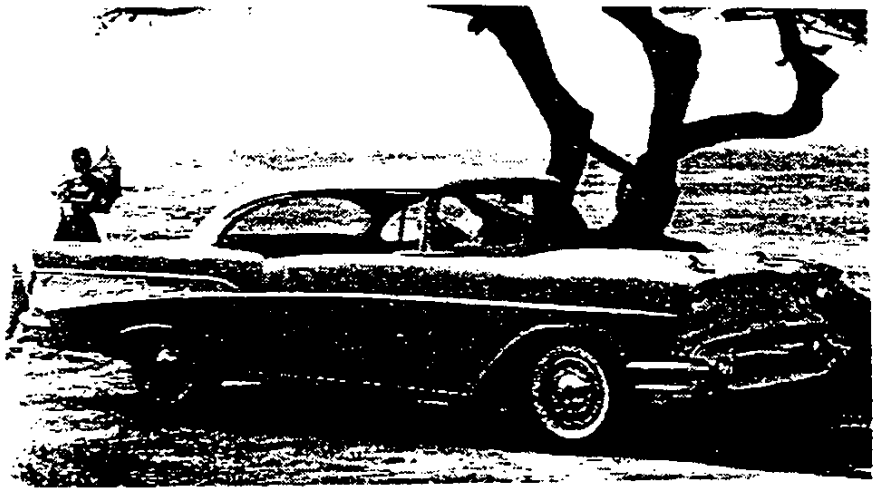
CHEVROLET



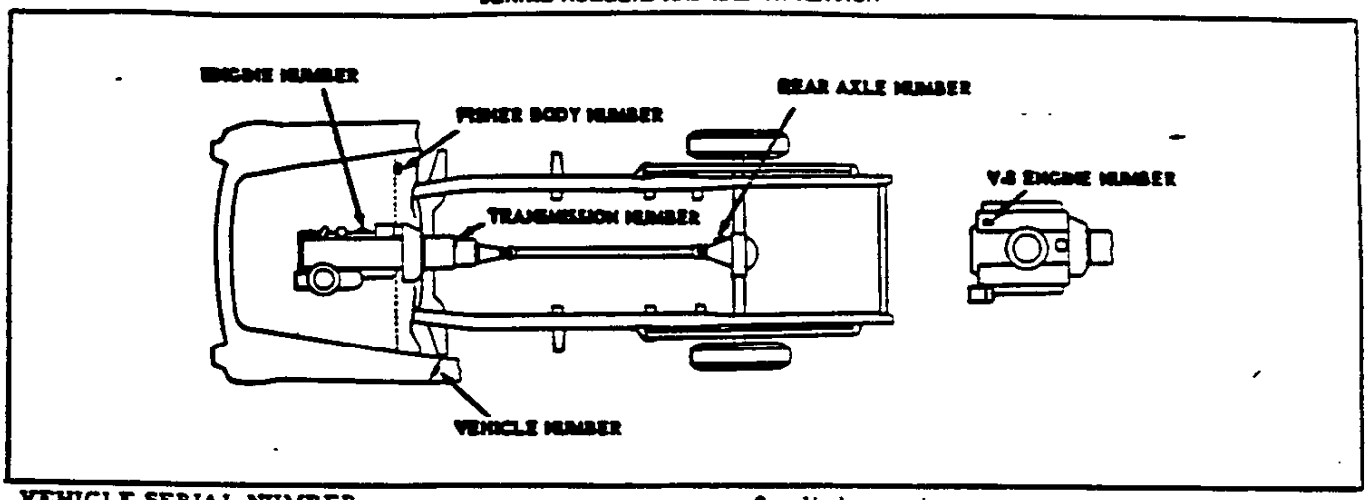
1957 Chevrolet, Bel Air two-door hardtop Sport Coupe, V-8

1957

ORIGINAL COPY

PASSENGER CARS

SERIAL NUMBERS AND IDENTIFICATION



VEHICLE SERIAL NUMBER

6 cylinder example:

Series	Model year	Assembly plant	Unit number
A	57	T	100025

8 cylinder example:

Series	Model year	Assembly plant	Unit number
VA	57	T	100026

With 6 cylinder engine
A 1500 except 1508
B 2100
C 2400
D 1508

With 8 cylinder engine
VA 1500 except 1508
VB 2100
VC 2400
VD 1508

A - Atlanta
B - Baltimore
F - Flint
J - Janesville
K - Kansas City
L - Los Angles
N - Norwood
O - Oakland
S - St Louis
T - Tarrytown

Starting unit number ---------- 100001 and up at each assembly regardless of series.

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

TRANSMISSION IDENTIFICATION

Example:	Plant & type designation	Month	Day of month	Shift
	M	11$	26$	D¢

Prefix	Plant	Type
M	Muncie ----	3-speed & O.D.
S	Saginaw ---	3-speed & O.D.
C	Cleveland ------	Powerglide
B	Toledo ----------	Turboglide

Location, 3-speed ---------- Stamped on rear face of case on upper right corner.
Powerglide ---------- Stamped on rear face of case on lower right corner.
Turboglide ---------- Stamped on rear face of case on lower right corner.

ENGINE IDENTIFICATION x

Example:(F0126 CD)

Source Designation	Production Month & Date$	Type Designation
F	0126	CD

Assembly Plant — F - Flint; T - Tonawanda

6 cylinder
A - Regular
AD - With heavy-duty clutch
B - With Powerglide

8 cylinder engine
C - RPO 221
CD - RPO 221 with overdrive
CE - RPO 221 with heavy duty clutch
E - RPO 223 with 4 bbl. carburetor equipt.
EA - RPO 223 with two 4 bbl. carb. equipt.
EB - RPO 223 with two 4 bbl. carb. & spec. camshft
EJ - RPO 223 with fuel injection
EK - RPO 223 with fuel inj. & spec. camshaft
EC - RPO 223 with 4 bbl. carb. & O.D. trans.
F - RPO 223 with Powerglide
FA - RPO 223 with air cond. & Powerglide
FC - RPO 223 with 4 bbl. carb. & Powerglide
FD - RPO 223 with two 4 bbl. carb. & Powerglide
FJ - RPO 223 with fuel inj. & Powerglide
FE - RPO 223 with 4 bbl. carb. PG. & air cond.
G - RPO 223 with Turboglide
GB - RPO 223 with Turboglide & air cond.
GC - RPO 223 with 4 bbl. carb. & Turboglide
GD - RPO 223 with two 4 bbl. carb. & Turboglide
GF - RPO 223 with fuel inj. & Turboglide
GE - RPO 223 with 4 bbl. carb., TG. & air cond.

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

REAR AXLE IDENTIFICATION x

Plant and type designation	Production month	Date Day
AA	2	12

Gear & Axle	Buffalo	
AA ----------	BA--------	3-speed transmission
AB ----------	BB ----------	Auto transmission
AC ----------	BC -----	Overdrive transmission
AK ----------		Limited slip 3.55:1 ratio
AL ----------		Limited slip 4.11:1 ratio
AM ----------		Limited slip 3.36:1 ratio

Location ---------- Stamped on front, right side of differential carrier.

¢ - D, denotes day shift; N, night shift; applicable to Powerglide and Turboglide only
$ - Month, 1denotes January; 2 denotes February etc.; 01 denotes first day of month, 02 second day of month etc.
10-29-56 x - Data added 5-15-57

VEHICLE WEIGHTS - Continued •

2100 SERIES

Model	VEHICLE TYPE Description	SHIPPING WEIGHT Front	Rear	Total	CURB WEIGHT Front	Rear	Total	LOADED WEIGHT Front	Rear	Total
2154	Sport Coupe 6 cylinder	1790	1475	3265	1811	1588	3399	2126	2173	4299
2154P		1858	1507	3365	1879	1620	3499	2194	2205	4399
2154+	Sport Coupe 8 cylinder	1767	1493	3260	1790	1604	3394	2105	2189	4294
2154P¢		1831	1524	3355	1854	1635	3489	2169	2220	4389
2154T¢		1770	1495	3265	1791	1608	3399	2106	2193	4299

2400 SERIES

2402	2-Door Sedan 6 cylinder	1777	1460	3237	1798	1573	3371	2113	2158	4271
2402P		1842	1492	3334	1863	1605	3468	2178	2190	4368
2402+	2-Door Sedan 8 cylinder	1760	1471	3231	1783	1582	3365	2098	2167	4265
2402P¢		1825	1508	3333	1848	1619	3467	2163	2204	4367
2402T¢		1757	1480	3237	1778	1593	3371	2093	2178	4271
2403	4-Door Sedan 6 cylinder	1786	1495	3281	1807	1608	3415	2122	2193	4315
2403P		1864	1516	3380	1885	1629	3514	2200	2214	4414
2403+	4-Door Sedan 8 cylinder	1770	1509	3279	1793	1620	3413	2108	2205	4313
2403P¢		1840	1530	3370	1863	1641	3504	2178	2226	4404
2403T¢		1766	1515	3281	1787	1628	3415	2102	2213	4315
2409	4-Dr. Station Wagon 6 cylinder	1774	1691	3465	1796	1807	3603	2111	2392	4503
2409P		1842	1723	3565	1864	1839	3703	2179	2424	4603
2409+	4-Dr. Station Wagon 8 cylinder	1748	1722	3470	1772	1836	3608	2087	2421	4508
2409P¢		1820	1746	3566	1844	1860	3704	2159	2445	4604
2409T¢		1754	1711	3465	1776	1827	3603	2091	2412	4503
2413	4-Door Sport Sedan 6 cylinder	1809	1538	3347	1830	1651	3481	2145	2236	4381
2413P		1888	1553	3441	1910	1669	3579	2225	2254	4479
2413+	4-Door Sport Sedan 8 cylinder	1788	1545	3333	1811	1656	3467	2126	2241	4367
2413P¢		1877	1581	3458	1900	1692	3592	2215	2277	4492
2413T¢		1789	1558	3347	1810	1671	3481	2125	2256	4381
2429	2-Dr. Station Wagon 6 cylinder	1766	1695	3461	1790	1809	3599	2105	2394	4499
2429P		1844	1716	3560	1868	1830	3698	2183	2415	4598
2429+	2-Dr. Station Wagon 8 cylinder	1752	1708	3460	1776	1822	3598	2091	2407	4498
2429P¢		1810	1735	3545	1834	1849	3683	2149	2434	4583
2429T¢		1746	1715	3461	1770	1829	3599	2085	2414	4449
2434	Convertible 6 cylinder	1851	1575	3426	1874	1686	3560	2159	2151	4310
2434P		1914	1602	3516	1937	1713	3650	2222	2178	4400
2434+	Convertible 8 cylinder	1822	1585	3407	1845	1696	3541	2130	2161	4291
2434P¢		1888	1631	3519	1911	1742	3653	2196	2207	4403
2434T¢		1831	1595	3426	1854	1706	3560	2139	2171	4310
2454	Sport Coupe 6 cylinder	1800	1493	3293	1821	1606	3427	2136	2191	4327
2454P		1867	1508	3375	1888	1621	3509	2203	2206	4409
2454+	Sport Coupe 8 cylinder	1769	1493	3262	1792	1604	3396	2107	2189	4296
2454P¢		1836	1544	3380	1859	1655	3514	2174	2240	4414
2454T¢		1780	1513	3293	1801	1626	3427	2116	2211	4327

P - Powerglide, + - 265 cubic inch engine
T - Turboglide, ¢ - 283 cubic inch engine

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

CURB WEIGHT: The weight of the empty vehicle ready to drive. It is the shipping weight plus the weights of gasoline and water. To the shipping weight of the sedan delivery and station wagons and 105 pounds for gasoline and 33 pounds for water. To the shipping weight of all others, add 102 pounds for gasoline and 33 pounds for water.

LOADED WEIGHT: The curb weight of the basic vehicle plus a maximum of 150 pounds for each passenger.

Example,

Model 1503 (6 passenger) -------- 3375+900=4275

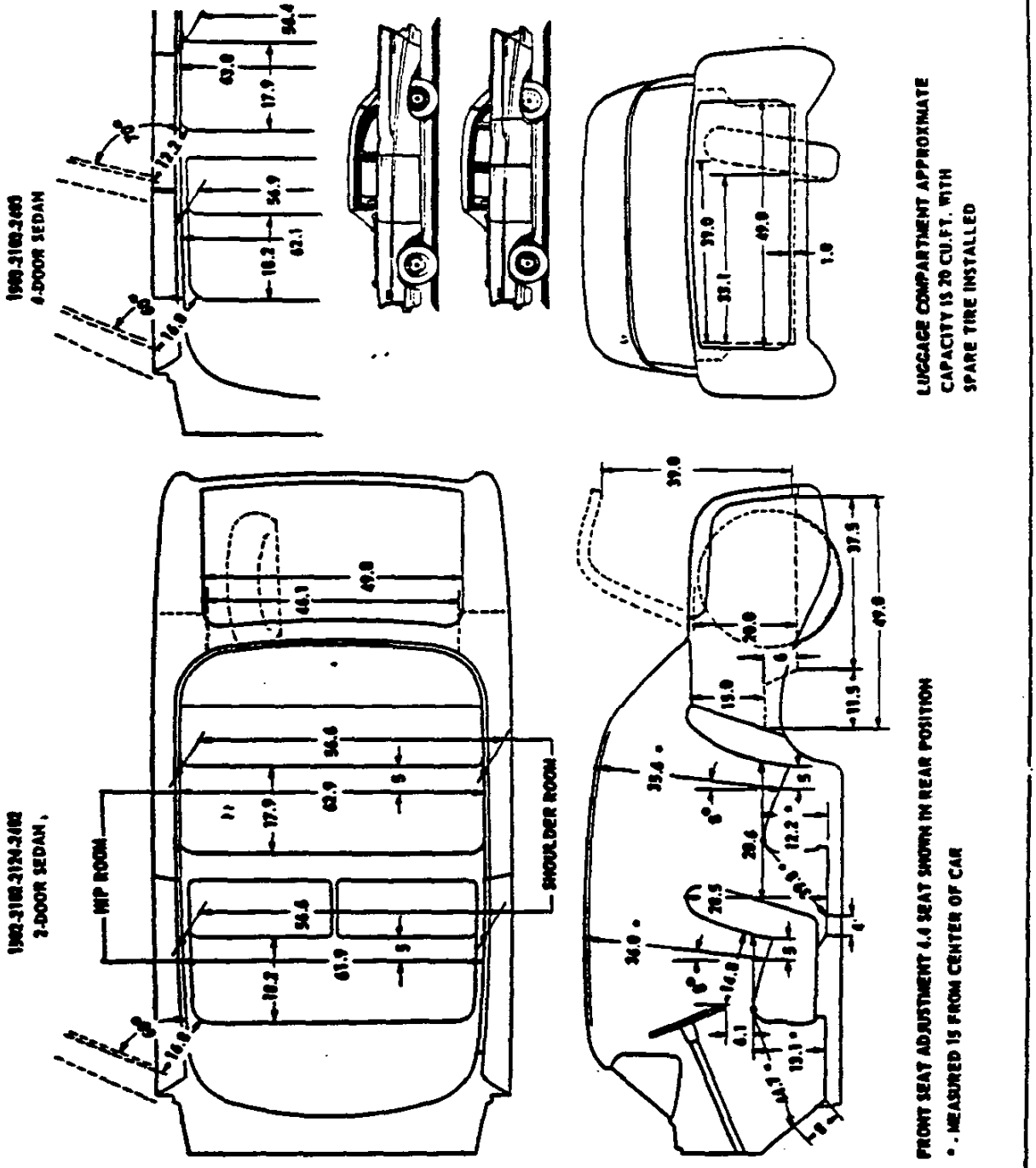
PERFORMANCE WEIGHT: The curb weight of the lowest priced 4-door sedan with regular equipment plus 600 pounds for passengers. A representative example is,

Model 1503 ---------- 3975

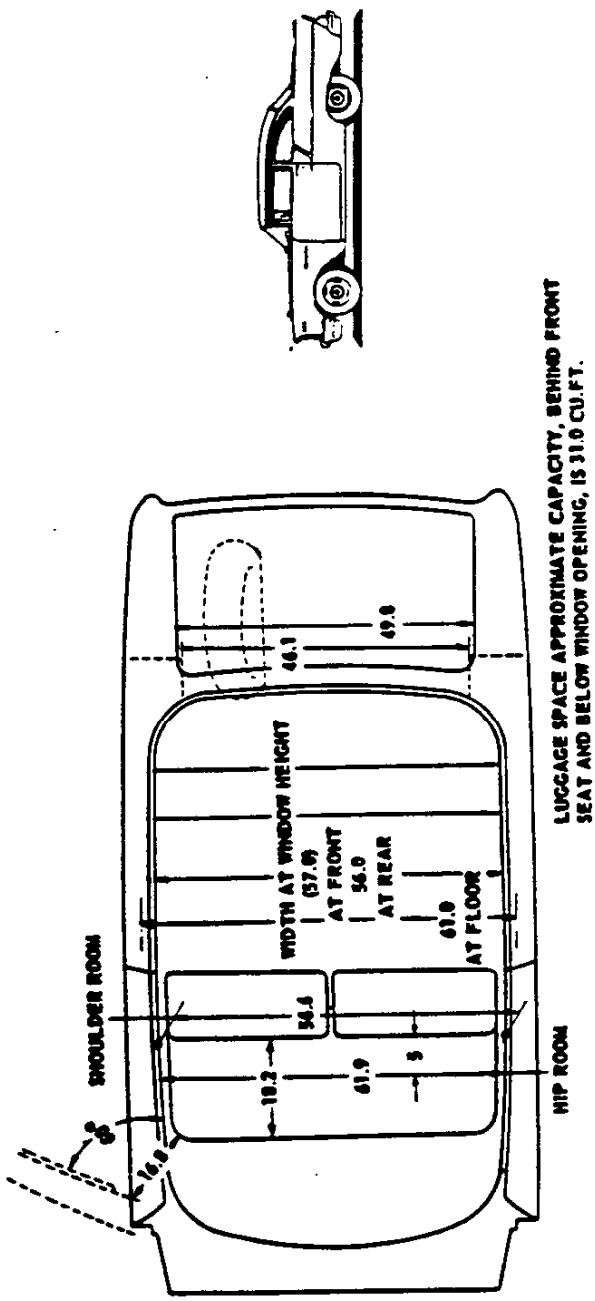
10-29-56 • - Data revised 3-1-57 Data revised 5-15-57

BODY INTERIOR DIMENSIONS

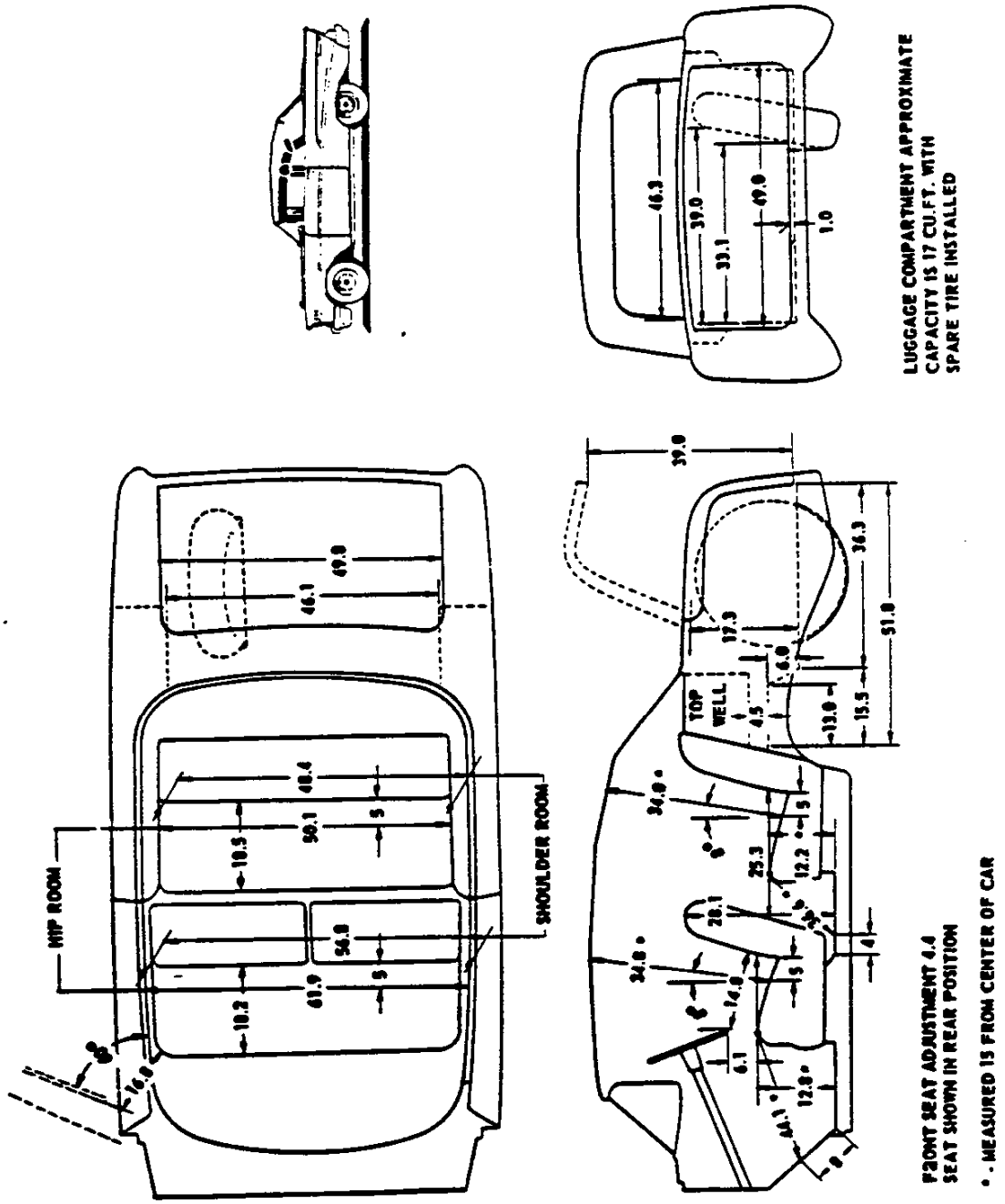
Trim and hardware differences between One-Fifty, Two-Ten, and Bel Air models are not considered in these dimensions. However, these differences are never greater than 5/8.



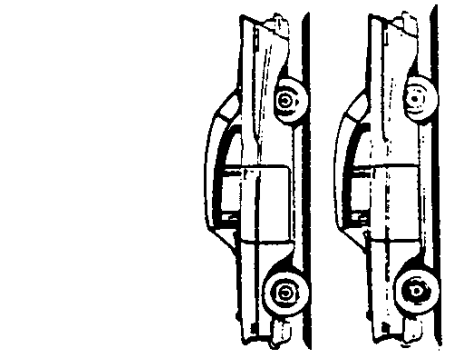
BEL AIR 2-DOOR AND 4-DOOR SEDANS (MODELS 2402 AND 2403)
TWO-TEN 2-DOOR AND 4-DOOR SEDANS (MODELS 2102 AND 2103)
ONE-FIFTY 2-DOOR AND 4-DOOR SEDANS (MODELS 1502 AND 1503)
TWO-TEN CLUB COUPE (MODEL 2124)

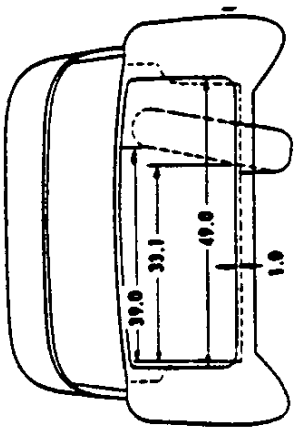


ONE-FIFTY UTILITY SEDAN (MODEL 1512)

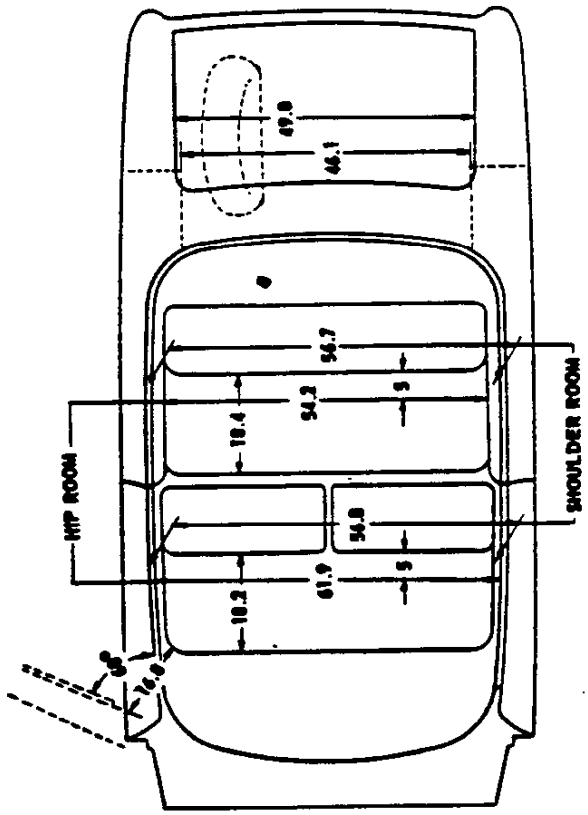


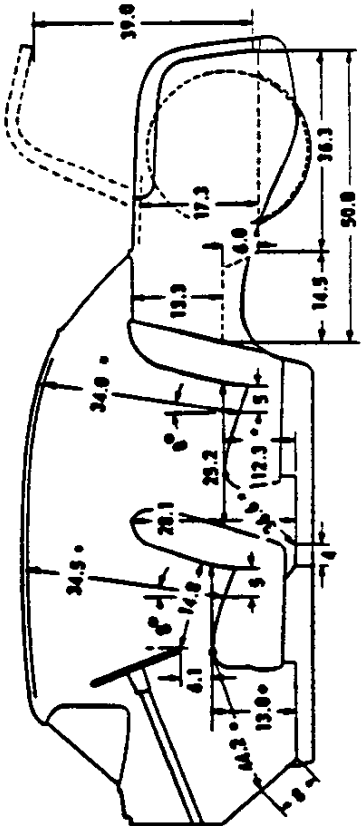
BEL AIR CONVERTIBLE (MODEL 2434)





LUGGAGE COMPARTMENT APPROXIMATE
CAPACITY IS 20 CU.FT. WITH SPARE TIRE INSTALLED

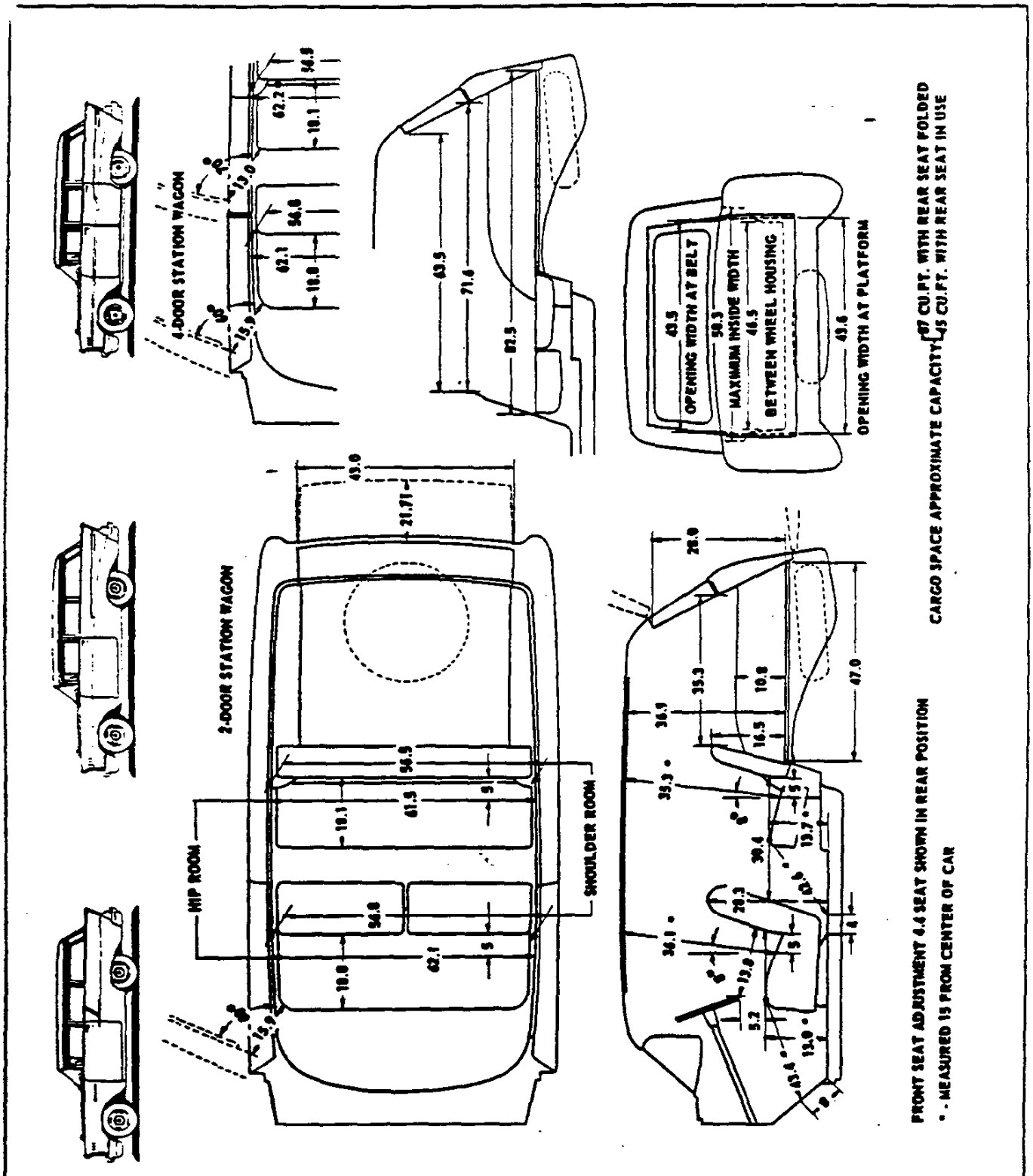




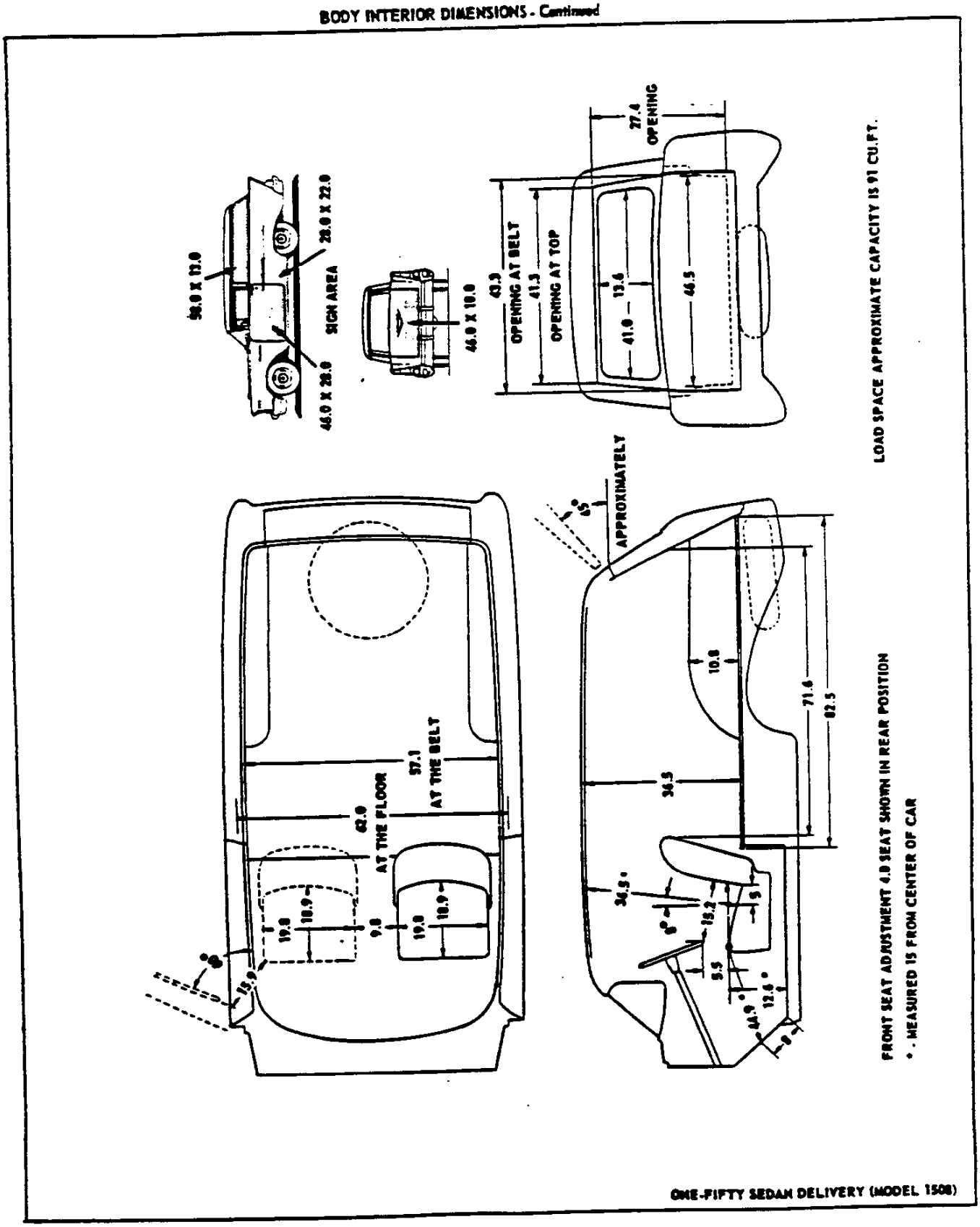
FRONT SEAT ADJUSTMENT 4.4
SEAT SHOWN IN REAR POSITION

•. MEASURED 15 FROM CENTER OF CAR

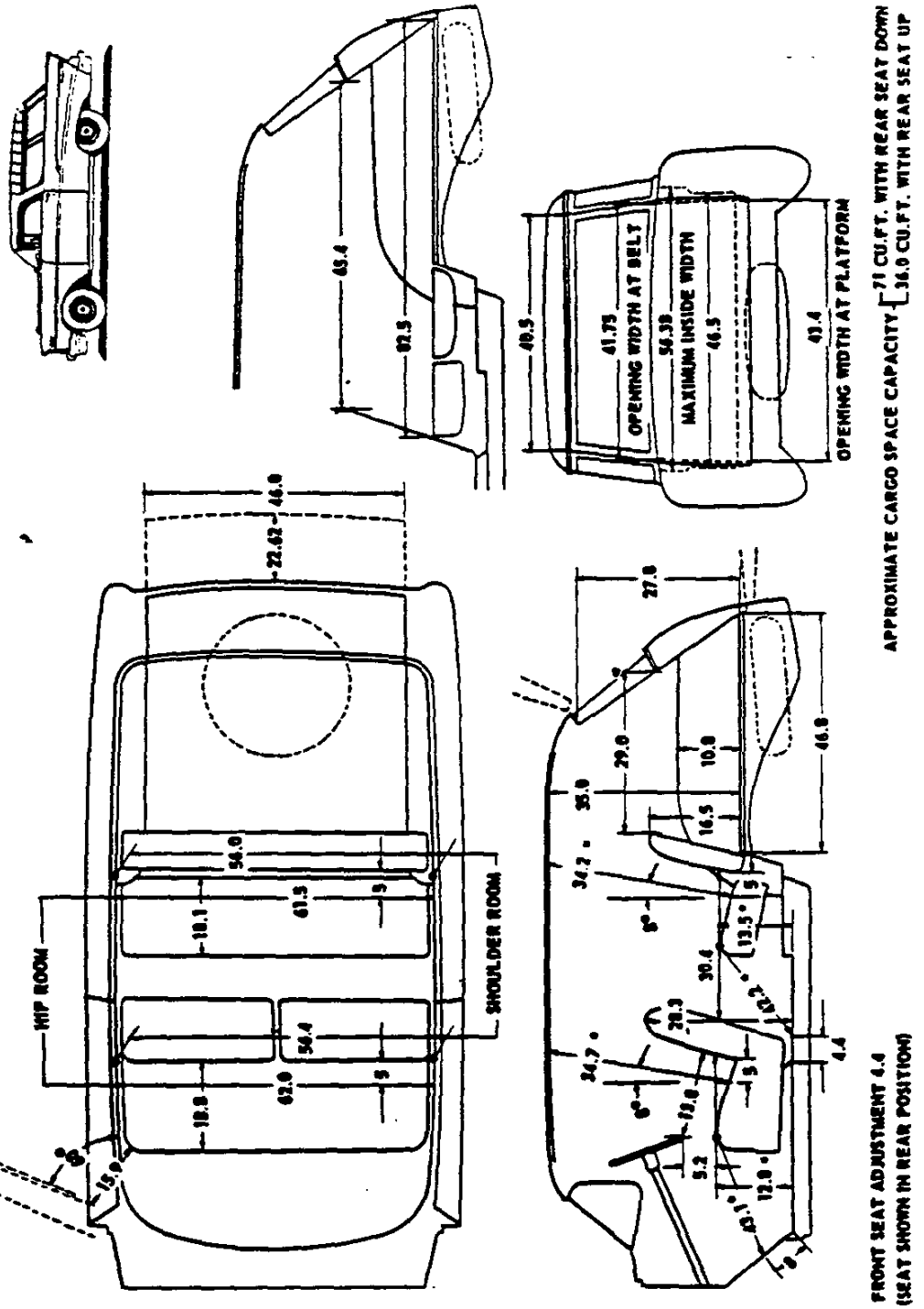
TWO-TEN SPORT COUPE (MODEL 2154)
BEL AIR SPORT COUPE (MODEL 2454)



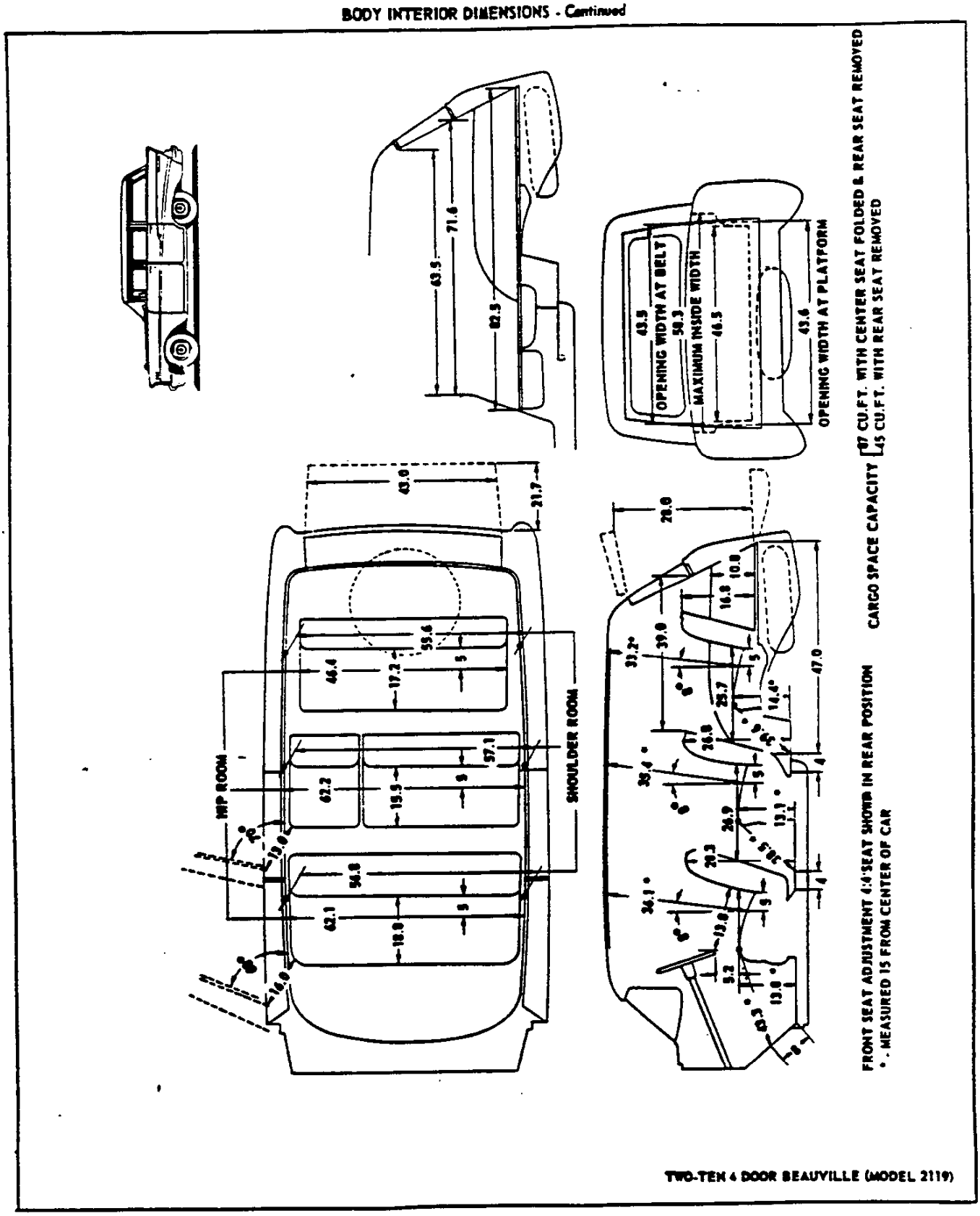
BEL AIR 4-DOOR STATION WAGON (MODEL 2409)
TWO-TEN 2-DOOR AND 4-DOOR STATION WAGONS (MODELS 2129 AND 2109)
ONE-FIFTY 2-DOOR STATION WAGON (MODEL 1529)



ONE-FIFTY SEDAN DELIVERY (MODEL 1508)

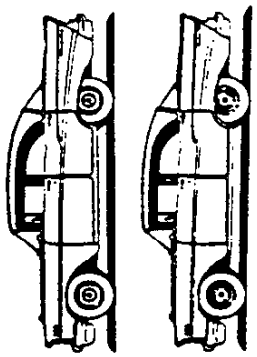


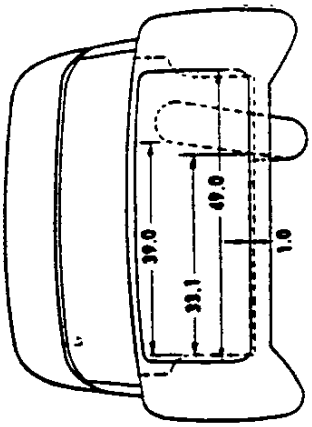
BEL AIR 2-DOOR NOMAD STATION WAGON (MODEL 2429)



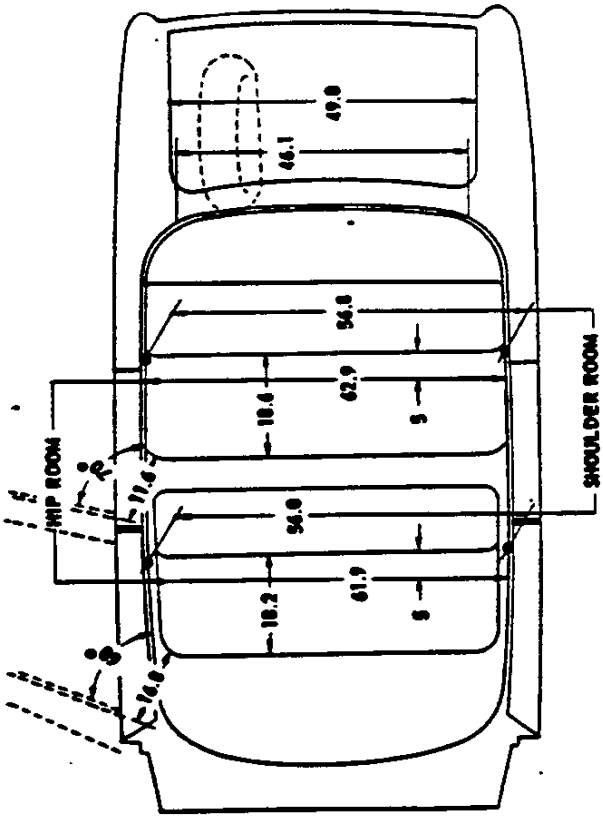
TWO-TEN 4 DOOR BEAUVILLE (MODEL 2119)

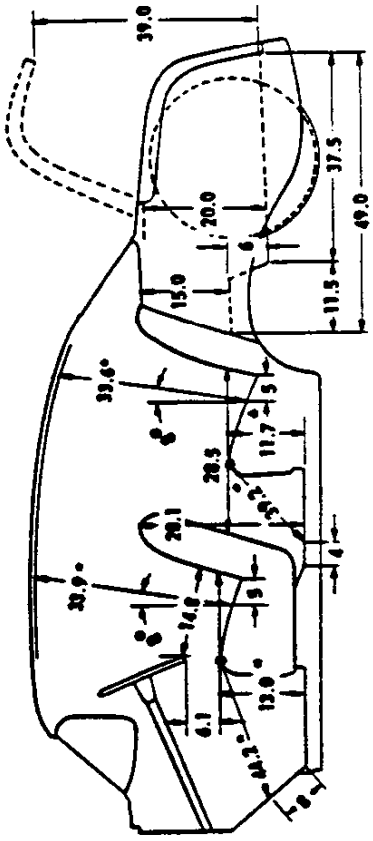
BODY INTERIOR DIMENSIONS





LUGGAGE COMPARTMENT APPROXIMATE CAPACITY IS 20 CU.FT. WITH SPARE TIRE INSTALLED



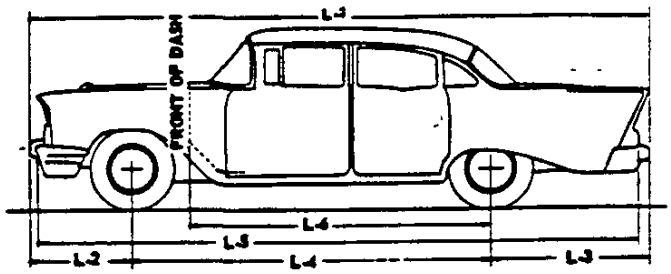


FRONT SEAT ADJUSTMENT 4:4 SHOWN IN REAR POSITION

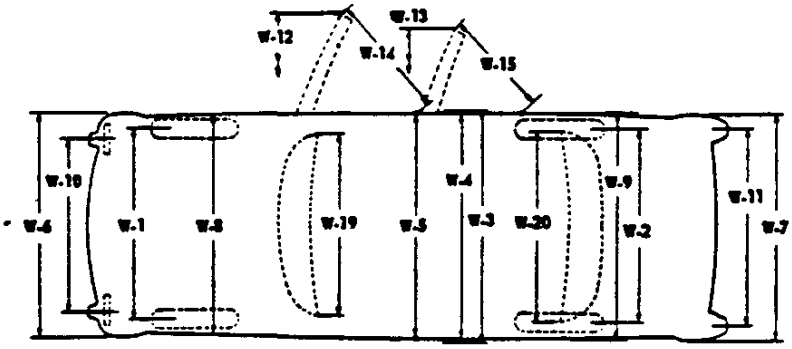
•. MEASURED IS FROM CENTER OF CAR

TWO-TEN 4-DOOR SPORT SEDAN (MODEL 2113)
BEL AIR 4-DOOR SPORT SEDAN (MODEL 2413)

EXTERIOR DIMENSIONS



ITEM			MODELS								
	Dim	Description	1502 1512 2102 2124 2402	1503 2103 2403	1529 2129	2109 2119 2409	2434	2154 2454	2113 2413	2429	1508
Exterior Lengths	L-1	Overall length	200.00								
	L-2	Front overhang	32.50								
	L-3	Rear overhang	52.52								
	L-4	Wheel base	115.00								
	L-5	Length less bumpers	198.17								
	L-6	Front of dash to ℄ of rear wheels	96.00								

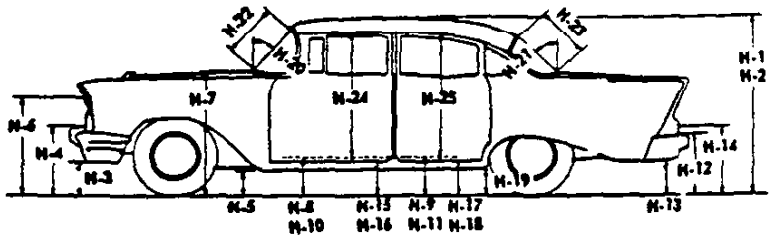


ITEM			MODELS								
	Dim	Description	1502 1512 2102 2124 2402	1503 2103 2403	1529 2129	2109 2119 2409	2434	2154 2454	2113 2413	2429	1508
Exterior Widths	W-1	Front tread	58.00								
	W-2	Rear tread	58.80								
	W-3	Overall width (vehicle)	73.86								
	W-4	Overall width (body)	73.86								
	W-5	Body overall width at center pillar	---	73.0	- - -	73.0	- - -	- - -	73.00	- - -	- - -
	W-6	Front bumper width	73.84								
	W-7	Rear bumper width	72.34								
	W-8	Front fender overall width	72.68								
	W-9	Rear fender overall width	73.80								
	W-10	Head light centers width	59.00								
	W-11	Tail light centers width	63.66								
	W-12	Overall width front doors-open	151.28	140.08	151.28	140.08	151.28		139.26	151.28	
	W-13	Overall width rear doors-open	- - - -	124.96	- - -	124.96	- - - -		137.04	- - - -	
	W-14	Front door swing out distance	42.43	35.38	42.40	35.40	42.43		35.16	42.40	
	W-15	Rear door swing out distance	- - -	29.81	- - - -	29.80	- - - -		25.88	- - - - -	
	W-16	Frt. dr opening width above belt*	35.62	27.86	34.42	27.86	33.95		28.42	34.42	
	W-17	Frt. dr opening width below belt*	46.78	36.54	46.78	36.54	46.78		39.72	46.78	
	W-18	Rear door opening width*	- - -	24.78	- - -	27.48	- - - -		38.10	- - - - -	
	W-19	Windshield DLO width	59.15								
	W-20	Rear window DLO width	58.40		41.44		44.50	60.40	61.20	42.62	41.44

*-Not shown on layout

10-29-56

EXTERIOR DIMENSIONS - Continued



		ITEM	MODELS								
			1502 1512 2102 2124 2402	1503 2103 2403	1529 2129	2109 2119 2409	2434	2154 2454	2113 2413	2429	1508
	Dim	Description									
Exterior Heights	H-1	Overall height-loaded	59.93		60.14		58.43*	58.53	58.42	58.75	60.14
	H-2	Overall height-unloaded	61.49#		61.45¢ *		59.63*	60.09	59.98	60.22	61.63
	H-3	Bottom of frt bumper to ground	10.60								
	H-4	Top of frt bumper guard to grd.	23.30								
	H-5	Bottom of frt fender at rr to grd.	8.24								
	H-6	Center of headlight to ground	32.34								
	H-7	Top of hood at rear to ground	39.99								
	H-8	Step height-front loaded	11.94								
	H-9	Step height-rear loaded	- - -	11.76	- - -	11.76	- - -	- - -	11.76	- - - - -	
	H-10	Step height-front unloaded	13.74								
	H-11	Step height-rear unloaded	- - -	13.44	- - -	13.44	- - -	- - -	13.44	- - - -	
	H-12	Top of rr bumper guard to grd.	19.05								
	H-13	Bottom of rear bumper to grd.	9.61								
	H-14	Tail light center to ground	21.71								
	H-15	Bottom of frt door to grd. -open	12.64	12.27	12.59	12.27	12.64		12.27	12.59	
	H-16	Bottom of frt door to grd. -closed	10.91								
	H-17	Bottom of rr door to grd. -open	- - -	12.72	- - -	12.69	- - -	- - -	11.51	- - - -	
	H-18	Bottom of rr door to grd. -closed	- - -	10.91	- - -	10.91	- - -	- - -	10.91	- - - -	
	H-19	Body sill to ground	7.85								
	H-20	Windshield slope angle	41° 55'								
	H-21	Rear window slope angle	44°		31°		46°		54°	41°	31°
	H-22	Windshield DLO slant height	18.52								
	H-23	Rr. window DLO slant height	18.50		13.88		15.75	17.10	18.22	15.56	13.38
	H-24	Front door opening height	43.37	41.48	43.37	41.48	40.87		42.07	41.38	43.37
	H-25	Rr. door opening height	- - -	41.16	- - -	41.16	- - -		41.67	- - - -	

		ITEM	MODEL								
			1502 1512 2102 2124 2402	1503 2103 2403	1529 2129	2109 2119 2409	2434	2154 2454	2113 2413	2429	1508
	Dim	Description									
Ground Clearance	C-1	Angle of approach	20° 50'								
	C-2	Angle of departure	12° 0'								
	C-3	Frame to ground-min.	6.00								
	C-4	Exhaust system to ground-min.	5.92								
	C-5	Fuel tank to ground	9.24			8.22$	9.24				
	C-6	Front suspension to ground	7.02								
	C-7	Front suspension C/M to grd.	7.50								
	C-8	Rear axle to ground	7.57								
	C-9	Oil pan to ground	6.56								
	C-10	Flywheel housing to ground	7.48								
	C-11	Ramp breakover angle	11° 54'								
	C-12	Tire well to ground	8.69		- - - -		8.69			- - - -	

*-Convertible height, top down (over windshield header bar) loaded - 55.91, unloaded - 57.11
¢-2119-61.95 $ - 2119 only
#-1512-60.62
10-29-56 * - Data revised 3-1-57

ACCESSORIES

Definition: Items made available at extra cost through the parts and accessories department and installed by the customer or his dealer unless otherwise indicated.

ITEM			MODELS
Adapter unit	Radio antenna (for rear fender installation)		All
Adapter unit	Spot lamp		
Alarm	Parking brake		
Arm rests	Door, front		1508
Belt unit seat	Safety		All except 1508
Blade	Windshield wiper (de-icing)		All
Block	Wiring junction		
Cap	Hub (full disc)		1500-2100
	Gasoline tank filler locking		All
Carrier	Wheel (Continental type)		All except 1508-29;2109-19-29;2419-29
Clock	Instrument panel (electric)		1500-2100
Compass	Illuminated		All
Conditioning unit	Air (F.O.A. 110)		All except 2434
Cover	Accelerator pedal		All
Deflector	Rain	Front and rear doors	1503; 2103; 2403
		Front and rear quarter windows	1502-12; 2102-24; 2402
Dispenser	Tissue		All
Filter	Gasoline		
Frame	License plate		
Guard	Door edge		All except 1508
Harness unit ¢	Seat shoulder		
Heater and FOA Defroster* 101	Recirculating		All
	Air-flow		
Horn unit	Vibrator		
Lamp	Back-up, pair (with 3-speed or automatic trans.)		
	Lighter, cigarette		
	Courtesy		All except 2434
	Luggage compartment		All except 1508-29; 2109-19-29;2419
	Under hood		All
	Portable spot (plugs in cigarette lighter)		
	Spot, left hand (with bracket and mirror)		
	Glove compartment		1500
Lighter	Cigarette		All
Mat	Floor (Blue, green, black, copper, turquoise)		
Mirrors	Rear view	Door, remote-control	All except 1508
		Door, body mount	
		Inside, non-glare	
	Visor, vanity		All
Moulding	Wheel (stainless steel)		All
	Body sill		
Radio	Manual tuning (Delco)		
	Push-button tuning (Delco)		
	Signal seeking (Delco)		
	Antenna (on RH fender)		
	Speaker auxiliary (rear seat)		All except 1508-29; 2109-19-29; 2419-29-34
Reflector	Reflex (red)		All
Ring	Wheel trim		
Pad	Instrument crash panel		
	Ventilated seat		
Screen unit	Radiator inset		
Shaver	Electric		
Shield	Door handle (on door)		
	Windshield Glare		All except 1508
Sunshade	Right hand		1500
Sunvisor	Outside type		All except 2429-34
Tool kit	Bag with tools		All
Viewer	Traffic light		
Washer	Windshield (foot or vacuum operated)		

* - Factory Optional Accessory but can be Purchased through dealer

¢ - Must be used with seat safety belt unit; Seat safety belt can be used without seat shoulder harness unit.

REGULAR PRODUCTION EQUIPMENT

	ITEM			MODELS
Exterior	Bumpers, integral bumper guards, front and rear			All
	Bright metal head light rings			
	Dual parking lights			
	Dual hood ornaments and emblem			
	Dual windshield wipers			
	Dual horns			
	Outside keylocks, both front doors below handles			2400
	Wheel discs			1500-2100
	Hub caps			All
	Concealed gasoline filler cap			All except 1508-1529-2109 2119-2129-2409-2429
	Rear deck lid emblem with finger grip			2429
	Push button tail gate handle			All
	Dual tail and stop lights with provision for back up lights			
	Rear license plate light in bumper, except station wagon			
	Push button side door handles			1508
	Outside rear window mirror			2109-2119-2129-2409
	Bright metal molding	Body belt		All
		Roof header		1500
		Body side		2400
		Sash molding on rear quarter panel		2113-2154-2413-2454
		Windshield pillar		2429
		Saddle		2429
		Tail gate vertical		2400
		Bright metal lift gate frame		2400
		Sill		2100
		Aluminum insert on rear fender		All
		Rear quarter		1529-2109-2119-2409-2429
	Directional signals			1500-2100
	Dual rear bumper guards with license lights			2400
	Grille screen (anodized aluminum)			All
	Grille screen (gold anodized aluminum)			2113-2154-2402 2403-2413-2434-2454
	Bright metal molding	Reveals	Windshield	All except 2434
			Side window	2400
			Rear window	2100
	Series name plate on rear fender			1500
	Chevrolet name plate on rear fender			All
	Chevrolet name plate on front fender			All
	V-emblem on hood and rear deck lid or tail gate (8 cylinder)			All
	Bonderized body and sheet metal			2400
Interior	Instrument panel	Two-tone finish		All
		Aluminum insert		2100-2400
		Glove compartment	Lock	All
			Automatic light	2100-2400
		Ash tray		All
		Cigarette lighter		2100-2400
		Electric clock		2400
		3 position ignition lock and starter switch		All
		Script on instrument panel "Chevrolet" 1500 & 2100; "Bel Air" 2400		
	Steering wheel	Two spoke		All
		Horn ring		2100-2400
		Horn button		1500
		Series name plate on steering wheel hub		2100-2400
	Dual ventilators in dash			All
	Sunshades	Dual		2100-2400
		Left hand only		1500
	Inside rear view mirror			All except 1508
	Foam rubber seat cushion pads, front and rear			2400 except 2409
	Foam rubber seat cushion pads, front only			2100
	Arm rests, front & rear doors or quarter panels			2100-2400; front only on 2109-2119-2129; 2409-2429
	Assist straps			2102-2124-2402
	Coat hooks			2100-2400, except 2129 & 2434
	Rear compartment ash trays		In front seat back	2103-09-13-19; 2403-2409-2413
			In arm rests	2102-24-54; 2402-34-54
			In quarter panels	2129-2429

REGULAR PRODUCTION EQUIPMENT - Continued

ITEM			MODELS
Interior	Package shelf		All except 1508-1529;2109-2119-2129;2409-2429-2434
	Scuff pads on doors and/or quarter panels		All
	Passenger compartment lights		One on all, except two on 2429
	Automatic door switch	Front doors only	2100
		All doors	2400
	Manual compartment light switch integral with Head lamp switch (main switch)		All
	Manual compartment light switch at tailgate		2429
	Rolled embossed aluminum step plate with "Body by Fisher" emblem		All
	Crank-type ventipanes with bright metal frames		
	Adjustable front seat		
	Bright metal moldings	Windshield garnish	2434
		Roof rail	2429 and 2454
		On seat and side trim scuff pads	2100-2400
		Rear window garnish	2443-2429-2454
		Seat	2400

OPTIONAL EQUIPMENT

OPT. NO	OPTION NAME	MODELS
101	Heater equipment	All
110	Air conditioning equipment w/o power steering	All
111	Air conditioning equipment with power steering	All
114	Instrument panel pad equipment	All
216	Air cleaner equipment	All
221	V-8 engine-Turbo-fire 265	All
223	V-8 engine-Turbo-fire 283	All
227	Heavy duty clutch equipment	All
237	Oil filter equipment	All
241	Governor equipment	All
254	Heavy duty rear springs equipment	All
263	Auxiliary seat equipment	1508
302	Turboglide transmission equipment	All
303	Close ratio transmission equipment	All except 1508
313	Powerglide transmission equipment	All
315	Overdrive transmission equipment	All
320	Electric windshield wiper equipment	All
324	Power steering equipment	All
325	Heavy duty generator equipment	All
330	Taxi cab equipment	1503-2103
345	Heavy duty battery equipment	All
397	Power seat equipment	2100-2400
398	Tinted glass equipment	All
410	Four barrel carburetor equipment	All
411	Dual four barrel carburetor equipment	All except 1508
412	Power brake equipment	All
417	Engine positive ventilation equipment	All
426	Power window equipment	2100-2400
465	7.50-14-4 pr tire equipment	All
466	7.50-14-6 pr tire equipment	All
470	Folding top equipment	2434
480-499	Trim combinations	All
500-559	Exterior color combinations	All
572	Instrument cluster equipment	2100-2400
578	Fuel injection equipment	All except 1508
675	Limited slip differential 3.36:1 ratio x	All
676	Limited slip differential 3.55:1 ratio x	All
678	Limited slip differential 4.11:1 ratio x	All
697	Special tinted body glass equipment x	2102-03-13-24-54 2402-03-13-34-54

10-29-56 x - Data added 3-1-57

EXTERIOR - INTERIOR COLOR COMBINATIONS
ONE COLOR EXTERIORS
SERIES 2100

OUTSIDE COLOR	2102	2103 2113	2154	2109	2179 2129	2124
	Trim	Instrument panel upper and lower; garnish moldings; door locking rod knobs; ash tray face plate; heater cover panel	Turn signal housing; steering wheel; instrument cluster; gearshift control housing.	Trim	Instrument panel upper and lower; garnish moldings; door locking rod knobs; ash tray face plate; heater cover panel	Turn signal housing; steering wheel; instrument cluster; gearshift control housing.
Onyx Black	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Inca Silver	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Imperial Ivory	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Harbor Blue	Light and Medium Blue	Harbor Blue	Larkspur Blue	Ivory and Charcoal	Onyx Black	Silver
Larkspur Blue	Light and Medium Blue	Harbor Blue	Larkspur Blue	Ivory and Charcoal	Onyx Black	Silver
Tropical Turquoise	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Surf Green	Light and Medium Green	Highland Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
Highland Green	Light and Medium Green	Highland Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
Colonial Cream	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Sierra Gold	N.A.	—	—	Copper and Beige	Sierra Gold	Sierra Gold*
Adobe Beige	Ivory and Charcoal	Onyx Black	Silver	Copper and Beige	Sierra Gold	Sierra Gold*
Matador Red	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver

* - Beige in 2124

Instrument panel center, radio cover panel, and clock cover panel are silver on all Series 2100 cars.

SERIES 1500

OUTSIDE COLOR	1502	1503 1512 1508		1529 ONLY		
	Trim	Instrument panel upper; garnish moldings; door locking rod knobs.	Instrument panel center and lower; turn signal housing; steering wheel; horn button cap; instrument cluster; gearshift control housing.	Trim	Instrument panel upper; garnish moldings; door locking rod knobs.	Instrument panel center and lower; turn signal housing; steering wheel; horn button cap; instrument cluster; gearshift control housing.
Onyx Black	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver
Imperial Ivory	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver
Harbor Blue	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver
Larkspur Blue	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver
Tropical Turquoise (N.A. in 1508)	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver
Surf Green	Black and Grey	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
Highland Green	Black and Grey	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
Colonial Cream (N.A. in 1508)	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver
Adobe Beige (N.A. in 1508)	Black and Grey	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
Matador Red	Black and Grey	Onyx Black	Silver	Black and Grey	Onyx Black	Silver

EXTERIOR - INTERIOR COLOR COMBINATIONS
ONE COLOR EXTERIORS
SERIES 2400

OUTSIDE COLOR	ALL SERIES 2400 EXCEPT 2434			2434 ONLY				
	Instrument panel upper and lower; garnish moldings; door lock rod knobs; heater cover panel; ash tray face plate.	Turn signal housing; steering wheel; instrument cluster; gearshift control housing.	Trim	Instrument panel upper and lower; garnish moldings; door lock rod knobs; heater cover panel; ash tray face plate.	Turn signal housing; steering wheel; instrument cluster; gearshift control housing.	Trim	FOLDING TOP	
							Std.	Opt.
Onyx Black	Onyx Black	Silver	Silver and Black	Matador Red	Silver	Red and Silver	Ivory	Black
Inca Silver	Matador Red	Matador Red	Red and Black	Matador Red	Silver	Red and Silver	Ivory	Black
Imperial Ivory	Matador Red	Matador Red	Red and Black	Matador Red	Silver	Red and Silver	Ivory	Black
Matador Red	Matador Red	Matador Red	Red and Black	Matador Red	Silver	Red and Silver	Ivory	Black
Harbor Blue	Harbor Blue	Harbor Blue	Medium and Dark Blue	Harbor Blue	Harbor Blue	Medium and Light Blue	Ivory	Light Blue
Larkspur Blue	Harbor Blue	Harbor Blue	Medium and Dark Blue	Harbor Blue	Harbor Blue	Medium and Light Blue	Ivory	Light Blue
Tropical Turquoise	Tropical Turquoise	Tropical Turquoise	Medium and Dark Turquoise	Tropical Turquoise	Tropical Turquoise	Medium Turquoise	Ivory	Black
Surf Green	Highland Green	Highland Green	Medium and Dark Green	Highland Green	Highland Green	Medium and Light Green	Ivory	Medium Green
Highland Green	Highland Green	Highland Green	Medium and Dark Green	Highland Green	Highland Green	Medium and Light Green	Ivory	Medium Green
Colonial Cream	Onyx Black	Silver	Yellow and Black	Onyx Black	Silver	Yellow and Silver	Ivory	Black
Sierra Gold	Sierra Gold	Sierra Gold	Beige and Copper	Sierra Gold	Sierra Gold	Beige and Copper	Ivory	Tan Beige
Adobe Beige	Sierra Gold	Sierra Gold	Beige and Copper	Sierra Gold	Sierra Gold	Beige and Copper	Ivory	Tan Beige
Coronado Yellow (2434 only)	—	—	—	Onyx Black	Silver	Ivory and Silver	Ivory	Black
Canyon Coral (2434 only)	—	—	—	Onyx Black	Silver	Ivory and Silver	Ivory	Black
Dusk Pearl (2434 only)	—	—	—	Onyx Black	Silver	Ivory and Silver	Ivory	Black
Laurel Green (2434 only)	—	—	—	Onyx Black	Silver	Ivory and Silver	Ivory	Black

Instrument panel center and radio cover panel are bright metal in all Series 2400 cars.

EXTERIOR - INTERIOR COLOR COMBINATIONS
TWO COLOR EXTERIORS-
SERIES 2100

OUTSIDE COLORS		2102	2103 2113	2154	2109	2119 2129	2124
FIRST* COLOR	SECOND* COLOR	Trim	Instrument panel upper and lower; garnish moldings; door locking rod knobs; ash tray face plate; heater cover panel.	Turn signal housing; steering wheel; instrument panel cluster; gearshift control housing.	Trim	Instrument panel upper and lower; garnish moldings; door locking rod knobs; ash tray face plate; heater cover panel.	Turn signal housing; steering wheel; instrument panel cluster; gearshift control housing.
India Ivory	Onyx Black	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Imperial Ivory	Inca Silver	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Larkspur Blue	Harbor Blue	Light and Medium Blue	Harbor Blue	Larkspur Blue	Ivory and Charcoal	Onyx Black	Silver
India Ivory	Larkspur Blue	Light and Medium Blue	Harbor Blue	Larkspur Blue	Ivory and Charcoal	Onyx Black	Silver
India Ivory	Tropical Turquoise	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Surf Green	Highland Green	Light and Medium Green	Highland Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
India Ivory	Surf Green	Light and Medium Green	Highland Green	Surf Green	Light and Medium Green	Highland Green	Surf Green
India Ivory	Coronado Yellow	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Colonial Cream	Onyx Black	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
India Ivory	Colonial Cream	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
India Ivory	Canyon Coral	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
India Ivory	Matador Red	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Imperial Ivory	Dusk Pearl	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Colonial Cream	Laurel Green	Ivory and Charcoal	Onyx Black	Silver	Ivory and Charcoal	Onyx Black	Silver
Adobe Beige	Sierra Gold	N.A.	——	——	Copper and Beige	Sierra Gold	Adobe Beige

* - First color covers roof, pillars, and insert area; second color covers remaining exterior areas.

Instrument panel center, radio cover panel, and clock cover panel are silver on all Series 2100 cars.

SERIES 1500

OUTSIDE COLORS		1502	1503	1512	1529 ONLY		
FIRST* COLOR	SECOND* COLOR	Trim	Instrument panel upper; garnish moldings; door locking rod knobs.	Instrument panel center and lower; turn signal housing; steering wheel; horn button cap; instrument cluster; gearshift control housing.	Trim	Instrument panel upper; garnish moldings; door locking rod knobs.	Instrument panel center and lower; turn signal housing; steering wheel; horn button cap; instrument cluster; gearshift control housing.
India Ivory	Onyx Black	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
Larkspur Blue	Harbor Blue	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
India Ivory	Larkspur Blue	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
India Ivory	Tropical Turquoise	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
Highland Green	Surf Green	Black and Gray	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
India Ivory	Surf Green	Black and Gray	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
Onyx Black	Colonial Cream	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
India Ivory	Colonial Cream	Black and Gray	Onyx Black	Silver	Light and Dark Green	Highland Green	Silver
India Ivory	Matador Red	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver
Imperial Ivory	Inca Silver	Black and Gray	Onyx Black	Silver	Black and Gray	Onyx Black	Silver

* - First color covers upper quarters and deck or tailgate; second color covers remaining exterior areas.

EXTERIOR - INTERIOR COLOR COMBINATIONS
TWO COLOR EXTERIORS
SERIES 2400

OUTSIDE COLORS		Trim	Instrument panel upper and lower; garnish moldings; door lock rod knobs; heat cover panel; ash tray face plate.	Turn signal housing; steering wheel; instrument cluster; gearshift control housing.
FIRST COLOR*	SECOND COLOR*			
India Ivory	Onyx Black	Red and Black	Matador Red	Matador Red
Imperial Ivory	Inca Silver	Red and Black	Matador Red	Matador Red
Larkspur Blue	Harbor Blue	Medium and Dark Blue	Harbor Blue	Larkspur Blue
India Ivory	Larkspur Blue	Medium and Dark Blue	Harbor Blue	Larkspur Blue
India Ivory	Tropical Turquoise	Medium and Dark Turquoise	Tropical Turquoise	Tropical Turquoise
Surf Green	Highland Green	Medium and Dark Green	Highland Green	Surf Green
India Ivory	Surf Green	Medium and Dark Green	Highland Green	Surf Green
India Ivory	Coronado Yellow	Silver and Black	Onyx Black	Silver
Onyx Black	Colonial Cream	Yellow and Black	Onyx Black	Silver
India Ivory	Colonial Cream	Yellow and Black	Onyx Black	Silver
India Ivory	Canyon Coral	Silver and Black	Onyx Black	Silver
Adobe Beige	Sierra Gold	Beige and Copper	Sierra Gold	Adobe Beige
India Ivory	Matador Red	Red and Black	Matador Red	Matador Red
Imperial Ivory	Dusk Pearl	Silver and Black	Onyx Black	Silver
Colonial Cream	Laurel Green	Silver and Black	Onyx Black	Silver

* - First color covers roof and pillars; second color covers remainder of exterior.
Instrument panel center and radio cover panel are bright metal in all Series 2400 cars.

INTERIOR UPHOLSTERY AND COLOR COMBINATIONS

1500 SERIES 2100 SERIES

SEDANS
Models 1502-03-12

Color: Black and gray.

Seats: Black and gray pattern cloth cushion and backrest with black leather grain vinyl backrest bolster, cushion insert, cushion and backrest facings, front seat end panels, and front seat back panels, upper, lower, and lower cross bar.

Sidewalls: Black and gray pattern vinyl upper panel, black leather grain vinyl lower panel, black composition board cowl side kick panel.

Headlining and sunshade: Light gray plain napped cloth. Light gray leather grain vinyl binding.

Floor Covering: Black rubber front and rear.

Load space (1512): Black textured paint wheelhouses and rear wall, black composition sidewalls, black rubber floor covering.

HANDYMAN
Model 1529

Color: Black and gray, green and gray.

Seats: Black and gray or green and gray patterned vinyl cushion and backrest. Black or green leather grain vinyl backrest bolster, cushion insert, cushion and backrest facings, front seat end panels, and front seat back; upper, lower, and lower cross bar.

Sidewalls: Black and gray or green and gray pattern vinyl upper panel, black or green leather grain vinyl lower panel. Black or green composition board cowl side kick panel.

Headlining and sunshades: Ivory textured vinyl.

Floor covering: Black rubber front and center, black or green ribbed linoleum load space.

Wheelhouse cover panels: Black or green textured paint.

SEDAN DELIVERY - Model 1508

Color: Black and silver.

Seat (bucket type): Gray and black pattern vinyl cushion and backrest. Black vinyl facings.

Sidewalls: Gray and black pattern vinyl upper panel, black vinyl center and lower panel.

Headlining and sunshade: Ivory vinyl.

Load space sidewalls: Black paint.

Floor covering: Textured black rubber in passenger compartment; black painted plywood in load space.

SEDANS AND COUPES
Models 2102-03-13-54

Color: Ivory and charcoal, light green and medium green, or light blue and medium blue.

Seats: Charcoal, medium green, or medium blue picket pattern cloth cushions and backrests. Ivory, light green, or light blue leather grain vinyl cushion facings, cushion bolster inserts, backrest facings and backrest bolster inserts. Ivory, light green, or light blue ribbed vinyl cushion bolster, backrest bolster, and front seat back upper. Charcoal, medium green or medium blue leather grain vinyl lower front seat back panel and lower cross bar.

Sidewalls: Ivory, light green, or light blue textured vinyl upper panel. Charcoal, medium green, or medium blue leather grain vinyl lower panel. Charcoal, medium green, or medium blue pattern vinyl center panel, charcoal, medium green, or medium blue composition board cowl side kick panels.

Headlining and sunshades: Light gray, light green, or light blue plain napped cloth. Binding, same colors in leather grain vinyl.

Arm rests: Charcoal, medium green, or medium blue leather grain vinyl outer; charcoal, medium green, or medium blue plastic inner.

Floor covering: Black, medium green, or medium blue vinyl coated rubber.

CLUB COUPE
Model 2124

Color: Ivory and charcoal, light green and dark green, or copper and beige.

Seats: Charcoal, medium green, or copper Inca pattern elascofab cushion and backrest. Ivory, light green, or beige leather grain elascofab cushion and backrest bolsters, with saddle stitching. Ivory, light green, or beige leather grain elascofab cushion and backrest facings and front seat back upper panel. Dark green, charcoal, or copper leather grain vinyl front seat back lower panel and lower cross bar and front seat end panels.

Sidewalls: Ivory, light green, or beige leather grain vinyl upper and lower panel, charcoal, medium green, or copper Inca pattern vinyl center panel and upper insert. Charcoal, medium green, or copper leather grain vinyl scuff pad. Cowl side kick panels, same colors in composition board.

Headlining and sunshade: Ivory, light green or beige textured vinyl.

Arm rests: Ivory, light green, or beige leather grain vinyl upper, plastic lower.

Floor covering: Charcoal, medium green or copper carpet.

HANDYMAN, TOWNSMAN AND BEAUVILLE
Models 2109-19-29

Colors: Ivory and charcoal, light and dark green, or beige and copper.

Seats: Charcoal, medium green, or copper Inca pattern vinyl cushion and backrest. Ivory, light green, or beige leather grain vinyl cushion facings and bolster inserts, backrest facings and bolster inserts. Ivory, light green, or beige ribbed vinyl cushion bolster, backrest bolster, and front seat back upper panel. Charcoal, medium green, or copper leather grain vinyl front seat back lower panel and lower cross bar and front seat end panels.

Headlining and sunshade: Ivory, light green, or beige textured vinyl. Sunshade binding in leather grain vinyl, same colors.

Sidewalls: Ivory, light green, or beige textured vinyl upper panel. Charcoal, medium green, or copper leather grain vinyl lower panel. Charcoal, medium green, or copper pattern vinyl center panel. Charcoal, medium green, or copper composition board cowl side kick panel.

Arm rests: Ivory, light green, or beige leather grain vinyl outer; Ivory, light green, or beige plastic inner.

Floor covering: Black, medium green, or copper vinyl coated rubber, front and rear passenger space. Charcoal, medium green, or copper ribbed linoleum in load space. Wheelhouse cover panels: Charcoal, medium green, or copper textured paint.

SEDANS AND TOWNSMAN
Models 2402-03 and 2409

Colors: Black with silver, yellow, red, green, blue, turquoise, or copper.

Seats: Black and silver, yellow, red, green, blue, turquoise or copper cloud pattern cloth cushion backrest. Black, dark green, dark blue, dark turquoise, or copper patent leather vinyl cushion bolster and backrest bolster insert. Silver, yellow, red, medium blue, medium green, medium turquoise, or beige leather grain vinyl backrest bolster and cushion and backrest facings and front seat back upper sides. Black, dark green, dark blue, dark turquoise, or copper patent leather vinyl front seat back upper insert. Front seat back lower panel and lower cross bar and front seat end panels, same colors in leather grain vinyl. Bright plastic welts.

Sidewalls: Black and silver, yellow, red, green, blue, turquoise, or copper pattern sidewall cloth upper and lower panel. Silver, yellow, red, medium green, medium blue, medium turquoise, or beige leather grain vinyl center panel and upper scuff pad. Black, dark green, dark blue, dark turquoise, or copper, patent leather vinyl lower scuff pad. Cowl side kick panels, same colors in composition board.

Headlining and sunshades: Light gray, medium blue, yellow, medium green, medium turquoise, or beige plain napped cloth (2402-2403). Silver, yellow, red, light green, light blue, light turquoise, or beige textured vinyl (2409).

Arm rests: Silver, yellow, red, medium green, medium blue, medium turquoise, or beige leather grain vinyl upper, plastic base.

Floor covering: Black, medium green, medium blue, medium turquoise, or copper carpet (2402-2403). Red, black, medium blue, medium green, medium turquoise, or copper vinyl coated, rubber passenger space (2409).

Load space (2409): Black, yellow, red, light blue, light turquoise, or copper ribbed linoleum.

Wheelhouse cover panels (2409): Black, dark green, dark blue, dark turquoise, or copper leather grain vinyl.

SPORT COUPE, SPORT SEDAN, AND NOMAD
Models 2454, 2413, 2429

Colors: Black with silver, green, blue, turquoise, copper, yellow, or red.

Seats: Black and silver, green, blue, turquoise, copper, yellow, or red cloud pattern cloth backrest inserts and cushions. Silver, medium green, medium blue, medium turquoise, beige, yellow, or red leather grain vinyl cushion inserts, backrest, and facings, cloud pattern front seat back upper panel insert. Light tone leather grain vinyl front seat back upper panel sides and lower panel. Dark tone or black leather grain vinyl front seat back lower cross bar and front seat end panels. Bright plastic welts.

Sidewalls: Black and silver, green, blue, turquoise, copper, yellow, or red pattern sidewall cloth upper panel and center panel insert. Light tone leather grain vinyl center panel. Dark tone or black leather grain vinyl scuff pad. Dark tone or black composition board cowl side kick panels.

Headlining and sunshades: Silver, yellow, red, light green, light blue, light turquoise, or beige textured vinyl.

Arm rests: Light tone leather grain vinyl upper, plastic base.

Floor covering: Black, copper, medium green, medium, blue, or medium turquoise carpet, front and rear.

Load space (2429): Black, yellow, red, medium blue, medium green, medium turquoise, or copper ribbed linoleum.

Wheelhouse cover panels (2429): Silver, yellow, red, medium green, medium blue, medium turquoise, or beige leather grain vinyl.

CONVERTIBLE
Model 2434

Colors: Ivory with silver or turquoise, two-tone green or blue, copper and beige, silver with yellow or red.

Seats: Silver, medium green, medium blue, medium turquoise, or copper golf ball pattern vinyl backrest inserts and cushions. Ivory, light green, light blue, beige, yellow, or red ribbed vinyl cushion inserts and backrest. Light tone leather grain vinyl facings. Dark tone pattern vinyl front seat back upper panel insert. Light tone ribbed vinyl front seat back upper panel sides. Light tone leather grain vinyl front seat back lower panel. Dark tone leather grain vinyl lower cross bar and front seat end panels. Bright plastic welts.

Sidewalls: Dark tone golf ball pattern vinyl upper panel and center panel insert. Light tone leather grain vinyl center panel. Dark tone composition board cowl side kick panels. Dark tone leather grain vinyl scuff pad.

Sunshades: Dark tone leather grain vinyl.

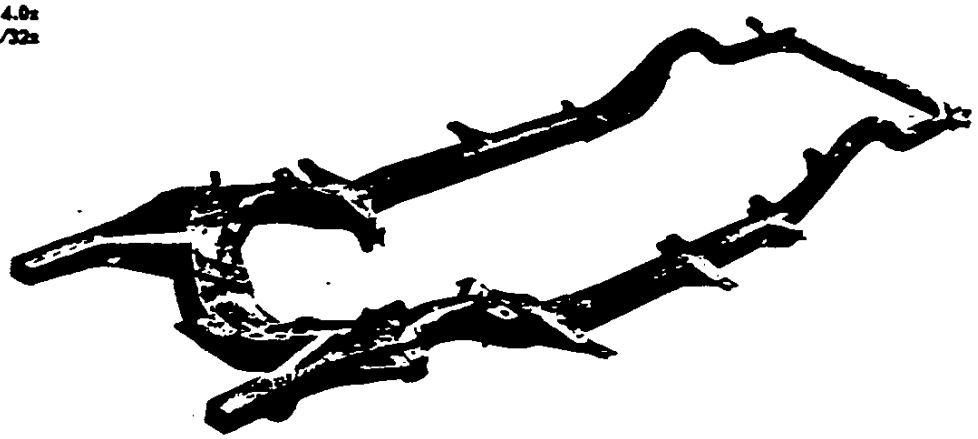
Arm rests: Dark tone leather grain vinyl upper, plastic base.

Floor covering: Black, medium green, medium blue, turquoise, or copper carpet.

Folding top boot: Light tone leather grain vinyl.

FRAME

EPTH ——— 4.5x
IDTH ——— 4.0x
THICKNESS — 3/32x



Make ---------- Various
Type ---------- Box girder
Material ---------- Hot rolled, pickled steel
Material yield point ---------- 33000 lb./sq. inch
Material elongation ---------- 25% minimum in 2 inches

Side member section:
Modulus (in^3) ---------- 2.044
Moment of inertia ---------- 4.600

Body mounting points:
Convertible ---------- 20
9-Passenger Station Wagon ---------- 16
All others ---------- 14
Maximum overall length ---------- 188.66
Maximum width (over side members) ---------- 42.00

Convertible frame:
Intermediate cross members are added through the use of an "X" shaped I-beam type structure.

FRONT SUSPENSION

Make ---------- Own
Type ---------- Independent, combining long and short control arms with spherical joints and coil springs.

SPRING BUMPERS

Material and number ---------- Rubber, 1 each RH & LH
Location ---------- On top side of lower control arm

WHEEL TRAVEL

Vertical, loaded conditions (2/3 bumper compression) ---------- 3.75 up, 3.25 down
Wheel travel for steering ---------- 32°-35°30' from neutral to stop
Wheel to spring ratio ---------- 1.9

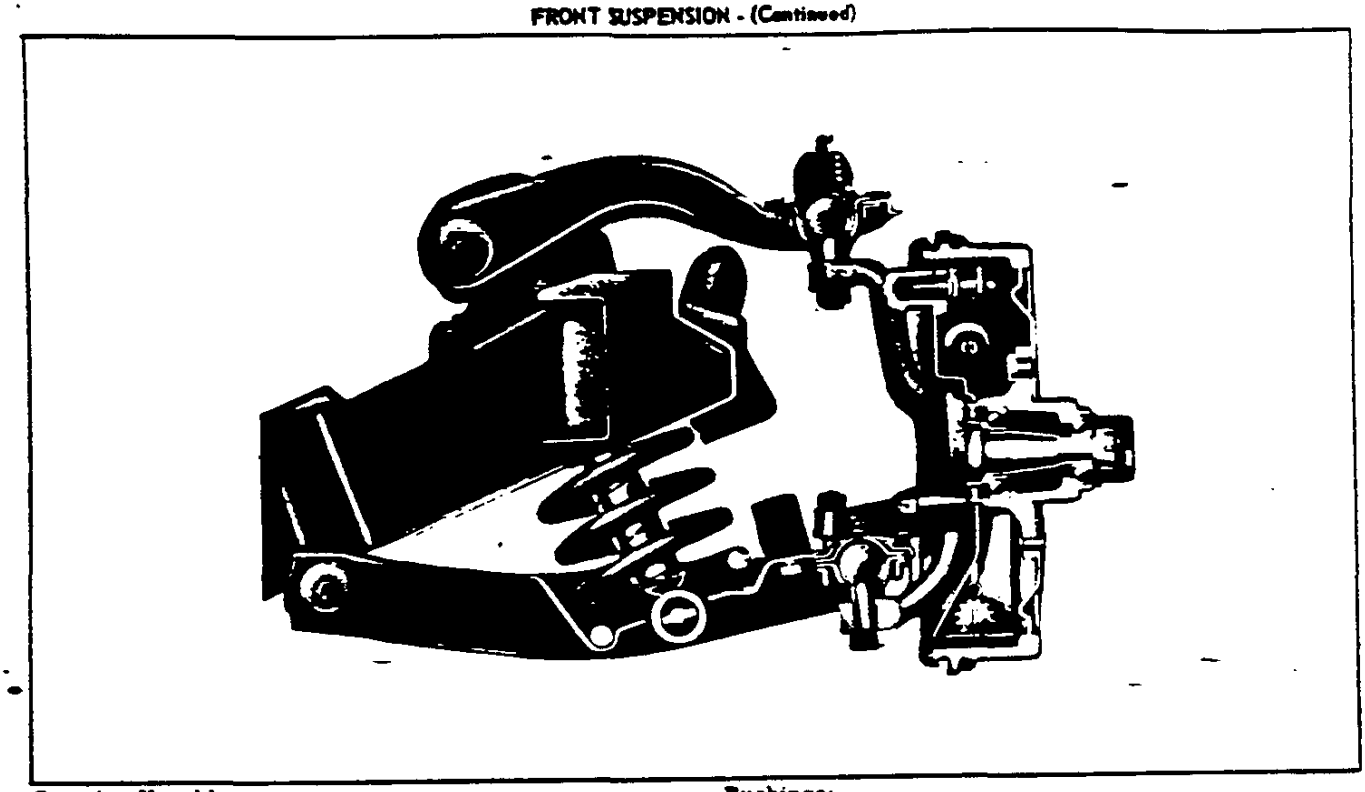
SHOCK ABSORBERS

Make ---------- Delco
Type ---------- Direct, double acting hydraulic
Mounting ---------- Vertically from lower control arm through coil spring to front suspension cross member.

Model number — 510F - 21A; 510F - 27A
Valve code — C4.25J6/OXL; C4.25J8/OXJ

Part Number		3721371	3721372	3721373	3737293	3719736	3714506	3722423
Make and type		Own, right hand helix						
Material		High alloy steel						
Gauge (mean)		.623				.638		
Number of coils		10 total, 8 active						
Outside diameter		4.848				4.883		
Pitch diameter		4.225				4.245		
Height	Free	14.90	15.16	15.45	15.71	14.70	14.95	15.22
	Working	9.69@ 1630 lb	9.69@ 1710 lb	9.69@ 1790 lb	9.69@ 1870 lb	9.69@ 1695 lb	9.69@ 1785 lb	9.69@ 1875 lb
Height under curb weight		10.13	10.25	10.38	10.42	10.18	10.46	10.48
Capacity at ground		975	1000	1050	1100	1000	1050	1100
Deflection	At spring	311 lb. per inch				340 lb. per inch		
Rate	At wheel	109 lb. per inch				120 lb. per inch		

10-29-56 x - Data added 3-1-57



Steering Knuckle:
Type ---------- Reverse Elliott in combination with spherical joints

Spindle Diameters:
At inner bearing ---- ---------- 1.2490-1.2495
At outer bearing ---------- .7490-.7495

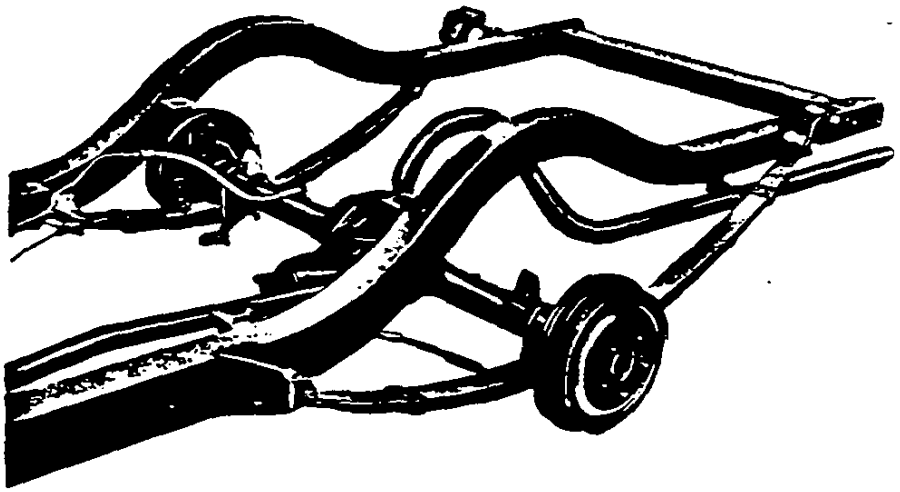
Spherical Joints:
Type ---------- Ball stud and socket in assembly, self adjusting for wear.
Number ---------- 1 each upper and lower; LH & RH
Ball Stud
Material ----------Hot rolled steel hardened and ground, seated on phenolic fabric and sealed with a reinforced rubber seal and nylon bushing.

Socket:
Type and material ---------- Two inverted cup-shaped steel stampings bonded by grease-tight weld. Upper socket assembly is spring-loaded to compensate for wear and vertical movement.
Lubrication ---------- Through high pressure fitting at top of each socket.

Bushings:
Type and number ---------- Friction;4 (2 each pivot shaft, left hand and right hand)
Material ---------- Steel encased rubber
Size
Upper control arm pivot shaft ---------- .670-.677 X 1.76 approximately
Lower control arm pivot shaft ---------- .737-.744 X 2.08 approximately

Bearings:
Wheel bearing lubricant --- High melting point grease
Anti-friction bearing ---------- See bearing chart

Front Wheel Alignment (service data):
Camber ---------- 0° to 1°
Caster ---------- +1/2° to+1-1/2°
Steering axis inclination ---------- 3-1/2°-4-1/2°
Toe-in ---------- 1/8 to 3/16
Toe-out on turns;
Outside wheel ---------- 18° 10'
Inside wheel ---------- 20°



SPRINGS

Make and type ---------- Own, semi-elliptic
Material ---------- Alloy steel
Length and width ---------- 58x2
Leaf end type ---------- Embossed, tapered
Spring clips ---------- Clinch type two on four leaf spring, three on all others
Spring leaf insert ---------- Composition nylon

ITEM		3733986	3733993	3734002	3734010
Number of leaves		4	5	5	6
Thickness of leaves	1&2	.347			
	3		.313		
	4	.291			
	5		.291		
	6				.291
Total thickness		1.298	1.611	1.679	2.026
Average rate of deflection (lb/in)		112	120	138	165
Camber height at design load		.11 Positive			
Capacity at spring pad (lb)		900	1000	1100	1200
Capacity at ground (lb)		1050	1150	1250	1350

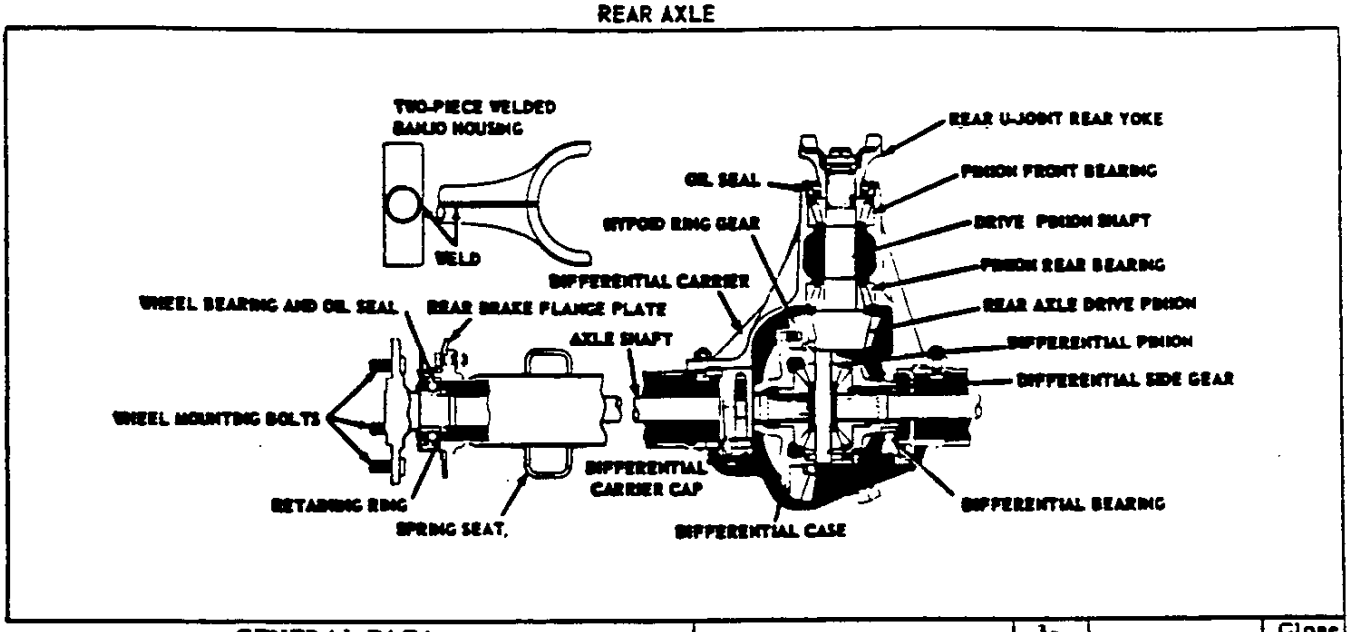
SPRING MOUNTINGS

Type ---------- Parallel, 46 in. between centers
Front eye bolt diameter ---------- .493-.500
Front eye bolt bushing, type and size ---------- Rubber bushed .505min. I.D.x2.552-2.572 long
Shackle mounting ---------- Outrigger type
Shackle type ---------- Rubber bushed
Shackle pin O.D. ---------- .623-.627
Shackle bushing, size and number ---------- 1.110-1.120 O.D; .625-.630 I.D. two per shackle pin
Spring to axle attachment ---------- 2 U-bolt(.500 dia) to spring seat on rear axle housing

SHOCK ABSORBERS

Make and type ---------- Delco, hydraulic; direct double-acting
Model number ---------- 560Y
Valve code ---------- C 4.25 F8/OXJ;C 4.50 G8/OXG
Piston diameter and travel ---------- 1.00, 8.9375

REAR AXLE



GENERAL DATA

Make ---------- Own
Type ---------- Semi-floating
Rating ---------- 3000 lb.
Hotchkiss drive:
Drive taken through ---------- Springs
Torque taken through ---------- Springs
Housing type:
Pressed steel banjo, 2 piece welded construction with axle housing rear cover welded in place.
Lubricant capacity ---------- 4 pints
Lubricant recommended ---------- SAE 90 passenger car hypoid lubricant or "Multi-Purpose" lubricant.
Bearings ---------- See bearing chart

Transmission type		3-Speed	Overdrive		Close ratio
Axle ratio		3.55:1	4.11:1		3.55:1
Overdrive locked position			out	in	
Total Gear Reduction*	First	10.44	12.08	8.46	7.85
	Second	5.96	6.90	4.83	4.69
	Third	3.55	4.11	2.88	3.55
	Reverse	10.44	12.08		7.85
Max. axle Shaft torque In low gear (lb.ft.) ⊙	6 cyl.	1730	2002	1402	1301
	8 cyl. 265	2085	2413	1690	1568
	8 cyl. 283	2174	2516	1762	1635
	8 cyl. rpo 410	2396	2772	1942	1802
	8 cyl. rpo 411	2396	2772	1942	1802

Powerglide:
Total torque multipication (final drive gears, torque converter and planetary gears).
Drive ---------- 12.84:1 to 3.36:1
Low ---------- 12.84:1 to 6.12:1
Reverse ---------- 12.84:1 to 6.12:1
Turboglide
Total torque multipication (final drive gears, torque converter and planetary gears).
Drive ---------- 14.45:1 to 3.36:1
Reverse ---------- 3.0

GEARS

Final Drive:

Transmission	3-Speed	3-Speed Overdrive	Powerglide Turboglide
Type	Hypoid		
Ratio	3.55:1	4.11	3.36:1
Ring gear & pinion, teeth	32 & 9	37 & 9	37 & 11

Gear backlash ---------- .005-.008
Pinion gear:
Mounting ---------- Overhung
Thrust taken by ---------- Pinion rear bearing
Adjustment ---------- By shims with .027 average thickness

AXLE SHAFT

Type and material ---------- Forged & hardened steel with wheel drive flange forged integral with shaft.
Minimum diameter ---------- 1.06
Oil seal ---------- Steel-encased spring loaded synthetic rubber (part of rear wheel bearing assy.)
Hub attachment ---------- Bolted to integrally forged wheel drive flange.

DIFFERENTIAL

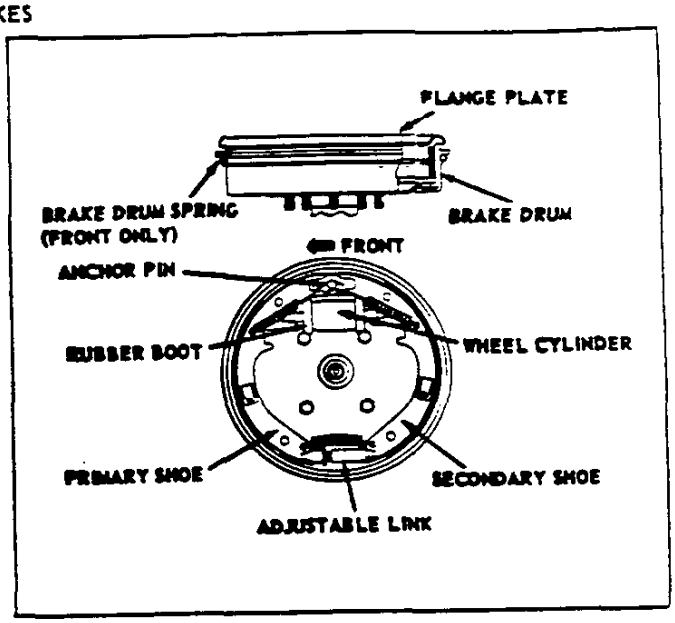
Type ---------- Two pinion with cast arma-steel housing
Bearing cap bolt torque ---------- 70-75 lb.ft.

*- Axle ratio X transmission ratio.
⊙- Gear reduction X maximum net engine torque X efficiency factor (.90 in direct drive, .85 all others)

BRAKES

SERVICE BRAKES

Make ---------- Own
Type ---------- Servo, four wheel hydraulic
Brake drum:
Type ---------- Composite
Rim material ---------- Cast alloy iron
Web material ---------- Pressed steel
Diameter, front and rear ----------11
Total effective area ----------259 sq. in.
Distribution of braking effort (theoretical):
On front wheels ----------56%
On rear wheels ---------- 44%
Brake lining (dimensions after grinding):
Material ---------- Full molded asbestos composition
Width, front brakes ---------- 2.00
Width, rear brakes ---------- 1.75
Thickness ----------.164-.175
Length per wheel ----------20.98
Length, primary shoe ---------- 9.29
Length, secondary shoe ----------11.69
Method of attachment to shoe ---------- Bonded
Clearance ---------- Adjust to a light drag and back off seven notches.
Total effective area ----------157 sq. in.
Main cylinder:
Mounting ---------- Under hood on dash panel
Diameter ---------- 1.0
Piston travel ---------- 1.0
Wheel cylinders:
Mounting ---------- Front, on wheel spindles, rear, on backing plate
Front, inside diameter ---------- 1.125
Rear, inside diameter ---------- 1.00
Piston travel ---------- 0.221
Braking ratio:
Pedal ---------- 6.42:1
Hydraulic ---------- 4.53:1
Total overall ----------29.1:1



Foot pedal:
Type ---------- Pendant
Travel ---------- 6.38
Mounting ---------- On brace under dash
Pad cover material ---------- Rubber
Brake system fluid capacity ----- 0.70 pint (approx.)
Brake fluid recommended ----------Delco Super 11

PARKING BRAKE

Make and type ---------- Own, mechanical pull rods and cables operate the two rear service brakes.
Total effective lining area ---------- 73 sq. in.
Control ------- T handle on ratchet-rod (pull to apply, turn 60° counter clockwise to release) mounted between instrument panel to left of steering column

POWER BRAKES (RPO 412)

Type ---------- Vacuum assisted hydraulic unit with integral master cylinder

Location ---------- Hydraulic power unit mounted on dash under hood. Vacuum reserve tank mounted on left front fender splash pan.

Braking assistance (percentage):
By vacuum cylinder ---------- 40% *
By foot pedal ---------- 60% *

Braking ratio:
Pedal ---------- 1.55:1
Hydraulic ---------- 10.6:1
Overall ---------- 16.4:1
Pedal load to actuate power brakes ---------- 10 lb
Stop light switch:
Type ---------- Hydraulic
Mounting ----------On hydraulic power unit
Fluid, type ---------- Same as conventional brakes
Capacity (complete brake system) ----------0.80 pt.

DRIVE SYSTEM

SPLINES

Function of splines	Number and type of splines
Clutch disc hub to transmission clutch gear shaft	10 straight side
Transmission mainshaft to U-joint front yoke	16 involute
Propeller shaft pinion flange to rear axle pinion shaft	17 involute
Differential side gears to rear axle shafts	17 involute

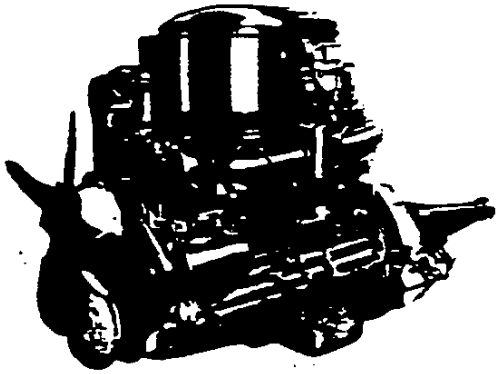
PROPELLER SHAFT

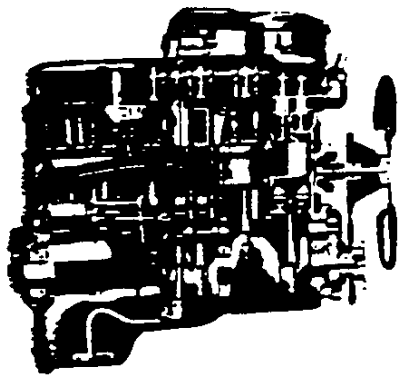
Make ---------- Own
Type ---------- Tubular
Tube outside diameter ---------- 2.995-3.005
Tube wall thickness ----------.062-.068
Oil seal------- Steel reinforced, spring loaded leather
Front and rear ends type ----------Welded yoke

UNIVERSAL JOINT

Make ---------- Own
Type ---------- 2, yoke and spider (trunnion)
Trunnion material ------- Drop forged steel, hardened
Trunnion pin diameter ----------.5995-.5960
Bearing, front & rear ----------See bearing chart
Lubrication ---------- Bearings packed for life

* These figures are approximate depending on the severity of stop.





GENERAL PERFORMANCE DATA

		Conventional	Powerglide
Engine			
Piston displacement (cu. in.)		235.5	
Type		Valve-in-head	
Number of cylinders		6	
Bore and stroke (nominal)		3.56x3.94	
Compression ratio		8.0:1	
Taxable (SAE) horsepower		30.4	
Idling speed (RPM)		475 in neutral	425 in drive
Compression press. (PSI) @ cranking speed, engine hot		130	
Dry weight (pounds)	Engine and Clutch	613	554
	Engine, clutch and trans.	677 | 705§	776
Lubrication		Full pressure	
Power plant mounting		4-point rubber cushioned, strut type front mounts, shear type rear mounts	

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Engine		Conventional and Powerglide
Brake horsepower	Gross	140 @ 4200 RPM
	Net	125 @ 4000 RPM
Torque (lb ft)	Gross	210 @ 2400 RPM
	Net	195 @ 2000 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission		3-speed	3-speed with overdrive		Powerglide
			O.D. locked out	O.D. locked in	
Rear axle ratio		3.55:1	4.11:1		3.36:1
Tire size		7.50-14			
Crankshaft revolutions per mile		2783.3	3222.2	2255.4	2634.2
Crankshaft RPM @ 1 MPH	Low and rev.	136.4	157.9	110.5*	79.9
	Second	77.9	90.2	63.1	
	Third ¢	46.4	53.7	37.6	43.9
Piston travel (ft/mile)		1826.3	2114.4	1479.8	1728.6

ADVERTISED CAR PERFORMANCE

Model	2103	2103 Powerglide
Performance weight (pounds) (curb wt. + 600 lbs for 4 passengers)	4035	4132
Pounds/gross horse power	28.82	29.51
Pounds/cu. in. piston displacement	17.13	17.54
Gross horsepower/cu. in. displacement	.594	
Power displacement (cu. ft/mile) %	189.64	179.48 §
Displacement factor (cu. ft/ton mile)	93.99	86.87 §

*-Applicable to low gear only; overdrive does not function in reverse

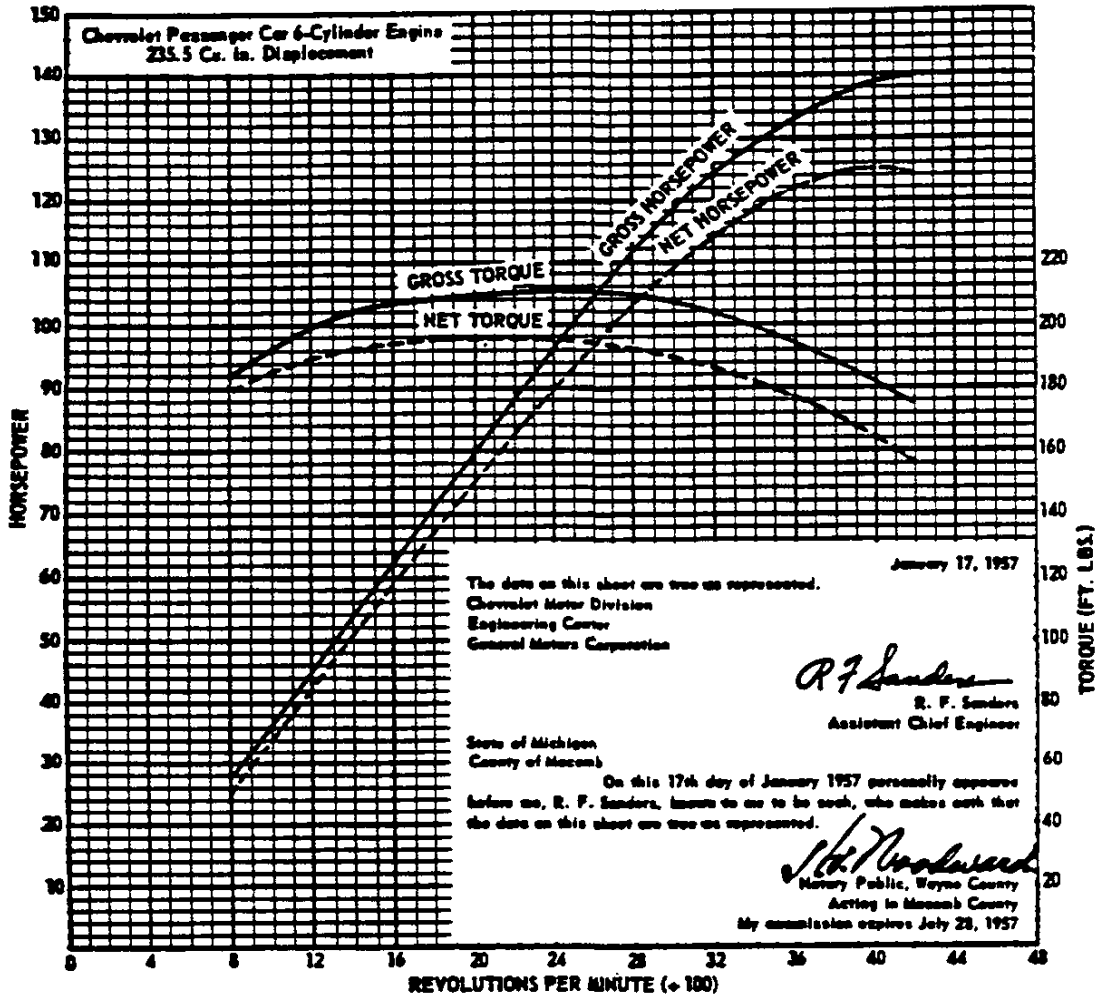
§-With overdrive transmission

% - $\frac{\text{Crankshaft rev/mile x piston displacement} \div 2}{1728}$. ¢-Also known as N/T factor

#-Power displacement divided by the performance weight in tons.

§-Data computed assuming zero slippage in the torque converter.

ENGINE PERFORMANCE x



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17440-18. They represent the full throttle performance of a New Blue Flame 140 six cylinder passenger car engine with 235.5 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

COMPONENTS

Cylinder Case and Head:

Material ---------- Cast alloy iron
Bore diameter ---------- 3.5620-3.5640
Head bolt torque ---------- 90-95 lb. ft.
Number of head bolts ---------- 18

Crankshaft:

Material ---------- Forged steel
End play ---------- .0035-.0095
Vibration damper ------ Oscillating (rubber floated)
Weight ---------- 80 lb.
Journal diameters
Number 1 ---------- 2.6835-2.6845
Number 2 ---------- 2.7145-2.7155
Number 3 ---------- 2.7455-2.7465
Number 4 ---------- 2.7765-2.7775
Crankpin journals
Width ---------- 1.2485-1.2515
Diameter ---------- 2.311-2.312
Counter weights ---------- 7
Stroke ---------- 3.938±.005

Main Bearings:

Material ---------- .003-.006 babbitt on steel shell
Type ---------- Precision, removable
End thrust against ---------- Number 3 bearing
Clearance ------ Bearings 1 & 2 --------- .0008-.0024
Bearings 3 & 4 --------- .0010-.0026
Sizes and projected area

Bearing	Theo. I.D.	Eff. Length	Proj. area
1	2.6856	1.063	2.855
2	2.7166	.907	2.464
3	2.7478	.979	2.690
4	2.7788	1.189	3.304

Camshaft:

Material ---------- Cast alloy iron
Bearings

Bearing	Ream Dia.	Overall length	Proj. area
1	2.1562	1.120	2.415
2	2.0937	.940	1.968
3	2.0312	.940	1.909
4	1.9687	.938	1.846

Bearing material ---------- Steel backed babbitt
Type of drive ---------- Gear
Camshaft gear material ----------
Bakelite and fabric composition with steel hub.
Crankshaft gear material ---------- Steel

Valve Mechanism:

Type ---------- Rocker arm and shaft, push rod actuated.
Hydraulic lifter:
Body material,
Foot ---------- Cast iron
Sleeve ---------- Steel
Plunger & push rod seat material --------- Steel
Rocker arm ratio ---------- 1.477:1
Valve lash (hot) ---------- Zero

Connecting Rods:

Material ---------- Forged steel
Weight (oz.) ---------- 31.70
Length (center to center) ---------- 6.8125
Bearings:
Material ---------- Steel backed babbitt
Type ---------- Precision, removable
Effective length ---------- 1.008
Clearance ---------- .0007-.0027
End play ---------- .005-.010
Theoretical inside diameter ---------- 2.3132
Projected area ---------- 2.332

Valves:

Inlet
Material ---------- Alloy steel
Overall length ---------- 6.376-6.396
Overall head diameter ---------- 1.870-1.880
Seat angle ---------- 31° in head
Stem diameter ---------- .3410-.3417
Stem to guide clearance ---------- .0010-.0027
Lift ---------- .4004
Face angle ---------- 45°
Exhaust
Material ---------- Alloy steel
Overall length ---------- 4.913-4.933
Overall head diameter ---------- 1.495-1.505
Seat angle ---------- 46° in head
Stem diameter ---------- .3410-.3417
Stem to guide clearance ---------- .0010-.0027
Lift ---------- .4004
Face angle ---------- 30° •

Valve Springs:

Length and pressure;
Valve closed-inlet & exhaust ---- 1.858@ 74-82 lb
Valve opened inlet & exhaust ---- 1.462@ 196-208 lb
Free length inlet & exhaust ---------- 2.234

Valve Timing:

Intake
Opens ---------- 10° 30' BTC
Closes ---------- 53° 30' ABC
Exhaust:
Opens ---------- 49° BBC
Closes ---------- 15° ATC
Firing order ---------- 1-5-3-6-2-4

Piston:

Material ---------- Cast alloy aluminum
Type ---------- Flat head, controlled expansion
Weight ---------- 18.40 oz.
Topland clearance ---------- .033-.042
Skirt clearance ---------- .0006-.0010 •
Compression ring groove depth ---------- .199-.205
Oil ring groove depth ---------- .199-.205

Piston Pins:

Material ---------- Chromium steel
Type ---------- Locked in rod
Length ---------- 3.168-3.198
Diameter ---------- .8660-.8665
Clearance in piston ---------- .00015-.00025
Direction of offset ---------- Majorthrust side

Piston Rings:

Type
Upper and lower compression ----------
---------- Thick wall inside bevel or counterbore
Oil control ---------- ----------
Multi piece with two chrome rails and spacer
Compression rings:
Material ---------- Cast alloy iron
Coating ---------- Wear resistant
Width ---------- .0930-.0935
Wall thickness ---------- .168-.178
Gap ---------- .007-.017
Oil Rings
Material ---------- Steel
Coating--Upper & lower rails chrome plated O.D.
Width ---------- .181-.186
Gap (rails) ---------- .015-.055
Wall thickness (rails) ---------- .153 max.

10-29-56 • - Data revised 3-1-57 Data revised 5-15-57

LUBRICATION, FUEL, EXHAUST AND COOLING SYSTEMS

Lubrication System:

Type ---------- Controlled, full pressure
Main bearings ---------- Pressure
Connecting rods ---------- Pressure
Piston pins ---------- Pressure, jet cross sprayed
Cylinder walls ---------- Pressure, jet cross sprayed
Camshaft bearings ---------- Pressure
Hydraulic lifters ---------- Pressure
Timing gear ---------- Nozzle sprayed
Oil pump:
Type ---------- Gear
Normal oil pressure ---------- 30psi@1170-1200RPMe
Intake type ---------- Fixed
Capacity (GPM) ---------- 4.01-4.22@1170-1200RPMe
Crankcase capacity ---------- 5 qt., refill
5-1/2 qt., dry
Oil filter (RPO 237):
Make and type ---------- AC, partial flow
Capacity (dry) ---------- 1 qt.
Oil pressure gauge type ---------- Electric
Lubricant grades and temperatures:

Temperature	Grade
32°F ------	SAE 20W or SAE 20 or SAE 10W-30
0°F ----------	SAE 10W or SAE 10W-30
Below 0°F ----------	SAE 5W or SAE 5W-20

Crankcase ventilation
Type ---------- Road draft

Fuel system:

Fuel tank capacity:
Station wagons and sedan delivery ----- 17 gallons
All others ---------- 16 gallons
Filler location ----- Behind left rear fender molding
Fuel filter:
Type ---------- Screen
Location ---------- In fuel tank
Fuel gauge (tank unit)
Make and type ---------- AC, electric

Fuel pump:
Make and type ---------- AC, mechanical
Location ---------- Lower right front corner of engine
Pressure range ---------- 3.50-4.50 PSI
Carburetor
Make ---------- Rochester
Model ---------- Regular ---------- 7009657 •
Powerglide ---------- 7009656 •
Type ---------- Single barrel, down draft
SAE flange size ---------- 1.50
Venturi inside diameter ---------- 1.34
Choke ---------- Automatic
Air cleaner
Type ---------- Regular ---------- Oil wetted
RPO 216 ---------- Oil bath

Exhaust system:

Type ---------- Single, diffusion resonance
Muffler ---------- Reverse flow
Exhaust pipe outside diameter ---------- 2.00
Tail pipe inside diameter ---------- 1.81

Cooling system:

Type ---------- Pressure, with full length water jackets around cylinders.
Thermostat:
Make ---------- Harrison
Type ---------- Bellows operated poppet valve
Begins to open @ ---------- 157°-163°F
Fully opened @ ---------- 183°F

Radiator:
Make and type ---------- Harrison, cellular
Size ---------- Regular ---------- .250 x .560 x 2.00
Powerglide ---- .200 x .560 x 2.00
Frontal area ---------- 385 sq. in.
Capacity, less heater ---------- 16 qts.
With heater ---------- 17 qts.
Cap relief valve pressure ---------- 6.25-7.50 PSI
Radiator hose;
Outlet, lower (radiator to water pump) 1.75 I.D.•
Inlet, upper (Thermostat hsg. to rad.) 1.5 I.D.•

Water pump:
Type ---------- Centrifugal
Capacity ---------- 55 GPM @ 4000 RPM
Drive ---------- Fan belt
Bearing ---- Permanent lubricated double row ball

Fan:
Number of blades ---------- 4, staggered
Diameter ---------- 17.5
Ratio (fan to engine RPM) ---------- .949:1

Drive belt, (fan and water pump):
Number used ---------- One
Angle of "V" ---------- 37°-44°
Pitch line length ---------- 40.50
Width ---------- .375
Fan pulley size (pitch diameter) ---------- 7.00

ENGINE ELECTRICAL SYSTEM

Generator:

Make & model ---------- Delco-Remy 1100326
Type ---------- Two brush, shunt wound
Drive ---------- By fan belt
Pulley size ---------- 2.88 P.D.
Generator RPM/MPH ---------- 107
Maximum generator output RPM (Hot) ------ 2980
Maximum engine output RPM (Hot) --------- 1294
Car MPH (High gear) ---------- 27.9
Ratio (Generator to engine) ---------- 2.31:1
Rating:
Amps ---------- 25
Volts ---------- 12-15
Optional generators (RPO 325):
30 amp ------ Model ---------- 1102042
40 amp ------ Model ---------- 1106981

Battery:

Make & model ---------- Delco, 2SMR53-W
Voltage rating ---------- 12
Capacity ---------- 53 amp hr at 20 hr rate
Plates per cell ---------- 9
Terminal grounded ---------- Negative
Location ----------
Front of engine compartment near radiator baffle

Voltage & Current Regulator:

Make & model ---------- Delco-Remy, 1119000 •
Type ---------- Vibrator
Cutout relay:
Closing voltage @ generator RPM -- 12.8 @ 1300

Voltage regulator:
Voltage ---------- 14.5
Current regulator:
Amperes ---------- 25

Starting Motor:

Make & model ---------- Delco-Remy, 1107652
Rotation (Drive end view) ---------- Clockwise
Test conditions:
No load test
Amps ---------- 75 max.
Volts ---------- 10.3
RPM ---------- 6900

Motor Control:

Ignition switch, 4 positions:
Locked off, unlocked off, on, & start

Starting procedure:
Turn ignition key to extreme right after placing shift lever in neutral and depressing clutch. Powerglide models - Place selector lever in park or neutral

Motor Drive:

Engagement type ---------- Solenoid

No. of teeth ---------- 9
Gear ratio (flywheel to starter) ---------- 18.6:1
Flywheel tooth face width ---------- .4135

Coil:

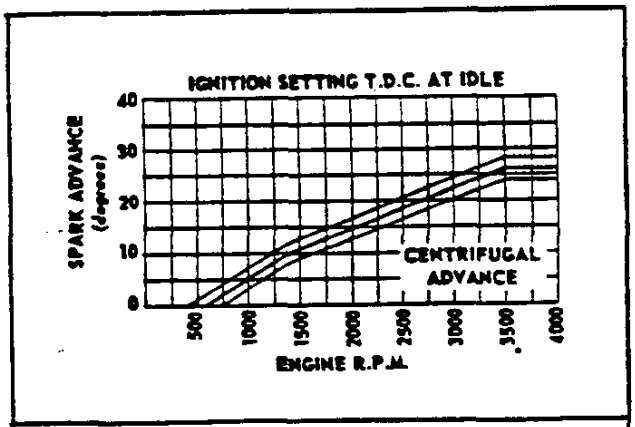
Make & model ---------- Delco-Remy, 1115085
Amperes drawn ---------- 4.0 eng. stopped, 1.8 engine idling (500 RPM)

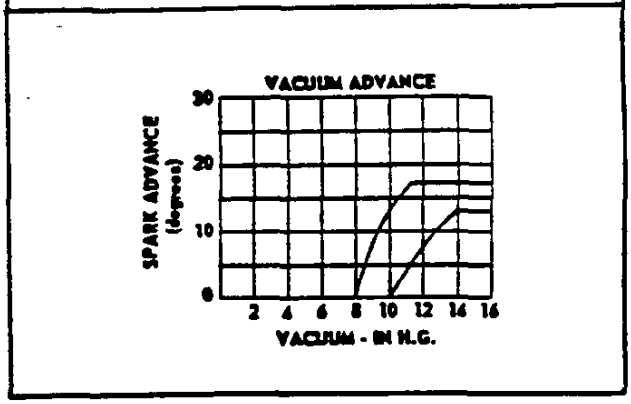
Distributor:

Make & model ---------- Delco-Remy, 1112403
Breaker gap ---------- .016-.021
Cam angle ---------- 28°-35°
Breaker arm tension ---------- 19-23 oz.

Spark Advance Data:

Centrifugal advance begins (RPM) ----------
---------- 450-750
Centrifugal advance max. degrees @ RPM --------
---------- 24°-28° @ 3500
Vacuum advance begins (in. HG.) ----------
---------- 8 -10 HG
Vacuum advance max. degrees @ in. HG. -------
---------- 13°-17°@
11.5 -14 HG





Ignition Timing:

C/S degrees @ initial setting ---------- O° -TDC
Mark location ---------- On flywheel
Firing order ---------- 1-5-3-6-2-4

Spark Plug:

Make and model ---------- AC 44
Thread size ---------- 14mm
Gap ---------- .033-.038
Torque ---------- 15-25(lb. ft.)

10-29-56 • - Data revised 3-1-57

ENGINE - EIGHT CYLINDER

GENERAL DATA 265 CU. IN. ENGINE

Engine		Conventional
Piston displacement (cubic inches)		265
Type		Valve-in-head
Number of cylinders		8
Bore and stroke (nominal)		3.75 x 3.00
Compression ratio		8.0:1
Taxable (SAE) horsepower		45
Idling speed RPM		475 in neutral
Compression press. (PSI) @ cranking speed engine hot		150
Dry weight (pounds)	Engine and clutch	587
	Engine, clutch and transmission	652 - 682
Lubrication		Full pressure
Power plant mounting		4 point rubber cushioned, strut type front mounts and shear type rear mounts

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Carburetor		Two Barrel
Brake horsepower	Gross	162 @ 4400 RPM
	Net	137 @ 4000 RPM
Torque (ft. lb.)	Gross	257 @ 2400 RPM
	Net	235 @ 2200 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission		3-speed	3-speed with overdrive	
			O.D. locked out	O.D. locked in
Rear axle ratio		3.55:1	4.11:1	
Tire size		7.50-14-4 ply$		
Crankshaft revolutions per mile		2783.3	3222.2	2255.4
Crankshaft RPM @ 1 MPH	Low and Reverse	136.4	159.9	110.5*
	Second	77.9	90.2	63.1
	Third ¢	46.4	53.7	37.6
Piston travel (ft. per mile)		1391.5	1611.0	1127.5

ADVERTISED CAR PERFORMANCE

Models	2103
Performance weight (lb.)+	4026
Pounds per gross horsepower	24.85
Pounds per cubic inch piston displacement	15.19
Gross horsepower per cubic inch displacement	.611
Power displacement (cubic feet per mile)§	213.40
Displacement factor (cubic feet per mile)¶	106.01

GENERAL DATA - 283 CU. IN. ENGINE

Engine		Powerglide	Turboglide
Piston displacement (cu. in.)		283.0	
Type		Valve-in-head	
Number of cylinders		8	
Bore and stroke (nominal)		3.875 x 3.000	
Compression ratio		8.5:1	
Taxable (SAE) horsepower		48	
Idling speed (RPM)		425 in drive.	
Compression press. (PSI) @ cranking speed, engine hot		150	
Dry weight (pounds)	Engine and clutch	460 x	440 x
	Engine, clutch and transmission	528 x	512 x
Lubrication		Full pressure	
Power plant mounting		4 point rubber cushioned, strut type front mounts and shear type rear mounts	

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Carburetor		2-barrel carburetor (production)	4-barrel carburetor (optional)	Dual 4-bbl. carburetor (optional)	Dual 4-bbl. & competition camshaft (optional)	Fuel injection (optional)	Fuel injection & competition camshaft (opt.)
Brake horsepower	Gross	185@4600 RPM	220@4800 RPM	245@5000 RPM	270@6000 RPM	250@5000 RPM	283@6200 RPM
	Net	150@4200 RPM	190@4600 RPM	215@4800 RPM	230@6000 RPM	225@4800 RPM	240@5600 RPM
Torque (lb. ft.)	Gross	275@2400 RPM	300@3000 RPM	300@3800 RPM	285@4200 RPM	305@3800 RPM	290@4400 RPM
	Net	245@24-2800	270@2800 RPM	270@3400 RPM	255@3800 RPM	280@3400 RPM	265@4200 RPM

10-29-56 x - Data added 3-1-57

GENERAL DATA - 283 CU.IN. ENGINE - Continued

ENGINE SPEED AND PISTON TRAVEL

Transmission		Powerglide (production)	Turboglide (optional)	3-Speed (optional)	3-Spd close ratio (opt)	Overdrive locked out	Overdrive locked in
Rear axle ratio		3.36:1		3.55:1		4.11:1	
Tire size		7.50-14-4 ply $					
Crankshaft revolutions per mile		2634.2		2783.3		3222.2	2255.5
Crankshaft RPM @ 1 mph	Low & rev.	79.9		136.4	102.0	157.9*	110.5
	Second			77.9	60.8	90.21	63.1
	Direct ¢	43.9	43.9	46.4	46.4	53.7	37.6
Piston travel (ft. per mile)		1317.1		1391.6		1611.1	1127.7

ADVERTISED CAR PERFORMANCE

With Powerglide transmission %	2 barrel carburetor	4 barrel carburetor (optional)	Dual 4 barrel carburetor (optional)	Dual 4 barrel carb. and competition cam. (opt)	Fuel injection (optional)	Fuel injection & competition camshaft (optional)
Model		2103				
Performance weight (pounds) +-	4118	4173	4182		4145	
Pounds per gross horse power	22.25	18.96	17.06		16.58	
Pounds per cu. in. piston displacement	14.55	14.74	14.77		14.64	
Gross horse power per cu. in.displacement	.654	.780	.865		.883	
Power displacement (cu.ft. per mile) ¶	215.7	215.7	215.7		215.7	
Displacement factor (cu.ft. per mile) §	105.2	103.7	103.2		104.2	
With Turboglide transmission %						
Performance weight (pounds) +-	4030	4141	4150		4111	
Pounds per gross horse power	21.8	18.82	16.93		16.44	
Pounds per cu. in. piston displacement	14.24	14.63	14.66		14.52	
Gross horse power per cu.in. displacement	.654	.780	.865		.883	
Power displacement (cu.ft. per mile) ¶	215.7	215.7	215.7		215.7	
Displacement factor (cu.ft. per mile) §	107.3	104.2	104.2		105.2	
3-Speed transmission						
Performance weight (pounds) +-		4076	4085		4063	
Pounds per gross horse power		18.52	16.67		16.25	
Pounds per cu. in. piston displacement		14.40	14.43		14.35	
Gross horse power per cu.in.displacement		.780	.865		.883	
Power displacement (cu.ft. per mile) ¶		227.9	227.9		227.9	
Displacement factor (cu.ft. per mile) §		112.2	111.7		112.3	
Close ratio transmission						
Performance weight (pounds) +-			4067	4066	4037	4038
Pounds per gross horse power			16.60	15.05	16.14	14.27
Pounds per cu. in. piston displacement			14.37	14.36	14.26	14.27
Gross horse power per cu.in.displacement			.865	.954	.883	1.00
Power displacement (cu.ft. per mile) ¶			227.9	227.9	227.9	227.9
Power displacement factor (cu.ft.per mile) §			112.3	112.3	112.8	113.4

$ - 750-14-6 ply tires on 2119

+- Curb weight + 600 lb (the weight of 4 passengers)

¢ - Also known as N/V factor

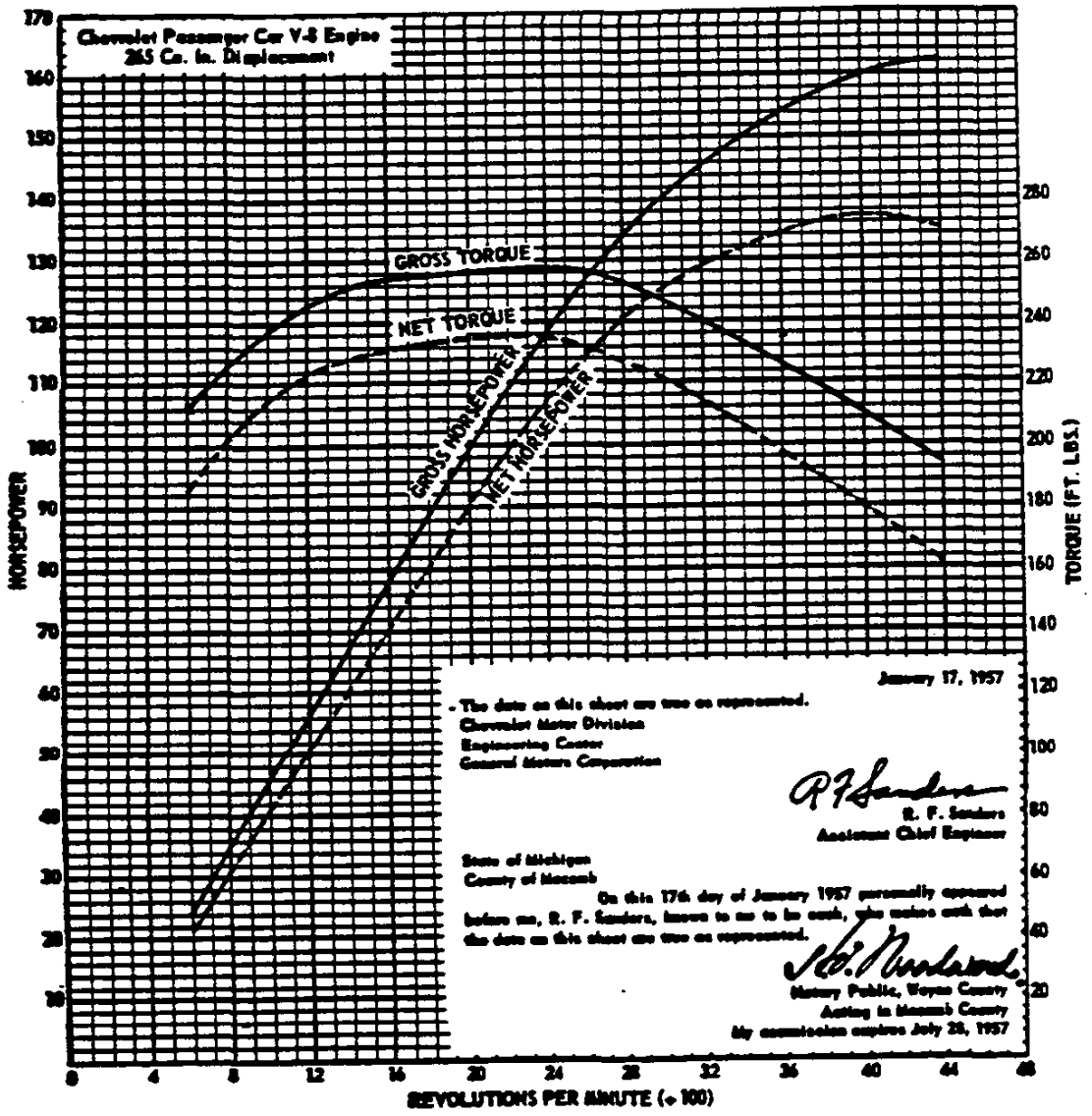
*- *Applicable to low gear only; overdrive does not function in reverse*

¶ - $\frac{\text{Crankshaft revolutions per mile X piston displacement} \div 2}{1728}$

§ - Power displacement divided by performance weight in tons

% - Data computed assuming zero slippage in the torque converter

ENGINE PERFORMANCE x



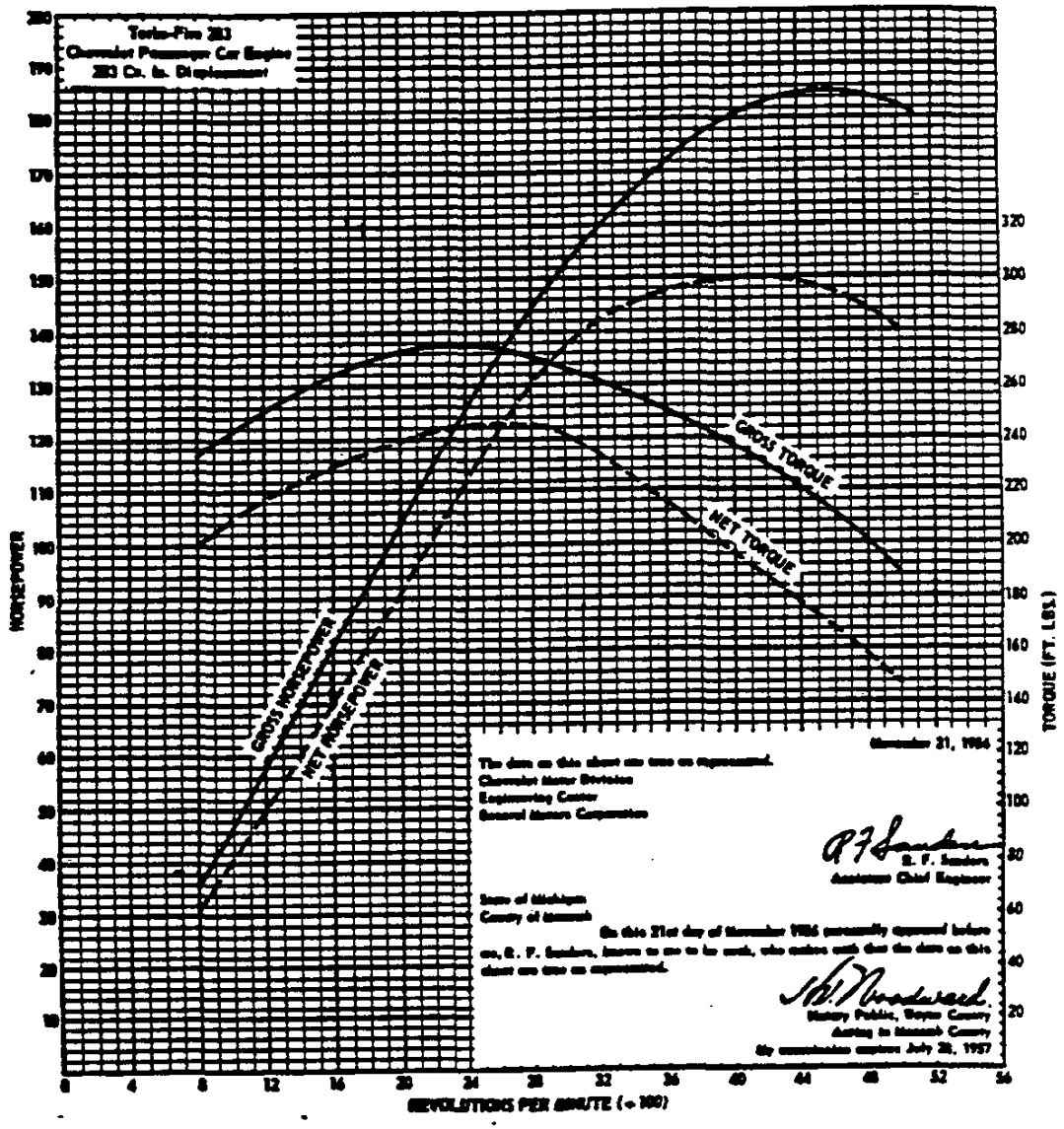
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17444-15. They represent the full throttle performance of a Turbo-Fire V-8-162 Chevrolet passenger car engine with 265 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator *is not* charging.

10-29-56 x - Data added 3-1-57

ENGINE PERFORMANCE x



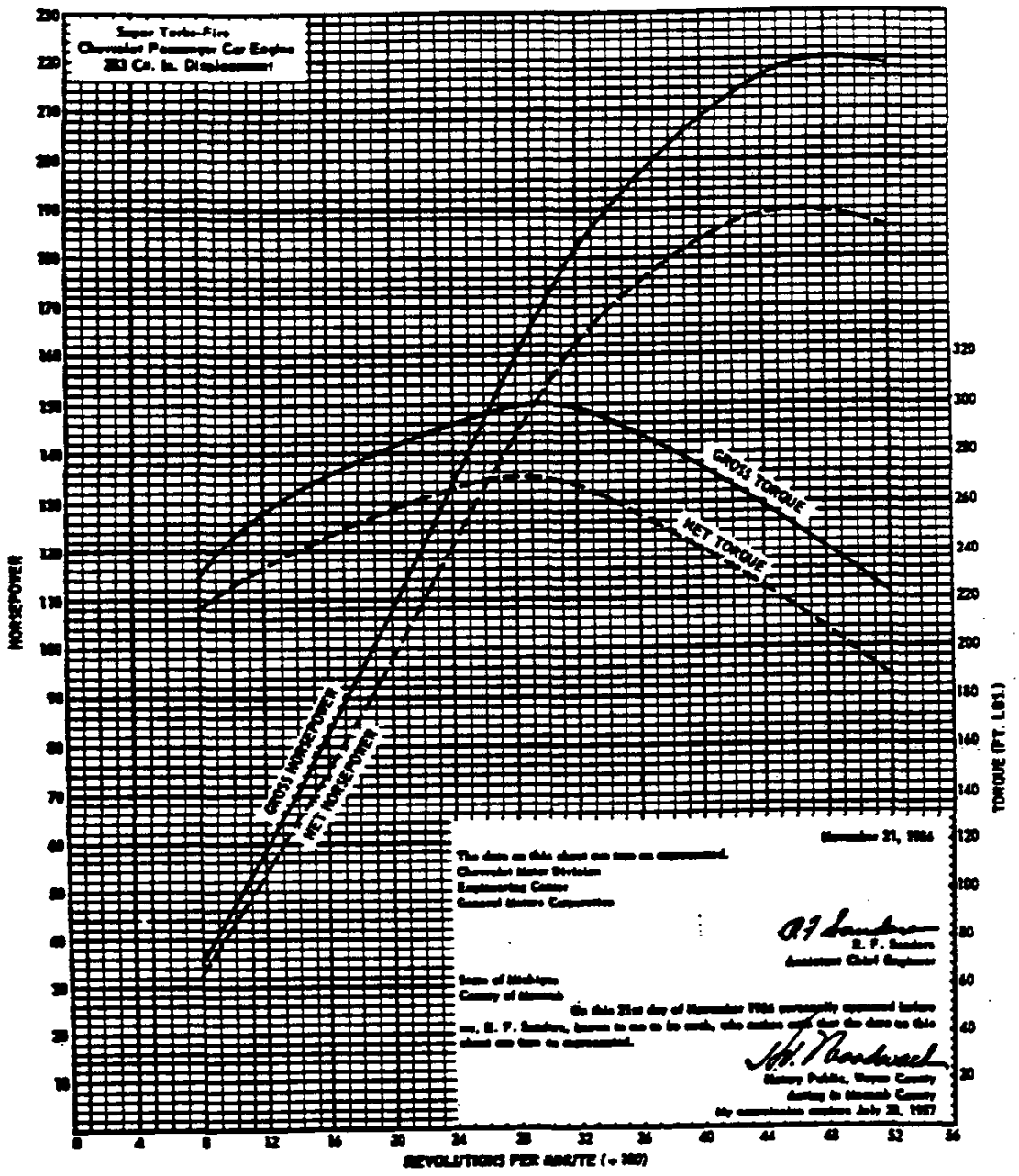
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of a Turbo-Fire 283 Chevrolet passenger car engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

10-29-56 x - Data added 3-1-57

ENGINE PERFORMANCE x



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of a Super Turbo-Fire Chevrolet passenger car engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure of 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

COMPONENTS

Cylinder case and head:
- Material ---------- Cast alloy iron
- Bore diameter
  - Turbofire 265 ---------- 3.7495-3.7525
  - Turbofire 283 ---------- 3.8745-3.8775
- Head bolt torque ---------- 60-70 lb. ft.
- Number of cylinder head bolts ---------- 34

Crankshaft:
- Material ---------- Forged steel
- End play ---------- .002-.006
- Vibration damper ---- Oscillating (rubber mounted)
- Weight ---------- 48 lb.
- Journal diameters
  - 1 thru 5 ---------- 2.2978-2.2988
- Crank pin journals
  - Width ---------- 1.898-1.902
  - Diameter ---------- 1.999-2.000
- Counterweights ---------- 6
- Stroke ---------- 3.000 ± .005
- Main bearings
  - Material ------- .003-.006 babbitt on a steel shell
  - Type ---------- Precision, removable
  - End thrust ---------- Against #5 bearing
  - Sizes and projected area ----------

Bearing	Theoretical Inside Dia.	Effective Length	Projected Area
1 thru 4	2.3004	.762	1.753 sq. in.
5	2.3004	1.169	2.689 sq. in.

Camshaft:
- Material ---------- Cast alloy iron

Bearings	Theoretical Inside Dia.	Overall Length	Projected Area
1 thru 4	1.8712	.740	1.385 sq. in.
5	1.8712	.940	1.433 sq. in.

- Bearing material ---------- Steel backed babbitt
- Type of drive ---------- Chain and sprocket

Timing chain:
- Make ---------- Link Belt
- Number of links ---------- 46
- Width ---------- .875
- Pitch ---------- .500

Valve mechanism:
- Type ---------- Rocker arm, push rod actuated
- Hydraulic lifter
  - Body material
    - Foot ---------- Cast alloy iron
    - Sleeve ---------- Steel
    - Plunger and push rod ---------- Steel
- Rocker arm ratio ---------- 1.5:1
- Valve lash (hot) ---------- Zero

Valves:
- Inlet
  - Material ---------- Alloy steel
  - Overall length ---------- 4.9024-4.9224
  - Overall head diameter ---------- 1.715-1.725
  - Seat angle ---------- 45°
  - Stem diameter ---------- .3415-.3422
  - Stem to guide clearance ---------- .0010-.0027
  - Lift
    - Turbofire 265 ---------- .334
    - Turbofire 283 ---------- .398
- Face angle ---------- 45°

Exhaust:
- Material ---------- Alloy steel
- Overall length ---------- 4.913-4.933
- Overall head diameter ---------- 1.495-1.505
- Seat angle ---------- 45°
- Stem diameter ---------- .3410-.3417
- Stem to guide clearance ---------- .0015-.0032
- Lift
  - Turbofire 265 ---------- .334
  - Turbofire 283 ---------- .398
- Face angle ---------- 45°

Valve springs:
- Length and pressure
  - Valve closed, inlet and exhaust
    - Turbofire 265 ---------- 1.696 @ 76-84 lb.
    - Turbofire 283 ---------- 1.696 @ 69-79 lb.
  - Valve opened, inlet and exhaust ----------
    ---------- 1.306 @ 159-169 lb.
- Free length, inlet and exhaust
  - Turbofire 265 ---------- 2.03
  - Turbofire 283 ---------- 2.02
- Valve spring dampers (Turbofire 283 only)
  - Number of coils ---------- 4
  - Free length ---------- 2.00

Piston:
- Material ---------- Cast alloy aluminum
- Type ---------- Flat head, controlled expansion
- Weight (ounces) ---------- 20.96
- Top land clearance ---------- .035-.043
- Skirt clearance ---------- .0006-.0010
- Compression ring groove depth
  - Turbofire 265 ---------- .2117-.2183
  - Turbofire 283 ---------- .2153-.2218
- Oil ring groove depth
  - Turbofire 265 ---------- .2043-.2107
  - Turbofire 283 ---------- .2093-.2158

Piston pin:
- Material ---------- Chromium steel
- Type ---------- Rod shrunk fit to pin
- Length ---------- 2.990-3.010
- Diameter ---------- .9270-.9273
- Clearance in piston ---------- .00015-.00025
- Direction of offset ---------- Major thrust side

Piston rings:
- Type, upper and lower compression ----------
  ---------- Thick wall, inside bevel or counter bore
- Oil control ----------
  ------ Multi-piece with 2 chrome rails and spacer.
- Compression rings
  - Material ----------
    Cast alloy iron with flash chrome plating on upper ring, and wear resistant coating on lower ring.
  - Width ---------- .0775-.0780
  - Gap, Turbofire 265 engine ---------- .009-.018
    Turbofire 283 engine ---------- .010-.020
  - Wall thickness Turbofire 265 ---------- .177-.187
    Turbofire 283 ---------- .184-.194
- Oil ring
  - Material ---------- Steel
  - Coating--Upper & lower rails, chrome plated O. D.
  - Width ---------- .181-.188
  - Gap ---------- .015-.055
  - Wall thickness (rails) ---------- .168 max.

COMPONENTS - Continued

Connecting Rods:
- Material ---------- Drop forged steel
- Length (center to center) ---------- 5.699-5.701
- Bearings
  - Material ---------- Steel backed babbitt
  - Type ---------- Precision, removable
  - Effective length ---------- .817
  - Clearance ---------- .0007-.0027
  - End play ---------- .008-.014
  - Theoretical inside diameter ---------- 2.0012
  - Projected area ---------- 1.635

Valve Timing (265 engine):
- Inlet, opens ---------- 18° BTC
  - closes ---------- 72° ABC
- Exhaust, opens ---------- 52° BBC
  - closes ---------- 20° ATC

Valve Timing (283 engine):
- Inlet, opens ---------- 12° 30' BTC
  - closes ---------- 57° 30' ABC
- Exhaust, opens ---------- 54° 30' BBC
  - closes ---------- 15° 30' ATC

LUBRICATION, FUEL, EXHAUST AND COOLING SYSTEMS

Lubrication:
- Type ---------- Controlled full pressure
- Main bearings ---------- Pressure
- Connecting rods ---------- Pressure
- Piston pins ---------- Pressure, jet cross sprayed
- Cylinder walls ---------- Pressure, jet cross sprayed
- Camshaft bearings ---------- Pressure
- Hydraulic lifters ---------- Pressure
- Timing gear ---------- Nozzle sprayed
- Oil pump
  - Type ---------- Gear
  - Normal oil pressure ---------- 30psi@1170-1200RPM•
  - Intake type ---------- Fixed
  - Capacity (gal/min. hot) ---- 4.0-4.2@1170-1200RPM•
  - Crankcase capacity (quarts), 265 engine 4.5 dry, 4 refill; 283 engine 4.5 dry, 4 refill x
- Oil Filter (RPO 237)
  - Type ------ Full flow, spring loaded disc by-pass
  - Capacity (dry) ---------- 1 qt
- Lubricant grades and temperature
  - 32°F --------- SAE 20W or SAE 20 or SAE 10W-30
  - 0°F ---------- SAE 10W or SAE 10W-30
  - Below 0°F ---------- SAE 5W or SAE 5W-20
- Crankcase Ventilation
  - Type ---------- Road draft

Fuel System:
- Fuel Pump
  - Make ---------- A.C.
  - Type ---------- Mechanical
- Carburetor
  - Make ---------- Rochester
  - Model, 265 engine ---------- 7011131 •
    283 engine ---------- 7011224 •
  - Type ---------- 2 barrel, downdraft
  - SAE flange size ---------- 1.25
  - Venturi, inside diameter ---------- 1.09
  - Choke ---------- Automatic
- Manifold heat control ---------- Automatic
- Air Cleaner
  - Type ---------- Oil bath
- Fuel Tank
  - Capacity (gallons)
    - Station wagon & sedan delivery ---------- 17
    - Others ---------- 16
- Filler location ----- Behind left rear fender molding
- Fuel Filter
  - Screen ---------- In fuel tank
  - AC, Type GF 38 ---------- Adjacent to carb.
- Fuel Gauge
  - Make and Type ---------- AC, electric

Exhaust System:
- Type ---------- Single
- Exhaust pipe O.D. ---------- 1.990-1.995
- Tail Pipe I.D. ---------- 1.81

Cooling System:
- Type ---------- Pressure with full length water jacket around each cylinder
- Thermostat
  - Make ---------- Harrison
  - Type ---------- Bellows operated poppet valve.
  - Begins to open @ ---------- 157°-163° F
  - Fully opened @ ---------- 183° F
- Radiator
  - Make ---------- Harrison
  - Type ---------- Cellular
  - Size, 265 engine ---------- .25x.56x2.00
    283 engine ---------- .20x.56x2.00
  - Frontal area, Turbo Fire 265 ---------- 356.93 sq in
    Turbo Fire 283 ---------- 356.50 sq in
  - Capacity, less heater ---------- 16 qt
    with heater ---------- 17 qt
  - Cap, relief valve pressure ---------- 6.25-7.50 PSI
  - Radiator hose
    - Outlet, lower (radiator to water pump) - 1.75 I.D.•
    - Inlet, upper (Thermostat hsg. to rad.) - 1.5 I.D.•
- Drive belt
  - Fan and Generator
  - Number used ---------- One
  - Angle of "V" ---------- 37°-44°
  - Pitch line length ---------- 54.21
  - Width ---------- .380±.005
  - Fan Pulley size ---------- 7.00 P.D.
- Fan
  - Number of blades ---------- 4 Staggered
  - Diameter ---------- 17.5
  - Ratio (fan to engine RPM) ---------- .949:1
- Water Pump
  - Type ---------- Centrifugal
  - Capacity ------- 44.5 gal/min. @4000 engine RPM
  - Drive ---------- Fan belt
  - Bearing ---------- Permanently lubricated double row ball.

10-29-56 • - Data revised x - Data added 3-1-57

ENGINE ELECTRICAL SYSTEM

Electrical System:

Generator

Make	Delco-Remy
Model	1100321
Type	Two brush, shunt wound
Drive	By fan belt
Pulley size	2.88 pitch diameter
Generator RPM/MPH	107 approximate
Maximum generator output RPM (Hot)	2980 and up
Maximum engine output RPM (Hot)	1294
Ratio (Generator to engine RPM)	2.31:1
Rating	
Amps	25
Volts	12-15

Optional Generators (RPO 325)

30 amp	
Model	1102042
40 amp	
Model	1106981

Battery

Make	Delco-Remy
Model	2 SMR 53-W
Voltage rating	12
Plates per cell	9
Terminal grounded	Negative
Location	Front of engine compartment near radiator baffle.

Voltage and Current Regulator

Make	Delco-Remy
Model	1119000e
Type	Vibrator
Cut-Out relay	
Closing voltage @ generator RPM	12.8 @ 1300
Voltage regulator	
Voltage	14.8
Current regulator	
Amperes	25

Starting Motor (265 Eng. & 283 Powerglide Eng.)

Make	Delco-Remy
Model	1107664
Rotation (Drive end view)	Clockwise
Test conditions	Engine at operating temp.
No load test	
Amps	75 maximum
Volts	10.3
RPM	6900

Starting Motor (283 Turboglide Engine)

Make	Delco-Remy
Model	1107694
Rotation (Drive end view)	Clockwise
Test conditions	Engine at operating temp.
No load test	
Amps	75 maximum
Volts	10.3
RPM	6900

Motor Control

Ignition Switch (4 positions) --- Locked off, unlocked off, on and start.

Starting procedure: Turn ignition key to extreme right after placing shift lever in neutral and depressing clutch.

Motor Drive

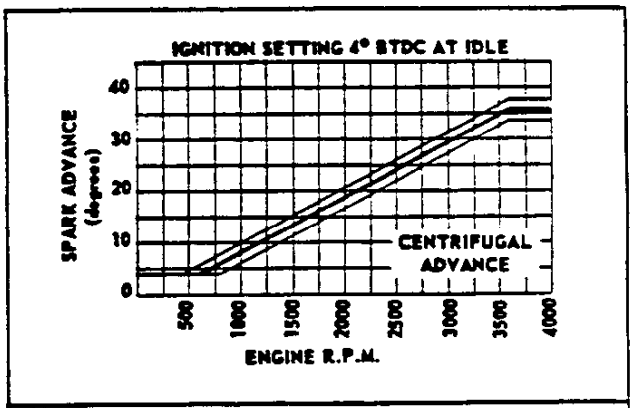
Engagement type	Positive shift solenoid
Number of teeth	9
Gear ratio (Flywheel to starter)	18.6:1
Flywheel face tooth width	
3-speed & Powerglide transmission	.4135
Turboglide transmission	.3435

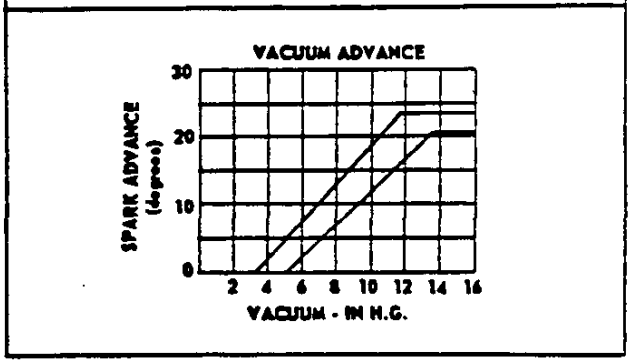
Coil

Make	Delco-Remy
Model	1115083
Amperes drawn	4.0 (engine stopped)
	1.8 (engine idling)

Distributor

Make	Delco-Remy
Model	1110874
Breaker gap	.016-.021
Cam angle	26°-33°
Breaker arm tension	19-22oz.
Spark advance data	
Centrifugal advance begins (RPM)	375
Centrifugal advance max. degrees at RPM	18° @ 1800
Vacuum advance max. degrees @ inches HG	11° @ 12.75





Ignition Timing

Crankshaft degrees at initial setting	4° BTDC
Mark location	Vibration damper
Firing order	1-8-4-3-6-5-7-2

Spark Plug

Make	AC
Model	44
Thread size	14MM
Gap	.033-.038
Torque	20-25 lb ft

10-29-56 e - Data revised 3-1-57 Data revised 5-15-57

CORVETTE TYPE V-8 ENGINE (Dual Four-Barrel Carburetor Equipment)

The Corvette Type V-8 engine is basically the same as the conventional Turbo-Fire 283 except for the following differences:

Performance data ---------- See pages 44 & 45

Compression ratio ---------- 9.5:1

Crankshaft Main Bearings:
Material - Steel backed alum. alloy matrix with a thin lead alloy overplate except the rear main which is made of steel backed babbitt.

Connecting Rod Bearings:
Material - Steel backed alum. alloy matrix with a thin lead alloy overplate.

Camshaft:
Ramp
Inlet opening ---------- .00794 10°
Inlet closing ---------- .00670 15°
Exhaust opening ---------- .00794 10°
Exhaust closing ---------- .00670 15°

Piston:
Make and type ---------- Own, slipper skirt
Feature ---------- Recesses in piston head insure adequate valve clearance at high engine RPM.
Material ------- Cast aluminum alloy with steel struts
Skirt clearance ---------- .0016-.0020

Compression ring (upper):
Material ---------- Cast alloy iron with chrome plated outside diameter
Width ---------- .0775-.0780
Wall thickness ---------- .184-.194
Gap ---------- .010-.020
Ring clearance in groove ---------- .0012-.0017

Carburetors:
Make ---------- Carter
Model, front ---------- 3730599
rear ---------- 3720953
Type ---------- 4 barrel

Air Cleaner:
Make ---------- AC
Type ---------- Oil bath
Capacity ---------- 1 pint
Element ---------- Cactus fibre

Fuel Pump:
Make ---------- AC
Type ---------- FR
Drive ---------- From camshaft thru push rod
Arm movement ---------- .340

Fuel Strainer:
Make ---------- AC
Model ---------- 854272

Oil Filter:
Type ---------- Full flow
Capacity ---------- 1.5 qt.

Timing Diagram Data:
Regular camshaft.
Intake
Opens (theoretical) ---------- 12° 30' BTC
Closes (theoretical) ---------- 57° 30' ABC
Exhaust
Opens (theoretical) ---------- 54° 30' BBC
Closes (theoretical) ---------- 15° 30' ATC
Competion Camshaft
Intake
Opens (theoretical) ---------- 35° BTC
Closes (theoretical) ---------- 72° ABC
Exhaust
Opens (theoretical) ---------- 76° BBC
Closes (theoretical) ---------- 31° ATC

Valves:
Overall length, inlet ---------- 4.8699-4.8899
Overall head diameter, inlet -------- 1.715-1.725
End diameter, inlet ---------- .3415-.3422
Face angle, inlet ---------- 45°
Valve lash, inlet ---------- .008 hot
Overall length, exhaust ---------- 4.8905-4.9105
Overall head diameter, exhaust ------ 1.495-1.505
End diameter, exhaust ----- -------- .3410-.3417
Face angle, exhaust ---------- 45°
Valve lash, exhaust ---------- .018 hot

Clutch Plate and Cover:
Type ---------- Semi-centrifugal
Spring pressure ---------- Thru 9 coil springs
Total spring pressure (initial) ---------- 1610 lb.

Clutch Disc:
Type ---------- Single, dry plate
Rated torque capacity (lb. ft.) ---------- 326
Area (both facings) ---------- 90.72
Material ---- Premium woven asbestos composition

Distributor:
Make ---------- Delco-Remy
Model ---------- 1110891
Breaker gap ---------- .018
Cam angle (per breaker) ---------- 29°
Total cam angle (both breakers) ---------- 34°
Timing spark advance (initial) ---------- 8° BTC

Coil:
Make ---------- Delco-Remy
Model ---------- 1115091
Location ---------- Top right side of engine
Resistor type ---------- External

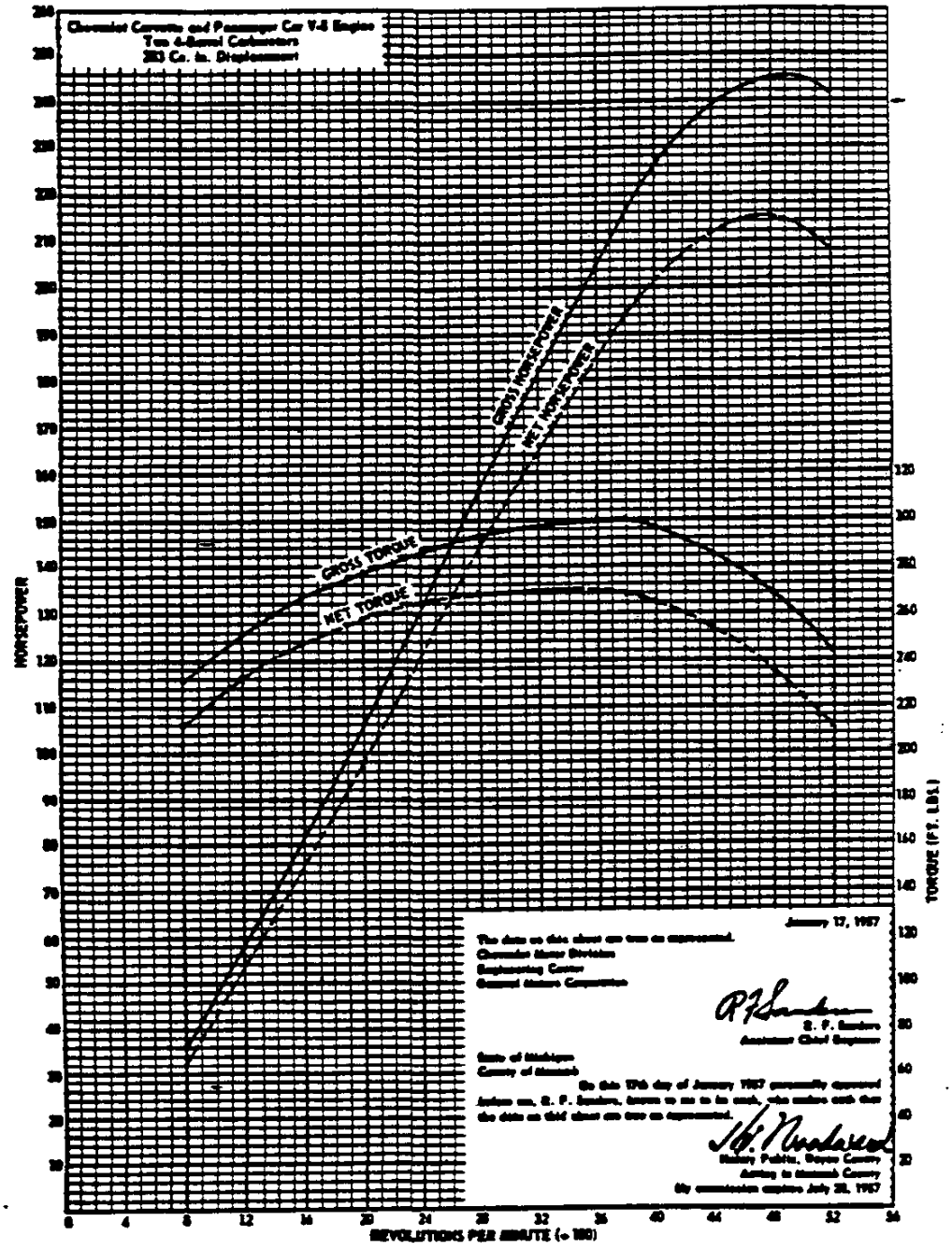
Spark Plugs:
Make ---------- AC
Model ---------- C43 com
Thread size ---------- 14mm
Recommended gap ---------- .033-.038

Generator:
Make ---------- Delco-Remy
Model ---------- 1102042

Valve Lifters:
Regular production ---------- Hydraulic
with competition camshaft ---------- Mechanical

Exhaust System:
Type ---------- Dual

ENGINE PERFORMANCE x

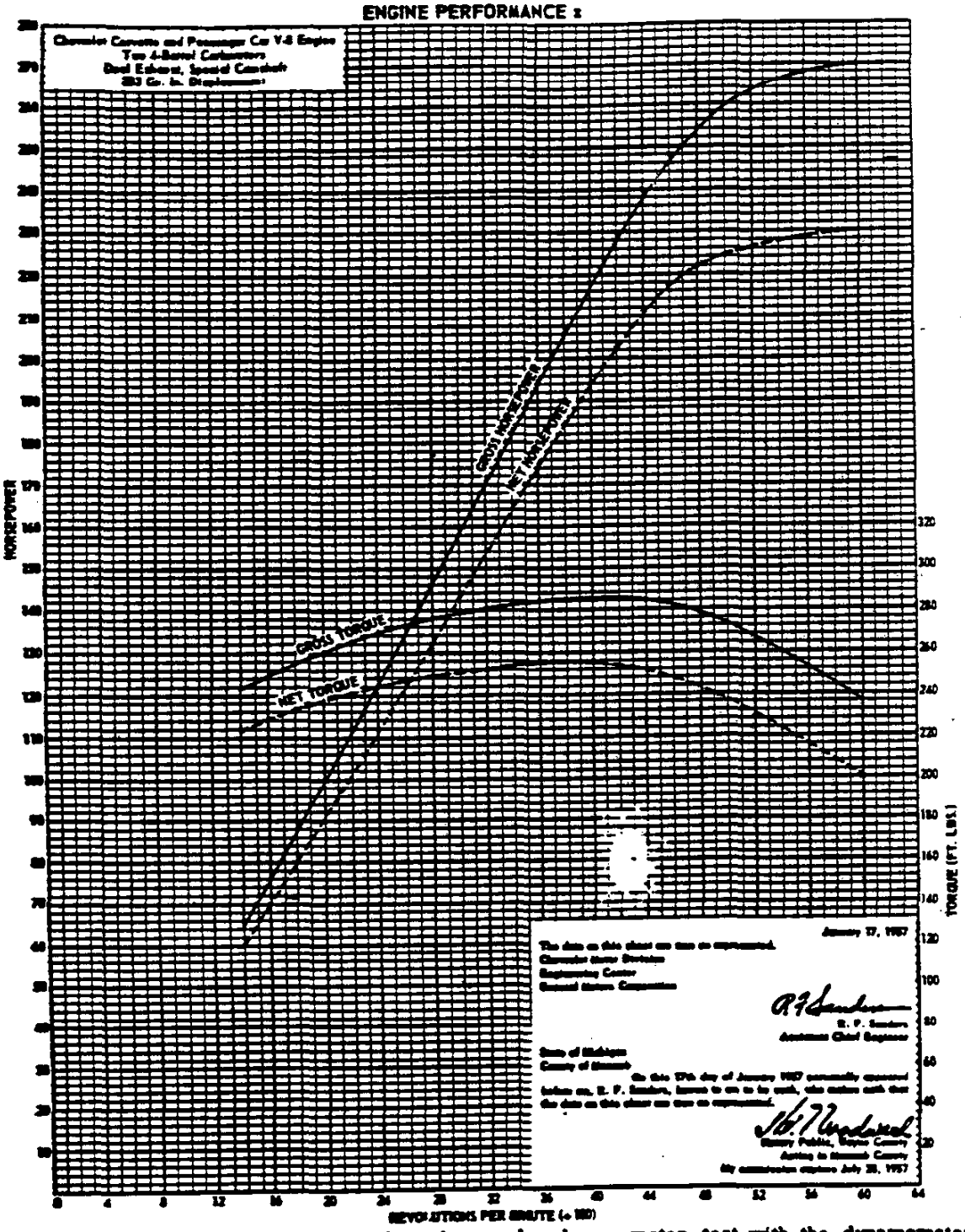


The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of a Chevrolet Corvette and passenger car V-8 engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE x



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FUEL INJECTION

Basic specifications for engines equipped with fuel injection are the same as those for the Turbo-fire 283. In this system, the conventional carburetor is replaced by nozzles which inject fuel at the intake ports. Other differences in specifications are listed below:

Performance Data ---------- See page 56

Pistons:
- Regular
  - Make ---------- Own
  - Type ---------- Flat head, slipper skirt
  - Feature ---------- Recessed piston head insures adequate valve clearance at high engine RPM.
  - Material ---------- Cast aluminum with steel struts
  - Skirt clearance ---------- .0016-.0020
- With Competition Camshaft
  - Make ---------- Own
  - Type ---------- Slipper skirt
  - Features ---------- Domed head increases compression ratio. Recesses in head insure adequate valve clearance at high engine RPM.

Fan Belt:
- Material ---------- Reinforced rubber
- Width ---------- .406
- Angle of "V" ---------- 40°
- Pitch length ---------- 54.13

Radiator hose, inlet:
- Location ---------- Cylinder head to radiator
- Type ---------- Compound curve
- Inside diameter ---------- 1.50

Manifold assy, inlet:
- Material ---------- Cast aluminum

Fuel:
- System ---------- Fuel injection
- Make ---------- Rochester products

Air cleaner:
- Make ---------- AC
- Type ---------- Dry •
- Element material ---------- Paper •

Fuel pump:
- Make ---------- AC
- Type ---------- FR
- Drive ---------- From camshaft thru push rod
- Arm movement ---------- .34
- Pressure range ---------- 4-3/4-5-1/2 PSI

Fuel filter:
- Make ---------- AC
- Model ---------- GF 43
- Location ---------- Mounted on engine top cover

Clutch:
- Type ---------- Semi-centrifugal

For complete data see page 59.

Timing Data (regular camshaft):
- Inlet valve
  - Opens ---------- 12° 30' BTC
  - Closes ---------- 57° 30' ABC
- Exhaust valve
  - Opens ---------- 54° 30' BBC
  - Closes ---------- 15° 30' ATC

Timing Data (competition camshaft):
- Inlet valve
  - Opens ---------- 35° BTC
  - Closes ---------- 72° ABC
- Exhaust valve
  - Opens ---------- 76° BBC
  - Closes ---------- 31° ATC

Valves (regular camshaft):
- Inlet
  - Overall length ---------- 4.9089
  - Overall head diameter ---------- 1.720
  - End diameter ---------- .3419
  - Face angle ---------- 45°
- Exhaust
  - Overall length ---------- 4.923
  - Overall head diameter ---------- 1.500
  - End diameter ---------- .3414
  - Face angle ---------- 45°
  - Valve face ---------- Induction aluminized coated

Valves (competition camshaft):
- Inlet
  - Overall length ---------- 4.8799
  - Overall head diameter ---------- 1.720
  - End diameter ---------- .3419
  - Face angle ---------- 45°
  - Valve lash. ---------- .012
- Exhaust
  - Overall length ---------- 4.923
  - Overall head diameter ---------- 1.500
  - End diameter ---------- .3414
  - Face angle ---------- 45°
  - Valve lash. ---------- .018

Valve lifters:
- Type, regular camshaft ---------- Hydraulic
  competition camshaft ---------- Mechanical

Generator:
- Make ---------- Delco-Remy
- Model ---------- 1102042
- Rating ---------- 12 volts

Current & voltage regulator:
- Make ---------- Delco-Remy
- Model ---------- 1110906 o•

Distributor:
- Make ---------- Delco-Remy
- Model ---------- 1110891

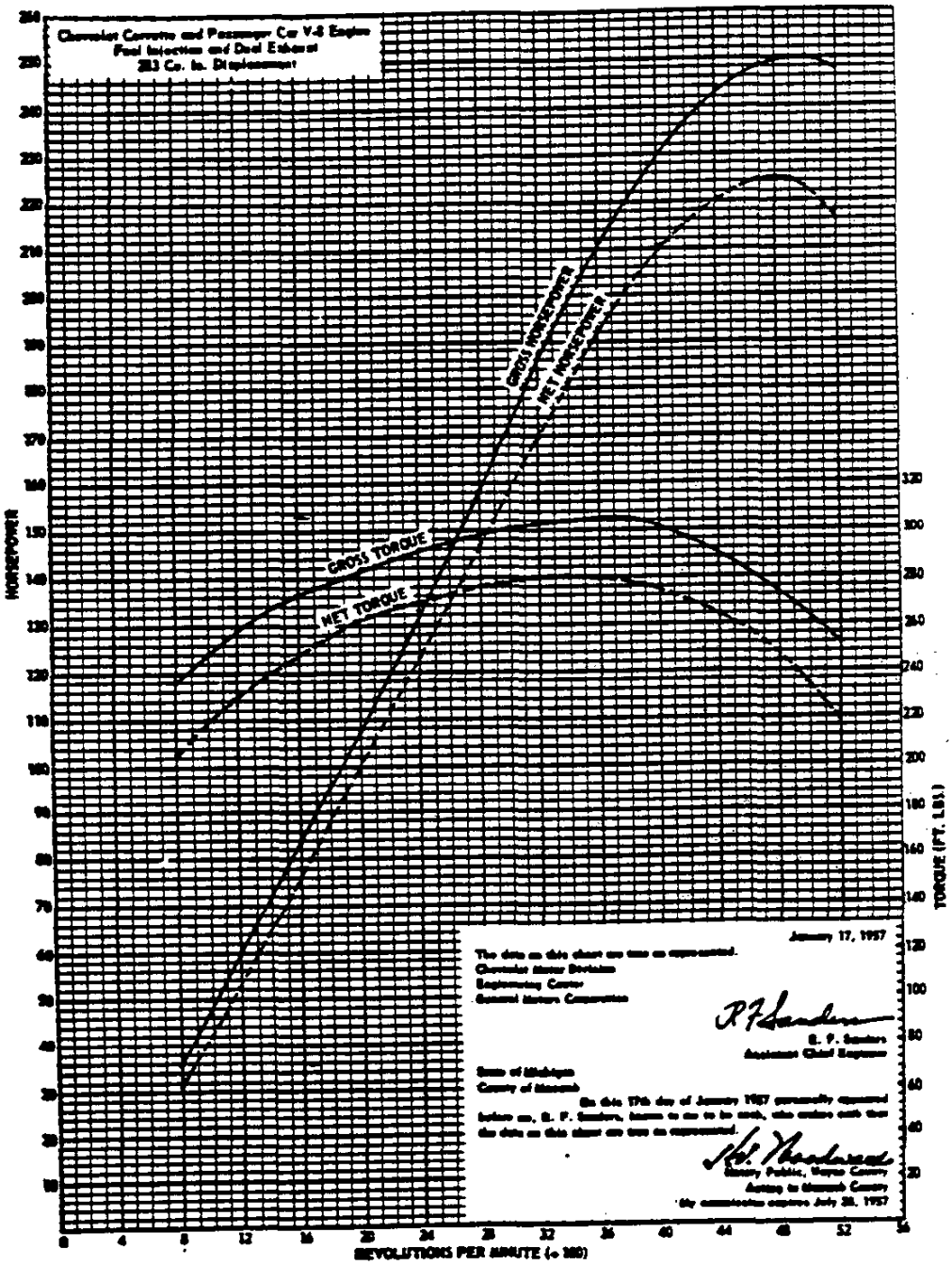
Coil:
- Make ---------- Delco-Remy
- Model ---------- 1115107

Exhaust system:
- Type ---------- Dual

Radiator:
- Make and type ---------- Harrison, Cellular
- Model ---------- 3136157

• - 1110905 with special camshaft
10-29-56 o - Data revised 3-1-57

ENGINE PERFORMANCE x



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17696-12. They represent the full throttle performance of a Chevrolet Corvette and passenger car V-8 engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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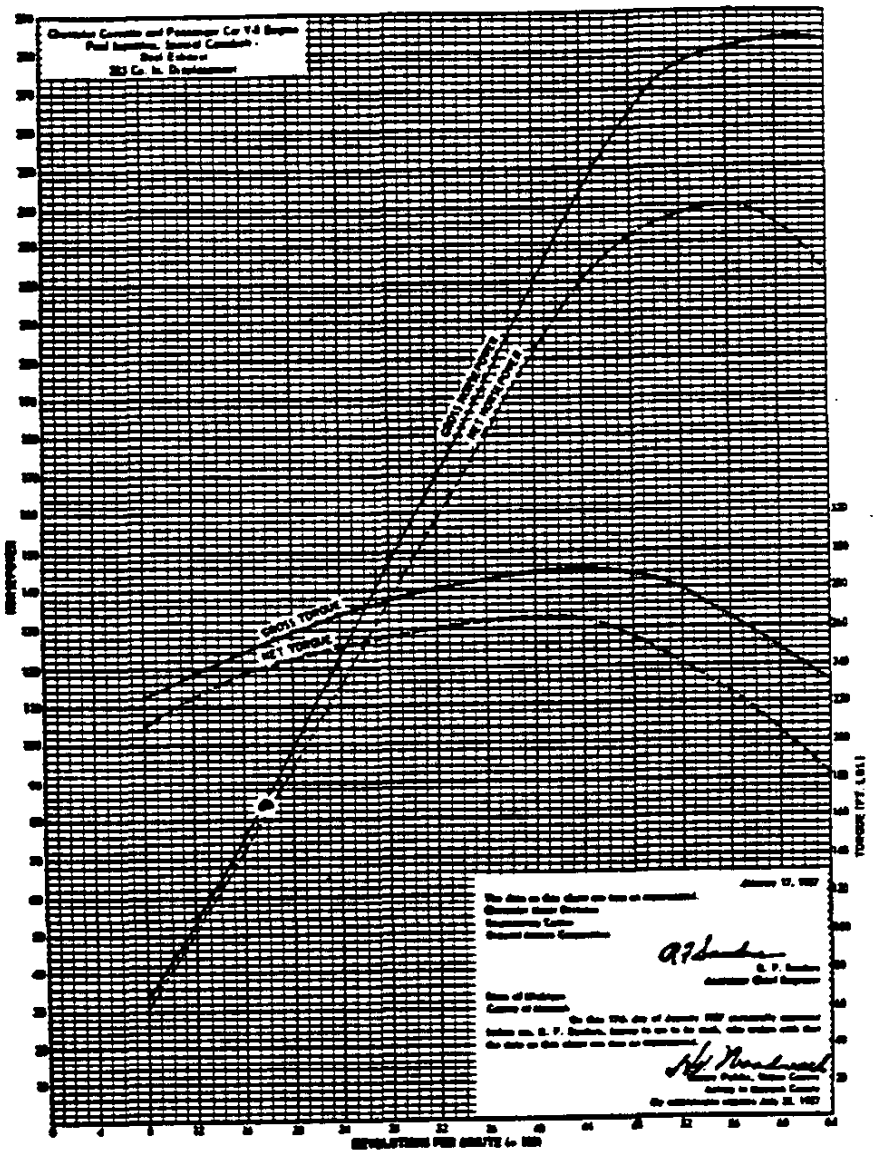
ENGINE PERFORMANCE x



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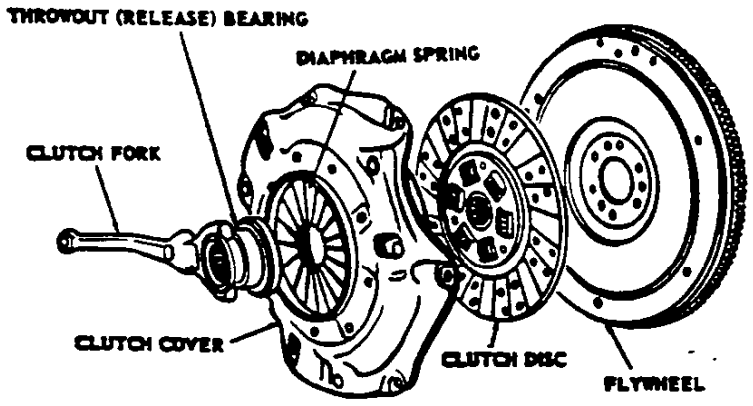
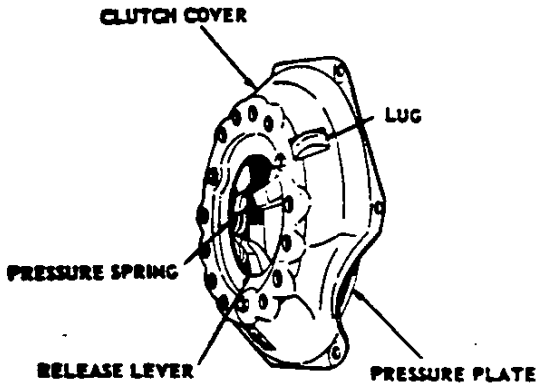
REFERENCE NOTES



DIAPHRAGM SPRING TYPE



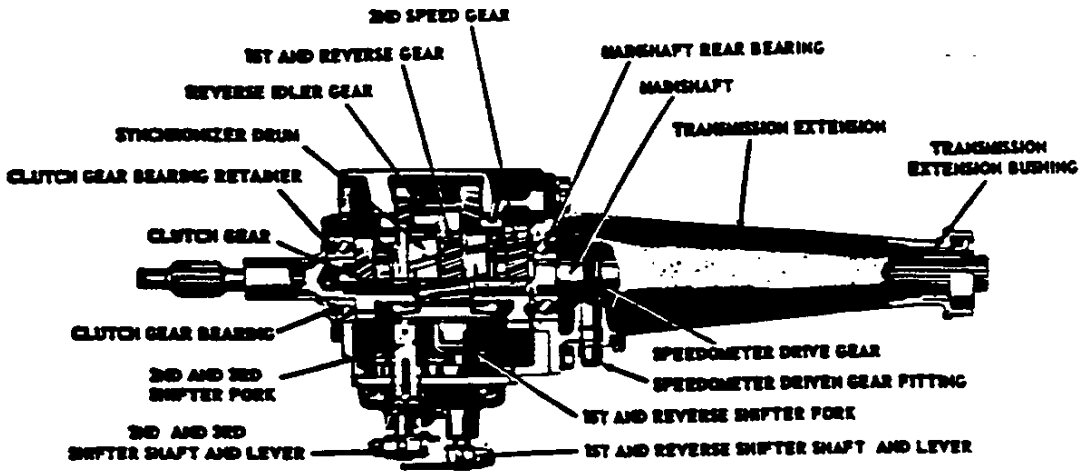
MULTIPLE COIL SPRING TYPE

ITEM			Blue Flame	Turbo-Fire 265 with 3-Speed	Turbo-Fire 265 with Overdrive	Blue Flame or Turbo-Fire 265 and HD. Clutch	Turbo-Fire 283
Type			Diaphragm spring, single plate.dry disc				Semi-Centrifugal, Single Plate, Dry Disc
Rated Torque Capacity (Lb Ft)			245	276	285	282	326
Drive			Strap				Lug
Ventilation			Vanes cast in pressure plate				Arched cover
Clutch Springs	Material		Spring steel, heat treated				
	Spring pressure		Through diaphragm spring				Coil springs
	Total clutch spring pressure		1425-1600	1550-1700	1550-1700	1450-1550	1610 initial
	Clutch spring release		Diaphragm action, spring pivots on pivot ring				3 levers Pivoting on floating pins
Driven Disc	Type		One, spring cushioned plate with two facings				
	Vibration insulation at hub		Six, cushion springs %				
	Facings (Two)	Material	Molded or woven asbestos				*
		Outside diameter	9.50	10.00	10.00	11.00	10.00
		Inside diameter	6.00	6.00	6.50	6.50	6.50
		Area (Both facings)	85.22	100.53	90.72	123.70	90.72
		Thickness	.122-.128	.122-.128	.122-.128	.130-.136	.132-.138
Bearings	Clutch Release	Type, make, & no.	See Anti-friction bearing chart				
		Lubrication	Packed for life				
	Pilot	Make & no.	Chevrolet, 412562				
		Type	Sintered powdered bronze bushing,oil impregnated				
		Inside diameter	.5915-.5925				
		Outside diameter	1.0935-1.0945				
		Width	.740-.760				
		Lubrication	Self				
Controls	Clutch fork type		Forged pivot mounted on ball				
	Pedal mounting location		Pendant from brace on dash				
Flywheel	Material		Cast alloy iron				
	Weight with ring gear (lb)		26.70	28.32	28.32	31.25	28.32
	Ring Gear	Type	Hot rolled steel, shrunk on flywheel				
		Number of teeth	168				
		Width and pitch diameter	.4110-.4160; 14.00 pitch diameter				
Clutch Attachment To Flywheel			6 bolts				

* Premium grade woven asbestos

% - 12 on Overdrive transmission clutch disc

10-29-56



TOP VIEW OF CONVENTIONAL 3-SPEED TRANSMISSION AND EXTENSION

ITEM			Regular	RPO Close Ratio
Make and Type			Own, 3-speed synchro-mesh, Manual Shift	
Gearshift control, type and location			Remote, lever mounted on steering column	
Input torque capacity			220 lb. ft.	
Gear	Type		All helical	
	Material		Forged steel, hardened	
	Synchronization		2nd and 3rd	
	Constant mesh speeds		2nd	
	Sliding gears		1st and reverse	
	Gear ratios	First	2.94:1	2.21:1
		Second	1.68:1	1.32:1
		Third	Direct	Direct
		Reverse	2.94:1	2.21:1
Speedometer gears		Tooth pitch	30	
		Teeth driving and driven	8 and 22	
Lubricant		Type recommended	SAE 90 transmission or mineral oil lubricant	
		Capacity	2 pints	
Oil seal (transmission extension)			Steel encased double seal of spring loaded synthetic rubber and felt.	
Anti-Friction bearings			See Anti-friction bearing chart	

OVERDRIVE UNIT

Type ---------- 3-speed synchromesh with 3-pinion planetary drive unit. The drive unit with its integral mainshaft replaces the mainshaft and extension of the regular 3-speed trans.

Lockout switch ---------- Manually controlled by "pull type" cable located under instrument panel to right of steering column. With handle fully extended, overdrive is locked-out.

Kick down switch ---------- Located on floor beneath accelerator pedal.

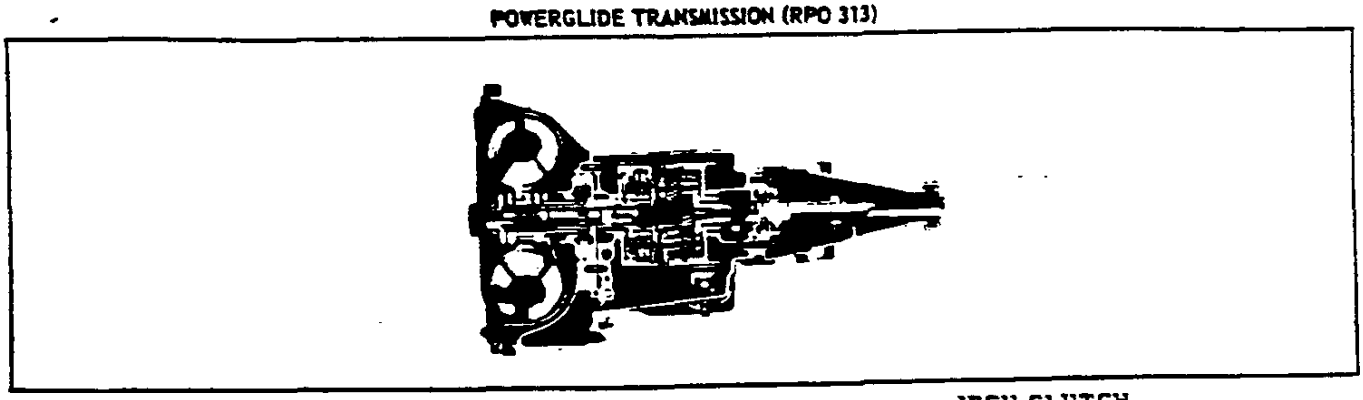
Minimum cut-in speed ---------- 27-30 MPH
Cut-out speed ---------- 18-22 MPH

Gear Ratios

Overdrive unit	Locked out	Locked in
First	2.94:1	2.058:1
Second	1.68:1	1.176:1
Direct	1.00:1	0.700:1
Reverse	2.94:1	

Speedometer gears:
Tooth pitch ---------- 30
Teeth (driving and driven) ---------- 8 & 24
Lubricant:
Type ---------- SAE 90 transmission or mineral oil
Capacity:
Transmission ---------- 2
Overdrive unit ---------- 1
Total ---------- 3

POWERGLIDE TRANSMISSION (RPO 313)



GENERAL DATA

Make & type--Own, automatic hydraulic torque converter with planetary gear system for reverse and low
Converter maximum torque ratio (at stall) -----2.1:1
Total transmission torque multiplication (converter planetary gear ratio):
Maximum overall transmission ratio ------ 3.82:1
Low gear drive or low range ----- 3.82:1 to 1.82:1
Reverse range ---------- 3.82:1 to 1.82:1
Oil type -------- Automatic transmission fluid, type A
Oil capacity ----------10-1/2 quarts; refill 4-1/2 qts. *
Oil cooler ---------- Integral with radiator assembly and connected to transmission by inlet and outlet pipes.
Selector lever:
Location ----------On steering column
Operation ----------
Actuates manual valve in hydraulic control system
Positions (Indicated in quadrant on instrument panel)
Five; (left to right), Park - Neutral - Drive - Low - Reverse.
Parking lock:
Type ---------- Pawl and gear
Operation ----------
Applied by selector lever through positive linkage.
Flywheel ---- Steel stamping with welded-on ring gear
Drive Range - Representative shift points:

Accelerator pedal position -	Miles per hour Upshift	Downshift
Closed throttle	12-14	9-11
Throttle at detent	30-45	14-17
Full throttle	48-55	45-50

HYDRAULIC TORQUE CONVERTER

Type ----------Three element
Driving member (pump) ---------- Sheet metal, multi-vane type, spot weld to torque converter housing. The housing cover is bolted to the flywheel.
Driven member (Turbine) ----------
----------Sheet metal, multi-vane type supported by torque converter housing cover. Turns independently of housing. Splined to input shaft.
Reaction member (stator) ---------- Aluminum air foil type supported on a stationary sleeve by an overrunning clutch of cam and roller design.

HIGH CLUTCH

Type ---------- Multiple-disc
Discs:
Driving; number and type ----------
Four, steel with cork and paper facings, bonded.
Driven; number and type ---------- Five, steel

PLANETARY GEAR UNIT

Type ---------- Compound planetary
Gear ratios:
Cruising range ----------1.1 (Direct drive)
Low range ---------- 1.82:1
Reverse ---------- 1.82:1
Low brake band ----------
Double-wrapped design (linked circular segments)
Low band servo:
Type ----------Piston, one release spring
Reverse brake band ---------- Single strap
Reverse band servo:
Type ---------- Piston with release spring and inner cushioning spring.

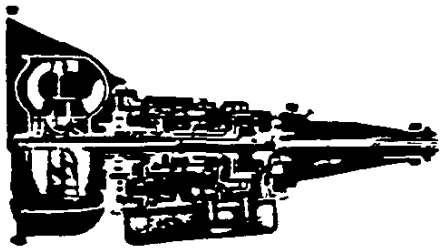
HYDRAULIC CONTROLS

Manual valve:
Type ---------- Spool
Pressure regular valve:
Type ---------- Spool
Pressure range:
Low and cruising ---------- 85-100 PSI
Reverse ---------- 166-194 PSI
Neutral & Park (engine idling) -------- *51-59 PSI

Governor:
Type ---------- Centrifugal
Drive ---------- From transmission output shaft
Location ----------
Accessible from rear of transmission left side
Operation ----------
---------- Regulates oil pressure from rear oil pump to automatic shifting valve body.

* - At maximum idling speed of 425 RPM in drive.

TURBOGLIDE TRANSMISSION



TRANSMISSION •

QUADRANT

GENERAL DATA

Make ---------- Own
Type ---------- Three turbine hydraulic torque converter with first and second turbines driving output shaft through planetary gear sets. Planetary gear sets also provide Reverse and Hill Retarder operation. Two position stator vanes provide extra multiplication.
Drive position torque multiplication (maximum):
  Low stator ---------- 3.8
  High stator ---------- 4.3
Reverse position torque multiplication ---------- 3.0
Oil type ---------- Type A
Oil capacity, dry ---------- 19 pts.
  refill ---------- 7 pts.
Oil cooler ---------- Integral with radiator assy. and connected to transmission by inlet and outlet pipes.

Selector lever:
  Location ---------- On steering column
  Operation ---------- Actuates manual valve in hydraulic control system.
Quadrant positions (on instrument panel):
  Number ---------- Five
  P ---------- Park
  R ---------- Reverse
  N ---------- Neutral
  D ---------- Drive
  GR ---------- Grade Retarder •
Line pressures:
  Park ---------- 90-226 PSI
  Reverse ---------- 50-150 PSI
  Neutral ---------- 90-226 PSI
  Drive ---------- 50-150 PSI
  Grade Retarder ---------- 90-226 PSI•

HYDRAULIC TORQUE CONVERTER

Type ---------- Five element
Driving member (pump) ---------- Sheet metal, multi-vane type, spot-welded to torque converter housing. The housing cover is bolted to the flywheel.
Driven members:
  First turbine ---------- Die-cast aluminum axial flow air foil type, drives thru a cover splined to the rear sun gear shaft.
  Second turbine ---------- Die-cast aluminum axial flow air foil type, splined to front ring gear.
  Third turbine ---------- Sheet metal, multi-vane type, splined to planetary carrier hollow shaft.
Reaction member (*stator*) ---------- Aluminum air foil type with dual pitch, controlled by accelerator position.
Drive gear ratios:
  Drive position - front planetary gear set ----- 1.63:1
  - rear planetary gear set ----- 2.67:1
  Hill Retarder position ----------
  Rear planetary gear set ----- 2.67:1

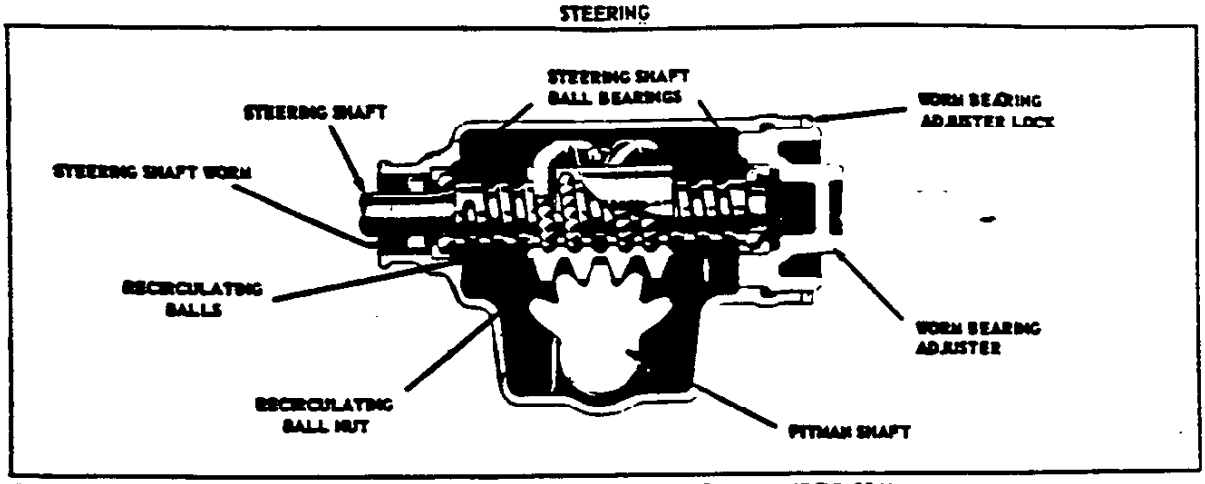
BODY GLASS DATA

MODELS			1503 2103 2403	1502 2102 2124 2402	1512	2113 2154 2413 2454	2434	1529	2109 2119 2419	2129 2429	1508
Windshield			Laminated safety plate, one-piece, curved								
Front door	Ventipanes		Laminated safety plate								
	Drop glass										
Side rear door	Drop glass		LSP						LSP		
Rear quarter windows*	Movable section	Drop glass		LSP						Fr. LSP 2129only	
		Sliding glass								Fr. LSP 2429only	
		Pivoting glass				LSP					
	Fixed section		Safety solid plate		Safety solid plate			Front SSP / Rear LSP	LSP	Rear LSP	
Rear window (backlight)			Safety solid plate, curved				Vinyl plastic	Safety solid plate, curved			

*- On models 1529, 2129, and 2429 the front and rear sections are separated by a *division post similar to the* ventipane post on the front door.

10-29-56 • - Data revised 3-1-57 Data revised 5-15-57

STEERING



Steering Gear:

Make ---------- Saginaw
Type ---------- Semi-reversible recirculating ball
Gear ratio ---------- 20:1
Overall ratio ---------- 25.7:1
Steering mainshaft diameter ---------- .750
Steering column diameter ---------- 2.00
Steering wheel diameter ---------- 18.00

Turning diameters
- Outside front
  - Right and left wall to wall ---------- 44.5 ft.
  - Right and left curb to curb ---------- 41.5 ft.
- Inside rear
  - Right and left wall to wall ---------- 22 ft.
  - Right and left curb to curb ---------- 24 ft.

Inside wheel angle without side wheel at 20°-22°-26°

Number of wheel turns
- To steering gear stop ---------- 5.34
- To wheel stops on control arm ---------- 5.06

Linkage
- Type ---------- Relay
- Location ---------- To rear of wheels
- Drag link ---------- Longitudinal
- Tie rods ---------- 2

Power Steering (RPO 324):

Make ---------- Saginaw
Type ---------- Hydraulic
Pump
- Type ---------- Vane
- Mounting ---------- On rear of generator
- Drive ---------- From splined extension of generator drive shaft.
- Maximum pump pressure ---------- 750-800 PSI
- Fluid capacity ---------- 1.5 pts.

Generator
- Make and model ---------- Delco-Remy, 1102041
- Pulley size (ptich diameter) ---------- 3.32, 36° "V"
- Ratio (generator to engine) ---------- 2.00:1
- Belt size
  - 6 cylinder engine ---------- .310X41.33 pitch length
  - 8 cylinder engine ---------- .375X54.71 pitch length

Power application ---------- Double acting piston in power cylinder is actuated by control valve after approximately 3 pounds of pressure is exerted at the steering wheel.

Overall ratio ---------- 23.3:1
Steering assistance provided ---------- up to 80% (at 8 lb. steering wheel rim pull).

WHEELS AND HUB CAPS

Make and type	Own, full disc
Attachment to hub	5 hex.nuts, 7/16-20
Bolt circle diameter	4.75
Offset and rim size	.560 X 14X5J (modified.)
Paint	See ext. colors & finishes
Hub cap (1500-2100)	Stainless steel, 10.69 dia.
Hub cap (2400)	Stainless steel, 14.32 dia.

1500 AND 2100 SERIES

2400 (BEL AIR) SERIES

TIRE DATA (TUBELESS)

Tire size and ply rating	Type	Usage	Tire and rim association standards				
			Loaded rolling radius	Loaded, rev's per mile	Loaded capacity each tire	Pressure*	
						Front	Rear
7.50-14-4	Blackwall	Regular on all except 2119	12.90	784	925	22	22
7.50-14-4	Whitewall	RPO on all except 2119					
7.50-14-6	Blackwall	Regular on 2119 RPO all others			1060	28	28
7.50-14-6	Whitewall	RPO all					

*-Recommended

LIGHTS, SWITCHES, BULBS, CIRCUIT BREAKERS AND TOOLS

Head Lights:

Make and type ------ Guide T-3, improved seal beam
Location ---------- In front fender face
Sealed beam unit diameter ---------- 7.00
Dimmed by----- ---------- Foot switch
High beam indicator----------
---------- Chevrolet emblem in speedometer face
Watts----------40-50
Volts---------- 12-16

Parking Lights:

Location ---------- In grille center bar
Bulb replacement ---- Remove screws in plastic lens
Controlled by ---------- Main switch

Tail and Stop Lights:

Make and type ---------- Guide,
---------- tail and stop combined in one unit
Stop light switch ---------- Mechanical,
-------- mounted on dash to instrument panel brace.

Directional Signal:

Make ---------- Guide
Type ------- Flasher, front and rear, self canceling
Front----------Uses double
---------- filament parking lamp bulb
Rear---------- Use double filament stop lamp bulb
Turn indicators on dash ----------
---------- Arrows above instrument cluster face

BULBS*

		Quan.	Trade No.	CP¢
Headlamp	Upper beam	2	5400	50W
	Lower beam			40W
Headlamp beam indicator		1	53	1
Direction signal inst. cluster		2	57	2
Generator indicator		1		
Glove compartment $		1		
Oil pressure indicator		1		
Instrument cluster		4		
Clock %		1		
License lamp		1+	67	4
Dome lamp		1	1004	15
Parking & direction Signal combination	Parking	2	1034	4
	Direction			32
Tail & stop assy	Tail	2	1034	4
	Stop			32

*-Data shown is standard equip ; ¢-Candle power
$ -Accessory on 1500; % -Prod on 2400 only
+-Two on station wagons and sedan delivery

Tools:

Jack ----- Column and bracket serve as spare wheel support; base as wheel clamp. (All models except station wagons and sedan delivery)
Capacity---------- 1200 lb.
Height ---------- 27.00 raised; 4.50 lowered
Wheel wrench ---------- Designed to serve also as jack handle and hubcap remover

Instrument Panel Lighting:

Temperature gauge ---------- Clear white light
Gasoline gauge ----------Clear white light
Speedometer dial ---------- Clear white light
High beam indicator----------Red when lighted
Oil pressure indicated ---------- The word "OIL" (black letters on red ground) visible when oil pressure is below safety level.
Generator ---------- The word "GEN" (black letters on red ground) visible when generator is not charging.
Turn Indicators ---------- Green when lighted
Automatic Transmission Shift Indicator ----------
---------- Clear white light
Others
Controls ---------- Reflected green light
Glove compartment ----------Clear white light when switch is actuated by opening compartment door.

Main Switch:

Three position "pull" type switch mounted on instrument panel with a protective fuse. A rheostat operated by rotating the switch knob controls the brightness of the instrument panel lights. Passenger compartment lights are controlled by a detent in the rheostat when switch knob is rotated to extreme travel counter clockwise.

Passenger Compartment Lights:

Convertible ----------Dual courtesy lamps, one under instrument panel each side.
Station Wagon (2429) ----------Dual lamps one located on each pillar directly behind front door, operated by dome light switch or by a control to right of tailgate.
All Others----------Single dome light located approximately at center of roof
Manually controlled by ---------- Main Switch
Automatically controlled by----------Opening Front and rear doors in the Bel Air series, Front doors only in the Two - Ten series, No automatic control in the One- Fifty series.

Rear License Lights:

All models except station wagons and sedan delivery ----- One housed in upper portion of bumper face bar
Station Wagons and Sedan delivery ----------
-------- One housed in each bumper guard inner face

Circuit Breaker:

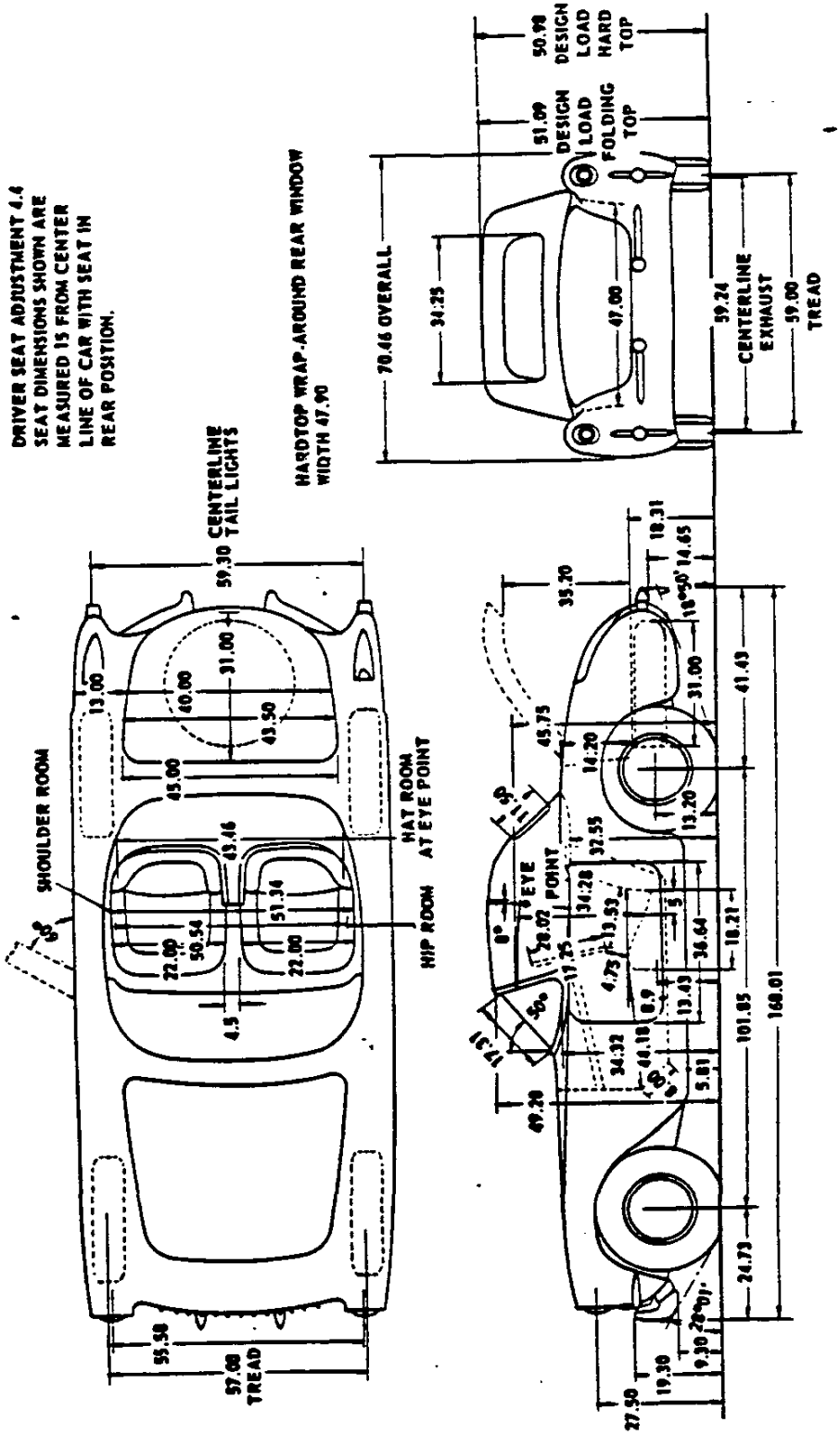
Type and location ---------- Bimetal thermal elements incorporated in main switch.
Capacity ---------- 13 amperes

Horns:

Make----------Delco-Remy
Type ---------- Vibrator
Number and Location ---------- Two attached to radiator side supports.
Relay in Circuit ----------Yes
Current, high note ---------- 9 amperes
low note----------10 amperes

CORVETTE SUPPLEMENT

CORVETTE DIMENSIONAL



CORVETTE CONVERTIBLE (MODEL 2934)

EXTERIOR - INTERIOR COLOR COMBINATIONS

BODY COLOR	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Onyx Black	Silver	Black or White	Black	Red	Black	Red	Red
Aztec Copper	Beige	Beige or White	Copper	Beige	Copper	Beige	Beige
Cascade Green	Beige	Beige or White	Green	Beige	Green	Beige	Beige
Arctic Blue	Silver	Beige or White	Blue	Red	Blue	Beige	Red
				Beige	Blue	Beige	Beige
Venetian Red	Beige	Beige or White	Red	Red	Red	Beige	Red
Polo White	Silver	Black or White	Red	Red	Red	White	Red

* - Front fender depression is also available painted body color.

INTERIOR COLORS AND FABRICS

AREA		MATERIAL	TRIM COMBINATION	
			RED	BEIGE
Seats	Cushion	Waffle Pattern Vinyl	Red	Beige
	Backrest			
	Cushion Bolster	Leather Grain Vinyl		
	Backrest Bolster			
Sidewalls	Top Roll			
	Upper Panel	Waffle Pattern Vinyl		
	Decorative Molding	Metal	Bright	
	Lower Panel & Armrest	Leather Grain Vinyl	Red	Beige
	Scuff Pad	Textured Metal	Bright	
Cowl Side Kick Panels		Waffle Pattern Vinyl	Red	Beige
Windlace		Leather Grain Vinyl		
Floor Covering		Carpet	Red	Copper
Top Storage Well		Paint	Red	Beige
Rear Compartment	Mat	Rubber	Red	Black
	Trim Board	Composition Board	Red	Beige

GENERAL DATA - CHASSIS

VEHICLE SERIAL NUMBER

Series designation

E ---------- 8 cylinder engine

S ---------- St Louis

ENGINE IDENTIFICATION x

Type & designation

With 3-speed transmission ---------- EF

With 3-spd. trans. two 4 bbl. carb & spec. cam. -- EG

With 3-speed trans and two 4 bbl. carb. -------- EH

With 3-spd. trans., Fuel Inj. & spec. camshaft --- EL

With 3-speed trans. & Fuel Injection ---------- EM

With two 4 bbl. carb. and Powerglide --------- FG

With Fuel Injection and Powerglide ---------- FK

With Powerglide ---------- FH

REAR AXLE IDENTIFICATION

Type and designation

With 3-spd. trans. (3.70:1 ratio) ----------AH

With Powerglide (3.55:1 ratio) ----------AE

Limited slip differential (3.70:1 ratio) ----------AN

Limited slip differential (4.11:1 ratio) ---------AP

Limited slip differential (4.56:1 ratio) ----------AQ

Lim. slip diff. HD sus & brake(3.70:1 ratio) ----AS x

Lim. slip diff. HD sus & brake(4.11:1 ratio)-----AT x

Lim. slip diff. HD sus & brake(4.56:1 ratio)-----AU x

DIMENSIONS

Wheelbase ---------- 101.85

Length (overall) ---------- 168.01

Width (overall) ---------- 70.46

Height (ground to top of windshield at centerline) ....
..... 49.20

Height (overall loaded)

Folding top ---------- 51.09

Hard top ---------- 50.98

Angle of approach ---------- 28°01'

Angle of departure ---------- 18°50'

Treads:

Front ---------- 57.00

Rear ---------- 59.00

VEHICLE WEIGHTS *

Powerglide transmission

Shipping ---------- 2796 lb.

Curb ---------- 2941 lb.

Loaded ---------- 3241 lb.

3-speed transmission

Shipping ---------- 2704 lb.

Curb ---------- 2849 lb.

Loaded ---------- 3149 lb.

Optional hard top ---------- 55 lb.

* - Curb weight: This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weight of gasoline (107) and water (38 lb.)
For definition of shipping weight see page 13.

BODY GLASS

Windshield ---------- Laminated safety plate

Side doors ---------- Laminated safety plate

Canvas top,

Rear window ---------- Vinyl plastic

Hard Top,

Rear window ---------- Acrylic plastic (plexiglass)

Rear quarter window --- Acrylic plastic (plexiglass)

FRONT WHEEL ALIGNMENT (Service data)

Camber ---------- 0°-1°

Caster ---------- 0°-1°

King pin inclination ---------- 3°30'-4°-30'

Toe in ---------- 0-.125

FRAME

Make & type ----- Own, box girder with "X" member

Maximum overall length ---------- 139.28

Maximum overall width (over side members)--- 43.24

Material ---------- Hot rolled steel

Material yield point ---------- 33,000 lb./sq. in.

Material elongation --------- 25% minimum in 2 in.

Side member section modulus (inches cubed)--- 1.677

Moment of inertia (in^4)---------- 4.930

Construction:

Side members --------- Box section, each composed of two full length channel sections welded together.

Front suspension cross member ----------
---------- Flanged semi-tubular section with flat steel bottom plate welded on.

Rear shock absorber upper mounting cross member.
---------- Inverted channel section.

Rear cross member --------- Box section composed of a flanged channel section and a welded on bottom plate.

Center "X" member ---------- Composed of I-beam sections attached to side members at the end of each leg of the "X". Also attached to the forward section of side members by long angular braces from the front legs of the "X".

Body mounting points ---------- 10

KING PINS

Diameter ---------- .8660-.8665

Bushings

Inside diameter ---------- .867-.868

Length ---------- 1.312

STEERING KNUCKLE

Type ---------- Reverse Elliot

Spindle diameter:

At inner bearing ---------- 1.2801-1.2806

At outer bearing ---------- .7490-.7495

SPRING MOUNTING

Type ---------- Parallel 47.24 between centers

Front eye bolt diameter ----------.498-.502

Shackle mounting ---------- Outrigger type

Shackle type ---------- Rubber bushed

Shackle pin O.D. ----------.620-.625

10-29-56 x - Data added 5-15-57

Front Springs:
- Make and type ---------- Own, coil
- Material and guage ---- Chrome alloy steel .547-.553
- Number of coils ---------- Total 9.75; active 7.94
- Diameter ---------- Outside 4.30; pitch 3.752
- Height --------- Free 13.45; working 9.62@ 1145 lb.
- Height under curb weight ---------- 9.72
- Capacity at ground ---------- 800 lb.
- Deflection rate
  - At spring ---------- 300 lb/in.
  - At wheel ---------- 110 lb/in.

Front Shock Absorbers:
- Make and type ---------- Delco, direct double acting
- Mounting -------- Vertically from lower control arm through coil spring to front suspension crossmember
- Model number ---------- 538F
- Valve code ---------- 3.5G6/cxr/$\frac{2}{3}$ 1.25
- Piston diameter and travel ---------- 1.00x4.68 •

Rear Springs:
- Make ---------- Own
- Type ---------- Semi-elliptic
- Material ---------- Alloy steel
- Length and width ---------- 51x2.0
- Spring clips ---------- Clinch type-3; Bolt type-1; Total -4
- Number of leaves ---------- 4
- Leaf thickness ---------- Number 1 & 3 ---------- .282; Number 2 ---------- .313; Number 4 ---------- .262; Total ---------- 1.159
- Capacity ---------- At pad ---------- 575 lb.; At ground ---------- 725 lb.

Rear Shock Absorbers:
- Make & type ---------- Delco, direct double acting
- Mounting ---------- Stem attached to slotted holes in flanged "U" shaped rear crossmember, eye attached at bottom to an anchor bolt on rear spring "U" bolt and shock absorber anchor bolt plate.
- Model ---------- 560P
- Valve code ---------- 4D6/cxh/$\frac{1}{4}$ 1.25 •
- Piston diameter and travel ---------- 1.0x6.69

Steering:
- Steering gear ratio ---------- 16:1
- Steering wheel diameter ---------- 17.25
- Turning diameters
  - Right-wall to wall ---------- 38.38 ft.
  - Left-wall to wall ---------- 38.99 ft.
  - Right-curb to curb ---------- 36.55 ft.
  - Left-curb to curb ---------- 36.93 ft.
- Overall steering ratio ---------- 21:1

Drive Line:
- Type ---------- Hotchkiss drive, one propeller shaft. for more detailed data see page 38.

Rear Axle:
- Type ---------- Hypoid
- Ratio
  - With 3-speed trans-regular ---------- 3.70:1
  - optional ---------- 4.11:1
  - With Powerglide trans. ---------- 3.55:1
- Gear combination
  - With 3-speed trans-regular ---------- 37 & 10
  - optional ---------- 37 & 9
  - With Powerglide trans. ---------- 39 & 11
- Gear reduction
  - With 3.70:1 axle: first ---------- 8.18; second ---------- 4.88; direct ---------- 3.70; reverse ---------- 8.18
  - With 4.11:1 axle: first ---------- 9.08; second ---------- 5.46; direct ---------- 4.11; reverse ---------- 9.08
  - With 3.55:1 axle: drive ---------- 13.6:1-1:1; low ---------- 13.6:1-6.5:1; reverse ---------- 13.6:1-6.5:1
- Actual axle shaft torque (low gear)
  - 3.70:1 axle ---------- 18.76
  - 4.11:1 axle ---------- 19.82

Brakes-Service:
- Type ---------- Servo, 4 wheel hydraulic
- Brake size
  - Front ---------- 11x2
  - Rear ---------- 11x1 3/4
- Brake drums
  - Diameter front & rear ---------- 11
  - Total effective area ---------- 259 sq.in.
- Lining sizes (length x width x thickness)
  - Front-primary ---------- 9.29x2.0x.175
  - secondary ---------- 11.69x2.0x.175
  - Rear- primary ---------- 9.29x1.75x.175
  - secondary ---------- 11.69x1.75x.175
  - Total lining effective area ---------- 157 sq.in.
  - Wheel cylinder bore
    - Front ---------- 1.125
    - Rear ---------- 1.000
  - Master cylinder bore ---------- 1.000
  - Pedal travel ---------- 4.50
  - Shoe clearance adjustment ---------- Adjust to light drag and back off seven notches.

Brakes-Parking:
- Type of control ---------- "T" handle pull rods
- Location of control ---------- L.H. of steering column
- Operate on ---------- Rear service brakes

Transmissions (for detailed data see pages 60 & 61)
- 3 speed close ratio
  - 1st gear ---------- 2.21:1
  - 2nd gear ---------- 1.32:1
  - 3rd gear ---------- 1.00:1
- Powerglide ---------- Same as passenger car Powerglide (see page 61) except selector lever is mounted on floor to right of driver.

Tachometer:
- Make ---------- AC
- Model ---------- W
- Type ---------- Mechanical

CORVETTE SUPPLEMENT
ENGINE GENERAL

Engine		3-Speed transmission		Powerglide
Piston displacement (cubic inches)		283		
Type		Valve-in-head		
Number of cylinders		8		
Bore and stroke		3.875 x 3.00		
Compression ratio		9.5:1		
Taxable (SAE) horsepower		48		
Idling speed (RPM)		475 in neutral		425 in drive
Compression pressure (PSI) @ cranking speed, engine hot		522	160	548
Dry weight (pounds)	Engine and clutch	672		466
	Engine, clutch, & trans.			
Lubrication		Full pressure		
Power plant mounting		4 Point rubber cushioned, strut type Front mounts and shear type rear mounts		

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Carburetor		4-Barrel carburetor	Dual 4-barrel carburetor (optional)	Dual 4-barrel carburetor with competition camshaft (opt.)	Fuel injection (optional)	Fuel injection with competition camshaft (opt.)
Brake horsepower	Gross	220 @ 4600 RPM	245 @ 5000 RPM	270 @ 6000 RPM	250 @ 5000 RPM	283 @ 6200 RPM
	Net	190 @ 4600 RPM	215 @ 4800 RPM	230 @ 6000 RPM	225 @ 4800 RPM	240 @ 5600 RPM
Torque (lb. ft.)	Gross	300 @ 3000 RPM	300 @ 3800 RPM	285 @ 4200 RPM	305 @ 3800 RPM	290 @ 4400 RPM
	Net	270 @ 2800 RPM	270 @ 3400 RPM	255 @ 3800 RPM	280 @ 3400 RPM	265 @ 4200 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission		3-Speed close ratio (regular production)		Powerglide (optional)
Rear axle ratio		3.70:1	4.11:1 (optional)	3.55:1
Tire Size		6.70-15-4 ply		
Crankshaft revolutions per mile		2794.0	3103.1	2680.3
Crankshaft RPM@ 1 MPH	Low & reverse	102.4	113.8	81.3
	Second	61.0	67.7	
	Third ¢	46.6	51.7	44.7
Piston travel (ft. per mile)		1397.0	1551.6	1340.0

ADVERTISED CAR PERFORMANCE

With 3-Speed transmission	4-barrel carburetor	Dual 4-bbl. carburetor (optional)	Dual 4-bbl. carb. and competition cam (opt.)	Fuel injection (optional)	Fuel injection & competition cam (opt.)
Model	2934				
Performance weight (pounds)*	3161	3170		3152	
Pounds/gross horsepower	14.3	12.93	11.74	12.61	11.13
Gross horsepower/cu. in. displacement	.780	.865	.865	.883	1.0
Power displacement (cu. ft. /mile)§	228.8	228.8	228.8	228.8	228.8
Displacement factor (cu. ft. /mile)¶	144.8	144.8	144.8	145.7	145.7
Pounds/cubic inch displacement	11.16	11.20	11.20	11.13	11.13
With Powerglide Transmission % •					
Performance weight (pounds)*	3252	3261		3243	
Pounds/gross horsepower	14.8	13.31		12.97	
Gross horsepower/cu. in. displacement	.780	.865		.883	
Power displacement (cu. ft. /mile)§	219.5%	219.5%		219.5%	
Displacement factor (cu. ft./mile)¶	135.5%	140.36%		135.5%	
Pounds/cu. in. displacement	11.50	11.52		11.46	

* - Curb weight plus 300 pounds (the weight of two passengers).

§ - $\frac{\text{Crankshaft rev's/mile x piston displacement} \div 2}{1728}$ •

¶ - Power displacement divided by performance weight in tons.

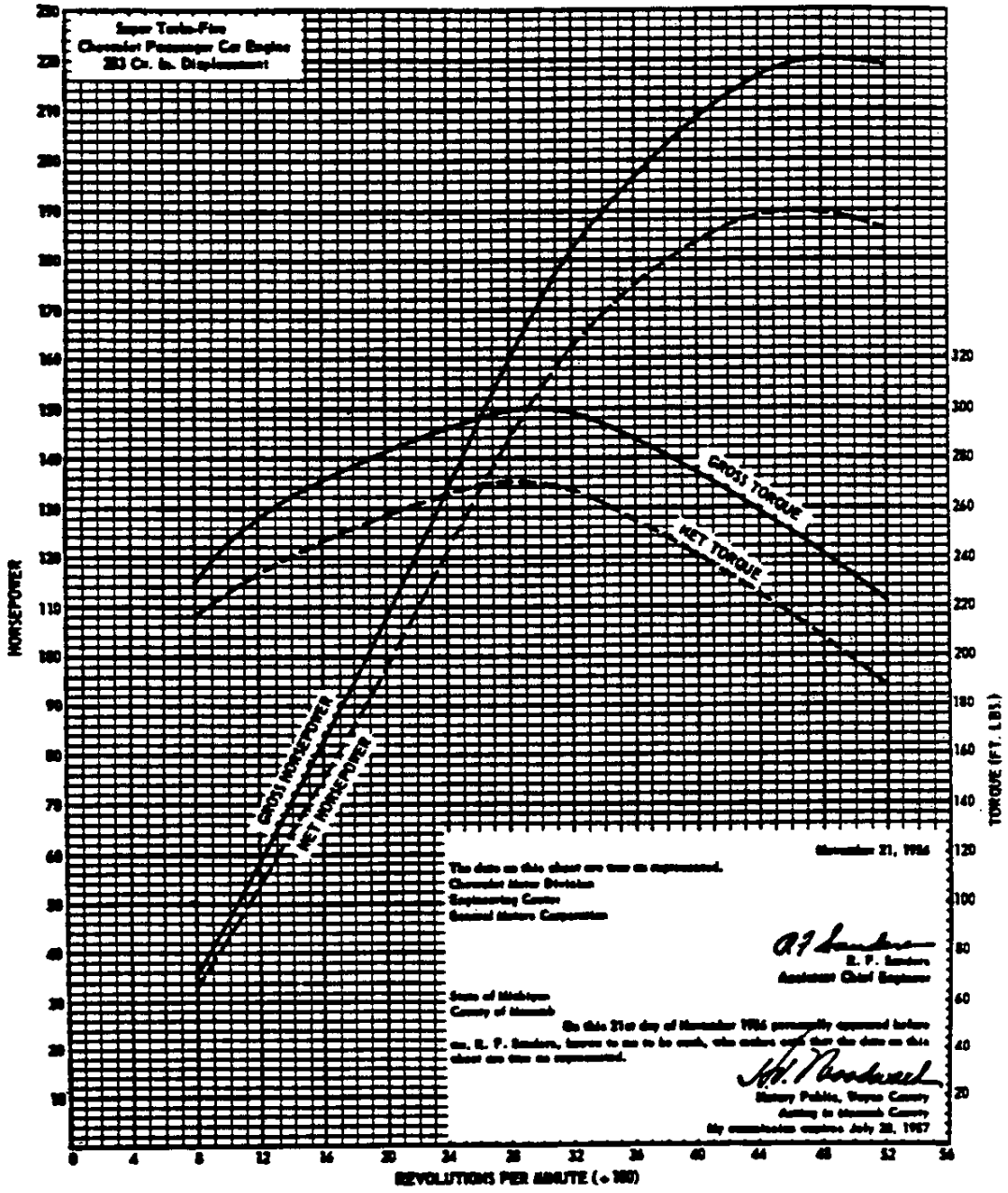
% - Data computed assuming zero slippage in the torque converter.

MPH is determined by dividing the known engine RPM by the engine RPM for one mile per hour.

¢ - Also known as N/V factor.

10-29-56 • - Data revised 5-15-57

ENGINE PERFORMANCE x



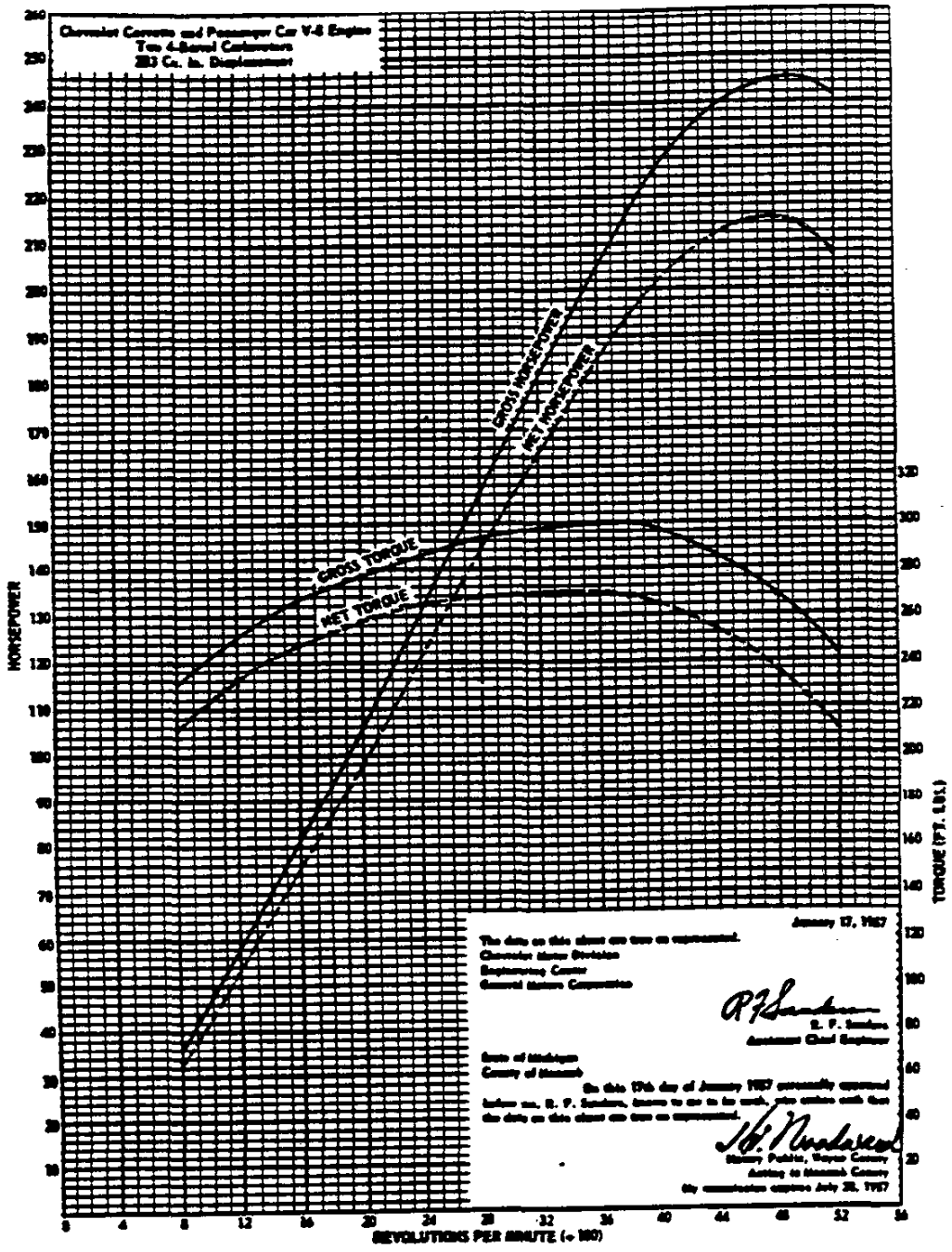
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of a Super Turbo-Fire Chevrolet passenger car engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

10-29-56 x - Data added 3-1-57

ENGINE PERFORMANCE z

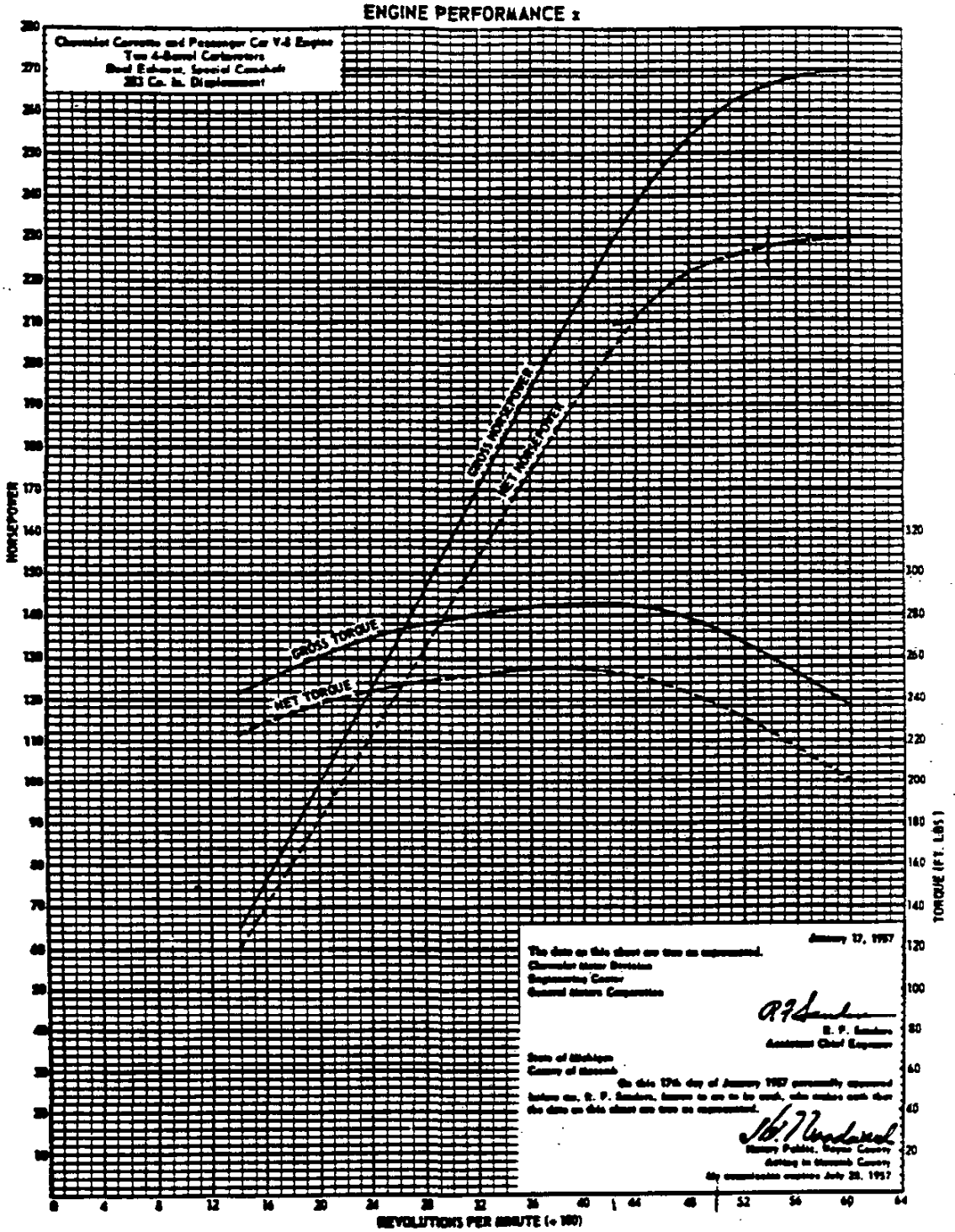


The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of a Chevrolet Corvette and passenger car V-8 engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator *is not* charging.

ENGINE PERFORMANCE x



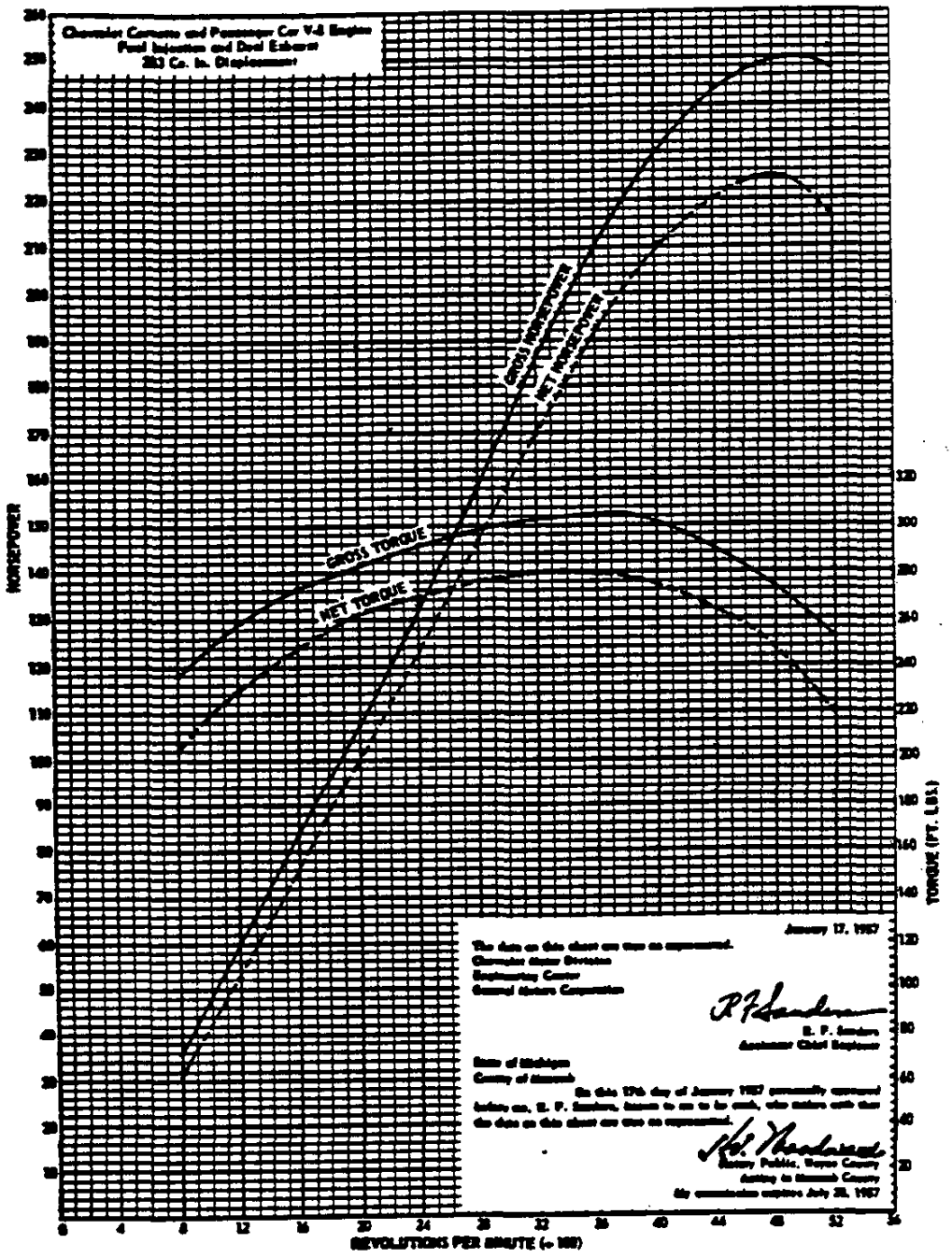
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of a Chevrolet Corvette and passenger car V-8 engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

10-29-56 x - Data added 3-1-57

ENGINE PERFORMANCE z



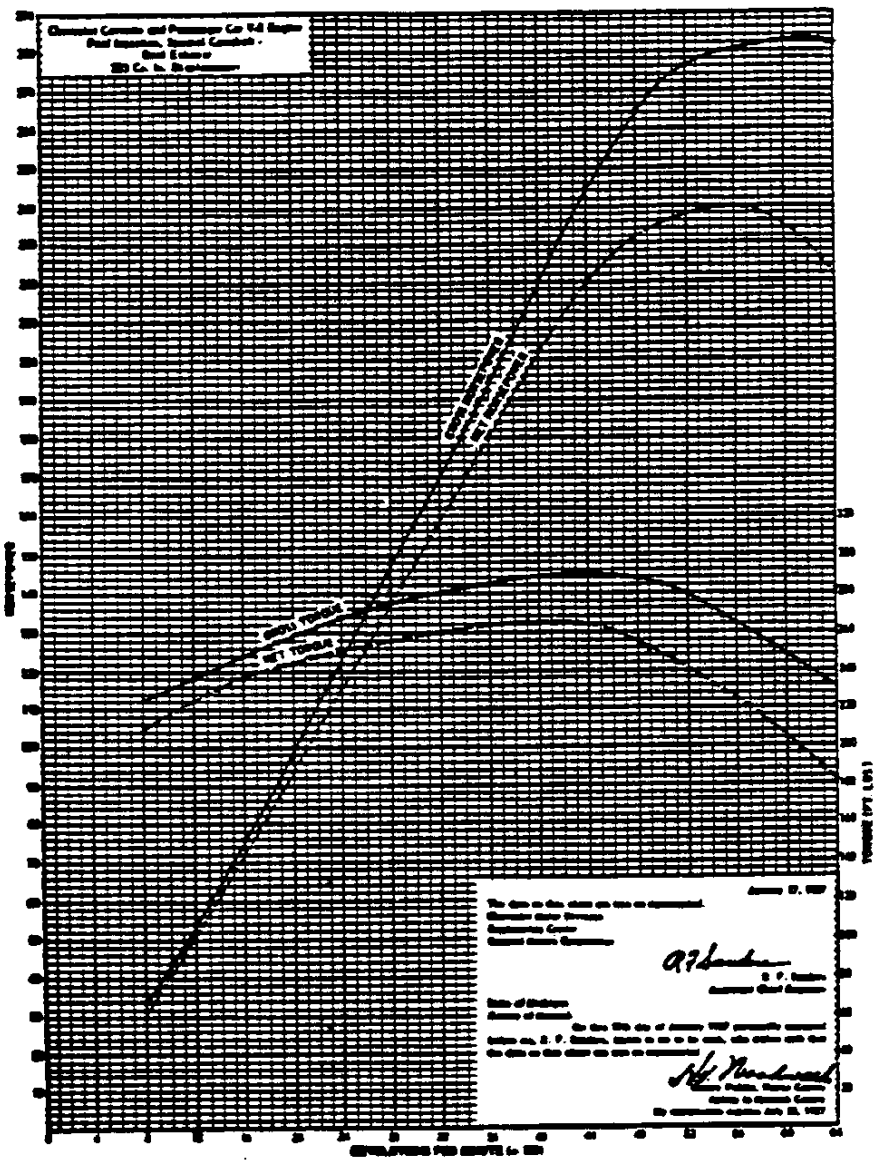
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17696-12. They represent the full throttle performance of a Chevrolet Corvette and passenger car V-8 engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

10-29-56 z - Data added 3-1-57
7/ - ENGINE - EIGHT CYLINDER

ENGINE PERFORMANCE x



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17696-12. They represent the full throttle performance of a Chevrolet Corvette and passenger car V-8 engine with 283 cubic inch displacement, as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

ENGINE COMPONENTS

Upper Compression Ring:
- Material ---------- Cast alloy iron
- Width ---------- .184-.194
- Thickness ---------- .0775-.0780
- Gap ---------- .010-.020
- Ring clearance in groove ---------- .0012-.0017

Valve Springs:
- Length and pressure
  - Valve closed ---------- 1.696 @ 69-79 lb
  - Valve open ---------- 1.306 @ 159-169 lb
  - Free length ---------- 2.08
- Damper:
  - Number of coils ---------- 3.87-4.12
  - Free length ---------- 2.00

Tappets:
- Type ---------- Hydraulic
- Material ---------- Steel

Carburetors:
- Make ---------- Carter
- Type ---------- 4 barrel, down-draft
- Choke ---------- Automatic

Camshaft (Regular Production):
- Ramp inlet:
  - Opening ---------- .00474, 10° long
  - Closing ---------- .00670, 15° long
- Ramp exhaust
  - Opening ---------- .00474, 10° long
  - Closing ---------- .00670, 15° long
- Tappet lift
  - Inlet ---------- .26581
  - Exhaust ---------- .26581
- Valve lift
  - Inlet ---------- .3987
  - Exhaust ---------- .3987
- Valve lash
  - Inlet ---------- Zero
  - Exhaust ---------- Zero

Competition Camshaft:
- Ramp, Inlet
  - Opening & closing ---------- .0067, 18° long
- Ramp, Exhaust
  - Opening & closing ---------- .0107, 29° long
- Tappet lift
  - Inlet ---------- .2625
  - Exhaust ---------- .2665
- Valve lift
  - Inlet ---------- .39375
  - Exhaust ---------- .39975
- Valve lash
  - Inlet ---------- .012 hot
  - Exhaust ---------- .018 hot

Timing Diagram Data:
- Regular camshaft
  - Intake
    - Opens (theoretical) ---------- 12° 30' BTC
    - Closes (theoretical) ---------- 57° 30' ABC
  - Exhaust
    - Opens (theoretical) ---------- 54° 30' BBC
    - Closes (theoretical) ---------- 15° 30' ATC

Fuel injection data see page 55

10-29-56 x - Data added 3-1-57 e - Data revised 5-15-57

Clutch:
- Type ---------- Semi-centrifugal
- Number of coil springs ---------- 9
- Spring pressure (lbs.) ---------- 1610 initial
- Drive ---------- Lug
- Lining area (sq. in.) ---------- 90.72
- Rated torque capacity (lb. ft.) ---------- 326

Air Cleaner:
- Make and type ---------- AC oil wetted
- Filter element ---------- Aluminum wire

Oil Filter
- Make ---------- AC, Full flow
- Capacity (quarts) ---------- 1-1/2

Dual Exhaust System:
- Muffler type ---- Diffusion & resonace, reverse flow
- Body size ---------- 24x4.06
- Manifold ---------- Split, with center take down, each serving two cylinders.
- Exhaust pipe size O.D. ---------- 2.0
- Tail pipe I.D. ---------- 1.81
- Suspension ---------- Individual, rubber insulated mountings

Fuel System:
- Fuel tank ---------- Two stamped pans seam welded.
- Capacity (gallons) ---------- 16.4
- Mounting ---------- Supported by two straps attach to underbody behind seat.
- Filler ---------- In body left side, to rear of drivers door.

Cooling System:
- Radiator core, Make ---------- Harrison
  - Type ---------- Cellular
- Size ---------- .20x.560x2.00
- Frontal area (sq. in.) ---------- 340.66
- Capacity ---------- 17 qts. with heater

RADIATOR HOSES

	Cylinder head to radiator	Radiator to water pump
Function	inlet	outlet
Material	fabric reinforced rubber	
Quantity	1	1
Type	molded elbow	compound curve
I.D.	1.50	1.75
Developed length	16.50	15.00

OPTIONAL EQUIPMENT *

- Air Flow Heater ---------- FOA 101
- Transistor Radio ---------- FOA 102
- Parking Brake Alarm ---------- FOA 107
- Courtesy Light ---------- FOA 108
- Windshield Washer ---------- FOA 109
- Wheels, 15 x 5-1/2 K ---------- RPO 276x
- 6.70-15-4 Pr Tires (Whitewall) ---------- RPO 290
- Powerglide Transmission ---------- RPO 313
- Auxiliary Hard Top ---------- RPO 419
- Electric Windows ---------- RPO 426
- Color & Trim Combinations ---------- RPO 440
- Dual Four Barrel Carburetor Equipment ---- RPO 469
- Folding Top Color Combination ---------- RPO 470
- Rear Axle 4.11:1 Ratio ---------- RPO 471
- Hydraulic Lift Folding Top ---------- RPO 473
- Fuel Injection ---------- RPO 579
- Heavy Duty Suspension ---------- RPO 581x
- Limited Slip Differential ---------- RPO 677x
- Limited Slip Differential ---------- RPO 678x
- Limited Slip Differential ---------- RPO 679x
- Heavy Duty Brake and Suspension ---------- RPO 684x

AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

		MODEL NAME	SYMBOL
MAKE OF CAR: Chevrolet			
COMPANY: Chevrolet Motor Division General Motors Corporation Engineering Center Box 246 N. End Station Detroit 2, Michigan		One-Fifty (6 Cyl.) Two-Ten (6 Cyl.) Bel Air (6 Cyl.)	1500 Series 2100 Series 2400 Series
MODEL YEAR: 1957	DATE 9-1-56		

Revised: 10-15-56; 3-11-57

TABLE OF CONTENTS

NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
2. All specifications are standard for the models under which they are listed unless otherwise indicated.
3. All dimensions are nominal engineering dimensions unless otherwise indicated.
4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

GENERAL SPECIFICATIONS

Model		1500-2100-2400 Series (6 Cyl.)
Wheelbase		115.0
Tread	Front	58.0
	Rear	58.8
Maximum Overall Dimensions	Length (L-103)	200.0
	Width (W-103)	73.9
	Height (H-101)	59.9
Steering ratio—overall		25.7:1
Turning diameter (curb to curb)		41.5 Ft.
Shipping weight*		3275 Lb.(Estimated)
Transmission—(Specify standard, optional, not avail.)	Conventional	Standard
	Overdrive	Optional
	Automatic	Optional
Axle ratio	Conventional	3.55:1 (a)
	Overdrive	4.11:1 (a)
	Automatic	3.36:1 (a)
Tire size		7.50-14-4 Ply. Tubeless
Engine	Type	In Line
	No. of cylinders	6
	Valve arrangement	In Head
	Bore and stroke	3.56 x 3.94
	Piston displacement, cu. in.	235.5
	Standard compression ratio	8.0:1
	Maximum bhp at engine rpm	140 @ 4200
	Maximum torque at rpm	210 @ 2400

*Shipping weight, not including gas and water. (For Model 2103)
(a) These ratios also available with optional "Positraction" (limited slip)Differential.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ENGINE—GENERAL

Type	V, In-line, other		In Line
	Angle of V		None
No. of cylinders			6
Valve arrangement			In Head
Bore and stroke			3.56 x 3.94
Piston displacement, cu. in.			235.5
Numbering system (front to rear)	L. Bank		In Line, from front to rear
	R. Bank		See above
Firing order			1-5-3-6-2-4
Compression ratio	Standard Head		8.0:1
	Optional Head		None
Cylinders	Head Material	Standard	Cast Alloy Iron
		Optional	None
	Sleeve—Wet, dry, other, none		None
Number of mounting points		Front	2
		Rear	2
Taxable horsepower (Dia.^{2} x No. Cyl.) / 2.5			30.4
Advertised max. brake horsepower at engine RPM*	Standard head		140 @ 4200
	Optional head		None
	With fuel (Octane and method)	Standard Head	87-92 Octane, Research
		Optional Head	None
Max. torque (lb. ft. @ RPM)	Standard head		210 @ 2400
	Optional head		None
Recommended idle speed (neutral)			475 RPM

ENGINE—PISTONS

Material			Cast Aluminum Alloy with Steel Struts
Description and finish			Cam Ground, Tin Coated Controlled Expansion Flat Head
Weight (piston only) oz.			18.40
Clearance	Top land		.033-.042
	Skirt	Top	.0006-.0010 (b)
		Bottom	N.A.
Ring groove depth	No. 1 ring		.1985-.2045
	No. 2 ring		.1985-.2045
	No. 3 ring		.1985-.2045
	No. 4 ring		None

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Dynamometer Exhaust Water pump, no fan, generator not charging

(b) Measured 1.29 inches from top of piston.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL			1500-2100-2400 Series (6 Cyl.)

ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.		Compression
	No. 2 oil or comp.		Compression
	No. 3 oil or comp.		Oil
	No. 4 oil or comp.		None
No. rings above piston pin			3
Compression	Material		Cast Alloy Iron
	Coating		Wear Resistant
	Width		.0930 - .0935
	Gap		.007 - .017
	Maximum wall thickness		.178
Oil	Material		Rails, Steel; Spacer, Stainless Steel
	Coating		Upper and Lower Rails, Chrome Plated O.D.
	Width		.181 - .188
	Gap		.015 - .055
	Maximum wall thickness		.153
Location of expanders			In Oil Ring Assy.

ENGINE—PISTON PINS

Material			Chrome Steel
Length			3.168 - 3.198
Diameter			.8660 - .8665
Type	Locked in rod, in piston, floating, etc.		Clamped in Rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.00015 - .00025
	In rod		None
Direction offset in piston			Major Thrust Side

ENGINE—CONNECTING RODS

Material		Drop Forged Steel
Weight (oz.)		28.03
Length (center to center)		6.8125
Bearing	Material	Steel Backed Babbit
	Type (cast-in or removable)	Removable
	Effective length	1.008
	Clearance	.0007 - .0027
	End play	.005 - .010

ENGINE—CRANKSHAFT

Material	Forged Steel
Weight (lb.)	80

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ENGINE—CRANKSHAFT (cont.)

Vibration damper type			Oscillating (rubber floating)
End thrust taken by bearing (No.)			3
Crankshaft end play			.0035 - .0095
Main bearing	Material		Steel backed babbit
	Type (cast-in or removable)		Removable
	Clearance		Brgs. 1 & 2, .0008 - .0024; Brgs. 3 & 4 .0010 - .0026
	Journal dia. and bearing effective length	No. 1	2.6840 x 1.063
		No. 2	2.7150 x .907
		No. 3	2.7460 x .982
		No. 4	2.7770 x 1.189
		No. 5	None
		No. 6	None
		No. 7	None
	Direction offset from cyl. bore		None
Connecting rod crankpin journal diameter			2.311 - 2.312

ENGINE—CAMSHAFT

Material			Cast Alloy Iron
Bearings	Material		Steel backed babbit
	Number		4
Type of drive	Gear or chain		Gear
	Crankshaft gear or sprocket material		Steel
	Camshaft gear or sprocket material		Bakelite and fabric composition with steel hubs
	Timing chain	Make	None
		No. of links	None
		Width	None
		Pitch	None

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		Yes
Special provision for valve rotation (intake, exhaust)		None
Rocker ratio		1.477:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero
	Exhaust	Zero
Tappet clearance for timing	Intake	Zero
	Exhaust	Zero
Timing marks on fly-wheel, damper, other		Flywheel

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	10° 30'
		Closes (°ABC)	53° 30'
	Exhaust	Opens (°BBC)	49°
		Closes (°ATC)	15°
Intake	Material		High Alloy Steel
	Overall length		6.376 - 6.396
	Actual overall head dia.		1.870 - 1.880
	Angle of seat		31° in Head
	Seat insert material		None
	Stem diameter		.3410 - .3417
	Stem to guide clearance		.0010 - .0027
	Lift		.4004
	Outer spring press. and length	Valve closed (lb. @ in.)	74-82 @ 1.858
		Valve open (lb. @ in.)	196-208 @ 1.462
	Inner spring press. and length	Valve closed (lb. @ in.)	None
		Valve open (lb. @ in.)	None
Exhaust	Material		High Alloy Steel
	Overall length		4.913 - 4.933
	Actual overall head dia.		1.495 - 1.505
	Angle of seat		46° in Head
	Seat insert material		None
	Stem diameter		.3410 - .3417
	Stem to guide clearance		.0010 - .0027
	Lift		.4004
	Outer spring press. and length	Valve closed (lb. @ in.)	74-82 @ 1.858
		Valve open (lb. @ in.)	196-208 @ 1.462
	Inner spring press. and length	Valve closed (lb. @ in.)	None
		Valve open (lb. @ in.)	None

ENGINE—LUBRICATION SYSTEM

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

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ rpm)	30 PSI @ 1170-1200 RPM
Oil pressure gage type (electric or mechanical)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter type (full flow, partial flow)	(Optional) Partial Flow
Capacity of crankcase, less filter—refill (qt.)	5
Oil grade recommended (SAE viscosity and temperature range)	Not lower than 32°F-----SAE 20W or SAE 20 or SAE 10W-30 Not lower than 0°F------SAE 10W or SAE 10W-30 Lower than 0°F----------SAE 5W or SAE 5W-20
Oil type recommended	Heavy Duty

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head		Regular grade
	Optional head		None
Fuel Tank	Capacity (gals.)		16
	Filler Location		Behind left rear fender moulding
Fuel Filter	Type		Screen
	Location		In Fuel Tank
Fuel pump	Type (elec. or mech.)		Mechanical
	Location		Lower right front corner of engine
	Pressure range		3.5 - 4.5 PSI
	Vacuum booster (std., optl., none)		None
Carburetor	Make		Rochester Products
	Model number		7009657 (a)
	Number used		One
	Type	Downdraft, side inlet, other	Downdraft
		Single or dual	Single Barrel
	Intake manifold heat control (manual, auto., none)		Automatic
	Automatic choke type (integral, other)		Integral
	Air cleaner type	Standard	Oil Wetted
		Optional	Oil Bath

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single
Muffler type (rev. flow, str. thru, sep.resonator)		Reverse Flow
Exhaust pipe dia.	Branch	None
	Main	2.00 Outside Dia.
Tail pipe diameter		1.81 Inside Dia.

(a) 7009656 with automatic transmission.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 3-11-57

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL			1500-2100-2400 Series (6 Cyl.)
ENGINE—COOLING SYSTEM			
Type (pressure system, atmospheric, other)			Pressure
Radiator cap relief valve press.			6.25 - 7.50 PSI
Circulation thermostat	Type (choke, bypass)		Choke
	Starts to open at		160°F
Water pump	Type (centrifugal, other)		Centrifugal
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Permanently lubricated, double row ball bearing
By-pass recirculation type (internal, external)			Internal
Radiator core type (cellular, tube and fin)			Cellular
Cooling system capacity	With heater (qt.)		17
	Without heater (qt.)		16
Water jackets full length of cylinder (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter and length	1-3/4 x 16-1/2 (Approx.)
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter and length	1-1/2 x 5-1/4 (Aprox.)
	By-pass	Number and type (molded, straight)	None
		Inside diameter and length	None
Drive belts	Fan	Number used	One
		Angle of V	37° - 44°
		Outside length	40.5 Pitch Length
		Width	.375
	Generator	Angle of V	37° - 44°
		Outside length	40.5 Pitch Length
		Width	.375
Fan	Number of blades and spacing		4 Staggered
	Diameter		17.5
	Ratio—fan to crankshaft revolutions		.949:1
	Bearing type		Double row ball

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 3-11-57

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco, 2SMR53-W
	Voltage Rtg. & Plates/cell		12-Volt - 9 Plate
	SAE Designation & Amp Hr. Rtg		2SM, 53 Amp. Hrs. @ 20 Hr. Rate
	Location		Front of engine compartment near radiator baffle
	Terminal grounded		Negative
Generator	Make		Delco-Remy
	Model		1100326
	Type		Two Brush Shunt Wound
	Ratio—Gen. to Cr/s rev.		2.31:1
Regulator	Make		Delco-Remy
	Model		1119000
	Type		Current and Voltage Control
	Cutout relay	Closing voltage @ generator rpm	12.8 @ 1300
		Reverse current to open	N. A.
	Regulated	Voltage	14.5
		Current	25
	Min. Gen. rpm required		(For max. output-hot) 2980
	Voltage test conditions	Temperature	Operating (Run Gen. 15 Min. @ 8-10 Amps. Before Testing)
		Load	10 Amp. Max.
		Other	None

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		1107652
	Rotation (drive end view)		Clockwise
	Engine cranking speed		N.A.
	Test conditions		Engine at Operating Temperature
	Lock test	Amps	N.A.
		Volts	N.A.
		Torque (lb. ft.)	N.A.
	No load test	Amps	75 (Max.)
		Volts	10.3
		RPM (min.)	6900
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		Place shift lever in neutral and depress clutch. (a) Press accelerator once to floor to set automatic chcke, then release. Turn ignition key to extreme right position to start engine.

(a) - For automatic transmission, place selector lever in "P" (Park) or "N" (Neutral) position.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ELECTRICAL—STARTING SYSTEM (cont.)

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

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy
	Model		1115085
	Amps	Engine stopped	4
		Engine idling	1.8
Distributor	Make		Delco-Remy
	Model		1112403
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	300
		Centr. advance max. deg. @ rpm	13° @ 1750 RPM
		Vacuum advance start (in. Hg.)	9.0
		Vac. adv. (max. deg. @ in. Hg.)	7-1/2° @ 13 In. Hg.
	Breaker gap (in.)		.016 - .021
	Cam angle (deg.)		28° - 35°
	Breaker arm tension (oz.)		19 - 23
Timing	C/S deg. @ rpm		T.C. @ Idle
	Mark location		Flywheel
	Cylinder numbering system (see page 2)		From front to rear
	Firing order (see page 2)		1-5-3-6-2-4
Spark plug	Make and model		AC 44
	Thread (mm)		14
	Tightening torque (lb. ft.)		15-25 Ft. Lb.
	Gap		.033 - .038
Cable	Conductor type		Linen core impregnated with an electral conducting material.
	Insulation type		Rubber with neoprene jacket
	Spark plug protector		Plastic

ELECTRICAL—SUPPRESSION

Description	Non-metallic high tension cables

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	AC
	Trip odometer (yes, no)	No
Charge indicator—type		Tell-Tale Light
Temperature indicctor—type		Electrical
Oil pressure indicator—type		Tell-Tale Light
Fuel indicator—type		Electric Indicator
Ignition switch	Identify positions in order and circuits controlled	Vertical----------Off, unlocked Counter Clockwise----------Off, locked 1st Pos. Clockwise from vert.--Ignition and accessories on 2nd Pos. Clockwise from vert.--Ignition and starter on with spring return to 1st position
	Provision for illumination	Light from fuel gauge illuminates ignition lock
	Location	On instrument panel to right of steering column
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Depressed - Off 1st Notch - Instr. panel lights, parking lights. 2nd Notch - Instr. panel lights, driving lights. Rotate clockwise to dim and turn off instrument panel lights; counter clockwise to turn on and brighten panel and turn on dome light.
Other light switches	Locations and lamps controlled	Toe Panel----------Headlight Dimmer Glove Compartment----------Glove Compartment Lamp (a) Front Door Hinge Pillars------Dome Lamp (b) Steering Column----------Turn Signal Lamps On Brace below Instr. Panel---Stop Lamps Lower end shift mechanism-----Back-up Lamps (d)
Other switches	Locations and devices controlled	On Accelerator Linkage--------Overdrive lock-out switch Instrument Panel----------Heater & blower switch Door Panels----------Power windows (e) Front Seat Left Lower Panel---Power seats (e) Instrument Panel----------Electric windshield wipers (e) Instrument Panel----------Radio on-off switch (d)
Windshield wiper	Make	Trico
	Type	Vacuum (c)
	Vacuum booster provision	None
	Washer provision	Dealer installed accessory
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	High 9, Low 10

(a) - Except 1500 Series.
(b) - On 2100 series; on all doors on 2400 series vehicles.
(c) - Electric windshield wiper available as a regular production option.
(d) - Dealer installed accessory.
(e) - Available as regular production option.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp		2-T3-5400
Headlamp beam indicator		1-53
Parking light		2-1034 (Combination parking & directional signal lamp)
Tail light		2-1034 (Combination tail, stop & directional signal lamp)
Stop light		(See "tail light")
Direction indicator	Front	(See "parking light")
	Rear	(See "tail light")
	Tell-Tale	2-57
License plate light		2-67 on Sedan Delivery & Station Wagons; 1-67, all others
Instrument light		4-57
Ignition lock light		Illuminated by Instr. Panel Lights
Map light		None
Dome light		1-1004
Clock light		1-57 * (Reg. Prod. on 2400 Series)
Radio dial light		1-GE 1891 *
Glove compartment light		1-57 (Reg. Prod. on 2100-2400 Series accessory on 1500 Series)
Courtesy light		2-89 * (Reg. Prod. on model 2434 only)
Trunk compartment light		1-93 *
Other		Back-up - (2-1073*); Cigarette Lighter (1-53*); Compass - (1-53*); Oil pressure Tell-tale (1-57); Parking brake alarm - (1-57*); Portable spot Lamp - (1-4416*); Underhood lamp - (1-93*) & Spot Lamp - (1-4405*); Generator Tell-tale (1-57)

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

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

Headlamp	13 CB (d)
Headlamp beam indicator	None
Parking light	Same as (d)
Tail light	SFE - 9 (e)
Stop light	Same as (e)
Direction indicator	SFE - 6 (g)
License plate light	Same as (e)
Instrument light	AGA-3 Fuse (f)
Ignition light	None-Illuminated by Instrument Panel Lights
Map light	None
Dome light	Same as (e)
Clock	Same as (e)
Clock light	AGA-3 Fuse
Radio	SFE-7-1/2
Glove compartment light	Same as (f)
Courtesy light	Same as (e)
Trunk compartment light	Same as (e)
Other	Auto compass (e); Oil pressure tell tale (g); Battery charging ind. (e); Heater & defroster, SFE 10; Back-up, SFE 9; underhood - SFE 9; Spot lamp, SFE 9 or SFE 14; Parking brake alarm, SFE 9; Front seat adjuster & window lifters, 40 amp circuit breaker; overdrive solenoid, SFE 9; air cond. evap. motor, SFE 20; Radio antenna SFE-1

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 3-11-57

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			Own
Type (dry or wet plate)			Dry
In combination with fluid coupling (yes, no)			No
Semi-centrifugal (yes, no)			No
Type pressure plate springs			Diaphragm
Total plate pressure (lb.)			1425 - 1600
No. of clutch driven discs			One
Clutch facing	Material		Molded or Woven Asbestos Composition
	Inside diameter		6.0 (a)
	Outside diameter		9.5 (a)
	Total fr. area (sq. in.)		85.22 (a)
	Thickness		.122 - .128
	Number required		Two
	Engagement cushioning method		Spring
	Release bearing	Type	Ball Bearing
		Method of lubrication	Sealed
	Torsional damping	Method (springs, other)	Springs at Hub
		Frict. mat.	None

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	Standard (b)
Conventional with overdrive (std. or opt.)	Optional
Automatic (std. or opt.)	Optional

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		3
Transmission ratios	In first	2.94:1
	In second	1.68:1
	In third	1.00:1
	In fourth	None
	In reverse	2.94:1
Constant mesh gears in 2nd (yes, no)		Yes
Spur gear used in (indicate speeds)		None
Helical gears used in (indicate speeds)		All
Synchronous meshing in 2nd and 3rd gears (yes, no)		Yes

(a) - 6.5 I.D. x 11.0 O.D., 123.7 Sq. In. Optional
(b) 4 Speed Transmission available as Heavy Duty operation equipment

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		2
	Type recommended		A-9 Mineral Oil
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme cold	SAE 80

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)		Planetary
	If planetary, No. of pinions		3
	Manual lockout (yes, no)		Yes
	Downshift accelerator control (yes, no)		Yes
	Minimum cut-in speed		27 MPH
	Gear ratio		0.70:1
	Lubricant: Capacity (O.D. only)		1 Pint
	Lubricant: Separate filter (yes, no)		No
	Lubricant: Type recommended		A-9 Mineral Oil
	Lubricant: SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Ext. cold	SAE 80

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Powerglide
Type (fluid coupling with gears, torque convertor with gears, other)	Torque converter with planetary gears
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	P-Park N-Neutral D-Drive L-Low R-Reverse
List gear ratios in each drive position (range)	Drive 3.82-1:1 Low 3.82-1.82:1 Reverse 1.82:1
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes
By governor—forced shift (yes, no)	Yes
Downshift of gears in high range possible up to (mph)	50

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		3
	Max. ratio at stall at engine rpm		2.1:1
	Mechanical lockup	Provided (yes, no)	No
		Speed range	None
		Releases at (speed range, mph)	None
	Type of cooling (forced air, oil cooler and type, other)		Plate type oil cooler
	Anti-creep device (yes, no)		No
Lubricant	Capacity—refill (pt.)		Capacity 22 Pts; Refill, 10 Pts.
	Type recommended		Type A
	Grade	Summer	
		Winter	Same grade in all temperature ranges
		Extreme cold	

DRIVE UNITS—PROPELLER SHAFT

Number used			One
Type (exposed, torque tube)			Exposed
Outer diameter x length* x wall thickness	Conventional trans.		3.000 x 53.90 x .065
	Overdrive trans.		Same as above
	Automatic trans.		Same as above
Intermediate bearing	Type (plain, anti-friction)		None
	Lubri. (fitting, prepack)		None
Universal joints	Make		Own
	Number used		2
	Type (ball and trunnion, cross, other)		Yoke and Spider (Trunnion)
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Pre-Pack
Drive taken through (torque tube or arms, spring)			Springs
Torque taken through (torque tube or arms, springs)			Springs

*Centerline to centerline of joints or centerline of rear attachment point.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
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3-11-5

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL			1500-2100-2400 Series (6 Cyl.)
DRIVE UNITS—REAR AXLE			
Type (semi-floating, other)			Semi-Floating
Gear type (hypoid, other)			Hypoid
Gear ratio and No. of teeth (d)	Conventional trans.		3.55:1 (9-32) (c)
	Overdrive trans.		4.11:1 (9-37) (c)
	Automatic trans.		3.36:1 (11-37) (c)
Pinion adjustment (shim, other)			Shim
Pinion bearing adj. (shim, other)			None
Lubricant	Capacity (pt.)		4 Pts.
	Type recommended		A-9 Hypoid lubricant
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme-cold	SAE 90
DRIVE UNITS—WHEELS			
Type (disc, other)			Disc
Rim (size and flange type)			14 x 5J (Modified)
Attachment	Type (bolt or stud)		Bolt
	Circle diameter		4.75
	Number and size		5, 7/16-20
DRIVE UNITS—TIRES			
Size and ply rating	Standard		7.50-14-4 Ply Tubeless blackwall
	Optional		(a)
Rev/mile at 30 mph			784
Inflation press. (cold)	Front		22 lb.
	Rear		22 lb.
BRAKES—SERVICE			
Type			Servo - 4 Wheel hydraulic
Booster type			Vacuum assisted hydraulic unit with integral master cyl. (b)
Effective area (sq. in.)			157
Percent brake effectiveness—rear			44%
Drum	Diameter	Front	11
		Rear	11
	Type and material		Composite, rim cast alloy iron; Web-pressed steel

(a) - 7.50-14-4 Ply tubeless whitewall, 7.50-14-6 Ply tubeless blackwall or whitewall.
(b) - Available as a regular production option.
(c) - These ratios also available with optional "Positraction" (Limited Slip) differentia
(d) - Heavy duty operation equipment available in the following ratios:
3.55:1 (9-32), 3.70:1 (10-37), 3.90:1 (10-39), 4.11:1 (9-37), 4.56:1 (9-41), 4.89:1 (9-44), 5.14:1 (7-36), 5.57:1 (7-39), 5.83:1 (6-35), 6.33:1 (6-38), 3.89:1 (9-35).

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			Bonded
	Primary	Material		Full molded asbestos composition
		Size (length x width x thickness)	Front wheel	9.29 x 2.0 x .175
			Rear wheel	9.29 x 1.75 x .175
		Segments per shoe		One
	Secondary	Material		Full molded asbestos composition
		Size (length width x thickness)	Front wheel	11.69 x 2.0 x .175
			Rear wheel	11.69 x 1.75 x .175
		Segments per shoe		One
Wheel cylinder bore	Front			1.125
	Rear			1.00
Master cylinder bore				1.00
Available pedal travel				6.38
Line pressure at 100 lb. pedal load				460 (actual)
Shoe clearance adjustment				Adjust to light drag and backoff 7 notches

BRAKES—PARKING

Type of control		T-Handle
Location of control		Under instrument panel, left of steering column
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	None
	Drum diameter	None
	Lining size (length x width x thickness)	None

FRAME

Type and description	Welded box girder frame with channel type cross members.

FRONT SUSPENSION

Type and description	Independent, short and long arm spherical joint outer pivots, rubber bushed inner pivots, coil springs.

differential and an engine oil cooler. Non-air conditioned G92 Camaros were outfitted with a special front disc brake package with massive 12-inch diameter rotors and Corvette-type dual-piston aluminum calipers. The 1LE Camaro's list of high-performance hardware also included an aluminum drive shaft, specially valved shock absorbers, gas tank baffles and a low-restricted exhaust with twin catalytic converters. Even the standard IROC-Z fog lamps were deleted to reduce weight and enhance engine cooling.

How effective was the lightweight 1LE Camaro? In 1989, Chevy's F-body swept the Sports Car Club of America (SCCA) and International Motor Sports Association (IMSA) Showroom Stock series. Camaros won every race in the SCCA Escort Endurance Championship, and captured the "Car of the Year" award in the IMSA's Firestone Firehawk series.

The 1LE package - created for professional and amateur racing - continues as the ultimate go-fast option for the forth-generation Z28. The 1LE option enhances the already impressive performance of the Z28's LT1 V8 and 6-speed manual powertrain with the following equipment: larger diameter front and rear stabilizer bars with higher rate bushings, stiffer shock valving and radiator baffles for added engine cooling.

INDY PACE CARS

Camaros have paced the Indianapolis 500 four times - in 1967, 1969, 1982 and 1993. A trio of Super Sport convertibles were prepared for pace car duty in the 1967's great race with L-35 396 CID engines, white paint, blue interiors and "bumblebee" nose stripes. Chevrolet celebrated the new Camaro's selection as pace car at the famous "Brickyard" by producing a limited run of replicas.

Pace car fever was running high when the Camaro made a return appearance at Indy in 1969. The actual pace cars had big-block V8s, distinctive "Hugger Orange" stripes and orange houndstooth upholstery. Chevy produced 3675 commemorative editions, which were offered with a choice of 396 CID or 350 CID engines.

The third-generation Camaro starred at the 66th running of the Indy 500 in 1982. the metallic silver and blue pace car was equipped with an all-aluminum 350-CID small-block V8. The 6360 replicas sold that year shared the pace car's graphics, but not its hot rod powerplant.

When the Indy car field took the Brickyard in May, 1993, they were again paced by the 1993 Z28 coupe. This black-on-white forth-generation Z-car was powered by an 350-CID LT1 V8 and a 4-speed automatic transmission. No other model- by any manufacturer- has paced the Indianapolis 500 more often than Camaro, which has led the way around the track four times.*

The 1997 30th Anniversary Z28 Camaro paced the third annual Brickyard 400 on August 3, 1996. This marked the fifth appearance for the Camaro as a pace car at Indianapolis Motor Speedway. The pace car was again powered by a 350-CID LT1 V8 and a 4-speed automatic transmission.

* Information obtained from the 1993 and 1996 Camaro Press Release Pack was produced by Chevrolet Media Productions and from Camaro sales brochures.

1988	96,275	N.O.	24,050	N.O.	5,620*	53,455	42,820
1989	110,739	83,487	20,067	N.O.	7,185*	68,010	42,729
1990	34,988	28,750	4,213	N.	2,023*	38,483	12,743
1991*	80,255	66,963	N.O.	13,292	6,181*	55,878	24,377
1992	70,007	63,556	N.O.	6,451	3,816*	9,013	60,994
1993	39,103	N.O.	N.O.	17,850	N.O.	17,850	21,253
1994	119,799	N.O.	N.O.	40,940	7,260*	40,940	78,859
1995	122,738	N.O.	N.O.	38,359	14,872*	38,359	84,379
1996	61,362	8,996	2,410	17,844	6,837*	18,072	43,290

* Convertible Top figures for 1987 to current include the R.S., Z28, SS, and IROC Models.
Total 1969 Indy Pace Car production was 3,675. Approximately 100 Pace Cars were produced for 1967.
1978 Rally Sport figure includes Type LT Rally Sport Coupe
NOTE: "N.O." means "Not Offered."

CAMARO PRODUCTION FIGURES

YEAR	TOTAL PRODUCTION	RALLY SPORT	SUPER SPORT	Z-28	CONVERTIBLE	V8 ENGINE	V6 ENGINE
1967	220,906	64,842	34,411	602	25,141	162,109	58,808
1968	235,147	40,877	27,844	7,199	20,440	184,178	50,937
1969*	243,085	37,773	33,980	19,014	17,573	178,087	65,008
1970	124,901	27,136	12,476	8,733	N.O.	112,323	12,566
1971	114,630	18,404	8,377	4,862	N.O.	103,452	11,181
1972	68,651	11,364	6,562	2,575	N.O.	63,832	4,824
1973	86,751	16,133	N.O.	11,574	N.O.	93,138	3,618
1974	151,008	N.O.	N.O.	13,802	N.O.	128,810	22,210
1975	145,770	7,000	N.O.	1	N.O.	116,430	29,359
1976	182,959	15,855	N.O.	N.O.	N.O.	144,934	38,047
1977	218,853	17,026	N.O.	14,349	N.O.	187,464	31,390
1978	272,631	17,588*	N.O.	54,907	N.O.	235,649	36,982
1979	282571	19,101	N.O.	84,877	N.O.	260,658	21,913
1980	152,005	12,015	N.O.	45,137	N.O.	100,901	51,104
1981	126,139	N.O.	N.O.	43,272	N.O.	74,135	52,004
1982	189,747	N.O.	N.O.	71,242	N.O.	98,168	69,777
1983	154,381	N.O.	N.O.	62,650	N.O.	90,123	54,332
1984	261,591	N.O.	N.O.	100,899	N.O	152,433	98,471
1985	180,018	N.O.	IROC-Z 21,177	47,226	N.O.	98,385	78,315
1986	192,219	N.O.	49,585	38,638	N.O.	114,741	77,478
1987	137,760	6,618	38,889	13,974	1,007*	77,321	60,439

Inside the vast juggernaut that is the Chevrolet Division of General Motors is a secret department that's the automotive equivalent of the famous Lockheed Skunk Works. It's called the Specialty Vehicles Department--an island of wild creativity in a sea of careful, design-for production conservatism. Jon Moss runs this high-performance empire, overseeing a group of talented engineers and craftsmen chartered with asking--and answering--the "what if?" questions that arise within Chevrolet. Often, the answers become tire-smoking production cars like the Impala SS. That's the really fun part.

By many, Moss is considered to have the best job in the automotive world. After all, what could be more enthralling for an enthusiast than crafting exotic machinery all day, every day, with the resources of Chevrolet backing you up? This over-simplification discounts the pressures that come with orchestrating work on 35 or more one-of-a-kind vehicles per year. From initial design to auto-show-ready completion, using both internal and external subcontractors., Moss is expected to produce vehicles that push the design envelope without busting the budget or blowing deadlines.

This year we joined Moss and Chevy's general manager John Middlebrook for two very full days at Memphis Motorsports Park to drive, test, and photograph a fire-breathing herd of tantalizing machinery.

WE POP THE LID ON CHEVY'S HIGH-POWERED TOY BOX

by the Editors of *Motor Trend*

LEAD PHOTO BY DAVID FREERS

CHEVY PERFORMANCE

600-HP CAMARO

IT'S NOT ROCKET SCIENCE—JUST CUBIC INCHES/by Jeff Karr

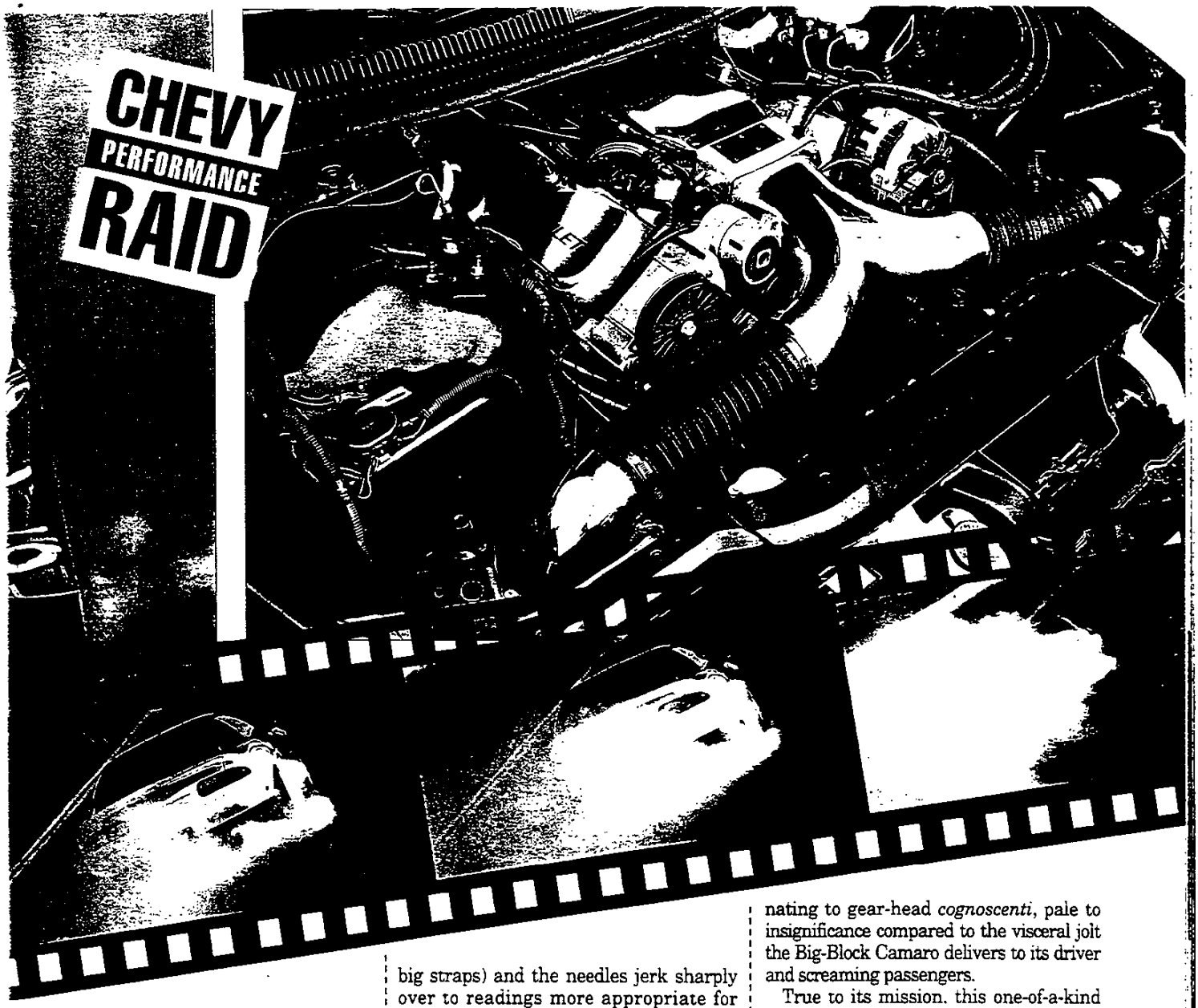
PHOTOGRAPHY BY KEVIN WING

Sometimes you need a little reminder of what really makes a performance car great. Chevy Specialty Vehicles offers a 600-horsepower memory aid in the form of the awesome Big-Block Camaro. Simply put, this is a *big* gulp of unbridled performance. Wrapped in bulging, blood-red bodywork licked with flames, the Big-Block Camaro looks plenty intense. However, it's when you turn the ignition key and experience the seismic rumble of the 510-cubic-inch V-8 that you believe the Big-Block's rabid paint scheme is too understated.

Slip the GM Motorsports 4L80-ER four-speed automatic into drive, then jam your right foot to the floor. The tortured shriek of the whirling 315/35ZR17 BFGoodrich tires (*and your own tortured shrieks*) are drowned out by the rich roar of the lunatic V-8. With its chassis set up for drag racing, this wild Camaro picks up its nose, then rocks back on its haunches like an enormous gas-burning jackrabbit. Even with a less-than-ideal tire-churning launch, you hit 60 mph in only 4.6 seconds. More telling is the terminal speed after a quarter mile: At 113.3 mph (in 12.8 seconds), the Big-Block Camaro runs almost as fast as the 114.1-mph Porsche 911 Turbo. Not bad at all for a car that had been completed just a few days before our testing and hadn't received even a scrap of fine tuning. And on the slick Memphis track surface, traction was less than optimum. With some more tinkering from Jon Moss' crew, the Big-Block Camaro is sure one day to convert an even larger percentage of its 600 horsepower into forward motion. Our seat-of-the-pants dyno suggests deep 11s at 120 mph are wholly probable given a bit of sorting out.

Sad to say, the Big-Block Camaro doesn't signal a mega-motor comeback in the offing (the big-block hasn't been in the Camaro since 1972). Chevy Specialty Vehicles conjured up this missile to showcase what can be created using parts and components available through GM's Performance Parts organization and select aftermarket sources. The heart of the machine is a 502-cubic-inch cast-iron marine block bored out to a heady 4.5 inches per cylinder. With a 4-inch-stroke forged-steel marine

CHEVY PERFORMANCE RAID



crankshaft spun by Wiseco pistons and forged-steel connecting rods, displacement works out to 510 cubic inches—or 8400 cubic centimeters for you metric panty-waists. GM "C"-Port open chamber aluminum cylinder heads cap the block and sport stainless-steel valves popped open by hydraulic roller lifters. The compression ratio is a stout 11.5:1, so don't plan on tanking up on unleaded regular.

The custom-machined short-runner tuned-port aluminum intake manifold is a visual highlight inside the engine bay and combines with an Accel twin-bore throttle body, AC Rochester injectors, and a Delco-GM electronic control module to keep the engine well fed. Exhaust flows through 2-inch runners that dump into 3-inch collectors, pipes, and Flowmaster mufflers. There's not a catalytic converter anywhere in sight, and the sound is intense enough to cause heart attacks in feeder cattle within a 10-mile radius.

Strap this brute to a dynamometer (use big straps) and the needles jerk sharply over to readings more appropriate for ocean liners. Horsepower builds with straight-line progressivity from 2000 rpm (187 horsepower) to 6000 rpm (600 angry ponies). The torque curve isn't much of a curve at all; it's practically flat, and anywhere between 2000 and 6300 rpm, the Big-Block has more sheer grunt than a Dodge Viper GTS has even at its 490-pound-feet peak. Rev this Camaro to 5000 rpm and you'll have to reckon with 556 pound-feet of torque. In our book, that's considered about adequate.

This much pure twist demands a brawny driveline, which is exactly what Jon Moss' crew developed. Along with a four-speed automatic with a 2800-rpm stall speed torque converter, the Big-Block burns rubber via a special driveshaft, Dana 60 rear axle, Strange Engineering shafts, and a Torque-Lok limited-slip differential. Hundreds of other changes are sprinkled through the car to fit this oversize, over-achieving powertrain into a Camaro body. Those many details, while endlessly fascinating to gear-head *cognoscenti*, pale to insignificance compared to the visceral jolt the Big-Block Camaro delivers to its driver and screaming passengers.

True to its mission, this one-of-a-kind Camaro overpowers you totally and completely.

BIG-BLOCK CAMARO

Drivetrain	Front engine, rear drive
Engine configuration	V-8, OHV, 2 valves/cylinder
Displacement, ci/cc	510/8400
Horsepower, hp @ rpm	600 @ 6000
Torque, lb-ft @ rpm	556 @ 5000
Transmission	4-speed auto.
Axle ratio	4.10:1
Acceleration, sec	
0-30 mph	1.8
0-40	2.6
0-50	3.5
0-60	4.6
0-70	5.7
0-80	7.0
0-90	8.4
0-100	10.1
Quarter mile, sec/mph	12.8/113.3

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CHEVROLET BY THE NUMBERS:

1965-69, 1970-75. By: Alan L. Colvin. Approx. 300 pages each. $29.95 each. Robert Bentley, Inc., Cambridge, Massachusetts. (800) 423-4595.

This pair of books might simply be the most comprehensive and easiest to read reference manuals we've come across. Between the two volumes, *Chevrolet By The Numbers* identifies each and every V8 casting number, from engine blocks to water pumps. The same goes for transmissions, rear axles, and wheels.

Author Alan Colvin researched the information in these volumes with help from General Motors. He was able to examine original blueprints and many are reproduced within the books. Chevrolet exploded view photographs are also included to help identify internal components of distributors, carburetors, and transmissions.

Detailed charts on many major components, such as pistons, crankshafts, and carburetors, display specifications and sizes, vehicle applications, and comparisons with similar parts. Each part is thoroughly identified and its application is defined without confusion.

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Issued: 9-1-56
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MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

FRONT SUSPENSION (con't.)

	Type	Coil
	Material	High Alloy Steel
Spring	Size (length x width x No. leaves or coil I.D.)	15.16 x 3.602 I.D.
	Spring rate (lb. per in.)	311
	Rate at wheel (lb. per in.)	109
	Normal load (lb. @ rated length)	1710 @ 9.69
Shock absorbers	Manufacturer	Delco
	Type (direct or lever)	Direct
	Piston diameter	1.0
Stabilizer	Type (link, linkless, frameless)	None
	Material	None

STEERING

Type used (Standard or optional)		Mechanical	Standard
		Power	Optional
Wheel diameter			18 In.
Turning diameter	Outside front	Wall to wall (r. & l.)	44.5 Ft.
		Curb to curb (r. & l.)	41.5 Ft.
	Inside rear	Wall to wall (r. & l.)	22.0 Ft.
		Curb to curb (r. & l.)	24.0 Ft.
Inside wheel angle with outside wheel at 20°			22° - 26°
Mechanical	Gear	Type	Semi-reversible, recirculating ball
		Make	Saginaw
		Ratios — Gear	20:1
		Ratios — Overall	25.7:1
	No. wheel turns		5.34
Power	Type		Hydraulic
	Make		Saginaw
	Trade name		None
	Gear	Type	Semi-reversible recirculating ball
		Ratios — Gear	20:1
		Ratios — Overall	~~23.3:1~~ 21.1
	Pump driven by		Extension of generator shaft
	Overall torque ratio		N.A.
	Number wheel turns		5.34
Linkage	Type		Relay Link
	Location (front or rear of wheels)		Rear
	Drag link (trans. or long) Tie rods (one or two)		Longitudinal - Two

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
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MAKE OF CAR Chevrolet MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		3-1/2° - 4-1/2° (a)
	Diameter (spher.joint)		Upper 1.306; Lower 1.248
	Bearings (type)	Upper	Spherical Joint
		Lower	Spherical Joint
		Thrust	None
Wheel alignment (range and preferred)	Caster (deg.)		∠ 1/2° to ∠ 1-1/2°
	Camber (deg.)		0° to 1°
	Toe-in (outside tread-inches)		1/8 to 3/16
Steering knuckle type			Reverse Elliot in combination with spherical joints
Wheel spindle	Diameter	Inner bearing	1.2490 - 1.2495
		Outer bearing	.7490 - .7495
	Thread size		3/4-20
	Bearing type		Ball

REAR SUSPENSION

Type				Longitudinal
Drive and torq. taken through (see page 14)				Rear Springs
Spring	Type			Semi-Elliptic
	Material			High alloy steel
	Size (length x width x No. leaves or coil I.D.)			58 x 2 x 4
	Spring rate (lb. per in.)			112
	Rate at wheel (lb. per in.)			N.A.
	Normal load (lb. at rated length)			1050
	Mounting insulation type			Spring Seat
	If leaf	No. of leaves		4
		Covers (yes, no)		No
		Lubricated (yes, no)		No
		Inserts	Type and size	Leaf Tip, 2.50 x 2.00 x .163
			Material	Nylon
		Shackle (comp. or tens.)		Compression
Shock absorbers	Manufacturer			Delco
	Type (direct or lever)			Direct
	Piston diameter			1.0
Stabilizer	Type (link, linkless, frameless)			None
	Material			None
Track bar type				None

(a) - Inclination of steering axis.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet MODEL YEAR 1957

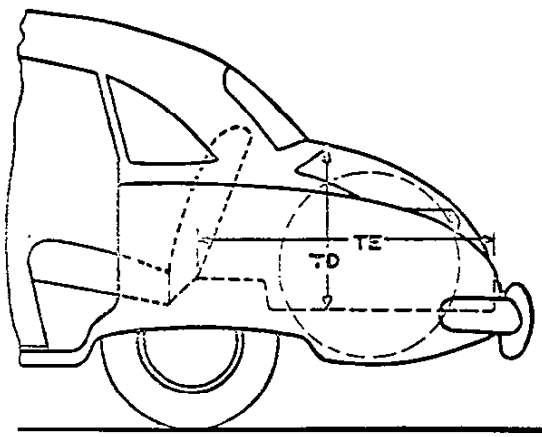
BODY—GENERAL DEFINITIONS

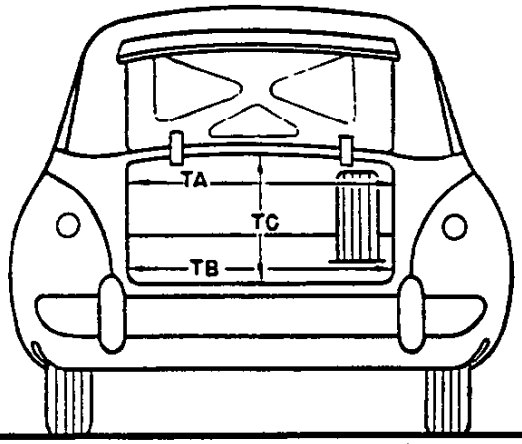
NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL	1500-2100-2400 Series (6 Cyl.)

BODY—TRUNK OPENING DIMENSIONS





TA—Width across the top	49.8
TB—Width across the bottom	49.0
TC—Diagonal dimension at CL from top of opening to bottom	N.A.
TD—Vertical height of opening (floor to top, inside edge of opening)	20.0
TE-Max. horizontal depth (forward from vertical projection of inside edge of opening)	49.0
Position of spare tire stowage	Upright in trunk, right hand side
Method of holding lid open	Torsion Rods

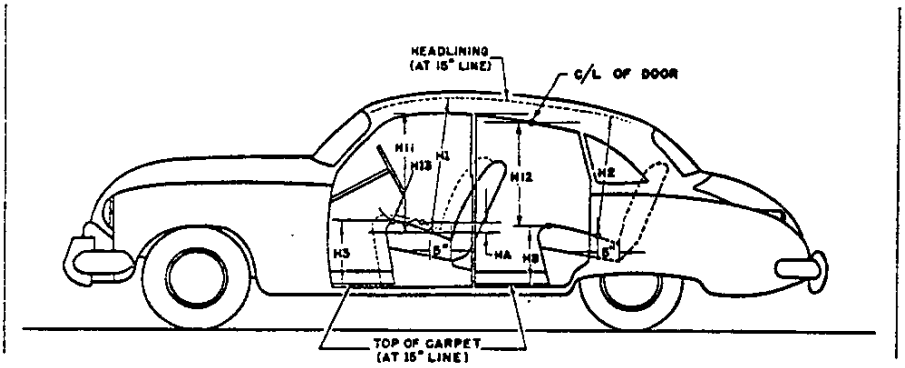
AMA Consolidated Specification Questionnaire

ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

BODY—HEIGHT DIMENSIONS—INTERIOR



H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	36.0
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	35.6
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	13.1
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	12.2
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	29.5
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear-door.	28.1
H13. Steering wheel clearance to seat cushion taken on arc.	6.1
HA. Front seat vertical rise at "A" pt. (inches.)	.7

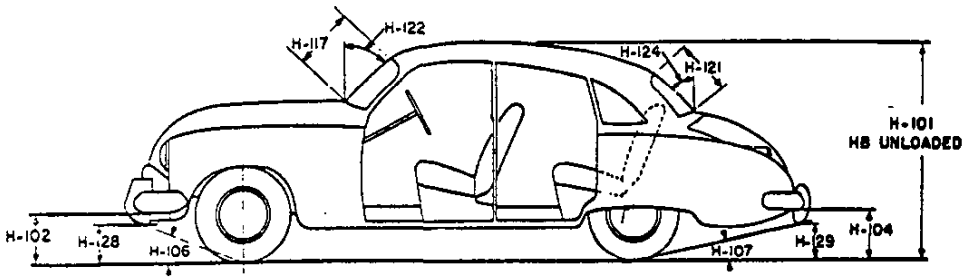
AMA Consolidated Specification Questionnaire

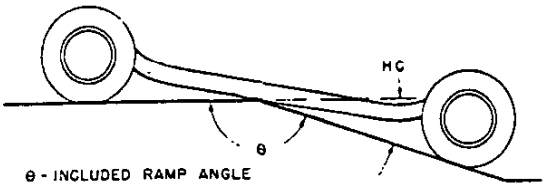
ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET MODEL YEAR 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

BODY—HEIGHT DIMENSIONS—EXTERIOR





θ - INCLUDED RAMP ANGLE
HC - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height.	59.9
HB. Overall height—unloaded.	61.5
H102. Front bumper bottom to ground at normal section.	10.6
H104. Rear bumper bottom to ground at normal section.	9.6
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	20° 50'
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	12° 0'
HC. Ramp breakover angle.*	110 54'
H117. Windshield DLO-slant height.	18.5
H121. Backlight DLO*—Max., slant height.	18.5
H122. Windshield slope angle to vertical line on car axis.	41° 55'
H124. Backlight slope angle to vertical line on car axis.	44°
H128. Ground to bottom of front bumper guard.	N.A., Bumper guard integral with bumper
H129. Ground to bottom of rear bumper guard.	N.A., Bumper guard integral with bumper
HD. Min. road clearance (location and dimension).	Exhaust pipe to ground 5.92
HE. Min. road clearance at rear axle.	7.6

*See Notes, page 19.

AMA Consolidated Specification Questionnaire

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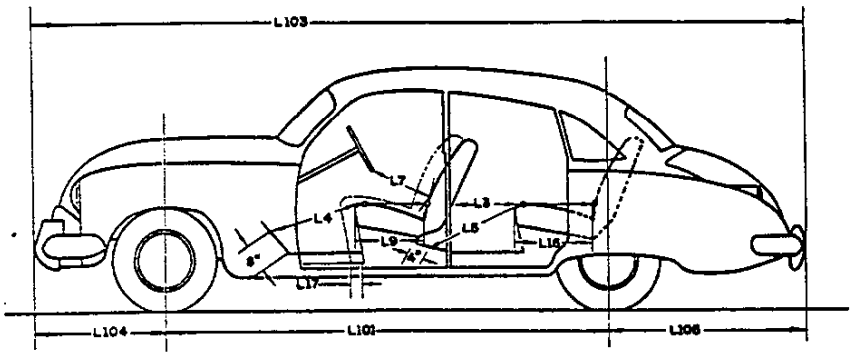
NAME OF CAR Chevrolet **MODEL YEAR** 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

BODY—LENGTH DIMENSIONS



Interior	L2. Rear compartment back of front seat back to rear seat back.	28.6
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	44.4
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	39.8
	L7. Steering wheel clearance to seat back taken on arc.	14.8
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.2
	L16. Depth of rear seat (front edge to seat back).	17.9
	L17. Total adjustment of front seat at floor.	4.4
Exterior	L101. Wheel base.	115.0
	L103. Overall length (bumper to bumper inc. guards).	200.0
	L104. Overhang—front including bumper guards.	32.5
	L105. Overhang—rear including bumper guards.	52.5

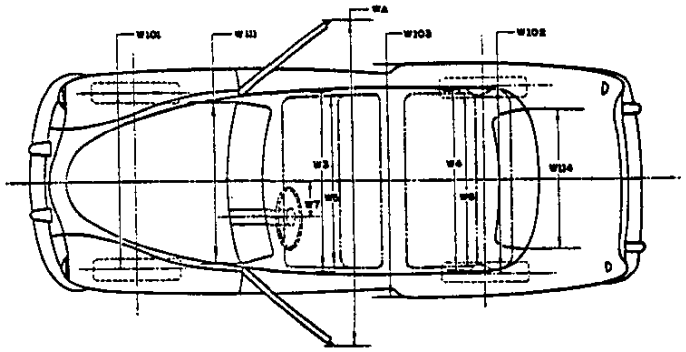
AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

BODY—WIDTH DIMENSIONS



Interior	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56.9
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56.4
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	62.1
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	62.9
	W7. Steering wheel center to center of body.	15.6
Exterior	W101. Front tread at ground.	58.0
	W102. Rear tread at ground.	58.8
	W103. Max. overall width of car including bumpers or mouldings.	73.9
	WA. Max. overall width of car with doors open.	140.1
	W111. Windshield DLO, max. width.	59.2
	W114. Back window DLO, max. width.	58.4

AMA Consolidated Specification Questionnaire

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Revised: 3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL 1500-2100-2400 Series (6 Cyl.)

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	Front
	Rear	Front
Type of finish (lacquer, enamel)		Lacquer
Hood opening (front, side; semi-full, full, half)		Front
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vent window control method (crank, friction, pivot).		Crank
Windshield (one piece, two piece; curved, flat)		One piece, curved
Rear window type (one piece, two piece, three piece; curved, flat)		One piece, curved
Windshield glass area		1144.9
Backlight glass area		1127.2
Total glass area		3916.2

BODY—TYPES AND STYLE NAMES

Body type, number of passengers, and style names (use letter code shown below followed by passenger capacity and style name e.g., N-6 Ranchwagon)	Series 1500 (One-Fifty)	Series 2100 (Two-Ten)	Series 2400 (Bel Air)
	D-6	D-6	D-6
	G-6	G-6	G-6
	S-2	P-6 (Townsman)	P-6 (Townsman)
	Q-6	K-6	K-6
	N-6 (Handyman)	P-9 (Beauville)	N-6 (Nomad)
		B-6 (Delray)	L-5
		N-6 (Handyman)	J-6
		J-6	

Body type code

A—Coupe—2 door flatback
B—Coupe—2 door notchback
C—Sedan—2 door flatback
D—Sedan—2 door notchback
E—Sedan—4 door flatback (4 windows)
F—Sedan—4 door flatback (6 windows)
G—Sedan—4 door notchback (4 windows)
H—Sedan—4 door notchback (6 windows)
J—Hardtop—2 door
K—Hardtop—4 door
L—Convertible—2 door
M—Convertible—4 door
N—Station wagon—2 door
P—Station wagon—4 door
Q—Combined passenger and utility—2 door
R—Combined passenger and utility—4 door
S—Sedan delivery
T—Limousine

AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR: CHEVROLET		**MODEL NAME**	**SYMBOL**
COMPANY: Chevrolet Motor Division General Motors Corporation Engineering Center Box 246, N. End Station Detroit 2, Michigan		One-Fifty (V-8)	1500 Series
		Two-Ten (V-8)	2100 Series
MODEL YEAR: 1957	**DATE** 9-1-56	Bel-Air (V-8)	2400 Series

Revised: 10-15-56; 12-17-56; 3-11-57

TABLE OF CONTENTS

NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
2. All specifications are standard for the models under which they are listed unless otherwise indicated.
3. All dimensions are nominal engineering dimensions unless otherwise indicated.
4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

GENERAL SPECIFICATIONS

Model			1500-2100-2400 Series (V-8)	
			265 cu. in.	283 cu. in.
Wheelbase			115.0	
Tread	Front		58.0	
	Rear		58.8	
Maximum Overall Dimensions	Length (L-103)		200.0	
	Width (W-103)		73.9	
	Height (H-101)		59.9	
Steering ratio—overall			25.7:1	
Turning diameter (curb to curb)			41.5 Ft.	
Shipping weight*			3273 Lb. (Estimated)	
Transmission—(Specify standard, optional, not avail.)		Conventional	Standard	Optional
		Overdrive	Optional	Optional
		Automatic	None	Standard
Axle ratio (c)		Conventional	3.55:1 (c)	
		Overdrive	4.11:1 (c)	
		Automatic	3.36:1 (c)	
Tire size			7.50-14 4 Ply, Tubeless	
Engine	Type		"V"	
	No. of cylinders		8	
	Valve arrangement		In-Head	
	Bore and stroke		3.75 x 3.00	3.87 x 3.00
	Piston displacement, cu. in.		265	283
	Standard compression ratio		8.0:1	8.5:1 (a)
	Maximum bhp at engine rpm		162 @ 4400	185 @ 4600 (b)
	Maximum torque at rpm		257 @ 2400 (2103)	275 @ 2400 (b)

*Standard car weight, not including gas and water.

(a) - 9.5:1 with four barrel carb., dual four barrel carb. or Fuel Injection; 10.5:1 with Fuel Injection and special camshaft.

(b) - See page 2a for additional data.

(c) - These ratios also available with optional "Positraction" (limited slip) differential.

(d) - Heavy duty rear axles are available as service items in the following ratios: 3.55:1, 3.70:1, 3.90:1, 4.11:1, 4.56:1, 4.89:1, 5.14:1, 5.57:1, 5.83:1, 6.33:1, and 3.89:1.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL 1500-2100-2400 Series (V-8)

ENGINE—GENERAL

Type	V, In-line, other		"V"	
	Angle of V		90°	
No. of cylinders			8	
Valve arrangement			In Head	
Bore and stroke			3.75 x 3.00	3.87 x 3.00
Piston displacement, cu. in.			265	283
Numbering system (front to rear)	L. Bank		1 - 3 - 5 - 7	
	R. Bank		2 - 4 - 6 - 8	
Firing order			1 - 8 - 4 - 3 - 6 - 5 - 7 - 2	
Compression ratio	Standard Head		8.0:1	8.5:1 (f)
	Optional Head		None	
Cylinders	Head Material	Standard	Cast Alloy Iron	
		Optional	Cast Alloy Iron	
	Sleeve—Wet, dry, other, none		None	
Number of mounting points		Front	Two	
		Rear	Two	
Taxable horsepower	(Dia.² x No. Cyl.) 2.5		45	48
Advertised max. brake horsepower at engine RPM*	Standard head		162 @ 4400	185 @ 4600 (See page 2a)
	Optional head		None	
	With fuel (Octane and method)	Standard Head	87, Research	87, Research (95-100, Researc with opt. equip
		Optional Head	None	
Max. torque (lb. ft. @ RPM)	Standard head		257 @ 2400	275 @ 2400 (See page 2a)
	Optional head		None	
Recommended idle speed (neutral)			475 RPM	

ENGINE—PISTONS

Material			Cast Aluminum Alloy with Steel Struts	
Description and finish			Flat Head Slipper Skirt Type (a) (d); Cam ground, tin coated with controlled expansion	
Weight (piston only) oz.			21.44	20.96 (e)
Clearance	Top land		.035 - .043	
	Skirt	Top	.0006 - .0010 (b)	.0006 - .0010 (b & c)
		Bottom	NA	
Ring groove depth	No. 1 ring		.2118 - .2183	.2153 - .2218
	No. 2 ring		.2118 - .2183	.2153 - .2218
	No. 3 ring		.2043 - .2108	.2093 - .2158
	No. 4 ring		None	

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Dynamometer Exhaust water pump, no fan, generator not charging.

(a) - Engine with dual 4-barrel carb., & fuel injection equip. have pistons with machined relief in head for valve clearance.
(b) - Measured 2.44 inches from top of piston.
(c) - .0015 - .0020 on engines with dual 4-barrel carb. or fuel injection equip.
(d) - Domed piston used with fuel injection and optional camshaft.
(e) - 21.12 with dual 4-barrel carb. and fuel injection equipment.
(f) - 9.5 with 4-barrel, dual 4-barrel or fuel injection (without optional camshaft) equipment; 10.5 with fuel injection (with optional camshaft) equipment.

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Revised: 10-15-56
3-11-57

AMA CONSOLIDATED SPECIFICATION QUESTIONNAIRE

Make of Car CHEVROLET Model Year 1957

Model 1500-2100-2400 Series (V-8)
283 cu. in.

ENGINE GENERAL (Continued)

With Four-Barrel Carburetor Equipment:	
Maximum bhp at engine rpm	220 @ 4800
Maximum torque at rpm	300 @ 3000
With Two Four-Barrel Carburetor Equipment:	
Maximum bhp at engine rpm	245 @ 5000
Maximum torque at rpm	300 @ 3800
With Fuel Injection Equipment:	
Maximum bhp at engine rpm	250 @ 5000
Maximum torque at rpm	305 @ 3800
With Two Four-Barrel Carburetor and Optional Camshaft Equipment:	
Maximum bhp at engine rpm	270 @ 6000
Maximum torque at rpm	285 @ 4200
With Fuel Injection and Optional Camshaft Equipment:	
Maximum bhp at engine rpm	283 @ 6200
Maximum torque at rpm	290 @ 4400

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL			1500-2100-2400 Series (V-8)	
			265 cu. in.	283 cu. in.

ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.		Compression	
	No. 2 oil or comp.		Compression	
	No. 3 oil or comp.		Oil	
	No. 4 oil or comp.		None	
No. rings above piston pin			3	
Compression	Material		Cast Alloy Iron	
	Coating		Upper - Chrome Plate Lower - Wear Resistant Coating	
	Width		.0775 - .0780	
	Gap		.009 - .018	.010 - .020
	Maximum wall thickness		.187	.194
Oil	Material		Rails, Steel; Spacer, Stainless Steel	
	Coating		Upper and Lower Rails Chrome Plated O.D.	
	Width		.181 - .188	
	Gap		.015 - .055	
	Maximum wall thickness		.168	
Location of expanders			In Oil Ring Assy.	

ENGINE—PISTON PINS

Material			High Alloy Steel (File Hard Case)
Length			2.990 - 3.010
Diameter			.9270 - .9273
Type	Locked in rod, in piston, floating, etc.		Pressed In Rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.00015 - .00025
	In rod		None
Direction offset in piston			Major Thrust Side

ENGINE—CONNECTING RODS

Material		Forged Steel
Weight (oz.)		19.02
Length (center to center)		5.699 - 5.701
Bearing	Material	Steel Backed Babbitt (a)
	Type (cast-in or removable)	Removable
	Effective length	.817
	Clearance	.0007 - .0027
	End play	.008 - .014

ENGINE—CRANKSHAFT

Material	Forged Steel
Weight (lb.)	48

(a) - Steel backed aluminum alloy matrix with a thin lead alloy overlay on engines equipped with dual 4-barrel carburetor or fuel injection equip.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu. in.	283 cu. in.

ENGINE—CRANKSHAFT (cont.)

Vibration damper type			Oscillating (Rubber Floating)
End thrust taken by bearing (No.)			5
Crankshaft end play			.002 - .006
Main bearing	Material		Steel Backed Babbitt (d)
	Type (cast-in or removable)		Removable
	Clearance		.0008 - .0034
	Journal dia. and bearing effective length	No. 1	2.2983 x .7620
		No. 2	2.2983 x .7620
		No. 3	2.2983 x .7620
		No. 4	2.2983 x .7620
		No. 5	2.2983 x 1.169
		No. 6	None
		No. 7	None
	Direction offset from cyl. bore		None
Connecting rod crankpin — journal diameter			1.999 x 2.000

ENGINE—CAMSHAFT

Material			Cast Alloy Iron
Bearings	Material		Steel Backed Babbitt
	Number		5
Type of drive	Gear or chain		Chain and Sprocket
	Crankshaft gear or sprocket material		Steel
	Camshaft gear or sprocket material		Cast Alloy Iron
	Timing chain	Make	Link Belt
		No. of links	46
		Width	.875
		Pitch	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		Yes (a)
Special provision for valve rotation (intake, exhaust)		No
Rocker ratio		1.5:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero (b)
	Exhaust	Zero (c)
Tappet clearance for timing	Intake	Zero
	Exhaust	Zero
Timing marks on fly-wheel, damper, other		Damper

(a) - Mechanical tappets on engines equipped with optional camshaft.
(b) - .012 (hot) with mechanical tappets.
(c) - .018 (hot) with mechanical tappets.
(d) - Steel backed aluminum alloy matrix with thin lead alloy overlay on all bearings except rear main on engines equipped with dual 4-barrel carb. or fuel injection equipment.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu. in.	283 cu. in.

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	18°	12° 30' (a)
		Closes (°ABC)	54°	57° 30' (b)
	Exhaust	Opens (°BBC)	52°	54° 30' (c)
		Closes (°ATC)	20°	15° 30' (d)
Intake	Material		High Alloy Steel	
	Overall length		4.9024 - 4.9224 (e)	
	Actual overall head dia.		1.715 - 1.725	
	Angle of seat		45° In Head	
	Seat insert material		None	
	Stem diameter		.3415 - .3422	
	Stem to guide clearance		.0010 - .0027	
	Lift		.334	.398 (g)
	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 Lb.@ 1.696	69-79 Lb.@ 1.696
		Valve open (lb. @ in.)	159-169 Lb. @ 1.306 In.	
	Inner spring press. and length	Valve closed (lb. @ in.)	None	NA
		Valve open (lb. @ in.)	None	NA
Exhaust	Material		High Alloy Steel	
	Overall length		4.913 - 4.933	
	Actual overall head dia.		1.495 - 1.505	
	Angle of seat		45° In Head	
	Seat insert material		None	
	Stem diameter		.3410 - .3417	
	Stem to guide clearance		.0015 - .0032	
	Lift		.334	.398 (j)
	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 Lb. @ 1.696	69-79 Lb. @ 1.696
		Valve open (lb. @ in.)	159-169 Lb. @ 1.306	
	Inner spring press. and length	Valve closed (lb. @ in.)	None	NA
		Valve open (lb. @ in.)	None	NA

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Pressurized Jet Cross Sprayed
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Pressure
	Cylinder walls	Pressurized Jet Cross Sprayed

(a) - 35° with optional camshaft.
(b) - 72° with optional camshaft.
(c) - 76° with optional camshaft.
(d) - 31° with optional camshaft.
(e) - 4.8699 - 4.8899 with dual 4-barrel carburetor or fuel injection equip.
(g) - .3938 with optional camshaft.
(j) - .3998 with optional camshaft.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu. in.	283 cu. in.

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ rpm)	30 PSI @ 1170-1200
Oil pressure gage type (electric or mechanical)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter type (full flow, partial flow)	Full Flow (Optional Equip.) (e)
Capacity of crankcase, less filter—refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	Not lower than 32°F.....SAE 20W or SAE 20 or SAE 10W-30 Not lower than 0°F.....SAE 10W or SAE 10W-30 Lower than 0°F.....SAE 5W or SAE 5W-20
Oil type recommended	Heavy Duty

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head		Regular Grade (Premium with 4-bbl, 2x4 bbl. or Fuel Inj. Equip.)	
	Optional head		— - —	
Fuel Tank	Capacity (gals.)		16 (20 optional on all except Sta. Wagons)	
	Filler Location		Behind Left Rear Fender Moulding	
Fuel Filter	Type		Screen (b)	
	Location		Fuel Tank	
Fuel pump	Type (elec. or mech.)		Mechanical	
	Location		Lower Right Front Corner of Engine	
	Pressure range		4-5-1/4 PSI (c)	
	Vacuum booster (std., optl., none)		None	
Carburetor	Make		Rochester Products	
	Model number		7010647	7010648
	Number used		1	1
	Type	Downdraft, side inlet, other	Downdraft	
		Single or dual	Dual	Dual (4-bbl. & two 4-bbl. opt.)
	Intake manifold heat control (manual, auto., none)		Automatic	
	Automatic choke type (integral, other)		Integral	
	Air cleaner type	Standard	Oil Bath (d)	
		Optional	None	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single With Cross Under Pipe (a)
Muffler type (rev. flow, str. thru, sep.resonator)		Reverse Flow
Exhaust pipe dia.	Branch	None
	Main	1.990 - 1.995 Outside
Tail pipe diameter		1.81 Inside

(a) - Dual exhaust with 4-barrel, dual 4-barrel carburetor or fuel injection equip.
(b) - Additional filter (10 micron, adj. to carb.).
(c) - 4-3/4-5-1/2 PSI with dual 4-barrel carb. or fuel injection equipment.
(d) - Oil wetted with dual 4-barrel carburetor or fuel injection equipment.
(e) - Standard with dual 4-barrel carburetor or fuel injection equipment.

Issued: 9-1-56
Revised: 10-15-56
3-11-57

AMA CONSOLIDATED SPECIFICATION QUESTIONNAIRE

Make of Car CHEVROLET Model Year 1957

Model	1500-2100-2400 Series 283 cu. in. V-8

ENGINE FUEL SYSTEM-FUEL INJECTION

		Roch
Injection System	Make	Rochester Products
	Model	7014520 (7014740 with optional camshaft)
	Type	Constant Flow
Fuel Recommended		Premium
Fuel Pump	Type	Mechanical
	Location	Lower Right Front Corner of Engine
	Pressure Range	4-3/4 - 5-1/2 PSI
Auxiliary Fuel Filter	Type	Ten Micron
	Location	Bracketed to Engine Top Cover
Inlet Manifold Adapter-Material		Aluminum
Inlet Manifold-Material		Cast Aluminum
Air Induction	Air Cleaner Type	Dry
	Air Meter Location	Left Side of Engine
	Plenum Chamber	Integral with Inlet Manifold
	Ram Pipes	Eight, Cast in Inlet Manifold
	Ram Pipe Length	12 Inches
Fuel Induction		Metered as Function of Air Flow
Air/Fuel Ratio Control		Vacuum Sensitive Diaphragh Located on Fuel Meter
Fuel Cut-off Control		Vacuum Sensitive Diaphragm Located above Fuel Meter Pu
Fuel Meter Pump	Type	Gear Type
	Location	In Fuel Meter Assembly
	Drive	Gear Driven by Flexible Shaft from Distributor
	Pressure (Max.)	300 PSI
Injection Nozzles	Number Used	Eight
	Material	Brass
	Location	Mounted on Inlet Manifold above Intake Ports
	Orifice Size-Fuel	.011
	Insulation	Bakelite Block
Automatic Choke	Type	Electric, Time-Temperature Type
	Location	On Air Meter Assembly
	Current Draw	Low Current Draw
	East Idle Cam	Yes

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

			1500-2100-2400 Series (V-8)	
MODEL			265 cu. in.	283 cu. in.

ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)			Pressure
Radiator cap relief valve press.			6.25 - 7.50 PSI
Circulation thermostat	Type (choke, bypass)		Choke
	Starts to open at		160°F
Water pump	Type (centrifugal, other)		Centrifugal
	Number of pumps		One
	Drive (V-belt, other)		V-Belt
	Bearing type		Permanently Lubricated Double Row Ball Bearing
By-pass recirculation type (internal, external)			Internal
Radiator core type (cellular, tube and fin)			Cellular
Cooling system capacity	With heater (qt.)		17
	Without heater (qt.)		16
Water jackets full length of cylinder (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, Molded
		Inside diameter and length	1-3/4 x 10-3/4 (Approximate)
	Upper	Number and type (molded, straight)	One, Molded
		Inside diameter and length	1-1/2 x 13-1/2 (Approximate)
	By-pass	Number and type (molded, straight)	None
		Inside diameter and length	None
Drive belts	Fan	Number used	One
		Angle of V	37° - 44° (a)
		Outside length	54-1/4 Pitch Length (b)
		Width	5/16" (c)
	Generator	Angle of V	37° - 44° (a)
		Outside length	54-1/4 Pitch Length (b)
		Width	5/16
Fan	Number of blades and spacing		Four Staggered
	Diameter		17.5
	Ratio—fan to crankshaft revolutions		.949:1
	Bearing type		Permanently Lubricated Double Row Ball

(a) - 40° with fuel injection equip.
(b) - 54-1/8 with fuel injection equip.

AMA Consolidated Specification Questionnaire

REV 7-52

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL			1500-2100-2400 Series (V-8)	
			265 cu. in.	283 cu. in.

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco 2SMR53-W	
	Voltage Rtg. & Plates/cell		12 Volt, 9 Plate	
	SAE Designation & Amp Hr. Rtg		2SM, 53 AMP Hrs. @ 20 Hr. Rate	
	Location		Front of Engine Compartment Near Radiator Baffle	
	Terminal grounded		Negative	
Generator	Make		Delco-Remy	
	Model		1100321 (a)	
	Type		2 Brush, Shunt Wound	
	Ratio—Gen. to Cr/s rev.		2.31:1	
Regulator	Make		Delco-Remy	
	Model		1119000 (b)	
	Type		Current and Voltage Control	
	Cutout relay	Closing voltage @ generator rpm	12.8 @ 1300	
		Reverse current to open	NA	
	Regulated	Voltage	14.5	
		Current	25 (a)	
	Min. Gen. rpm required		(For Max. Output - Hot) 2980	
	Voltage test conditions	Temperature	Operating (Run Gen. 15 Min. @ 8-10 AMP. Before Testing)	
		Load	10 AMPs. Max.	
		Other	None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy	
	Model		1107664	1107664 (c)
	Rotation (drive end view)		Clockwise	
	Engine cranking speed		NA	
	Test conditions		Engine at Operating Temperature	
	Lock test	Amps	NA	
		Volts	NA	
		Torque (lb. ft.)	NA	
	No load test	Amps	75 (Max.)	
		Volts	10.3	
		RPM (min.)	6900	
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		Place shift lever in neutral and depress clutch (d). Press accelerator once to floor to set automatic choke, then release. Turn ignition key to extreme right position to start engine.	

(a) - Model 1100042, 30 AMP with fuel injection equipment.
(b) - Model 1119001 with fuel injection equipment.
(c) - 1107660 with Turboglide Transmission.
(d) - For automatic transmissions, place lever in "P" (Park) or "N" (Neutral) position.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3 11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu. in.	283 cu. in.

ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Positive Shift Solenoid	
	Pinion meshes (front, rear)		Front	
	Number of teeth	Pinion	9	
		Flywheel	168	
	Flywheel tooth face width		.4135	.4135 (c)

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy
	Model		1115083 (a)
	Amps	Engine stopped	4
		Engine idling	1.8
Distributor	Make		Delco-Remy
	Model		1110874 (b)
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	375
		Centr. advance max. deg. @ rpm	18° @ 1800 RPM
		Vacuum advance start (in. Hg.)	6.0
		Vac. adv. (max. deg. @ in. Hg.)	11° @ 12-3/4 in Hg.
	Breaker gap (in.)		.016 - .021
	Cam angle (deg.)		28° - 32°
	Breaker arm tension (oz.)		19-23
Timing	C/S deg. @ rpm		4°BTC @ Idle 12°BTC @ Idle with Fuel Inj. W/O Opt. Camshaft
	Mark location		Damper
	Cylinder numbering system (see page 2)		L. Bank, 1-3-5-7; R. Bank, 2-4-6-8
	Firing order (see page 2)		1 - 8 - 4 - 3 - 6 - 5 - 7 - 2
Spark plug	Make and model		AC-44
	Thread (mm)		14
	Tightening torque (lb. ft.)		20-25
	Gap		.033 - .038
Cable	Conductor type		Linen Core Impregnated with an Electrical Conducting Matl.
	Insulation type		Rubber with Neoprene Jacket
	Spark plug protector		Plastic

ELECTRICAL—SUPPRESSION

Description	NON METALLIC HIGH TENSION CABLES

(a) - 1115107 with fuel injection equipment.
(b) - 1110905 with fuel injection equipment & opt. camshaft; 110906 with fuel inj. & Std. C
(c) - .3435 when Turboglide transmission is used.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-5

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8) 265 cu.in.	283 cu.in.

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	AC
	Trip odometer (yes, no)	No
Charge indicator—type		Tell Tale Light
Temperature indicator—type		Electrical
Oil pressure indicator—type		Tell Tale Light
Fuel indicator—type		Electric Indicator
Ignition switch	Identify positions in order and circuits controlled	Vertical- - - - - - - - - - - - - - - Off, unlocked Counter Clockwise- - - - - - - - - - Off, locked 1st Pos. Clockwise from Vert.- - - Ignition & accessories on 2nd Pos. Clockwise from Vert.- - - Ignition & starter on with spring return to 1st position
	Provision for illumination	Light from Fuel Guage Illuminates Ignition Lock
	Location	On Instrument Panel to Right of Steering Column
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Depressed - Off 1st Notch - Instr. Panel Lights, Parking Lights 2nd Notch - Instr. Panel Lights, Driving Lights Rotate Clockwise to Dim and Turn Off Instr. Panel Lights; Counter Clockwise to Turn On and Brighten Panel Lights and Turn on Dome Light
Other light switches	Locations and lamps controlled	Toe Panel- - - - - - - - - - - Headlight Dimmer Glove Compartment- - - - - - Glove Compartment Lamp (a) Front Door Hinge Pillars- - Dome Lamps (b) Steering Column- - - - - - - Turn Signal Lamps On Brace Below Instr. Panel- Stop Lamps Lower End Shift Mechanism- - Backup Lamps (d)
Other switches	Locations and devices controlled	On Accelerator Linkage- - - - Overdrive Lockout Switch Instrument Panel- - - - - - - Heater and Blower Switch Door Panels- - - - - - - - - Power Windows (e) Front Seat Left Lower Panels- Power Seats (e) Instrument Panel- - - - - - - Electric Windshield Wipers (e) Instrument Panel- - - - - - - Radio On-Off Switch (d)
Windshield wiper	Make	Trico
	Type	Vacuum (c)
	Vacuum booster provision	None
	Washer provision	Dealer Installed Accessory
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	High 9, Low 10

(a) - Except 1500 Series
(b) - On 2100 Series; on all doors on 2400 Series
(c) - Electric windshield wipers available as a regular production option
(d) - Dealer installed accessory.
(e) - Available as a regular production option

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu.in.	283 cu.in.

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp		2-T3-5400
Headlamp beam indicator		1-53
Parking light		2-1034 (Combination Parking & Directional Signal Lamp)
Tail light		2-1034 (Combination Tail, Stop & Directional Signal Lamp)
Stop light		(See "Tail Light")
Direction indicator	Front	(See "Parking Light")
	Rear	(See "Tail Light")
	Tell-Tale	2-57
License plate light		2-67 on Sedan Delivery & Station Wagons; 1-67. All others
Instrument light		4-57
Ignition lock light		Illuminated by Instrument Panel Lights
Map light		None
Dome light		1-1004
Clock light		1-57* (Reg. Prod. on 2400 Series)
Radio dial light		1-GE 1891*
Glove compartment light		1-57 (Reg. Prod. on 2100-2400 Series. Accessory on 1500 Series)
Courtesy light		2-89* (Reg. Prod. on Model 2434 only)
Trunk compartment light		1-93*
Other		Back-up Lamp (2-1073*); Cigarette lighter light (1-53*); Compass (1-53*); Oil pressure tell-tale (1-57); Parking brake alarm (1-57*); Portable spot lamp (1-4416*); Underhood lamp (1-93*); Spot lamp (1-4405*); Generator tell-tale (1-57).

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

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

Headlamp	13CB (d)
Headlamp beam indicator	None
Parking light	Same as (d)
Tail light	SFE-9 (e)
Stop light	Same as (e)
Direction indicator	SFE-6 (g)
License plate light	Same as (e)
Instrument light	AGA-3 Fuse (f)
Ignition light	None, illuminated by Instrument Panel Lights
Map light	None
Dome light	Same as (e)
Clock	Same as (e)
Clock light	AGA-3 Fuse
Radio	SFE-7-1/2
Glove compartment light	Same as (f)
Courtesy light	Same as (e)
Trunk compartment light	Same as (e)
Other	Auto Compass (e); Oil Pressure Tell Tale (g); Battery Charging (e); Heater & Defroster, SFE (10); Back-up, SFE 9; Underhood SFE 9; Spot Lamp, SFE 9 or SFE 14; Parking Brake Alarm, SFE 9, Front Seat Adjuster & Window Lifters, 40 Amp. Circuit Breaker; Overdrive Solenoid, SFE 9; Air Cond. Evap. Motor, SFE 20; Radio Antenna,

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8) 265 cu. in.	283 cu. in.

DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			Own	Borg and Beck (a)
Type (dry or wet plate)			Dry	
In combination with fluid coupling (yes, no)			No	
Semi-centrifugal (yes, no)			No	Yes
Type pressure plate springs			Diaphragm	Coil Spring
Total plate pressure (lb.)			1550 - 1700	1610 (Initial)
No. of clutch driven discs			One	
Clutch facing	Material		Molded or Woven Asbestos Comp.	Woven Asbestos Composition (b)
	Inside diameter		6.0 (g)	6.5
	Outside diameter		10.0 (g)	10.0
	Total eff. area (sq. in.)		100.53(g)	90.72
	Thickness		.122 - .128	.132 - .138
	Number required		Two	
	Engagement cushioning method		Spring	
	Release bearing	Type	Ball Bearing	
		Method of lubrication	Sealed	
	Torsional damping	Method (springs, other)	Springs at Hub	
		Frict. mat.	None	

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	Standard (h)		Optional (h)
Conventional with overdrive (std. or opt.)	Optional		Optional (d)
Automatic (std. or opt.)	None		(c)

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		3		
Transmission ratios	In first	2.94:1	2.94:1	2.20:1 (e)
	In second	1.68:1	1.68:1	1.30:1 (e)
	In third	1:1	1:1	1:1 (e)
	In fourth	None	None	None (e)
	In reverse	2.94:1	2.94:1	2.20:1 (e)
Constant mesh gears in 2nd (yes, no)		Yes		
Spur gear used in (indicate speeds)		None		
Helical gears used in (indicate speeds)		All		
Synchronous meshing in 2nd and 3rd gears (yes, no)		Yes		

(a) - Used only with 4-barrel, dual 4-barrel & fuel injection equipment.
(b) - Premium woven asbestos composition 4-barrel carburetor, dual 4-bbl. & fuel injection
(c) - Powerglide standard, Turboglide optional.
(d) - Not available with dual 4-barrel carburetor or fuel injection equipment.
(e) - Optional close ratio transmission.
(g) - 6.5 I.D. x 11.0 O.D., 123.7 sq. in. optional.
(h) - 4 speed trans. available as heavy duty operation equip.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL			1500-2100-2400 Series (V-8) 265 cu. in.		283 cu. in.
DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)				Powerglide	Turboglide
Torque convertor	Number of elements		None	3	5
	Max. ratio at stall at engine rpm		None	2.1:1	3.8:1(Low Stator) 4.1:1(High Stator
	Mechanical lockup	Provided (yes, no)	None	No	
		Speed range	None	None	
		Releases at (speed range, mph)	None	None	
	Type of cooling (forced air, oil cooler and type, other)		None	Plate Type Oil Cooler	Water
	Anti-creep device (yes, no)		None	No	
Lubricant	Capacity—refill (pt.)		None	(a)	(b)
	Type recommended		None	Type A	
	Grade	Summer	None	Same Grade in all	
		Winter	None	temperature ranges	
		Extreme cold	None		

DRIVE UNITS—PROPELLER SHAFT

Number used			One
Type (exposed, torque tube)			Exposed
Outer diameter x length* x wall thickness	Conventional trans.		3.00 x 53.90 x .065
	Overdrive trans.		Same
	Automatic trans.		Same
Intermediate bearing	Type (plain, anti-friction)		None
	Lubri. (fitting, prepack)		None
Universal joints	Make		Own
	Number used		Two
	Type (ball and trunnion, cross, other)		Yoke and Spider (Trunnion)
	Bearing	Type (plain, anti-friction)	Anti-Friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, spring)			Springs
Torque taken through (torque tube or arms, springs)			Springs

*Centerline to centerline of joints or centerline of rear attachment point.

(a) - Capacity, 22 pints; Refill, 9 pints.
(b) - Capacity, 19 pints; Refill, 7 pints.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-56
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu. in.	283 cu. in.

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		2
	Type recommended		A9 Mineral Oil
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme cold	SAE 80

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)			Planetary
	If planetary, No. of pinions			3
	Manual lockout (yes, no)			Yes
	Downshift accelerator control (yes, no)			Yes
	Minimum cut-in speed			27 MPH
	Gear ratio			0.70:1
	Lubricant	Capacity (O.D. only)		1 Pt.
		Separate filter (yes, no)		No
		Type recommended		A9 Mineral Oil
		SAE viscosity number	Summer	SAE 90
			Winter	SAE 90
			Ext. cold	SAE 80

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	None	Powerglide	Turboglide
Type (fluid coupling with gears, torque convertor with gears, other)	None	Torque Converter with Planetary Gears	
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	None	P-Park N-Neutral D-Drive L-Low R-Reverse	P-Park R-Reverse N-Neutral D-Drive GR-Grade Retarder
List gear ratios in each drive position (range)	None	Drive:3.82-1:1 Low:3.82-1.82:1 Reverse: 1.82:1	Drive Low Stator:3.8-1: High Stator:4.3-1: Reverse: 3.0:1
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	None	Yes	No
By governor—forced shift (yes, no)	None	Yes	No
Downshift of gears in high range possible up to (mph)	None	50	Not Applicable See Note (a)

(a) = Downshift of gears does not occur at speeds up to 60 MPH engine RPM can be increased by changing the stator blade angle.

AMA Consolidated Specification Questionnaire

ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu.in.	283 cu.in.

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			Bonded	
	Primary	Material		Full Molded Asbestos Composition	
		Size (length x width x thickness)	Front wheel	9.29 x 2.0 x .175	
			Rear wheel	9.29 x 1.75 x .175	
		Segments per shoe		One	
	Secondary	Material		Full Molded Asbestos Composition	
		Size (length width x thickness)	Front wheel	11.69 x 2.0 x .175	
			Rear wheel	11.69 x 1.75 x .175	
		Segments per shoe		One	
Wheel cylinder bore	Front			1.125	
	Rear			1.00	
Master cylinder bore				1.00	
Available pedal travel				6.38	
Line pressure at 100 lb. pedal load				460 (Actual)	
Shoe clearance adjustment				Adjust to Light Drag Back Off 7 Notches	

BRAKES—PARKING

Type of control		T - Handle
Location of control		Under Instrument Panel, Left of Steering Column
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	None
	Drum diameter	None
	Lining size (length x width x thickness)	None

FRAME

Type and description	Welded box girder frame with Channel type cross members.

FRONT SUSPENSION

Type and description	Independent, short & long arm spherical joint outer pivots, rubber bushed inner pivots, coil springs.

AMA Consolidated Specification Questionnaire

Issued: 9-1-56
10-15-56
12-17-56
3-11-57

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

1500-2100-2400 Series (V-8)

MODEL	265 cu. in.	283 cu. in.

DRIVE UNITS—REAR AXLE

Type (semi-floating, other)			Semi Floating	
Gear type (hypoid, other)			Hypoid	
Gear ratio and No. of teeth	**Conventional trans.**		3.55:1 (9-32) (f)	3.55:1 (9-32) (a)(f)
	Overdrive trans.		4.11:1 (9-37) (f)	4.11:1 (9-37) (c)(f)
	Automatic trans.		None	3.36:1 (11-37) (f)
Pinion adjustment (shim, other)			Shim	
Pinion bearing adj. (shim, other)			None	
Lubricant	**Capacity (pt.)**		4 Pts.	
	Type recommended		A9 Hypoid Lubricant	
	SAE viscosity number	**Summer**	SAE 90	
		Winter	SAE 90	
		Extreme cold	SAE 90	

DRIVE UNITS—WHEELS

Type (disc, other)			Disc	
Rim (size and flange type)			14 x 5J (Modified)	
Attachment	**Type (bolt or stud)**		Blot	
	Circle diameter		4.75	
	Number and size		5/16-20	

DRIVE UNITS—TIRES

Size and ply rating	**Standard**		7.50-14 4-Ply Tubeless Blackwall	
	Optional		(b)	
Rev/mile at 30 mph			784	
Inflation press. (cold)	**Front**		22 lb.	
	Rear		22 lb.	

BRAKES—SERVICE

Type			Servo- 4 Wheel Hydraulic	
Booster type			Vacuum Assisted Hydraulic Unit with Integral Master Cylinder (d)	
Effective area (sq. in.)			157	
Percent brake effectiveness—rear			44%	
Drum	**Diameter**	**Front**	11.0	
		Rear	11.0	
	Type and material		Composite, Rim Cast Alloy Iron; Web Pressed Steel	

(a) - Used only with 4-barrel carburetor, dual 4-barrel carburetor, or fuel injection equipment.
(b) - 7.50-14 4-ply tubeless whitewall.
7.50-14 6-ply tubeless blackwall & whitewall.
(c) - Used only with 4-barrel carburetor equipment.
(d) - Available as a regular production option.
(e) - HD rear axles are available as service items in the following ratios: 3.55:1 (11-39) 3.70:1 (10-37), 3.90:1 (10-39), 4.11:1 (9-37), 4.56:1 (9-41), 4.89:1 (9-44), 5.14:1 (7-36), 5.57:1 (7-39), 5.83:1 (6-35), 6.33:1 (6-38), and 3.89:1 (9-35).
(f) - These axles are available with "Positractio.." (limited slip) differentials.

AMA Consolidated Specification Questionnaire

ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

MODEL			1500-2100-2400 Series (V-8) 265 cu.in.	283 cu.in.
STEERING (cont.)				
Kingpin	Inclination at camber (deg.)		3-1/2 - 4-1/2 (a)	
	Diameter (Spher. Joint)		Upper 1.306; Lower 1.248	
	Bearings (type)	Upper	Spherical Joint	
		Lower	Spherical Joint	
		Thrust	None	
Wheel alignment (range and preferred)	Caster (deg.)		±1/2° to 1-1/2°	
	Camber (deg.)		0° to 1°	
	Toe-in (outside tread-inches)		1/8 to 3/16	
Steering knuckle type			Reverse Elliot in combination with spherical joints	
Wheel spindle	Diameter	Inner bearing	1.2490 - 1.2495	
		Outer bearing	.7490 - .7495	
	Thread size		3/4-20	
	Bearing type		Ball	
REAR SUSPENSION				
Type			Longitudinal	
Drive and torq. taken through (see page 14)			Rear Springs	
Spring	Type		Semi-Elliptic	
	Material		High Alloy Steel	
	Size (length x width x No. leaves or coil I.D.)		58.0 x 2.0 x 4	
	Spring rate (lb. per in.)		112	
	Rate at wheel (lb. per in.)		NA	
	Normal load (lb. at rated length)		1050	
	Mounting insulation type		Spring Seat	
	If leaf	No. of leaves	4	
		Covers (yes, no)	No	
		Lubricated (yes, no)	No	
		Inserts: Type and size	Leaf Tip 2.5 x 2.0 x .163	
		Inserts: Material	Nylon	
		Shackle (comp. or tens.)	Compression	
Shock absorbers	Manufacturer		Delco	
	Type (direct or lever)		Direct	
	Piston diameter		1.0	
Stabilizer	Type (link, linkless, frameless)		None	
	Material		None	
Track bar type			None	

(a) - Inclination of steering Axis.

AMA Consolidated Specification Questionnaire

ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu.in.	283 cu.in.

FRONT SUSPENSION (cont.)

	Type	Coil	
	Material	High Alloy Steel	
Spring	Size (length x width x No. leaves or coil I.D.)	15.16 x 3.602 I.D.	15.45 x 3.602 I.D.
	Spring rate (lb. per in.)	311	
	Rate at wheel (lb. per in.)	109	
	Normal load (lb. @ rated length)	1710 @ 9.69	1790 @ 9.69
Shock absorbers	Manufacturer	Delco	
	Type (direct or lever)	Direct	
	Piston diameter	1.0	
Stabilizer	Type (link, linkless, frameless)	None	
	Material	None	

STEERING

Type used (Standard or optional)		Mechanical		Standard
		Power		Optional
Wheel diameter				18
Turning diameter	Outside front	Wall to wall (r. & l.)		44.5 Ft.
		Curb to curb (r. & l.)		41.5 Ft.
	Inside rear	Wall to wall (r. & l.)		22.0 Ft.
		Curb to curb (r. & l.)		24.0 Ft.
Inside wheel angle with outside wheel at 20°				22°-26°
Mechanical	Gear	Type		Semi-Reversible Recirculating Ball
		Make		Saginaw
		Ratios	Gear	20:1
			Overall	25.7:1
	No. wheel turns			5.34
Power	Type			Hydraulic
	Make			Saginaw
	Trade name			None
	Gear	Type		Semi-Reversible Recirculating Ball
		Ratios	Gear	20:1
			Overall	23.3:1
	Pump driven by			Extension of Generator Shaft
	Overall torque ratio			NA
	Number wheel turns			5.34
Linkage	Type			Relay Link
	Location (front or rear of wheels)			Rear
	Drag link (trans. or long) Tie rods (one or two)			Longitudinal - Two

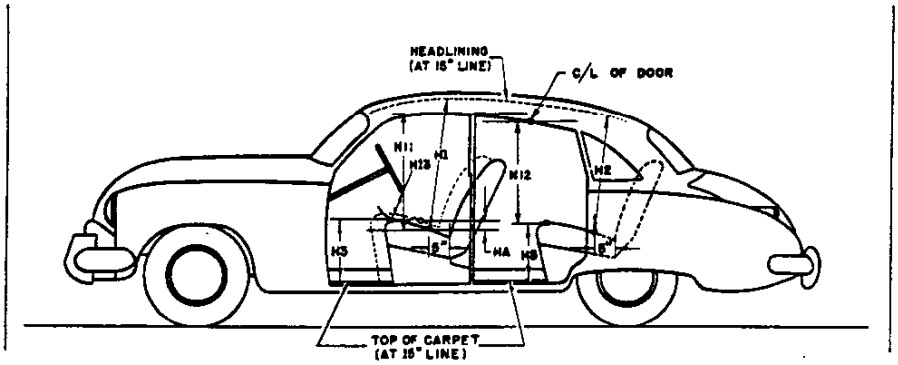
AMA Consolidated Specification Questionnaire

ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu.in.	283 cu.in.

BODY—HEIGHT DIMENSIONS—INTERIOR



H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	36.0
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	35.6
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	13.1
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	12.2
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	29.5
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	28.1
H13. Steering wheel clearance to seat cushion taken on arc.	6.1
HA. Front seat vertical rise at "A" pt. (inches.)	.7

AMA Consolidated Specification Questionnaire

ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

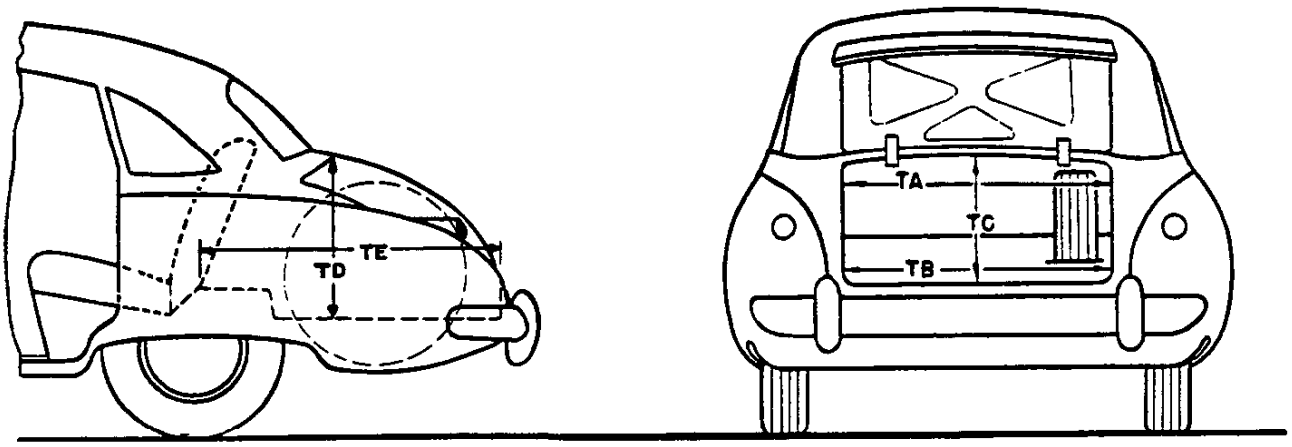
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL	1500-2100-2400 Series (V-8)	
	265 cu.in.	283 cu.in.

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	49.8
TB—Width across the bottom	49.0
TC—Diagonal dimension at CL from top of opening to bottom	N.A.
TD—Vertical height of opening (floor to top, inside edge of opening)	20.0
TE-Max. horizontal depth (forward from vertical projection of inside edge of opening)	49.0
Position of spare tire stowage	Upright in trunk, right hand side
Method of holding lid open	Torsion Rods

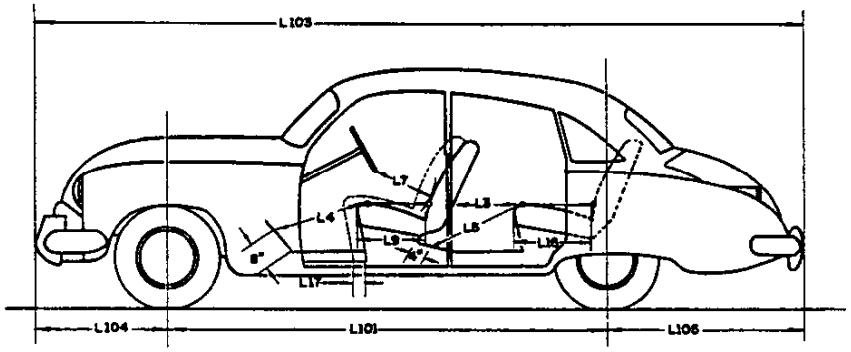
AMA Consolidated Specification Questionnaire

Issued: 9-1-56
Revised: 10-15-5
3-11-57

MAKE OF CAR Chevrolet **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu. in.	283 cu. in.

BODY—LENGTH DIMENSIONS



Interior	**L3.** Rear compartment back of front seat back to rear seat back.	28.6
	L4. Leg room—~~front~~—diagonal—ball of foot to top of seat to front seat back—15" line.	44.4
	L5. Leg room—~~rear~~—diagonal—from ball of foot to top of rear seat cushion and to seat back.	39.8
	L7. Steering wheel clearance to seat back taken on arc.	14.8
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.2
	L16. Depth of rear seat (front edge to seat back).	17.9
	L17. Total adjustment of front seat at floor.	4.4
Exterior	**L101.** Wheel base.	115.0
	L103. Overall length (bumper to bumper inc. guards).	200.0
	L104. Overhang—front including bumper guards.	32.5
	L105. Overhang—rear including bumper guards.	52.5

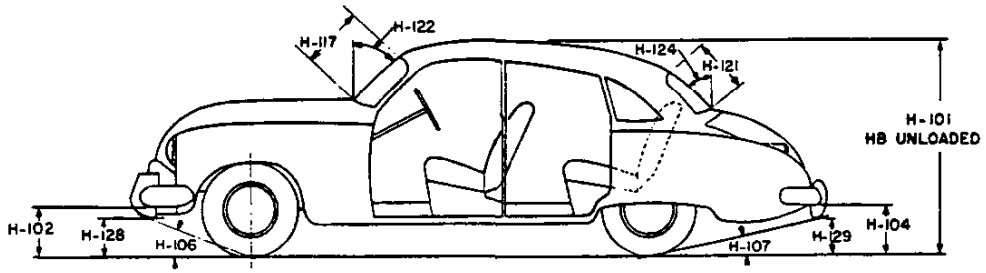
AMA Consolidated Specification Questionnaire

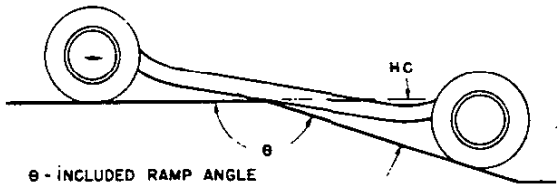
ISSUED: 9-1-56
REVISED: 10-15-56

MAKE OF CAR CHEVROLET **MODEL YEAR** 1957

MODEL	1500-2100-2400 Series (V-8)	
	265 cu.in.	283 cu.in.

BODY—HEIGHT DIMENSIONS—EXTERIOR

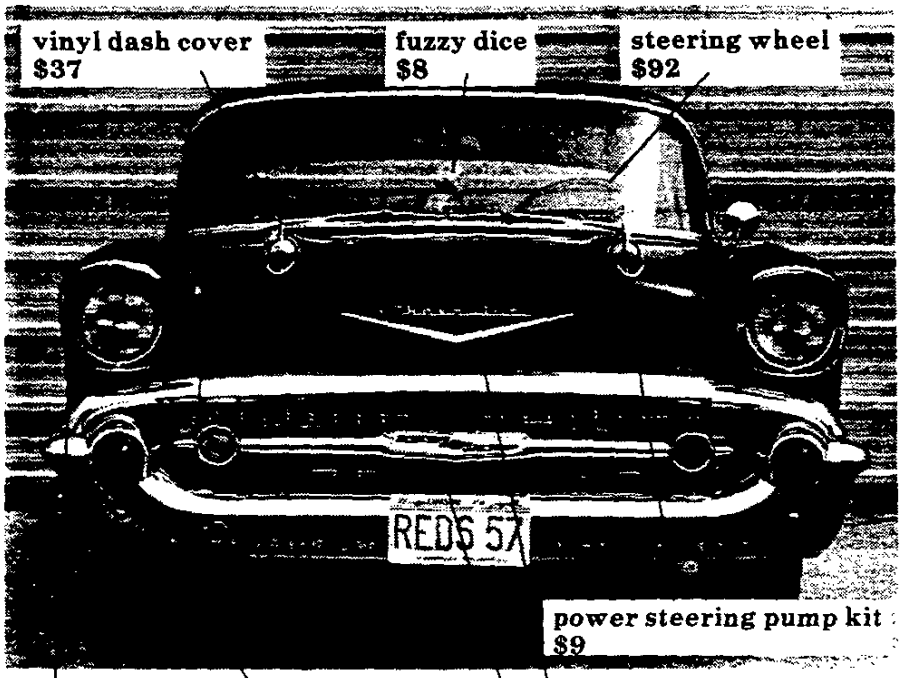




θ - INCLUDED RAMP ANGLE
HC - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height.	59.9
HB. Overall height—unloaded.	61.5
H102. Front bumper bottom to ground at normal section.	10.6
H104. Rear bumper bottom to ground at normal section.	9.6
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	20° 50'
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	12° 0'
HC. Ramp breakover angle.*	11° 54'
H117. Windshield DLO-slant height.	18.5
H121. Backlight DLO*—Max., *slant height.*	18.5
H122. Windshield slope angle to vertical line on car axis.	41° 55'
H124. Backlight slope angle to vertical line on car axis.	44°
H128. Ground to bottom of front bumper guard.	N.A. Bumper Guard Integral with Bumper
H129. Ground to bottom of rear bumper guard.	N.A. Bumper Guard Integral with Bumper
HD. Min. road clearance (location and dimension).	Exhaust Pipe to Ground 5.92
HE. Min. road clearance at rear axle.	7.6

*See Notes, page 19.



bumper bullets (pair)
$37

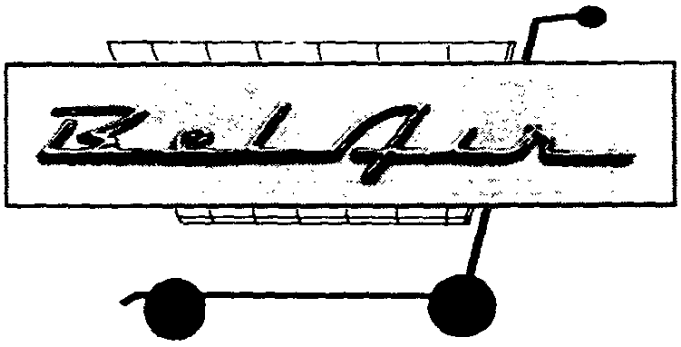
underhood light kit
$35

headlight bezel decal inserts (set)
$4

grille
$115

hood bar
$220

hood bar extensions (pair)
$150



ENGINE SPECIFICATIONS

THE ENGINE NUMBER is located on the right side of the block to the rear of the distributor on the 6-cylinder, on the pad at the right front side of the block behind the water pump on the 8-cylinder. The starting engine numbers are 001001. The prefix identifies the engine plant, model year and model type. (F - Flint, T - Tonawanda)

EXAMPLE: F56GJ 1001

TYPE	CODE
235" 6-cyl., 140 HP	Z
235" 6-cyl. w/HD clutch,140 HP	ZC
235" 6-cyl. w/Powerglide,140 HP	Y
265" 8-cyl. w/3-speed,162 HP	G
265" 8-cyl. w/overdrive,162 HP	GC
265" 8-cyl. w/overdrive/AC,162 HP	GQ
265" 8-cyl. w/overdrive/Powerpack,205 HP	GE
265" 8-cyl. w/AC/3-speed, 162 HP	GF
265" 8-cyl. w/HD clutch, 162 HP	GJ
265" 8-cyl. w/HD clutch/AC, 162 HP	GK
265" 8-cyl. w/Powerglide, 170 HP	GL
265" 8-cyl. w/AC/Powerpack, 205 HP	GM
265" 8-cyl. w/AC/Powerpack/overdrive, 205 HP	GN
265" 8-cyl. w/Powerglide,170 HP	F
265" 8-cyl. w/Powerglide/Powerpack, 205 HP	FB
265" 8-cyl. w/Powerglide/AC, 170 HP	FC
265" 8-cyl. w/Powerglide/Powerpack/AC, 170 HP	FD
265" 8-cyl. Corvette 3-speed, 225 HP	GR
265" 8-cyl. Corvette Powerglide, 225 HP	FG
265" 8-cyl. Corvette 3- Speed, 210 HP	FK
265" 8-cyl. Corvette Powerglide, 210 HP	GV
265" 8-cyl. Corvette 3- Speed, 240 HP	GU

ONE-FIFTY

NO. CYL.	CID	HORSE-POWER	COMP. RATIO	CARB
6	235	140	8.0:1	1 BC
8	265	162	8.0:1	2 BC
8	265	170	8.0:1	2 BC
8	265	205	9.25:1	4 BC
8	265	225	9.25:1	2x4 BC

TWO-TEN

NO. CYL.	CID	HORSE-POWER	COMP. RATIO	CARB
6	235	140	8.0:1	1 BC
8	265	162	8.0:1	2 BC
8	265	170	8.0:1	2 BC
8	265	205	9.25:1	4 BC
8	265	225	9.25:1	2x4 BC

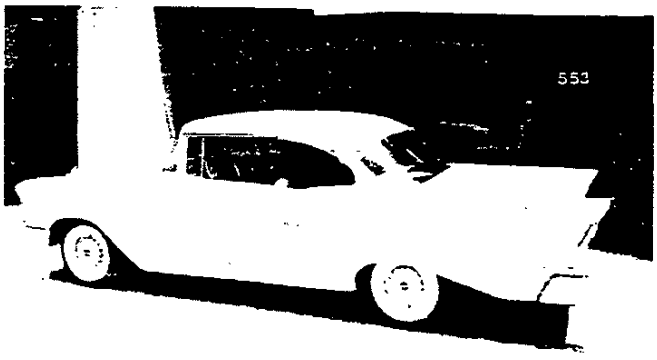
BEL AIR

NO. CYL.	CID	HORSE-POWER	COMP. RATIO	CARB
6	235	140	8.0:1	1 BC
8	265	162	8.0:1	2 BC
8	265	170	8.0:1	2 BC
8	265	205	9.25:1	4 BC
8	265	225	9.25:1	2x4 BC

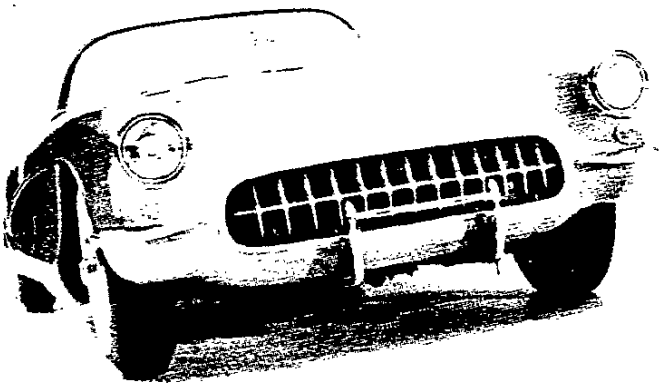
CORVETTE

NO. CYL.	CID	HORSE-POWER	COMP. RATIO	CARB
8	265	210	9.25:1	4
8	265	225	9.25:1	2x4
8	265	240	9.25:1	2X4

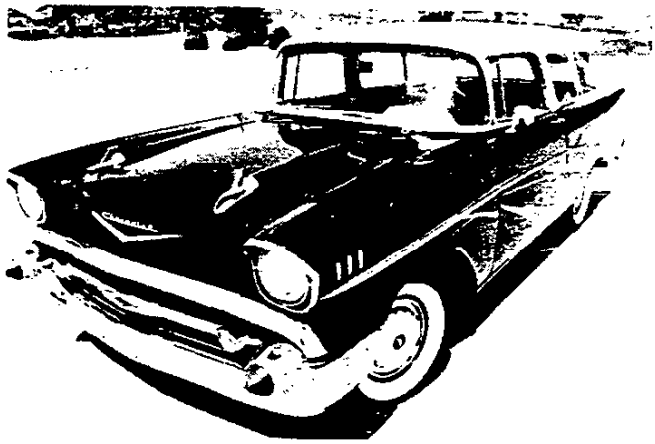
1957 CHEVROLET BEL AIR WAGON



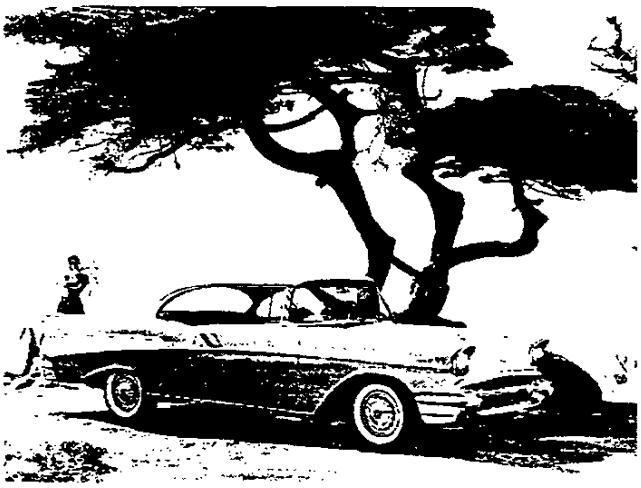
1957 CHEVROLET SPORT COUPE



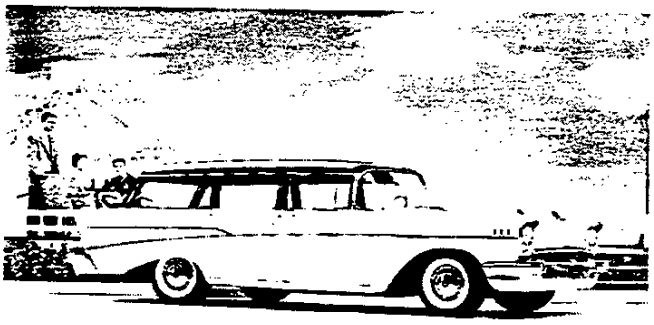
1957 CHEVROLET CORVETTE



1957 CHEVROLET NOMAD



1957 CHEVROLET BEL AIR



1957 CHEVROLET BEL AIR STATION WAGON

VEHICLE IDENTIFICATION NUMBER

CHEVROLET
C57F001023

Located on the plate on the left front door hinge pillar post. The 8-cylinder vehicles have a "V" preceding the first digit.

FIRST DIGIT: Identifies the series and model

MODEL	SERIES	CODE
One-Fifty, 6-cyl.	1500	A
One-Fifty, 8-cyl.	1500	VA
Two-Ten, 6-cyl.	2100	B
Two-Ten, 8-cyl.	2100	VB
Bel Air, 6-cyl.	2400	C
Bel Air, 8-cyl.	2400	VC
Sedan delivery, 6-cyl.	1508	D
Sedan delivery, 8-cyl.	1508	VD
Corvette, 8-cyl.	2934	E

SECOND AND THIRD DIGITS: Identify the model year (1957)

FOURTH DIGIT: Identifies the assembly plant

ASSEMBLY PLANT	CODE
Atlanta, GA	A
Baltimore, MD	B
Flint, MI	F
Janesville, WI	J
Kansas City, MO	K
Los Angeles, CA	L
Oakland, CA	O
St. Louis, MO	S
Tarrytown, NY	T
Norwood, OH	N
Willow Run, MI	W

LAST SIX DIGITS: Represent the basic production number

BODY NUMBER PLATE

The first type plate is located on the lower center of the cowl, the second type on the right hand side of the cowl under the heater valve.

CHEVROLET DIVISION
GENERAL MOTORS CORP.

STYLE No.	57 1011D
BODY No.	1234
TRIM No.	663
PAINT No.	793

BODY BY FISHER

EXAMPLE:

57	Model year (1957)
10	Bel Air
11D	2-Dr. sedan
1234	Production sequence
663	Black/Silver cloth/vinyl
793	Onyx Black

THE STYLE NUMBER indicates the model and body style.

BEL AIR

BODY STYLE	CODE
2-Dr. sedan	1011D
4-Dr. sedan	1019D
Sport coupe	1037D
4-Dr. sport sedan	1039D
Station wagon (Townsman)	1062DF
Station wagon (Nomad)	1064DF
Convertible	1067D

TWO-TEN

BODY STYLE	CODE
2-Dr. sedan	1011
4-Dr. sedan	1019
Club coupe	1011A
Sport coupe	1037
4-Dr. sport sedan	1039
Station wagon (Townsman)	1062F
Station wagon (Beauville)	1062FC
Station wagon (Handyman)	1063F

ONE-FIFTY

BODY STYLE	CODE
2-Dr. sedan	1211
Utility sedan	1211B
4-Dr. sedan	1219
Station wagon (Handyman)	1263F
Sedan delivery	1271

CORVETTE

BODY STYLE	CODE
2-Dr.	2934

THE BODY NUMBER is the production serial number of the body.

THE COLOR CODE indicates the paint color used on the car.

COLOR	CODE
Onyx Black	793
Imperial Ivory	794
Larkspur Blue	795
Harbor Blue	796
Surf Green	797
Highland Green	798
Tropical Turquoise	799
Colonial Cream	800
Canyon Coral	801
Matador Red	802
Coronado Yellow	803
Inca Silver	804
Sierra Gold	805
Adobe Beige	806
Dusk Pearl	821
Laurel Green	823

CORVETTE

COLOR	CODE
Onyx Black	704
Aztec Copper	709
Cascade Green	712
Arctic Blue	713
Venetian Red	714
Polo White	718

TWO-TONE COLORS

COLOR	CODE
India Ivory/Onyx Black	807
Imperial Ivory/Inca Silver	808
Harbor Blue/Larkspur Blue	809
India Ivory/Larkspur Blue	810
India Ivory/Tropical Turquoise	811
Surf Green/Highland Green	812
India Ivory/Surf Green	813
India Ivory/Coronado Yellow	814
Colonial Cream/Onyx Black	815
Colonial Cream/India Ivory	816
India Ivory/Canyon Coral	817
Adobe Beige/Sierra Gold	818
India Ivory/Matador Red	819
Colonial Cream/Laurel Green	820
Dusk Pearl/Imperial Ivory	822

NOTE: The first color identifies the upper body color, the second color identifies the lower body color.

THE TRIM CODE indicates the trim color and material for each model series.

COLOR	CLOTH	VINYL	LEATHER	CODE
Black/Gray	•	•		650
Black/Gray		•		651,652
Green/Gray		•		653
Charcoal/Ivory		•		654
Green	•	•		655
Blue	•	•		656
Charcoal/Ivory		•		657
Green		•		658
Beige/Copper		•		659
Charcoal/Ivory		•		660
Green		•		661
Copper/Beige		•		662
Black/Silver	•	•		663
Black/Green	•	•		664
Black/Blue	•	•		665
Black/Turquoise	•	•		666
Black/Copper/Beige	•	•		667
Black/Yellow	•	•		668
Black/Red	•	•		669
Black/Silver	•	•		670
Black/Green	•	•		671
Black/Blue	•	•		672
Black/Turquoise	•	•		673
Black/Copper/Beige	•	•		674
Black/Yellow	•	•		675
Black/Red	•	•		676
Silver/Ivory		•		677
Green		•		678
Blue		•		679
Turquoise/Ivory		•		680
Copper/Beige		•		681
Silver/Yellow		•		682
Silver/Red		•		683
Black/Silver	•	•		684
Green	•	•		685
Black/Blue	•	•		686
Black/Turquoise	•	•		687
Black/Copper/Beige	•	•		688
Black/Yellow	•	•		689
Black/Red	•	•		690
Black/Silver	•	•		691
Black/Green	•	•		692
Black/Blue	•	•		693
Black/Turquoise	•	•		694
Black/Copper/Beige	•	•		695
Black/Yellow	•	•		696
Black/Red	•	•		697

ONE-FIFTY/TWO-TEN/BEL AIR

NO. CYL.	CID	HORSE-POWER	COMP. RATIO	CARB
6	235	140	8.0:1	1 BC
8	265	162	8.0:1	2 BC
8	283	185	8.5:1	2 BC
8	283	220	9.5:1	4 BC
8	283	245	9.5:1	4 BC
8	283	250	9.5:1	FI
8	283	270	9.5:1	2x4 BC
8	283	283	10.5:1	FI

CORVETTE

NO. CYL.	CID	HORSE-POWER	COMP. RATIO	CARB
8	283	220	9.5:1	4 BC
8	283	245	9.5:1	4 BC
8	283	250	9.5:1	FI
8	283	270	9.5:1	2x4 BC
8	283	283	10.5:1	FI