

EL CAMINO

Load Ratings up to 3 passengers + 800 lb

EL CAMINO SERIES

Six-Cylinder Model

13380 Standard El Camino

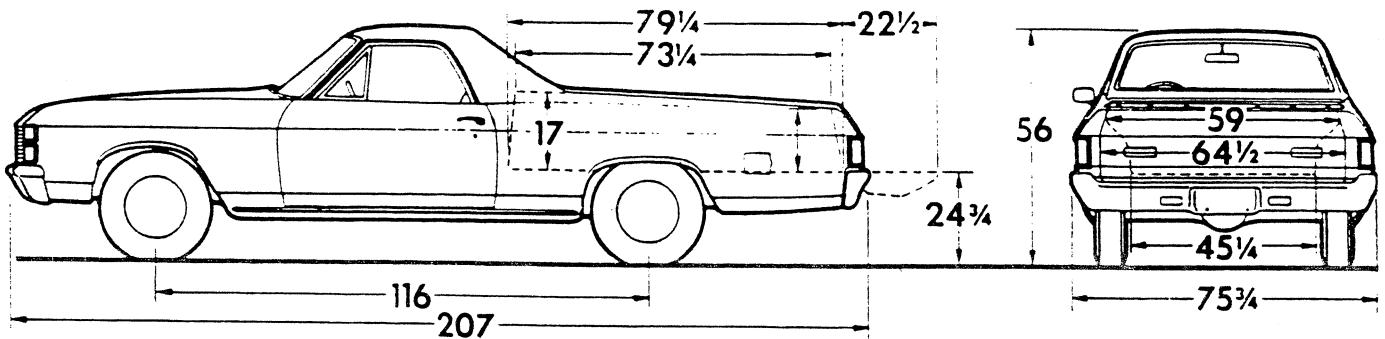
V8 Models

13480 Standard El Camino

13680 Custom El Camino

DIMENSIONS

(With std equipment, unloaded)



ORIGINAL COPY

Models	Curb Weights (lb)			Payload Wt. Dist.*	
	Front	Rear	Total	Front	Rear
13380	1790	1538	3328		
13480	1886	1552	3438	0%	100%
13680	1894	1560	3454		

*Estimate based on water-level loading.

STANDARD EQUIPMENT

Air Cleaner: Oil-wetted paper

Axle, Front: Independent; capacity 1900 lb

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

Battery: 12-volt; side terminal connectors; capacity 45 amp-hr

Brake, Parking: Cable to rear wheels; T-handle operated

Brakes, Service: Hydraulic; self-adjusting; dual system

Sizes: front 9½" x 2½"; rear 9½" x 2"

Effective area: drum 268.6 sq in; lining 155.2 sq in

Bumper: Front and rear; chrome plated

Cab: See *Cabs, Bodies & Colors* section

Carburetor:

13380: single-barrel downdraft

13480-13680: two-barrel downdraft

Clutch:

13380: diameter 9½"; area 72 sq in

13480-13680: diameter 10"; area 101 sq in

Cooling:

13380: capacity 12 qt w/heater; 1¼" radiator core; 363-sq-in area; 15-lb pressure cap; 195° thermostat

13480-13680: capacity 15 qt w/heater; 1¼" radiator core; 480-sq-in area; 15-lb pressure cap; 195° thermostat

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge; integral steering column mounted ignition switch for locking ignition, steering wheel and transmission selector. Lights for generator, oil pressure, engine temperature, direction signals; brake warning; and high beam indicator. Direction signal control with free-way lane-change position. Hazard warning switch

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

Engine:

13380: 250 Six

Gross horsepower.....145 @ 4200 rpm

Net horsepower.....110 @ 3800 rpm

Gross torque, lb-ft.....230 @ 1600 rpm

Net torque, lb-ft.....185 @ 1600 rpm

13480-13680: 307 V8

Gross horsepower.....200 @ 4600 rpm

Net horsepower.....140 @ 4400 rpm

Gross torque, lb-ft.....300 @ 2400 rpm

Net torque, lb-ft.....235 @ 2400 rpm

Exhaust System: Single; aluminized muffler and tailpipe

Filter, Fuel: Plastic mesh in fuel tank

13380: Paper type in carburetor

13480-13680: Sintered bronze in carburetor

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

Frame: Carbon steel; perimeter type

Generator: 37-amp Delcotron

GVW Plate: See GVW Selector

Heater & Defroster

Lights: Two Power Beam headlights; two front combination parking/side marker/direction signals; two rear combination side marker/tail/stop/direction signals; two backup; one license; instrument panel & dome; two rear reflectors. Front side marker lights flash with turn signals

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

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

Shock Absorbers, Front: 1" diameter

Shock Absorbers, Rear: 1" diameter; air-booster type with air filler valve located on the right side of the license plate

Springs, Front: Coil; capacity 950 lb each at ground

Springs, Rear: Coil; capacity 1100 lb each at ground

Steering: Ball-gear, ratio 28:1; energy-absorbing steering wheel and column—wheel dia 15¼"

Tank, Fuel: Capacity approx 19 gal

→ **Tires:** Five bias belted tubeless E78-14B (4PR) front, rear and spare

Tools: Mechanical jack; wheel wrench

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

Wheels: Five 14" x 5" disc; attachment, 5 studs on 4¼" circle; spare carrier behind seat

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

→ LOAD SELECTOR

Capacity		Minimum Equipment Required for GVW Rating		
Passengers	Plus lbs of Payload	Tires, Front	Tires, Rear	Chassis Equipment
3	up to 800	E78-14B (4PR)	E78-14B (4PR)	Standard

COLOR & TRIM

PAINT DESCRIPTION

Chevrolet trucks are finished with high-luster enamel for easy maintenance and high durability, except Vega Panel Express and El Camino models which are finished with acrylic lacquer. After being thoroughly cleaned, all bodies and sheet metal are given a prime coat followed by two finish coats of baked-on high-luster enamel.

One of the most outstanding characteristics of the Chevrolet enamel is its exceptional color and gloss retention, even after prolonged weathering. Ordinary enamels are soon affected by the weathering action of sunlight, heat, dew, and airborne dust and chemicals.

Such action results in chalking and dulling of the finish, and most enamels require frequent polishing to maintain a good appearance. With Chevrolet enamel, however, even after 18 months of normal weathering, a simple washing will restore the original brilliance of the finish.

Another outstanding characteristic of Chevrolet enamel is its extremely hard finish which is as much as six times harder than other enamels. This not only provides greater protection from marring and scratching, but also reduces chipping caused by flying stones or gravel.

1971 EL CAMINO PAINT REFINISH NUMBERS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
TUXEDO BLACK	19	99-L	A-946	9300
ASCOT BLUE	24	5270-L	A-2439	2328
MULSANNE BLUE	26	5327-L	A-2482	2213
COTTONWOOD GREEN	42	5274-L	A-2444-G	2333
BURNT ORANGE	62	5281-LH	A-2451-G	2340
CLASSIC COPPER	67	5323-LH	A-2276-G	23215
ROSEWOOD METALLIC	78	5275-L	A-2461	2350
PLACER GOLD	53	5280-LH	A-2449-F	2339
LIME GREEN	43	5322-LH	A-2445-D	2334
ANTIQUE GREEN	49	5273-L	A-2448	2337
CRANBERRY RED	75	5339-LH	A-2278-F	2189
SUNFLOWER YELLOW	52	5283-LH	A-2422	2338
SANDALWOOD	61	5325-L	A-2273	2181
NEVADA SILVER	13	5276-L	A-2438	2327
ANTIQUE WHITE	11	5338-L	A-2080	2058

1971 VEGA PANEL EXPRESS PAINT REFINISH NUMBERS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
MEDITERRANEAN BLUE	25	5295-L	A-2440	2329
COMMAND BLUE	29	5272-L	A-2441	2330
MESA SAND	63	5296-L	A-2452	2341
LIME GREEN	43	5322-LH	A-2445-D	2334
ANTIQUE GREEN	49	5273-L	A-2448	2337
CRANBERRY RED	75	5339-LH	A-2278-F	2189
SUNFLOWER YELLOW	52	5283-LH	A-2422	2338
SANDALWOOD	61	5325-L	A-2273	2181
NEVADA SILVER	13	5276-L	A-2438	2327
ANTIQUE WHITE	11	5338-L	A-2080	2058

1971 PAINT REFINISH NUMBERS ALL 10-90 SERIES MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
BLACK	500	99-L	A-946	9000
MED. RED	514	2411-LH	A-1596-R	70704
ORANGE	516	31-L	A-1597	60156
MED. OLIVE	504	5055-LH	A-2127	2097
WHITE	521	817-L	A-1347	2185
MED. GREEN	518	5184-L	A-2254	2208
DARK GREEN	505	4190-L	A-1592	42850
DARK YELLOW	519	4320-LH	A-1605	81348
MED. BLUE	510	5183-L	A-2253	2188
DARK BLUE	523	5336-L	A-2474	2366

10-30 SERIES MODELS ONLY

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
RED ORANGE	524	5188-LM	A-2256-R	2212
DARK OLIVE	506	5171-LH	A-2251	2207
BRIGHT YELLOW	525	5312-LH	A-2476	2324
MED. BRONZE	522	5187-LH	A-2257D	2202
OCHRE	511	5313-L	A-2475	2323

40-90 SERIES MODELS ONLY

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
BRIGHT RED	513	48-LH	A-2329-R	2258
TURQUOISE	503	5335-L	A-2473	2365
MED. GOLD	526	5157-L	A-2247	2176
PRIME	565	—	—	—

SPECIAL PAINTS

In addition to the wide selection of standard colors offered on Chevrolet trucks, virtually any special color can be obtained on

an order for two or more trucks. For details and prices on special paints, consult the Chevrolet Zone Office.

VEGA PANEL EXPRESS

EXTERIOR AND INTERIOR COLOR SELECTION CHART

		INTERIOR TRIMS	
		Black	Green/ Sandalwood
		Vinyl	Vinyl
PANEL EXPRESS With Standard Interior	Driver Bucket	873	878
EXTERIOR COLOR SOLID ONLY	CODE		
	LOWER	UPPER	
Blue, Bright	25	25	X
Blue, Dark	29	29	X
Green, Bright	43	43	X
Green, Dark	49	49	X
Red	75	75	X
Yellow-Orange	63	63	X
Sandalwood	61	61	X
Silver	13	13	X
White	11	11	X
Yellow	52	52	X

EL CAMINO

STRIPING COLOR APPLICATION CHART

The following striping colors are available on vehicles equipped with the Cowl-Induction Hood (ZL2) or Sport Stripe (D88) options. Striping colors are automatically selected for compatibility to vinyl roof cover color applications. Vehicles ordered without a vinyl roof cover automatically receive black stripes on all exterior solid colors except Tuxedo Black. In the event white stripes are desired on vehicles ordered with a body color painted roof, in any color except black or white, white stripes may be specified by reflecting ordering code ZR8 in the special instruction area of the order form.

EXTERIOR COLOR			Painted Body Roof Color		Vinyl Roof Cover <i>(Stripe colors automatically selected for compatibility)</i>				
SOLID	CODE		Auto- matically Selected Stripe Color (Code ZR8)	Optional White Stripe Color* (Code ZR8)	Black Vinyl	White Vinyl	Blue Vinyl	Brown Vinyl	Green Vinyl
	Lower	Upper							
Black, Tuxedo	19	19	White		White	White	White		White
Blue, Mulsanne	26	26	Black	White	Black	White	Black		
Blue, Ascot	24	24	Black	White	Black	White	Black		
Copper, Classic	67	67	Black	White	Black	White		Black	
Gold, Placer	53	53	Black	White	Black	White			
Green, Lime	43	43	Black	White	Black	White			Black
Green, Cottonwood	42	42	Black	White	Black	White			Black
Green, Antique	49	49	Black	White	Black	White			Black
Orange, Burnt	62	62	Black	White	Black	White		Black	
Red, Cranberry	75	75	Black	White	Black	White			
Rosewood Metallic	78	78	Black	White	Black	White		Black	
Sandalwood	61	61	Black	White	Black	White		Black	
Silver, Nevada	13	13	Black	White	Black	White	Black		
White, Antique	11	11	Black		Black	Black	Black	Black	Black
Yellow, Sunflower	52	52	Black	White	Black	White			

*Available on body color roof (except black or white) only. Insert code ZR8 in special instruction area on order form.

EL CAMINO COLOR COMBINATIONS

EXTERIOR AND INTERIOR

PLEASE NOTE: The exterior and interior combinations for solid color paint shown in the chart below have been established as the combinations that would be attractive to the average customer. Orders for non-recommended solid color exterior and interior trim combinations may be submitted, provided the original order carries a notation in the special instruction section. This notation should state that the color and trim selection has been verified and is definitely desired. This procedure does not apply to orders that specify a vinyl roof cover, as combinations shown are the only combinations that have been approved.

VINYL ROOF	EXTERIOR COLOR AVAILABILITY	
BLACK	BB	All Exterior Colors.
BLUE (DARK)	CC	Tuxedo Black, Mulsanne Blue, Ascot Blue, Nevada Silver or Antique White Exterior Colors Only.
BROWN (DARK)	FF	Burnt Orange, Rosewood Metallic, Sandalwood, Classic Copper or Antique White Exterior Colors Only.
GREEN (DARK)	GG	Tuxedo Black, Lime Green, Cottonwood Green, Antique Green or Antique White Exterior Colors Only.
WHITE	AA	All Exterior Colors.

		INTERIOR TRIM					
		Black	Jade (Dark)	Saddle		Sandalwood	
				(Medium)	(Dark)		
Type of Seat	Vinyl	Vinyl	Vinyl	Vinyl	Vinyl		
CUSTOM EL CAMINO	Std Bench	705	731		721	714	
	Strato-Bucket (RPO A51)	706	732		722	715	
EL CAMINO	Std Bench	703		720		713	
EXTERIOR COLOR	CODE		INTERIOR TRIM COLOR				
SOLID ONLY	Lower	Upper	Black	Jade (Dark)	Saddle		Sandalwood
					(Medium)	(Dark)	
Tuxedo Black	19	19	X	X	X	X	X
Mulsanne Blue	26	26	X		X		X
Ascot Blue	24	24	X				X
Lime Green	43	43	X	X		X	X
Cottonwood Green	42	42	X	X			X
Antique Green	49	49	X	X	X	X	X
Burnt Orange	62	62	X				X
Cranberry Red	75	75	X		X		X
Rosewood Metallic	78	78	X				X
Sandalwood	61	61	X	X	X	X	X
Classic Copper	67	67	X		X		X
Nevada Silver	13	13	X				X
Antique White	11	11	X	X	X	X	X
Sunflower Yellow	52	52	X	X	X	X	X
Placer Gold	53	53	X			X	X

EL CAMINO TRANSMISSIONS VEGA PANEL EXPRESS

3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 3-Speed	Chevrolet 3-Speed
Applications	140 Four	250 Six; 307 V8	350 V8 (250 HP)
Synchronized Speeds	All forward		
Gear Ratios:			
First	3.24	2.85	2.54
Second	1.68	1.68	1.50
Third	Direct	Direct	Direct
Reverse	3.47	2.95	2.63
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Column		
Location			

4-SPEED TRANSMISSIONS

Type	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed
Applications	140 Four	350 V8 (250 HP)	400 V8	454 V8
Synchronized Speeds	All forward			
Gear Ratios:				
First	3.43	2.54	2.52	2.20
Second	2.16	1.80	1.88	1.64
Third	1.37	1.44	1.46	1.27
Fourth	Direct	Direct	Direct	Direct
Reverse	3.32	2.54	2.59	2.26
Gears:				
Type	Helical			
Material	Forged steel; hardened			
Gearshift Control:				
Type	Manual direct			
Location	Floor*			

→ AUTOMATIC TRANSMISSIONS

Type	Torque Drive	Chevrolet Powerglide			Turbo Hydra-matic	
Applications	140 Four	140 Four	250 Six; 307 V8	350 V8 (250 HP & 300 HP)	400 V8; 454 V8	250 Six; 307 V8; 350 V8
Drive (Maximum)	3.82:1	3.82:1	3.82:1	3.70:1	5.21:1	5.29:1
Cooling	Water					

*Console optional

EL CAMINO POWER TEAMS

Engine, Transmission and Rear Axle Combinations

ENGINES		TRANSMISSIONS	SHIFT LEVER LOCATION		REAR AXLE RATIOS*		
Option Number and Model Application	Description	Type (Std or Optional)	Without Console	With Optional Console	Std	Optional	
						Perf	Trailering

STANDARD ENGINES

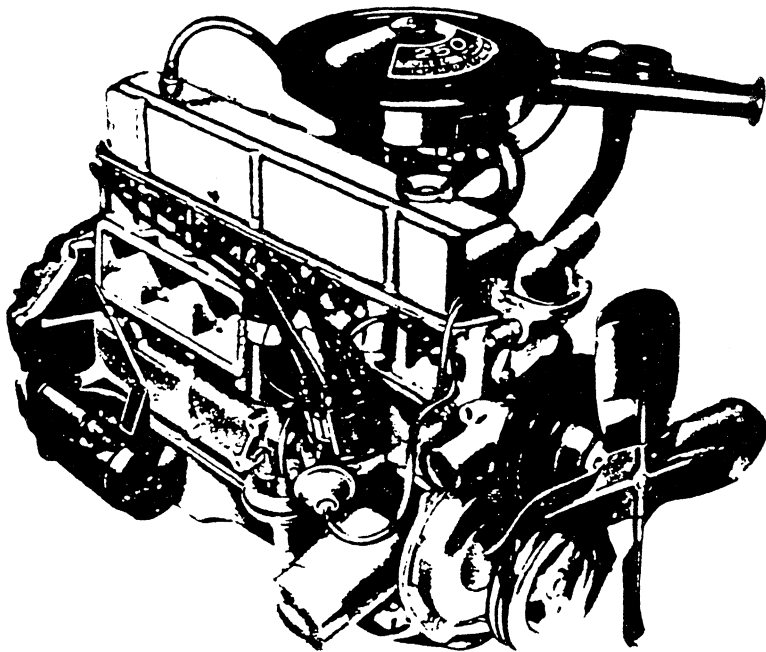
Standard Six-Cylinder on El Camino 6-Cyl Model	145-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	Not Available	3.36	—	—
		Powerglide—M35	Column	In Console w/Floor Shift	3.36	—	—
Standard Eight-Cylinder on El Camino V8 Models	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement Regular camshaft 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	Not Available	3.36	—	—
		Powerglide—M35	Column	In Console w/Floor Shift	3.36	—	—
		Turbo Hydra-matic—M40 Without Special Suspension	Column	In Console w/Floor Shift	3.08	—	—
		With Special Suspension	Column	In Console w/Floor Shift	3.08	—	3.31

OPTIONAL ENGINES

Option L65 on El Camino V8 Models	245-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	Turbo Hydra-matic—M40 Without Special Suspension	Column	In Console w/Floor Shift	2.56	—	—
		With Special Suspension	Column	In Console w/Floor Shift	2.56	—	3.31
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.36	—	—
Option L48 on El Camino V8 Models	270-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	Turbo Hydra-matic—M40 Without Special Suspension	Column	In Console w/Floor Shift	2.73	—	—
		With Special Suspension	Column	In Console w/Floor Shift	2.73	—	3.31
		3-Speed—M11	Floor With Boot	In Console	3.31	—	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.31	—	—
Option L83 on El Camino V8 Models	300-hp Turbo-Jet 400 8-Cylinder 402-cu-in displacement Regular camshaft 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	Turbo Hydra-matic—M40 Without Special Suspension	Column	In Console w/Floor Shift	2.73	—	—
		With Special Suspension	Column	In Console w/Floor Shift	2.73	—	3.31
		Special 3-Speed—MC1	Floor With Boot	In Console	3.31	—	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.31	—	—
Option L85 on V8 Custom El Camino Model with SS Equipment	365-hp Turbo-Jet 454 8-Cylinder 454-cu-in displacement High-lift camshaft 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.31	—	—
		Special 4-Speed Close-Ratio—M22	Floor With Boot	In Console	3.31	—	—
Option L86 on V8 Custom El Camino Model With SS Equipment	425-hp Turbo-Jet 454 8-Cylinder 454-cu-in displacement Special camshaft 4-barrel carburetor 9.0:1 compression ratio Mechanical valve lifters Dual exhausts	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.31	4.10	—
		Special 4-Speed Close-Ratio—M22	Floor With Boot	In Console	3.31	4.10	—

* All ratios available as Positraction

TURBO-THRIFT 250 SIX



Applications

Standard: El Camino (13380)

Optional: None

Basic Specifications

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

Test Procedures

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

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

Gross horsepower..... 145 @ 4200 rpm
Net horsepower..... 110 @ 3800 rpm
Gross torque, lb-ft..... 230 @ 1600 rpm
Net torque, lb-ft..... 185 @ 1600 rpm

250 & 292 SIX ENGINES

ENGINE FEATURES*

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

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

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

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

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

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

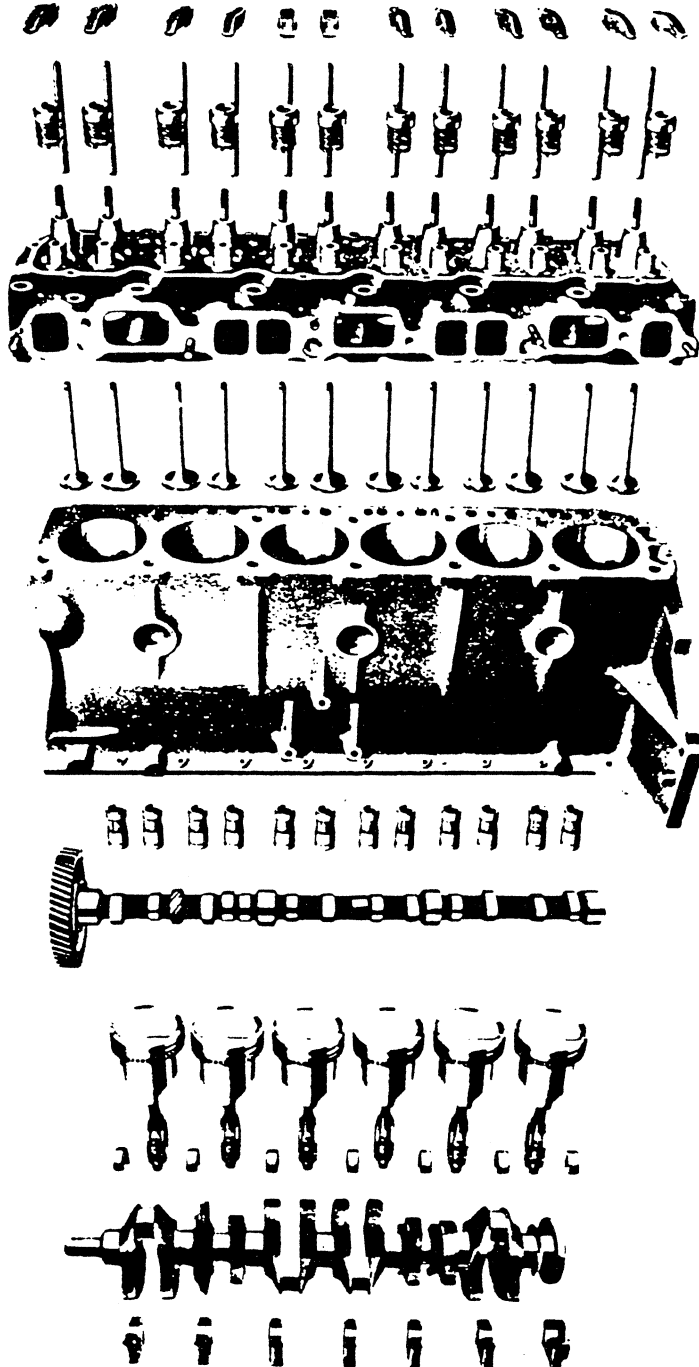
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

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

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

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

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



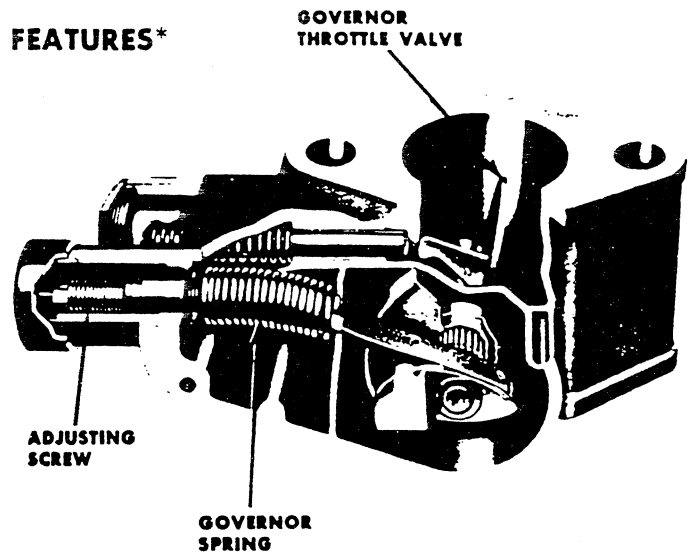
250 Engine Shown

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

ENGINE FEATURES*

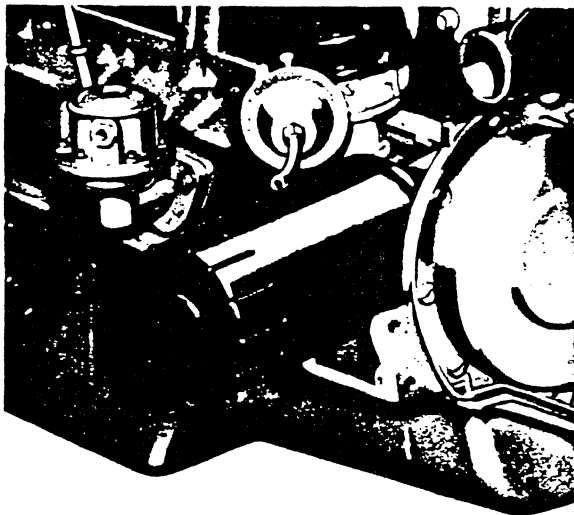
Optional governors—The 250 and 292 engines can be fitted with governors (except Series 10, 20 and 30) on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seely velocity type (see diagram at right). The mixture rushing through the governor body from the carburetor tends to draw the offset throttle valve in the governor closed. The spring attached to the throttle valve resists closure until the volume of mixture exceeds the predetermined setting and the valve closes, restricting the engine rpm. Adjustment is simple and foolproof. The setting ranges are:

250.....	1800 rpm to 3000 rpm 2800 rpm to 4000 rpm
292.....	2200 rpm to 3100 rpm 2800 rpm to 3900 rpm

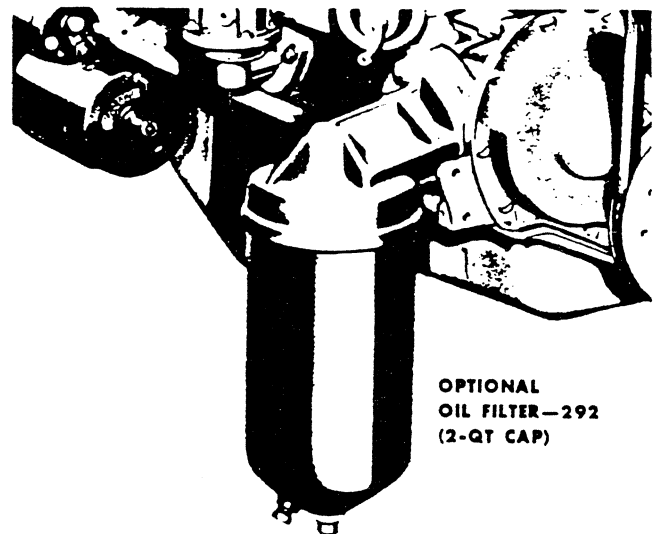


Oil filters—All in-line gasoline engines utilize a full-flow throwaway element oil filter as standard equipment.

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



**STD OIL FILTER—292
(1-QT CAP)**



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

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

Optional fuel filter equipment is available for most Series 40 and 50 trucks. It provides a frame-mounted replaceable-element fuel filter.

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

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

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

250 & 292 SIX ENGINES

→ SPECIFICATIONS

	Turbo-Thrift		High Torque	
	250		250	292# 292■
Basic Description	Six-cylinder in-line; valve-in-head			
Displacement (cu in)	250		292	
Bore & Stroke (in)	3.875 x 3.53		3 7/8 x 4 1/4	
Compression Ratio	8.5:1		8.0:1	
Firing Order	1 5 3 6 2 4			
Gross Horsepower @ rpm	145 @ 4200		145 @ 4200	165 @ 4000 170 @ 4000
Net Horsepower @ rpm	110 @ 3800		110 @ 4000	125 @ 3600 135 @ 3800
Gross Torque (lb-ft) @ rpm	230 @ 1600		230 @ 1600	270 @ 1600 270 @ 1600
Net Torque (lb-ft) @ rpm	185 @ 1600		185 @ 1600	225 @ 2400 240 @ 2000
Air Cleaner	See model pages for type			
Bearings, Camshaft	Steel-backed babbitt or copper lead alloy		Aluminum	
Inlet Valve	Opens		16° BTC	45° BTC
	Closes		48° ABC	99° ABC
Exhaust Valve	Opens		46° 30' BBC	88° BBC
	Closes		17° 30' ATC	59° ATC
Inlet Duration w/o Ramp	244°		294°	
Exhaust Duration w/o Ramp	244°		294°	
Carburetor				
Type	1-Barrel downdraft			
Make	Rochester			
Venturi ID (in)	1.3125		1.625	
Throttle Bore (in)	1.6875		1.750	
Choke Control	Automatic*			
Connecting Rods				
Material	Forged steel			
Length (in)	5.70		6.76	
Bearings	Steel-backed babbitt or copper lead alloy		Premium aluminum	
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Nodular iron			
Number of Counterweights	12			
Main Journals (in)	Nos. 1-6—2.2983-2.2993		No. 7—2.2978-2.2988	
Crankpin Journals (in)	1.999—2.000		2.099—2.100	
Torsional Damper	Inertia, hysteresis			
Bearings	Sintered-copper nickel-backed babbitt on steel or copper lead alloy		Premium aluminum	
Distributor	Delco-Remy; centrifugal & vacuum advance			
Fuel Filters				
Carburetor	Replaceable, pleated fiber element			
Fuel Tank	Plastic mesh screen			
Governor				
Availability	—		■ Optional	
Make	—		■ King-Seely	
Type	—		■ Velocity	
Setting	Low Range	—	1800—3000	2200—3100
	High Range	—	2800—4000	2800—3900
Lubrication System	Full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Sprayed by nozzle			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed by pressurized jets			
Piston Pins	Cross sprayed by pressurized jets			

*Manual on CS40-50, SS40-50, TS50.

‡Series 10-30 and SS40

■ Series 40-50 (exc SS40)

250 & 292 SIX ENGINES

SPECIFICATIONS

	Turbo-Thrift		High Torque	
	250		250	292# 292 [■]
Oil Capacity (qts)				
With filter change	5		6	
W/o filter change	4		5	
Oil Filter				
Standard	Full flow; throwaway type			
Capacity*(qts)	1			
Optional	—		Replaceable element ●	
Capacity (qts)	—		2	
Oil Pump				
Type	Spur gear, distributor shaft driven			
Capacity (gpm)	4.5 to 6 @ 2000 rpm			
Normal Pressure (psi)	40 to 60 @ 2000 rpm			
Pistons				
Type	Autothermic			
Material	Cast aluminum alloy			
Skirt	Closed slipper		Full	
Head	Sump			
Piston Pins				
Type	Rod shrink fit to pin			
Material	Chromium-steel			
Piston Rings				
Compression Rings				
Number	2			
Type	Inside bevel			
Material	Cast alloy iron			
Oil Control Rings				
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison or Dole; 195°			
Valve Train				
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.75:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Head Diameter (in)	1.72			
Face Coating	None		Aluminized	
Seats	Machined in cylinder head			
Exhaust Valves				
Material	21-4N			
Head Diameter (in)	1.50			
Face Coating	None		Cobalt based alloy	
Seats	Machined in cylinder head			
Rotators	None		Rotacoil	
Water Pump				
Type	Centrifugal			
Capacity (gpm)	60 @ 4000		70 @ 4400	

●Series 50 only

#Series 10-30

■Series 40-50

TURBO-FIRE 307 V8

Applications

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

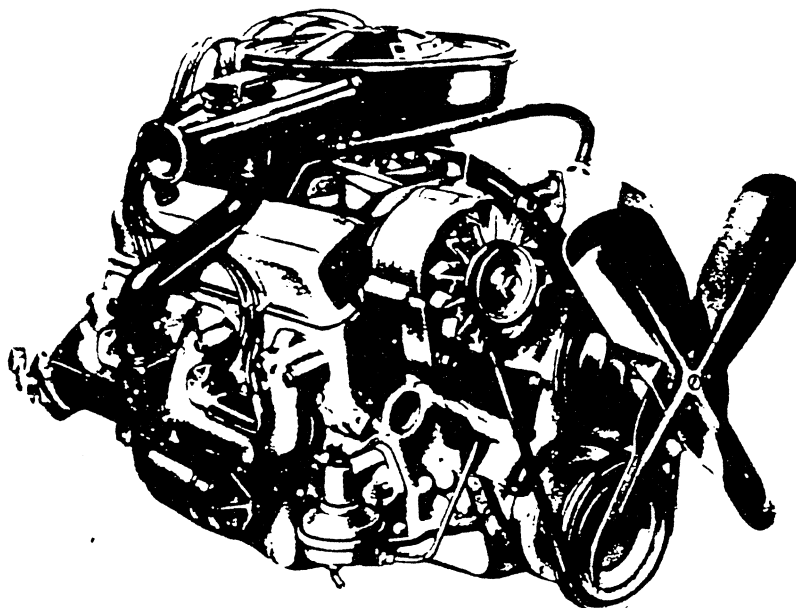
Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....307 cu in
Bore & stroke (nominal).....3 $\frac{3}{8}$ " x 3 $\frac{1}{4}$ "
Compression ratio.....8.5:1
Compression type.....2-barrel

Test Procedures

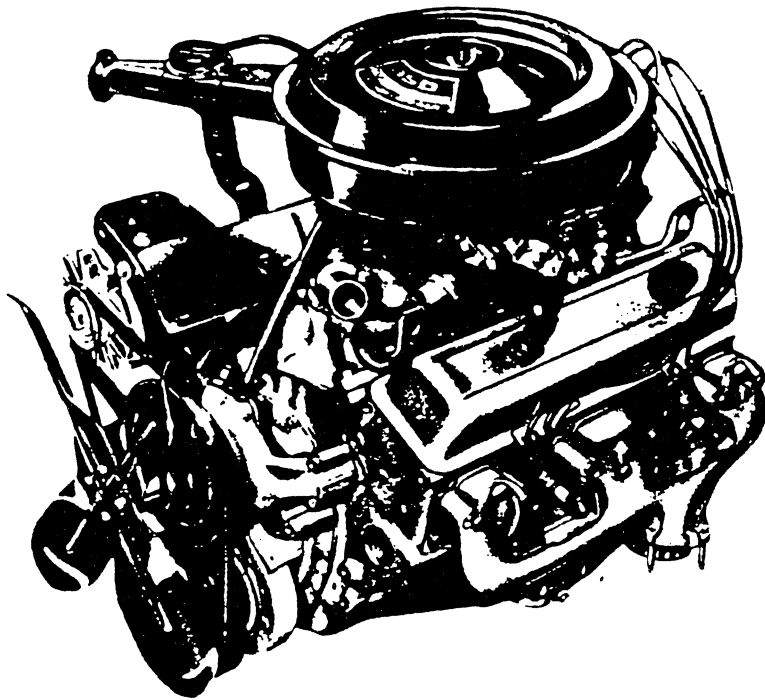
These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60° F dry air and net ratings corrected to 29.00" mercury and 85° F dry air.

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



Gross horsepower.....200 @ 4600 rpm
Net horsepower.....140 @ 4400 rpm
Gross torque, lb-ft.....300 @ 2400 rpm
Net torque, lb-ft.....235 @ 2400 rpm

TURBO-FIRE 350 V8



Typical Engine Shown

Applications

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

Basic Specifications

Engine type Valve-in-head
Piston displacement 350 cu in
Bore & stroke (nominal) 4" x 3.48"
Compression ratio 8.5:1
Carburetor type 2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60° F dry air and net ratings corrected to 29.00" mercury and 85° F dry air.

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

Gross horsepower 245 @ 4800 rpm
Net horsepower 165 @ 4000 rpm
Gross torque, lb-ft 350 @ 2800 rpm
Net torque, lb-ft 280 @ 2400 rpm

Applications

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

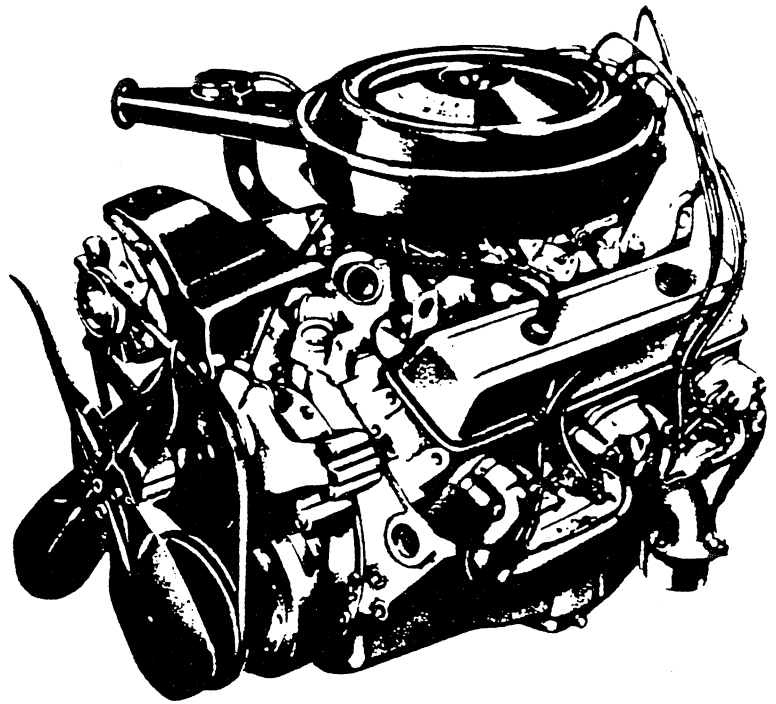
Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 350 cu in
 Bore & stroke (nominal)..... 4" x 3.48"
 Compression ratio..... 8.5:1
 Carburetor type..... 4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60° F dry air and net ratings corrected to 29.00" mercury and 85° F dry air.

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



Typical Engine Shown

Gross horsepower..... 270 @ 4800 rpm
 Net horsepower..... 175 @ 4000 rpm
 Gross torque, lb-ft..... 360 @ 3200 rpm
 Net torque, lb-ft..... 290 @ 2400 rpm

ENGINE FEATURES*



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

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

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

Full-flow oil filter—All engines are equipped with high-efficiency oil filters that increase engine life. Throwaway on all engines except 350 V8 used on CSO Series which uses a replaceable element.

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

Long-life exhaust valves—The 350 V8 2-barrel engine valve seats are stellite for long life. Aluminized exhaust valve seat faces on the 307 and 350 4-barrel engines retard the formation of deposits.

Rotacoil valve rotators—350 V8's on series 40-50 models are fitted with Rotacoil exhaust valve rotators which reduce build-up of deposits on valve faces and stems.

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

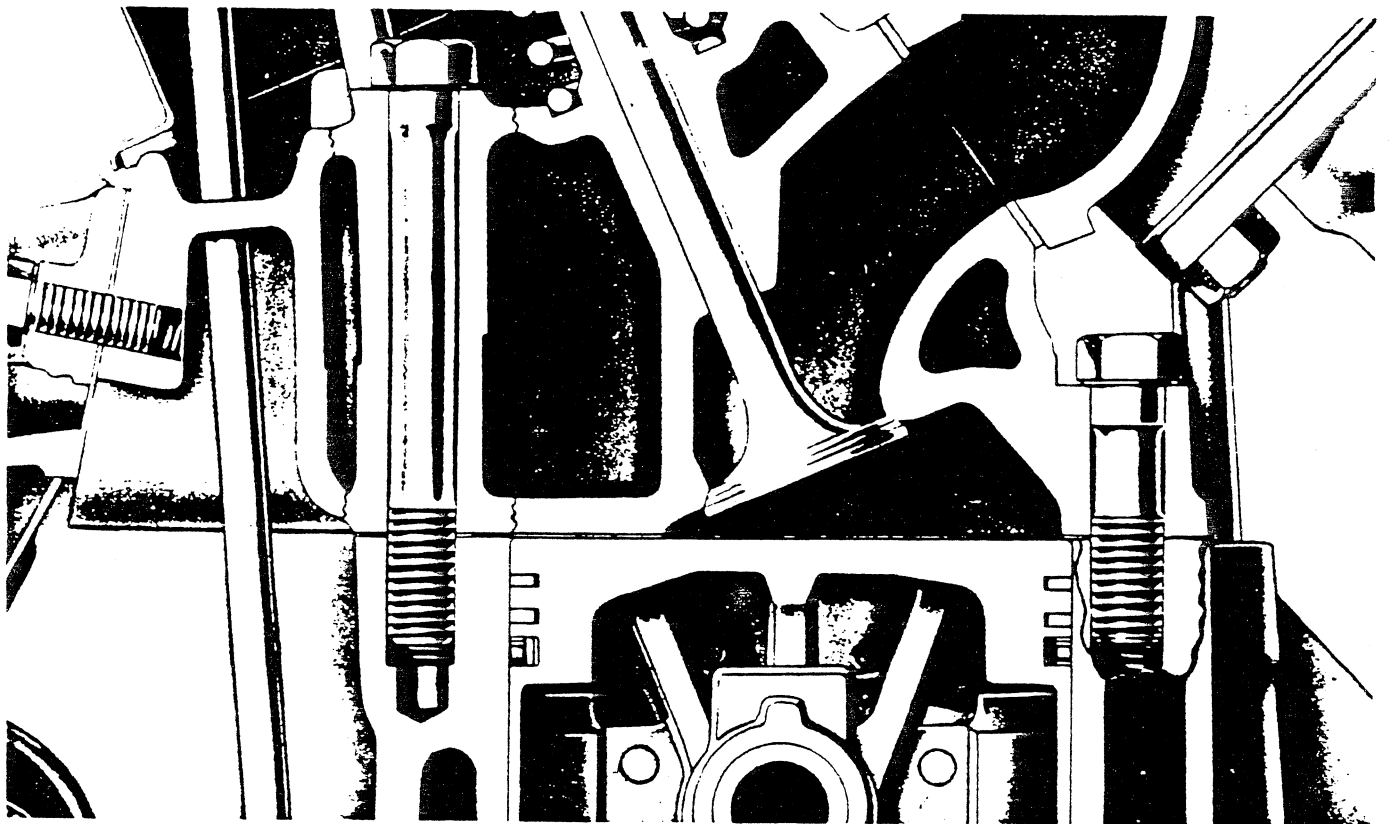
*High Torque engines only. See the Specifications charts for data on Turbo-Fire engines (El Camino).

ENGINE FEATURES*

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

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

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



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

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

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

307 V8 ENGINES

SPECIFICATIONS

	TURBO-FIRE		HIGH TORQUE	
	307 V8 → (El Camino)		307 V8 (Series 10)	307 V8 (Series 20-30)
Basic Description	V8; valve-in-head			
Displacement (cu in)	307			
Bore & Stroke (in)	3.875 x 3.25			
Compression Ratio	8.5:1			
Firing Order	1-8-4-3-6-5-7-2			
Gross Horsepower @ rpm	200 @ 4600	200 @ 4600	215 @ 4800	
Net Horsepower @ rpm	140 @ 4400	135 @ 4000	135 @ 4000	
Gross Torque (lb-ft) @ rpm	300 @ 2400	300 @ 2400	305 @ 2800	
Net Torque (lb-ft) @ rpm	235 @ 2400	235 @ 2400	230 @ 2000	
Air Cleaner	See model pages for type			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve	Opens	28° BTC		
	Closes	72° ABC		
Exhaust Valve	Opens	78° BBC		
	Closes	30° ATC		
Intake Duration	w/o Ramp	280°		
Exhaust Duration	w/o Ramp	288°		
Carburetor				
Type	2-Barrel			
Make	Rochester			
Venturi ID (in)	1.09			
Throttle Bore (in)	1.437	1.437	1.69	
Choke Control	Automatic			
Connecting Rods				
Material	Drop-forged steel			
Length (in)	5.699—5.701			
Bearings	Copper lead alloy or micro-babbitt on steel			
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Cast nodular iron			
Number of Counterweights	6			
Main Journals (in)	2.45			
Crankpin Journals (in)	2.10			
Torsional Damper	Inertia; rubber mounted			
Bearings	Copper lead alloy or micro-babbitt aluminum			
Distributor	Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Sintered bronze	Sintered bronze	Pleated fiber element	
Fuel Tank	Plastic mesh strainer			
Options:	AC-Frame mounted			
Governor				
Availability	None			
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed throw-off from rod bearing			
Piston Pins	Cross sprayed throw-off from rod bearing			

SPECIFICATIONS

	TURBO-FIRE	HIGH TORQUE	
	307 V8 → (El Camino)	307 V8 (Series 10)	307 V8 (Series 20-30)
Oil Capacity (qts)			
With filter change		5	
W/o filter change		4	
Oil Filter			
Standard		Full flow; throwaway type	
Capacity (qts)		1	
Optional		None	
Capacity (qts)		—	
Oil Pump			
Type		Spur gear; distributor shaft driven	
Capacity (gpm)		4.1 @ 1180 rpm	
Normal Pressure (psi)		30 @ 1180 rpm	
Pistons			
Material		Cast aluminum alloy	
Skirt		Open	
Head		Flat; notched	
Piston Pins			
Type		Rod shrink fit to pin	
Material		Chromium steel	
Piston Rings			
Compression Rings			
Number		2	
Type		Upper—barrel; lower—inside bevel, tapered face	
Material		Cast alloy iron	
Oil Control Ring			
Number		1	
Type		Multi-piece	
Material		Steel	
Thermostat		Harrison or Dole; 195°	
Valve Train			
Type		Individually mounted rocker arms, push rod actuated	
Lifters		Hydraulic	
Rocker Arm Ratio		1.50:1	
Valve Guides		Integral with cylinder head	
Valve Lash		Zero	
Intake Valves			
Material		Alloy steel	
Diameter (in)		1.715—1.725	
Face Coating		None	
Seats		Machined in cylinder head	
Exhaust Valves			
Material		High alloy steel	
Diameter (in)		1.495—1.505	
Face Coating		Aluminized	
Seats		Machined in cylinder head	
Rotators		None	
Water Pump			
Type		Centrifugal	
Capacity (gpm)		52 @ 4000 rpm	

SPECIFICATIONS

	Turbo-Fire		High Torque	
	350 V8*	350 V8*	350 V8■	350 V8#
Basic Description	V8; valve in head			
Displacement (cu in)	350			
Bore & Stroke (in)	4.0 x 3.48			
Compression Ratio	8.5:1	8.5:1	8.0:1	8.5:1
Firing Order	1-8-4-3-6-5-7-2			
Gross Horsepower @ rpm	245 @ 4800	270 @ 4800	215 @ 4000	250 @ 4600
Net Horsepower @ rpm	165 @ 4000	175 @ 4000	155 @ 4000	170 @ 3600
Gross Torque (lb-ft) @ rpm	350 @ 2800	360 @ 3200	335 @ 2800	350 @ 3000
Net Torque (lb-ft) @ rpm	280 @ 2400	290 @ 2400	265 @ 2400	310 @ 2400
Air Cleaner	See model pages for type			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve	Opens	28° BTC		
	Closes	72° ABC		
Exhaust Valve	Opens	78° BBC		
	Closes	30° ATC		
Intake Duration w/o Ramp	280°			
Exhaust Duration w/o Ramp	288°			
Carburetor				
Type	2-barrel	4-barrel	2-barrel	4-barrel
Make	Rochester			
Venturi ID (in)	1.09			
Throttle Bore (in)	1.68	Primary 1.38; secondary 2.25	1.68	Primary 1.38; secondary 2.25
Choke Control	Automatic		Manual	Automatic
Connecting Rods				
Material	Drop-forged Steel			
Length (in)	5.699—5.701			
Bearings	Premium aluminum			
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Cast nodular iron		Forged steel	Cast nodular iron
Number of Counterweights	6			
Main Journals (in)	2.45			
Crankpin Journals (in)	2.10			
Torsional Damper	Inertia; rubber mounted			
Bearings	Upper—Micro-babbitt or copper lead; Lower—premium aluminum			
Distributor	Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Pleated fiber element			
Fuel Tank	Plastic strainer			
In-line	N.A.	Optional†		N.A.
Governor				
Availability	50 Series			—
Make	Delco-Remy			—
Type	Vacuum spinner			—
Setting	4000 rpm			—
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed throw-off from rod bearing			
Piston Pins	Cross sprayed throw-off from rod bearing			
Oil Capacity (qts)				
With filter change	5		6	5
W/o filter change	4		5	4

→ *El Camino only ■ Series 40-50 #Lt Duty—LS9; standard on GE20-30 and PE30 Mobile Home Chassis
 †On 40 Series and Standard on 50 Series

→ Indicates Change

SPECIFICATIONS

	→ Turbo-Fire		High Torque	
	350 V8*	350 V8*	350 V8■	350 V8#
Oil Filter	Throwaway		Full flow; replaceable element†	Throwaway
Capacity (qts)	1/2		One◆	
Oil Pump	Spur gear; distributor shaft driven			
Type				
Capacity (gpm)	4.3 @ 2000 rpm			
Normal Pressure (psi)	50-65 @ 2000 rpm			
Pistons	Cast aluminum alloy			
Material				
Skirt	Slipper			
Head	Sump notched	Sump	Closed	Sump notched
Piston Pins	Rod shrink fit to pin			
Type				
Material	Chromium steel			
Piston Rings	Cast iron alloy			
Compression Rings				
Number	2			
Type	Upper—barrel; lower—inside bevel			
Material				
Oil Control Ring	Cast iron alloy			
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison or Duke; 195°			
Valve Train	Individually mounted rocker arms, push rod actuated			
Type				
Lifters	Hydraulic			
Rocker Arm Ratio	1.50:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Diameter (in)	1.94		1.72	1.94
Face Coatings	None	Aluminized		None
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel	Stellite	High alloy steel	High alloy steel
Diameter (in)	1.50			
Face Coating	Aluminized	None		Aluminized
Seats	Machined in cyl. head	Inserts (50 Series)		Machined in cyl. head
Rotators	None	Rotocoil		None
Water Pump	Centrifugal			
Type				
Capacity (gpm)	52 @ 4000 rpm			

◆ Two quart on Series 50 ■ Series 40-50 # Lt Duty-LS9; standard on GE20-30 and PE30 Mobile Home Chassis
 † On 50 Series. Throwaway on 40 Series * El Camino only

→ Indicates Change

TURBO-JET 400 V8

Applications

Standard: None
Optional: 13680

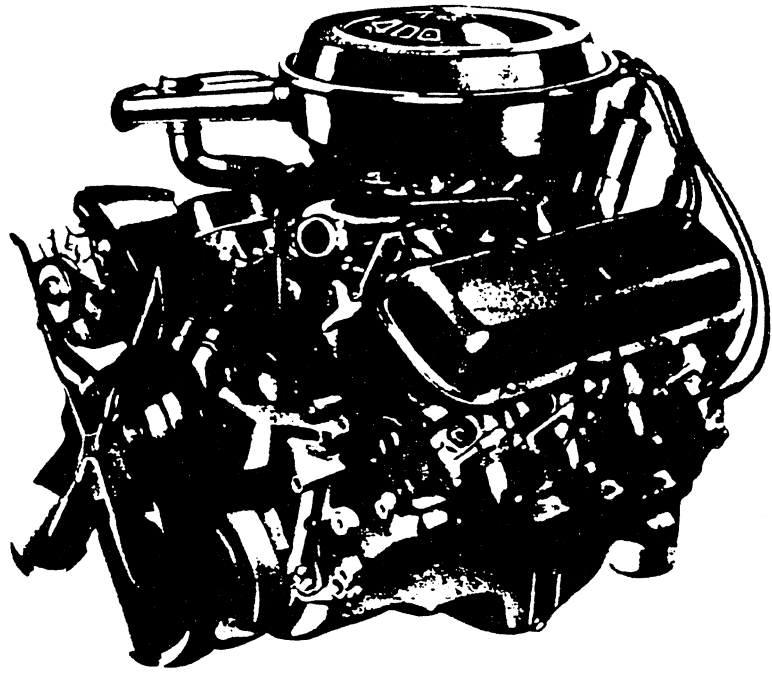
Basic Specifications

Engine type..... Valve-in-head
Piston displacement..... 402 cu in
Bore & stroke (nominal)..... 4.126" x 3.76"
Compression ratio..... 8.5:1
Carburetor type..... 4-barrel

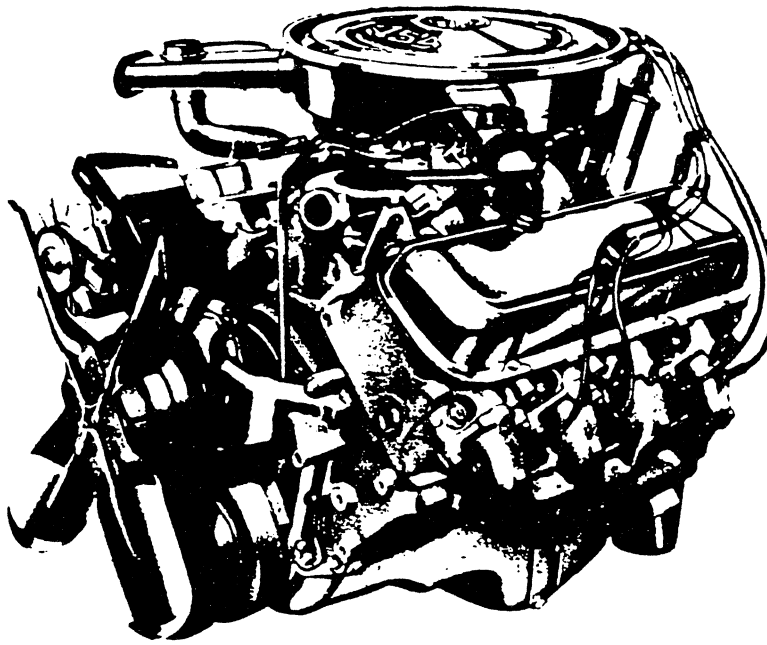
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air and net ratings corrected to 29.00" mercury and 85°F dry air.

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



Gross horsepower..... 300 @ 4800 rpm
Net horsepower..... 260 @ 4400 rpm
Gross torque, lb-ft..... 400 @ 3200 rpm
Net torque, lb-ft..... 345 @ 3200 rpm



Applications

Standard: None

Optional: El Camino (13680)

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....454 cu in
Bore & stroke (nominal).....4.251" x 4.00"
Compression ratio.....8.5:1
Carburetor type.....4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air and net ratings corrected to 29.00" mercury and 85°F dry air.

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

Gross horsepower.....365 @ 4800 rpm
Net horsepower.....285 @ 4000 rpm
Gross torque, lb-ft.....465 @ 3200 rpm
Net torque, lb-ft.....390 @ 3200 rpm

TURBO-JET 454 V8

Applications

Standard: None

Optional: El Camino (13680)

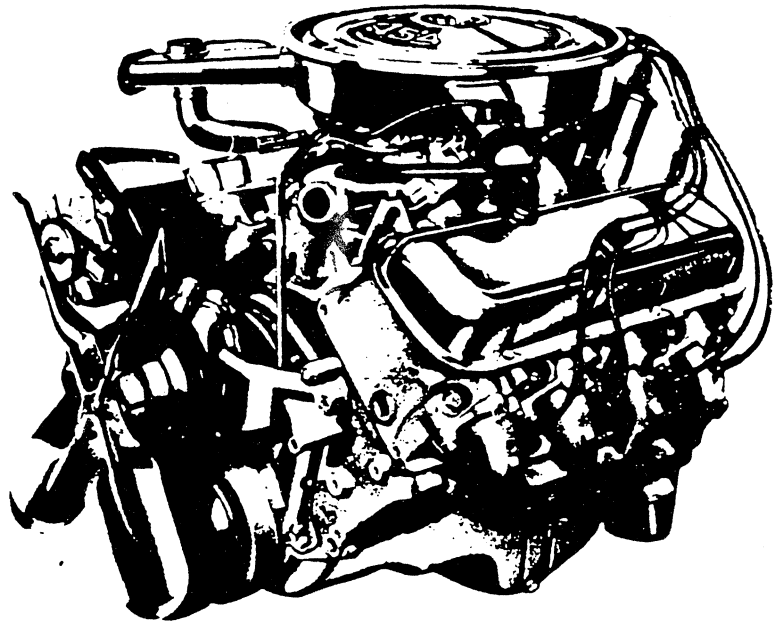
Basic Specifications

Engine type..... Valve-in-head
Piston displacement..... 454 cu in
Bore & stroke (nominal)..... 4.251" x 4.00"
Compression ratio..... 9.0:1
Carburetor type..... 4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60° F dry air and net ratings corrected to 29.00" mercury and 85° F dry air.

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



Gross horsepower..... 425 @ 5600 rpm
Net horsepower..... 325 @ 5600 rpm
Gross torque, lb-ft..... 475 @ 4000 rpm
Net torque, lb-ft..... 390 @ 3600 rpm

400 & 454 V8 ENGINES

SPECIFICATIONS

	TURBO-JET		
	400 V8	454 V8	454 V8
Basic Description	V8; valve-in-head		
Displacement (cu in)	402	454	
Bore & Stroke (in)	4.126 x 3.76	4.251 x 4.00	
Compression Ratio	8.5:1		9.0:1
Firing Order	1-8-4-3-6-5-7-2		
Gross Horsepower @ rpm	300 @ 4800	365 @ 4800	425 @ 5600
Net Horsepower @ rpm	260 @ 4400	285 @ 4000	325 @ 5600
Gross Torque (lb-ft) @ rpm	400 @ 3200	465 @ 3200	475 @ 4000
Net Torque (lb-ft) @ rpm	345 @ 3200	390 @ 3200	390 @ 3600
Air Cleaner	Thermostatically controlled; oil wetted paper element		
Camshaft			
Bearings	Steel-backed babbitt		
Intake Valve	Opens	28° BTC	56° BTC
	Closes	78° ABC	114° ABC
Exhaust Valve	Opens	75° BBC	110° BBC
	Closes	31° ATC	62° ATC
Intake Duration w/o Ramp	286°	350°	
Exhaust Duration w/o Ramp	286°	352°	
Carburetor			
Type	4-Barrel		
Make	Rochester Quadrajets		
Venturi ID (in)	1.09		
Throttle Bore (in)	1.38 Primary; 2.25 Secondary		
Choke Control	Automatic		
Connecting Rods			
Material	Drop forged steel		
Length (in)	6.130-6.140		
Bearings	Premium aluminum		
Crankcase Ventilation	Closed positive		
Crankshaft			
Material	Cast nodular iron	Forged steel	
Number of Counterweights	6		
Main Journals (in)	2.75 (Nominal)		
Crankpin Journals (in)	2.199-2.20		
Torsional Damper	Inertia; rubber mounted		
Bearings	Steel with Premium aluminum or copper-lead insert		
Distributor	Delco-Remy; centrifugal & vacuum advance		
Fuel Filter			
Carburetor	Pleated fiber element		
Fuel Tank	Mesh strainer		
Lubrication System	Controlled full pressure		
Main Bearings	Direct pressure		
Camshaft Bearings	Direct pressure		
Timing Gear	Centrifugally sprayed		
Connecting Rods	Direct pressure		
Valve Mechanism	Pressure & gravity		
Cylinder Walls	Cross sprayed by pressurized jets		
Piston Pins	Splash		

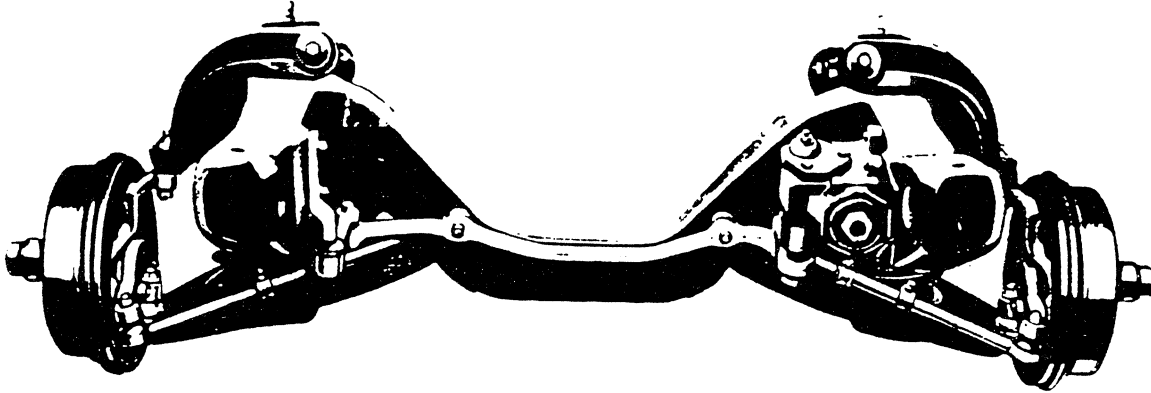
400 & 454 V8 ENGINES

SPECIFICATIONS

	TURBO-JET		
	400 V8	454 V8	454 V8
Oil Capacity			
With filter change	4½		
W/o filter change	4		
Oil Filter			
Standard	Full flow; throwaway type		
Capacity (qts)	½		
Oil Pump			
Type	Spur gear; distributor shaft driven		
Normal Pressure (psi)	40 @ 2000 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Slipper		
Head	Domed	Flat	Domed
Piston Pins			
Type	Rod shrink fit to pin		
Material	Chromium steel		
Piston Rings			
Compression Rings			
Number	2		
Type	Upper—barrel face; lower—taper face		
Material	Cast alloy iron		
Oil Control Rings			
Number	1		
Type	Multi-piece		
Material	Steel		
Thermostat	Harrison; 195°		
Valve Train			
Type	Individually mounted rocker arms, push rod actuated		
Lifters	Hydraulic		
Rocker Arm Ratio	1.70:1		
Valve Guides	Pressed-in; cast alloy iron		
Valve Lash	Zero		
Intake Valves			
Material	Alloy steel		
Head Diameter (in)	2.060-2.070		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Head Diameter (in)	1.715-1.725		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	57 @ 4400 rpm		

FRONT SUSPENSION

INDEPENDENT FRONT SUSPENSION EL CAMINO MODELS



The independent front suspension system of the El Camino utilizes stamped control arms, coil springs and special sealed pivot points.

The control arms are channel-section heavy-gauge metal stampings and attach to the steering knuckles with spherical joints. The lower arm features a tension-type spherical joint and the upper arm a compression joint unit. The four spherical joints require lubrication only every 6000 miles under normal driving conditions.

Coil springs are mounted between the lower arms and the towers formed in the front crossmember. Shock absorbers are mounted vertically within the springs.

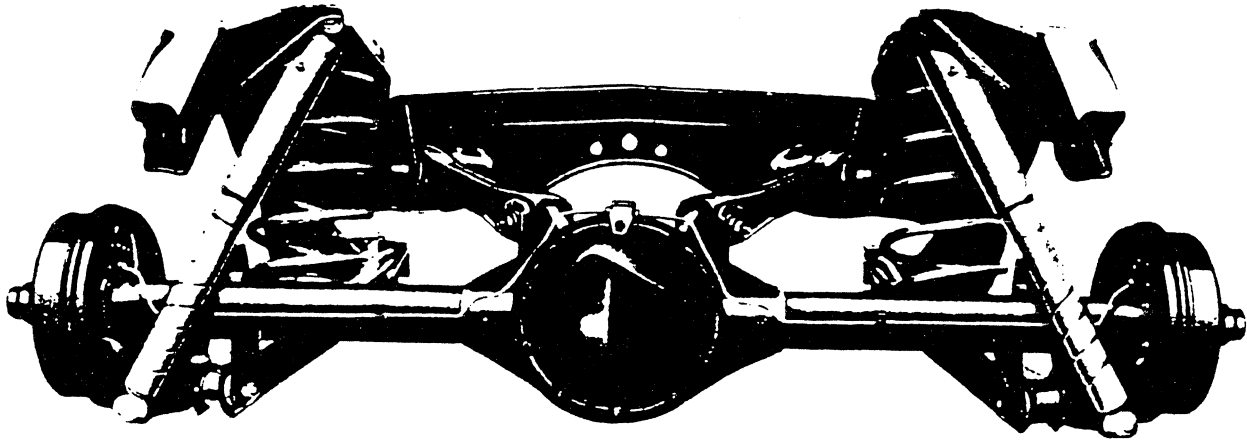
A conventional link-type stabilizer bar is standard equipment on all El Camino models.

SPRINGS

STD	
Rating at Ground (lb each)	950
Rating at Pad (lb each)	840
Deflection Rate at Wheel (lb/inch)	275
STD SHOCK ABSORBERS	
Type	Hydraulic Direct Double Acting
Piston Diameter (in)	1.00
Piston Travel (in)	5.90

REAR SUSPENSION

EL CAMINO MODELS

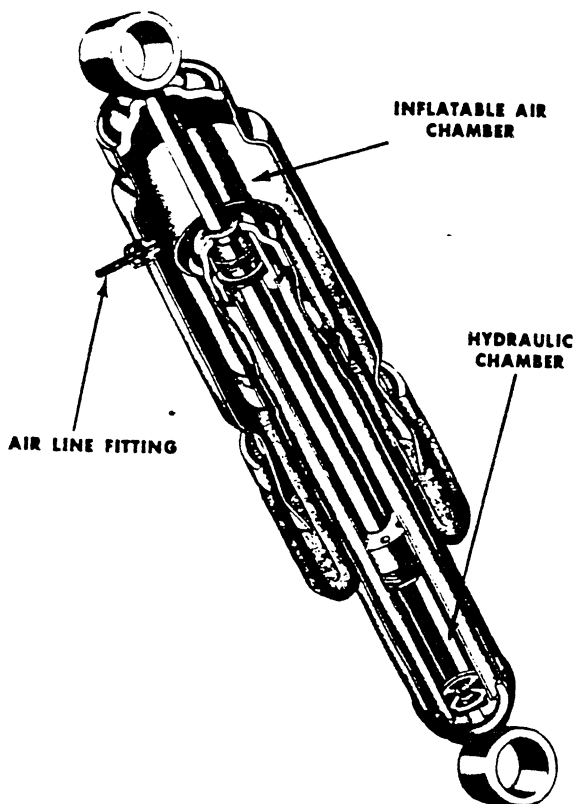


The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed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

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

Standard & Optional Coil Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Spring Type	Deflection Rate (lb/inch)
All models—Standard	1100	950	1-Stage	100
All models—Optional	1350	1200	1-Stage	160



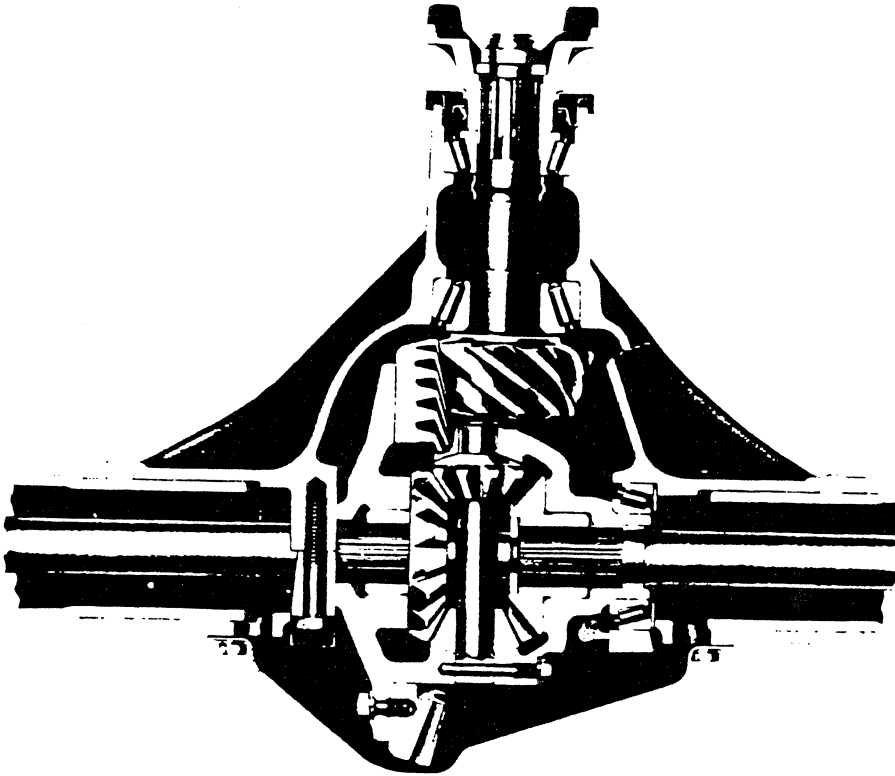
El Camino Rear Shock Absorbers Std Equipment Air-Booster Type

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

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

REAR AXLES

EL CAMINO REAR AXLE



El Camino models utilize a Salisbury-type rear axle with ratios of 3.36:1 standard on six-cylinder models and eight-cylinder models. Other axle ratios are provided with different engine-transmission combinations, but an optional ratio is available only with special high-performance engines and Positraction. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available with all ratios as an option at extra cost.

Specifications

For application and availability see Power Teams chart under El Camino tab.

Capacity	2700 lbs					
Make	Chevrolet					
Pinion & Ring Gears:						
Type.....	Hypoid					
Ratios.....	2.56*	2.73*	3.08*	3.31*	3.36*	4.10♦
Pinion, teeth.....	16	15	12	13	11	10
Ring gear, teeth.....	41	41	37	43	37	41
Ring gear pitch dia. (in).....	8.125†			8.875	8.125	8.875
Differential:						
Type.....	Two-Pinion					
Axle Shaft:						
Type.....	Integral Shaft and Drive Flange					
Minimum diameter.....	1.06					
Housing:						
Section diameter and thickness (in).....	3.0 x .22					

*Also available with Positraction limited-slip differential

♦Available as Positraction only

†8.875 ring gear for 2.73 ratio with 300-hp, 350 V8 engine and Turbo Hydra-matic transmission

→ HYDRAULIC BRAKE SYSTEM

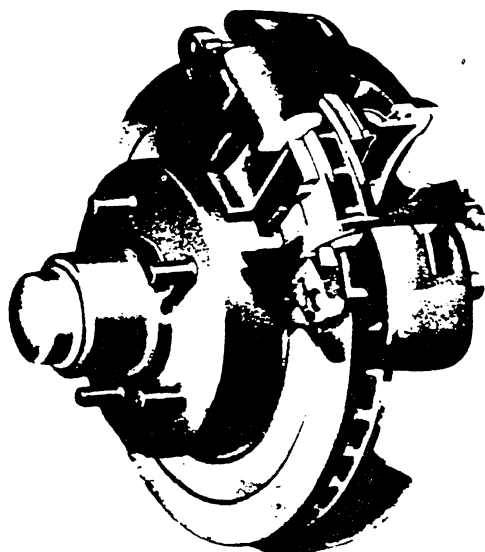
All Vega Panel Express, El Camino and 10-60 series models (except air brake models) offer hydraulic brakes as standard equipment. Basically the hydraulic brake system consists of a master cylinder, activated by the driver's foot which in turn directs hydraulic fluid to the wheel cylinders that finally push the brake shoes or caliper pads against a friction surface to stop the vehicle. The friction surface can be either a disc or drum. A combination of front disc brakes and rear drum brakes is offered on all 10-30 series models. All other models use drum brakes on both front and rear wheels.

Dual brake systems which split the total system into separate front and rear systems are offered as standard equipment on all 10-30 series and 40-50 series Bus Chassis models. It is available optionally on all other hydraulic models except tilt cab models. For added safety a warning light on the instrument panel signals the driver of a brake malfunction in either system on all models equipped with dual brakes.

Power Brakes, which consist of vacuum powered diaphragm

type brake boosters, are offered as standard or optional equipment on all El Camino and 10-60 series models. There are two types of boosters used. One is the master cylinder mounted direct acting (mechanical boost type) which is activated by mechanical movement of the master cylinder linkage, and the other is a separate hydraulic multiplier unit which is connected to the hydraulic system. The latter type is activated whenever hydraulic pressure is applied to the system. With either system the driver effort is greatly reduced.

Bonded brake linings are used on the El Camino models and rear brake shoes of all Vega Panel Express and 10 series models. All other models including the front disc brake caliper pad use riveted type linings. All light and medium-duty trucks through 40-50 series models feature self-adjusting brakes as standard equipment. Availability is restricted to standard-size front brakes only, with manual adjustment brakes being provided on rear brake options larger than 15" x 5" or rear axles above 15,000 lbs.



→ FRONT DISC BRAKES

Chevrolet front disc brakes utilize single-piston floating calipers with a hub mounted dual faced front disc. This provides greater durability, precision stopping and a high deceleration rate for sustained brake applications under severe operating conditions. All Vega Panel Express and 10-30 series models offer this brake as standard equipment. Front disc brakes are optional on El Camino models.

SPECIFICATIONS	MODEL APPLICATION		
	G10	C10/K10/ P10/G20	C20/K20/P20 C30/G30/P30
TYPE	Hub mounted dual faced front disc		
ADJUSTMENT	Self-adjusting		
DISC (Rotor) Construction	Double faced disc spaced by integrally cast radial cooling passages		
Material	Cast Iron		
Overall Diameter (in.)	11.00	11.86	12.50
Effective Outside Diameter (in.)	11.00	11.75	12.44
Effective Inside Diameter (in.)	7.18	8.00	8.50
Effective Width (in.) nominal	1.03	1.28	1.28
Swept Area Per Axle (sq. in.)	212.8	230.6	259.0
LINING (Caliper Pad) Material	Wet Compression Molded Asbestos		
Lining Attachment	Riveted		
Size Per Pad (in x in x in)	5.96 x 2.21 x .41		
Effective Area Per Axle (in)	38.3		
Wheel Cylinder Number Cylinders Per Wheel	One		
Number Pistons Per Wheel	One		
Pistons Diameter (in)	2.94		

GENERAL

MODEL IDENTIFICATION	2
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MODEL IDENTIFICATION

CHEVELLE

MODEL 133-13437 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 133-13469 4-DOOR SEDAN, 6-PASSENGER
MODEL 133-13480 2-DOOR SEDAN PICKUP, 3-PASSENGER

MALIBU

SERIES 135-13600

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

CHEVELLE STATION WAGONS

MODEL 131-13236 NOMAD 4-DOOR STATION WAGON, 2-SEAT
MODEL 13436 GREENBRIER 4-DOOR STATION WAGON, 2-SEAT
MODEL 13446 GREENBRIER 4-DOOR STATION WAGON, 3-SEAT
MODEL 13636 CONCOURS 4-DOOR STATION WAGON, 2-SEAT
MODEL 13646 CONCOURS 4-DOOR STATION WAGON, 3-SEAT
MODEL 13836 CONCOURS ESTATE 4-DOOR STATION WAGON, 2-SEAT
MODEL 13846 CONCOURS ESTATE 4-DOOR STATION WAGON, 3-SEAT

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
13369	1971	(Baltimore)	100001

Thus: The 1st model built at Lakewood would be serial number 133691B100001

8-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
13469	1971	(Baltimore)	100001

Thus: The 1st model built at Lakewood would be serial number 134691B100001

ASSEMBLY PLANTS

B - Baltimore-GMAD L - Van Nuys-GMAD
K - Leeds-GMAD R - Arlington-GMAD

Canadian Plant
No. "1" Oshawa

Starting unit number 100001 and up at
each assembly plant regardless of series
Location Stamped on plate attached
to top left hand of instrument panel

TRANSMISSION IDENTIFICATION

● Example: S1E01

Type	Source	Model Year	Production ^o
Designation	Designation	1971	Month & Date
R3	S (Muncie)	I	E01D*

R3	3-Speed	L-6 engine	S - Muncie
R4	3-Speed	V-8 engines	S - Muncie
WO	4-Speed	V-8 engine	P - Muncie
TH	Powerglide	L-6 engine	C - Cleveland E - Mc Kinnon Ind.
TJ	Powerglide	V-8 engine	C - Cleveland E - Mc Kinnon Ind.
HW	Turbo Hydra-Matic	V-8 engine	B - Cleveland Y - Toledo
CD	Turbo Hydra-Matic	V-8 engine	- - Ypsilanti

Location:

● 3-Speed Stamped on,
left side just below cover.

● 4-Speed Stamped on
the right side of the case at adapter.

Powerglide & Turbo
Hydra-Matic (Chevrolet) Stamped on
right hand side of pan.

Turbo Hydra-Matic Nameplate
tag on right hand side of the case.

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

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

● *The letter "D" or "N" following the date numerals
indicates day or night shift, on automatic only.

ENGINE IDENTIFICATION

Example: F1210CAA

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

Turbo-Thrift 250, 250 Cubic Inch L-6, Base Engine

CAA - Regular engine, 3-speed
CAB - Regular engine, Powerglide

Turbo-Fire 307, 307 Cubic Inch V-8, Base Engine

CCA - Regular engine, 3-speed
CCC - Regular engine, Powerglide
CCC - Regular engine, Turbo Hydra-Matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO-L48)

CJJ - Optional engine, 3-speed, 4-bbl. carb.
● CJJ - Optional engine, 4-speed, 4-bbl. carb.
CJD - Optional engine, Turbo Hydra-Matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO-L65)

● CGA - Optional engine, 4-speed, 2-bbl. carb.
● CGC - Optional engine, Turbo Hydra-Matic (Chevrolet)

Turbo-Jet 400, 402 Cubic Inch V-8 (RPO-LS3)

CLS - Optional engine, 3-speed, 4-bbl. carb.
● CLA - Optional engine, 4-speed, 4-bbl. carb.
CLB - Optional engine, Turbo Hydra-Matic, 4-bbl. carb.

Turbo-Jet 454, 454 Cubic Inch V-8 (RPO-LS5)

CPA - Optional engine, 4-speed, 4-bbl. carb.
● CPD - Optional engine, Turbo Hydra-Matic, 4-bbl. carb.

Turbo-Jet 454, 454 Cubic Inch V-8 (RPO-LS6)

CPZ - Optional engine, 4-speed, 4 bbl. carb.
● CPY - Optional engine, Turbo Hydra-Matic, 4-bbl. carb.

Location:

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

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

REAR AXLE IDENTIFICATION

Location, Identification Number

Bottom left or right of axle tube
adjacent to carrier housing.

See Power Train Section for
additional information.

EXTERIOR EQUIPMENT

STANDARD EXTERIOR EQUIPMENT

FRONT	CHEVELLE	MALIBU
Radiator Grille - Argent Plastic	X	X
Radiator Grille Nameplate - Bright Block "Chevelle"	X	X
Radiator Grille Emblem - Bright Bow Tie		X
Bright Radiator Grille Outline Moldings		X
Bright Headlamp Bezels	X	X
Parking Lamp in Fender Extension - White Lens, Amber Bulb	X	X
Bright Parking Lamp Bezels	X	X
Body - Color Bumper Filler Panel	X	X
Bright Hood and Fender Molding (at Cowl)	X	X
Bright Windshield Reveal Molding with narrow lower section	X	
Bright Windshield Reveal Molding with wide lower section		X
Non-depressed Park Windshield Wipers with Conventional Linkage	X	
Depressed Park Windshield Wipers with Articulated Left Blade		X
Bright Windshield Header and Pillar Moldings		67

SIDE		
Front Fender Nameplate - "Malibu"		X
Front Marker Lamp (Integral with Park and Turn Lamp) - Clear Lens with Amber Reflector	X	X
Rear Marker Lamp with Red Lens and Body-Color Bezel	X	X
Bright Wheel Opening Moldings		X
Bright Wide Rocker Molding		X
Bright Roof Drip Molding		37-39-69
Bright Weatherstrip Retainers	37	37-39
Bright Ventipane Frames	69	39-69
Rectangular LH Outside Rear View Mirror	X	X
Hub Caps	X	X

REAR		
Deck Lid Nameplate - Bright Script and Block "Chevelle by Chevrolet"	X	X
Bright Rear Window Reveal Molding	X	37-39-69
Twin Bumper-mounted Tail Lamps (Outboard Tail, Stop and Turn, Inboard Backup)	Plain Lens	Argent Cuff and Bright Ring
Bright Belt Molding		67
Body-Color Valance Panel - below Bumper	X	X

**STANDARD EXTERIOR EQUIPMENT
STATION WAGONS**

FRONT	CONCOURS			
	NOMAD	GREENBRIER	CONCOURS	ESTATE
Radiator Grille - Argent Plastic	X	X	X	X
Radiator Grille Nameplate - Bright Block "Chevrolet"	X	X	X	X
Radiator Grille Emblem - Bright Bow Tie	X	X	X	X
Bright Radiator Grille Outline Moldings	X	X	X	X
Bright Headlamp Bezels	X	X	X	X
Parking Lamp in Fender Extension - White Lens, Amber Bulb	X	X	X	X
Bright Parking Lamp Bezels	X	X	X	X
Body Color Bumper Filler Panel	X	X	X	X
Bright Hood and Fender Molding (at Cowl)	X	X	X	X
Bright Windshield Reveal Molding with Wide Lower Section			X	X
Bright Windshield Reveal Molding with Narrow Lower Section	X	X		
Non-Depressed Park Windshield Wipers with Conventional Linkage	X	X		
Depressed Park Windshield Wipers with Articulated Left Blade			X	X

SIDE	CONCOURS			
	"Nomad"	"Greenbrier"	"Concours"	"Concours Estate"
Rear Quarter Nameplate - Bright Script except Block "Greenbrier"				
Front Marker Lamp (Integral with Park and Turn Lamp) - Clear Lens with Amber Reflector	X	X	X	X
Bright Ventipane Frame	X	X	X	X
Bright Wide Rocker Molding		X	X	
Bright Wheel Opening Moldings			X	X
Bright Drip Molding		X	X	X
Bright Rear Quarter Window Reveal Molding		X	X	X
Painted Rear Quarter Window Reveal Molding	X			
Body Upper and Lower Moldings with Limed Oak Applique. Rosewood Applique between.				X
Brown-painted Molding in Front Fender Bumper Depression				X
Brown-painted Molding in Rear Quarter Bumper Depression				X
Rear Quarter Crease Molding with Rosewood Applique				X

EXTERIOR EQUIPMENT

STANDARD EXTERIOR EQUIPMENT STATION WAGONS

REAR	NOMAD	GREENBRIER	CONCOURS	CONCOURS ESTATE
Tailgate Nameplate - Bright Script "Chevrolet"	X	X	X	X
Backup Lamps mounted in Tailgate	X	X	X	X
Bright Tail Lamp Bezel	X	X		
Bright Tail Lamp Bezel with Black Paint Fill			X	X
Bright Tailgate Window Reveal Molding	X	X	X	X
Twin Tailgate Moldings with Limed Oak Applique.				X
Rosewood Applique between Brown Painted Molding below Tail Lamps				X
Twin Bright Tailgate Moldings with Black Paint Fill			X	
Rubber Mat in Bumper Step Well	X	X	X	X
Body-to-Bumper Filler Panel with Rubber Mat		46	X	X
Body-to-Bumper Filler Panel with Black Paint	X	36		

STANDARD EXTERIOR EQUIPMENT
EL CAMINO

FRONT	STANDARD	CUSTOM
Radiator Grille—Argent Plastic	X	X
Radiator Grille Nameplate—Bright Block “Chevrolet”	X	X
Radiator Grille Emblem—Bright Bow Tie	X	X
Bright Radiator Grille Outline Moldings	X	X
Bright Headlamp Bezels	X	X
Parking Lamp in Fender Extension—White Lens. Amber Bulb	X	X
Bright Parking Lamp Bezels	X	X
Body Color Bumper Filler Panel	X	X
Bright Hood and Fender Molding (At Cowl)	X	X
Bright Windshield Reveal Molding with Narrow Lower Section	X	
Bright Windshield Reveal Molding with Wide Lower Section		X
Non-Depressed Park Windshield Wipers with Conventional Linkage	X	
Depressed Park Windshield Wipers with Articulated Left Blade		X

SIDE		
Front Fender Nameplate—Bright Block “El Camino”	X	X
Front Marker Lamp (Integral with Park and Turn Lamp)— Clear Lens with Amber Reflector	X	X
Bright Wheel Opening Moldings		X
Lower Body Molding with Black Paint Fill		X
Body Silver Paint Below Lower Body Molding		X
Bright Roof Drip Molding		X
Bright Door Frame Scalp Molding		X
Bright Load Compartment Belt Molding	X	X
Bright Rear Quarter Peak Molding	X	X
Bright Ventipane Frames	X	X

REAR		
Tailgate Nameplate—Bright Block “Chevrolet”	X	X
Backup Lamps — Tailgate—Mounted	X	X
Bumper — Mounted Reflectors	X	X
Bright Rear Window Reveal Molding	X	X
Bright Tailgate Belt Molding	X	X
Bright Horizontal Tailgate Moldings with Black Paint Fill Wood Grain Applique Between		X
Bright Tail Lamp Bezels	X	
Bright Tail Lamp Bezels with Black Paint Fill		X

INTERIOR EQUIPMENT

STANDARD INTERIOR EQUIPMENT

ROOF AND PILLARS	CHEVELLE	MALIBU
Headling – Perforated, Vinyl Coated	X	X
Sail Finish Panel – Matching Headlining	X	X
Vinyl Finish Lace – Windshield Header, Roof Side Rail, Rear Quarter Window, and Rear Window	X	37-39-69
Rear Window Escutcheon – Plastic	X	37-39-69
Windshield Header Covering – Coated Fabric		67
Padded Sunshades (Short, Narrow Type) – Matching Headlining	X	37-39-69
Padded Sunshades (Short, Narrow Type) – Coated Fabric		67
Bright Sunshade Hinge Bezel	X	37-39-69
Windshield-Cemented Rear View Mirror – 12-Inch Prismatic With Gray Padded Edge, Dull Chrome Support	X	X
Dome Lamp – White Lens, Argent Bezel	X	37-39-69
Windshield Pillar Garnish Moldings – Painted Metal (Air Gap Type)	X	37-39-69
Windshield Pillar Garnish Moldings – Plastic (Padded Type)		67
Shoulder Belt Anchor Cover – Plastic	X	37-39-69
Bright Shoulder Belt Clip Retainers	X	37-39-69
Coat Hooks – Vinyl	X	37-39-69
Embossed Board Package Shelf	X	37-39-69
Center Pillar Cover – Plastic	69	39-69
Door Opening Windlace – Vinyl	37	37-67
Front Door Jamb Switches	X	X
Power Operated Folding Top		67

STANDARD INTERIOR EQUIPMENT

SEATS AND FLOOR COVERING	CHEVELLE	MALIBU
Front Bench Seat With 2-Inch Foam Pad Cushion	X	X
Black Seat Adjuster Handle	X	X
Bright Folding Seat Backrest Latch and Bezel	37	37-67
Seat Backrest Hinge Cover – Plastic	37	37-67
Vinyl Trimmed Head Restraints – Adjustable	X	X
Rear Seat Cushion – 1-Inch Foam Pad With 6-Oz. Cotton Pad	X	X
Seat Backrest To Quarter Panel Filler-Painted Textured Metal	37	37
Two Black Front Seat Shoulder Belts	X	37-39-69
Three Black Front Seat Lap Belts	X	X
Three Black Rear Seat Lap Belts	X	X
Front Seat Outboard Lap Belt Retractor Covers	X	X
Color-Keyed Deep Twist Carpet In Passenger Compartment		X
Color-Keyed Vinyl-Coated Rubber Mat In Passenger Compartment	X	
Luggage Compartment Spatter Paint	X	X
Luggage Compartment Mat – Rubber and Foam Backed Vinyl		X

DOOR AND QUARTER PANEL		
Rear Quarter Finish Panel – Plastic	69	39-69
All-Vinyl Door and Quarter Trim Panels	37	37-67
Front Door Padded Armrest	X	X
Rear Door Padded Armrest With Ash Tray	69	39-69
Rear Quarter Armrest With Ash Tray	37	37-67
Bright Door Lock Buttons – Plastic	X	X
Clear Vinyl Window Control Handle Knobs	X	X
Bright Cowl Ventilation Control Knobs	X	X
Bright Astro-Ventilation Control Knobs	37	37-67
Cowl Kick Pads – Plastic	X	X
Folding Top Linkage Finish Panel – Coated Fabric		67
Door Sidewall Series Nameplate – “Malibu”		37-67

INTERIOR EQUIPMENT

STANDARD INTERIOR EQUIPMENT

SEATS PANEL AND STEERING COLUMN	CHEVELLE	MALIBU
General Cluster Lighting – Blue Tint	X	X
Glove Compartment Light		X
Courtesy Lights		67
Warning Lights – Temperature, Generator, Oil Pressure, Brakes	X	X
Indicators – Hi Beam and Turn Signal	X	X
Two-Speed W/S Wiper and Washer – Slide Type, Depress To Wash, Bright Knob	X	X
Ash Tray	X	X
Heater – Slide Type Controls Bright Knobs, Illuminated	X	X
Light Switch – Black Soft Knob	X	X
Parking Brake Release – “T” Handle	X	X
Cigarette Lighter – Black Soft Knob	X	X
120 MPH Speedometer – Odometer	X	X
Fuel Gage	X	X
Two Astro-Ventilation Outlets	37	37-67
Glove Compartment Door Lock	X	X
Black Parking Brake Release – White “Parking Brake”	X	X
Trim Color Instrument Panel Pad – Madrid Surface	X	X
Clock Hole Cover Plate	X	X
A/C Center Outlet Cover Plate With Bright Border And “Chevrolet”	X	X
Trim Color Steering Wheel (Plastic) And Column	X	X
Soft Vinyl Steering Wheel Shroud With Black Insert Having “Chevrolet” Nameplate	X	X
Bright Hazard Flasher Knob	X	X
Trim Color Soft Turn Signal And Shift Lever Knobs	X	X
Steering Column Ignition Switch With Integral Steering And Transmission Lock	X	X
GLASS		
Laminate Safety Float Glass Windshield (Thin Design)	X	X
Safety Solid Tempered Plate Side Glass	X	X
Safety Solid Tempered Plate Rear Window	X	X

STANDARD INTERIOR EQUIPMENT STATION WAGONS

INSTRUMENT PANEL AND STEERING COLUMN	NOMAD	GREENBRIER	CONCOURS	CONCOURS ESTATE
General Cluster Lighting – Blue Tint	X	X	X	X
Glove Compartment Light			X	X
Heater Control Light	X	X	X	X
Warning Lights – Temperature, Generator Oil Pressure, Brakes	X	X	X	X
Indicators – Hi Beam and Turn Signal	X	X	X	X
Two-Speed W/S Wiper and Washer – Slide Type, Depress to Wash, Bright Knob	X	X	X	X
Ash Tray	X	X	X	X
Heater – Slide Type Controls, Bright Knobs, Illuminated	X	X	X	X
Light Switch – Black Soft Knob	X	X	X	X
Parking Brake Release – “T” Handle	X	X	X	X
Cigarette Lighter – Soft Black Knob	X	X	X	X
120 MPH Speedometer-Odometer	X	X	X	X
Fuel Gage	X	X	X	X
Glove Compartment Door Lock	X	X	X	X
Black Parking Brake Release – White “Parking Brake”	X	X	X	X
Trim Color Instrument Panel Pad – Madrid Surface	X	X	X	X
Clock Hole Cover Plate	X	X	X	X
A/C Center Outlet Cover Plate With Bright Border and “Chevrolet”	X	X	X	X
Trim Color Steering Wheel (Plastic) and Column	X	X	X	X
Soft Vinyl Steering Wheel Shroud With Black Insert Area Having “Chevrolet” Nameplate	X	X	X	X
Bright Hazard Flasher Knob	X	X	X	X
Trim Color Soft Turn Signal and Shift Lever Knobs	X	X	X	X
Steering Column Ignition Switch With Integral Steering and Transmission Lock	X	X	X	X
GLASS				
Laminate Safety Float Glass Windshield (Thin Design)	X	X	X	X
Safety Solid Tempered Plate Side Glass	X	X	X	X
Safety Solid Tempered Plate Rear Window	X	X	X	X

INTERIOR EQUIPMENT

EL CAMINO INTERIOR EQUIPMENT

ROOF AND PILLARS	STANDARD	CUSTOM
Premier Vinyl Coated Headlining—Perforated	X	X
Trim Color Windshield and Rear Window Garnish Molding and Roof Rail Molding	X	X
12-Inch Prismatic Rear View Mirror with Gray Padded Edge	X	X
Silver Painted Rear View Mirror Support	X	X
Trim Color Plastic Rear View Mirror Support Cover	X	X
Padded Sunshades	X	X
Air Gap Windshield Pillars	X	X
Bright Bezeled Backlight Header Dome Lamp	X	X
Door Jamb Switch	X	X
Shoulder Belt Anchor Cover (Belt Color)	X	X

SEATS AND FLOOR COVERING	STANDARD	CUSTOM
Front Seat Cushion with 2.00-Inch Foam Pad	X	X
Bright Folding Seat Back Latches	X	X
Black Seat Adjuster Handle	X	X
All-Vinyl Seat Cushion and Seat Back	X	X
Vinyl Coated Rubber Passenger Compartment Floor Covering	X	
Carpet Passenger Compartment Floor Covering		X
Head Restraints	X	X
Three Black Seat Belts	X	X
Two Black Shoulder Belts	X	X
Front Seat Outboard Lap Belt Retractor Covers (Belt Color)	X	X

DOOR AND QUARTER PANEL	STANDARD	CUSTOM
Door Padded Armrest	X	X
Plastic Window Control Handle Knobs	X	X
Bright Door Lock Buttons	X	X
All-Vinyl Door and Quarter Panel Trim	X	X
Trim Color Shoulder Belt Buckle Retainers	X	X
Bright Shoulder Belt Retaining Clip	X	X
Shoulder Belt Anchor Cover (Belt Color)	X	X

INSTRUMENT PANEL AND STEERING WHEEL	STANDARD	CUSTOM
Glove Compartment Light		X
Heater Control Light	X	X
Temperature, Generator, Oil Pressure and Brake Warning Lights	X	X
Hi-Beam and Turn Signal Indicators	X	X
Bright Cowl Ventilation and Astro-Ventilation Control Knobs	X	X
Windshield Wiper and Washer Switch (Slide-Type, Depress to Wash)	X	X
Light Switch — Soft Black Knobs	X	X
Bright Hazard Flasher Knob	X	X
Trim Color Turn Signal and Transmission Shift Lever Knobs	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X	X
T-Handle Parking Brake Release	X	X
Blended Air Heater	X	X
Two-Speed Windshield Wiper and Washer	X	X
Ash Tray	X	X
Cigarette Lighter — Soft Black Knob	X	X
Speedometer, Odometer and Fuel Gage	X	X
Trim Color Instrument Panel Pad	X	X
Clock Hole Cover Plate	X	X
Glove Compartment Door Lock	X	X
Trim Color Steering Wheel and Column	X	X
Soft Vinyl Steering Wheel Shroud with Black Insert Having "Chevrolet" Nameplate	X	X

GLASS	STANDARD	CUSTOM
Laminated Safety Plate Glass Windshield	X	X
Solid Safety Plate Glass Ventipanes	X	X
Solid Safety Plate Glass Backlight	X	X
Solid Safety Plate Glass Door Windows	X	X

EXTRA COST EQUIPMENT

	RPO	ACC.
EQUIPMENT		
Air conditioning, Four-Season: V8 models only	C60	
Battery, heavy duty	T60	
Belts, seat and shoulder: in addition to or replacing standard belts.		
Custom deluxe belts: (replacing standard number of belts)		
Coupe and Sedan – 6 seat and 2 shoulder	AK1	
Convertible – 6 seat	A39	
Shoulder belts – 2 rear: (Convertible requires use of front shoulder belt option).		
For use when Custom Deluxe Belts are ordered		ACC
Shoulder belts – 2 front: Convertible only.		
For use when Custom Deluxe Belts are ordered	A85	
Cap, locking gas filler		ACC
Carrier, rear deck		ACC
Compass		ACC
Console, floor (bucket seats required)	D55	
Deflectors, rain, 4-door sedans		ACC
Dispenser, Tissue		ACC
Fire extinguisher		ACC
Generator: 63-amp Delcotron	K85	
Glass, Soft-Ray tinted: all windows	A01	
Harness, trailer wiring		ACC
Hitch, trailer		ACC
Hitch, trailer, equalizing type		ACC
Highway Emergency Kit – fire extinguisher, tire inflator, fuses		ACC
Hood, "Cowl Induction" – SS models only	ZL2	
Instrumentation, Special Coupes and Convertible only	U14	
Lighting, auxiliary:	ZJ9	
Courtesy lights – Standard on Convertible		
Glove compartment light – Standard on Malibu		ACC
Luggage compartment light		ACC
Ash tray light		ACC
Underhood light		ACC
Litter container		ACC
Lock, rear door safety		ACC
Mirror, RH		ACC
Moldings, side door windows: 4-Door Sedans only	B90	
Monitor, windshield washer fluid		ACC
Paint stripe, hood and deck – SS, and Malibu Coupe and Convertible models only	D88	
Radiator, heavy duty	V01	
Radio equipment: Radios, Pushbutton – Includes concealed w/s antenna		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
AM/FM/Stereo Radio	U79	ACC
Stereo Tape System with AM Radio	UM1	ACC
Stereo Tape System with AM/FM/Stereo Radio	UM2	ACC
Speaker, rear seat (Not available when stereo is ordered)	U80	
Windshield antenna (When no radio is ordered)	U76	

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC.
Roof cover, vinyl	C08	
SS 454 equipment – Malibu Coupe and Convertible only	Z15	
Safety seat – child		ACC
Safety seat – infant		ACC
Seats, front bucket – Malibu Coupe and Convertible only	A51	
Shift lever floor mount – standard 3-speed transmission	M11	
Ski rack – roof mount		ACC
Speed control: (Cruise-Master) V8 models only. Available only when automatic transmission is ordered	K30	ACC
Steering wheel, Comfortilt: Available only when automatic transmission is ordered	N33	
Steering wheel, Vinyl Rim	NK2	
Steering wheel, sport	NK4	
Suspension, heavy duty front and rear	F40	
Suspension, special front and rear:	F41	
Tape player - cassette		ACC
Tops, convertible: (colors)	C05	
Two-Tone finish: includes bright metal outline moldings	–	
W/S wiper control Electro-Tip – Malibu only	CD3	
Wheel covers, full:	P01	
Wheel covers, special:	P02	
Wheel covers, wire		ACC
Wheels, Rally	ZJ7	
FACTORY-INSTALLED REGULAR PRODUCTION TIRES		
E78 x 14 bias belted ply dual white stripes	PL3	
F78 x 14 bias belted ply blackwall	PX5	
F78 x 14 bias belted ply dual white stripes	PX6	
FEATURE GROUPS (Any item contained in a feature group may be ordered separately)		
Appearance guard group	ZP5	
Front and rear bumper guards	V30	ACC
Door edge guards	B93	ACC
Color-keyed floor mats – 2 Front, 2 Rear	B37	ACC
Visor vanity mirror	D34	ACC
Operating convenience group	ZQ2	
Electric clock	U35	ACC
Rear window defroster (Forced Air)	C50	
L.H. outside remote-control rearview mirror	D33	ACC
POWER ASSISTS		
Brakes, power	J50	
Brakes, power with front discs	JL2	
Door lock system, power	AU3	
Seat back latch, automatic: Coupe and Convertible models only. Available only when power door lock system is ordered	AQ2	
Steering power: Variable ratio	N40	

EXTRA COST EQUIPMENT

STATION WAGONS AND EL CAMINO

	RPO	ACC.
EQUIPMENT		
Air conditioning, Four-Season: V8 models only	C60	
Air deflector, tailgate window	C51	ACC
Battery, heavy duty	T60	
Belts, seat and shoulder: in addition to or replacing standard belts.		
Custom deluxe belts: (replacing standard number of belts)	AK1	
Shoulder belts – 2 rear:		
For use when Custom Deluxe Belts are ordered	AS4	
Cap, locking gas filler		ACC
Carrier, roof luggage	V55	ACC
Compass		ACC
Console, floor (bucket seats required)	D55	
Deflectors, rain		ACC
Dispenser, Tissue		ACC
Fire extinguisher		ACC
Generator: 63-amp Delcotron	K85	
Glass, Soft-Ray tinted: all windows	A01	
Harness, trailer wiring		ACC
Hitch, trailer		ACC
Hitch, trailer, equalizing type		ACC
Highway Emergency Kit – fire extinguisher, tire inflator, fuses		ACC
Hood, "Cowl Induction" – SS models only	ZL2	
Instrumentation, El Camino models only	U14	
Lighting, auxiliary:		
Courtesy Lights	ZJ9	
Glove compartment light –		
Standard on Concours, Concours Estate, Custom El Camino		ACC
Ash tray light		ACC
Underhood light		ACC
Litter container		ACC
Lock, rear door safety		ACC
Mirror, RH		ACC
Moldings, side door windows: Standard on Custom El Camino	B90	
Monitor, windshield washer fluid		ACC
Paint stripe, hood – SS and Custom El Camino Models only	D88	
Radiator, heavy duty	V01	
Radio equipment: Radios, Pushbutton – Includes concealed w/s antenna		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
AM/FM/Stereo Radio – Station Wagons only	U79	ACC
Stereo Tape System with AM Radio – Station Wagons only	UM1	ACC
Stereo Tape System with AM/FM/Stereo Radio – Station Wagons Only	UM2	ACC
Speaker, rear seat (Not available when stereo is ordered) – Station Wagons only	U80	
Windshield antenna (When no radio is ordered)	U76	

EXTRA COST EQUIPMENT

	RPO	ACC.
EQUIPMENT		
Roof cover, vinyl – El Camino models only	C08	
SS 454 equipment – Custom El Camino only	Z15	
Safety seat – child		ACC
Safety seat – infant		ACC
Seats, front bucket – Custom El Camino only	A51	
Shift lever, floor mount - standard 3-speed transmission	M11	
Ski rack – roof carrier mount		ACC
Speed control: (Cruise-Master) V8 models only. Available only when automatic transmission is ordered	K30	ACC
Steering wheel, Comfortilt: Available only when automatic transmission is ordered	N33	
Steering wheel, Vinyl Rim	NK2	
Steering wheel, sport	NK4	
Suspension, heavy duty front and rear – El Camino models only	F40	
Tape player - cassette		ACC
W/S wiper control Electro-Tip - concealed wiper models only	CD3	
Wheel covers, full:	P01	
Wheel covers, special:	P02	
Wheel covers, wire		ACC
Wheels, Rally – El Camino models only	ZJ7	
FACTORY-INSTALLED REGULAR PRODUCTION TIRES		
G78 x 14 B bias belted ply dual white stripes – Station Wagons only	PK2	
G78 x 14 D bias belted ply blackwall – Station Wagons only	PM5	
G78 x 14 D bias belted ply dual white stripes – Station Wagons only	PM6	
F78 x 14 B bias belted ply dual white stripes – El Camino models only	PX6	
FEATURE GROUPS (Any item contained in a feature group may be ordered separately)		
Appearance guard group	ZP5	
Front bumper guards	V30	ACC
Door edge guards: Not available on Concours Estate	B93	ACC
Color-keyed floor mats – 2 Front, 2 Rear	B37	ACC
Visor vanity mirror	D34	ACC
Operating convenience group	ZQ2	
Electric clock	U35	ACC
Rear window defroster (Forced Air) – Station Wagons only	C50	
L.H. outside remote-control rearview mirror	D33	ACC
POWER ASSISTS		
Brakes, power – Nomad wagon, El Camino models only	J50	
Brakes, power with front discs – Nomad wagon, El Camino models only	JL2	
Door lock system, power	AU3	
Steering, power	N40	
Window, tailgate, power – Standard on 3-seat models	A33	

FOUR SEASON (RPO C60)

Integral air cooling and heater system. Manually controlled by two horizontal levers on instrument control panel, plus 4-speed fan switch. Upper lever (mode selector control) uses vacuum supply and electrical switches to operate mode doors and compressor. Lower lever uses bowden cable to operate temperature door. Five air outlets: 1 center, 2 side, 2 lower.

BASIC COMPONENTS

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

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

CHASSIS

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

POWER TRAINS

- Fan Blade 7 blade
- Fan Clutch Thermomodulated fluid coupling
- Crankshaft Pulley Dual
- Water Pump & Fan Pulley Single
- Compressor & Crankshaft Belt One
- Generator 63 Ampere
- Radiator Heavy duty

CHASSIS

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FRAME AND FRONT SUSPENSION

FRAME

Description All welded perimeter frame with front crossmember, rear axle upper control arm crossmember, and rear crossmember. Center sections except convertible and sedan pickup are "C" shaped; convertible and sedan pickup have welded box construction members. Rear axle kick-up box welded construction. Rear of kickup "C" shaped. Body Mounting: Convertible - 12 biscuits; station wagon, sedan pickup-8 biscuits +4 cushions; balance - 8 biscuits +2 cushions

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

FRONT SUSPENSION

Description Independent, SLA type with coil springs & concentric shock absorbers; and spherical joint steering knuckle, pivots for each wheel.

CONTROL ARMS

Description Stamped A- frame with pre-loaded, steel- encased rubber bushings at pivot.

STEERING KNUCKLES

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

Spindle diameters	
Inner bearing	1.2493-1.2498
Outer bearing . . . . .	.7493-.7498
Spindle thread size	3/4-20 NEF-3 (modified)
Wheel bearing	
Type	Taper roller
Number	Two per spindle

SPHERICAL JOINTS

Type	Ball studs, upper self-adjusting for wear
Bearing surfaces	
Upper	To be provided
Lower	One bearing; steel

SHOCK ABSORBERS

Type	Direct, double-acting, hydraulic
Piston diameter	1.00

STABILIZER BAR

Type	Link
Material	HR steel
Diameter	0.8125

FRONT WHEEL ALIGNMENT (Curb)

Camber (degrees)	0 to P1-1/2
Caster (degrees)	N2 to 0
Toe (Total)	1/16 to 5/16
Steering axis inclination (degrees)	7-3/4 to 8-3/4

GENERAL SUSPENSION PROVISIONS

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

FRAME AND FRONT SUSPENSION

FRONT SPRINGS

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

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Heights	
						Free	Working (In. @ Lbs.)
3952803	AH	134.05	.583	10.12	250	17.45	11.7 @ 1430
3952804	AI	143.75	.597	10.82	250	17.73	11.7 @ 1500
3952805	AJ	143.75	.597	10.82	250	18.01	11.7 @ 1570
3952806	AO	153.45	.610	11.52	250	18.29	11.7 @ 1640
3952807	AQ	153.45	.610	11.52	250	18.57	11.7 @ 1710
3952810	AZ	140.05	.607	10.52	275	17.37	11.7 @ 1550
3952811	GI	140.05	.607	10.52	275	17.62	11.7 @ 1620
3952812	GO	149.85	.621	11.22	275	17.87	11.7 @ 1690
3952813	GQ	149.85	.621	11.22	275	18.13	11.7 @ 1760
3952815	GT	131.05	.618	9.82	320	16.32	11.7 @ 1470
3952816	GU	131.05	.618	9.82	320	16.54	11.7 @ 1540
3952817	GV	131.05	.618	9.82	320	16.76	11.7 @ 1610
3952818	GW	138.05	.629	10.32	320	16.98	11.7 @ 1680
3952819	GX	138.05	.629	10.32	320	17.17	11.7 @ 1740
3952820	GY	149.29	.646	11.12	320	17.35	11.7 @ 1800
3952821	GZ	149.35	.646	11.12	320	17.54	11.7 @ 1860
3952822	AA	149.35	.646	11.12	320	17.73	11.7 @ 1920
3952823	AB	132.05	.654	9.82	390	16.14	11.7 @ 1720
3952824	AC	132.15	.654	9.82	390	16.42	11.7 @ 1830
3952825	AD	137.75	.663	10.22	390	16.70	11.7 @ 1940
3960665	GB	125.89	.659	9.22	435	15.52	11.7 @ 1650
3960686	GC	125.94	.659	9.22	435	15.32	11.7 @ 1780
3974684	GD	160.82	.617	11.92	250	18.85	11.7 @ 1780
3983300	AK	170.88	.645	12.62	275	18.38	11.7 @ 1830
3983301	AL	170.91	.645	12.62	275	18.64	11.7 @ 1900
3983304	AP	163.47	.663	12.02	320	17.92	11.7 @ 1980
3987798	GP	135.52	.679	10.0	435	16.12	11.7 @ 1910

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

Description	Semi-reversible, recirculating ball nut gear, and a energy absorbing steering column for safety. Tilt steering wheel optional.
Ratios	Gear, 24.0:1; Overall, 28.7:1
Turning diameters (ft)	
Outside front, wall to wall	45.5
Outside front, curb to curb	42.0
Number of wheel turns, lock to lock	6.0
Outside wheel angle with inside wheel @ 20°	18.6°
Linkage	Parallelogram, front of wheels, 2 tie rods
Steering wheel	
Type	Oval
Diameter	15.2 x 14.75

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

Type	Integral gear, with vane-type pump driven by crankshaft pulley providing hydraulic pressure.
Ratios	Gear, 16.0/13.0; overall, 18.5/12.4
Number of wheel turns, lock to lock	3.0

DRIVELINE

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

WHEELS, REGULAR PRODUCTION

Type	Short spoke spider
Attachment to hub	5 Hex nuts, 7/16-20 UNF 2-B, on a 4.75 diameter bolt circle
Size	
Except Wagons and SS	14 x 5
Wagons	14 x 6
● SS (Trans-Am)	15 x 7
Offset	
14 x 5	.60
14 x 6	.88
● 15 x 7 (Trans-Am)	.34

WHEELS, RALLY-TYPE, RPO ZJ7

(Same as regular production except as follows)

Type	large ventilation slots
Size	14 x 6
Offset	0.88

TIRES, REGULAR PRODUCTION

Construction	Fiberglass bias belted
Load range	B (4 ply rating)
Sizes	
● E78 x 14 (6 cyl. except station wagons)	
Static loaded radius	12.2
Loaded Rev/mi @ 45 mph	800
Capacity @ 24 psi	1190
F78 x 14 (V-8's except SS and El Camino except SS)	
Static loaded radius	12.4
Loaded Rev/mi @ 45 mph	785
Capacity @ 24 psi	1240
F60 x 15 (SS models)	
Static loaded radius	12.23
Loaded Rev/mi @ 45 MPH	801
Capacity @ 24 psi	1280
G78 x 14B or G78 x 14D (Station Wagons)	
Static loaded radius	B-12.6 D-12.6
Loaded Rev/mi @ 45 mph	B-778 D-773
Capacity @ 24 psi	B-1380 D-1380

REAR AXLE AND SUSPENSION

REAR AXLE

Description	Semi-floating housing consists of two welded tubes pressed into crossbore of cast iron carrier. Carrier contains an overhung pinion and hypoid gear supported by two taper roller bearings.
Pinion offset	(Vert) 1.50
Hypoid gear PD	2.56, 2.73, 3.08, 3.31 8.125 2.73, 3.31, 4.10 8.875
Pinion bearing adjustment	Shim
Lubricant	
Type	Military Spec. MIL-L-2105-B
Viscosity	SAE 80
Capacity (pts)—8.125 hypoid gear	3.75
—8.875 hypoid gear	4.25

AXLE SHAFT

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

RING AND PINION GEAR TOOTH COMBINATIONS

8.125 Ring Gear	
2.56 ratio	41.16
2.73	41.15
● 3.08	40.13
● 3.31	43.13
8.875 Ring Gear	
2.73	41.15
3.31	43.13
4.10	41.10

POSITRACTION DIFFERENTIAL (See Power Trains)

Type	Cone clutches or dual disc clutches
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REAR SUSPENSION

Description	Link type; 2 upper and 2 lower control arms supporting rear axle. Drive and torque taken through control arms.
Wheel travel (design)	
Total—Except wagon and pickup	8.80
Wagon and pickup	8.23
Jounce—Except wagon and pickup	3.59
Wagon and pickup	2.91
Rebound	5.21
Wheel to spring, travel ratio	1.06

SHOCK ABSORBERS

Type	Direct, double-acting, hydraulic; air booster type for Sedan Pickup.
Piston diameter	1.00

REAR AXLE AND SUSPENSION

REAR SPRINGS

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

REAR SPRING SPECIFICATIONS

Part Number	Assy. No.	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Heights	
						Free	Working (In. @ Lbs.)
3893389	BU	103.8	.522	6.25	100	14.70	9.00 @ 570
3893385	BE	103.8	.522	6.25	100	15.00	9.00 @ 600
3893386	BF	105.9	.525	6.35	100	15.31	9.00 @ 630
3952826	BI	103.9	.522	6.25	100	15.60	9.00 @ 660
3893390	BW	105.9	.525	6.35	100	16.01	9.00 @ 700
3952827	BL	92.6	.539	5.65	130	12.77	9.00 @ 490
3952828	BM	92.6	.539	5.65	130	13.08	9.00 @ 530
3952829	BP	92.7	.539	5.65	130	13.46	9.00 @ 580
3952830	BQ	98.5	.550	5.95	130	13.85	9.00 @ 630
3952831	BR	98.6	.550	5.95	130	14.23	9.00 @ 680
3949004	BD	109.7	.637	6.45	200	14.00	9.00 @ 1000
3949006	BG	109.7	.637	6.45	200	14.30	9.00 @ 1060
3960651	OO	85.2	.553	5.25	160	11.94	9.00 @ 470
3960652	OQ	85.2	.553	5.25	160	12.19	9.00 @ 510
3974701	OZ	105.0	.592	6.25	160	13.63	9.00 @ 740
3974700	OY	111.8	.640	6.55	200	14.60	9.00 @ 1120
3987799	OG	95.0	.574	5.75	160	12.44	9.00 @ 550
3987800	OH	95.0	.574	5.75	160	12.69	9.00 @ 590
3987801	OJ	95.1	.574	5.75	160	12.94	9.00 @ 630

SERVICE BRAKES, REGULAR PRODUCTION

Type	Duo-servo 4-wheel hydraulic; dual circuit hydraulic system with warning lamp, and reverse self adjusting feature.
Line pressure at 100 lb pedal load	805
Braking ratios	
Pedal	6.32
Hydraulic	4.29
Overall	27.11
Wheel cylinder area distribution (percent)	58.5 F; 41.5 R
Brake drum	
Diameter	9.5
Construction	Composite, web cast into rim
Material	
Web	HR steel
Rim	Cast iron alloy
Swept drum area	268.8
Brake lining	
Material	Compression molded asbestos composition wet rolled; grooved primary linings front and rear.
Length	
Primary, front and rear	9.01
Secondary, front and rear	9.75
Width	
Front linings	2.50
Rear linings	2.00
Thickness, minimum @ C/L	
Primary, front and rear	.17
Secondary, front and rear	.20
Method of attachment	Bonded
Total effective area	155.2
Master cylinder	
Piston diameter	1.00
Piston travel (with available pedal travel)	1.13
Wheel cylinders	
Piston diameter	
Front	1.125
Rear	.875
Foot pedal travel	7.10

PARKING BRAKE

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

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

Type	Vacuum power unit added to assist master cylinder; integral system.
Pedal effort	Approximately 30 percent less than regular production service brakes at same deceleration rate
Braking ratios	
With regular production service brakes	
Pedal	3.4
Hydraulic	4.29
Overall	14.6
With front wheel disc brake system	See front wheel disc brakes
Master cylinder	
Piston travel (With available pedal travel)	1.42
Foot pedal travel	4.84

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

Type	Hub mounted front discs, with self- adjusting single piston caliper units mounted on the steering knuckle, delay and metering valves provides balance between front and rear brakes
Braking ratios	
Pedal	3.4
Hydraulic	14.1
Overall	48.0
Total effective lining area, disc and drum	106.1
Gross lining area, disc and drum	118.1
Disc	
Diameter	11.0
Material	Cast iron
Swept area per disc	106.4
Swept disc and drum area	332.4
Disc lining	
Material	Wet compression molded asbestos composition.
Size	5.96x2.21x.41
Method of attachment	Riveted
Total effective area per lining	9.5
Gross lining area per lining	10.6
Master cylinder	
Piston diameter	1.125
Piston travel (With available pedal travel)	1.44
Wheel cylinders	
Front calipers	
Number per wheel	1
Diameter	2.9375
Rear drums	
Diameter	.875
Foot pedal travel	4.84

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission quadrant	Column 1-194	2
Automatic transmission position pattern	Floor console, 2-1445	1
Back-up	2-1156	32
Brake warning	1-194	2
Courtesy		
Instrument panel	2-631	6
Seat separator	1-212	6
Directional signal indicators	2-194	2
Dome	1-211	12
Generator indicator	1-194	2
Glove compartment	1-1893	2
Headlamp	2-6014	High beam 60W Low beam 50W
Headlamp hi-beam indicator	1-194	2
Heater controls	1-1445	1
Instrument cluster	5-194	2
License plate, rear	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	3
Turn		32
Radio	1-1816	3
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Spot Lamp - Portable	1-4416	30W
Tail		
Tail	2-1157	3
Stop and turn		32
Temperature indicator	1-194	2
Underhood	1-93	15

POWER TRAINS

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POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*			
			STD.	A/C	ZQ9 (a)	YD1 (b)
Turbo Thrift 250 250 Cubic Inch L-6 145 HP Standard	3-Speed (2.85:1 low)	All Models except Sta. Wag. & Pickups	3.08:1	NA	NA	NA
	Powerglide					
	3-Speed (2.85:1 low)	Station Wagons & Pickups	3.36:1	NA	NA	NA
	Powerglide					
Turbo Fire 307 307 Cubic Inch V-8 200 HP Standard	3-Speed (2.85:1 low)	All Models except Station Wagons & Pickups	3.08:1	3.08:1	NA	NA
	Powerglide					
	Turbo Hydra-Matic					
	3-Speed (2.85:1 low)	Station Wagons & Pickups	3.36:1	3.36:1	NA	NA
	Powerglide					
	Turbo Hydra-Matic					
Turbo Fire 350 350 Cubic Inch V-8 245 HP RPO L65	4-Speed (2.54:1 low)	All Models	3.36:1	3.36:1	NA	NA
	Turbo Hydra-Matic					
Turbo Fire 350 350 Cubic Inch V-8 270 HP RPO L48	3-Speed (2.54:1 low)	All Models	3.31:1	3.31:1	NA	NA
	4-Speed (2.52:1 low)					
	Turbo Hydra-Matic					
Turbo Jet 400 402 Cubic Inch V-8 300 HP RPO LS3	HD 3-Spd (2.42:1 low)	All Models	3.31:1	3.31:1	NA	NA
	4-Speed (2.52:1 low)					
	Turbo Hydra-Matic					
Turbo Jet 454 454 Cubic Inch V-8 365 HP RPO LS5	HD 4-Spd (2.20:1 low)	Sport Coupe Convertible & Pickup	3.31:1	3.31:1	NA	NA
	Turbo Hydra-Matic					
Turbo Jet 454 454 Cubic Inch V-8 425 HP RPO LS6	HD 4-Spd (2.20:1 low)	Sport Coupe Convertible & Pickup	3.31:1	3.31:1	4.10:1	NA
	Turbo Hydra-Matic					

(a) ZQ9 - Performance option

(b) YD1 - Trailer option

*Positraction required for 4.10:1; optional for all others.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu. In. L-6 145 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu. In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
350 Cu. In. V-8 245 HP RPO L65	2-Barrel	4-Speed	8.53	6.05	4.84	3.36	8.53	3.36
350 Cu. In. V-8 270 HP RPO L48	4-Barrel	3-Speed	8.41	4.97	3.31		8.71	3.31
		4-Speed	8.41	5.96	4.77	3.31	8.41	3.31
402 Cu. In. V-8 300 HP RPO LS3	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31
454 Cu. In. V-8 365 HP RPO LS5 and 425 HP RPO LS6	4-Barrel	4-Speed	8.28	5.43	4.20	3.31	7.48	3.31

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu. In. L-6 145 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
307 Cu. In. V-8 200 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
	Second	14.44:1 - 4.15:1		
	Reverse	11.06:1 - 5.27:1		
350 Cu. In. V-8 245 HP RPO L65	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
		Second	13.54:1 - 3.89:1	
		Reverse	10.37:1 - 4.94:1	
350 Cu. In. V-8 270 HP RPO L48	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.27:1	
402 Cu. In. V-8 300 HP RPO LS3	Turbo Hydra-Matic	Drive	14.22:1 - 2.73:1	2.73:1
		Low	14.22:1 - 6.77:1	
		Second	14.22:1 - 4.04:1	
		Reverse	11.93:1 - 5.68:1	
454 Cu. In. V-8 365 HP RPO LS5 and 425 HP RPO LS6	Turbo Hydra-Matic	Drive	17.25:1 - 3.31:1	3.31:1
		Low	17.25:1 - 8.21:1	
		Second	17.25:1 - 4.90:1	
		Reverse	14.46:1 - 6.88:1	

*Axle ratio x transmission ratio

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV		V-8 OHV			
Piston Displacement (Cu.In.)		250	307	350	402	454	
Availability		Standard		L65	L48	LS3	LS5 LS6
Number of Cylinders		Six		Eight			
Bore (nominal)		3.875		4.00	4.126	4.251	
Stroke (nominal)		3.53	3.25	3.48	3.76	4.00	
Compression Ratio				8.5:1			9.00:1
Taxable (SAE) Horsepower		36.0	48.0	51.2	54.5	57.8	
Firing Order		1-5-3-6-2-4		1-8-4-3-6-5-7-2			
Idling Speed	3-Speed & 4-Speed (in neutral)	550		600			700
	Powerglide (in drive)	500					
	Turbo Hydra-Matic (in drive)			600			700
Comp. Press. (PSI) @ Cranking Speed, Engine Hot		140	150		160		
Power Plant Mountings		Front		Two, combination compression and shear type			
		Rear		One, shear type			
Measurements	Fan to rear of engine block	35.27	31.13	30.69	30.16	33.97	
	Top of air cleaner to bottom of oil pan	27.44	29.49	29.29	26.79	27.62	
	Width - including air cleaner	30.15	27.34	27.34	27.97	30.00	

ADVERTISED ENGINE RATING

Engine Designation	Turbo-Thrift 250 L-6 145 HP	Turbo-Fire 307 V-8 200 HP	Turbo-Fire 350 V-8 245 HP	Turbo-Fire 350 V-8 300 HP	Turbo-Jet 400 V-8 330 HP	Turbo-Jet 454 V-8 365 HP	Turbo-Jet 454 V-8 425 HP
Availability	Standard	Standard	RPO L65	RPO L48	RPO LS3	RPO LS5	RPO LS6
Carburetor	Single Bbl.	Two Bbl.	Two Bbl.	Four Bbl.	Four Bbl.	Four Bbl.	Four Bbl.
Gross Brake HP @ RPM	145 @ 4200	200 @ 4600	245 @ 4800	270 @ 4800	300 @ 4800	365 @ 4800	425 @ 5600
Gross Torque - RPM (lb-ft)	230 @ 1600	300 @ 2400	350 @ 2800	360 @ 3200	400 @ 3200	465 @ 3200	475 @ 4000
Net Brake HP @ RPM	110 @ 3800	140 @ 4400	165 @ 4000	175 @ 4000	260 @ 4400	285 @ 4000	325 @ 5600
Gross Torque @ RPM (lb-ft)	185 @ 1600	235 @ 2400	280 @ 2400	290 @ 2400	345 @ 3200	390 @ 3200	390 @ 3600

ENGINE SPEED AND PISTON TRAVEL

TURBO-THRIFT 250 L-6 ENGINE

Transmission	3-Speed		Powerguide
Rear Axle Ratio			3.08:1 (a)
Tire Size			E78 x 14B (b)
Crankshaft Revolutions per Mile			2460.9
Crankshaft RPM @ 1 MPH	Low	116.9	74.6
	Second	68.9	
	Third	41.0	41.0 (direct)
	Reverse	121.0	74.6
Piston Travel (ft/mile)			1447.8

(a) 3.36:1 on Station Wagons & Pickups (b) G78 x 14B or D on Station Wagons

TURBO-FIRE 307 V-8 ENGINE

Transmission	3-Speed		Powerguide	Turbo Hydra-Matic
Rear Axle Ratio	3.08:1 (a)		3.08:1 (a)	2.73:1 (b)
Tire Size			E78 x 14B (c)	
Crankshaft Revolutions per Mile	2460.9		2460.9	2181.3
Crankshaft RPM @ 1 MPH	Low	116.9	74.6	91.6
	Second	68.9		55.3
	Third	41.0	41.0 (direct)	36.3 (direct)
	Reverse	121.0	74.6	70.2
Piston Travel (ft/mile)	1333.0		1333.0	1181.5

(a) 3.36:1 on Station Wagons & Sedan Pickups (b) 3.08:1 on Station Wagons & Sedan Pickups (c) G78 x 14B on Station Wagons

TURBO-FIRE 350 V-8 ENGINES (RPO L65 & L48)

Transmission	RPO L65		RPO L48		
	4-Speed	Trb/Hyd	3-Speed	4-Speed	Trb/Hyd
Rear Axle Ratio	3.36:1	2.56:1	3.31:1		2.73:1
Tire Size	E78 X 14B (a)				
Crankshaft Revolutions per Mile	2684.6	2045.4	2644.7	2644.7	2181.3
Crankshaft RPM @ 1 MPH	Low	113.6	85.9	112.0	111.9
	Second	80.5	51.8	66.1	79.3
	Third	64.4	34.1	44.1	63.5
	Fourth	44.7		44.1	
	Reverse	113.6	65.8	115.9	111.9
Piston Travel (ft/mile)	1557.1	1186.3	1533.4	1533.4	1265.1

(a) G78 x 14B or D on Station Wagons; F78 x 14B on Sedan Pickups

TURBO-JET 400 V-8 ENGINE (402 Cu.In. RPO LS3)

Transmission	3-Speed		4-Speed	Trb/Hyd
Rear Axle Ratio			3.31:1	
Tire Size			F78 x 14B	
Crankshaft Revolutions per Mile	2598.3			2143.1
Crankshaft RPM @ 1 MPH	Low	104.8	109.1	104.4
	Second	68.4	81.4	52.9
	Third	43.3	63.2	35.7 (direct)
	Fourth		43.3	
	Reverse	104.4	112.2		74.3
Piston Travel (ft/mile)	1628.3			1343.0

(a) G78 x 14B or D on Station Wagons

TURBO-JET 454 V-8 ENGINES (RPO LS5 & LS6)

Transmission	4-Speed		Turbo Hydra-Matic
Rear Axle Ratio			3.31:1
Tire Size			F60 x 15B
Crankshaft Revolutions per mile	2651.3		
Crankshaft RPM @ 1 MPH	Low	97.2	109.6
	Second	72.5	65.4
	Third	56.1	44.1 (direct)
	Fourth	44.2	
	Reverse	100.0		91.9
Piston Travel (ft/mile)	1767.5		

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 145 HP	BASE 307 CU.IN. 200 HP	RPO L65 350 CU.IN. 245 HP	RPO L48 350 CU.IN. 270 HP	RPO LS3 402 CU.IN. 300 HP	RPO LS5 454 CU.IN. 365 HP	RPO LS5 454 CU.IN. 425 HP
MODEL	13569	13669	13669	13669	13637	13637	13637

3-SPEED TRANSMISSION

Performance Weight (pounds)	3948	4078		4117	4297		
Pounds per Gross Horsepower	27.23	20.39		15.25	14.32		
Pounds per Cu.In. Displacement	15.79	13.28		11.76	10.69		
Gross HP per Cu.In. Displacement	.580	.651		.771	.746		
Power Displacement (cu.ft./mile)	178.02	218.60		267.84	302.23		
Displacement Factor (cu.ft./ton mile)	90.4	107.16		130.01	141.23		

4-SPEED TRANSMISSION

Performance Weight (pounds)			4122	4135	4297	4403	4370
Pounds per Gross Horsepower			16.82	15.31	14.32	12.06	10.28
Pounds per Cu.In. Displacement			11.78	11.81	10.69	9.70	9.63
Gross HP per Cu.In. Displacement			.700	.771	.746	.804	.936
Power Displacement (cu.ft./mile)			271.88	267.84	302.23	348.29	348.29
Displacement Factor (cu.ft./ton mile)			131.98	129.39	141.28	173.28	159.04

TURBO HYDRA-MATIC

Performance Weight (pounds)		4107	4133	4142	4325	4455	4415
Pounds per Gross Horsepower		20.54	16.87	15.34	14.42	12.20	10.39
Pounds per Cu.In. Displacement		13.38	11.81	11.83	10.75	9.70	9.72
Gross HP per Cu.In. Displacement		.651	.700	.771	.746	.804	.936
Power Displacement (cu.ft./mile)		194.65	207.14	220.91	249.28	348.29	348.29
Displacement Factor (cu.ft./ton mile)		94.95	100.55	106.72	115.41	156.18	157.60

POWERGLIDE

Performance Weight (pounds)	3940	4086					
Pounds per Gross Horsepower	27.17	20.43					
Pounds per Cu.In. Displacement	15.76	13.31					
Gross HP per Cu.In. Displacement	.580	.651					
Power Displacement (cu.ft./mile)	178.02	218.60					
Displacement Factor (cu.ft./ton mile)	90.4	107.16					

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	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

CYLINDER BLOCK

Material	Cast alloy iron
Bore Diameter	
L6-250 Cu.In.	3.8745-3.8775
V8-307 Cu.In.	3.8745-3.8775
V8-350 Cu.In.	3.9995-4.0025
V8-402 Cu.In.	4.1246-4.1274
V8-454 Cu.In.	4.2496-4.2524
Bearing Caps (Number, material & attachment)	
L6-250 Cu.In.	7, cast iron, 2-bolt
V8-307 & 350 Cu.In.	5, cast iron, 2-bolt
V8-402 & 454 (LS5)	5, cast iron, 2-bolt
V8-454 (LS6)	5, cast iron, 4-bolt
Water Jacket Full length around each cylinder	
Bore Spacing (Centerline to Centerline)	
L6-250 Cu.In.	4.4
V8-307 & 350 Cu.In.	4.4
V8-402 & 454 Cu.In.	4.84

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt No. & Size	
L6-250 Cu.In.	10; .500 dia. 13 threads/in.
V8-307 & 350 Cu.In.	34; .4375 dia. 14 threads/in.
V8-402 & 454 Cu.In.	32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)	
L6-250 Cu.In.	5.73 Cu.In.
V8-307 Cu.In.	5.32 Cu.In.
V8-350 Cu.In.	6.08 Cu.In.
V8-402 Cu.In.	6.91 Cu.In.
V8-454 (LS5) Cu.In.	7.79 Cu.In.
V8-454 (LS6) Cu.In.	7.27 Cu.In.

INLET MANIFOLD

Material	Cast alloy iron
Type	
L6 engine	3 port, rectangular section
V8 engines	8 port, double deck

EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
L6-250 Cu.In.	4 port, center downtake
V8-307 & 350 Cu.In.	Dual, 4 port, rear downtake
V8-402 & 454 Cu.In.	Dual, 4 port, rear downtake
Outlet Diameter	
L6-250, V8-307 & 350 Cu.In.	2.0
V8-402 & 454 Cu.In.	2.5

CRANKSHAFT

Material	
L6-250 Cu.In.	Cast nodular iron
V8-307 & 350 Cu.In.	Cast nodular iron
V8-402 Cu.In.	Cast nodular iron
V8-454 Cu.In.	Forged steel
End Play	
L6-250 Cu.In.	.002-.006
V8-307 & 350 Cu.In.	.002-.006
V8-402 & 454 Cu.In.	.006-.010
Counter Weights	
L6-250 Cu.In.	12
V8-307, 350, 402 & 454 Cu.In.	6
Crank Arm Length	
L6-250 Cu.In.	1.765
V8-307 Cu.In.	1.625
V8-350 Cu.In.	1.74
V8-402 Cu.In.	1.88
V8-454 Cu.In.	2.00
Torsional Damper	Rubber mounted inertia
Timing Gear	
L6	Steel; helical cut
V8	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

MAIN BEARINGS

Material	Steel backed insert; (copper lead alloy or premium aluminum lining selected for specific engine application)
Type	Precision removable
Thrust Against Bearing No.	L6-No. 7; V8-No. 5
Clearance	
L6-250 Cu.In.	.0003-.0029
V8-307 & 350 Cu.In.	(No. 1) .0008-.0020; (No.2-3-4) .0011-.0023; (No.5) .0017-.0033
V8-402 & 454 Cu.In.	(No. 1) .0007-.0019 (No. 2-3-4) .0013-.0025; (No. 5) .0019-.0035

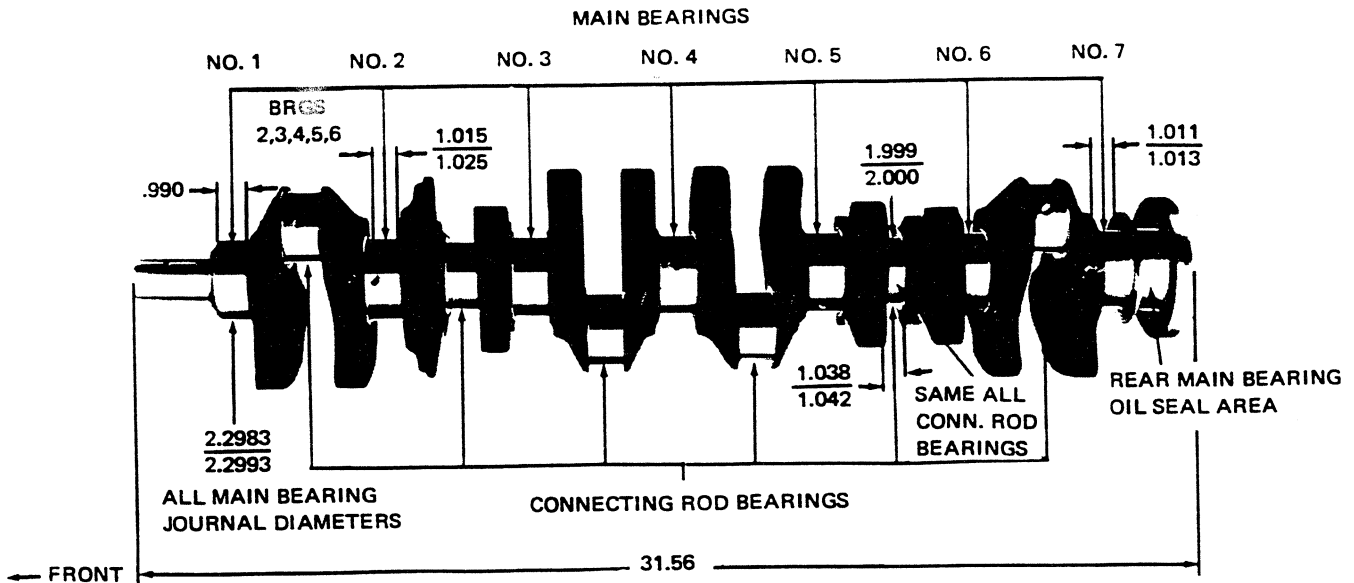
Dimensions

	Theoretical	Effective	Projected
	Inner Dia.	Length	Area
L6-250 Cu.In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-307 & 350 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.177	2.8846
V8-402 Cu.In.			
Bearing No. 1	2.7509	.992	2.7289
Bearing No. 2-4	2.7505	.992	2.7285
Bearing No. 5	2.7505	1.2525	3.4450
V8-454 Cu.In.			
Bearing No. 1	2.7509	.992	2.7289
Bearing No. 2, 3 & 4	2.7505	.992	2.7285
Bearing No. 5	2.7505	1.252	3.4450

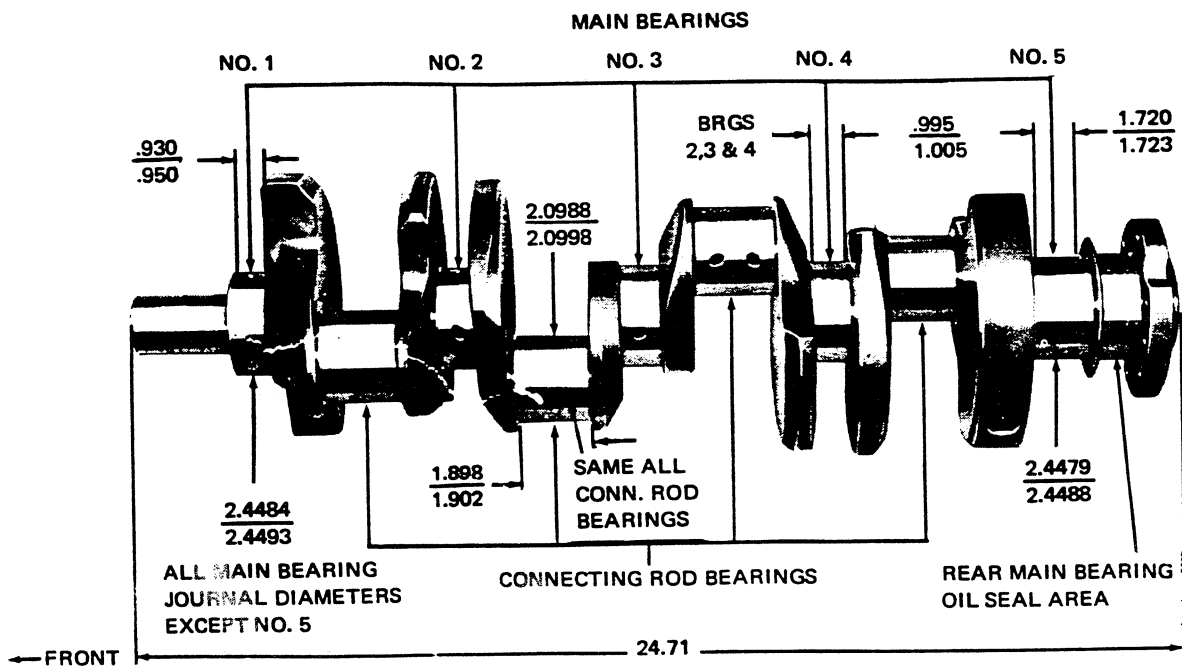
PRINCIPAL COMPONENTS

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



307 and 350 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material	Cast alloy iron
Drive	
L6	Gear; bakelite and fabric composition
V8	Sprocket & chain; steel
Lobe Lift	
L6-250 Cu.In.	.2217 Inlet & Exhaust
V8-307 & 350 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-402 Cu.In.	.2343 Inlet; .2529 Exhaust
V8-454 (LS5) Cu.In.	.2714 Inlet; .2824 Exhaust
V8-454 (LS6) Cu.In.	.3037 Inlet & Exhaust
Camshaft Bearing	Steel backed babbit

VALVE TRAIN

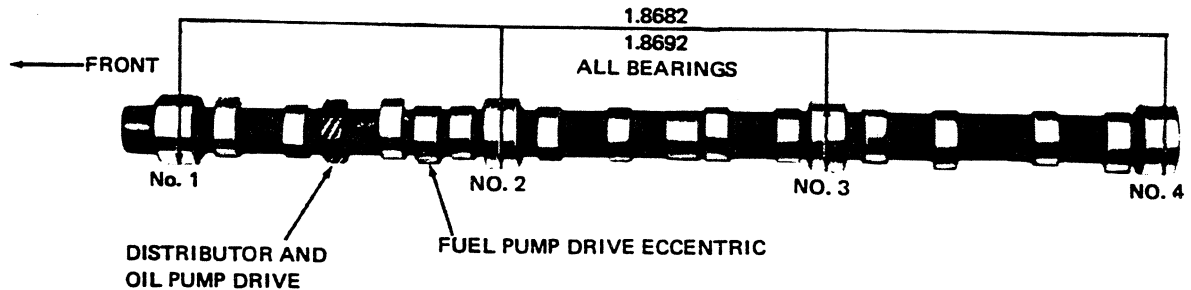
Type	Individually mounted, overhead rocker arms, push rod actuated
Rocker Arms	Stamped steel
Ratio	
L6-250 Cu.In.	1.75:1
V8-307 & 350 Cu.In.	1.50:1
V8-402 & 454 Cu.In.	1.70:1
Push Rods	
Type	Hollow steel
Ends	
L6, V8-307 & 350 Cu.In.	Hardened
V8-402 & 454 Cu.In.	Hardened steel inserts

VALVE SPRINGS

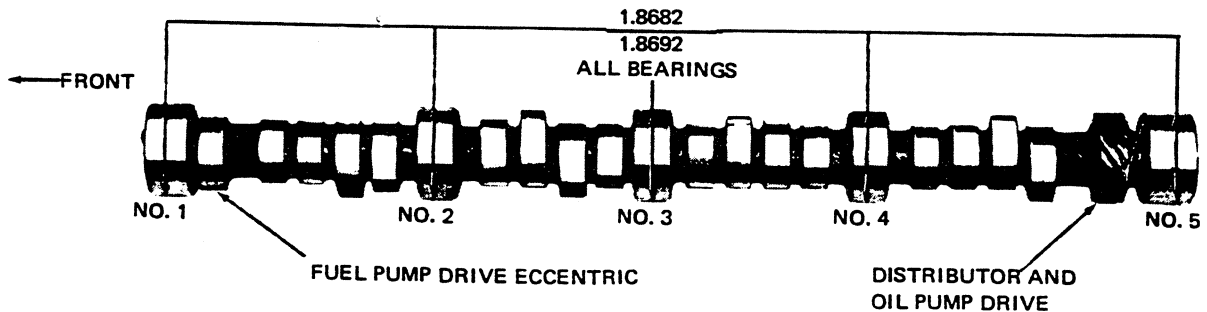
Diameter	
L6-250 Cu.In.	.872-.888
V8-307 & 350 Cu.In.	.868-.884
V8-402 & 454 Cu.In.	1.080-1.094
Installed Length (lb. @ in.)	
Valves closed	
L6-250 Cu.In.	56-64 @ 1.66
V8-307 & 350 Cu.In.	76-84 @ 1.70
V8-402 & 454 Cu.In.	
Outer spring	69-81 @ 1.88
Inner spring	26-34 @ 1.78
Valves opened	
L6-250 Cu.In.	180-192 @ 1.27
V8-307 & 350 Cu.In.	194-206 @ 1.25
V8-402 & 454 Cu.In.	
Outer spring	228-252 @ 1.38
Inner spring	81-99 @ 1.28
Free Length	
L6-250 Cu.In.	1.90
V8-307 & 350 Cu.In.	2.03
V8-402 & 454 Cu.In.	
Outer spring	2.12
Inner spring	2.06
Valve Spring Damper	
L6-250 Cu.In.	None
V8-307 & 350 Cu.In.	Flat steel, 4 coils

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE



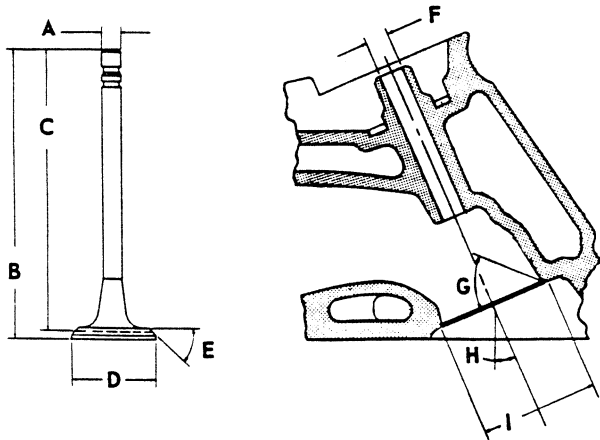
307 and 350 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS

INLET VALVES

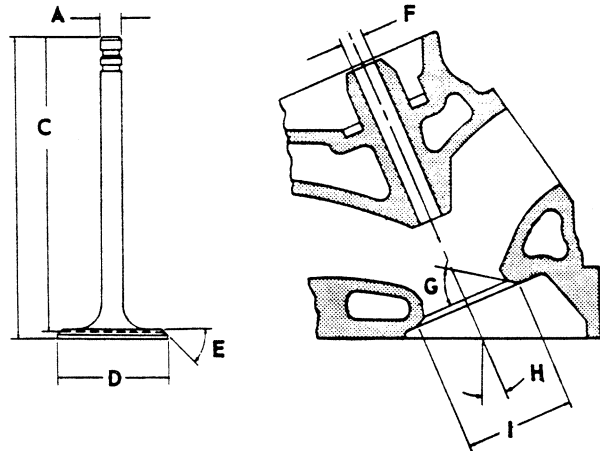
Material	Alloy steel
Coating	
L6-250 Cu.In.	Aluminized face
V8-307 & 350 Cu.In.	None
V8-402 & 454 Cu.In.	Face and head aluminized
Valve Guide Inserts (V8-402 & 454)	Cast alloy iron



A - Stem Diameter	
L6-250 Cu. In.	.3410-.3417
V8-307 & 350 Cu. In.	.3410-.3417
V8-402 & 454 Cu. In.	.3715-.3722
B - Overall Length	
L6-250 Cu. In.	4.902-4.922
V8-307 Cu. In.	4.902-4.922
V8-350 Cu. In.	4.870-4.889
V8-402 & 454 (LS5) Cu. In.	5.215-5.235
V8-454 (LS6) Cu. In.	5.204-5.224
C - Gage Length	
L6-250 Cu. In.	4.785-4.795
V8-307 & 350 Cu. In.	4.785-4.795
V8-402 & 454 Cu. In.	5.115-5.125
D - Overall Head Diameter	
L6-250 Cu. In.	1.715-1.725
V8-307 Cu. In.	1.715-1.725
V8-350 Cu. In.	1.935-1.945
V8-402 & 454 (LS5) Cu. In.	2.060-2.070
V8-454 (LS6) Cu. In.	2.185-2.195
E - Angle of Face	45°
F - Guide Diameter	
L6-250 Cu. In.	.3427-.3437
V8-307 & 350 Cu. In.	.3427-.3437
V8-402 & 454 Cu. In.	.3732-.3742
G - Angle of Seat	46°
H - Valve Angle	
L6-250 Cu. In.	9°
V8-307 & 350 Cu. In.	23°
V8-402 & 454 Cu. In.	4°
I - Valve Seat (cutter) Diameter	
L6-250 & V8-307 Cu. In.	1.770-1.790
V8-350 Cu. In.	1.990-2.010
V8-402 & 454 Cu. In.	2.150

EXHAUST VALVES

Material	High alloy steel
Coating	
L6-250 Cu.In.	Aluminized face
V8-307 & 350 Cu.In.	Aluminized face
V8-402 & 454 Cu.In.	Face and head aluminized
Valve Guide Inserts (V8-402 & 454)	Cast alloy iron



A - Stem Diameter	
L6-250 Cu. In.	.3410-.3417
V8-307 & 350 Cu. In.	.3410-.3417
V8-402 & 454 Cu. In.	.3713-.3720
B - Overall Length	
L6-250 Cu. In.	4.913-4.933
V8-307 & 350 Cu. In.	4.913-4.933
V8-402 Cu. In.	5.345-5.365
V8-454 Cu. In.	5.345-5.365
C - Gage Length	
L6-250 Cu. In.	4.781-4.791
V8-307 & 350 Cu. In.	4.781-4.791
V8-402 & 454 Cu. In.	5.235-5.245
D - Overall Head Diameter	
L6-250 Cu. In.	1.495-1.505
V8-307 & 350 Cu. In.	1.495-1.505
V8-402 Cu. In.	1.715-1.725
V8-454 (LS5) Cu. In.	1.715-1.725
V8-454 (LS6) Cu. In.	1.875-1.885
E - Angle of Face	45°
F - Guide Diameter	
L6-250 Cu. In.	.3427-.3437
V8-307 & 350 Cu. In.	.3427-.3437
V8-402 & 454 Cu. In.	.3732-.3742
G - Angle of Seat	46°
H - Valve Angle	
L6-250 Cu. In.	9°
V8-307 & 350 Cu. In.	23°
V8-402 & 454 Cu. In.	4°
I - Valve Seat (cutter) Diameter	
L6-250 Cu. In.	1.550-1.570
V8-307 & 350 Cu. In.	1.550-1.570
V8-402 Cu. In.	1.625
V8-454 Cu. In.	1.625

VALVE LIFT

L6-250 Cu. In. . . . .	.3880 Inlet & Exhaust
V8-307 & 350 Cu. In. . . . .	.3900 Inlet; .4100 Exhaust
V8-402 Cu. In. . . . .	.3983 Inlet; .4300 Exhaust
V8-454 (LS5) Cu. In. . . . .	.4614 Inlet; .4800 Exhaust
V8-454 (LS6) Cu. In. . . . .	.5197 Inlet & Exhaust

VALVE TIMING (Crankshaft Degrees)

	Excluding Ramps	Including Ramps
L6-250 Cu. In.		
Inlet Valve (Zero lash)		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve (Zero lash)		
Opens - BBC	46°30'	92°30'
Closes - ATC	17°30'	63°30'
Duration	244°	336°
V8-307 & 350 Cu. In.		
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°
V8-402 Cu. In.		
Inlet Valve (Zero lash)		
Opens - BTC	28°	40°
Closes - ABC	78°	102°
Duration	286°	322°
Exhaust Valve (Zero lash)		
Opens - BBC	75°	87°
Closes - ATC	31°	55°
Duration	286°	322°
V8-454 (LS5) Cu. In.		
Inlet Valve (Zero lash)		
Opens - BTC		56°
Closes - ABC		114°
Duration		350°
Exhaust Valve (Zero lash)		
Opens - BBC		110°
Closes - ATC		62°
Duration		352°
V8-454 (LS6) Cu. In.		
Inlet Valve (.024 lash)		
Opens - BTC		44°
Closes - ABC		92°
Duration		316°
Exhaust Valve (.028 lash)		
Opens - BBC		86°
Closes - ATC		36°
Duration		302°

PISTONS

Material	Cast aluminum alloy
	V8-454 (LS6) Aluminum impact extruded
Head Type	
L6-250 Cu. In.	Flat, notched
V8-350 Cu. In.	Sump
V8-402 Cu. In.	Domed head, valve cutout
V8-454 (LS5) Cu. In.	Flathead, valve cutout
V8-454 (LS6) Cu. In.	Domed head, notched
Skirt Type	
	Slipper
Top Land Clearance	
L6-250 Cu. In. . . . .	.0245-.0335
V8-307 & 350 Cu. In. . . . .	.0235-.0325
V8-402 Cu. In. . . . .	.0310-.0370
V8-454 (LS5) Cu. In. . . . .	.0350-.0410
V8-454 (LS6) Cu. In. . . . .	.0320-.0380
Skirt Clearance	
L6-250 Cu. In. . . . .	.0005-.0011
V8-307 Cu. In. . . . .	.0005-.0015
V8-350 Cu. In. . . . .	.0007-.0017
V8-402 Cu. In. . . . .	.0018-.0028
V8-454 (LS5) Cu. In. . . . .	.0024-.0034
V8-454 (LS6) Cu. In. . . . .	.0040-.0050
Compression Ring Groove Depth	
L6-250 Cu. In. . . . .	.2153-.2218
V8-307 Cu. In. . . . .	.2113-.2178
V8-350 Cu. In. . . . .	.2218-.2284
V8-402 Cu. In. . . . .	.2328-.2392
V8-454 (LS5) Cu. In. . . . .	.2348-.2412
V8-454 (LS6) Cu. In. . . . .	.2375-.2435
Oil Ring Groove Depth	
L6-250 Cu. In. . . . .	.2093-.2158
V8-307 Cu. In. . . . .	.2053-.2118
V8-350 Cu. In. . . . .	.2038-.2103
V8-402 & 454 (LS5) Cu. In. . . . .	.2183-.2247
V8-454 (LS6) Cu. In. . . . .	.2160-.2170
Pin Bore Offset	
	.055-.065
Compression Height	
L6-250 Cu. In.	1.658-1.662
V8-307 Cu. In.	1.673-1.677
V8-350 Cu. In.	1.558-1.562
V8-402 Cu. In.	1.877-1.881
V8-454 (LS5) Cu. In.	1.691-1.699
V8-454 (LS6) Cu. In.	1.643-1.651
PISTON PINS	
Material	Chromium steel
Length	
L6-250, V8-307 & 350 Cu. In.	2.990-3.010
V8-402 & 454 Cu. In.	2.930-2.950
Diameter	
L6-250, V8-307 & 350 Cu. In. . . . .	.9270-.9273
V8-402 & 454 Cu. In. . . . .	.9895-.9898
Clearance in Piston	
L6-250, V8-307 & 350 Cu. In. . . . .	.00015-.00025
V8-402 Cu. In. . . . .	.00025-.00035
V8-454 Cu. In. . . . .	.00030-.00040

PRINCIPAL COMPONENTS

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu.In.	Chrome plate face
V8-307 & 350 Cu.In.	Chrome plate face
V8-402 & 454 Cu.In.	Molybdenum inlay
Width	
L6-250 Cu.In.	.0775-.0780
V8-307 & 350 Cu.In.	.0775-.0780
V8-402 Cu.In.	.0770-.0780
V8-454 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-307 Cu.In.	.184-.194
V8-350 Cu.In.	.190-.200
V8-402 Cu.In.	.196-.206
V8-454 Cu.In.	.202-.212

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for L6-250 & V8-350; 50 degrees for V8-402; 28-52 degrees for V8-454)
Face	Tapered
Coating	
L6-250 Cu.In.	Wear resistant
V8-307, 350 & 454 Cu.In.	Wear resistant
V8-402 Cu.In.	Chrome plated
Width	
L6-250 Cu.In.	.0770-.0780
V8-307 Cu.In.	.0770-.0780
V8-350 Cu.In.	.0770-.0775
V8-402 Cu.In.	.0770-.0780
V8-454 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-307 Cu.In.	.184-.194
V8-350 Cu.In.	.190-.200
V8-402 Cu.In.	.196-.206
V8-454 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-307 Cu.In.	.010-.020
V8-350 Cu.In.	.013-.025
V8-402 & 454 Cu.In.	.010-.020

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
L6-250 Cu.In.	.1870-.1890
V8-307 & 350 Cu.In.	.1870-.1890
V8-402 & 454 Cu.In.	.1870-.1890
Wall Thickness	
L6-250 Cu.In.	.152-.158
V8-307 & 350 Cu.In.	.150-.156
V8-402 & 454 Cu.In.	.137-.143
Gap	
L6-250 Cu.In.	.015-.055
V8-307 & 350 Cu.In.	.015-.055
V8-402 & 454 Cu.In.	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
L6-250 Cu.In.	5.695-5.705
V8-307 & 350 Cu.In.	5.695-5.705
V8-402 & 454 Cu.In.	6.130-6.140

CONNECTING ROD BEARINGS

Material	
L6-250 & V8-307 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-350 Cu.In.	Premium aluminum
V8-402 & 454 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu.In.	.0007-.0027
V8-307 & 350 Cu.In.	.0013-.0035
V8-402 & 454 Cu.In.	.0009-.0029
Theoretical I.D.	
L6-250 Cu.In.	2.0017
V8-307 & 350 Cu.In.	2.1019
V8-402 & 454 Cu.In.	2.2012
Effective Length	
L6-250 Cu.In.	.807
V8-307 & 350 Cu.In.	.797
V8-402 & 454 Cu.In.	.847
End Play	
L6-250 Cu.In.	.009-.014
V8-307 & 350 Cu.In.	.008-.014
V8-402 & 454 Cu.In.	.015-.023

FUEL TANK

Capacity (Gal)	
All models except S/Wags.	19 (approximately)
Station Wagons	18 (approximately)
Fuel Tank Location	Behind rear axle
Filler Location	
Station Wagons & El Camino	Left rear quarter panel
Remaining Models	Behind hinged rear license plate

FUEL FILTERS, DUAL

In Fuel Tank	Mesh strainer
In Carburetor Inlet	Paper (sintered bronze V8-307)

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (shut off pressure at 1800 RPM)	
L6-250 Cu.In.	4.00-5.00 PSI at pump outlet
V8-307 Cu.In.	5.50-7.50 PSI at pump outlet
V8-350 Cu.In.	7.50-9.00 PSI at pump outlet
V8-402 & 454 Cu.In.	7.50-9.00 PSI at pump outlet

AIR CLEANER

Type	
L6-250 Cu.In.	Single air horn
V8-350 & 402 Cu.In.	Single air horn
V8-454 Cu.In.	Dual air horns, chrome cover
Diameter	
L6-250 Cu.In.	12.62
V8-307 Cu.In.	12.62
V8-350 Cu.In.	15.48
V8-402 Cu.In.	15.48
V8-454 (LS5) Cu.In.	15.48
V8-454 (LS6) Cu.In.	16.78
Filter Element	Oil-wetted paper

CARBURETORS

Make and Type	
L6-250 Cu.In.	Rochester, 1-barrel, Monojet
V8-307 Cu.In.	Rochester, 2-bbl., downdraft
V8-350 (L65) Cu.In.	Rochester, 2-bbl., downdraft
V8-350 (L48) Cu.In.	Rochester, 4-bbl., Quadrajct
V8-402	
& 454 (LS5) Cu.In.	Rochester, 4-bbl., Quadrajct
V8-454 (LS6) Cu.In.	Holley, 4-barrel
SAE Flange Type	
L6-250 Cu.In.	1.50
V8-307 Cu.In.	1.25
V8-350 Cu.In.	1.50
V8-402 & 454 Cu.In.	1.50
Throttle Bore	
L6-250 Cu.In.	1.69
V8-307 Cu.In.	1.44
V8-350 (L65) Cu.In.	1.69
V8-350 (L48) Cu.In.	
Primary	1.38
Secondary	2.25
V8-402 & 454 (LS5) Cu.In.	
Primary	1.38
Secondary	2.25
V8-454 (LS6) Cu.In.	
Primary & Secondary	1.69
Secondary Throttle Actuation	By linkage approximately when primary valves are opened halfway between closed and open
Venturi Diameter	
L6-250 Cu.In.	1.31
V8-307 Cu.In.	1.09
V8-350 (L65) Cu.In.	1.09
V8-350 (L48) Cu.In.	
Primary	1.09
Secondary	Air valve
V8-402 & 454 (LS5) Cu.In.	
Primary	1.09
Secondary	Air valve
V8-454 (LS6) Cu.In.	
Primary	1.38
Secondary	2.25

CHOKE

Type	Automatic
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EXHAUST AND VENTILATION SYSTEM

TYPE

L6-250 Cu.In.	Single
V8-307 & 350 Cu.In.	Single with crossover pipes
V8-402 & 454 Cu.In.	Dual with resonators

MUFFLERS

Type	Oval, reverse flow
Construction	Heads and body joined by rolled lock seam construction

Head

L6-250 Cu.In.	.048 sheet steel, aluminized
V8-307 Cu.In.	.048 sheet steel, aluminized
V8-350 Cu.In.	.054 sheet steel, aluminized
V8-402 & 454 Cu.In.	
Left hand	.054 sheet steel, aluminized
Right hand	.060 stainless steel

Shell

L6-250 Cu.In.	.036 sheet steel, zinc coated
V8-307 Cu.In.	.036 sheet steel, zinc coated
V8-350 Cu.In.	.036 sheet steel, zinc coated
V8-402 & 454 Cu.In.	
Left hand	.036 sheet steel, zinc coated
Right hand	.036 stainless steel

Wrap	.030 indented asbestos sheet
Cover	.018 sheet steel, aluminized

Baffles

L6-250 Cu.In.	
No. 1 & 4	.048 sheet steel, zinc coated
No. 2 & 3	.036 sheet steel, zinc coated
V8-307 & 350 Cu.In.	
No. 1 & 4	.048 sheet steel, zinc coated
No. 2 & 3	.036 sheet steel, zinc coated
V8-402 & 454 Cu.In.	
Left hand	
No. 1 & 4	.048 sheet steel, zinc coated
No. 2 & 3	.036 sheet steel, zinc coated
Right hand	
No. 1, 2, 3 & 4	.036 stainless steel

Length, Body

L6-250 Cu.In.	21.62
V8-307, 350, 402 & 454 Cu.In.	21.25
Width (I.D.)	9.25
Height (I.D.)	5.00

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

Dimensions (O.D.)	2.00
Wall Thickness	.072-.092 laminated

EXHAUST PIPE

Dimensions (O.D.)	
L6-250 Cu.In.	2.00
V8-307 Cu.In.	2.00
V8-350 Cu.In.	2.50
V8-402 & 454 Cu.In.	2.50
Wall Thickness	
L6-250 Cu.In.	.057-.071
V8-307 Cu.In.	.072-.092 laminated
V8-350 Cu.In.	.072-.092 laminated
V8-402 & 454 Cu.In.	.072-.092 laminated

RESONATORS (V8-402 & 454 Cu.In. only)

Type	Straight through
Cover	.042
Heads	.048

TAIL PIPES

Dimensions (O.D.)	
L6-250 Cu.In.	1.875
V8-307 & 350 Cu.In.	1.875
V8-402 & 454 Cu.In.	2.00
Wall Thickness	.062-.076

EXHAUST EMISSION CONTROLS

Engine Ventilation	Closed positive; utilizes manifold vacuum to draw off engine crankcase vapors through a metered PCV valve and ultimately to the intake system for engine reburn
Controlled Combustion System	Increases combustion efficiency through leaner carburetor adjustments and revises distributor calibration
Combination Emission Control Valve	Controls vacuum supply to the distributor vacuum spark advance and positions the carburetor throttle blade during vehicle deceleration.

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6	Main and conn. rod bearing throw off
V8	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6	Nozzle sprayed
V8	Centrifugally oiled from camshaft bearing

Oil Pressure Sending Unit

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

Oil Filler

Cap	Positive seal
Location	
L6-250 Cu.In.	Forward end of rocker cover
V8-307 & 350 Cu.In.	Rearward of left rocker cover
V8-402 & 454 Cu.In.	Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

Refill	
L6 Engine	4
V8 Engines	4
Refill With Filter Change	
L6 Engine	4.5
V8 Engines	4.5

LUBRICANT GRADES AND TEMPERATURES

20° F and Above	20W,10W-30,10W-40,20W-40
0° F to 60° F	10W,5W-30,10W-30,10W-40
Below 20° F	5W,5W-20,5W-30

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure	
L6-250 Cu.In.	40 PSI @ 2000 RPM
V8-307 & 350 Cu.In.	40 PSI @ 2000 RPM
V8-402 & 454 Cu.In.	40 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L6-250 Cu.In.	4.3 @ 2000
V8-307 & 350 Cu.In.	4.3 @ 2000
V8-402 & 454 Cu.In.	6.0 @ 2000

OIL FILTER

Type	Full flow, throw away canister
Location	
L6 Engine	Right side front of engine
V8 Engines	Left rear side of engine
Capacity	
L6 Engine	One pint
V8 Engines	One pint
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL DIPSTICK-LOCATION

L6-250 Cu.In.	Right side, rear of engine block
V8-307 & 350 Cu.In.	Left side, rear of engine block
V8-402 & 454 Cu.In.	Right side, center direct to oil pan

OIL PAN DRAIN PLUG

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

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-250 Cu.In.	12 qts.
V8-307 Cu.In.	15 qts.
V8-350 Cu.In.	16 qts.
V8-402 & 454 (LS5) Cu.In.	23 qts.
V8-454 (LS6) Cu.In.	22 qts.

RADIATOR

Make and Type	Harrison, tube and center
Core constant and thickness	
Distance between fins	
L6-250 Cu.In.	.28 Syn., .25 Auto.
V8-307 Cu.In.	.18 Syn., .16 Auto.
V8-350 Cu.In. (L65)	.25 Syn., .22 Auto.
V8-350 Cu.In. (L48)	.22 Syn., .22 Auto.
V8-402 Cu.In.	.16 Syn., .16 Auto.
V8-454 (LS5) Cu.In.	.22 Syn. & Auto.
V8-454 (LS6) Cu.In.	.16 Syn. & Auto.
Distance between tubes	.55
Thickness of core	
L6-250 Cu.In.	1.26
V8-307, 350 & 402 Cu.In.	1.26
V8-454 Cu.In.	1.98
Frontal area (sq.in.)	
L6-250 & V8-307 Cu.In.	353
V8-350, 402 & 454 Cu.In.	480

RADIATOR HEAVY DUTY (RPO V01)

Core constant and thickness	
Distance between fins	
L6-250 Cu.In.	.16 Syn., .16 Auto.
V8-307 Cu.In.	.16 Syn., .16 Auto.
V8-350 (L65) Cu.In.	.22 Syn., .16 Auto.
V8-350 (L48) Cu.In.	.20 Syn., .16 Auto.
V8-402 & 454 Cu.In.	.16 Syn., .16 Auto.
Distance between tubes	.55
Thickness of core	
L6-250 Cu.In.	1.26 Syn., 1.26 Auto.
V8-307 Cu.In.	1.26 Syn., 1.26 Auto.
V8-350 Cu.In.	1.26 Syn., 1.98 Auto.
V8-402 & 454 Cu.In.	2.70 Syn. & Auto.
Frontal area (sq.in.)	
L6-250 Cu.In.	353
V8-307 & 350 Cu.In.	480
V8-402 & 454 Cu.In.	480

RADIATOR CAP RELIEF VALVE

Opens at Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to open at	192°-198°
Fully opened at	227°
Thermostat By-Pass Hose	
V8-402 & 454 Cu.In.	.745 ID

RADIATOR HOSE

Outlet, lower (radiator to water pump)	
L6-250 Cu.In.	1.75 ID
V8-307 & 350 Cu.In.	1.75 ID
V8-402 & 454 Cu.In.	1.88 ID
Inlet, upper (thermostat hsg. to radiator)	
L6-250 Cu.In.	1.50 ID
V8-307 & 350 Cu.In.	1.50 ID
V8-402 & 454 Cu.In.	1.50 ID

FAN

Number of Blades	4
	● V8-454 Cu.In. (LS6) - 5
Diameter	
L6-250 Cu.In.	17.62
V8-307 & 350 Cu.In.	19.00
V8-402 & 454 (LS5) Cu.In.	18.00
● V8-454 (LS6) Cu.In.	18.00
Fan pulley pitch diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number used	One
Angle of "V"	38°-42°
Pitch line	
L6-250 Cu.In.	37.30
V8-307 Cu.In.	44.25
V8-350 Cu.In.	44.25
V8-402 & 454 (LS5) Cu.In.	45.75
V8-454 (LS6) Cu.In.	47.50
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-250 Cu.In.	27 GPM @ 2000 engine RPM
V8-307 Cu.In.	25 GPM @ 2000 engine RPM
V8-350 Cu.In.	25 GPM @ 2000 engine RPM
V8-402 Cu.In.	27 GPM @ 2000 engine RPM
V8-454 (LS5) Cu.In.	25 GPM @ 2000 engine RPM
V8-454 (LS6) Cu.In.	27 GPM @ 2000 engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (Pump to Engine RPM)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator-Plug	Left side rear
Engine Block - Plug	
L6-250 Cu.In.	Left side rear
V8-307 & 350 Cu.In.	Right and left center
V8-402 & 454 Cu.In.	Left side-rear of block
	Right side - center of block

SUPPLY SYSTEM

BATTERY

Voltage Rating	12
Cranking Power @ 0° F	
L6-250 Cu.In.	2300 watts
V8-307 Cu.In.	2900 watts
V8-350 & 402 Cu.In.	2900 watts
V8-454 Cu.In.	3750 watts
Heavy Duty (RPO T60)	3750 watts
Capacity (SAE) @ 20 hr. rate	
L6-250 Cu.In.	45 amp. hr.
V8-307 Cu.In.	61 amp. hr.
V8-350 & 402 Cu.In.	61 amp. hr.
V8-454 Cu.In.	80 amp. hr.
Heavy Duty	80 amp. hr.
Total Number of Plates	
L6-250 Cu.In.	54
V8-307 Cu.In.	66
V8-350 & 402 Cu.In.	66
V8-454 Cu.In.	90
Heavy Duty	90
Number of Cells	6
Terminal Grounded	Negative
Location	Engine compartment, right side front

GENERATOR

Type	Diode rectified
Rating	
Amps	37
Volts	12-15
Drive	By fan belt
Pulley Pitch Diameter	2.70
● Ratio (Gen. to Engine Speed)	2.53:1
	V8-454 Cu.In. (LS6) - 2.15:1

REGULATOR

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

IGNITION SYSTEM

DISTRIBUTORS Refer to chart below

COIL

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

SPARK PLUGS

Type	
L6-250 Cu.In.	ACR46TS
V8-307 & 350 (L65) Cu.In.	ACR45TS
V8-350 (L48) Cu.In.	ACR44TS
V8-402 Cu.In.	ACR44 TS
V8-454 (LS5) Cu.In.	ACR43TS
V8-454 (LS6) Cu.In.	ACR44TS
Thread Size (mm)	14
Gap	.038-.038
Torque	25 lb. ft.

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

STARTING SYSTEM

STARTING MOTOR

Rotation (Drive End View)	Clockwise
Test Conditions	Engine at operating temp.
No Load Test	
Amps	
L6-250 Cu.In.	49-87
V8-307 Cu.In.	49-87
V8-350 Cu.In.	65-100
V8-402 & 454 Cu.In.	70-99
Volts	10.6
RPM	
L6-250 Cu.In.	6200-10700
V8-307 Cu.In.	6200-10700
V8-350 Cu.In.	3600-5100
V8-402 & 454 Cu.In.	7800-12000
Motor Drive	
Engagement	Solenoid
Pinion Tooth No.	9
Flywheel Tooth No. --	153; V8-402 & 454 . . 168
Mounting	Bolted to cylinder block flange

DISTRIBUTORS	Transmission	250 Cu.In.	307 Cu.In.	350 Cu.In.		402 Cu.In.	454 Cu.In.	
		L6-145 HP	V8-200 HP	V8-245 HP	V8-270 HP	V8-300 HP	V8-365 HP	V8-425 HP
Model	Manual	1110489	1112005	1112042	1112044	1112057	1112052	1112075
	Automatic	1110489	1112039	1112005	1112045	1112057	1112052	1112054
Type	Single breaker							
Cam angle	31°-34°		29°-31°			28°-30°		
Breaker gap	.019 (new)							
Breaker arm tension	19-23 oz.				28-32 oz.			
Centrifugal advance begins @ RPM	Manual	1270	1000	1120	1160	1260	1143	1200
	Automatic	1270	1320	1000	1335	1260	1143	1310
Maximum degrees @ RPM	Manual	24 @ 4100	24 @ 4300	28 @ 4300	22 @ 4200	30 @ 4400	22 @ 3900	32 @ 5000
	Automatic	24 @ 4100	20 @ 4200	24 @ 4300	18 @ 4200	30 @ 4400	22 @ 3900	28 @ 5000
Vacuum advance begins @ In.Hg.	Manual	8.00	8.00	8.00	8.00	8.00	8.00	7.00
	Automatic	8.00	8.00	7.00	7.00	8.00	8.00	7.00
Max. deg. @ In.Hg.	Man. & Auto.	22 @ 16	20 @ 17	15 @ 15.5	20 @ 17	20 @ 17	12 @ 12	
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	4°BTC @ 550	4°BTC @ 600	2°BTC @ 600	4°BTC @ 600	8°BTC @ 600	8°BTC @ 600	8°BTC @ 700
	Automatic	4°BTC @ 500	8°BTC @ 550	6°BTC @ 550	8°BTC @ 550	8°BTC @ 600	8°BTC @ 600	12°BTC @ 700
Timing mark location	Torsional damper							

CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine	Type-Cubic Inch	L6-250	V8-307	V8-350		V8-402	V8-454		
	Availability	Base		RPO L65	RPO L48	RPO LS3	RPO LS5	RPO LS6	
Clutch for		3-Speed			3-Speed & 4-Speed				
Type		Single dry disc			Single dry disc. centrifugal				
Clutch cover & pressure plate	● Eff. plate load, lbs.	1650-1850	1900-2100	2100-2300	2450-2750			2600-2800	
	Press. plate mat.	Cast iron			Nodular Iron				
	Clutch spring type	Diaphragm			Diaphragm, bent finger design				
	Clutch spring matl.	Heat treated spring steel							
Driven plate	Type	Single disc with two friction surfaces							
	Cushions	Flat spring steel between friction rings							
	Dampers	(a)	(b)	10 coil springs (5 sets of two)					
	● Friction rings	OD	9.12	10.34	11.00				
		ID	6.12	6.50	6.50				
		Total area sq. in.	71.82	101.54	123.70				
Material		Woven type asbestos							
Flywheel & Ring Gear	Flywheel	Cast iron							
	● Ring gear	Material	Heat treated HR steel						
		No. of teeth	153			168			
		PD	12.75			14.00			
		Attachment	Shrink fit						
Bearings	Release	Type	Single row ball						
		Lubrication	None, prepacked						
	Pilot	Type	Bronze bushing						
		Lubrication	None, sintered and oil impregnated						
Controls	Clutch fork	Drop forged steel, pivot mounted on ball							
	Pedal mounting	Pendant, from brace on dash							
	Lubrication	Crossover shaft							
Clutch housing material		Aluminum alloy							

(a) 6 outer coil springs and 3 inner coil springs equally spaced

(b) 12 coil springs (6 sets of two)

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type	3-Speed				4-Speed						
	Type-Cubic Inch	L6-250	V8-307	V8-350	V8-402	V8-350		V8-402	V8-454		
Engine Application	Availability	Base		RPO L48	RPO LS3	RPO L65	RPO L48	RPO LS3	RPO LS5	RPO LS6	
Case Material	●	Cast iron						Aluminum			
Gear Shift	Type	Remote									
	Control	Lever									
	Location	Steering column					Floor				
Gears	Type	Helical									
	Material	Forged steel hardened									
	Synchronization	All forward gears									
	Constant mesh gear	All gears					All forward gears				
	Sliding gears	None					Reverse				
	Ratio	First	2.85	2.54	2.42	2.54	2.52	2.20			
		Second	1.68	1.50	1.58	1.80	1.88	1.64			
		Third	1.00	1.00	1.00	1.44	1.46	1.27			
Fourth					1.00	1.00	1.00				
Reverse		2.95	2.63	2.41	2.54	2.59	2.26				
Lubricant	Type	Meeting Military Specifications MIL-L-2105B									
	Capacity (pts)	3									
Extension	Material	Cast iron						Aluminum			
	Oil seal	Steel encased double seal of spring loaded rubber or felt									

POWERGLIDE TRANSMISSION

Engine	Type	L-6 250 Cu.In.	V-8 307 Cu.In.	
	Availability		Standard	
General data	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse		
	Selector lever	Location	Steering column (a)	
		Operation	Actuates manual valve in hydraulic control system	
		Quadrant pattern	P-R-N-D-L	
	Parking lock	Type	Pawl and gear (on planetary)	
		Operation	Applied by selector lever thru spring loaded linkage	
	Method of cooling	Water		
Flywheel assembly	Steel stamping with welded on ring gear			
Hydraulic controls	Manual valve type	Spool		
	Pressure regulator valve type	Spool		
	Pressure @ Idle (b)	Drive	51	51
		Low	112	112
Reverse		91	91	
Converter assembly	Type	Three element		
	Pump	Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.		
	Turbine	Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.		
	Stator	Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.		
	Stall torque ratio	2.10		
	Stall speed (RPM)	1620	1530	
	Diameter (nominal)	11.0		
Planetary gear set	Type	Compound planetary		
	Range	Drive	1.82 to 1	
		Low	1.82	
		Reverse	1.82	
	Low band	Three linked circular segments		
Low band servo	Piston with release spring and inner cushion spring			
Case	Material	Aluminum (one piece)		
High clutch	Type	Multi-disk		
	Drive plates	Description	Waved steel with bonded organic facings	
		Number	3	5
	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	3.82		
	Low and reverse	3.82 to 1.82		
Lubricant	Type	A suffix A		
	Capacity (pts)	Dry	17	
		Refill	6	
Governor	Type	Centrifugal		
	Operation	Regulates pump oil pressure to automatic shift control valve body		
	Drive	Mounted on output shaft		
	Location	In extension		
Oil pump	Type	Internal-external gear		
	Number	One; front		
	Function	To supply pressure		
	Drive	Converter pump		

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

TRANSMISSIONS

TURBO HYDRA-MATIC TRANSMISSION

Engine	Displacement	V8-307	V8-350	V8-402 & 454	
General Data	Type	Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.			
	Selector lever	Location	Steering column (a)		
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump		
		Quadrant pattern	P-R-N-D-L2-L1		
	Parking Lock	Type	Locking pawl		
		Operation	Applied by selector lever through manual linkage		
	Method of cooling	Water			
	Flywheel assembly	Steel stamping with welded on ring gear			
Hydraulic System	Oil pressure pump	Supplies hydraulic pressure from an engine driven gear type pump			
	Type	Steel spool			
	Manual	Establishes range at transmission operation			
	Pressure regulator	Controls main line pressure			
	Shift (1-2)	Controls oil pressure for transmission shift from 1-2 or 2-1			
	Shift (2-3)	Controls oil pressure for transmission shift from 2-3 or 3-2			
	Modulator	Regulates line pressure with modulator oil pressure that varies with torque to transmission			
	Accumulator	To obtain greater flexibility in attaining desired shift curve for various engine requirements			
	Pressure @ Idle (b)	Drive	55	70	
		L2	80	150	
L1		80	150		
Reverse		84	107.5		
Converter Assembly	Pump (Drive member)	Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing			
	Turbine (Driven member)	Steel axial flow blades assembled between inner & outer steel shells			
	Stator assembly	Aluminum multivane type blades mounted on a one way (overrunning) roller clutch			
	Stall ratio	2.10			
	Stall speed (RPM)	2110			
	Diameter (nominal)	11.75		12.20	
Planetary Gear Set	Reaction carrier assembly	4 steel pinion gears			
	Output carrier assembly	4 steel pinion gears			
	Front band			Circular steel with organic lining	
	Rear band			Double wrap circular steel	
	Intermediate band	Circular steel with organic lining			
	Range	D (Drive)	2.52:1 - 1.52:1 - 1.00:1	2.48:1 - 1.48:1 - 1.00:1	
		L2 (Low two)	2.52:1 - 1.51:1	2.48:1 - 1.48:1	
		L1 (Low one)	2.52:1	2.48:1	
		R (Reverse)	1.93:1	2.08:1	
Servo Unit	Piston with release spring and inner cushion spring				
Case	Material	Aluminum			
Clutches	Type	Four, multiple disk	Three, multiple disk		
	Material	Drive plates	Steel with bonded organic facings		
		Driven plates	Flat steel		
	Forward clutch	4 each drive & driven plates	5 each drive & driven plates		
	Direct clutch	4 each drive & driven plates	5 each drive & driven plates		
	Intermediate clutch	2 each drive & driven plates	3 each drive & driven plates		
	Low & Reverse clutch	4 each drive & driven plates			
Release spring	Radial row steel coil				
Torque Multiplication	Drive (maximum)	5.29:1 to 1.00	5.21:1 to 1.00		
	Low 2	5.29:1 to 1.52	5.21:1 to 1.48		
	Low 1	5.29:1 to 2.52	5.21:1 to 2.48		
	Reverse	4.05:1 to 1.93	4.37:1 to 2.08		
Governor	Type	Cross-axis centrifugal			
	Operation	Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves			
Lubricant	Type	A suffix A			
	Capacity (pints)	Dry	20	22	
		Refill	5	8	

(a) Floor mounted available when bucket seats are used; quadrant changes to P-R-N-3-2-1.

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

DIMENSIONS AND WEIGHTS

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INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	4-DOOR SEDAN	SPORT SEDANS	SPORT COUPES	CONVERT- IBLES	STATION WAGONS	SEDAN PICKUP
H3	Seat cushion height	10.8		10.5		10.9	10.5
H11	Entrance height	30.1	30.3	29.5		30.1	30.1
H13	Steering wheel thigh clearance	4.2		4.0		4.1	4.1
H30	H point to heel point				8.1		
H32	Seat cushion deflection	4.0		3.9		3.8	4.0
H58	H point rise			0.8			
H61	Effective headroom	38.5	38.1	37.5	38.3	38.3	38.2
H70	H point to body O line	13.8		14.2		14.2	13.8
H75	Effective headroom - 'T' point	38.7	38.3	37.6	38.5	38.2	38.3
W3	Shoulder room	58.2	58.4	58.2		58.3	58.2
W5	Hip room	59.8	59.5	59.7		59.5	59.8
L7	Steering wheel torso clearance	12.2		12.1		12.5	12.2
L17	H point travel			4.8			
L34	Effective leg room	42.7		42.8		42.8	42.5

REAR COMPARTMENT

H8	Seat cushion height	13.2	13.2	12.7		13.0	---
H12	Entrance height	29.5	29.9	---		29.7	---
H31	H point to heel point	10.8	10.7	10.1		10.6	---
H33	Seat cushion deflection	4.4		4.7		4.5	---
H51	Upper body opening to ground	48.2	48.6	---		49.8	---
H63	Effective headroom	37.1		36.3	36.9	38.6	---
H71	H point to body O line	14.0		13.4		14.0	---
H76	Effective headroom - 'T' point	37.1		36.3	36.9	38.5	---
W4	Shoulder room	57.3	57.2	56.9	56.9	57.4	---
W6	Hip room	59.2	59.2	52.9	50.4	59.3	---
L3	Rear compartment room	25.8		23.7		26.1	---
L50	H point couple distance	32.8		30.6		32.8	---
L51	Effective leg room	35.0	34.9	32.3		34.8	---

STATION WAGON THIRD SEAT

W85	Shoulder room					57.5	
W86	Hip room					47.0	
H86	Effective headroom					35.9	
L86	Effective leg room					30.6	
L87	Knee room					10.5	

LUGGAGE COMPARTMENT

--	Opening width						
--	Interior height						
--	Interior width						
--	Interior length						
H195	Liftover height	26.6		25.9			28.7
V1	Usable luggage capacity (cu.ft.)	12.8	13.5	12.8	9.0	---	
--	Total volume (cu.ft.)						

STATION WAGON CARGO SPACE

H201	Maximum cargo height					31.6	--
H202	Rear opening height					28.6	--
H250	Tailgate to ground height					22.0	21.4
W200	Cargo width - front					59.5	58.8
W201	Cargo width - wheelhouse					44.5	45.3
W203	Rear opening width at floor					50.1	54.6
W204	Rear opening width at belt					49.6	--
W205	Rear opening width above belt					49.4	--
L200	Maximum cargo length - front seat					116.8	--
L201	Maximum cargo length - second seat					85.0	--
L202	Cargo length at floor - front seat					90.9	79.3
L203	Cargo length at floor - second seat					59.1	--
L204	Cargo length at belt - front seat					79.9	--
L205	Cargo length at belt - second seat					46.8	--
V2	Total cargo volume (cu.ft.)					94.0	38.5

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	4-DOOR SEDAN	SPORT SEDANS	SPORT COUPES	CONVERT- IBLES	STATION WAGONS	SEDAN PICKUP
L101	Wheelbase	116.0		112.0		116.0	
L102	Tire size (standard)	E78-14 (6 cyl); F78-14 (V8)				G78-14 (a)	
L103	Overall length	201.5		197.5		206.8	
L104	Overhang - front					37.8	
L105	Overhang - rear	47.7				53.0	
—	Overall length - less bumpers						
L127	Body O line to C/L of rear wheels	99.5		95.5		99.5	
L128	Hood length at centerline	61.0					

WIDTHS

W101	Tread - front	60.0				59.3*	
W102	Tread - rear	59.9				59.2	
W103	Maximum overall width of car	75.4					
W106	Front fender overall width	75.5				75.6	
W107	Rear fender overall width	75.4				75.3	
W120	Overall car width, front doors open	132.3		150.1		132.3	
W121	Overall car width, rear doors open	134.4		—		134.2	

HEIGHTS

H101	Overall height (design)	53.3		52.7		52.9		54.4		54.4	
—	Overall height (curb)										
H102	Front bumper to ground	13.8		14.3		15.0		15.0			
H104	Rear bumper to ground	15.7		15.1		12.9		11.9			
H111	Rocker panel to ground - rear	7.5		7.2		9.2		8.5			
H112	Rocker panel to ground - front	8.5		8.6		9.8		9.4			
H114	Hood at rear to ground	38.0		38.1		39.4		39.1			
H115	Step height - front (design)	12.3				13.9					
H116	Step height - rear (design)	11.9		—		13.6		—			
H125	Headlamp to ground	26.0		26.3		27.2		27.0			
H126	Tail lamp to ground	21.3		20.9		26.0		25.0			
H130	Step height - front (curb)	14.3				15.4					
H131	Step height - rear (curb)	14.3		—		15.5					
H136	Body O line to ground - front	4.9		5.1		6.2		5.9			
H137	Body O line to ground - rear	4.1		3.7		5.9		5.1			

CLEARANCES

H106	Angle of approach (degrees)	22.1		22.0		25.6		25.2		25.4	
H107	Angle of departure (degrees)	21.1		21.0		20.7		20.5		17.0	
H147	Ramp breakover angle (degrees)	13.4		13.3		13.8		13.7		15.5	
H148	Front suspension to ground	6.4		6.7		7.6		7.5			
H149	Oil pan to ground	5.3		5.5		6.6		6.4			
H150	Flywheel housing to ground	5.6		5.8		7.0		6.8			
H151	Frame to ground	5.1		5.4		6.3		6.3			
H152	Exhaust system to ground	4.7		4.6		6.2		5.7			
H153	Rear axle to ground	7.0				7.3		7.1			
H154	Fuel tank to ground	7.4		7.0		10.7		10.1			
H155	Tire well to ground	—		—		9.0		—			
H156	Minimum ground clearance (H152)	4.7		4.6		6.2		5.7			

(a) Sedan Pickup - F78-14

*—60.2 with disc brakes

VEHICLE WEIGHTS

CHEVELLE

MODEL SYMBOL		VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
6-Cyl	V8		Front	Rear	Total	Front	Rear	Total
13337	---	2-Door Sport Coupe	1774	1392	3166	1756	1508	3264
---	13437		1884	1412	3296	1866	1528	3394
13369	---	4-Door Sedan	1796	1414	3210	1778	1530	3308
---	13469		1902	1436	3338	1884	1552	3436

MALIBU

13569	---	4-Door Sedan	1820	1430	3250	1802	1546	3348
---	13669		1926	1454	3380	1908	1570	3478
13537	---	2-Door Sport Coupe	1798	1414	3212	1780	1530	3310
---	13637		1912	1430	3342	1894	1546	3440
---	13639	4-Door Sport Sedan	1948	1502	3450	1930	1618	3548
---	13667	2-Door Convertible	1898	1492	3390	1880	1608	3488

NOMAD

13136	---	4-Door, 2-Seat Station Wagon	1690	1942	3632	1672	2054	3726
---	13236		1800	1946	3746	1782	2058	3840

GREENBRIER

---	13436	4-Door, 2-Seat Station Wagon	1824	1996	3820	1806	2108	3914
---	13446	4-Door, 3-Seat Station Wagon	1816	2066	3882	1798	2178	3976

CONCOURS

---	13636	4-Door, 2-Seat Station Wagon	1806	2058	3864	1788	2170	3958
---	13646	4-Door, 3-Seat Station Wagon	1826	2082	3908	1808	2194	4002

CONCOURS ESTATE

---	13836	4-Door, 2-Seat Station Wagon	1858	2034	3892	1840	2146	3986
---	13846	4-Door, 3-Seat Station Wagon	1844	2100	3944	1826	2212	4038

EL CAMINO

13380	---	2-Door Sedan Pickup	1810	1424	3234	1792	1540	3332
---	13480		1914	1446	3360	1896	1562	3458
---	13680		1922	1452	3374	1904	1568	3472

SHIPPING WEIGHT: Weight of basic vehicle with regular equipment, including grease, oil and (3) gallons of gasoline, and engine coolant to capacity.

CURB WEIGHT: Shipping weight plus gasoline to capacity.

BODY

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EXTERIOR PAINT PROCESS

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

EXTERIOR-INTERIOR COLORS

CHEVELLE 133-13400 SERIES MALIBU 135-13600 SERIES

SERIES	MODEL				Front Seat	INTERIOR TRIM COLORS AND RPO NUMBERS								
						Black		Dark Blue		Dark Jade		Sandalwood		Dark Saddle
	37	39	67	69	Type	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Vinyl
Chevelle	X			X	Bench	701	703	724	—	736	—	—	—	—
				X	Bench	704	705	725	—	730	—	—	714	721
Malibu		X			Bench	704	705	725	726	730	731	718	714	—
	X				Bench	704	705	725	—	730	731	718	714	721
	X				Bucket	—	706	—	—	—	732	—	715	722
			X		Bench	—	705	—	—	—	731	—	—	721
			X		Bucket	—	706	—	—	—	732	—	—	722

CODE NO.	EXTERIOR COLOR	Black	Dark Blue	Dark Jade	Sandalwood	Dark Saddle
11	Antique White	X	X	X	X	X
13	Nevada Silver	X	X		X	
19	Tuxedo Black	X	X	X	X	X
24	Ascot Blue	X	X		X	
26	Mulsanne Blue	X	X		X	
42	Cottonwood Green	X		X	X	
43	Lime Green	X		X	X	X
49	Antique Green	X		X	X	X
52	Sunflower Yellow	X		X	X	X
53	Placer Gold	X			X	X
61	Sandalwood	X		X	X	X
62	Burnt Orange	X			X	
67	Classic Copper	X			X	
75	Cranberry Red	X			X	
78	Rosewood Metallic	X			X	

CODE NO.		TWO-TONE	Black	Dark Blue	Dark Jade	Sandalwood	Dark Saddle
Lwr.	Upr.						
26	11	Antique White Mulsanne Blue	X	X		X	
43	11	Antique White Lime Green	X		X	X	X
49	11	Antique White Antique Green	X		X	X	X
53	11	Antique White Placer Gold	X			X	X
61	11	Antique White Sandalwood	X		X	X	X
62	11	Antique White Burnt Orange	X			X	

Convertible Top: Black or White with any exterior color.

EXTERIOR-INTERIOR COLORS

STATION WAGON SERIES EL CAMINO SERIES

SERIES	BODY STYLE			Front Seat Type	Seat Trim	INTERIOR TRIM COLORS & RPO NUMBERS				
	36	46	80			Black	Dark Jade	Sandalwood	Medium Saddle	Dark Saddle
Nomad	X			Bench	Vinyl	702	—	712	719	—
Greenbrier	X	X				703	—	713	720	—
Concours	X	X				705	731	—	—	721
Concours Estate	X	X				705	731	—	—	721
Standard El Camino			X			703	—	713	720	—
Custom El Camino			X			705	731	714	—	721
				Bucket		706	732	715	—	722

VINYL TOP COLORS*					CODE NO.	EXTERIOR COLOR					
Black	White	Blue	Green	Brown			Black	Dark Jade	Sandalwood	Medium Saddle	Dark Saddle
X	X	X	X	X	11	Antique White	X	X	X	X	X
X	X	X			13	Nevada Silver	X		X		
X	X	X	X		19	Tuxedo Black	X	X	X	X	X
X	X	X			24	Ascot Blue	X		X		
X	X	X			26	Mulsanne Blue	X		X	X	
X	X		X		42	Cottonwood Green	X	X	X		
X	X		X		43	Lime Green	X	X	X		X
X	X		X		49	Antique Green	X	X	X	X	X
X	X				52	Sunflower Yellow	X	X	X	X	X
X	X				53	Placer Gold	X		X		X
X	X			X	61	Sandalwood	X	X	X	X	X
X	X			X	62	Burnt Orange	X		X		
X	X			X	67	Classic Copper	X		X	X	
X	X				75	Cranberry Red	X		X	X	
X	X			X	78	Rosewood Metallic	X		X		

(*)—El Camino and Custom El Camino only.

1970-76 CHEVROLET PRODUCTION OPTIONS

T33	___ Nameplate — Front Fender	VE5	___ Strip — Front & Rr. Bumper Impact	YJ9	___ Exterior Decor Package
T41	___ Hood — Special Sheet Metal	VF6	___ Bumper — Rear Step	Y02	___ Seat — Front Custom
T44	___ Lock — Hood Interior Operated	VG4	___ Protector — Bumper Filler	Y03	___ Seat — Rear Custom
T52	___ Ornamentation — Front	VG8	___ Bumper — Rear With Vinyl Insert	Y05	___ Deadener — Floor
T53	___ Molding — Front Fender	VJ9	___ Exhaust Emission Level (Calif. Cars)	Y07	___ Molding — Side Window Reveal
T58	___ Skirt — Rear Wheel Opening	VK1	___ License Plate — Frt. Mounting Pkg.	Y10	___ Custom Doors and Qtr.
T60	___ Battery Case — H.D. Plastic	VK3	___ Mounting — Frt. Lic. Plate	Y11	___ Seat — Front — Special Design
T63	___ Headlamp — On Warning System (Buzzer)	V01	___ Radiator — Heavy Duty (Var. 1)	Y12	___ Seat — Rear — Special Design
T70	___ Lamp Group	V02	___ Radiator — Heavy Duty (Var. 2)	Y19	___ Molding — Body Side Lower
T81	___ Headlamp Delay Package	V30	___ Guards — Frt. & Rr. Bumper	Y40	___ Heavy Duty Cooling
T82	___ On-Off Control — Headlamp Automatic	V31	___ Guards — Front Bumper (Chrome)	Y51	___ Molding Group
T87	___ Lamps — Cornering	V32	___ Guards — Rear Bumper — (Chrome)	Y53	___ Frt. & Rr. Bumper Guards
T93	___ Lamp — Tail & Stop Reflex Asm.	V55	___ Carrier — Roof Luggage	Y56	___ Accessory Group
UA1	___ Battery — Heavy Duty	V56	___ Lock & Trim — Luggage Compartment	Y60	___ Convenience Group
UB7	___ Cluster Asm. — Warning and Trip Odometer	V65	___ Bumper — Light Duty	Y62	___ Instrument Cluster — Special Features
UE8	___ Clock — Electric (Digital)	V81	___ Trailer Provisions —SAE Class 1 (2000 lbs.)	Y66	___ SX Package
UF3	___ Lamp — Map (W/Sun Visor Support)	V82	___ Trailer Provisions — SAE Class 2 (3500 lbs.)	Y67	___ Low Washer Fluid Level Indicator
UF7	___ Cluster — Oil Temp., Volt Meter, Fuel Economy	WA3	___ Power Seat — 6 Way (Pass. & Driver)	Y70	___ Stripe — Decal
UF8	___ Switch — Dimmer Headlamp	WA5	___ Dual Speakers (Frt. & Rear)	Y71	___ Outside Temp. Indicator
UH1	___ Lamp Monitor — Electric	WB2	___ AM Stereo Radio Tape	Y72	___ H.D. Engine Cooling
UM1	___ AM Radio & 8 Track Tape Player	WB3	___ AM-FM Stereo Radio Tape	Y74	___ Moldings — Rocker and Wheel Opng.
UM2	___ AM-FM Stereo Radio & 8 Track Tape Player	BW4	___ AM-FM Stereo Radio	Y79	___ Appearance Option
UN9	___ Radio Suppression Equip.	WB6	___ Gauges — Instrument Cluster W/Clock	Y82	___ Golden Anniversary
U05	___ Dual Horns	WB7	___ Vinyl Roof — Rear Vinyl (Pad Attached)	Y83	___ LJ Option
UR1	___ Fuel Economy Vacuum Gauge	WC2	___ Moulding Package	Y90	___ Custom Trim
UX6	___ Front Dual Speakers	WC4	___ Convenience Group	Y92	___ Lamp Group
UX9	___ Speaker — Front	WC9	___ Exhaust Emission Group (Calif.)	Y96	___ Firm Ride Option
UY8	___ Radio — AM/FM — Digital Clock	WD3	___ Appearance Group	Y97	___ SJ Option
U05	___ Dual Horns	WD4	___ Accessory Package	Y99	___ Handling Package
U09	___ Horn — Four Note	WF5	___ Custom Trim Group	ZE2	___ Olympic Edition Program Content
U11	___ Police Car Speedo	WH3	___ Appearance Group	Z11	___ Custom Interior
U14	___ Rally Gauge — Tach & Clock	WH4	___ Tachometer & Clock	Z12	___ Custom Exterior
U15	___ Speed Alert — Trip Odometer	WH5	___ Handling Package	Z13	___ Interior Decor and Convenience Group
U18	___ Kilo Speedo	WJ7	___ Leather — Custom	Z14	___ Seat Belt, Check Doors, Low Fuel Warning Lites
U21	___ Instrument Panel Gauges	W02	___ Wood Grain Group	Z15	___ Exterior Decor
U25	___ Lamp — Luggage Compt.	WT1	___ Suspension — Bias Tire	ZK7	___ Noise Level Control
U26	___ Lamp — Engine Compt.	WU2	___ G.T. Option	ZL2	___ Special Ducted Hood Air System
U27	___ Lamp — Inst. Panel Compt.	WU7	___ Third Seat — Wagon	ZL9	___ Luxury Interior
U28	___ Lamp — Ash Tray	WW8	___ Instrument Panel Tach., Rally Clock, Gauges	ZN5	___ Color Coded Rally Wheels
U29	___ Lamp — Inst. Panel Courtesy	WY5	___ Suspension — Radial Tuned	ZX5	___ Appearance Group
U30	___ Instrument Gauges	W20	___ Convenience Group	Z01	___ "Spyder" Model
U35	___ Electric Clock	W50	___ Appearance Group	Z02	___ Spyder Appearance Equipment
U37	___ Lighter — Cigar	W60	___ Appearance — Special Esprit	Z03	___ Landau Equipment
U38	___ Warning System — Low Coolant	W61	___ Decor — Simulated Wood	Z06	___ Luxury Interior Trim
U41	___ Indicator — Low Fuel	W62	___ Luxury Appointment Group	ZP5	___ Appearance Guard Group
U46	___ Monitor — External Lamp	W63	___ Rally Clock & Gauges	ZQ2	___ Operating Convenience Group
U57	___ Player — Tape	W66	___ 400 Sport Option	ZQ9	___ Rr. Axle Performance Ratio
U58	___ Radio — Stereo (W/Antenna)	W71	___ Seat — Custom Front & Rear	ZR8	___ Sport Stripes — White
U63	___ Radio — Pushbutton Control (W/Antenna)	YC6	___ Estate Wood Grain — Vega	Z10	___ Impala "LX" Package
U69	___ Radio — AM-FM (W/Antenna)	YD1	___ Towing Package	Z15	___ S.S. Model
U75	___ Antenna — Power	YE4	___ Exterior & Interior Deluxe	Z20	___ Paint — Two-Tone Accent Pkg.
U76	___ Antenna — Windshield Embedded	YF3	___ "Heavy Chevy" Exterior Decor	Z20	___ Two Tone Accent Package
U80	___ Speaker — Rear Auxiliary	YF4	___ Guard & Strip — Bumper	Z21	___ Style Trim
U81	___ Speaker — Rear, Dual	YF8	___ Black Paint Stripe	Z25	___ "SS" 396 Package
U89	___ Wiring Harness — Car Trailer (5 Wire)	YJ8	___ Cast Aluminum Wheels	Z26	___ S.S.
U90	___ Wiring Harness — Roof Flasher			Z29	___ G.T. Option
U94	___ Light Cable — Trailer (7 Wire)			Z54	___ Interior Decor/Quiet Sound Group
				Z60	___ Monza Towne Coupe
				Z76	___ Monte Carlo "S" Package
				Z85	___ Rally Sport Equipment
				Z95	___ Catalytic Converter Deletion
				Z95	___ Leaded Fuel Option

1970-76 CHEVROLET PRODUCTION OPTIONS

AB7 ___ Window — Rr. Quarter Louvered
 AB8 ___ Window — Rr. Qtr. Formal
 Style
 AC3 ___ Seat Adjuster — 6 Way Power.
 Bucket
 AD3 ___ Glass — Hinged Roof Window
 AD7 ___ Window — Rr. Qtr. Teardrop
 Less Louvers
 AE1 ___ Glass — Roof Panel
 AG1 ___ Seat Adjuster — 6 Way Power.
 Driver (60-40)
 AG2 ___ Seat Adjuster — 6 Way Power.
 Pass. (60-40)
 AG7 ___ Seat Adjuster — 6 Way Power.
 Driver (50-50)
 AK1 ___ Belts — Deluxe
 AM6 ___ Seat Asm. — Frt. Seat Split
 (60-40) W/Center Arm Rest
 AM7 ___ Folding Rear Seat Asm.
 AN5 ___ Seat Asm. — Pass. Reclining (40-40)
 AN6 ___ Seat Back — Adjustable, Driver
 AN7 ___ Seat Asm. — Bucket, Shell
 Type Swivel
 AQ4 ___ Seat Asm. — Sta. Wag. 3rd Seat
 AQ9 ___ Seat Asm. — Bucket, Pass.
 Reclining
 AR5 ___ Seat Asm. — Bucket, European
 Style
 AR9 ___ Seat Asm. — Bucket, European
 Style
 AS4 ___ Rear Seat Deluxe Shoulder Harness
 AT6 ___ Recliner Seat — RH Manual
 AT8 ___ Seat Asm. — Adjustable,
 (50-50) Pass. Reclining
 AU1 ___ Key — Single Car
 AU3 ___ Lock — Side Doors, Electric
 AU4 ___ Lock — Side Door, Electric
 Automatic
 AU5 ___ Lock — Seat Back & Side Door,
 Electric
 AU6 ___ Lock Release — Tail Gate,
 Remote Control Electric
 AU7 ___ Key — Single — For Total Fleet
 AV3 ___ Cargo Tie Downs
 AV7 ___ Seat Asm. — Front (50-50)
 AO1 ___ Glass — Tinted, All Windows
 (Tinted Windshield)
 AO2 ___ Glass — Tinted, Windshield
 (Tinted Upper)
 A20 ___ Glass — Rear Qtr. Vent,
 Swing Out
 A31 ___ Window — Power Operated,
 All (Exc. Vent)
 A39 ___ Seat Belts — Frt., Rr., Ctr.
 Deluxe Type
 A41 ___ Frt. Seat Elec. CH — 4-Way Bench
 Seat
 A42 ___ Seat Adjuster 6-Way Power,
 Single Unit
 A44 ___ Seat Adjuster
 A46 ___ Elec. 4-Way Seat Adjuster
 (L.H. Bucket Seat Only)
 A50 ___ Seat Asm. — Front Bucket —
 Formed
 A51 ___ Seat Asm. — Bucket (L & R)
 Contour
 A52 ___ Seat Asm. — Bench
 A65 ___ Seat Back — Frt. Seat Split
 A66 ___ Seat Back — 2nd Seat Split
 A75 ___ Seat Asm. — Heavy Duty — Front

A76 ___ H.D. Seat Cushion & Back
 A85 ___ Shoulder Harness — Deluxe Frt.
 A90 ___ Lock Release — Rr. Compt.
 Lid. Remote Control Elec.
 A99 ___ Glove Box Lock

 BB4 ___ Map Pocket
 BB8 ___ Interior Ornam — Door Trim Mldg.
 BC1 ___ Interior Ornamentation —
 Wood Grain
 BC5 ___ Interior Ornam — Load Compt. —
 Carpet
 BF2 ___ Carpet — Floor Covering —
 Deluxe
 BG1 ___ Floor Mat — Heavy Duty
 BG9 ___ Covering — Floor — Rubber
 BS1 ___ Quiet Sound Group
 BS2 ___ Acoustical Package
 BW2 ___ Molding — Body Side
 Protection
 BW6 ___ Exterior Decor Package
 BW7 ___ Ext. Ornam — Pillar Applique
 BX1 ___ Ext. Ornam — Front End Panel
 BX3 ___ Exterior Ornamentation —
 Wood Grain Side Panel
 BX6 ___ Ext. Ornam — Mldg. and Applique
 BX7 ___ Door Edge Guards
 BX8 ___ Molding — Used W/Two Tone
 Paint
 BX9 ___ Ornament — Front End Panel
 BY1 ___ Ext. Ornam — Body Emblem
 BY2 ___ Police Body Equipment
 BY4 ___ Int. Ornam — Inst. Panel
 Monogram
 B1Q ___ Lock — Power Tail Gate
 B3X ___ Estate Equipment
 B02 ___ Special Body — Taxi Cab
 B07 ___ Special Body — Police Car,
 B09 ___ H.D. Police Package
 B22 ___ Emblem — Door
 B26 ___ Handle — Door Pull Interior
 B28 ___ Floor Mats — Carpet Insert
 B30 ___ Carpet — Floor Covering
 B32 ___ Mat — Front Floor Throw
 B33 ___ Mat — Rear Floor Throw
 B34 ___ H.D. Frt. Floor Mats
 B35 ___ H.D. Rr. Floor Mats
 B36 ___ Mat — Luggage Compartment
 B37 ___ Floor Mats — Front & Rr.
 B39 ___ Carpet — Load Floor and Deck Lid
 B44 ___ Carpet — Load Floor Seat Back
 B48 ___ Luggage Compt. Trim
 B51 ___ Molding — Rocker Panel Wide
 B65 ___ Trunk Asm. — Floor Cover
 B71 ___ Exterior Ornam — Custom Whl.
 Opening Mldgs.
 B75 ___ Lining — Luggage Compt.
 B77 ___ Molding — Windshield Reveal
 B79 ___ Exterior Ornamentation —
 Rr. End
 B80 ___ Molding — Roof Drip
 B83 ___ Molding — Rocker Panel
 B84 ___ Molding — Body Side
 B85 ___ Molding — Belt Reveal
 B86 ___ Molding — Custom Rear Qtr.
 Lower
 B89 ___ Molding — Back Window Reveal

B90 ___ Molding — Side Window Reveal
 B93 ___ Guards — Door Edge
 B94 ___ Emblem — Body "GT"
 B95 ___ Applique — Pillar
 B96 ___ Molding — Wheel Opening
 B97 ___ Spoiler

 CA1 ___ Roof — Steel Sliding Sun,
 Electric
 CB4 ___ Vinyl Padded Roof (Integral
 Pad) — Rear
 CB5 ___ Vinyl Padded Roof(W/¼" Pad) —
 Full
 CB7 ___ Vinyl Padded Roof (Integral
 Pad) — Front
 CC1 ___ Panels — Removable Roof Hatch
 CD2 ___ W/S Washer Jar Fluid Level
 Monitor
 CD4 ___ Washer & Wiper — Windshield,
 Pulse System
 CF4 ___ Roof — Sliding Sun
 CF5 ___ Astro Roof — Elec.
 C04 ___ Vinyl Padded Roof (w/¼" Pad) —
 Rear
 C09 ___ Vinyl Padded Roof (Integral Pad)
 — Full
 C18 ___ Black Windshield Wiper and
 Blade
 C24 ___ Wipers — Recess Parked
 C41 ___ Heater & Defroster — Outside
 Air
 C46 ___ Heater — Hi-Flow
 C49 ___ Defogger — Rear Window,
 Electric
 C50 ___ Defogger — Rear Window
 C51 ___ Deflector — Station Wagon Air
 C54 ___ Heated Rr. Window Defogger
 C60 ___ Air Conditioner — Manual Cont.
 C61 ___ Air Conditioner — Auto. Cont.
 C65 ___ Air Conditioner — Semi-Auto.
 Cont.
 C80 ___ Switch — Frt. Door Jamb
 C81 ___ Switch — Rear Door Jamb
 C87 ___ Lamp — Rear Qtr. Courtesy
 C88 ___ Lamp — Rear Compt. Courtesy
 C90 ___ Lamp — Combination
 Courtesy & Door Wiring
 C91 ___ Lamp — Front Dome
 C93 ___ Lamp — Opra — Exterior Lock
 Pillar or Sail Panel
 C95 ___ Lamp — Dome & Reading
 C97 ___ Lamp Courtesy — Door Handle
 Operated

 DF3 ___ Mirror — Remote Control RH,
 Chrome
 DH5 ___ Mirror — Visor Vanity — Left
 DJ9 ___ Mirror — Rear View RH, Sport
 Type
 DL1 ___ Decals and Stripes
 DX4 ___ Tape — Accent Stripes
 DX9 ___ Tape — Accent Stripe
 D24 ___ Litter Container
 D31 ___ Mirror — Inside Tilt Rearview
 (Non Glare)
 D33 ___ Mirror — Remote Control LH,
 Chrome
 D34 ___ Mirror — Visor Vanity
 D35 ___ Mirror — Remote Control LH,
 Custom

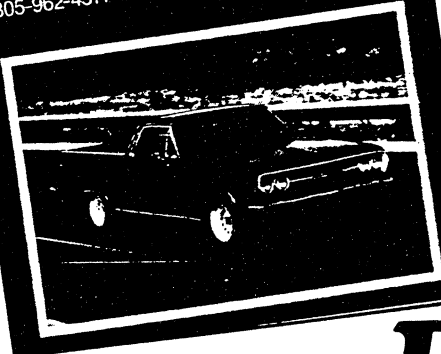
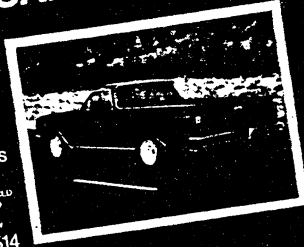


THE EL CAMINO STORE

59-60
64-72

EL CAMINO PARTS

WE BUY • USE IT • REPRODUCE IT
QUALITY • GUARANTEED
PARTS •
MOST • HIGHEST QUALITY
805-962-4514



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

The El Camino Store

Photos by Doug Marion

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

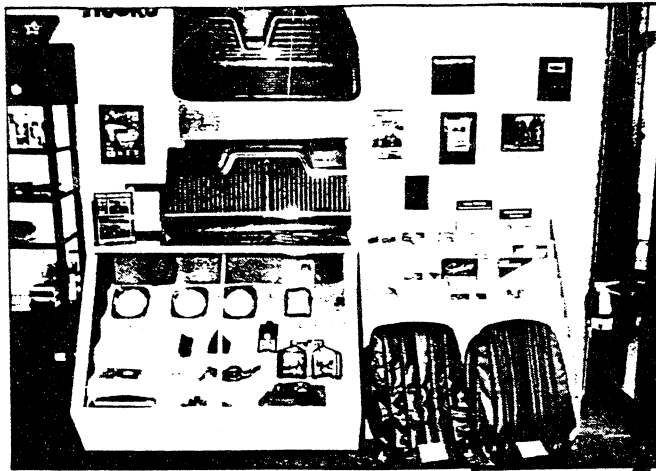
though *Hemming's Motor News* usually lists several other truck parts firms of national repute.

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

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



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



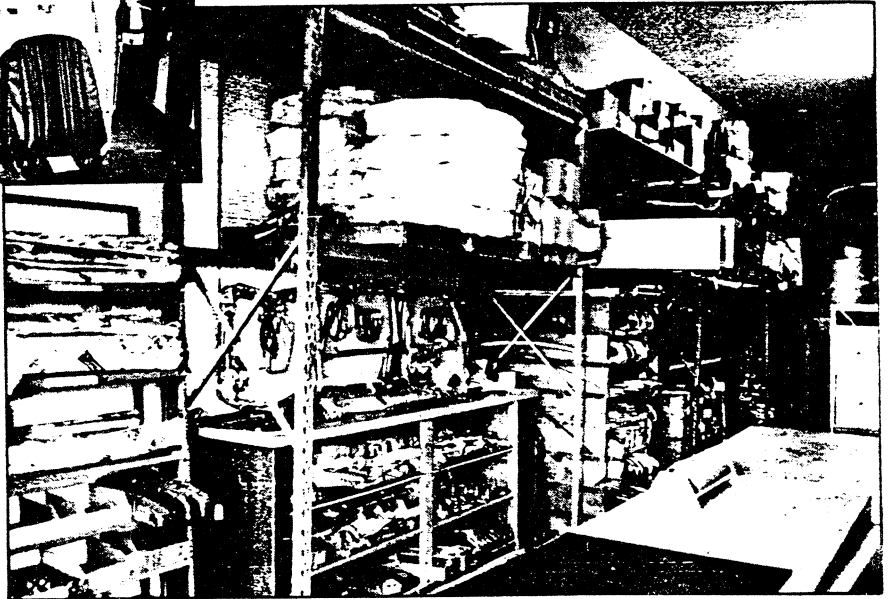
El Camino chrome trim, shop manuals, door panels and bucket seat covers on display.

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

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

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

THE EL CAMINO STORE
 618 E. Gutierrez St.
 Santa Barbara, CA 93103
 (805) 962-4514



Here's a before-and-after pickup heater system. Both firms sponsor "Chevy Madness Day," a huge event held in November at Magic Mountain, north of Los Angeles. •



Here are the guys and gals at The El Camino Store /Golden State Pickup Parts. Guy at top-rear is Seth Doulton.