of the 4-link suspension attach to the side rails through welded-on brackets, and ends of the upper control arms are attached to the kick-up crossmember. A large con-figured plate, riveted to the crossmember and welded to the side rails, forms the upper spring seat and shock absorber mount.

FRONT SUSPENSION. The coil sprung, independent front suspension of the Chevelle is a modified version of the short and long arm system. Functionally, the basic design is similar to that of the full size Chevrolet with the use of stamped control arms, ball studs, rubber inner pivots and a standard stabilizer bar. However, the Chevelle's system is specific for the new car and embodies design features which, for a car of this size, gives an exceptionally good ride and excellent handling qualities.

Cushioning members are coil springs, mounted between the lower control arm and towers formed in the front cross-member. A direct double-acting rod flow valve shock absorber rises through each spring, from a rubber bushed pin mount at the bottom to a rubber isolated bayonet mount at the upper spring seat.

Carefully prescribed paths of wheel motion are controlled by the articulating action

CHEVELLE



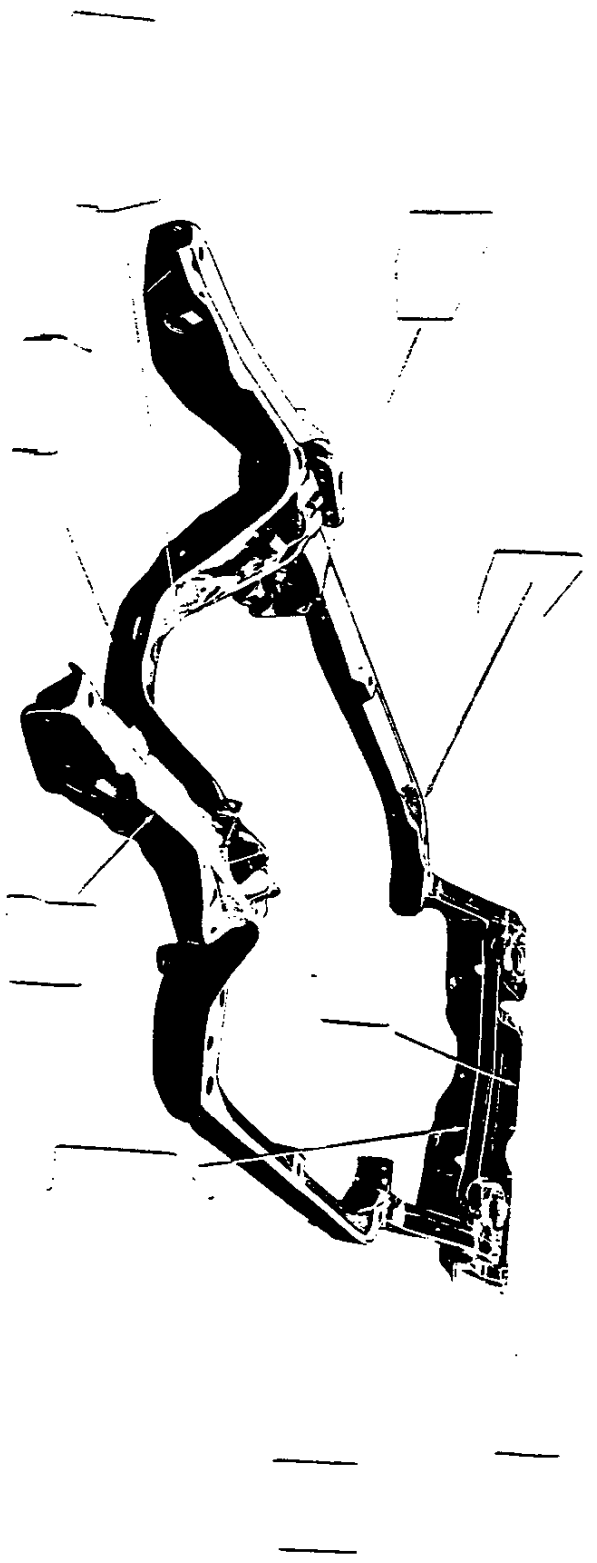
of the short upper and long lower control arms. Both arms are wishbone shaped, heavy gage steel stampings, deeply sectioned and channeled for maximum structural efficiency with minimum weight. Non-metallic lined ball joints are used to attach the control arms to the steering knuckles, with the lower primary load carrying unit a tension type design. The upper ball is a compression unit. The four ball joints are the only points in the front suspension requiring periodic service lubrication. As

with all Chevrolet passenger cars for 1964, chassis lubrication is recommended every 6000 miles or six months under normal operating conditions.

The control arms pivot at their frame connections through compressed rubber bushings sandwiched between concentric inner and outer sleeves. These inner pivots and an unusual positioning of the lower control arm provide an interesting design feature resulting in low harshness and impact feel. Fore and aft controlled

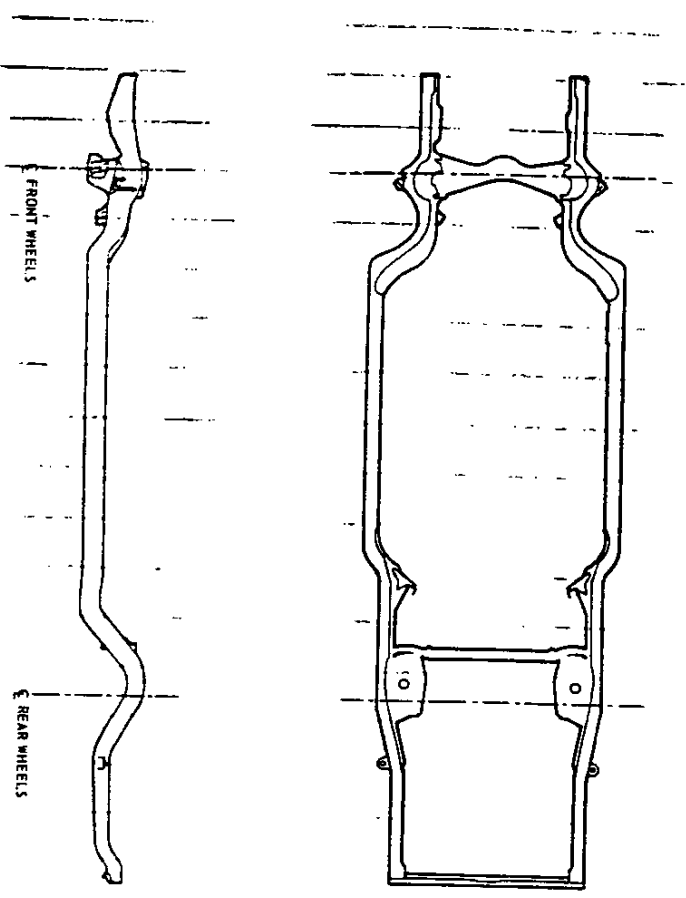
flexibility is provided, and, at the same time, high lateral stiffness is maintained for proper wheel control.

In the plan view, the triangular shape of the lower control arm trails rearward, from the ball stud to the frame attachment. The arm's curved leading edge forms an approximate right angle with the car centerline, with the lower ball stud, spring seat and front inner pivot approximately in line. While the pivots are parallel to the ground, in the transverse plane they are inclined



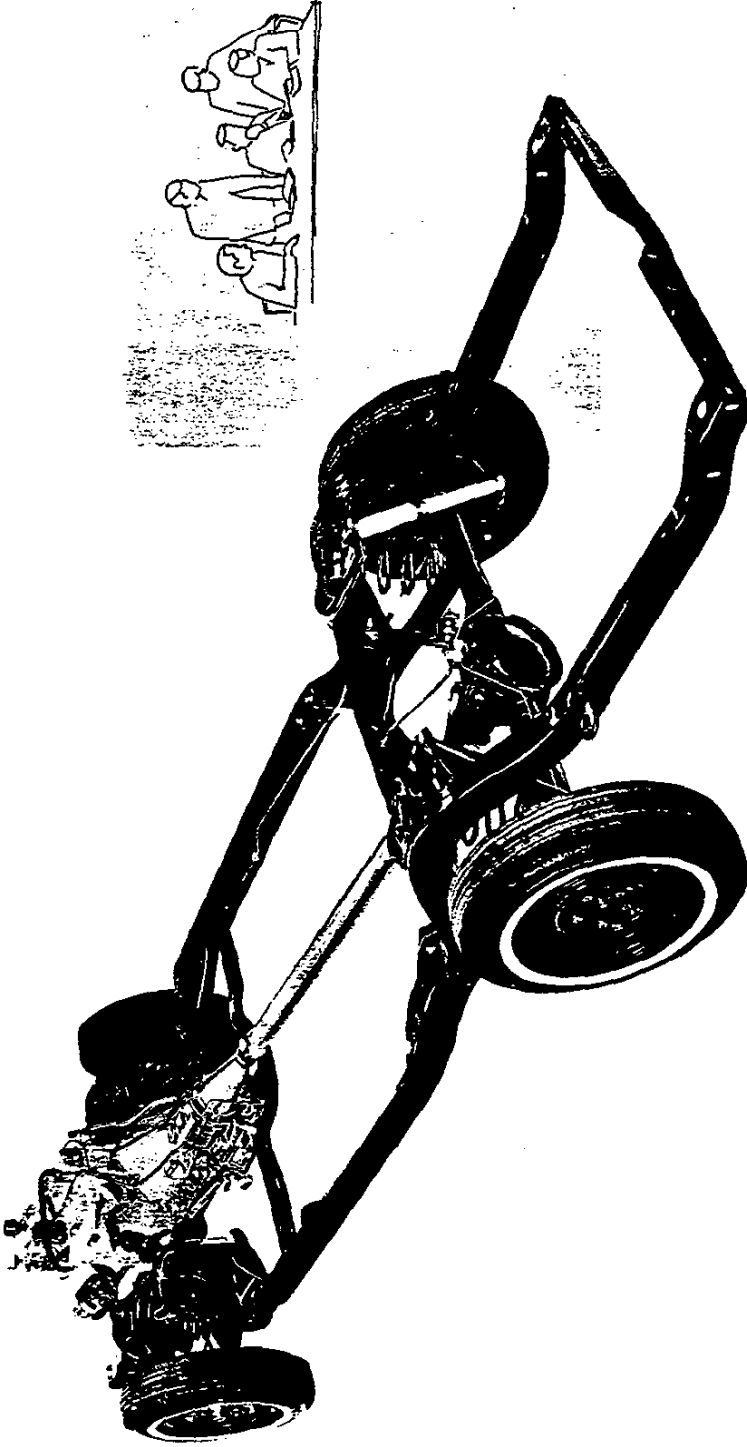
to the car centerline with the rear further outboard than the front. In addition, the rear rubber bushing is larger than the front and has a lower axial and radial deflection rate. With this difference in resiliency and due to the position of the arm, fore and aft wheel disturbances are absorbed through controlled deflection primarily at the rear bushing. However, lateral movement is restricted by the high stiffness of the front bushing in this direction, and proper vertical movement is maintained.

A brake anti-dive provision is designed into the front suspension by inclining the upper control arm inner pivots, as seen in the side view of the car. With the use of ball studs, brake reaction forces utilized to resist the effect of weight transfer during forward braking. In this manner, a major portion of the front end dive that would ordinarily occur during braking is arrested.



FRONT WHEELS

REAR WHEELS



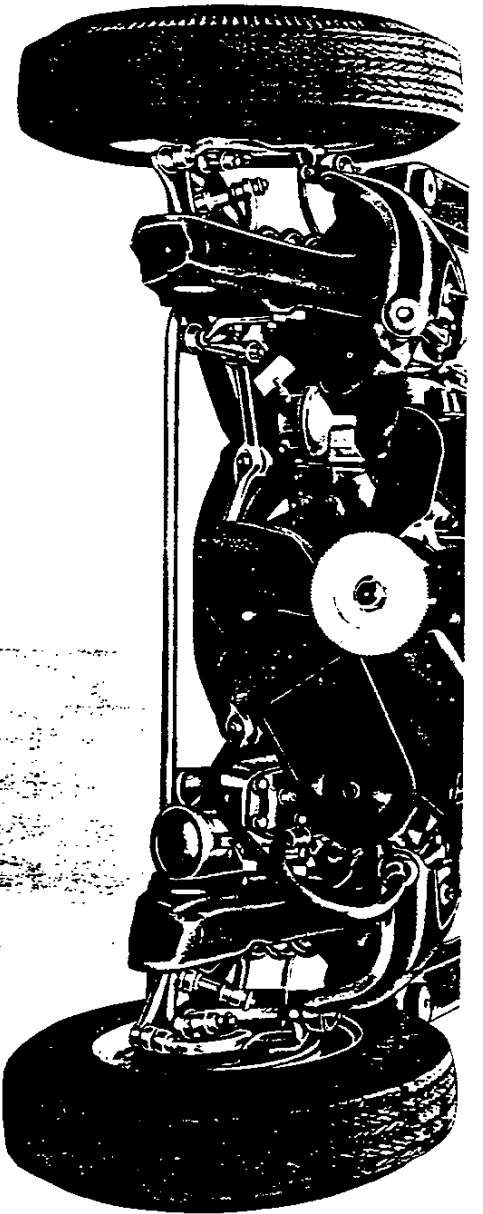
The Chevelle's stabilizer bar is of conventional link type, and is standard on all models. Located forward of the front wheel centerline, the bar connects the lower control arms through rubber isolated links, and is firmly attached to the frame. Acting as a torsion spring during single wheel disturbance, the stabilizer provides resistance to body roll without increasing the ride rates of the front suspension. The combined steering knuckle and wheel spindle is a steel forging with an integral

brake anchor pin pad. Tapered roller bearings support the wheel hub. Two inner seals protect the knuckle and hub assembly from contamination. A double lip "O" ring unit seals the spindle behind the inner wheel bearing, while a cork seal is used between the brake backing plate and the steering knuckle.

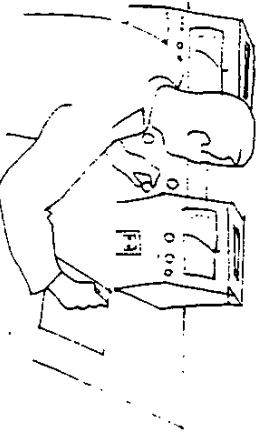
STEERING. The Chevelle steering system is a forward mounted parallel relay linkage and a recirculating ball gear mounted to

the frame side rail. The gear is coupled to a one-piece shaft with a rubberized fabric joint for flexibility and isolation of road shock. Steering is moderately quick with minimum effort. Overall ratio is 26.2-to-1, and gear ratio is 24-to-1. The total number of turns of the steering wheel, lock-to-lock, is 5.48 revolutions.

Optional power steering is provided by a control valve and power cylinder, integral with the gear, and an engine driven pump. Overall ratio is 19.1-to-1.



FRONT SUSPENSION



REAR AXLE AND SUSPENSION. The Chevrolet rear suspension is a 4-link design, using coil springs to provide rear end cushioning between the frame and a Salisbury type rear axle. In this 4-link system, two upper and two lower articulating arms, running between the rigid axle and frame, control rear wheel motion and the forces and reactions associated with driving, brak-

ing, and cornering.

The two relatively long lower control arms are located at each outboard end of the axle housing just inside the flange plates. From brackets welded to the underside of the tubular axle housing, the arms run forward, to frame-mounted brackets located at the start of the frame kick-up. Each end of the arms pivots in compressed

rubber bushings for effective road and driveline isolation.

The shorter upper control arms are diagonally mounted from the differential carrier housing to the intermediate frame crossmember. Starting from projecting ears cast integral with the housing on each side of the gear, the arms run forward and outward to the "C" shaped crossmember.

CHEVELLE

during acceleration literally lifts the frame, rather than permitting it to drop.

BRAKES, WHEEL AND TIRES. Like the Chevrolet, the Chevelle uses the Duo-Servo Safety-Master self adjusting brake system with 9-1/2 inch drums, 2-1/2 inch wide front shoes and 2 inch wide rear shoes. A convoluted rubber seal is added to the brake master cylinder reservoir cover. The seal functions to help prevent possible contamination of brake fluid through air borne moisture and dust. The design and the vented cover permits the seal to follow the fluid level with no effect on fluid pressure. Rear service

brakes are actuated by a foot-operated parking brake pedal and disengaged by a hand-operated lever.

Vacuum power brakes are available as a regular production option. Optional metallic brake linings are available on the Chevelle to provide improved braking performance under severe operating conditions. New five stud, center pilot 14x5 disk wheels are used on all models. Standard tire sizes are 7.00x14-4PR for station wagons and sedan pick-up and 6.50x14-4PR for all others. Regular production options are 7.00 x 14-4PR, 7.50x14-4PR and thinline white wall tires for all sizes.

Like the lower arms, each end of the upper arms pivots in compressed rubber bushings. The diagonal mounting restricts lateral movement of the axle relative to the frame. No radius rod or "track" bar is used. Each end of all rear suspension control arms pivots in compressed rubber bushings for effective road and driveline isolation. Large diameter coil springs mount directly over the tubular axle housing. Held by a round retainer bolted to a welded-on bracket, the lower coil of the spring is conical, rather than helical, forming a "pig tail" shape which fits securely in the spring seat. At the upper end, the spring nests in a seat formed in a heavy plate welded to the frame side rail and "C" crossmember. With the spring mounted directly over the axle, loading and travel is along the spring axis, permitting the unit to function with a minimum of bowing, distortion, and side loading. In this manner spring action is nearly ideal. Vertical loading takes place directly between two primary structures, the frame and the axle housing, and no elaborate control arm design is required.

Direct double-acting rod flow valve shock absorbers mount diagonally between the upper spring seat plate and an extension to the lower control arm bracket welded to the axle housing. In this diagonal position, the shock absorbers help provide stability and control of vehicle roll.

Full anti-squat is provided in the new rear suspension design through the geometry of the upper and lower control arms. The tendency for the rear of the vehicle to drop due to the rearward weight shift during acceleration is counteracted by utilizing the acceleration torque reaction on the axle housing. By the placement of the control arm pivots and through the arms relative length, the necessary axle housing rotation



REAR SUSPENSION

REGULAR PRODUCTION EQUIPMENT - EXTERIOR
CHEVELLE

Stainless Steel	Windshield reveal	All
	Rear window reveal	All exc. 55-56-57-5867
	Rear belt reveal	55-56-57-5867
	Roof drip gutter	53-54-55-56-57-5800 exc. Conv.
	Windshield header and pillar	55-56-57-5867
	Front door key locks	All
	Door upper frame scalp	55-5680
	Windshield side pillar scalp	
	Pickup box edge and roof	53-54-55-5680
	Rear quarter lower rear	55-5680, 57-5800
	Body rear cover reveal	All Sedans and Coupes
	Dual headlight bezels	
	Tailight bezels	All
	Radiator grille and opening moldings	
Wheel openings	57-5800, 55-5680	
Body side (Painted insert on Malibu)	53-54-55-5680	
Rocker sill	55-56-57-5800; 53-5480	
Back-up lamp cover plates	53-5411, 69	
Back-up lamp bezels		
Rear cove trim panel	55-56-57-5800 Sedans & Coupes	
Front and rear bumpers		
Hood lettering ("Chevrolet")		
Door handles	All	
Ventpane channel and post		
Rear quarter series nameplate		
Deck lid emblem or tailgate - plastic insert	All exc. 53-54-55-5680	
Hub caps	All exc. 57-5800	
Front fender engine emblem	All	
Hood center	All exc. 53-5480	
Tailgate window control	53-54-55-5635, 53-5415, 45	
Wheel disks	57-5800	
Ventpane frame		
Quarter window channel	55-56-57-5837, 67	
Tailgate ornament	53-54-55-5680	
Deck lid emblem (SS)	57-5800	
Deck lid or tailgate lettering ("Chevrolet")	All	
Front fender nameplate ("Chevelle")		
Tailgate window, manual	53-5415, 53-54-55-5635	
Tailgate window, power	53-5445	
Windshield wipers, dual single speed electric	All	
Folding top, counterbalanced manual	55-56-57-5867	
Back-up lamps	55-56-57-5800	

REGULAR PRODUCTION EQUIPMENT - INTERIOR
CHEVELLE

Instrument Panel	Instrument cluster bezel (bright)	All
	Ash tray	
	Manual interior light switch (main switch)	
	Glove box door lock	55-56-57-5800
	Glove box lamp	55-56-57-5800, 53-5480
	Glove box door nameplate	All
	Bright metal control knobs	55-56-57-5800
	Clock	All
	5-Position ignition switch (Acc-Lock-Off-On-Start)	55-5645
	Cigarette lighter	All
Steering Wheel	Tailgate window control switch	53-54-55-5600
	Speedometer, odometer, fuel gauge	57-5800
	Temperature, oil pressure, amps warning lights	53-5400
	Temperature, oil pressure, amps gauges	55-56-57-5800
	Deep hub, dual solid spokes, horn ring	All exc. 55-56-57-5867
	Deep hub, dual solid spokes, horn ring - two-tone	55-56-57-5867
	Dome lamp	All
	Dual courtesy lamps	All exc. Sedan pickup
	Automatic interior light switch	All
	Front door armrests	All
Door and window control handles - single arm	Rear door or quarter armrests, with ashtrays	53-5400
	Fricition type front ventipanes	55-56-57-5800
	Door locking knobs	Station wagons
	Door and window control handles - single arm	55-5645
	Door and window control handles - dual arm	All
	Folding rear seat	All exc. 55-56-57-5867; Sedan pickup
	Folding third seat, rear facing	53-5400
	Dual sunshades, bright supports	55-56-57-5800
	Coat hooks	55-5680
	Rear view mirror back and support, painted	All
Seat adjuster handle, black plastic (bright on 57-5800)	Rear view mirror back and support, bright	55-5645
	Front seat end panels	55-56-57-5837
	Seat adjuster handle, black plastic (bright on 57-5800)	Station wagons
	Door sill plates	57-5800
	Tailgate window control switch	All
	Side roof rail molding	55-5645
	Spare tire cover	55-56-57-5837
	Tunnel mounted trim plate (Powerglide or 4-speed only)	Station wagons
	Bucket seats and end panels	57-5800
	Deluxe heater	All

EXTERIOR-INTERIOR COLOR COMBINATIONS
MALIBU SUPER SPORT SERIES

RPO Color	EXTERIOR Sales Name	INTERIOR TRIM COLORS AND RPO NUMBERS						
		Fawn	Aqua	Red	Blue	Saddle	Black	White
		Models 5837-67						
900	Black	770	722	786	741	710	714	729
905	Med. Green	X	X	X	X	X	X	X
908	Dk. Green	X			X	X		
912	Med. Blue				X		X	
916	Dk. Blue				X		X	
918	Med. Aqua		X				X	
919	Dk. Aqua		X					
920	Med. Fawn	X				X	X	
922	Med. Red	X		X			X	X
932	Lt. Saddle	X				X		
936	White	X	X	X	X	X	X	X
938	Belge	X		X	X	X	X	X
940	Silver		X	X	X		X	X
943	Yellow				X		X	X
948	Maroon	X		X			X	X
Two-Tone (Upper/Lower)								
952	Dk. Green/Med. Green						X	
954	White/Med. Green						X	
959	White/Med. Blue				X			
960	Dk. Blue/Med. Blue				X			
965	White/Dk. Aqua		X					
971	Belge/Lt. Saddle	X				X		
975	Belge/Med. Red	X		X			X	X
982	Dk. Blue/Silver				X			
988	Med. Aqua/White		X					
993	Belge/Maroon	X		X			X	
995	Silver/Maroon			X			X	X

Convertible top: White (Reg. Prod.), black (RPO C05AA) or beige (RPO C05AB) with any exterior color.
Instrument panel, steering wheel and carpet are red in white interior.

**EXTERIOR-INTERIOR COLOR COMBINATIONS
MALIBU SERIES AND CUSTOM EL CAMINO**

		INTERIOR TRIM COLORS AND RPO NUMBERS										
		Fawn	Aqua	Red	Blue	Saddle	Fawn	Aqua	Red	Model 5680		
		763	750	772	739	707	763	750	772	5680 bucket seat opt.		
		Models 5637-69		Models 5667-35-45								
		766	753	774	742	709	717	724	726			
RPO	Color	Sales Name										
900	Black	Tuxedo Black	X		X	X	X				X	
905	Med. Green	Meadow Green	X									
908	Dk. Green	Bahama Green	X									
912	Med. Blue	Silver Blue				X						
916	Dk. Blue	Daytona Blue				X						
918	Med. Aqua	Azure Aqua		X							X	
919	Dk. Aqua	Lagoon Aqua		X							X	
920	Med. Fawn	Almond Fawn					X					
922	Med. Red	Ember Red					X					X
932	Lt. Saddle	Saddle Tan										
936	White	Ermine White					X				X	
938	Beige	Desert Beige					X				X	
940	Silver	Satin Silver					X				X	
943	Yellow	Goldwood Yellow										
948	Maroon	Palomar Red									X	
		(a)										
		Two-Tone (Upper/Lower)										
952	Dk. Green/Med. Green		X									
954	White/Med. Green		X									
959	White/Med. Blue				X							
960	Dk. Blue/Med. Blue				X							
965	White/Dk. Aqua											
971	Beige/Lt. Saddle									X		
975	Beige/Med. Red	(b)							X			
982	Dk. Blue/Silver											
988	Med. Aqua/White											
993	Beige/Maroon		X									
995	Silver/Maroon										X	

Convertible top: White (Reg. Prod.), black (RPO C05AA) or beige (RPO C05AB) with any exterior color.

(a) Models 5667-35-45 only.

(b) Models 5635-45 only.

EXTERIOR-INTERIOR COLOR COMBINATIONS
CHEVELLE 300 SERIES AND EL CAMINO

RPO	Color	Sales Name	INTERIOR TRIM COLORS AND RPO NUMBERS							
			Fawn	Aqua	Red	Fawn	Aqua	Red	Blue	
			Model 5480			Models 5411-69-15-35				
900	Black	Tuxedo Black	X	X	X	X	X	X		
905	Med. Green	Meadow Green	X			X				
908	Dk. Green	Bahama Green	X			X				
912	Med. Blue	Silver Blue	X						X	
916	Dk. Blue	Daytona Blue	X						X	
918	Med. Aqua	Azure Aqua		X		X				
919	Dk. Aqua	Lagoon Aqua		X						
920	Med. Fawn	Almond Fawn	X		X	X		X		
922	Med. Red	Ember Red	X		X	X				
932	Lt. Saddle	Saddle Tan	X		X	X		X		
936	White	Ermine White	X		X	X		X		
938	Beige	Desert Beige	X		X	X		X		
940	Silver	Satin Silver		X		X		X		
943	Yellow	Goldwood Yellow							X	
948	Maroon	Palomar Red	X		X	X		X		
Two-Tone (Upper/Lower)										
952	Dk. Green/Med. Green					X				
954	White/Med. Green				X					
959	White/Med. Blue								X	
960	Dk. Blue/Med. Blue						X			
965	White/Dk. Aqua				X					
971	Beige/Lt. Saddle				X			X		
975	Beige/Med. Red				X					X
982	Dk. Blue/Silver					X				
988	Med. Aqua/White				X					
993	Beige/Maroon								X	
995	Silver/Maroon									X

DEALER INSTALLED ACCESSORIES
CHEVELLE

Alarm - Parking	All
Antenna - Front fender radio	All except wagons and sedan pickup
Antenna - Rear fender radio	All
Antenna - Rear fender dummy radio	Station wagons 53-5400
Belt - Seat	All
Brake - Power	All
Cap - Gas tank filler locking	Station wagons 53-5400
Carrier - Roof luggage	All
Clock - Instrument panel	All except sports models 54-56-5800
Compass - Auto	All
Conditioning - Air (Custom)	All except wagons Station wagons
Container - Litter	All
Cover - Front and rear cushion	All
Cover - Wheel trim (disk or simulated wire)	53-5400
Deflector - Rain	All exc. sport coupe, conv. All except wagons
Fan - Thermomodulated	All
Frame - License plate	All
Guard - Bumper, front and rear	Station wagons
Guard - Rear body splash	All
Heater - Deluxe	All
Hitch - Trailer	53-5400
Lamp - Back up	All exc. sport coupe, conv. All except wagons
Lamp - Courtesy	All
Lamp - Luggage compartment	All
Lamp - Portable spot	All
Lamp - Glove box	All
Lamp - Traffic hazard flasher	All
Lamp - Underhood	All
Lamp - Ash tray	All except 2-door models
Lock - Rear door safety	All
Mat - Front and rear floor full width	All
Mirror - Outside rear view (door mount)	All
Mirror - Prismatic - Inside rear view	All
Mirror - Visor vanity	53-5400 exc. sed. pickup
Mirror - Outside remote control	All
Molding, body sill	All
Pad - Ventilated seat	All
Radio - Manual	All
Radio - Push button	All except wagons All
Release - Rear compartment lid vacuum	All exc. convertible
Screen - Radiator insect	All
Speaker - Radio auxiliary	All
Tool Kit	All
Dispenser - Tissue	All
Washer - Windshield push button	All

REGULAR PRODUCTION OPTIONS
CHEVELLE

Engine	Engine, 230 L-6 high performance	L61	53-55-5700	
	Generator, Delcotron 12-42 amp	K79		
	Generator, Delcotron 5-55 amp	K77	All	
	Generator, Delcotron 23-62 amp	K81	54-56-5800	
	Carburetor, 4-barrel (283 V-8)	L77	53-55-5700	
	Clutch, heavy-duty	M01	54-56-5800	
	Fan drive, thermostatic	V01	All	
	Radiator, heavy-duty	M20	54-56-5800	
	Four speed (4-speed close ratio - M21)	M10		
	Overdrive	M35	All	
	Powerglide	G80		
	Axle, limited slip	G76	All exc. Wagons	
	Transmission	Axle, rear (3.36:1)	T60	
Battery, heavy-duty		J50	All	
Brakes, power		J65		
Brakes, metallic		Z04	5369	
Chassis, heavy-duty		P01	All exc. 57-5800	
Cover, wheel trim		Z12		
Driven gear and fitting, speedometer		G66		
Shock absorber, rear air lift		F40		
Special front and rear suspension		P05		
Wheels, chrome		P02	All	
Wire wheel cover (simulated)		N40		
Chassis		Steering, power	N33	
		Steering wheel, tilt type	N34	
	Steering wheel, wood-grained plastic	P67	All exc. Wagon, Pickup	
	Tires	6.50 x 14-4 pr whitewall rayon	P60	
		7.50 x 14-4 pr blackwall nylon	P58	All
		7.00 x 14-4 pr whitewall rayon	P65	
		7.50 x 14-4 pr blackwall rayon	P57	
		7.00 x 14-4 pr blackwall rayon	P57	All exc. Wagon, Pickup

REGULAR PRODUCTION OPTIONS (Cont'd.)
CHEVELLE

Chassis (Continued)			
Tires	7.50 x 14-4 pr whitewall rayon	P62	All
	7.50 x 14-4 pr whitewall nylon	P61	
	7.50 x 14-6 pr blackwall rayon	P63	
Air conditioning, all weather		C60	5369
	Air conditioning, deluxe	C65	
Belt, seat		A37	All
Body, heavy-duty		B01	
Comfort and Convenience	Inside and outside r/v mirror (a)	Z01-	53-5400
	2-speed wiper and washer	Z13	
	Glove box lamp		
Back-up lamp			
Body	Glass, tinted	A01	All
	Front bumper guard	V31	All exc. Wagons
	Rear bumper guard	V32	
	Less heater	C48	All
	Luggage carrier, roof	V55	Station Wagons
	Pad, instrument panel	B70	All
	Radio, push button	U63	
	Radio, manual	U60	
	Radio and auxiliary rear speaker, push button	Z02	All exc. Conv.
	Seat, split second	A66	Station Wagons
	Seat, 4-way electric front	A41	53-54-55-5600 exc. sed. pickup
	Tachometer	U16	54-56-5800
	Taxicab	B02	5369
	Top colors, folding	C05	55-56-57-5867
	Top, electric folding	C06	
	Window, electric tailgate	A33	2-seat Wagons
	Windows, electric	A31	
Windshield glass, tinted	A02	All	

(a) Remote control outside mirror in Z13.



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AMA Specifications – Passenger Car

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

MANUFACTURER CHEVROLET MOTOR DIVISION GENERAL MOTORS CORP.	CAR NAME CHEVELLE - 54-56-5800 327 cu. in. V-8 ENGINE (Optional)				
MAILING ADDRESS Chevrolet Engineering Center Box 7346, N. End Station, Detroit 2, Mich.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">MODEL YEAR 1964</td> <td style="width: 50%; padding: 5px;">ISSUED: 12-2-63</td> </tr> <tr> <td colspan="2" style="padding: 5px;">REVISED (e)</td> </tr> </table>	MODEL YEAR 1964	ISSUED: 12-2-63	REVISED (e)	
MODEL YEAR 1964	ISSUED: 12-2-63				
REVISED (e)					

NOTES:

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

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Engine - Mechanical 2	Brakes 18	Body Dimensions 22	Weights 33
Electrical 10	Front Suspension & Steering . . 19	Station Wagon 31	Index 37

BODY—TYPES AND STYLE NAMES—	(Optional) 327 Cu. In. <u>8-Cylinder</u>
CHEVELLE 300	
2-Door Sedan, 6-Pass.	5411
4-Door Station Wagon, 2-Seat	5435
2-Door Station Wagon, 2-Seat	5415
4-Door Sedan, 6-Pass.	5469
MALIBU	
4-Door Station Wagon, 2-Seat	5635
2-Door Sport Coupe, 5-Pass.	5637
2-Door Convertible, 5-Pass.	5667
4-Door Sedan, 6-Pass.	5669
4-Door Station Wagon, 3-Seat	5645
MALIBU SUPER SPORT	
2-Door Sport Coupe, 4-Pass.	5837
2-Door Convertible, 4-Pass.	5867
EL CAMINO	
2-Door Sedan Pickup, 3-Pass. Regular	5480
2-Door Sedan Pickup, 3-Pass. Deluxe	5680



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AMA Specifications — Passenger Car

Page 1

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (a)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL 54, 56, -5800		Additional Information Page No.:	327 Cu. In. Engines (Optional)			
			250HP (RPO-L30)	300HP (RPO-L74)	365 HP (RPO-L76)	
Wheelbase (L101)		23	115.0			
Tread	Front (W101)	22	Sedans	Sport Coupe	Convertible	Sta/Wagon
	Rear (W102)	22	58.0			
Maximum Overall Dimensions	Length (L103)	23	193.9			198.8
	Width (W103)	22	74.6			
	Height (H101)	24	54.5	54.0		54.1
Transmission— (Specify trade name - opt., not available)	Manual	15	3-Speed, Std. 4-Speed, Opt.	4-Speed, Opt.		
	Overdrive	16	Not offered			
	Automatic	16	Powerglide, Opt.		Not offered	
Axle ratio	Manual	3-Speed 4-Speed	3.36:1	3:36:1		
	Overdrive	17	-----			
	Automatic	17	3.08:1	3.36:1	---	
Tire size		18	7.00 x 14			
Engine	Type, no. cyl., valve arr.		2 90° OHV V-8			
	Fuel system (Carb., other)		8 Carburetor			
	Bore and stroke		2 4.001 x 3.250			
	Piston displ., cu.in.		2 327			
	Std. compression ratio		2 10.5:1			11.0:1
	Max. bhp at engine rpm		2	250 @ 4400	300 @ 5000	365 @ 6200
	Max. torque at rpm		2	350 @ 2800	360 @ 3200	350 @ 4000



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AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1964	DATE ISSUED	12-2-63	REVISED ^(e)
	54,56,- 5800	372 Cu. In. Engines (Optional)				
MODEL		250HP (RPO-L30)	300HP (RPO-L74)	365 HP (RPO-L76)		

ENGINE—GENERAL

Type, no. cyls., valve arr.	90° OHV V-8		
Bore and stroke (nominal)	4.001 x 3.250		
Piston displacement, cu. in.	327		
Bore spacing (C/L to C/L)	4.40		
No. system (front to rear)	L. Bank	1-3-5-7	
	R. Bank	2-4-6-8	
Firing order	1-8-4-3-6-5-7-2		
Compres. ratio (nominal)	10.5:1	11.0:1	
Cylinder Head Material	Cast alloy iron		
Cylinder Block Material	Cast alloy iron		
Cylinder Sleeve-Wet, dry, none	None		
Number of mounting points	Front	Two	
	Rear	One	
Engine installation angle	5° 11'		
Taxable horsepower	51.2		
Published max. bhp* @ eng. RPM	250 @ 4400	300 @ 5000	365 @ 6200
Published max. torque* (lb. ft. @ RPM)	350 @ 2800	360 @ 3200	350 @ 4000
Recommended fuel regular - premium	Premium		
Idle speed (spec. neutral or drive)	Manual	500 in neutral	
	Automatic	475 in drive	
		800 in neutral	

ENGINE—PISTONS

Material	Cast aluminum		Alum. impact extruded
Description and finish	Flat head, notched, Slipper skirt		Domed head; Slipper skirt
Weight (piston only) oz.	21.6		20.2
Clearance (limits)	Top land	.0365-.0455	
	Skirt	Top	.0005-.0011 (a)
		Bottom	-----
Ring groove depth	No. 1 ring	.2217-.2283	
	No. 2 ring	.2217-.2283	
	No. 3 ring	.2038-.2103	
	No. 4 ring	None	

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

(a) Measured 2.24 from top of piston

(b) Measured 2.32 from top of piston



AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO * (Std. first)	
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		Posi- traction	*
5400 5600 5800	327 *	4 Bbl	10.5:1	250	350	3-Speed	3.36:1	3.36:1
				@	@	4-Speed *		
				4400	2800	Powerglide *	3.08:1	3.08:1
		Large 4 Bbl Alum	10.5:1	300 @ 5000	360 @ 3200	4-Speed Powerglide *	3.36:1	3.36:1
		Large 4 Bbl	11.0:1	365 @ 6200	350 @ 4000	4-Speed	3.36:1	3.36:1

* - Optional



AMA Specifications - Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (e)

327 Cu. In. Engine. (Optional)

MODEL <u>54, 56-5800</u>	250HP (RPO-L30)	300HP (RPO-L74)	365 HP (RPO-L76)
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ENGINE-RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression	
	No. 2, oil or comp.	Compression	
	No. 3, oil or comp.	Oil	
	No. 4, oil or comp.	None	
Compression	Description - material, type, coating, etc.	Upper: Cast alloy iron, inside bevel Chrome plate;	Molybdenum coating
		Lower: Two piece; Cast alloy iron ring wear resistant ctg. & steel expander	Cast alloy iron Molybdenum coating
	Width	.0775-.0780	
	Gap	Upper: .013-.025; Lower .013-.023	Up'r & Lw'r .013-.025
Oil	Description - material, type, coating, etc.	Multi-piece (2 rails and one spacer expander) Rails-Steel, chrome plated OD Expander - Stainless Steel	
	Width	.1840-.1880 assembled	
	Gap	.015-.055	
Expanders		In oil ring assembly	

ENGINE-PISTON PINS

Material		Chromium Steel	
Length		2.990-3.010	
Diameter		.9270-.9273	
Type	Locked in rod, in piston, floating, etc.	Locked in rod	
	Bushing	In rod or piston	None
		Material	--
Clearance	In piston	.00015-.00025	.00045-.00055
	In rod	None	
Direction & amount offset in piston		Major thrust side .060	On center

ENGINE-CONNECTING RODS

Material		Drop forged steel	
Weight (oz.)		20.00	20.32
Length (center to center)		5.699-5.701	
Bearing	Material & Type	Premium Aluminum	
	Overall length	.807	
	Clearance (limits)	.0007-.0028	
	End play	.009-.013	



AMA Specifications—Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1964	DATE ISSUED	12-2-63	REVISED	(*)
MODEL	54, 56-5800	327 Cu. In. Engine (Optional)					
		250 HP (RPO-L30)	300 HP (RPO-L74)	365 HP (RPO-L76)			

ENGINE—CRANKSHAFT

Material		Forged Steel		
Vibration damper type		Rubber mounted inertia damper		
End thrust taken by bearing (No.)		Five		
Crankshaft end play		.002-.006		
Main bearing	Material & type	Premium Aluminum	Premium Aluminum exc. No 5-Steel backed babbitt	
	Clearance	#1 thru #4; .0008-.0034 No. 5; .0010-.0036		
	Journal dia. and bearing overall length	No. 1	2.3009 x .752	
		No. 2	2.3009 x .752	
		No. 3	2.3009 x .752	
		No. 4	2.3009 x .752	
		No. 5	2.3006 x 1.1824	
No. 6		None		
No. 7		None		
Dir. & amt. cyl. offset		None		
Crankpin journal diameter		1.999-2.000		

ENGINE—CAMSHAFT

Location		In block above crankshaft	
Material		Cast alloy iron	
Bearings	Material	Extra life steel backed babbitt	
	Number	Five	
Type of Drive	Gear or chain	Chain	
	Crankshaft gear or sprocket material	Steel Sprocket	
	Camshaft gear or sprocket material	Cast alloy iron	
	Timing chain	No. of links	40
Width		.875	
Pitch		.500	

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard	NA
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.5:1	
Operating tappet clearance (indicate hot or cold)	Intake	Zero	.025
	Exhaust	Zero	.025
Timing marks on flywheel, damper, other		Damper	

(Continued)



AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED(*)

MODEL <u>54, 56-5800</u>	327 Cu. In. Engine (Optional)		
	250 HP (RPO-L30)	300 HP (RPO-L74)	365 HP (RPO-L76)

ENGINE—VALVE SYSTEM (cont.)

Timing *	Intake	Opens (°BTC)	32° 30'	60° 50'	
		Closes (°ABC)	87° 30'	105° 23'	
		Duration - deg.	300°	346° 13'	
	Exhaust	Opens (°BBC)	74° 30'	108° 50'	
		Closes (°ATC)	45° 30'	57° 23'	
		Duration - deg.	300°	346° 13'	
Valve opening overlap		78°	204° 13'		
Intake	Material		Carbon Steel	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		.3404-.3417		
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.3987	.4850	
	Outer spring press. and length	Valve closed (lb. @ in.)	78-86 @ 1.66		
		Valve open (lb. @ in.)	170-180 @ 1.26		
	Inner spring press. and length	Valve closed (lb. @ in.)	Spring Damper		
		Valve open (lb. @ in.)	Spring Damper		
	Exhaust	Material		High alloy steel (Aluminized face)	
		Overall length		4.913-4.933	4.891-4.910
Actual overall head dia.		1.495-1.505	1.595-1.605		
Angle of seat & face		46° (seat) 45° (face)			
Seat insert material		None			
Stem diameter		.3410-.3417			
Stem to guide clearance		.0010-.0027			
Lift (@ zero lash)		.3987	.4850		
Outer spring press. and length		Valve closed (lb. @ in.)	78-86 @ 1.66		
		Valve open (lb. @ in.)	170-180 @ 1.26		
Inner spring press. and length	Valve closed (lb. @ in.)	Spring Damper			
	Valve open (lb. @ in.)	Spring Damper			

ENGINE—LUBRICATION SYSTEM

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

* 250 HP & 300 HP include ramps
365 HP include .025 lash

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AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (a)

MODEL <u>54-56-5800</u>	327 Cu. In. Engine (Optional)		
	250 HP (RPO-L30)	300 HP (RPO-L74)	365 HP (RPO-L76)

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	40 PSI @ 2000
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full Flow
Filter replacement (element, complete)	Element
Capacity of crankcase, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32°F and Above ----- SAE20W, SAE20, or SAE10W-30 0°F and Above ----- SAE10W or SAE 10W-30 Below 0°F ----- SAE 5W or SAE 5W-20
Engine Service Requirement (MM, MS, etc.)	MS or DG

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual						
Muffler No. & type (reverse flow, straight thru, separate resonator)	Two; reverse flow						
Exhaust pipe dia. (O.D. & wall thickness)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Branch</td> <td style="width: 40%;">2.0 x .078-.091</td> <td style="width: 40%;">2.5 x .062-.072</td> </tr> <tr> <td>Main</td> <td>1.875 x .062-.076</td> <td>2.00 x .073-.091 laminated</td> </tr> </table>	Branch	2.0 x .078-.091	2.5 x .062-.072	Main	1.875 x .062-.076	2.00 x .073-.091 laminated
Branch	2.0 x .078-.091	2.5 x .062-.072					
Main	1.875 x .062-.076	2.00 x .073-.091 laminated					
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	At Carburetor Base
	Location	
	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)	Closed Positive Screen



AMA Specifications— Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (e)

327 Cu. In. Engine (Optional)

MODEL 54, 56-5800 250 HP (RPO-L30) | 300 HP (RPO-L74) | 365 HP (RPO-L76)

ENGINE—FUEL SYSTEM

(See Supplement to Page 8 for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.		Carburetor		
Fuel Tank	Capacity (gals.)	20		
	Filler location	Behind hinged rear license plate, (B)		
Fuel Pump	Type (elec. or mech.)	Mechanical		
	Locations	Lower right front of engine		
	Pressure range	5.25-6.50 PSI		
Vacuum booster (std., optional, none)		None		
Fuel Filter	Type	Fine mesh plastic strainer in gas tank		
	Locations	Sintered bronze filter in carburetor inlet on RPO-L30 (A)		
Carburetor	Choke type	Automatic		
	Intake manifold heat control (exhaust or water)	Exhaust		
	Air clnr. type	Standard	Paper Element	Foam
		Optional		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
54, 56 and 5800	327 250 hp	3-Speed	Rochester	7024125	4 bbl Down-draft	1.44 (P)
		4-Speed Powerglide	Rochester	7024126		1.44 (S)
	327 300 hp	4-Speed	Carter	3851761	4 bbl Down-draft	1.5625 (P)
		Powerglide	Carter	3851762		1.6875 (S)
	327 365 hp	4-Speed	Holley	3858399	4 bbl Down-draft	1.5625 (P) 1.5625 (S)

- (A) - Glass bowl with paper element (RPO-L74)
In line, paper element (RPO-L76)
- (B) - Left rear quarter on Station Wagon and Sedan Pickup models.



AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE	MODEL YEAR 1964	DATE ISSUED 12-2-63	REVISED (a)
		327 Cu. In. Engine (Optional)	
MODEL 54, 56-5800	250 HP (RPO-L30)	300 HP (RPO-L74)	365 HP (RPO-L76)

ENGINE-COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure	
Radiator cap relief valve pressure		13± 1 psi	
Circulation thermostat	Type (choke, bypass)	Choke	
	Starts to open at (°F)	177°-183° F	
Water pump	Type (centrifugal, other)	Centrifugal	
	GPM @ 1000 pump rpm	55 GPM @ 4000	
	Number of pumps	One	
	Drive (V-belt, other)	V-Belt	
	Bearing type	Double, roll 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.)	16	18
	Without heater (qt.)	15	17
	Opt. equipment-specify (qt.)	18	18
Water jackets full length of cylinder (yes, no)		Yes	
Water all around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	By-pass	Number and type (molded, straight)	None
		Inside diameter	None
Fan	Number of blades & Spacing		5, Staggered
	Diameter		18.00
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		Thermo-modulated-viscous coupling
	Bearing type		Double row ball
*Drive belts (indicate belt used by letter)	Fan		A
	Generator		A
	Water Pump		A
	Power Steering		B
	Air Conditioning		C

* Drive Belt Dimensions	A	B	C
Angle of V		38° -42°	
Nominal length (SAE)	53.25	41.50	57.50
Width		.380	



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AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE **MODEL YEAR** 1964 **DATE ISSUED** 12-2-63 **REVISED** (*)
MODEL 54, 56-5800 327 Cu. In. Engine (Optional)
250 HP (RPO-L30) 300 HP (RPO-L74) 365 HP (RPO-L76)

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco 1980558
	Voltage Rtg. & Total Plates		12 Volt - 66 Plate
	SAE Designation & Amp Hr. Rtg		61Amp/Hr @ 20 Hr rate
	Location		Right front engine compartment
Generator	Terminal grounded		Negative
	Make		Delco-Remy
	Model		#1100668
	Type		Diode rectified
	Ratio—Gen. to Cr/s rev.		2-46:1
Regulator	Gen. cut-in (hot)—engine rpm		Idle
	Make		Delco-Remy
	Model		#1119515
	Type		Vibrator
	Cutout relay	Closing voltage @ generator rpm	None
		Reverse current to open	
	Regulated	Voltage	13.8-14.8 @ 85°F
		Current	
	Voltage test conditions	Temperature	Operating
		Load	3-8 Amperes
Other		None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		#1107320
	Rotation (drive end view)		Clockwise
	Engine cranking speed		
	Test conditions		Engine at operating temperatures
	Lock test	Amps	
		Volts	
		Torque (lb. ft.)	
	No load test	Amps	65-100
		Volts	10.6
RPM (min.)		3600-5100	
Switch (solenoid, manual)		Solenoid	
Motor control	Starting procedure		Sychromesh - Place gearshift in neutral and depress clutch to floor Powerglide - Place control lever in N or P position Initial Start - Press accelerator pedal to floor once to set automatic choke, then release. Turn ignition t START - release as soon as engine starts

(Continued)



AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE	MODEL YEAR 1964	DATE ISSUED 12-2-63 REVISED (*)	
MODEL 54, 56-5800	327 Cu. In. Engine (Optional)		
	250 HP (RPO-L30)	300 HP (RPO-L74)	365 HP (RPO-L76)

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Positive shift solenoid	
	Pinion meshes (front, rear)		Rear	
	Number of teeth	Pinion	9	
		Flywheel	168	
	Flywheel tooth face width		.4135	

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy	
	Model		#1115115	#1115087
	Amps	Engine stopped	4.0	
		Engine idling	1.8	
Distributor	Make		Delco-Remy	
	Model		#1111016	#1111071
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	700	
		Intermediate points deg. @ rpm		
		Max deg. @ rpm	24 @ 4600	
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	8	4
		Intermediate points, deg @ in Hg		
		Max. deg. in. Hg.	15 @ 15.5	16.5 @ 8.2
	Breaker gap (in.)		.019	
	Cam angle (deg.)		28-32	
Breaker arm tension (oz.)		19-23		
Timing	Crankshaft deg. @ rpm.		4° @ 550	8° @ 550
	Mark location		Vibration damper	
	Cylinder numbering system (see page 2)		Left bank 1-3-5-7	
			Right bank 2-4-6-8	
Firing order (see page 2)		1-8-4-3-6-5-7-2		
Spark Plug	Make and model		AC 44	
	Thread (mm)		14	
	Tightening torque (lb. ft.)		25	
	Gap		.033-.038	
Cable	Conductor type		Linen core impregnated with electrical conducting mater	
	Insulation type		Rubber with neoprene jacket	
	Spark plug protector		Hypalon jacket	

ELECTRICAL—SUPPRESSION

Locations & type	Non-Metallic High Tension Ignition Cables
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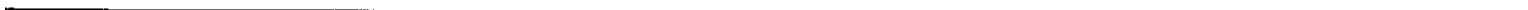
AMA Specifications – Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1964
		DATE ISSUED	12-2-63
		REVISED (a)	
MODEL	54-56-5800	250 HP (RPO 6-L30)	300 HP (RPO 6-L74)
			365 HP (RPO 6-L76)

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	AC
	Trip odometer (yes, no)	No
Charge indicator—type		5800, gage; 54-5600, tell-tale lamp
Temperature indicator—type		5800, gage; 54-5600, tell-tale lamp
Oil pressure indicator—type		5800, gage; 54-5600, tell-tale lamp
Fuel indicator—type		Gage
Other		Clock, tachometer, cigarette lighter
Ignition switch	Identify positions in order and circuits controlled	<p style="text-align: center;">OFF LOCK ON ACC START</p>
	Provision for illumination	ACC-Accessories LOCK-Off, locked OFF - Off, unlocked ON - Ignition, batt., access. START-Starter (spring return to ON)
	Location	Instrument lamps Right of steering column on instrument cluster
Main lighting switch	Identify positions and lamps controlled	In-Off 1st position out - instru. panel, park., tail and lic. lamps. 2nd position out - Same as "1st" except headlamps instead of "Park". CW rotation of knob-instru. panel lamps, dim to off. CCW rotation of knob- instru. panel lamps, off to bright; full CCW rotation, dome lamps and/or courtesy lamps, on.
Other light switches	Locations and lamps controlled	Toe panel - dimmer switch. Park. br. lever-Park. br. alarm. Glove compt. - Gl. compt. lamp. Frt. Dr. hinge pillars - Dome and court. lamps. Steering column - direct. sig. indicators and lamps Brake pedal pendent - stop lamps. Steering mast jacket - back up lamps
Other switches	Locations and devices controlled	Rt. of steer. col., below instru. panel - overdrive. Rt. of steer. col., base of instru. panel- heater controls Doors or qtr. trim panels - power windows. Rt. side of instru. cluster - radio. Lt. side of instru. cluster - W/S wipers. Lt. of steer. col., below instru. panel-tailgate window motor. Steer. column - trans. neutral safety switch. Lt. side of frt. seat lower panel - power seats Lt. side of steer. column, below instru. panel - power top. W/S washer - w/s wiper switch.
Windshield wiper	Make	Delco-
	Type	Electric; single-speed
	Vacuum booster provision	None
Washer provision		DIA except with 2-speed washer
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	8.00-11.0 @ 12.5V

Optional equipment: tachometer; clock, 5400; glove compt. lamp 5400; door jam switches for dome lamp, 5400; courtesy lamps except convertibles; back up lamps except 56 & 5800; parking brake alarm; power windows; power seats; radio; tailgate window motor; automatic transmission; power top; two-speed W/S wiper (includes washer); W/S washer (for single-speed).



AMA Specifications – Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1964	DATE ISSUED	12-2-63	REVISED ^(a)
MODEL	54-56-5800	250 HP (RPO 6-L30)	300 HP (RPO 6-L74)	365 HP (RPO 6-L76)		

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.

Headlamps & arrangement		Dual, horizontal: Outer, 2-4002; Inner 2-4001	
Headlamp beam indicator		1-1895	
Parking		2-1157	
Tail		2-1157	
Stop		2-1157	
Direction signal	Front	2-1157	
	Rear	2-1157	
	Indicator	2-1895	
License Plate		2-1155	
Oil pressure indicator		1-1895 except 5800, gage by instrument lamps	
Charge indicator		1-1895 except 5800, gage by instrument lamps	
Instrument		54 & 5600, 4-1895; 5800, 6-1895	
Clock		"Instrument" lamps (a)	
Radio		1-1893	Optional

Indicate also whether the following lamp assemblies are standard equipment, optional, or NA.

Ignition lock		"Instrument" lamps	
Back up		2-1156 (b)	
Dome (except convertibles)		1-211	Reg. prod.
Glove compartment		1-1895 (c)	
Prkg. brake signal		1-257	Optional
Luggage compartment (except wagons)		1-1003	Optional
Underhood		1-93	Optional
Courtesy		Instru. panel, 2-631(d); seat separator, 1-211 (e)	
Ash tray		1-1445	Optional
Auto. trans. indicator dial		Except 5800, 1-1445; 5800, 1-1895	Optional
Tachometer		"Instrument" lamps	
Traffic hazard indicator		1-1445	Optional
Spot lamps		Inside operated, 1-4405; Portable, 1-4416	

- (a) Optional on 5400. On 56 and 5800 with tachometer, clock illuminated with 1-1895.
- (b) Optional on 5400, and 56 and 5800 except wagons.
- (c) Optional on 5400.
- (d) Optional except convertibles.
- (e) Available only on 5800 with 4-speed or automatic transmission.

Regular production lamps (continued)

Heater controls		1-1895	
Temperature indicators		54 and 5600, 1-1895; 5800, gage by "instru." lamps	
Fuel gage		"Instrument" lamps	



AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE	MODEL YEAR 1964	DATE ISSUED 12-2-63	REVISED (e)
MODEL 54-56-5800	250 HP (RPO 6-L30)	300 HP (RPO 6-L74)	365 HP (RPO 6-L74)

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking lamp SFE-10 (a), Direction indicator same as (a).

Headlamp	15 C. B. --- (a)	Traf. hazard ind.	(b)
Headlamp beam indicator	(a)	Heater	AGC 10; with A. C.
Parking lamp	(a)		AGC 30 (f)
Tail lamp	AGC 15 (b)	Air conditioning	
Stop lamp	(b)	Blower motor	AGC 30 (in line)
Direction Indicator	(c)	Circuit	AGC 30 (f)
License plate lamp	(b)	Defogging unit	(f)
Instrument lamp	(c)	W/S wiper (2-speed)	
Ignition lamp	--	Motor	14 C. B. (switch)
Back up lamp	AGC 10 (d)	Circuit	(g)
Dome lamp	(b)	Spotlamp	(b)
Clock	(b)	Courtesy lamps	
Clock lamp	---with tach. (c)	Instru. panel	(b)
Radio	AGC 2.5 (e)	Seat separator	(b)
Glove compartment lamp	(b)	Fuel gage	(d)
Cig. lighter	(b)	Folding top motor	40 C. B. (hinge pillar)
W/S wiper (single speed)	SAE 20 (g)	Power seats	40 C. B. (hinge pillar)
Park. brake alarm	(d)	Power windows	40 C. B. (hinge pillar)
Gen., temp. & oil indicators	(d)	Tailgate motor	40 C. B. (hinge pillar)
Tachometer	(d)	Overdrive solenoid	AGC 15 (in line)
Heater control lamp	(c)		
Auto. trans. dial indicator	(c)		
Underhood lamp	SAE 4 (in line)		
Lugs. compt. lamp	(b)		
Ashtray lamp	(c)		

ELECTRICAL—LOCATION OF OUTSIDE LAMPS

Height above ground to center of bulb	Tail	Lowest	29.3 (27.9 on wagons)	
		Highest	29.3 (27.9 on wagons)	
	Stop		29.3 (27.9 on wagons)	
		Backup	24.1 (24.9 on wagons)	
	License, rear		18.1 (18.6 on wagons)	
		Directional	Front	16.9 (17.4 on wagons)
	Headlamp	Directional	Rear	29.3 (27.9 on wagons)
			Inside	26.9 (27.4 on wagons)
	Distance from C/L of car to center of bulb	Tail	Outside*	26.9 (27.4 on wagons)
			Inside	30.1 (32.4 on wagons)
Stop		Outside	30.1 (32.4 on wagons)	
		Inside	30.1 (32.4 on wagons)	
Backup			30.1 (32.4 on wagons)	
License, rear			7.2	
Directional	Front	Front	25.8	
		Rear	30.1 (32.4 on wagons)	
	Headlamp	Inside	23.0	
		Outside*	29.4	

* If single headlamps are used enter here.



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AMA Specifications – Passenger Car

MAKE OF CAR <u>CHEVELLE</u>	MODEL YEAR <u>1964</u>	DATE ISSUED <u>12-2-63</u>	REVISED ^(a)
MODEL <u>54-56-5800</u>	250 HP (RPO 6-L30)	300 HP (RPO 6-L74)	365 HP (RPO 6-L76)

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Chevrolet, single dry disk, centrifugal		
Type pressure plate springs	Diaphragm, bent finger design		
Effective plate pressure (lb.)	2100-2300		
No. of clutch driven discs	1 with 2 friction surfaces		
Clutch facing	Material	Premium woven asbestos	
	Outside & inside dia.	10.4, 6.5	
	Total eff. area (sq.in.)	103.5	
	Thickness	.135 ea., unloaded	
	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	

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	3-Spd std, 4-Spd, opt.	4-Speed, opt.
Manual with overdrive (std. or opt.)	Not offered	
Automatic (std. or opt.)	Optional	Not offered

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		3-speed	4-speed	
Transmission ratios	In first	2.58	2.56	
	In second	1.48	1.91	
	In third	1.0	1.48	
	In fourth	--	1.0	
	In reverse	2.58	2.64	
Synchronous meshing, specify gears		2nd and 3rd	All forward gears	
Shift lever location		Steering column	Floor	
Lubricant	Capacity (pt.)	2		
	Type recommended	Military specification MIL-L-2105-B		
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
Extreme cold		SAE 80		



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AMA Specifications – Passenger Car

MAKE OF CAR <u>CHEVELLE</u>	MODEL YEAR <u>1964</u>	DATE ISSUED <u>12-2-63</u>	REVISED ^(*)
MODEL <u>54-56-5800</u>	250 HP (RPO 6-L30)	300 HP (RPO 6-L74)	365 HP (RPO 6-L76)

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE Not offered

For transmission data see manual transmission section

Overdrive	Type (planetary or other)		
	Manual lockout (yes, no)		
	Downshift accelerator control (yes, no)		
	Minimum cut-in speed		
	Gear ratio		
Lu- bri- cant	Capacity (pt.) (Overdrive only)		
	Separate filler (yes, no)		
	Type recommended		
	SAE vis- cosity number	Summer	
		Winter	
Ext. cold			

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide	Not offered
Type describe	Torque converter with planetary gears ²	
Method of Selection (Lever, Push Button or other)	Lever (steering column except floor mounted on 5800)	
Selector Pattern	P-R-N-D-L	
List gear ratios Selector Pattern and indicate which are used in each selector position	D - 1.76:1 and 1:1 L and R - 1.76:1	
Max. upshift speeds—drive range		---
Max. kickdown speeds—drive range		---
Torque converter	Number of elements	3
	Max. ratio at stall	2.10:1
	Type of cooling (air, water)	Water
Lubricant	Capacity—refill (pt.)	3
	Type recommended	Type A, suffix A
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT

Number used	One	
Type (exposed, torque tube)	Tubular, exposed	
Outer diameter x length* x wall thickness	Manual transmission	3-and 4-speed; 3.25 x 60.137 x .065
	Overdrive transmission	---
	Automatic transmission	Same as manual

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

(Continued)



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AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (e)
 MODEL 54-56-5800 327 in³ displacement engines –
 250 HP, 300 HP and 365 HP

DRIVE UNITS—PROPELLER SHAFT (cont.)

Inter-mediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		---
Universal joints	Make		Chevrolet
	Number used		2
	Type (ball and trunion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	
Lubric. (fitting, prepack)			Prepack
Drive taken through (torque tube or arms, springs)			Control arms
Torque taken through (torque tube or arms, springs)			Control arms

DRIVE UNITS—REAR AXLE

Description (see instructions)	Reg. prod. – semi-floating; integral rear beam consisting of cast iron diff. carrier and pressed-in tubular axle shaft housings			
Limited Slip differential, type	Regular production with dual disk clutches			
Drive Pinion Offset	1.5			
No. of differential pinions	2			
Gear ratios (Std. equip.)	Manual transmission	3-and 4-speed	3.36	
	Overdrive transmission	---		
	Automatic transmission	250 HP, 3.08:1; 300 HP, 3.36:1		
Ring gear O.D. (std. ratio)	8.125			
Pinion adjustment (shim, other)	Shim			
Pinion bearing adj. (shim, other)	None			
Wheel bearing type	Single row cylindrical roller			
Lubricant	Capacity (pt.)	3.5		
	Type recommended	Military Specification MIL-L-2105-B		
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
Extreme cold		SAE 80		

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio	3.08:1	3.36:1	
No. of teeth	Pinion	12	11
	Ring gear	37	

AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE	MODEL YEAR 1964	DATE ISSUED 12-2-63
MODEL 54-56-5800	327 in. ³ displacement engines – 250 HP, 300 HP and 365 HP	

DRIVE UNITS—WHEELS

Type & material		Short spoke disk, 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	7.00 x 14-4 PR
	Type - Nylon, etc.	Rayon, tubeless, blackwall
Rev/mile at 50 mph.		1817
Inflation press. (cold)	Front	24
	Rear	24 except wagons 28
Optional tires - size and ply		7.00 x 14-4 PR, hyway, rayon, whitewall; 7.50 x 14-4 PR(*), hyway, nylon, blackwall; 7.50 x 14-4 PR(*), hyway, nylon, whitewall; 7.50 x 14-4 PR, hyway, rayon, whitewall; 7.50 x 14-6 PR(**), hyway, rayon, blackwall; 7.50 x 14-4 PR, hyway, rayon, blackwall

BRAKES—SERVICE

		Regular production	Metallic
Type (duo-servo, disc, balanced, etc.)		Duo-servo, 4-wheel hydraulic, reverse self-adjusting	
Self adjusting (std., opt., N.A.)		Standard	
Hydraulic system type (single, dual, etc.)		Single	
Power brake make & type (remote, integral, etc.)			
Effective area (sq. in.)*		170.8	118.1
Gross lining area (sq. in.)**		170.8	118.1
Swept drum area (sq. in.)***		228.6	
Percent brake effectiveness—front		59.5	
Drum	Diameter	Front	9.5
		Rear	9.5
	Type and material		Composite; rim, cast iron; web, steel
Wheel cylinder bore	Front	1.06	
	Rear	.875	
Master cylinder bore		1.0	.875
Available pedal travel		6.70	
Line pressure at 100 lb. pedal load			
Shoe clearance adjustment		Self adjusting	

* Excludes rivet holes, grooves, chamfers, etc.

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

*** Total swept areas for four brakes

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

(*) - Items indicated "*" 4 ply construction.

(**) - Items indicated "**" 6 ply construction.

(Continued)



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AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (a)
 MODEL 54-56-5800 327 in.³ displacement engines —
 250 HP, 300 HP, 365 HP

BRAKES—SERVICE (cont.)				Regular Production	Metallic	
Brake lining	Bonded or riveted			Bonded	Welded	
	Front Shoe	Material		Molded asbestos		Sintered Iron
		Size (length x width x thickness)	Front wheel	8.96 x 2.50 x .17		1.64 x 1.25 x .175
			Rear wheel	8.96 x 2.00 x .17		1.64 x 1.00 x .175
		Segments per shoe		1		6
	Rear Shoe	Material		Molded asbestos		Sintered Iron
		Size (length x width x thickness)	Front wheel	10.24 x 2.50 x .20		1.64 x 1.25 x .295
			Rear wheel	9.75 x 2.00 x .20		1.64 x 1.00 x .295
		Segments per shoe		1		10

BRAKES—PARKING

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

FRAME or UNITIZED CONSTRUCTION

Type and description: All welded full length, ladder type with 3 structural cross-members and 1 non-structural crossmember for engine rear mount

SUSPENSION—GENERAL (See Supplemental page 19 for details on Air Suspension)*

Provision for car leveling	Front stabilizer bar	
Provision for brake dip control	Mounting angle of front upper control arms	
Provision for acc. squat control	Geometry of rear suspension	
Special provisions for car jacking	Bumper jack provided; apply just outboard of bumper bolt at wheel requiring jacking	
Shock absorber front & rear	Type	Direct, double-acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features	Driveline alignment achieved with cam-bolts at rear suspension upper control arm rear pivots	

SUSPENSION—FRONT

Type and description: Independent- SLA type with coil spring and concentric shock absorber, and spherically-jointed steering knuckle for each wheel.

(Continued)

* Air Suspension:
 Air spring type
 Compressor data
 type
 make
 drive ratio

Normal operating pressures
 spring rates
 leveling data



AMA Specifications – Passenger Cars

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED ^(a)

MODEL 54-56-5800 327 in.³ displacement engines –
250 HP, 300 HP, 365 HP

SUSPENSION FRONT (cont.)

Spring	Type		Coil
	Material		Steel alloy
	Size (coil design height & I.D.; bar length x dia.)		10.51 and ; x .619
	Spring rate (lb. per in.)		290
	Rate at wheel (lb. per in.)		104
Stabilizer	Design load (lb. @ design height)		1660 @ 10.51
	Type (link, linkless, frameless)		Link
	Material & bar diameter		Steel .812

STEERING

Manual (std., opt., NA)				Standard	
Power (std., opt., NA)				Optional	
Adjustable steering wheel (tilt, swing, other)	Type and description			Seven position tilt type with 5 inch vertical travel	
	(std., opt., NA)			Optional	
Wheel diameter	Manual			16.5	
	Power			16.5	
Turning diameter	Outside front	Wall to wall (l. & r.)		44.7	
		Curb to curb (l. & r.)		41.9	
	Inside rear	Wall to wall (l. & r.)			
		Curb to curb (l. & r.)			26.6
Outside wheel angle with inside wheel at 20°				18.41°	
Manual	Gear	Type	Semi-reversible, recirculating ball nut with rag coupling for jointing steering shaft		
		Make	Saginaw		
		Ratios	Gear	24.0:1	
			Overall	28.0:1	
No. wheel turns				5.48 Lock to lock	
Power	Type (coaxial, linkage, etc.)		Hydraulic: Control valve integral & coaxial with steering gear		
	Make		Saginaw		
	Gear	Type	Same as Manual		
		Ratios	Gear	17.5:1	
			Overall	20.4:1	
	Pump driven by		Crankshaft pulley		
	Number wheel turns		3.98 Lock to lock		
Linkage	Type		Parallel relay		
	Location (front or rear of wheels, other)		Front of wheels		
	Drag link (trans. or longit.)		None		
	Tie rods (one or two)		2		

(Continued)



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AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE **MODEL YEAR** 1964 **DATE ISSUED** 12-2-64 **REVISED** (*)
MODEL 54-56-5800 327 in.³ displacement engines –
250 HP, 300 HP, 365 HP

STEERING (cont.)

Steering Axis	Inclination at camber (deg.)		7-1/2 to 8-1/2
	Bearings (type)	Upper	Ball stud with non-metallic bearing surface
		Lower	Ball stud with non-metallic bearing surface
	Thrust		None required
Wheel alignment (range and preferred)	Caster (deg.)		Positive 10 <u>minutes</u> to positive 70 <u>minutes</u> (curb)
	Camber (deg.)		Negative 13 <u>minutes</u> to positive 47 <u>minutes</u> (curb)
	Toe-in (outside tread-inches)		0 to 1/8 total (curb)
Steering spindle & joint type			Forging with pad for mounting brake cylinder, spherical
Wheel spindle	Diameter	Inner bearing	1.2493-1.2498
		Outer bearing	.7492-.7497
	Thread size		3/4-20 NEF 3 (modified)
	Bearing type		Taper roller

SUSPENSION—REAR

Type and description			4-link system; two upper and two lower control arms	
Drive and torq. taken through (see page 17)			Control arms	
Spring	Type		Coil	
	Material		Steel alloy	
	Size (length x width, coil design height and I.D.; bar length & dia.)		7.18 and ; x .536	
	Spring rate (lb. per in.)		115	
	Rate at wheel (lb. per in.)		110.5	
	Design load (lb. at design height)		755 @ 7.18	
	Mounting insulation type		None	
	If leaf	No. of leaves		--
		Inserts	Type and size	--
			Material	--
Shackle (comp. or tens.)		--		
Stabilizer	Type (link, linkless, frameless)		None	
	Material		None	
Track bar type			None	

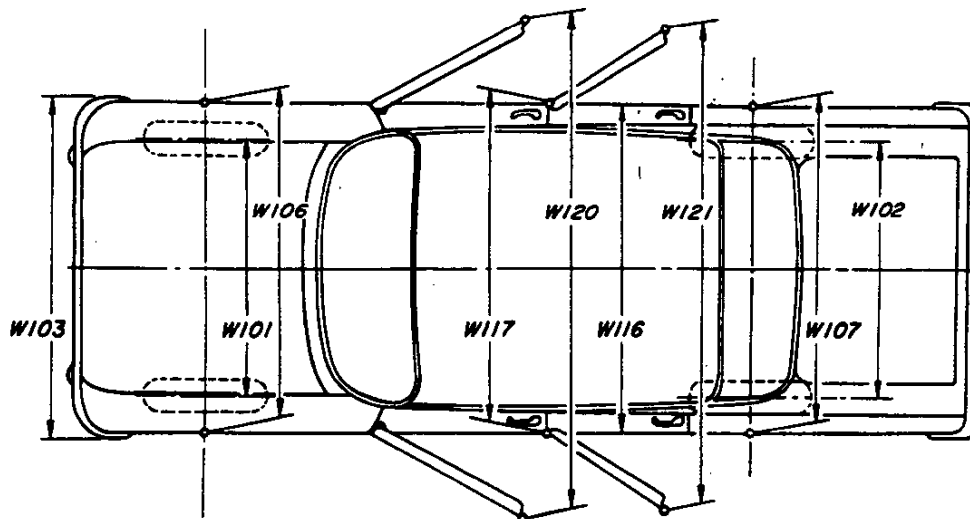
AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE **MODEL YEAR** 1964 **DATE ISSUED** 12-2-63 **REVISED** (0)
54-56-5800 **CAR AND BODY DIMENSIONS—GENERAL**

Dimensions herein are those adopted by the Society of Automotive Engineers. Brief descriptions of these dimensions are listed on pages 34-36. Complete definitions are listed in section E-1 of the SAE Aeronautical - Automotive Drawing Standards. The dimensions are developed from the following basic points:

1. Body dimensions are for all body styles.
2. All interior dimensions are taken with manikin 15.0 inches outboard of car centerline unless otherwise stated.
3. All interior dimensions are measured with the front seat in the lowest and rearmost position.
4. Unless otherwise specified, all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
5. The SAE manikin with 90th percentile leg length will be used for recording purposes.
6. The H Point is the pivot center of the manikin's torso and thigh.
7. The D Point is the point of tangency of a horizontal line and the lowest point of the manikin.
8. The Torso Line is a line parallel to the small of manikin's back and extending through the H Point.

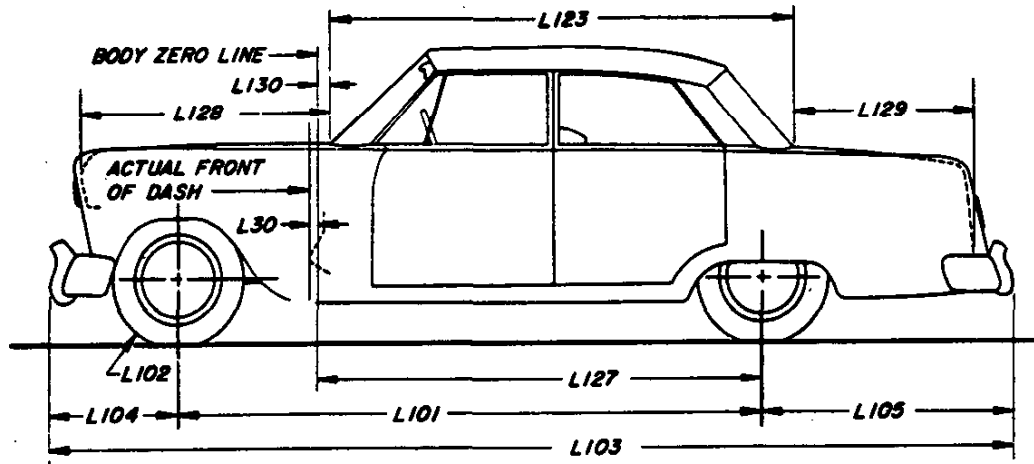
EXTERIOR WIDTH DIMENSIONS



MODEL	Ref. No.	Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
Tread - front	W101				58.0			
Tread - rear	W102				58.0			
Maximum overall car width	W103				73.2			
Maximum overall body width	W116				74.0			
Maximum body width at #2 pillar	W117	--	71.8		--	71.8		--
Front fender overall width	W106				72.4			
Rear fender overall width	W107				73.8			
Maximum overall car width - front doors open	W120	151.5	133.9		151.5	133.9		151.5
Maximum overall car width - rear doors open	W121	--	133.9		--	133.9		--

AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED()
EXTERIOR LENGTH DIMENSIONS 54-56-5800



MODEL	Ref. No.	Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup	
		2-Dr.	4-Dr.			2-Dr.	4-Dr.		
Body zero line to actual front of dash	L30	. 0							
Wheelbase	L101	115. 0							
Overhang - front	L104	30. 9							
Overhang - rear	L105	48. 0			52. 9		53. 0		
Overall length	L103	193. 9				198. 8			
Hood length at car centerline	L128	50. 4							
Body upper structure length at car centerline	L123	96. 4		93. 2	92. 2	132. 7		--	
Deck length at car centerline	L129	38. 1		41. 4	42. 3				
Body zero line to centerline of rear wheels	L127	85. 0							
Body zero line to windshield cowl point	L130	10. 7							
Tire size	L102	Refer to Page 18							



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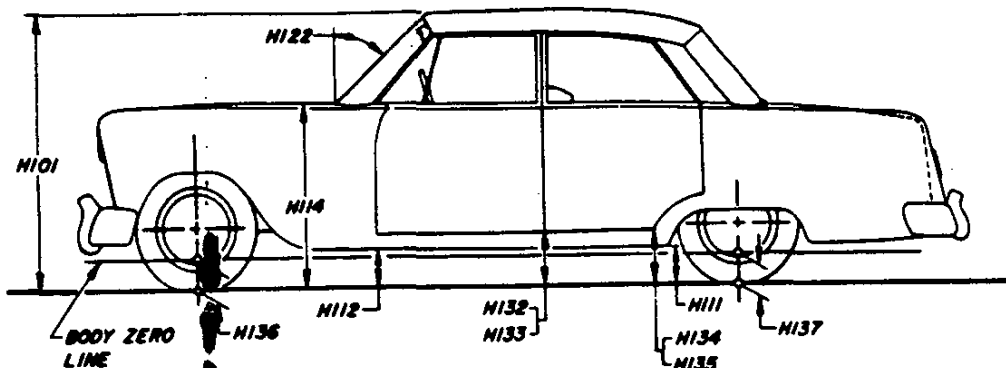
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AMA Specifications-- Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (6)

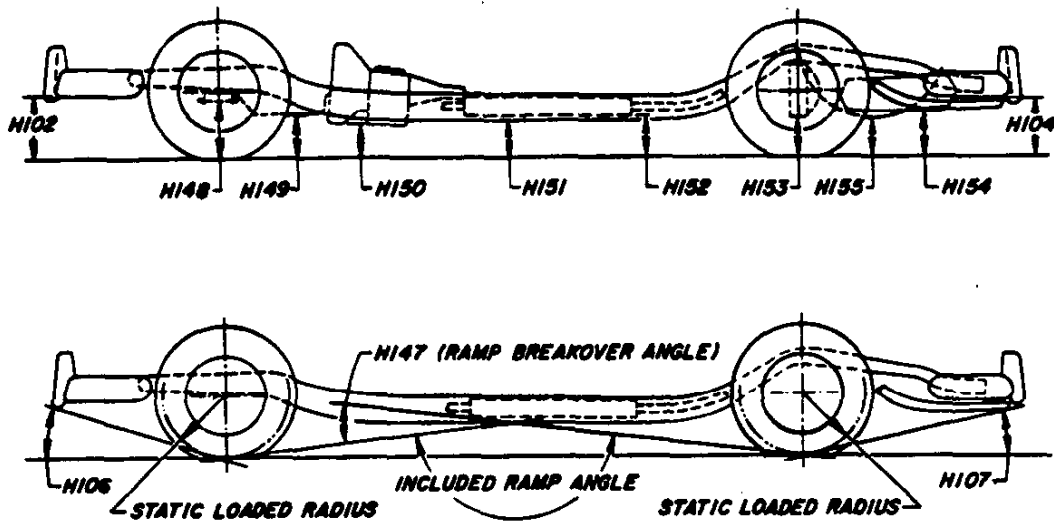
EXTERIOR HEIGHT DIMENSIONS 54-56-5800



MODEL	Ref. No.	Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
Overall height	H101	54.5			54.0	54.1		
Hood at rear to ground	H114				31.9			
Rocker panel to ground - front	H112				8.8			
Rocker panel to ground - rear	H111				8.1			--
Bottom of door to ground, open - front	H132				11.4			
Bottom of door to ground, closed - front	H133				11.1			
Bottom of door to ground, open - rear	H134	--	10.8		--	10.8		--
Bottom of door to ground, closed - rear	H135	--	11.0		--	11.0		--
Windshield slope angle	H122				48.8°			
Body zero to ground - front	H136				5.0			
Body zero to ground - rear	H137				5.0			

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE **MODEL YEAR** 1964 **DATE ISSUED** 12-2-63 **REVISED** (a)
GROUND CLEARANCE DIMENSIONS **54-56-5800**

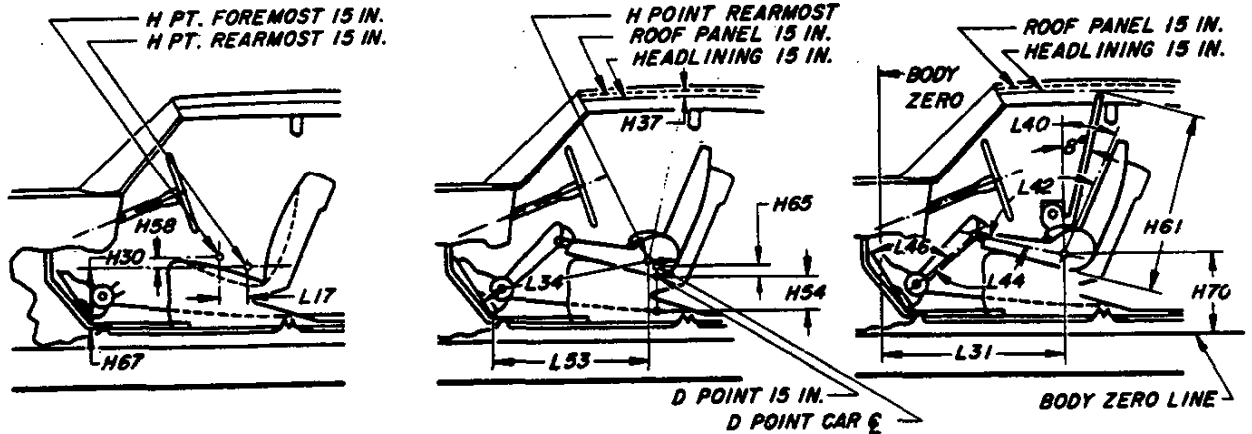


MODEL	Ref. No.	Sedans		Sport Coupe	Convertible	Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.			2-Dr.	4-Dr.	
Front bumper to ground	H102	13.5		13.4		12.7		
Rear bumper to ground	H104			13.5		10.3		
Angle of approach	H106			29.1°		30.0°		30°
Angle of departure	H107	15.6°		16.3°		12.4°		12°
Ramp breakover angle	H147			13°				
Front suspension to ground	H148			6.3		6.8		6.3
Oil pan to ground	H149			6.7		7.2		6.7
Flywheel housing to ground	H150			6.6		7.1		6.6
Frame structure to ground	H151			6.9		7.4		6.9
Exhaust system to ground	H152			6.0		6.5		6.0
Rear axle differential to ground	H153			7.0		7.5		7.0
Fuel tank to ground	H154			8.6		7.9		8.6
Spare tire well to ground	H155							
Minimum running ground clearance	H156			6.0		6.5		6.0

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (*)

FRONT COMPARTMENT DIMENSIONS 54-56-5800



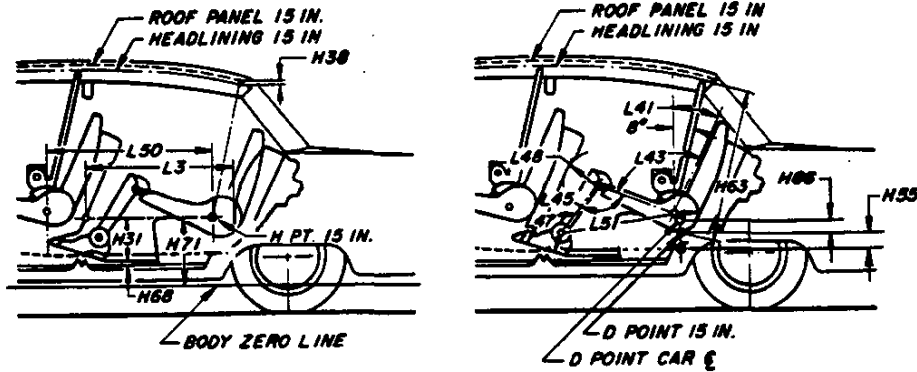
MODEL	Ref. No.	Sedans		Sport Coupe		Convertible		Station Wagon		Sedan
		2-Dr.	4-Dr.	(a)	(b)	(a)	(b)	2-Dr.	4-Dr.	Pickup
H Point to body zero line	L31	42.1		42.0	41.9	42.0	41.9	42.1		41.9
H Point to body zero line - front	H70	19.3		19.3	18.8	19.3	19.2	19.8		19.3
Effective head room	H61	38.6		38.1	37.9	38.7	38.6	38.2		38.7
Headlining to roof height	H37	.6		.5		-		.9		.7
Maximum effective leg room - accelerator	L34	42.0		41.9	41.8	41.9	41.8	42.1		41.8
H Point to heel point	H30	8.3		8.2				8.3		8.0
Depressed floor covering thickness	H67	.2		.3	.5	.3	.5	.5		.2
Back angle	L40	26°		27°				26°		25°
Hip angle	L42	98°		97°				98°		95.5°
Knee angle	L44	129°		128°				130°		127°
Foot angle	L46	88°		87°				89°		87°
D Point differential, side to center	H65	.2		-				.2		.1
D Point to tunnel	H54	1.7		-		1.7	-	1.7		1.4
H Point to accelerator floor point	L53	34.4		34.2				34.4		34.1
H Point travel	L17			4.0						3.4
H Point rise	H58			.6						.5

(a) Bench seat; (b) bucket seat

AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (a)

REAR COMPARTMENT DIMENSIONS 54-56-5800



MODEL	Ref. No.	Sedans		Sport Coupe		Convertible		Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.	(a)	(b)	(a)	(b)	2-Dr.	4-Dr.	
H Point couple distance	L50	33.6		31.5	31.6	31.5	31.6	33.6		--
H Point to body zero line - rear	H71	19.2		19.0	18.8	19.0		19.8		--
Effective head room	H63	37.3		36.7	36.7	36.8	36.8	38.4		--
Headlining to roof height	H38	.6		.7	-	.7	-	.8		--
Minimum effective leg room	L51	35.9	36.3	33.3	33.2	33.3	33.2	36.1		--
H Point to heel point	H31	10.8		10.4				10.8		--
Depressed floor covering thickness	H68	.4								
Minimum knee room	L48	3.6		1.9	1.7	1.9	1.7	3.6		--
Rear compartment room	L3	27.4		25.3	25.1	25.1	24.9	27.2		--
Back angle	L41	27°		25°		24°		27°		--
Hip angle	L43	88°		81.0°	81.5°	79.5°	80.0°	88°		--
Knee angle	L45	94°	96°	82°				95°		--
Foot angle	L47	116°	117°	109°				116°		--
D Point differential, side to center	H66	.7		1.2		1.0		.8		--
D Point to tunnel	H55	1.9		1.7		1.5		1.9		---

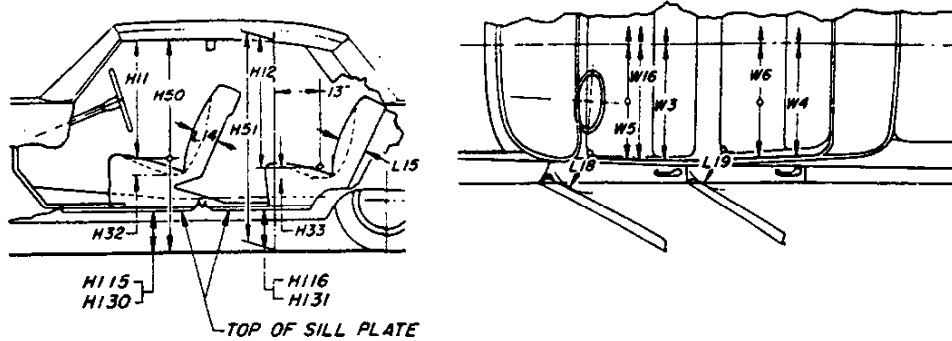
(a) Bench seat; (b) bucket seat

AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED(*)

SEAT AND ENTRANCE DIMENSIONS

54-56-5800



	Ref. No.	Sedans		Sport Coupe		Convertible		Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.	(a)	(b)	(a)	(b)	2-Dr.	4-Dr.	
Shoulder room - front	W3	58.8								
Hip room - front	W5	59.9								
Seat width - front	W16	53.8		23.3	53.8	23.3	53.8			
Upper body opening to ground - front	H50	NA								
Entrance height - front	H11	29.9	30.4	30.2	30.4	30.3	29.9	29.9		
Step height - front (design load)	H115	13.3	13.2						12.9	
Step height - front (curb load)	H130	15.3	15.2						15.8	
Entrance foot clearance - front	L18	15.1		14.8	15.1	14.8	14.9			
Seat cushion deflection - front	H32	4.2	4.4	4.3	4.4	4.3	4.4	4.3		
Seat back thickness - front	L14	5.9		6.4	5.9	6.4	5.9			
Shoulder room - rear	W4	57.4	58.8	56.8		45.6		57.4	58.8	--
Hip room - rear	W6	58.7	59.8	58.7		48.6		58.7	59.8	--
Upper body opening to ground - rear	H51	NA								
Entrance height - rear	H12	--	29.4	--				29.7	--	
Step height - rear (design load)	H116	--	13.1	--				13.0	--	
Step height - rear (curb load)	H131	--	15.1	--				15.0	--	
Entrance foot clearance - rear	L19	11.5	11.7	10.6		10.7		11.5	11.7	--
Seat cushion deflection - rear	H33	4.4		4.8				4.4		--
Seat back thickness - rear	L15	6.4		6.1	7.0		6.1		--	

(a) Bench seat; (b) bucket seat

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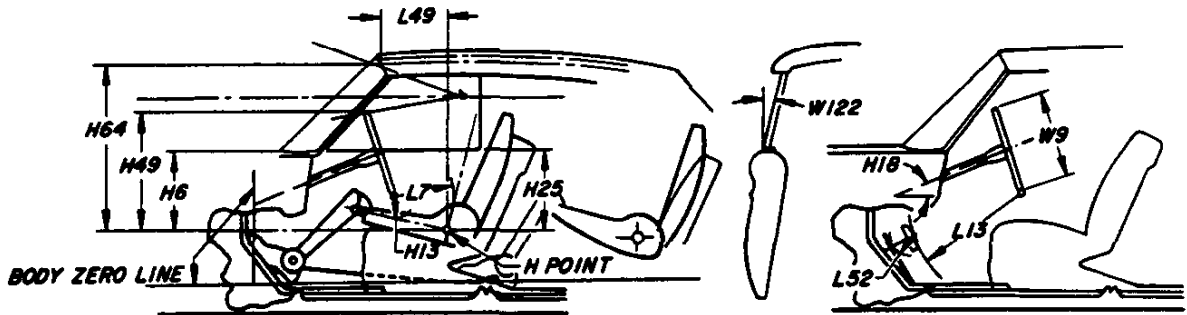
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AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED (a)

VISION AND CONTROL DIMENSIONS

54-56-5800



MODEL	Ref. No.	Sedans		Sport Coupe		Convertible		Station Wagon		Sedan Pickup
		2-Dr.	4-Dr.	(a)	(b)	(a)	(b)	2-Dr.	4-Dr.	
H Point to windshield bottom DLO	H6	18.8		18.7	18.8	18.7		18.8		19.1
H Point to windshield upper DLO	H64	30.9		30.7	31.0	30.9		30.9		31.2
H Point to windshield upper DLO	L49	14.5		14.4	14.3	14.4	14.2	14.5		14.4
Belt height - front	H25	17.1		17.0	17.1	17.0		17.1		17.4
Steering wheel center to centerline of car	W7	15.2								
Steering wheel maximum outside diameter	W9	16.5								
Steering column angle - horizontal	H18	19.5°								
H Point to top of steering wheel	H49	23.2		23.1	23.0	23.1	23.0	23.1		23.4
Steering wheel torso clearance	L7	11.1		11.0	11.1	11.0		11.4		11.2
Steering wheel thigh clearance	H13	4.3		4.2	4.0	4.2	4.0	4.0		4.3
Brake pedal knee clearance	L13	24.4								
Brake pedal to accelerator	L52	4.8		4.4	4.5	4.4	4.5	4.4		
Tumble-home	W122	18.0°						17.8°		18°

(a) Bench seat; (b) bucket seat

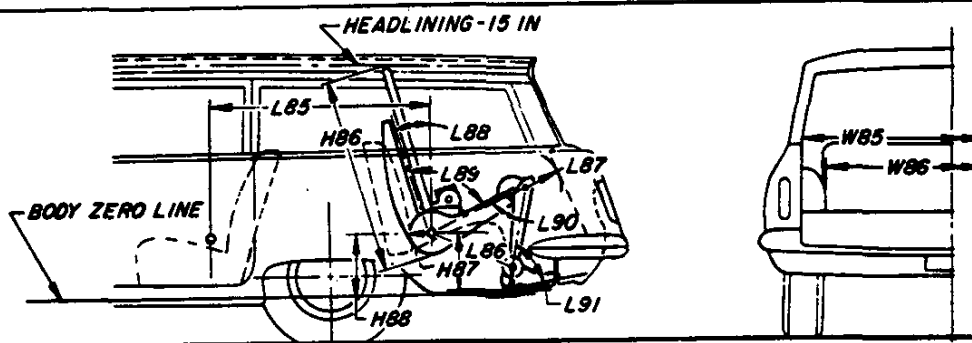
AMA Specifications – Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED()

LUGGAGE COMPARTMENT 54-56-5800

MODEL	Ref. No.	Sedans	Sport Coupe	Convertible	Station Wagon	Sedan Pickup
Usable luggage capacity (See Instructions)		16.9 cu. ft.				
Liftover height	H195	22.8			18.3	
Position of spare tire storage		Horizontal, to right rear of trunk floor			R.r.r. quarter	Back of frt seat
Method of holding lid open		Torsion bars, counterbalanced				

THIRD SEAT DIMENSIONS

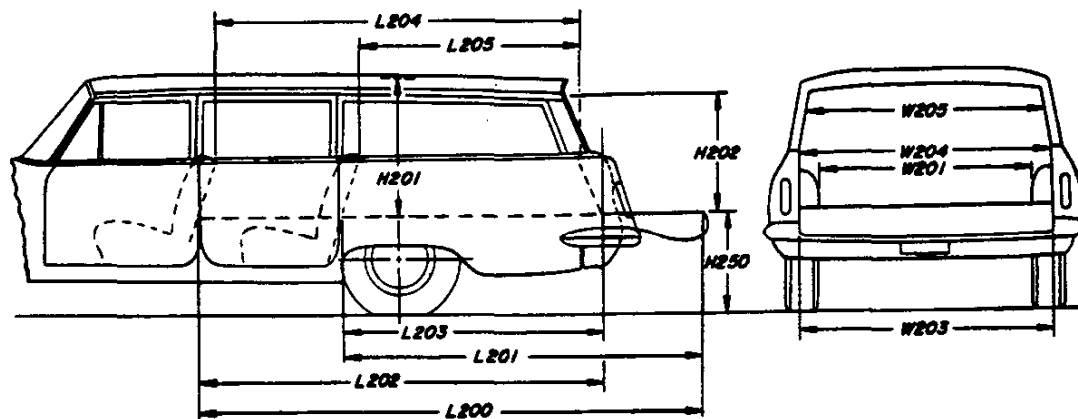


MODEL	Ref. No.	
		5645
Seat facing direction		Rearward
Shoulder room	W85	57.9
Hip room	W86	36.7
H Point couple distance	L85	39.6
H Point to body zero line - third seat	H88	NA
Effective head room	H86	35.9
Effective leg room	L86	30.8
H Point to heel point	H87	12.4
Knee room	L87	10.1
Back angle	L88	28°
Hip angle	L89	87°
Knee angle	L90	72°
Foot angle	L91	103°

AMA Specifications—Passenger Car

MAKE OF CAR CHEVELLE MODEL YEAR 1964 DATE ISSUED 12-2-63 REVISED ^(a)

STATION WAGON—CARGO SPACE DIMENSIONS 54-56-5800



MODEL	Ref. No.	2-Seat	3-Seat
Floor length from back of front seat at floor level to end of lowered tail gate or floor	L200	116.6	
Floor length from back of second seat at floor level to end of lowered tail gate or floor	L201	83.6	
Floor length from back of front seat at floor level to inside of closed tail gate	L202	92.1	
Floor length from back of second seat at floor level to inside of closed tail gate	L203	59.1	
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	80.8	
Minimum horizontal distance from top rear of second seat back to inside of tail gate at belt	L205	46.5	
Maximum width of cargo space at floor - specify location	W200	58.6	
Minimum distance between wheel houses at floor level	W201	44.4	
Rear end opening width at floor	W203	55.3	
Rear end opening width at belt	W204	53.0	
Maximum width of rear opening above belt	W205	45.7	
Maximum height - floor covering to headlining at centerline of rear axle	H201	31.3	
Maximum height of rear opening - tail and lift gates open	H202	28.5	
Platform height from ground to top of tail gate floor covering at rear most edge of tail gate - curb weight	H250	20.4	
Rear end closure (e.g., one piece door, hinged left - sliding glass, drop tail gate)		Hinged tailgate with folding link supports and manual retractable rear window (a)	
Cargo volume index (cu. ft.) W4 x L204 x H201		86.0	

(a) Electrically operated rear window on 3-seat wagon, standard equipment; optional on 2-seat wagons.



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5



AMA Specifications – Passenger Car

MAKE OF CAR	CHEVELLE	MODEL YEAR	1964	DATE ISSUED	12-2-63	REVISED	(a)
MODEL	54-56-5800	Sedans		Sport	Station Wagon		Sedan
		2-Dr	4-Dr	Coupe	2-Dr	4-Dr	Pickup

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front						
	Rear doors	Front						
Type of finish (lacquer, enamel, other)		Acrylic lacquer						
Hood counterbalanced (yes, no)		Yes						
Hood release control (internal, external)		External						
Vehicle (Serial) No. Location		Left front body hinge pillar						
Engine No. Location		8-cyl - on top front of RH bank of cylinder and case						
Theft protection - type		Friction Pivot						
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 jute and cotton						
	3rd seat	Formed wire and jute and cotton						
Seat back type	Front	Formed wire and cotton (a)						
	Rear	Formed wire and cotton						
	3rd seat	Formed wire and cotton						
Windshield glass type (i.e., single curved - laminated plate)		One piece curved						
Backlight glass type (i.e., compound curved - tempered plate, three piece)		One piece curved	Plastic		One piece curved			
Side glass type (i.e., curved - tempered plate)		Curved						
Side glass exposed surface area		1406.9	1356.2	1395.6	1281.4	2529.6	2560.6	839.2
Windshield glass exposed surface area		1107.1						
Backlight glass exposed surface area		1032.3	897.7	786.2	768.4	665.2		
Total glass exposed surface area		3446.3	3495.6	3400.4	3174.7	4415.1	4436.1	2611.5

BODY—CONVENIENCE EQUIPMENT (Indicate whether standard, optional or NA on each series)

Power windows	Side Windows	Optional					
	Vent Windows	NA					
	Backlight or tailgate	Standard on 3 seat wagon, optional on 2 seat					
Power seats (specify type as well as availability)		4 way electric optional, (b)					
Reclining front seat back		NA					
Front seat headrest		NA					
Radios (specify type as well as availability)		Manual, push button optional					
Rear seat speaker		Optional					
Power Antenna		NA					
Clock		Standard on 56-5800; optional on 5400					
Air Conditioner (specify type and availability)		All-weather, Deluxe, optional					

(a) 1" Polyfoam on Malibu Super Sport.

(b) Not available on Malibu Super Sport models.

DIMENSION DEFINITIONS

- W3 SHOULDER ROOM - FRONT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
- W4 SHOULDER ROOM - REAR. Measured in the same manner as W3.
- W5 HIP ROOM - FRONT. The lateral dimension through H Point to trimmed surfaces.
- W6 HIP ROOM - REAR. Measured in the same manner as W5.
- W7 STEERING WHEEL CENTER TO CENTERLINE OF CAR. Measured horizontally from steering wheel center to centerline of car. The point at steering wheel center is located in the surface plane of wheel.
- W9 STEERING WHEEL MAXIMUM OUTSIDE DIAMETER. Define if other than round.
- W16 SEAT WIDTH - FRONT. The maximum trimmed width of front seat cushion.
- W85 SHOULDER ROOM - THIRD SEAT. Measured in the same manner as W3.
- W86 HIP ROOM - THIRD SEAT. Measured in the same manner as W5.
- W101 TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.
- W102 TREAD - REAR. Measured at centerline of tires at ground.
- W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions.
- W106 FRONT FENDER OVERALL WIDTH. Measured at centerline of front wheels, excluding moldings.
- W107 REAR FENDER OVERALL WIDTH. Measured at centerline of rear wheels, excluding moldings.
- W116 MAXIMUM OVERALL BODY WIDTH. Measured across body, excluding hardware and applied moldings, but including fenders when integral with body.
- W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.
- W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN. Measured with front doors in maximum hold-open position.
- W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN. Measured in same manner as W120.
- W122 TUMBLE-HOME. The angle from vertical to the front door glass outer surface or the chord of a curved door glass, measured at the front H Point station.
- L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at a height tangent to the top of rear seat cushion.
- L7 STEERING WHEEL TORSO CLEARANCE. The minimum distance from the back edge of steering wheel, in straight-ahead position, to the Torso Line.
- L13 BRAKE PEDAL KNEE CLEARANCE. The minimum dimension from the lower edge of the steering wheel to the brake pedal face centerline.
- L14 SEAT BACK THICKNESS - FRONT. The maximum thickness of the seat back, excluding bolsters.
- L15 SEAT BACK THICKNESS - REAR. Measured in the same manner as L14.
- L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.
- L18 ENTRANCE FOOT CLEARANCE - FRONT. The minimum horizontal dimension between seat and normal line of door or pillar at a height between the sill plate bead and 4.0 inches above the bead. Door should be in the maximum hold-open position.
- L19 ENTRANCE FOOT CLEARANCE - REAR. Measured in the same manner as L18 on four-door models. On two-door styles, the minimum dimension between rear corner of front seat, with front seat back tilted forward, and trimmed lock pillar, built-in quarter armrest panel, or rear seat cushion at a height between the sill plate bead and 4.0 inches above the bead.
- L30 BODY ZERO LINE TO ACTUAL FRONT OF DASH. If actual front of dash is to the rear of Body Zero Line, it is identified by a minus (-) sign.
- L31 H POINT TO BODY ZERO LINE - FRONT. Horizontal dimension.
- L34 MAXIMUM EFFECTIVE LEG ROOM - ACCELERATOR. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the right foot on accelerator pedal.
- L40 BACK ANGLE - FRONT. The angle between a vertical line through the H Point and the Torso Line.
- L41 BACK ANGLE - REAR. Measured in the same manner as L40.
- L42 HIP ANGLE - FRONT. The angle between Torso Line and a line extending from knee pivot center to H Point.
- L43 HIP ANGLE - REAR. Measured in the same manner as L42.
- L44 KNEE ANGLE - FRONT. The angle between a line from H Point to knee pivot center and a line from the knee pivot center to the ankle pivot center.
- L45 KNEE ANGLE - REAR. Measured in the same manner as L44.
- L46 FOOT ANGLE - FRONT. The angle between a line extended from the knee pivot center through the ankle pivot center and a line tangent to the sole and heel of manikin bare foot.
- L47 FOOT ANGLE - REAR. Measured in the same manner as L46.
- L48 MINIMUM KNEE ROOM - REAR. The minimum dimension from the knee pivot center to the back of front seat back.
- L49 H POINT TO WINDSHIELD UPPER DLO. The horizontal dimension from H Point to the point of tangency of horizontal line of vision (described in dimension H64) with body upper structure.

DIMENSION DEFINITIONS (cont.)

- L50 H POINT COUPLE DISTANCE.** The horizontal dimension from the front seat H Point to the rear seat H Point.
- L51 MINIMUM EFFECTIVE LEG ROOM - REAR.** Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. Measured with the foot positioned to nearest interference between seat structure and toe, instep or lower leg.
- L52 BRAKE PEDAL TO ACCELERATOR.** The minimum dimension from center of brake pedal face to accelerator. Measured in the side view.
- L53 H POINT TO ACCELERATOR FLOOR POINT.** The horizontal dimension from intersection of accelerator and depressed floor covering to the H Point.
- L85 H POINT COUPLE DISTANCE - THIRD SEAT.** The horizontal dimension from the second seat H Point to the third seat H Point.
- L86 EFFECTIVE LEG ROOM - THIRD SEAT.** Measured in the same manner as L51. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
- L87 KNEE ROOM - THIRD SEAT.** Measured in the same manner as L48. With rear-facing third seat, dimension is measured to rear closure.
- L88 BACK ANGLE - THIRD SEAT.** Measured in the same manner as L40.
- L89 HIP ANGLE - THIRD SEAT.** Measured in the same manner as L42.
- L90 KNEE ANGLE - THIRD SEAT.** Measured in the same manner as L44.
- L91 FOOT ANGLE - THIRD SEAT.** Measured in the same manner as L46.
- L101 WHEELBASE.**
- L102 TIRE SIZE.**
- L103 OVERALL LENGTH.** Include bumper guards if standard equipment.
- L104 OVERHANG - FRONT.** Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
- L105 OVERHANG - REAR.** Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
- L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE.** The horizontal dimension from the theoretical intersection of extended windshield glass plane and normal cowl surface to the theoretical intersection of extended back window glass plane and normal deck surface; or in the case of a Fastback roof or Station Wagon, to back glass lower reveal molding, or rubber when molding is not used.
- L127 BODY ZERO LINE TO CENTERLINE OF REAR WHEELS.** A horizontal dimension.
- L128 HOOD LENGTH AT CAR CENTERLINE.** The horizontal dimension from the foremost point on sheet metal hood surface, excluding series identification or ornamentation, to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- L129 DECK LENGTH AT CAR CENTERLINE.** The horizontal dimension from the rearmost point of the body sheet metal (visible above bumper), excluding series identification or ornamentation, to the theoretical intersection of extended back window glass plane and normal deck surface.
- L130 BODY ZERO LINE TO WINDSHIELD COWL POINT.** The horizontal dimension from body zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.
- H6 H POINT TO WINDSHIELD BOTTOM DLO.** Vertical dimension.
- H11 ENTRANCE HEIGHT - FRONT.** The vertical dimension from H Point to upper trimmed body opening.
- H12 ENTRANCE HEIGHT - REAR.** The vertical dimension from H Point to the upper trimmed body opening at a section 13.0 inches forward of the H Point.
- H13 STEERING WHEEL THIGH CLEARANCE.** The minimum dimension from the bottom of steering wheel, in straight-ahead position, to centerline of thigh.
- H18 STEERING COLUMN ANGLE - HORIZONTAL.** The angle the centerline of steering column makes with the horizontal.
- H25 BELT HEIGHT - FRONT.** The vertical dimension from H Point to bottom of side window DLO.
- H30 H POINT TO HEEL POINT - FRONT.** The vertical dimension from the H Point to the manikin accelerator heel point on the depressed floor covering.
- H31 H POINT TO HEEL POINT - REAR.** The vertical dimension from the H Point to the manikin heel point on the depressed floor covering.
- H32 SEAT CUSHION DEFLECTION - FRONT.** The vertical dimension from a point on the undepressed seat cushion to the depressed seat cushion. Measured at the H Point station.
- H33 SEAT CUSHION DEFLECTION - REAR.** Measured in the same manner as H32.
- H37 HEADLINING TO ROOF HEIGHT - FRONT.** The dimension from the intersection of the headlining and the extended effective head room line to the roof panel. Measured perpendicularly to the roof panel.
- H38 HEADLINING TO ROOF HEIGHT - REAR.** Measured in the same manner as H37.
- H49 H POINT TO TOP OF STEERING WHEEL.** The vertical dimension from the H Point to top of steering wheel, in straight-ahead position.
- H50 UPPER BODY OPENING TO GROUND - FRONT.** The vertical dimension from a point on the trimmed body opening to the ground. Measured at the H Point station.
- H51 UPPER BODY OPENING TO GROUND - REAR.** The vertical dimension from a point on the trimmed body opening to the ground. Measured 13.0 inches forward of the H Point.

DIMENSION DEFINITIONS (cont.)

- H54 D POINT TO TUNNEL - FRONT. The vertical dimension from the D Point, at car centerline, to top of tunnel.
- H55 D POINT TO TUNNEL - REAR. Measured same manner as H54.
- H58 H POINT RISE. The vertical dimension between the H Point in the most forward and rearward seat position.
- H61 EFFECTIVE HEAD ROOM - FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.
- H63 EFFECTIVE HEAD ROOM - REAR. Measured same as H61.
- H64 H POINT TO WINDSHIELD UPPER DLO. Vertical dimension from H Point to highest horizontal line of vision through windshield at 15 inch section.
- H65 D POINT DIFFERENTIAL, SIDE TO CENTER - FRONT. Vertical dimension from side occupant to center occupant D Point.
- H66 D POINT DIFFERENTIAL, SIDE TO CENTER - REAR. Measured in the same manner as H65.
- H67 DEPRESSED FLOOR COVERING THICKNESS - FRONT. The vertical dimension from manikin accelerator heel point normally to underbody sheet metal immediately below heel point.
- H68 DEPRESSED FLOOR COVERING THICKNESS - REAR. Measured same as H67.
- H70 H POINT TO BODY ZERO LINE - FRONT. Vertical dimension.
- H71 H POINT TO BODY ZERO LINE - REAR. Vertical dimension.
- H86 EFFECTIVE HEAD ROOM - THIRD SEAT. Measured in the same manner as H61.
- H87 H POINT TO HEEL POINT - THIRD SEAT. Measured in the same manner as H31.
- H88 H POINT TO BODY ZERO LINE - THIRD SEAT. Vertical dimension.
- H101 OVERALL HEIGHT. Measured with full design load.
- H102 FRONT BUMPER TO GROUND. Minimum dimension.
- H104 REAR BUMPER TO GROUND. Minimum dimension.
- H106 ANGLE OF APPROACH. The angle between the ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e. bumper, guard, gravel deflector, fender or other interfering component, excluding license plate.
- H107 ANGLE OF DEPARTURE. The angle between the ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e. bumper, guard, gravel deflector, tail pipe, fender or other interfering component, excluding license plate.
- H111 ROCKER PANEL TO GROUND - REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at front of rear wheel opening.
- H112 ROCKER PANEL TO GROUND - FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured at foremost point of rocker panel.
- H114 HOOD AT REAR TO GROUND. Measured from hood opening line on shroud, exclusive of moldings.
- H115 STEP HEIGHT - FRONT (DESIGN LOAD). The vertical dimension from top of sill plate bead, at C/L of front door sill plate, to ground.
- H116 STEP HEIGHT - REAR (DESIGN LOAD). Measured in same manner as dimension H115.
- H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.
- H130 STEP HEIGHT - FRONT (CURB LOAD). The vertical dimension from top of sill plate, at C/L of front door sill plate, to ground.
- H131 STEP HEIGHT - REAR (CURB LOAD). Measured same as H130.
- H132 BOTTOM OF DOOR TO GROUND, OPEN - FRONT. Measured from bottom outside corner of door with door in maximum hold-open position.
- H133 BOTTOM OF DOOR TO GROUND, CLOSED - FRONT. Same point on door as H132 dimension, with door closed.
- H134 BOTTOM OF DOOR TO GROUND, OPEN - REAR. Measured in same manner as H132.
- H135 BOTTOM OF DOOR TO GROUND, CLOSED - REAR. Measured in same manner as H133.
- H136 BODY ZERO TO GROUND - FRONT. A vertical dimension measured at front wheel centerline.
- H137 BODY ZERO TO GROUND - REAR. A vertical dimension measured at rear wheel centerline.
- H147 RAMP BREAKOVER ANGLE. Supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.
- H148 FRONT SUSPENSION TO GROUND. Minimum clearance from lower control arm inner shaft or lowest point on the car centerline.
- H149 OIL PAN TO GROUND. Minimum clearance measured from sheet metal or drain plug.
- H150 FLYWHEEL/CONVERTER HOUSING AND TRANSMISSION ASSEMBLY TO GROUND. Minimum clearance.
- H151 FRAME STRUCTURE TO GROUND. Minimum clearance measured approximately midway between front and rear axles. In this measurement, cross bars and X-members shall be considered part of frame.
- H152 EXHAUST SYSTEM TO GROUND. Minimum clearance. Specify location.
- H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND. Minimum clearance.
- H154 FUEL TANK TO GROUND. Minimum clearance measured from sheet metal or drain plug, but excluding supports or straps.
- H155 SPARE TIRE WELL TO GROUND. Minimum clearance.
- H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.
- H195 LIFTOVER HEIGHT. Vertical dimension from luggage compartment lower opening to ground.



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AMA Specifications - Passenger Car

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