1968

Caprice / Impala

Biscayne / Bel - Air

GENERAL

MODEL IDENTIFICATION 2

SERIAL NUMBERS AND IDENTIFICATION 3

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BISCAYNE 153-15400 SERIES

MODEL 153-15411 2-DOOR SEDAN, 6-PASSENGER
MODEL 153-15469 4-DOOR SEDAN, 6-PASSENGER
MODEL 153-15435 4-DOOR STATION WAGON, 2-SEAT

BEL AIR 155-15600 SERIES

MODEL 155-15611 2-DOOR SEDAN, 6-PASSENGER
MODEL 155-15669 4-DOOR SEDAN, 6-PASSENGER
MODEL 155-15635 4-DOOR STATION WAGON, 2-SEAT
MODEL 155-15645 4-DOOR STATION WAGON, 3-SEAT

IMPALA 163-16400 SERIES

MODEL 163-16487 2-DOOR SPORT COUPE, 5-PASSENGER
MODEL 16447 2-DOOR CUSTOM SPORT COUPE, 5-PASSENGER
MODEL 16467 2-DOOR CONVERTIBLE, 5-PASSENGER
MODEL 163-16469 4-DOOR SEDAN, 6-PASSENGER
MODEL 163-16439 4-DOOR SPORT SEDAN, 6-PASSENGER
MODEL 16435 4-DOOR STATION WAGON, 2-SEAT
MODEL 16445 4-DOOR STATION WAGON, 3-SEAT

CAPRICE 16600 SERIES

MODEL 16647 2-DOOR CUSTOM SPORT COUPE, 5-PASSENGER
MODEL 16639 4-DOOR CUSTOM SPORT SEDAN, 6-PASSENGER
MODEL 16635 4-DOOR CUSTOM STATION WAGON, 2-SEAT
MODEL 16645 4-DOOR CUSTOM STATION WAGON, 3-SEAT

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1968	(Tarrytown)	(25th unit)
15369	8	T	100025

Thus: The 25th model built at Tarrytown would be serial number 153698T100025

8-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1968	(Flint)	(26th unit)
15469	8	F	100026

Thus: The 26th model built at Flint would be serial number 154698F100026

ASSEMBLY PLANTS

C - Southgate GMAD	R - Arlington GMAD
D - Atlanta GMAD	S - St. Louis
F - Flint	T - Tarrytown
J - Janesville	U - Lordstown
L - Los Angeles	Y - Willington

Canadian Plant
"2" - Ste. Theresa

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

● Location ---------- Stamped on plate attached to top left hand of instrument panel

TRANSMISSION IDENTIFICATION

Example: QBS8E01D

Type Designation	Source Designation	Model Year 1968	Production* Month & Date
QB	S(Saginaw)	8	EOID*

QB	3-Speed	L-6 & V-8 engines	S - Saginaw
YC	3-Speed overdrive	L-6 engine	O - Saginaw
YB	3-Speed overdrive	V-8 engine	O - Saginaw
WQ	4-Speed	V-8 engine	P - Muncie R - Saginaw
UG	Powerglide	L-6 engine	C - Cleveland T - Toledo
TF	Powerglide	V-8 engine	C - Cleveland T - Toledo
--	Turbo-Hydra-Matic	V-8 engine	CC - Ypsilanti

Location:
3-Speed & 4-speed ---------- Stamped on right hand side of the case in the upper forward corner.
4-Speed ---------- Stamped on the top right side of the case.
Powerglide ---------- Stamped on right hand side of pan.
Turbo Hydra-Matic ---------- Nameplate tag on right hand side of the case.

o-Month: E denotes May; (see below) 01 denotes 1st day
Alpha Characters used in identifying the Calendar Month
A - January D - April K - July R - October

ENGINE IDENTIFICATION

Example: F1210CA

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

250 Cubic Inch 6-Cylinder

CA - Regular production engine, 3-speed
CQ - Regular production engine, Powerglide

307 Cubic Inch 8-Cylinder

DO - Regular production engine, 3-speed
DR - Regular production engine, Powerglide

327 Cubic Inch 8-Cylinder (RPO-L30)

HA - Optional, 3 or 4-speed trans, 4-bbl. carb.
HC - Optional, Powerglide trans, 4-bbl. carb.
HF - Optional, Turbo Hydra-Matic, 4-bbl. carb.

396 Cubic Inch 8-Cylinder (RPO-L35)

IA - Optional, 3 or 4-speed, 4-bbl. carb.
IG - Optional, Powerglide trans, 4-bbl. carb.
IV - Optional, Turbo Hydra-Matic, 4-bbl. carb.

427 Cubic Inch 8-Cylinder (RPO-L36)

IH - Optional, 3 or 4-speed trans, 4-bbl. carb.
IJ - Optional, Turbo Hydra-Matic, 4-bbl. carb.

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

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

REAR AXLE IDENTIFICATION

Example: DA0212B

Type Designation	Production* Month & Date	Source¢ Designation
DA	0212	B (Buffalo)

DA ---- 3.08 ---- 3-speed and Powerglide transmission
DD ---- 3.31 ---------- 4-speed transmission
DI ----- 3.36 ----- 3-speed and Powerglide transmission
EP ----- 2.73 --------- Turbo Hydra-Matic transmission
EK ----- 3.70 ---------- Overdrive transmission
GX (Wagons)-- 3.55 -- 3-speed and Powerglide transmission

Location ---------- Bottom left or right of axle tube adjacent to carrier housing

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

		BISCAYNE 153-15400			BEL AIR 155-15600				IMPALA 163-16400							CAPRICE 16600			
		11	69	35	11	69	35	45	69	39	87	67	47	35	45	35	45	47	39
Bright Trim And Ornamentation	Windshield reveal moldings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Windshield pillar and roof drip gutter moldings				X	X	X	X		X	X		X			X	X	X	X
	Radiator grille	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Roof rail weatherstrip moldings									X	X		X					X	X
	Front fender trim plates	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
	Hood header panel emblem	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Hood rear and fender moldings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Headlamp bezels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Front fender lamps and bezels															X	X	X	X
	Front fender nameplate	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
	Front fender and rear quarter marker lamp bezels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Belt bead molding	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Rocker panel molding	X	X	X					X	X	X	X	X	X	X				
	Body side moldings (black vinyl insert on 163-16400)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Door frame moldings								X					X	X	X	X		
	Ventipane frames	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
	Ventipane belt reveal molding								X	X	X	X	X	X	X	X	X		X
	Front and rear wheel opening moldings								X	X	X	X	X	X	X	X	X	X	X
	Rear view mirror, round (rectangular 5" on 16647)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Hup caps	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
	Wheel trim covers															X	X	X	X
	Rear quarter window reveal molding													X	X	X	X		
	Sail panel nameplate - "Caprice"																	X	X
	Rear quarter panel molding																	X	X
	Deck lid and or tailgate nameplate	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Deck lid molding																	X	X
	Tailgate window reveal moldings			X			X	X						X	X	X	X		
	Tailgate belt reveal molding													X	X	X	X		
	Rear window reveal moldings	X	X		X	X			X	X	X	X	X					X	X
	Rear belt molding											X							
	Tailgate electric window control (manual on 2-seat wagons)			X			X	X						X	X	X	X		
	Tail lamp and back-up lamp trim rings (dual rings each lamp on 16600)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Single tail and back-up lamps in bumper (in body on wagons)		X	X	X	X	X	X	X											
Dual tail and back-up lamps in bumper (in body on wagons)									X	X	X	X	X	X	X	X	X	X	X
Body side and tailgate wood-grain panels and moldings																X	X		
Concealed 2-speed windshield wipers and washers (L.H. articulated blade)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Full-door glass (includes "Astro-Ventilation" script)																		X	

		BISCAYNE 153-15400			BEL AIR 155-15600				IMPALA 163-16400							CAPRICE 16600			
		11	69	35	11	69	35	45	69	39	87	47	67	35	45	35	45	47	39
Bright Trim And Ornamentation	Front bench seat end panels										X	X	X					X	
	Door bead trim moldings								X	X	X	X	X	X	X	X	X	X	X
	Rear quarter window bead trim molding										X	X	X					X	
	Rear view mirror support (hook type)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Rear view mirror support (non-hook type)	X	X	X															
	Vent control knobs	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Sunshade support bracket	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Door remote control handle (in armrest)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Window control handle (plastic knobs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Door armrest backing plate								X	X	X	X	X	X	X	X	X	X	X
	Instrument panel lower L. H and upper R. H. trim plate(R. H. includes series nameplate)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Instrument cluster bead molding	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Seat adjuster handle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Ventipane control handle (plastic knobs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
	Pedal pad trim															X	X	X	X
	Instrument panel control knobs (includes kick pad vent knobs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Instrument panel ventilation outlets																	X	
Instrument Panel	Ash tray (painted on 153-154-155-15600; colored vinyl on 16000)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Electric clock															X	X	X	X
	Instrument panel upper and lower trim plates (wood grain)															X	X	X	X
	Rear window control							X							X		X		
	Ignition lock and starter switch - "4-position"	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Cigarette lighter, lights and wiper controls	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Convertible top switch												X						
	Heater controls	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lamps And Switches	Glove box				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Instrument panel dual courtesy												X			X	X	X	X
	Luggage compartment								X	X	X	X	X					X	X
	Rear window control switch							X							X		X		
	Roof center dome	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Third seat courtesy							X							X		X		
	Front door jamb switch — L.H. (a)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Front door jamb switch — R.H. (b)				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Rear door jamb switch															X	X		X
	Instrument panel manual light switch	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Steering Wheels	Deep dished-3-spoke, horn button	X	X	X	X	X	X	X											
	Deep dished-shroud, horn tabs								X	X	X	X	X	X	X	X	X	X	X
Armrests	Front door	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Rear door (includes ash tray)		X	X		X	X	X	X	X				X	X	X	X		X
	Rear quarter (includes ash tray)	X			X						X	X	X					X	
	Front seat center armrest																		X
Floor carpeting		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Stowage compartment mat				X			X	X						X	X	X	X		
Dual padded sunshades (hook type all except Biscayne)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Luggage compartment mat									X	X	X	X	X					X	X
Deluxe heater		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Door lock pillar pressure valves													X					X	
Convertible top with solid plate glass rear												X							

	Air cleaner, heavy duty	K45		153-155-16300
	Air Conditioners			
	Comfortron automatic air conditioner	C75		15-16000
	Four-Season air conditioner	C60		15-16000
	G.M. Chevrolet air conditioner		ACC	15-16000
	Appearance Guard Group (items available as a group or as separate option) - Group 1			
	Door edge guards			15-16000 exc 16635-45
	Front bumper guards			15-16000
	Rear bumper guards			15-16000 exc wgn
	Twin front and rear floor mats			15-16000
	Auxiliary Lighting (items available as a group) - RPO ZJ9			
	Ash tray light			15-16000 exc 16600
	Courtesy lights			150-163-16400 exc conv
	Front fender lights			15-16000 exc 16600
	Glove box light			153-15400
	Ignition lock light			153-15400
	Luggage light			15000 exc wgn
	Underhood light			15-16000
	Axle Ratios			
	2.29 ratio	GT2		15-16000
	2.56 ratio	GT1		15-16000
	2.73 ratio	G97		15-16000
	3.07 ratio	H01		15-16000
	3.08 ratio	G92		15-16000
	3.31 ratio	G94		15-16000
	3.36 ratio	G76		15-16000
	3.55 ratio	G96		15-16000
	3.70 ratio	G75		15-16000
	3.73 ratio	H05		15-16000
	4.10 ratio	*		15-16000
	4.56 ratio	*		15-16000
	4.88 ratio	*		15-16000
	Positraction — all ratios	G80		15-16000
	Battery, heavy duty	T60		15-16000
	Belts and Harnesses			
●	Deluxe front and rear seat belts	A39		16467
●	Deluxe front seat shoulder harnesses	A85		16467
	Deluxe rear seat shoulder harnesses	AS4		15-16000
●	Deluxe seat belts and front seat shoulder harnesses	ZK3		15-16000 exc conv
	Seat belt retractor		ACC	15-16000
●	Standard front seat shoulder harnesses	AS1		16467
	Standard rear seat shoulder harnesses	AS5		15-16000
●	Body insulation package	ZK1		16439-47-87;16339-87
	Brakes, front disc	J52		15-16000
	Brakes, power	J50	ACC	15-16000
	Carriers			
	Deck lid luggage carrier		ACC	15-16000 exc wgn
	Deluxe adjustable roof luggage carrier	V54	ACC	15-16000 wgn
	Roof luggage carrier	V55	ACC	15-16000 wgn
	Roof luggage carrier cover		ACC	15-16000 wgn
	Ski rack (deck lid luggage carrier)		ACC	15-16000 exc wgn
	Ski rack (roof clamp-on type)		ACC	15-16000 exc conv
	Chassis, heavy duty	Z04		153-15400
	Clock, electric	U35	ACC	15-16000 exc 16600
	Clutch, heavy duty	M01		15-16000
	Compass		ACC	15-16000
	Cruise control, Cruise-Master	K30	ACC	154-156-164-16600
	Decor Group (items available as a group or as separate options) - Group 3			
	Deluxe steering wheel			15000
	Door and window frame molding			15000
	Rear fender skirts			15-16000 exc wgn
	Wheel covers			150-163-16400
	Deflectors, rain		ACC	15-16000 4-dr (exc Sport Sedan) & wgn

Deflector, tailgate window	C51	ACC	15-16000 wgn
Defroster, rear window	C50	ACC	15-16000**
Emergency road kit		ACC	15-16000
Engines			
250-hp Turbo-Fire 327 cu.in. V-8	L73		154-156-164-16600
275-hp Turbo-Fire 327 cu.in. V-8	L30		154-156-164-16600
325-hp Turbo-Jet 396 cu.in. V-8	L35		154-156-164-16600
385-hp Turbo-Jet 427 cu.in. V-8	L36		154-156-164-16600
● Engine block heater	K05		15-16000
Engine ventilation, heavy duty closed positive	KD5		15-16600
Exhaust, dual	N10		154-156-164-16600
Fan, temperature-controlled	K02	ACC	15-16000
Fire extinguisher (2-3/4 lb. dry chemical)		ACC	15-16000
Fire extinguisher refill cartridge		ACC	15-16000
Floor Mats			
Cargo floor mat		ACC	15-16000 wgn
Clear vinyl twin front and rear mats		ACC	15-16000
Full width front mats		ACC	15-16000
Heavy duty front floor mat	B34		15000
Heavy duty rear floor mat	B35		15000
Load floor carpet	B39		164-16635-45
Twin front and rear mats	B37	ACC	15-16000
Gauges, instrument panel	U14		154-156-164-16600
Generator, Delcotron (42 amp)	K79		15-16000
Generator, Delcotron (63 amp)	K76		15-16000
Glass, tinted window	A01		15-16000
Glass, tinted windshield	A02		15-16000
Guards			
Door edge guards	B93	ACC	15-16000 exc 16635-45
Front bumper guards	V31	ACC	15-16000
Rear bumper guards	V32	ACC	15-16000 exc wgn
● Head restraint, special contour	A81		16639-47, 16447-67-87, 16387
Head restraint, standard	A82		15-16000
Horn, low note	U03	ACC	15-16000
Lights			
Ash tray light	U28	ACC	15-16000 exc 16600
Concealed headlights	T83		16600
Courtesy lights	U29	ACC	150-163-16400 exc conv
Front fender lights	T78		15-16000 exc 16600
Glove box light	U27	ACC	153-15400
Hand portable spotlight		ACC	15-16000
Ignition lock light	U23	ACC	153-15400
Light monitoring system	U46	ACC	15-16000
Luggage light	U25	ACC	15000 exc wgn
Remote control spotlight		ACC	15-16000
Underhood light	U26	ACC	15-16000
Litter container, saddle type		ACC	15-16000 exc floor shift trans
Locks			
Gas cap lock		ACC	15-16000
Power door lock system	A93		15-16000
Rear compartment lock	A96	ACC	15-16000 2-seat wgn
Rear door safety lock		ACC	15-16000
Spare wheel lock		ACC	15-16000
● Trunk lid release	A91	ACC	15-16000 exc wgn

* Not available as accessory equipment on 15000.

** For convertibles, defroster available as RPO only.

Equipment	RPO	/ACC	Models
Mirrors			
Remote control outside mirror	D33		15-16000
Right hand outside mirror (standard type)		ACC	15-16000
Visor vanity mirror		ACC	15-16000
Model Options			
● Impala Super Sport	Z03		16447-67-87, 16387
Super Sport 427	Z24		16447-67-87
Molding			
● Body side moldings	B84		153-15400
Door and window frame molding	B90		15000
Roof drip molding	B80		153-15400, 16369, 16435-45-69
Operating Convenience Group (Items available as a group or as separate options) — Group 4			
Electric clock			15-16000 exc 16600
Rear window defroster			15-16000
Remote control outside mirror			15-16000
Pedal trim		ACC	15-16000 exc 16000
Police car	B07		15000
Radiator, heavy duty	V01		15-16000
Radio Antennas			
Front fixed height antenna		ACC	15-16000
Front manual antenna		ACC	15-16000
Rear manual antenna	U73	ACC	15-16000 exc wgn
Rear power antenna	U75		15-16000 exc wgn
Radios			
Push-button AM radio with front antenna	U63	ACC	15-16000
Push-button AM-FM radio with fixed height antenna	U69	ACC	15-16000
Rear speaker	U80	ACC	15-16000
Seats			
Child restraint seat		ACC	15-16000
Deluxe front seat cushion	B55		15000
● Front Strato-bench seat	A53		16639-47, 16387 16447-87
Front Strato-bucket seat	A51		16647
● 4-way power bucket seat - driver's seat	A46		16387, 16447-67-87, 16647
6-way power bench seat	A42		155-156-16000
Heavy-duty front seat - low profile type	A75		15000
Heavy-duty rear seat	A76		15000 exc wgn
Ventilated seat pad		ACC	15-16000

	Equipment	RPO	/ACC	Models
	Shock Absorbers			
	Air-adjustable shock absorbers	G66		15-16000
	Automatic level control	G67		15-16000
	Skirts, rear fender	T58		15-16000 exc wgn
	Speed warning indicator	U15		15-16000
	Steering			
	Deluxe steering wheel	N30		15000
	Power steering	N40		15-16000
	Tilt-type steering wheel	N33		15-16000
	Wood-grained plastic steering wheel	N34		15-16000
	Stereo			
	Stereo multiplex	U79	ACC	15-16000
	Stereo tape player	U57	ACC	15-16000
	Suspension			
	Heavy duty front and rear suspension	F40		15-16000 exc wgn
	Special performance front and rear suspension	F41		154-156-164-16600
	Tachometer		ACC	154-156-164-16600
	Taxicab equipment	B02		153-15469
	Tires			
	8.15-15-4 pr tire-highway	Q04		150-163-164 exc wgn
	8.15-15-4 pr tire-highway-whitewall	R51		15-16000 exc wgn
	8.25-14-4 pr tire-highway-whitewall	P77		15-16000 exc wgn
	8.25-14-4 pr tire-highway-special nylon	PQ6		15-16000 exc wgn
	8.25-14-4 pr tire-highway-special nylon-whitewall	PQ7		15-16000 exc wgn
	8.25-14-8 pr tire-highway-special nylon	PR2		15-16000 exc wgn
	8.25-14-8 pr tire-highway-special nylon-whitewall	PR3		15-16000 exc wgn
	8.45-15-8 pr tire-highway-whitewall	QC2		15-16000 wgn
	8.55-14-4 pr tire-highway-whitewall	P85		15-16000 wgn
	8.55-14-8 pr tire-highway-special nylon	PS5		15-16000 wgn
	8.55-14-8 pr tire-highway-special nylon-whitewall	PS6		15-16000 wgn
●	8.45-15-4 pr tire-highway-OE	P98		164-16639
●	8.45-15-4 pr tire-highway-OE-whitewall	P99		164-16639
●	G70-15-4 pr tire-OE-white stripe	PU3		15-1600 exc wgn
●	G70-15-4 pr tire-OE-red stripe	PU4		15-16000
●	8.15-15-4 pr tire-highway	Q04		15-16000 exc wgn
●	8.25-14-4 pr tire-special nylon-red stripe	T35		15-16000 exc wgn

Equipment	RPO	/ACC	Models
Tissue dispenser, instrument panel mounted		ACC	15-16000
Tops			
Folding convertible top	C05		16467
● Vinyl roof covering	C08		16439-47-87, 16639-47, 16339-87
Trailer hitch		ACC	15-16000
Trailer wiring harness		ACC	15-16000
Transmissions			
Overdrive	M10		15-16000
● 3-Speed, heavy duty (2.86 or 2.41 low ratio)	M13		154-156-164-16600
● Heavy duty 4-speed transmission	M22		154-156-164-16600
● 4-Speed (3.11, 2.85, 2.54 or 2.52 ratio)	M20		154-156-164-16600
● 4-Speed, close ratio (2.20 ratio)	M21		154-156-164-16600
Powerglide	M35		15-16000
● 3-Speed automatic, Turbo Hydra-Matic	M40		154-156-164-16600
Ventilation, upper level	C56		163-16400, 16639-35-45
Wheel Covers			
Mag-style wheel covers - type A	N96	ACC	15-16000
Mag-style wheel covers - type B	PA2		15-16000
Simulated wire wheel covers	N95	ACC	15-16000
Wheel covers	P01	ACC	150-163-16400
Wheels			
14 x 6JK wheels	P12		15-16000 exc wgn
"Rally wheel," hub cap, trim ring	ZJ7		15-16000
Windows			
Power windows	A31		155-15635-45-69, 16000
Power tailgate window	A33		15-16000 2-seat wgn

BODY EQUIPMENT

SEATS ---------- Heavy duty front and rear seats (front seat low profile); heavy duty black rubber front and rear floor mats with special mastic sound deadener underpad; jam switches at front and rear doors for dome lamp; open door warning lamp on instrument panel.

CHASSIS EQUIPMENT

BODY MOUNTS ---------- Heavy duty units at selected locations

FRAME Heavy duty, special gusseted frame with reinforced front upper control arm brackets

FRONT SUSPENSION ---------- Heavy duty metal lined spherical joints with special seals; heavy duty springs; heavy duty shock absorbers

REAR SUSPENSION ---------- Two upper control arms with heavy duty bushings; heavy duty track bar; heavy duty 8-7/8 ring gear axle; heavy duty springs; heavy duty shock absorbers

BRAKES ---------- Heavy duty primary linings, front and rear; heavy duty brake drum webs front and rear; extra thick linings front and rear; heat resistant front brake shoe retracting springs

WHEELS ---------- 15 x 5JJ

TIRES ---------- 8.15-15-4PR

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 307 Cu.In. V-8

L-6 ENGINE FEATURES ---------- Economy carbureter; extra durable compression and oil control piston rings; hardened tip valve push rods; large 14-inch diameter flywheel ring gear (3-speed only); starter with special road splash sealing; take-apart engine ventilation valve; heavy duty radiator (automatic transmission only); heavy duty 61 A.H. battery; heavy duty lower rear crankshaft main bearing (automatic only); high-capacity 11-inch diameter diaphragm spring clutch.

L-6 AUTOMATIC TRANS. FEATURES ------- Heavy duty 11-3/4-inch heavy duty converter with two drain plugs; additional clutch plate; large gearset; extra capacity transmission on cooler in radiator; radiator fan shroud.

BODY EQUIPMENT

(Mandatory Option A75, Heavy Duty Front Seat)

FRONT SEAT ---------- Heavy duty low profile front seat; special police car instrument cluster.

CHASSIS EQUIPMENT

BODY MOUNTS ---------- Heavy duty units at selected locations

FRONT SUSPENSION ---------- Heavy duty metal lined spherical joints with special seals; heavy duty strut rod bushing; heavy duty stabilizer bar; lower control arms with heavy duty frame pivot bushings; heavy duty springs; heavy duty shock absorbers

REAR SUSPENSION ---------- Two upper control arms with heavy duty bushings; heavy duty track bar; heavy duty 8-7/8 ring gear axle; heavy duty springs; heavy duty shock absorbers.

BRAKES ---------- Heavy duty primary linings front and rear; extra thick linings front and rear; heavy duty brake drum webs front and rear; heat resistant front brake shoe retracting springs.

WHEELS ---------- 14 x 6

POWER TRAIN EQUIPMENT

STANDARD ENGINES: 250 Cu.In. L-6 and 307 Cu.In. V-8
(Mandatory Option T60, Heavy Duty Battery)

L-6 ENGINE FEATURES ---------- Extra durable compression and oil control piston rings; hardened-tip valve push rods; large 14-inch diameter flywheel ring gear (3-speed only); starter with special road splash sealing; take-apart engine ventilation valve; heavy duty radiator (automatic only); 5-blade fan; heavy duty 70 A.H. battery; heavy duty lower rear crankshaft main bearing (automatic only); truck-type hydraulic valve lifters; high capacity 11-inch diameter diaphragm spring clutch.

L-6 AUTOMATIC TRANS. FEATURES ------ 11-3/4-inch heavy duty converter with two drain plugs; additional clutch plate; large gear set; extra capacity transmission oil cooler in radiator; radiator fan shroud.

V-8 ENGINE FEATURES ---------- Heavy duty clutch with manual transmission; 5-blade fan; heavy duty 70 A.H. battery; heavy duty radiator (automatic transmission);

V-8 AUTOMATIC TRANS. FEATURES ------- Heavy duty oil pump, valve body and low and drive regulator valve; extra capacity transmission oil cooler in radiator.

COMFORTRON AUTOMATIC TEMPERATURE CONTROL (RPO C75)

Fully integrated air cooling and heater system; automatically controlled by pre-setting on instrument control panel.

FOUR SEASON (RPO C60)

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

BASIC COMPONENTS

Evaporator, blower, condenser, receiver-dehydrator, refrigerant (freon) tank, air intake assembly and duct assembly for both systems. The Comfortron also includes sensors, amplifier, transducer and power servo unit for automatic operation.

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

CHASSIS

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

POWER TRAINS

Fan Blade ----------5 blade, L-6; 7 blade, V-8
Fan Clutch ---------- Thermomodulated fluid coupling* (a)
Crankshaft Pulley ---------- Dual
Water Pump & Fan Pulley ---------- Dual
Compressor & Crankshaft Belt ---------- One*
Generator ---------- 63 Ampere
Radiator ---------- Heavy duty
Radiator Shroud, Fan Opening ---------- Steel; 19.34 dia.*

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

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

(a) Fan Clutch ---------- Thermomodulated fluid coupling. V-8 Engines only.

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS 2

LUGGAGE CAPACITY 2

STATION WAGON CARGO SPACE 2

EXTERIOR DIMENSIONS 3

VEHICLE WEIGHTS 4

CODE	DESCRIPTION	SEDANS 2-DR	SEDANS 4-DR	SPORT SEDANS	SPORT COUPES	CONVERTIBLES	STATION WAGONS
H3	Seat cushion height	11.6					11.4
H11	Entrance height	30.4		29.8			30.4
H13	Steering wheel thigh clearance	3.6		3.7			3.7
H30	H point to heel point	9.0		9.2			9.0
H32	Seat cushion deflection	3.9		4.0			4.4
H50	Upper body opening to ground						
H58	H point rise	0.7			0.8		
H61	Effective headroom	38.9		38.2	38.3	38.8	39.2
H70	H point to body O line	14.0		14.2			14.0
H75	Effective 'T' point headroom	39.1		38.3	38.5	39.0	39.4
W3	Shoulder room	62.4					62.3
W5	Hip room	63.7					63.7
L7	Steering wheel torso clearance	11.8					11.7
L17	H point travel	4.8					
L34	Effective leg room	41.7		41.6			41.7

REAR COMPARTMENT

H8	Seat cushion height	14.2		14.5	13.2		14.5
H12	Entrance height	---	29.9	29.8	---		29.8
H31	H point to heel point	12.0		10.9	10.7		12.2
H33	Seat cushion deflection	4.0		4.1	4.3		4.3
H51	Upper body opening to ground	---			---		
H63	Effective headroom	37.9		37.1	37.3	37.9	38.8
H71	H point to body O line	14.2		13.5	13.3		14.5
H76	Effective 'T' point headroom	37.8		36.8	37.2	38.0	38.8
W4	Shoulder room	60.7	61.3		61.0	53.1	61.4
W6	Hip room	62.3	62.9	63.0	55.5		63.1
L3	Rear compartment room	25.7			25.7		28.7
L50	H point couple distance	36.2		36.1	33.3		34.6
L51	Effective leg room	38.9	39.5	38.5	34.9		37.5

STATION WAGON THIRD SEAT

W85	Shoulder room	49.7
W86	Hip room	49.2
H86	Effective headroom	36.2
L86	Effective leg room	33.3
L87	Knee room	12.8

LUGGAGE COMPARTMENT

---	Opening width	
---	Interior height	
---	Interior width	
---	Interior length	
H195	Liftover height	
V1	Usable luggage capacity (cu.ft.)	
---	Total volume (cu.ft.)	

STATION WAGON CARGO SPACE

H201	Maximum cargo height	30.7
H202	Rear opening height	28.8
H250	Tailgate to ground height	25.5
W200	Cargo width - front	63.2
W201	Cargo width - wheelhouse	49.7
W203	Rear opening width at floor	52.4
W204	Rear opening width at belt	52.4
W205	Rear opening width above belt	52.4
L200	Maximum cargo length - front seat	122.8
L201	Maximum cargo length - second seat	88.6
L202	Cargo length at floor - front seat	96.0
L203	Cargo length at floor - second seat	61.7
L204	Cargo length at belt - front seat	86.0
L205	Cargo length at belt - second seat	49.7
V2	Total cargo volume (cu.ft.)	94.1(A)

(A) Add 12.0 for compartment on 2-seat wagons; 7.2 on 3-seat wagons.

LENGTHS

CODE	DESCRIPTION	SEDANS 2-DR	SEDANS 4-DR	SPORT SEDANS	SPORT COUPES	CONVERT-IBLES	STATION WAGONS
L101	Wheelbase	119.0					
L102	Tire size (standard)	8.25 x 14					8.55 x 14
L103	Overall length	214.7					213.9
L104	Overhang - front	36.4					
L105	Overhang - rear	59.3					58.5
----	Overall length - less bumpers						
L127	Body O line to C/L of rear wheels	100.0					
L128	Hood length at centerline	60.9					

WIDTHS

W101	Tread - front	62.5					63.5
W102	Tread - rear	62.4					63.4
W103	Maximum overall width of car	79.6					
W106	Front fender overall width	79.4					
W107	Rear fender overall width	79.6					
W120	Overall car width, front doors open	163.8	143.3		163.8		143.3
W121	Overall car width, rear doors open	---	143.8		---		143.8

HEIGHTS

H101	Overall height (design)	55.8		54.8	54.3	54.6	56.7
----	Overall height (curb)						
H102	Front bumper to ground	12.9			12.6		13.4
H104	Rear bumper to ground	12.6			12.2		13.3
H111	Rocker panel to ground - rear	7.8			7.5	7.4	9.0
H112	Rocker panel to ground - front	8.8			8.5		9.4
H114	Hood at rear to ground	39.0			38.7		39.6
H115	Step height - front (design)						
H116	Step height - rear (design)	---			---		
H125	Headlamp to ground	26.8	27.0		26.6	26.5	27.3
H126	Tail lamp to ground	20.3	20.5		20.0		25.6
H130	Step height - front (curb)						
H131	Step height - rear (curb)	---			---		
H136	Body O line to ground - front	6.0	6.3		5.8	5.7	6.6
H137	Body O line to ground - rear	6.0	6.3		5.8	5.7	6.6

CLEARANCES

H106	Angle of approach (degrees)	26					27
H107	Angle of departure (degrees)	14					15
H147	Ramp breakover angle (degrees)	14					15
H148	Front suspension to ground	7.0			6.7	6.6	7.5
H149	Oil pan to ground	6.2			5.8		6.7
H150	Flywheel housing to ground	7.1			6.8		7.5
H151	Frame to ground	7.4			7.0		7.9
H152	Exhaust system to ground	5.9			5.5	5.4	6.5
H153	Rear axle to ground						
H154	Fuel tank to ground	7.6			7.1		8.3
H155	Tire well to ground	Mounted over rear axle					8.1
H156	Minimum ground clearance (H152)	5.9			5.5	5.4	6.5

BISCAYNE

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6-Cyl.	V8	Description	Front	Rear	Total	Front	Rear	Total
15311		2-Door Sedan	1750	1650	3400	1740	1835	3575
	15411		1860	1660	3520	1855	1850	3705
15369		4-Door Sedan	1785	1680	3465	1770	1865	3635
	15469		1895	1690	3585	1890	1880	3770
15335		4-Door Station Wagon, 2-Seat	1725	2065	3790	1710	2255	3965
	15435		1825	2075	3900	1820	2265	4085

BEL AIR

15511		2-Door Sedan	1755	1650	3405	1740	1835	3575
	15611		1860	1665	3525	1855	1850	3705
15569		4-Door Sedan	1790	1680	3470	1775	1865	3640
	15669		1900	1690	3590	1895	1875	3770
15535		4-Door Station Wagon, 2-Seat	1730	2070	3800	1710	2260	3970
	15635		1825	2085	3910	1820	2270	4090
15545		4-Door Station Wagon, 3-Seat	1710	2135	3845	1695	2320	4015
	15645		1810	2145	3955	1805	2330	4135

IMPALA

16369		4-Door Sedan	1815	1705	3520	1800	1890	3690
	16469		1920	1710	3630	1915	1900	3815
	16447	2-Door Custom Coupe	1925	1720	3645	1920	1905	3825
16387		2-Door Sport Coupe	1815	1705	3520	1800	1890	3690
	16487		1920	1710	3630	1915	1895	3810
16339		4-Door Sport Sedan	1860	1745	3605	1845	1930	3775
	16439		1965	1750	3715	1960	1940	3900
	16467	2-Door Convertible	1945	1735	3680	1940	1925	3865
	16435	4-Door Station Wagon, 2-Seat	1840	2100	3940	1835	2290	4125
	16445	4-Door Station Wagon, 3-Seat	1830	2165	3995	1825	2355	4180

CAPRICE

	16647	2-Door Custom Coupe	1935	1725	3660	1930	1910	3840
	16639	4-Door Custom Sedan	1990	1765	3755	1985	1950	3935
	16635	4-Door Custom Wagon, 2-Seat	1845	2105	3950	1840	2295	4135
	16645	4-Door Custom Wagon, 3-Seat	1830	2175	4005	1825	2360	4185

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

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

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

RPO	OPTION	WEIGHT	RPO	OPTION		WEIGHT
A31	Power Windows	+ 22	M10	Overdrive Transmission		+27
A42	Power Seat 6-Way	+ 21	M13	3-Speed H.D. Transmission		+22
A46	Power Seat 4-Way	+ 16	M20	4-Speed Transmission		+22
A51	Strato Bucket Seat	+ 12	M35	Powerglide Transmission	6-Cyl.	0
C60	Air Conditioning	+105			V8	+ 4
J50	Power Brakes	+ 9	M40	3-Speed Auto. Transmission		+50
J52	Front Disc Brakes	+ 35	N10	Dual Exhaust		+47
L30	327 Cu. In. V-8	+ 41	N40	Hydraulic Steering		+28
L35	396 Cu. In. V-8	+243	T60	Heavy Duty Battery		+15
L36	427 Cu. In. V-8	+260	U57	Tape Player		+24
L73	327 Cu. In. V-8	+ 41	U63	Radio — Push-Button		+ 9

BODY

EXTERIOR PAINT PROCESS 2

EXTERIOR-INTERIOR COLORS 3

BODY CONSTRUCTION AND GLASS AREA 8

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

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

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

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

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

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

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

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

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

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

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

BISCAYNE 153-15400 SERIES

MODELS			TRIM	INTERIOR COLORS AND RPO NUMBERS			
11	69	35		Black	Blue	Gold	Saddle
X	X		Cloth	--	816	831	--
X	X		Vinyl	802	--	--	--
		X	Vinyl	802	817	--	837
RPO	EXTERIOR COLOR						
AA	Black			X	X	X	X
CC	White			X	X	X	X
DD	Medium Blue			X	X	--	--
EE	Dark Blue			X	X	--	--
FF	Medium Teal			X	--	--	--
GG	Ivory Gold			X	--	X	X
HH	Medium Green			X	--	--	--
KK	Turquoise			X	--	--	--
LL	Dark Teal			X	X	--	--
NN	Maroon			X	--	--	X
PP	Silver Green			X	--	--	X
RR	Red			X	--	--	--
TT	Ivory			X	--	X	X
VV	Dark Green			X	--	X	X
YY	Yellow			X	--	X	X
Two-Tone (Lower/Upper)							
DC	Med. Blue/White			--	X	--	--
DE	Med. Blue/Dk. Blue			--	X	--	--
ED	Dk. Blue/Med. Blue			--	X	--	--
GT	Ivory Gold/Ivory			X	--	X	--

BEL AIR 155-15600 SERIES

MODELS					INTERIOR COLORS AND RPO NUMBERS				
11	69	35	45	TRIM	Black	Blue	Gold	Saddle	Turquoise
X	X			Cloth	803	818	832	--	843
X	X			Vinyl	811	819	--	--	--
		X	X	Vinyl	804	819	--	838	844
RPO	EXTERIOR COLOR								
AA	Black				X	X	X	X	X
CC	White				X	X	X	X	X
DD	Medium Blue				X	X	--	--	--
EE	Dark Blue				X	X	--	--	--
FF	Medium Teal				X	--	--	--	--
GG	Ivory Gold				X	--	X	X	--
HH	Medium Green				X	--	--	--	--
KK	Turquoise				X	--	--	--	X
LL	Dark Teal				X	X	--	--	--
NN	Maroon				X	--	--	X	--
PP	Silver Green				X	--	--	X	--
RR	Red				X	--	--	--	--
TT	Ivory				X	--	X	X	--
VV	Dark Green				X	--	X	X	--
YY	Yellow				X	--	X	X	--
	Two-Tone (Lower/Upper)								
DC	Med. Blue/White				--	X	--	--	--
KC	Turquoise/White				--	--	--	--	X
DE	Med. Blue/Dk. Blue				--	X	--	--	--
ED	Dk. Blue/Med. Blue				--	X	--	--	--
GT	Ivory Gold/Ivory				X	--	X	--	--

IMPALA 163-16400 SERIES

MODELS							TRIM	INTERIOR COLORS AND RPO NUMBERS								
69	47	87	39	67	35	45		Black	Blue	Gold	Saddle	Gray-Green	Turquoise	Red	Parch Black	Teal
X	X	X	X				Cloth	805	820	833	--	853	842	--	--	--
X	X	X	X	X	X	X	Vinyl	806	--	--	--	--	--	--	--	--
	X	X		X			Vinyl	--	--	--	--	--	--	--	858	864
					X	X	Vinyl	--	--	--	839	--	845	--	--	--
X	X	X	X		X	X	Vinyl	--	821	--	--	--	--	--	--	--
	X	X	X	X			Vinyl	--	--	830	--	--	--	--	--	--
				X			Vinyl	--	--	--	--	--	--	866	--	--
RPO				EXTERIOR COLOR												
AA				Black				X	X	X	X	X	X	X	X	X
CC				White				X	X	X	X	X	X	X	X	X
DD				Medium Blue				X	X	--	--	--	--	--	X	
EE				Dark Blue				X	X	--	--	X	--	--	X	X
FF				Medium Teal				X	--	--	--	--	--	--	X	X
GG				Ivory Gold				X	--	X	X	--	--	--	X	--
HH				Medium Green				X	--	--	--	X	--	--	X	--
KK				Turquoise				X	--	--	--	--	X	--	X	--
LL				Dark Teal				X	X	--	--	X	--	--	X	X
NN				Maroon				X	--	--	X	--	--	X	X	--
PP				Silver Green				X	--	--	X	X	--	--	X	--
RR				Red				X	--	--	--	--	--	X	X	--
TT				Ivory				X	--	X	X	X	--	--	X	--
VV				Dark Green				X	--	X	X	X	--	--	X	--
YY				Yellow				X	--	X	X	--	--	--	X	--
Two-Tone (Lower/Upper)																
DC				Med. Blue/White				--	X	--	--	--	--	--	--	--
KC				Turquoise/White				--	--	--	--	--	X	--	--	--
DE				Med. Blue/Dk. Blue				--	X	--	--	--	--	--	--	--
ED				Dk Blue/Med. Blue				--	X	--	--	--	--	--	--	--
GT				Ivory Gold/Ivory				X	--	X	--	--	--	--	--	--
LF				Dk Teal/Med. Teal				--	--	--	--	--	--	--	--	X

Two-tone exterior color combinations not available with 16467 models.
Vinyl top option (C08): Black or white - available for Sport Sedan and Sport Coupe models.
Convertible top: White-regular production; black or blue (RPO C05) with any exterior color.

CAPRICE 16600 SERIES

MODELS				TRIM	INTERIOR COLORS AND RPO NUMBERS					
47	39	35	45		Black	Blue	Gold	Saddle	Gray-Green	Turquoise
X	X			Cloth-Bench	807	822	834	--	852	--
X	X			Cloth-Strato-Bench	808	823	835	--	856	--
X				Vinyl-Bucket	809	824	840	--	857	--
	X			Vinyl-Bench	814	815	--	--	--	--
		X	X	Vinyl	806	821	--	839	--	845
RPO	EXTERIOR COLOR									
AA	Black				X	X	X	X	X	X
CC	White				X	X	X	X	X	X
DD	Medium Blue				X	X	--	--	--	--
EE	Dark Blue				X	X	--	--	X	--
FF	Medium Teal				X	--	--	--	--	--
GG	Ivory Gold				X	--	X	X	--	--
HH	Medium Green				X	--	--	--	X	--
KK	Turquoise				X	--	--	--	--	X
LL	Dark Teal				X	X	--	--	X	--
NN	Maroon				X	--	--	X	--	--
PP	Silver Green				X	--	--	X	X	--
RR	Red				X	--	--	--	--	--
TT	Ivory				X	--	X	X	X	--
VV	Dark Green				X	--	X	X	X	--
YY	Yellow				X	--	X	X	--	--
Two-Tone (Lower/Upper)										
DC	Med. Blue/White				--	X	--	--	--	--
KC	Turquoise/White				--	--	--	--	--	X
DE	Med. Blue/Dk Blue				--	X	--	--	--	--
ED	Dk Blue/Med. Blue				--	X	--	--	--	--
GT	Ivory Gold/Ivory				X	--	X	--	--	--

Two-tone exterior color combinations not available for station wagon models.

Vinyl top option (RPO C08): Black or white available for Sport Coupe and Sport Sedan models.

IMPALA SUPER SPORT OPTION

MODELS			TRIM	INTERIOR COLORS AND RPO NUMBERS				
47	87	67		Black	Gold	Red	Parch Black	Teal
X	X		Vinyl-Bucket	812	836	--	859	862
X	X		Vinyl-Strato Bench	813	841	--	--	861
		X	Vinyl-Bucket	812	836	868	859	862
RPO			EXTERIOR COLOR					
AA			Black	X	X	X	X	X
CC			White	X	X	X	X	X
DD			Medium Blue	X	--	--	X	--
EE			Dark Blue	X	--	--	X	X
FF			Medium Teal	X	--	--	X	X
GG			Ivory Gold	X	X	--	X	--
HH			Medium Green	X	--	--	X	--
KK			Turquoise	X	--	--	X	--
LL			Dark Teal	X	--	--	X	X
NN			Maroon	X	--	X	X	--
PP			Silver Green	X	--	--	X	--
RR			Red	X	--	X	X	--
TT			Ivory	X	X	--	X	--
VV			Dark Green	X	X	--	X	--
YY			Yellow	X	X	--	X	--
Two-Tone (Lower/Upper)								
GT			Ivory Gold/Ivory	X	X	--	--	--
LF			Dark Teal/Med. Teal	--	--	--	--	X

Two-tone exterior color combinations not available on 16467 models.
Vinyl top option (RPO C08): Black or white - available for Sport Coupe models.
Convertible top: White (regular production); black or blue (RPO C05) with any exterior color.

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

DOORS AND LOCKS

Door construction ---------- Double steel panels, hinged at front

Door handles ---------- Push-button with fork type door locks. Inside push-button locks and 2-position free-wheeling inside door handles on all doors

Door ventipanes ---------- Crank operated

HOOD AND TRUNK LID

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

Hood release ---------- External, top of grille, off center, with finger press release

VENTILATION

High level for passenger compartment --- with double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at ends of rocker inner panels. Astro ventilation with instrument panel outlets standard for Caprice Coupe and optional for Caprice Sedan and Estate Wagon and Impala Series.

1.50 foam rubber ---------- 167-16800

1.75 poly pad ---------- 163-164-16600

Rear seat cushion

Jute and cotton ---- 153-154-155-15600

1.75 poly pad ---------- 163-16400; 16635,39,45,47; 167-16800

3rd seat cushion

0.75 poly pad ---- 155-156-163-164-16645

WINDSHIELD WIPERS AND WASHERS

Type ---------- Concealed dual 2-speed electric

Linkage ----- Parallel acting with articulated left arm

HEADLIGHTS ---------- Concealed behind vacuum operated panels

SPARE TIRE AND TOOLS

Location ---------- Sedans and sport coupe, angled on center of shelf in trunk compartment; Station wagon, vertically in right hand side of cargo compartment rear of wheelhouse behind removable cover. Convertible, right side of trunk compartment rearward of wheelhouse. Tools consist of bumper jack with combination lever handle and wheel nut wrench stored under tire.

BODY GLASS VISIBILITY AREA

		MODELS						
LOCATION		11	69	47	87	39	67	35-45
Windshield		1448.1		1384.3				1448.1
Front Door	Ventipane	73.0		—	87.0			73.0
	Window	869.4	645.9	1065.6	922.8	640.7	925.6	645.9
Rear Door Window		—	630.0	—	—	653.2	—	641.4
Rear Quarter Window		440.6	—	698.1	476.4	—	401.8	1187.4
Back Window		1202.0		717.2	1339.8	1239.3	767.3	925.9
Total Area (Sq. In.)		4033.1	3999.0	3865.2	4210.3	4004.5	3566.0	4921.7

All window glass curved safety solid plate except curved laminated safety windshield and flat safety solid plate fixed convertible rear window.

FRAME AND FRONT SUSPENSION 2
STEERING, DRIVELINE, WHEELS AND TIRES 3
REAR AXLE AND SUSPENSION 4
BRAKES 5
BULBS AND LAMPS 6
FUSES AND CIRCUIT BREAKERS 7

frame, with front crossmember, rear axle upper control arm crossmember, rear shock absorber crossmember, and rear crossmember. Center sections and rear axle kickup are box welded construction. Body Mounting: Convertible - 8 biscuits + 6 cushions; Station Wagons - 8 biscuits + 4 cushions; all others - 8 biscuits + 2 cushions.

FRONT SUSPENSION

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

Wheel travel (design)

Total	8.55
Jounce	4.25
Rebound	4.30
Wheel to spring, travel ratio	1.79

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters

Inner bearing	1.2493-1.2498
Outer bearing	.7492-.7497
Spindle thread size	3/4-20 NEF-3 (modified)

Wheel bearing

Type	Taper roller
Number	Two per spindle

Bearing surfaces

Upper	Two bearings; upper surface teflon coated phenolic; lower surface teflon cotton composition
Lower	One bearing; steel

SHOCK ABSORBERS

Type	Direct, double-acting, hydraulic
Piston diameter	1.00

STABILIZER BAR

Type	Link*
Material	HR steel
Diameter	.8125

FRONT WHEEL ALIGNMENT (Curb)

Camber (degrees)	N1/4 to P3/4
Caster (degrees)	P1/4 to P1-1/4
Toe-in (total)	1/8 to 1/4
SAI (degrees)	7 to 8

GENERAL SUSPENSION PROVISIONS

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

● FRONT SPRINGS

(3-Speed, 4-Speed or Powerglide)

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs per inch)	
							Free	Working (In. @ lbs)	@ Spring	@ Wheel
3890610	A	Coil, right hand helix	Steel Alloy	126.6	.614	3.80	16.8	11.76@1450	290	106
3864714	B			126.6	.614	3.80	16.9	11.76@1495	290	106
3864715	C			126.6	.614	3.80	17.2	11.76@1580	290	106
3864716	D			141.1	.636	3.80	17.4	11.76@1630	290	106
3864718	E			141.1	.636	3.80	17.6	11.76@1690	290	106
3864719	F			141.1	.636	3.80	17.7	11.76@1725	290	106
3862967	G			141.1	.636	3.80	17.9	11.76@1770	290	106
3862976	H			113.4	.641	3.80	15.5	11.76@1440	390	136
3862977	I			113.4	.641	3.80	15.7	11.76@1520	390	136
3869404	J			128.1	.668	3.80	16.4	11.76@1800	390	136
3864721	K			128.1	.668	3.80	16.2	11.76@1740	390	136
3862969	L			141.1	.636	3.80	18.0	11.76@1810	290	106
3862970	M			141.1	.636	3.80	18.1	11.76@1850	290	106
3869400	N			141.1	.636	3.80	18.3	11.76@1910	290	106

Engine	250 Cu.In. L-6										307 Cu.In. V-8																
Model	15300			15500				16300			15400			15600				16400							16600			
	11	69	35	11	69	35	45	69	39	87	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	H	H	H	H	H	H	H	B	C	A	B	C	I	B	C	I	I	D	D	C	C	C	I	I	D	C	I	I

Engine	327 Cu.In. V-8, RPO L30 and L73																
Model	15400			15600				16400						16600			
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	B	D	I	B	D	I	I	D	E	C	C	C	I	I	E	C	I	I

Engine	396 Cu.In. V-8, RPO L35																
Model	15400			15600				16400						16600			
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	F	L	J	F	L	J	K	L	N	G	G	G	J	K	N	G	J	K

Engine	427 Cu.In. V-8, RPO L36

* Not available on Bel Air & Biscayne 6-cylinder 2 and 4 door sedans

MANUAL STEERING (Standard)

Description	Semi-reversible, recirculating ball nut gear; and a collapsible steering column for safety. Tilt steering wheel optional.
Ratios	Gear, 24:1; overall, 30.7:1
Turning diameters (ft)	
Outside front, wall to wall	43.0
Outside front, curb to curb	41.0
Inside rear, wall to wall	24.0
Inside rear, curb to curb	24.0
Number of wheel turns, lock to lock	5.8
Outside wheel angle with inside wheel @ 20°	18.1°
Linkage	Parallelogram, rear of wheels, 2 tie rods

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

Type	Integral gear, with vane type pump driven by crankshaft pulley providing hydraulic pressure
Ratios	Gear, 17.5:1; overall, 21.2:1
Number of wheel turns, lock to lock	4.0

DRIVELINE

Type	Tubular, exposed
Number used	One
Diameter (OD)	3.25
Length (C/L of U-joints)	
3 & 4-speed	62.16
Powerglide	
All except Caprice	62.16
Caprice	61.76
Turbo Hydra-Matic with 307 V-8	60.21
Turbo Hydra-Matic with optional engines	
All except Caprice	61.17
Caprice	60.06
Wall thickness	.065
Prop Shaft Damper	On Caprice models equipped with automatic transmission
Universal joints	
Type	Cross
Number used	Two
Bearings	Prepack, anti-friction
Drive and torque	Through rear suspension control arms

WHEELS, REGULAR PRODUCTION

Type	Short spoke spider
Attachment to hub	5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle
Size	
Except Wagons	14 x 5
Wagons	14 x 6
Offset	
14 x 5	.56
14 x 6	.06

WHEELS, DISC BRAKES

Type	Short spoke spider with ventilation ports
Attachment to hub	Same as wheels, regular production
Size	15 x 6
Offset	.06

WHEELS, RALLY-TYPE, RPO ZJ7 ------ Same as disc brake wheels

●TIRES

Construction	2 Ply
Rating	4 Ply rated (4 pr)
Size	
8.25 - 14 (All models except Wagons)	
Static loaded radius	12.7
Loaded rev/mi @ 50 MPH	755
Capacity @ 24 PSI	1380
8.55 - 14 (Wagons)	
Static loaded radius	12.9
Loaded rev/mi @ 50 MPH	743
Capacity @ 24 PSI	1510
8.15 - 15 (All models except Wagons and 4-dr Sport Sedans)	
Static loaded radius	12.8
Loaded rev/mi @ 50 MPH	767
Capacity @ 24 PSI	1370
8.45 - 15 (4-Dr Sport Sedans)	
Static loaded radius	12.9
Loaded rev/mi @ 50 MPH	735
Capacity @ 24 PSI	1480
*8.45 - 15 (Wagons)	
Static loaded radius	13.2
Loaded rev/mi @ 50 MPH	728
Capacity @ 24 PSI	1480
G70 - 15 (All models except Wagons and 4-dr Sport Sedans)	
Static loaded radius	12.6
Loaded rev/mi @ 50 MPH	766
Capacity @ 24 PSI	1380

● Standard Tire Pressure (PSI, Cold)

Except Station Wagons	F-24, R-28
Station Wagons without disc brakes	F-22, R-32
Station Wagons with disc brakes	F-22, R-34

* - 4-ply construction, 8 ply rated (8PR)

housing consists of two welded tubes pressed into crossbore of cast iron differential carrier. Carrier contains an overhung pinion and hypoid gear supported by two taper roller bearings

Pinion offset ---------- (Vert) 1.50

Hypoid gear PD

2.56, 2.73, 3.08, 3.36, 3.55, 3.70 ---------- 8.125

2.29 ---------- 8.625

2.56,2.73,3.07,3.31,3.55,3.73,4.10,4.56,4.88 ---- 8.875

Pinion bearing adjustment ---------- Shim

Lubricant

Type ---------- Military Spec. MIL-L-2105-B

Viscosity ---------- SAE80

Capacity (pts)

8.125 ---------- 3.5

8.625 ---------- 4.0

8.875 ---------- 4.0

AXLE SHAFT

Type ---------- Forged and hardened steel with integral drive flange

Wheel bearings ---------- Single row cylindrical roller, one per wheel

Oil seal ---------- Steel encased, spring loaded synthetic rubber

RING AND PINION GEAR TOOTH COMBINATIONS

8.125 Ring gear diameter

2.56 ---------- 41,16

2.73 ---------- 41,15

3.08 ---------- 37,12

3.36 ---------- 37,11

3.55 ---------- 39,11

3.70 ---------- 37,10

2.29 ---------- 39,17

8.875 Ring gear diameter

2.56 ---------- 41,16

2.73 ---------- 41,15

3.07 ---------- 43,14

3.31 ---------- 43,13

3.55 ---------- 39,11

3.73 ---------- 41,11

4.10 ---------- 41,10

4.56 ---------- 41,9

4.88 ---------- 39,8

POSITRACTION DIFFERENTIAL (see Power Trains)

Type ---------- Two pinion with single disc clutch

REAR SUSPENSION, REGULAR PRODUCTION

Description ---------- Link type; except wagons, 2 lower control arms, 1 upper control arm, and tie rod from axle to frame; wagons, 2 upper and 2 lower control arms and tie rod. Drive and torque taken through control arms

Wheel travel (design)

Total ---------- 9.03

Jounce ---------- 3.71

Rebound ---------- 5.32

Wheel to spring, travel ratio ---------- 1.52

SHOCK ABSORBERS

Type ---------- Direct double acting, hydraulic

Piston diameter ---------- 1.00

● REAR SPRINGS

(3-Speed, 4-Speed or Powerglide)

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lbs per inch)	
							Free	Working (In. @ lbs)	@ Spring	@ Wheel
3882961	A	Coil Right Hand Helix	Steel Alloy	126.2	.597	4.00	17.8	12.37@1240	230	98
3882962	B			133.7	.608	4.00	18.0	12.37@1300	230	98
3882963	C			133.7	.608	4.00	18.2	12.37@1340	230	98
3882964	D			126.9	.621	4.00	17.1	12.37@1250	265	112
3869410	E			129.5	.715	4.00	16.4	12.37@1830	450	190
3895807	F			126.2	.597	4.00	17.3	12.37@1140	230	98
3882960	G			126.2	.597	4.00	17.5	12.37@1190	230	98

Engine	250 Cu.In. L-6										307 Cu.In. V-8																
Model	15300			15500				16300			15400			15600				16400							16600			
	11	69	35	11	69	35	45	69	39	87	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	D	D	E	D	D	E	E	B	C	A	A	B	E	A	B	E	E	B	C	A	A	A	E	E	C	A	E	E

Engine	327 Cu.In. V-8, RPO L30 and L73																
Model	15400			15600				16400							16600		
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	A	B	E	A	B	E	E	B	C	A	A	A	E	E	C	A	E	E

Engine	396 Cu.In. V-8, RPO L35																
Model	15400			15600				16400							16600		
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	F	G	E	F	G	E	E	G	A	G	G	G	E	E	A	G	E	E

Engine	427 Cu.In. V-8, RPO L36																
Model	15400			15600				16400							16600		
	11	69	35	11	69	35	45	69	39	87	47	67	35	45	39	47	35	45
Ref.	G	G	E	G	G	E	E	A	A	G	G	A	E	E	A	G	E	E

SERVICE BRAKES, REGULAR PRODUCTION

Type ---------- Duo-servo 4-wheel hydraulic; dual circuit hydraulic system with warning lamp, and reverse self-adjusting feature
Line pressure at 100 lb pedal load ---------- 739
Braking ratios
- Pedal ---------- 5.80
- Hydraulic ---------- 4.82
- Overall ---------- 27.9

Wheel cylinder area distribution (percent)-- 58.5F;41.5R
Brake drum
- Diameter ---------- 11.0
- Construction -------- Composite, web cast into rim
- Material
  - Web ---------- HR steel
  - Rim ---------- Cast iron alloy
- Swept drum area ---------- 328.3

Brake lining
- Material ------ Asbestos composition; wet extruded front, compression molded rear. Grooved primaries front & rear.
- Length
  - Primary, front and rear ---------- 9.25
  - Secondary, front and rear ---------- 11.63
- Width
  - Front linings ---------- 2.75
  - Rear linings ---------- 2.00
- Thickness, minimum @ C/L ---------- .168
- Method of attachment ---------- Bonded
- Total effective area ---------- 184.3
- Gross lining area ---------- 198.4
- Master cylinder
  - Piston diameter ---------- 1.00
  - Piston travel (with available pedal travel) ----- 1.22
- Wheel cylinders
  - Piston Diameter
    - Front ---------- 1.1875
    - Rear ---------- 1.00
- Foot pedal travel ---------- 7.08

PARKING BRAKE

Type ---------- Mechanical: Pull rods and cables operate rear service brakes; parking brake "ON" warning lamp provided.
Total effective area ---------- 76.5
Control ---------- Pendulum foot pedal; released by T handle located below instrument panel to left of steering column.

POWER BRAKES, RPO J50

(Same as regular production service brakes except as follows)

Type ---------- Vacuum power unit added to assist master cylinder; integral system
Pedal effort ---------- Approximately 30 percent less than regular production service brakes at same deceleration rate.
Braking ratios
- With regular production service brakes
  - Pedal ---------- 3.38
  - Hydraulic ---------- 4.82
  - Overall ---------- 16.3
- With front wheel disc brake system
  - See front wheel disc brakes

Master cylinder
- Piston travel (with available pedal travel) ------- 1.46

Foot pedal travel ---------- 4.75

FRONT WHEEL DISC BRAKES, RPO J52

(Regular production service brakes at rear wheels; Power assist required)

Type ---------- Hub mounted front discs, with self-adjusting caliper units mounted on the steering knuckle. A metering valve is provided for balance between front and rear brakes.
Braking ratios
- Pedal ---------- 3.38
- Hydraulic ---------- 28.5
- Overall ---------- 96.4

Total effective lining area, disc & drum --------- 114.6
Gross lining area, disc & drum ---------- 126.0
Disc
- Diameter ---------- 11.75
- Material ---------- Cast iron
- Swept area per disc ---------- 115.0
- Swept disc and drum area ---------- 368.4

Disc lining
- Material ------- Wet compression molded asbestos
- Size ---------- 5.96 x 2.21 x .41
- Method of attachment ---------- Riveted
- Total effective area per lining ---------- 9.5
- Gross lining area per lining ---------- 10.6

Master cylinder
- Piston diameter ---------- 1.125
- Piston travel (with available pedal travel) ------ 1.46

Wheel cylinders
- Front calipers
  - Number per wheel ---------- 4
  - Diameter ---------- 2.063
- Rear drums
  - Diameter ---------- 1.00

Foot pedal travel ---------- 4.75

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Floor console 2-1895	2
Back-up	2-1156	32
Brake warning	1-194	2
Clock	1-1895	2
Courtesy		
Instrument panel	2-631	6
Rear quarter (9-passenger)	1-90	6
Seat separator compartment	1-1445	.7
Rear seat separator	1-212	6
Directional signal indicator	2-194	2
Dome		
Roof center	1-211	15
Rear quarter	1-90	6
Front fender	2-67	4
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp hi-beam indicator	1-194	2
Headlamp Outer	2-4002	High beam 37.5W
		Low beam 55.0W
Headlamp Inner	2-4001	High beam 37.5W
Heater controls	2-1895	2
Ignition switch	1-1895	2
Instrument cluster	13-194	2
License plate, rear	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	4
Turn		32
Side Marker - Front	2-194-A	2
Side Marker - Rear	2-194	2
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	30W
Tachometer	1-1895	2
Tail		
Tail only (16600)	2-67	4
Tail, stop and turn	15000, 2-1157	Tail,4; stop & turn,32
	16000, 4-1157	Tail,4; stop & turn,32
Temperature indicator	1-194	2
Underhood	1-93	15

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
	AGC 25 fuse	Fuse panel (g)
Ash tray lamp	AGC 4 fuse	Fuse panel (c)
Auto. trans. position pattern lamp	AGC 5 fuse	Fuse panel (c)
Back-up lamps	AGC 20 fuse	Fuse panel (d)
Brake warning lamp	AGC 10 fuse	Fuse panel (d)
Cigarette lighter	AGC 20 fuse	Fuse panel (b)
Clock	AGC 20 fuse	Fuse panel (b)
Courtesy lamps	AGC 20 fuse	Fuse panel (b)
Defroster rear window	AGC 20 fuse	Fuse panel (e)
Direction signal indicator lamps	AGC 20 fuse	Fuse panel (c)
Dome lamps	AGC 20 fuse	Fuse panel (b)
Fuel gage	AGC 10 fuse	Fuse panel (d)
Folding top motor	40 amp CB	Hinge pillar
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 20 fuse	Fuse panel (b)
Headlamps	15 amp CB	Light switch
Headlamps hi-beam indicator lamp	15 amp CB	Light switch
Heater	AGC 10 fuse	Fuse panel (g)
Heater controls lamps	AGC 5 fuse	Fuse panel (c)
Ignition switch lamp	AGC 4 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 5 fuse	Fuse panel (c)
License plate lamp, rear	AGC 20 fuse	Fuse panel (d)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (a)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Overdrive solenoid	AGC 20 fuse	In line
Park and turn lamp	20 amp CB	Light switch
Power antenna	AGC 10 fuse	Fuse panel (d)
Power seats	40 amp CB	Hinge pillar
Power windows	40 amp CB	Hinge pillar
Radio and radio lamp	AGC 10 fuse	Fuse panel (e)
Seat Sep. Compt. lamp	AGC 5 fuse	Fuse Panel (c)
Side Marker lamp - Front	AGC 20 fuse	Light switch
Side Marker lamp - Rear	AGC 20 fuse	Light switch
Speed cruise control	AGC 10 fuse	Fuse panel (e)
Speed warning device	AGC 20 fuse	Fuse panel (b)
Spot lamp — Inside operated	AGC 20 fuse	In line
Spot lamp — Portable	AGC 20 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tachometer lamp	AGC 4 fuse	Fuse panel (c)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (a)
Tailgate motor	40 amp CB	Hinge pillar
Temperature gage	AGC 10 fuse	Fuse panel (d)
Temperature indicator lamps	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	SAE 20 fuse	Fuse panel (f)
	14 amp CB	Switch

* Letter suffix indicates same circuit

POWER TRAIN COMBINATIONS 2
POWER TRAIN MULTIPLICATION FACTORS 3
ENGINE DATA AND RATINGS 4
ENGINE SPEED AND PISTON TRAVEL 5
VEHICLE PERFORMANCE FACTORS 6
ENGINE OUTPUT CURVES 7
PRINCIPAL COMPONENTS 9
FUEL SYSTEM 15
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THREE AND FOUR SPEED TRANSMISSIONS 22
OVERDRIVE UNIT 23
POWERGLIDE 24
TURBO HYDRA-MATIC 26

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS* 2.56:1	2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.70:1	3.73:1
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP Standard (A)	3-Spd (2.85:1 low) & Powerglide	Biscayne & Bel Air Sedans		Econ.		Std.		Perf.	Spcl.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
		Station Wagons						Econ.	Std.	Perf.	
		With Air Conditioning						Econ.	Std.	Perf.	
		All Other Models				Econ.		Std.	Perf.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	Overdrive	All Models								Std.	
		With Air Conditioning								Std.	
307 Cubic Inch V-8 Turbo-Fire 307 200 HP Standard	3-Spd (2.85:1 low) & 4-Spd (2.85:1 low)	All Models		Spcl.		Econ.		Std.	Perf.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	Powerglide	Station Wagons				Econ.		Std.	Perf.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
		All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	Overdrive	All Models								Std.	
		With Air Conditioning								Std.	
	Turbo Hydra-Matic	All Caprice Models, Impala Cpes., Convts., & Station Wagons	Econ.	Std.		Perf.		Spcl.			
		With Air Conditioning		Econ.		Std.		Perf.			
327 Cubic Inch V-8 Turbo-Fire 327 250 HP RPO L73	3-Spd (2.54:1 low) & Powerglide	All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
		Station Wagons				Econ.		Std.	Perf.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	4-Spd (2.54:1 low)	All Models				Std.		Perf.	Spcl.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.			
		With Air Conditioning		Econ.		Std.		Perf.			
327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low)	All Models				Econ.		Std.	Perf.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	4-Spd (2.54:1 low)	All Models			Econ.		Std.		Perf.		Spcl.
		With Air Conditioning					Std.		Perf.		Spcl.
	Powerglide	All except Station Wagons		Econ.		Std.		Perf.	Spcl.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
		Station Wagons				Econ.		Std.	Perf.	Spcl.	
		With Air Conditioning						Std.	Perf.	Spcl.	
	Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.			
		With Air Conditioning		Econ.		Std.		Perf.			
396 Cubic Inch V-8 Turbo-Jet 396 325 HP RPO L35	H.D. 3-Spd (2.41:1 low) & 4-Spd (2.52:1 low)	All Models			Econ.		Std.		Perf.		Spcl.
		With Air Conditioning					Std.		Perf.		
	Powerglide	All Models		Econ.	Std.		Perf.		Spcl.		Spcl.
		With Air Conditioning					Std.		Perf.		
	Turbo Hydra-Matic	All Models	Std.(a)	Perf.	Spcl.		Spcl.				
		With Air Conditioning		Std.	Perf.		Spcl.				
427 Cubic Inch V-8 Turbo-Jet 427 385 HP RPO L36	H.D. 3-Spd (2.41:1 low) & 4-Spd (2.52:1 low)	All Models			Econ.		Std.		Perf.		Spcl.
		With Air Conditioning					Std.		Perf.		
	4-Spd (2.20:1 low)	All Models					Std.		Perf.		Spcl.#
		With Air Conditioning					Std.				
	Turbo Hydra-Matic	All Models	Econ.	Std.	Perf.		Spcl.				
		With Air Conditioning		Econ.	Std.		Perf.				

A - Not available with Impala Convertible, Impala Station Wagons, Impala Custom Coupe and Caprice models

* Positraction axles available optionally for all ratios shown.

\# Also available in positraction ratios of 4.10:1, 4.56:1 and 4.88:1

(a) 2.29:1 economy axle ratio also available

Std. - Standard
Econ. - Economy (optional)
Perf. - Performance (optional)
Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION		TOTAL GEAR REDUCTION*					AXLE RATIO
				1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 155 HP Standard	Single Barrel	3-Speed		8.78	5.17	3.08		9.09	3.08
		Overdrive	Out	10.54	6.22	3.70		10.91	3.70
			In	7.40	4.37	2.59		10.91	3.70
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed		9.58	5.64	3.36		9.91	3.36
		Overdrive	Out	10.54	6.22	3.70		10.91	3.70
			In	7.40	4.37	2.59		10.91	3.70
		4-Speed		9.58	6.79	4.54	3.08	9.58	3.08
327 Cu.In. V-8 250 HP RPO L73	4-Barrel	3-Speed		7.82	4.62	3.08		8.10	3.08
		4-Speed		7.82	5.54	4.43	3.08	7.82	3.08
327 Cu.In. V-8 275 HP RPO L30	4-Barrel	3-Speed		8.53	5.04	3.36		8.84	3.36
		4-Speed		8.41	5.96	4.77	3.31	8.41	3.31
396 Cu.In. V-8 325 HP RPO L35	4-Barrel	H.D. 3-Speed		7.98	5.26	3.31		7.98	3.31
		4-Speed		8.34	6.22	4.83	3.31	8.57	3.31
427 Cu.In. V-8 385 HP RPO L36	4-Barrel	H.D. 3-Speed		7.98	5.26	3.31		7.98	3.31
		4-Speed (2.52:1)		8.34	6.22	4.83	3.31	8.57	3.31
		4-Speed (2.20:1)		7.28	5.42	4.20	3.31	7.48	3.31

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 155 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
327 Cu.In. V-8 250 HP RPO L73 and 327 Cu.In. V-8 275 HP RPO L30	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
396 Cu.In. V-8 325 HP RPO L35	Powerglide	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	
	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	
427 Cu.In. V-8 385 HP RPO L36	Turbo Hydra-Matic	Drive	15.56:1 - 2.73:1	2.73:1
		Low	15.56:1 - 6.77:1	
		Second	15.56:1 - 4.04:1	
		Reverse	13.05:1 - 5.68:1	

* Axle ratio x transmission ratio.

1968

GENERAL DATA

Engine Type		L-6 OHV	V-8 OHV				
Piston Displacement (Cu.In.)		250	307	327		396	427
Availability		Standard		L30	L73	L35	L36
Number of Cylinders		Six	Eight				
Bore and Stroke (nominal)		3.875 x 3.53	3.875 x 3.25	4.00 x 3.25		4.094 x 3.76	4.251 x 3.76
Compression Ratio		8.5:1	9.00:1	10.00:1	8.75:1	10.25:1	
Taxable (SAE) Horsepower		36.0	48.0	51.2		53.6	57.8
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2				
Idling Speed	3-Speed and/or 4-Speed (in Neutral)	700					
	Overdrive (in Neutral)	700					
	Powerglide (in Drive)*	500	600				NA
	Turbo Hydra-Matic (in Drive)	NA	600*	600			
Compression Press. (PSI) @ Cranking Speed, Engine Hot		140	150				160
Power Plant Mountings	Front	Two; combination compression and shear type					
	Rear	One; full shear type					
Measurements	Fan to rear of engine block	34.65	30.24			31.89	
	Top of air cleaner to bottom of oil pan	27.19	29.23			29.67	
	Width - including generator	25.25	29.27			30.00	

* Available only with Caprice Models, Impala Coupes, Convertibles and Station Wagons when combined with 307 Cu.In. engine.

ADVERTISED ENGINE RATING

Engine Designation	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 200 HP Turbo-Fire 307 Cu.In.	V-8 250 HP Turbo-Fire 327 Cu.In.	V-8, 275 HP Turbo-Fire 327 Cu.In.	V-8, 325 HP Turbo-Jet 396 Cu.In.	V-8, 385 HP Turbo-Jet 427 Cu.In.
Availability	Standard	Standard	RPO L73	RPO L30	RPO L35	RPO L36
Carburetor	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	155 @ 4200	200 @ 4600	250 @ 4800	275 @ 4800	325 @ 4800	385 @ 5200
Gross Torque @ RPM (lb-ft)	235 @ 1600	300 @ 2400	335 @ 3200	355 @ 3200	410 @ 3200	460 @ 3400

250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	3-Speed with Overdrive		Powerglide
			OD Locked Out	OD Locked In	
Rear Axle Ratio		3.36:1 (b)	3.70:1		3.36:1 (b)
Tire Size		8.25 x 14 (a)			
Crankshaft Revolutions per Mile		2530.1	2786.1	1950.3	2530.1
Crankshaft RPM@1 MPH	Low	120.2	132.3	92.6	76.7
	Second	70.8	78.0	54.6	
	Third	42.2	46.4	32.5	42.2 (direct)
	Reverse	124.4	137.0	95.9	76.7
Piston Travel (ft/mile)		1488.5	1639.1	1147.4	1488.5

(a) 8.55 x 14 standard on Station Wagons. (b) 3.08:1 on Biscayne & Bel Air Sedans and 3.55:1 on Station Wagons.

307 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	3-Speed with Overdrive		4-Speed	Powerglide
			OD Locked Out	OD Locked In		
Rear Axle Ratio		3.36:1	3.70:1		3.36:1	3.36:1
Tire Size		8.25 x 14 (a)				
Crankshaft Revolutions per Mile		2530.1	2786.1	1950.3	2530.1	2530.1
Crankshaft RPM@1 MPH	Low	120.2	132.3	92.6	120.2	76.7
	Second	70.8	78.0	54.6	85.2	
	Third	42.2	46.4	32.5	56.9	42.2 (direct)
	Fourth				42.2	
	Reverse	124.4	137.0	95.9	120.2	76.7
Piston Travel (ft/mile)		1370.5	1509.1	1056.4	1370.5	1370.5

(a) 8.55 x 14 standard on Station Wagons.

327 CUBIC INCH V-8 ENGINE

Transmission		L73	L30	L73	L30	L73	L30	L73 & L30
		3-Speed		4-Speed		Powerglide		Turbo Hydra-Matic
Rear Axle Ratio		3.08:1	3.36:1	3.08:1	3.31:1	3.36:1	3.08:1	2.73:1
Tire Size		8.25 x 14 (a)						
Crankshaft Revolutions per Mile		2319.2	2530.1	2319.2	2492.4	2530.1	2319.2	2055.7
Crankshaft RPM @ 1 MPH	Low	98.2	107.1	98.2	105.5	74.2	68.0	85.0
	Second	58.0	63.2	69.6	74.8			50.7
	Third	38.6	42.2	55.7	59.8	42.2	38.7	34.3 (direct)
	Fourth			38.7	41.5			
	Reverse	101.7	110.9	98.2	105.5	74.2	68.0	71.3
Piston Travel (ft/mile)		1256.3	1370.5	1256.3	1350.1	1370.5	1256.3	1113.5

(a) 8.55 x 14 standard on Station Wagons.

396 CUBIC INCH V-8 ENGINE

Transmission		Hvy. Duty 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.31:1		3.07:1	2.56:1
Tire Size		8.25 x 14 (a)			
Crankshaft Revolutions per Mile		2492.4		2311.7	1927.7
Crankshaft RPM@1 MPH	Low	100.1	104.7	67.8	79.7
	Second	66.0	78.1		47.6
	Third	41.5	60.6	38.5 (direct)	32.1 (direct)
	Fourth		41.5		
	Reverse	100.1	107.6	67.8	66.8
Piston Travel (ft/mile)		1354.2		1256.0	1208.0

(a) 8.55 x 14 standard on Station Wagons.

427 CUBIC INCH V-8 ENGINE

Transmission		Hvy. Duty 3-Speed	4-Spd (M20)	4-Spd (M21)	Turbo Hydra-Matic
Rear Axle Ratio		3.31:1			2.73:1
Tire Size		8.25 x 14 (a)			
Crankshaft Revolutions per Mile			2492.4		2055.7
Crankshaft RPM@1 MPH	Low	100.1	104.7	91.4	85.0
	Second	66.0	78.1	68.1	50.7
	Third	41.5	60.6	52.7	34.3 (direct)
	Fourth		41.5	41.5	
	Reverse	100.1	107.6	93.9	71.3
Piston Travel (ft/mile)		1354.2			1116.9

(a) 8.55 x 14 standard on Station Wagons.

ENGINE	BASE 250 CU.IN. 155 HP	BASE 307 CU.IN. 200 HP	RPO L73 327 CU.IN. 250 HP	RPO L30 327 CU.IN. 275 HP	RPO L35 396 CU.IN. 325 HP	RPO L36 427 CU.IN. 385 HP
MODEL	15569	15669	15669	15669	15669	15669

3-SPEED TRANSMISSION

Performance Weight (pounds)		4240	4370	4411	4411	4635	4652
Pounds per Gross Horsepower		27.36	21.85	17.64	16.04	14.26	12.08
Pounds per Cu.In. Displacement		16.96	14.23	13.49	13.49	11.70	10.89
Gross HP per Cu.In. Displacement		.620	.651	.764	.841	.821	.902
Power Displacement (cu.ft./mile)		183.02	224.75	219.44	239.39	285.59	307.94
Displacement Factor (cu.ft./ton mile)		86.33	103.10	99.52	108.57	123.10	132.16

3-SPEED TRANSMISSION WITH OVERDRIVE

Performance Weights (pounds)		4267	4397				
Pounds per Gross Horsepower		27.53	21.98				
Pounds per Cu.In. Displacement		17.07	14.32				
Gross HP per Cu.In. Displacement		.620	.651				
Power Displacement (cu.ft./mile)	Locked Out	201.54	247.49				
	Locked In	141.08	173.24				
Displacement Factor (cu.ft./ton mile)	Locked Out	94.61	112.50				
	Locked In	66.23	78.75				

4-SPEED TRANSMISSION

Performance Weight (pounds)		4392	4433	4433	4612	4629
Pounds per Gross Horsepower		21.96	17.73	16.12	14.19	12.02
Pounds per Cu.In. Displacement		14.31	13.56	13.56	11.65	10.84
Gross HP per Cu.In. Displacement		.651	.764	.841	.821	.902
Power Displacement (cu.ft./mile)		224.75	219.44	235.83	285.59	307.94
Displacement Factor (cu.ft./ton mile)		102.16	99.03	106.42	123.63	133.25

TURBO HYDRA-MATIC

Performance Weight (pounds)			4461	4461	4663	4680
Pounds per Gross Horsepower			17.84	16.22	14.35	12.16
Pounds per Cu.In. Displacement			13.64	13.64	11.78	10.96
Gross HP per Cu.In. Displacement			.764	.841	.821	.902
Power Displacement (cu.ft./mile)			194.51	194.51	220.88	253.99
Displacement Factor (cu.ft./ton mile)			87.22	87.22	94.80	108.54

POWERGLIDE

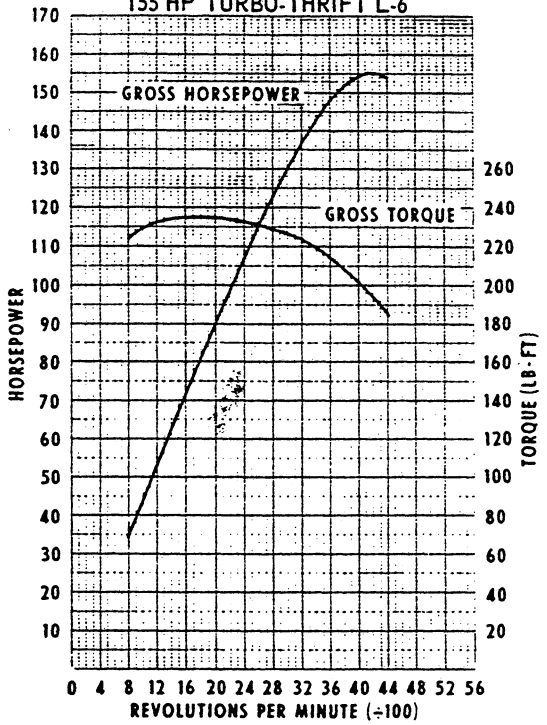
Performance Weight (pounds)	4240	4374	4415	4415	4614	
Pounds per Gross Horsepower	27.36	21.85	17.66	16.05	14.20	
Pounds per Cu.In. Displacement	16.96	14.25	13.50	13.50	11.65	
Gross HP per Cu.In. Displacement	.620	.651	.764	.841	.821	
Power Displacement (cu.ft./mile)	183.02	224.75	239.39	219.44	264.88	
Displacement Factor (cu.ft./ton mile)	86.33	102.63	108.47	99.43	114.67	

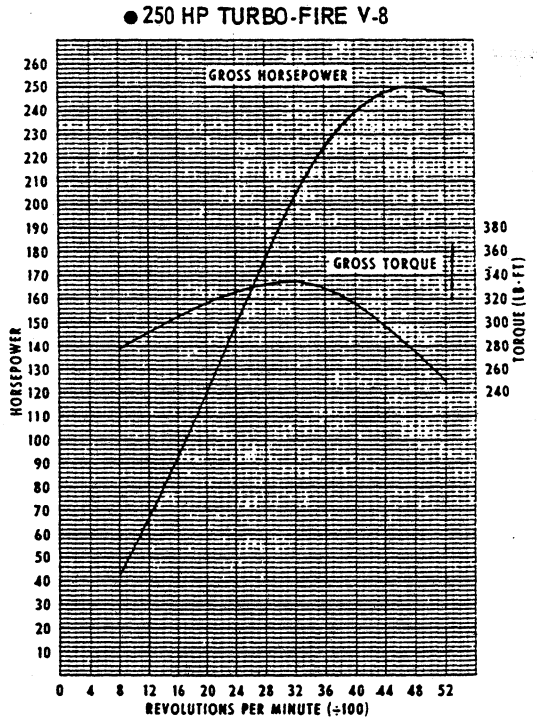
GLOSSARY

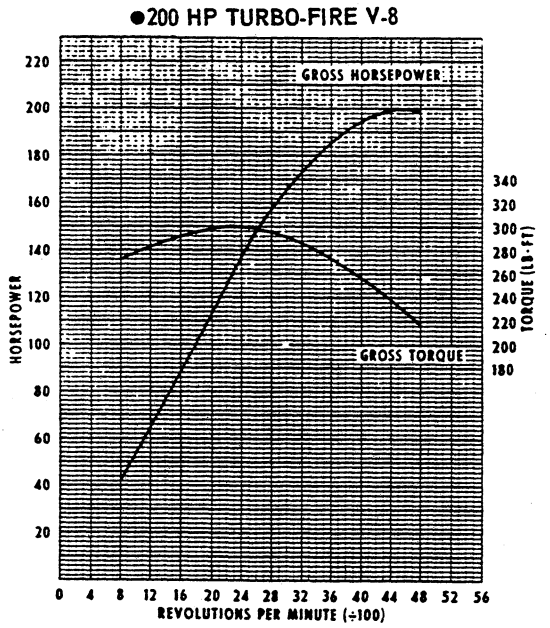
Performance Weight — Curb Weight plus 600 Lb (weight of four 150-lb passengers)

Power Displacement — $\frac{\text{Crankshaft Revs/Mi x Piston Displacement}}{2 \times 1728}$

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



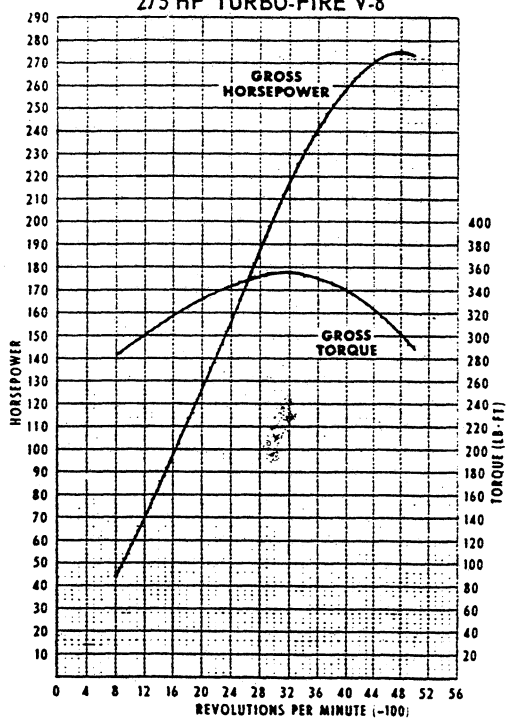


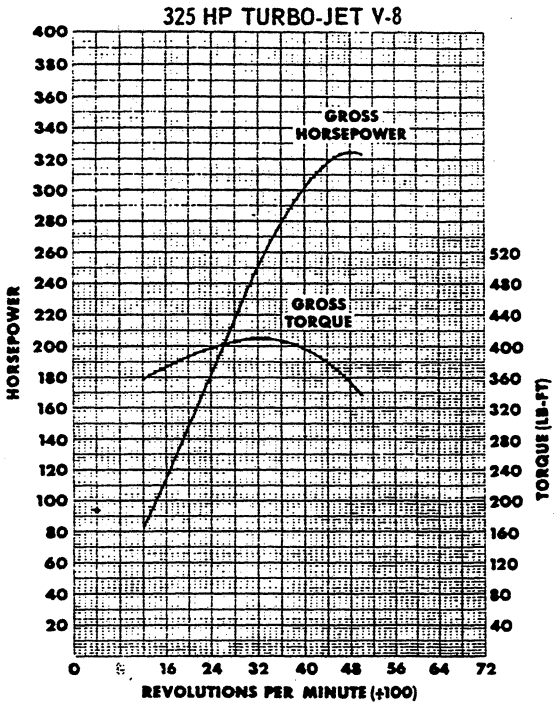


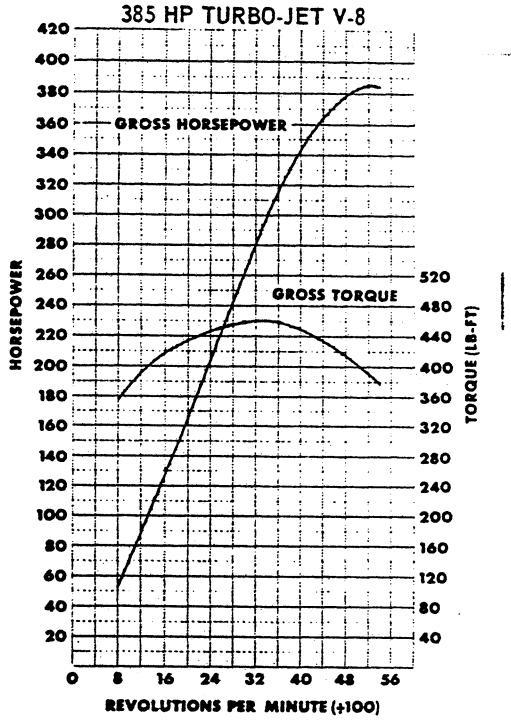
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

GROSS POWER and TORQUE were obtained in a regular production engine with no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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







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

GROSS POWER and TORQUE were obtained in a regular

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when

CYLINDER BLOCK

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

Bore diameter

- L6-250 Cu.In. ---------- 3.8745-3.8775
- V8-307 Cu.In. ---------- 3.8745-3.8775
- V8-327 Cu.In. ---------- 3.9995-4.0025
- V8-396 Cu.In. ---------- 4.0925-4.0955
- V8-427 Cu.In. ---------- 4.2495-4.2525

No. of Bulkheads

- L6 ---------- 7
- V8 ---------- 5

Water Jacket -------- Full length around each cylinder

Cylinder Numbering Arrangement

- L6 ---------- 1-2-3-4-5-6
- V8 ---------- Left Bank 1-3-5-7, Right Bank 2-4-6-8

Bore Spacing (Centerline to Centerline)

- L6-250 Cu.In. ---------- 4.4
- V8-307 & 327 Cu.In. ---------- 4.4
- V8-396 & 427 Cu.In. ---------- 4.84

CYLINDER HEAD

Material ---------- High chrome cast alloy iron

Bolt No. & Size

- L6-250 Cu.In. ---------- 10; .500 dia. 13 threads/in.
- V8-307 & 327 Cu.In. --- 34; .4375 dia. 14 threads/in.
- V8-396 & 427 Cu.In. --- 32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)

- L6-250 Cu.In. ---------- 5.73 Cu.In.
- V8-307 Cu.In. ---------- 5.01 Cu.In.
- V8-327 Cu.In. (RPO L30) ---------- 4.69 Cu.In.
- V8-327 Cu.In. (RPO L73) ---------- 5.38 Cu.In.
- V8-396 Cu.In. ---------- 5.61 Cu.In.
- V8-427 Cu.In. ---------- 5.95 Cu.In.

INLET MANIFOLD

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

Type

- L6 ---------- 3 port, rectangular section
- V8 ---------- 8 port, double deck

Heat Provision ---------- Exhaust gas crossover at carburetor mounting pad

EXHAUST MANIFOLD

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

Type

- L6-250 Cu.In. -- 4 port, rectangular, center takedown
- V8-307 & 327 Cu.In. --- Dual, 4 port, center takedown
- V8-396 & 427 Cu.In. ---------- Dual 4 port, rear takedown

Outlet Diameter (Nominal)

- L6-250 Cu.In. ---------- 2.0
- V8-307 & 327 Cu.In. ---------- 2.0
- V8-396 & 427 Cu.In. ---------- 2.5

CRANKSHAFT

Material

- L6-250 Cu.In. ---------- Cast nodular iron
- V8-307, 327 & 396 Cu.In. -------- Cast nodular iron
- V8-427 Cu.In. ---------- Forged steel

End Play

- L6-250 Cu.In. ---------- .002-.006
- V8-307 & 327 Cu.In. ---------- .002-.006
- V8-396 & 427 Cu.In. ---------- .006-.010

Counter Weights

- L6 ---------- 12
- V8 ---------- 6

Crank Arm Length

- L6-250 Cu.In. ---------- 1.765
- V8-307 Cu.In. ---------- 1.625
- V8-327 Cu.In. ---------- 1.625
- V8-396 & 427 Cu.In. ---------- 1.88

Torsional Damper ---------- Rubber mounted inertia

Timing Gear

- L6 ---------- Steel, helical cut
- V8 ---------- Steel; sprocket & chain

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

MAIN BEARINGS

Material ---------- Steel, backed insert (selected bearing material — copper lead alloy or premium aluminum — for intended engine operation & application)

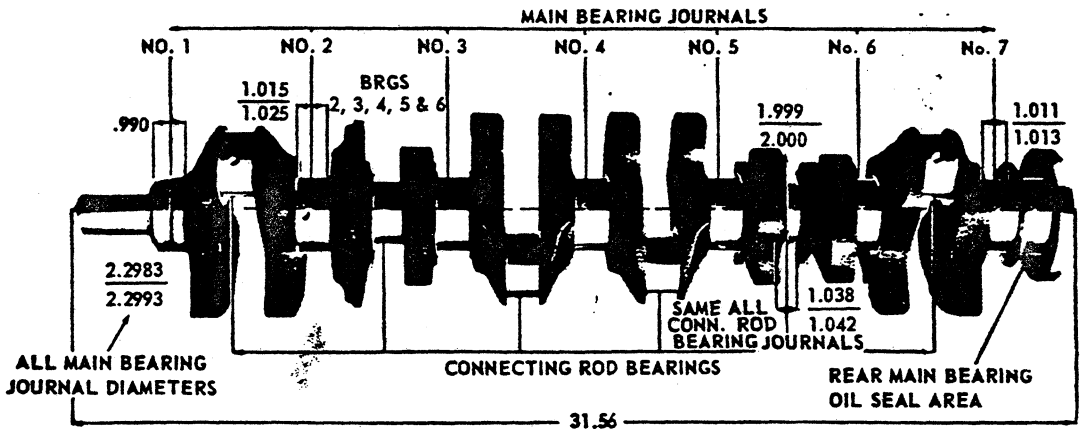
Type ---------- Precision removable

Thrust Against Bearing -------- No.7(L-6); No.5(V-8)

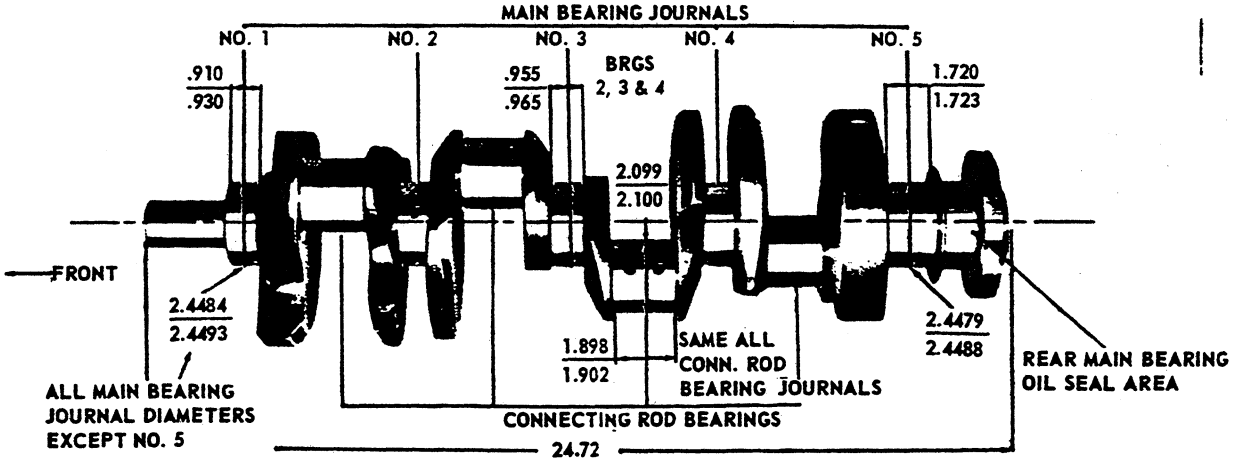
Clearance

- L6-250 Cu.In. ---------- .0003-.0029
- V8-307 & 327 Cu.In.
  - No. 1 ---------- .0008-.0020
  - No. 2, 3 & 4 ---------- .0008-.0024
  - No. 5 ---------- .0015-.0031
- V8-396 & 427 Cu.In.
  - No. 1 & 2 ---------- .0010-.0020
  - No. 3 & 4 ---------- .0013-.0025
  - No. 5 ---------- .0015-.0031

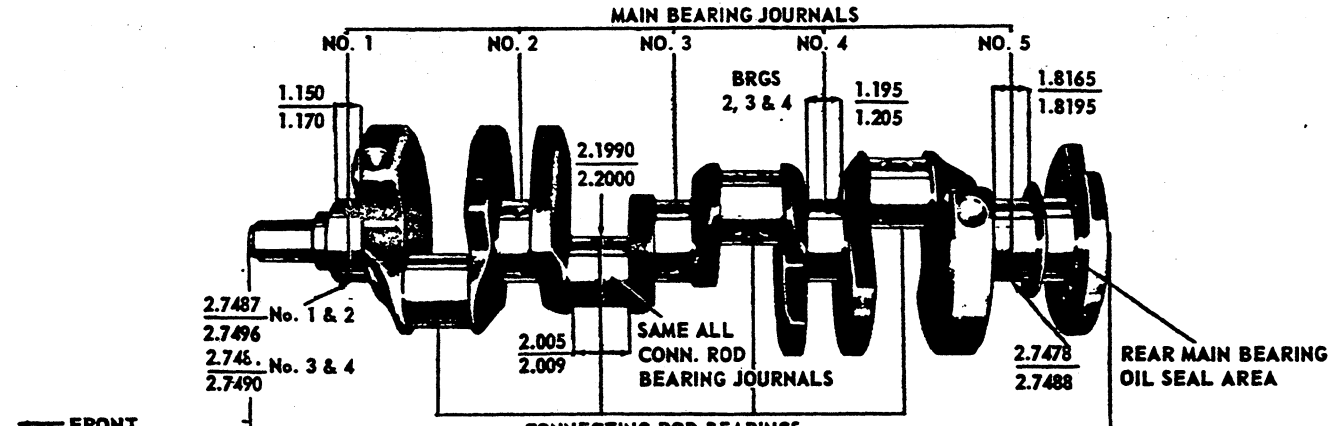
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-307 & 327 Cu.In.			
Bearing #1	2.4502	.752	1.8450
Bearing #2, 3 & 4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844
V8-396 & 427 Cu.In.			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7505	.992	2.7284
Bearing #5	2.7506	1.2525	3.4451



307 and 327 CUBIC INCH V-8 ENGINES



396 and 427 CUBIC INCH V-8 ENGINES



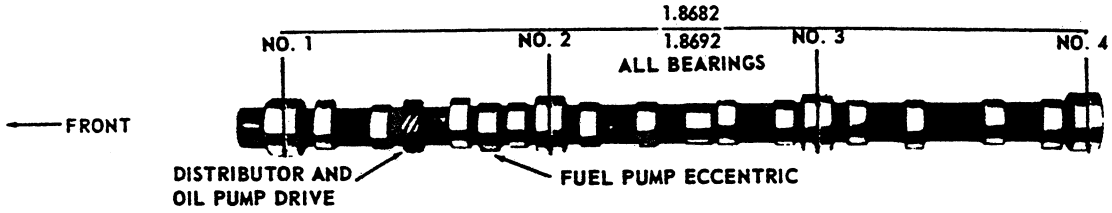
CAMSHAFT
- Material ---------- Cast alloy iron
- Drive
  - L6 ---------- Gear; bakelite and fabric composition with steel hub
  - V8 ---------- Sprocket & chain; steel
- Lobe Lift
  - L6-250 Cu.In. ---------- .2217 Inlet & Exhaust
  - V8-307 & 327 Cu.In. ------ .2600 Inlet; .2733 Exhaust
  - V8-396 Cu.In. ---------- .2343 Inlet & Exhaust
  - V8-427 Cu.In. ---------- .2714 Inlet; .2824 Exhaust
- Bearings ---------- Steel backed babbitt

VALVE TRAIN
- Type ---------- Individually mounted, overhead rocker arms, push rod actuated
- Lifters ---------- Hydraulic
- Push Rods
  - Type ---------- Hollow steel
  - Ends ---------- Hardened
- Rocker Arms
  - Material ---------- Stamped steel
  - Ratio
    - L6-250 Cu.In. ---------- 1.75:1
    - V8-307 & 327 Cu.In. ---------- 1.50:1
    - V8-396 & 427 Cu.In. ---------- 1.70:1

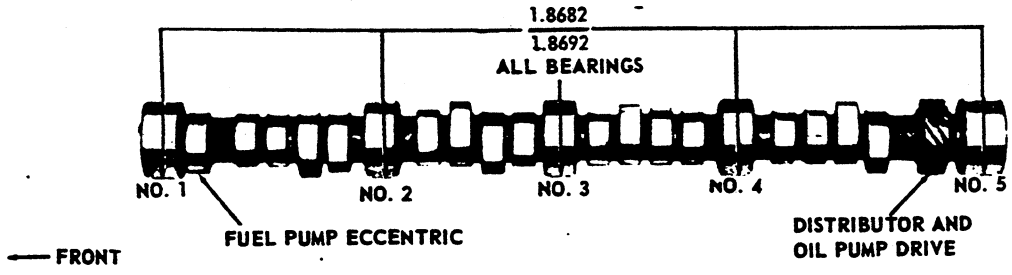
VALVE SPRINGS
- Diameter (I.D.)
  - L6-250 Cu.In. ---------- .872-.888
  - V8-307 Cu.In. ---------- .868-.884
  - V8-327 Cu.In. ---------- .868-.884
  - V8-396 & 427 Cu.In. ---------- 1.082-1.098
- Installed Length (lb. @ In.)
  - Valves closed
    - L6-250 Cu.In. ---------- 56-64 @ 1.66
    - V8-307 & 327 Cu.In. ---------- 76-84 @ 1.70
    - V8-396 Cu.In. ---------- 84-96 @ 1.88
    - V8-427 Cu.In. ---------- 94-106 @ 1.88
  - Valves opened
    - L6-250 Cu.In. ---------- 180-192 @ 1.27
    - V8-307 & 327 Cu.In. ---------- 194-206 @ 1.25
    - V8-396 ---------- 205-225 @ 1.48
    - V8-427 Cu.In. ---------- 303-327 @ 1.38
- Free Length
  - L6-250 Cu.In. ---------- 1.90
  - V8-307 & 327 Cu.In. ---------- 2.03
  - V8-396 Cu.In. ---------- 2.11
  - V8-427 Cu.In. ---------- 2.09
- Valve Spring Damper
  - L6-250 Cu.In. ---------- None
  - V8-307 Cu.In. ---------- Flat steel, 4 coils
  - V8-327 Cu.In. ---------- Flat steel, 4 coils
  - V8-396 & 427 Cu.In. ---------- Flat steel, 3.62 coils

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE

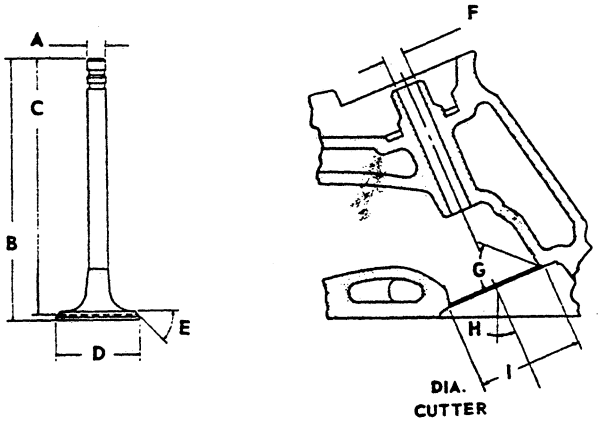


307 and 327 CUBIC INCH V-8 ENGINES



Coating
- L6-250 Cu.In. ---------- None
- V8-307 & 327 Cu.In. ---------- None
- V8-396 & 427 Cu.In. -------- Face & head aluminized

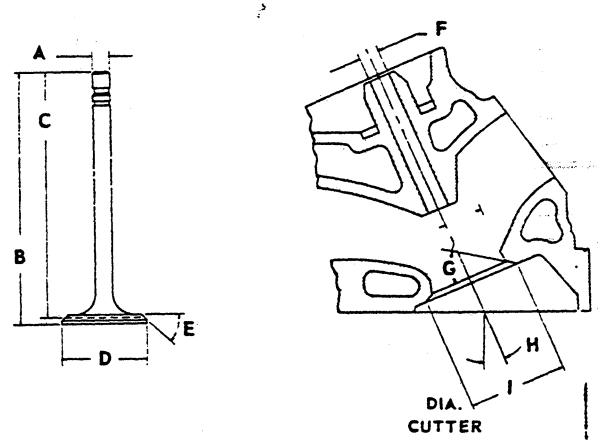
Valve Guide Inserts (V8-396 & 427) ----- Cast alloy iron



- A - Stem Diameter
  - L6 ---------- .3410-.3417
  - V8-307 & 327 ---------- .3410-.3417
  - V8-396 & 427 ---------- .3715-.3722
- B - Overall Length
  - L6, V8-307 & 327 (L73) ---------- 4.902-4.922
  - V8-327 (L30) ---------- 4.870-4.889
  - V8-396 & 427 ---------- 5.215-5.235
- C - Gage Length
  - L6 ---------- 4.785-4.795
  - V8-307 & 327 ---------- 4.785-4.795
  - V8-396 & 427 ---------- 5.115-5.125
- D - Overall Head Diameter
  - L6, V8-307 & 327 (L73) ---------- 1.715-1.725
  - V8-327 (L30) ---------- 1.935-1.945
  - V8-396 & 427 ---------- 2.060-2.070
- E - Angle of Face ---------- 45°
- F - Guide Diameter
  - L6 ---------- .3427-.3437
  - V8-307 & 327 ---------- .3427-.3437
  - V8-396 & 427 ---------- .3732-.3742
- G - Angle of Seat ---------- 46°
- H - Valve Angle
  - L6 ---------- 9°
  - V8-307 & 327 ---------- 23°
  - V8-396 & 427 ---------- 4°
- I - Valve Seat (Cutter) Diameter
  - L6, V8-307 & 327 (L73) ---------- 1.770-1.790
  - V8-327 (L30) ---------- 1.990-2.010
  - V8-396 & 427 ---------- 2.150

Coating
- L6-250 Cu.In. ---------- None
- V8-307 & 327 Cu.In. ---------- Aluminized face
- V8-396 & 427 Cu.In. ------- Face & head aluminized

Valve Guide Inserts (V8-396 & 427) ----- Cast alloy iron



- A - Stem Diameter
  - L6 ---------- .3410-.3417
  - V8-307 & 327 ---------- .3410-.3417
  - V8-396 & 427 ---------- .3713-.3720
- B - Overall Length
  - L6 ---------- 4.913-4.933
  - V8-307 & 327 ---------- 4.913-4.933
  - V8-396 & 427 ---------- 5.345-5.365
- C - Gage Length
  - L6 ---------- 4.781-4.791
  - V8-307 & 327 ---------- 4.781-4.791
  - V8-396 & 427 ---------- 5.235-5.245
- D - Overall Head Diameter
  - L6 ---------- 1.495-1.505
  - V8-307 & 327 ---------- 1.495-1.505
  - V8-396 & 427 ---------- 1.715-1.725
- E - Angle of Face ---------- 45°
- F - Guide Diameter
  - L6 ---------- .3427-.3437
  - V8-307 & 327 ---------- .3427-.3437
  - V8-396 & 427 ---------- .3732-.3742
- G - Angle of Seat ---------- 46°
- H - Valve Angle
  - L6 ---------- 9°
  - V8-307 & 327 ---------- 23°
  - V8-396 & 427 ---------- 4°
- I - Valve Seat (Cutter) Diameter
  - L6 ---------- 1.550-1.570
  - V8-307 & 327 ---------- 1.550-1.570
  - V8-396 & 427 ---------- 1.625

VALVE LIFT

L6-250 Cu.In. ---------- .3880 Inlet & Exhaust
V8-307 & 327 Cu.In. -------- .3900 Inlet, .4100 Exhaust
V8-396 Cu.In. ---------- .3983 Inlet & Exhaust
V8-427 Cu.In. ---------- .4614 Inlet, .4800 Exhaust

VALVE TIMING (Crankshaft degrees)

L6-250 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	16 °	62 °
Closes - ABC	48 °	94 °
Duration	244 °	336 °
Exhaust Valve (Zero lash)		
Opens - BBC	46°30'	92° 30'
Closes - ATC	17°30'	63°30'
Duration	244 °	336 °

V8-307 & 327 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28 °	38 °
Closes - ABC	72 °	92 °
Duration	280 °	310 °
Exhaust Valve (Zero lash)		
Opens - BBC	78 °	88 °
Closes - ATC	30 °	52 °
Duration	288 °	320 °

V8-396 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28 °	40 °
Closes - ABC	78 °	102 °
Duration	286 °	322 °
Exhaust Valve (Zero lash)		
Opens - BBC	75 °	87 °
Closes - ATC	31 °	55 °
Duration	286 °	322 °

V8-427 Cu. In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	40 °	56 °
Closes - ABC	80 °	114 °
Duration	300 °	350 °
Exhaust Valve (Zero lash)		
Opens - BBC	88 °	110 °
Closes - ATC	32 °	62 °
Duration	300 °	352 °

PISTONS

Material ---------- Cast aluminum alloy
Head Type
L6-250 Cu.In. ---------- Flat, notched head
V8-307 & 327 Cu.In. ---------- Flat, notched head
V8-396 & 427 Cu.In. ------ Domed head, valve cutout
Skirt Type ---------- Slipper
Top Land Clearance
L6-250 Cu.In. ---------- .0345-.0435
V8-307 Cu.In. ---------- .0215-.0305
V8-327 Cu.In. ---------- .0365-.0455
V8-396 & 427 Cu.In. ---------- .0305-.0375
Skirt Clearance
L6-250 Cu.In. ---------- .0005-.0011
V8-307 & 327 Cu.In. ---------- .0005-.0011
V8-396 Cu.In. ---------- .0010-.0016
V8-427 Cu.In. ---------- .0012-.0018
Compression Ring Groove Depth
L6-250 Cu.In. ---------- .2153-.2218
V8-307 Cu.In. ---------- .2113-.2178
V8-327 Cu.In. ---------- .2218-.2283
V8-396 Cu.In. ---------- .2253-.2318
V8-427 Cu.In. ---------- .2348-.2413
Oil Ring Groove Depth
L6-250 Cu.In. ---------- .2093-.2158
V8-307 Cu.In. ---------- .2053-.2118
V8-327 Cu.In. ---------- .2038-.2103
V8-396 Cu.In. ---------- .2098-.2168
V8-427 Cu.In. ---------- .2183-.2248
Pin Bore Offset ---------- .055-.065
Compression Height
L6-250 Cu.In. ---------- 1.658-1.662
V8-307 Cu.In. ---------- 1.673-1.677
V8-327 Cu.In. ---------- 1.674-1.676
V8-396 Cu.In. ---------- 1.953-1.957
V8-427 Cu.In. ---------- 1.908-1.912

PISTON PINS

Material ---------- Chromium steel
Length
L6, V8-307 & 327 Cu.In. ---------- 2.990-3.010
V8-396 & 427 Cu.In. ---------- 2.930-2.950
Diameter
L6, V8-307 & 327 Cu.In. ---------- .9270-.9273
V8-396 & 427 Cu.In. ---------- .9895-.9898
Clearance in Piston
L6, V8-307 & 327 Cu.In. ---------- .00015-.00025
V8-396 Cu.In. ---------- .00025-.00035
V8-427 Cu.In. ---------- .00025-.00035
Pin Mounting ---------- Locked in rod by shrink fit

COMPRESION RINGS - UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu.In.	Chrome plate
V8-307 & 327 Cu.In.	Chrome plate
V8-396 & 427 Cu.In.	Molybdenum inlay
Width	
L6-250 Cu.In.	.0628-.0633
V8-307 & 327 Cu.In.	.0775-.0780
V8-396 & 427 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-307 Cu.In.	.184-.194
V8-327 Cu.In.	.190-.200
V8-396 Cu.In.	.194-.204
V8-427 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-307 & 327 Cu.In.	.010-.020
V8-396 & 427 Cu.In.	.010-.020

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for L6-250, V8-307 & 327; 50 degrees for V8-396 and 28°-52° for V8-427
Face	Tapered
Coating	Wear resistant
Width	
L6-250 Cu.In.	.0623-.0633
V8-307 Cu.In.	.0770-.0780
V8-327 Cu.In.	.0770-.0775
V8-396 & 427 Cu.In.	.0770-.0775
Wall Thickness	
L6-250 Cu.In.	.184-.194
V8-307 Cu.In.	.184-.194
V8-327 Cu.In.	.190-.200
V8-396 Cu.In.	.194-.204
V8-427 Cu.In.	.202-.212
Gap	
L6-250 Cu.In.	.010-.020
V8-307 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.025
V8-396 & 427 Cu.In.	.010-.020

OIL CONTROL RINGS

Type	Multi-piece (Two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	.1870-.1890
Wall Thickness	
L6-250 Cu.In.	.152-.158
V8-307 & 327 Cu.In.	.150-.156
V8-396 & 427 Cu.In.	.137-.143
Gap	
L6-250 Cu.In.	.015-.055
V8-307 & 327 Cu.In.	.015-.055
V8-396 & 427 Cu.In.	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
L6-250 Cu.In.	5.699-5.701
V8-307 & 327 Cu.In.	5.699-5.701
V8-396 & 427 Cu.In.	6.130-6.140

CONNECTING ROD BEARINGS

Material	
L6 & V8-307 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 Cu.In.	Premium aluminum
V8-396 & 427 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu.In.	.0007-.0027
V8-307 & 327 Cu.In.	.0007-.0027
V8-396 & 427 Cu.In.	.0009-.0029
Theoretical I.D.	
L6-250 Cu.In.	2.0017
V8-307 Cu.In.	2.1017
V8-327 Cu.In.	2.1017
V8-396 & 427 Cu.In.	2.2014
Effective Length	
L6-250 Cu.In.	.807
V8-307 Cu.In.	.807
V8-327 Cu.In.	.797
V8-396 & 427 Cu.In.	.857
End Play	
L6-250 Cu.In.	.009-.013
V8-307 & 327 Cu.In.	.009-.013
V8-396 & 427 Cu.In.	.016-.020

FUEL TANK

Capacity (Gal)	24 (approximately)
Fuel Tank Location	
Sedans, Coupes & Convertibles	Behind rear axle
Station Wagons	In left quarter panel
Filler Location	
Sedans, Coupes & Convertibles	Behind hinged rear license plate
Station Wagons	Left rear quarter panel

FUEL FILTERS, DUAL

In Fuel Tank	Mesh strainer
In Carburetor Inlet	Paper

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphgram
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (at carburetor)	
L6-250 Cu.In.	3.50-4.50 PSI
V8-307 Cu.In.	5.00-6.50 PSI
V8-327 Cu.In.	5.00-6.50 PSI
V8-396 & 427 Cu.In.	5.00-6.50 PSI

AIR CLEANER

Type	Cylindrical, single air horn
Diameter	
L6-250 Cu.In.	13.00
V8-307 Cu.In.	14.75*
V8-327 Cu.In.	14.75
V8-396 & 427 Cu.In.	15.48
Filter Element	Oil-wetted paper

* For Caprice and Impala

CARBURETORS

Make and Type	
L6-250 Cu.In.	Rochester, 1-barrel, Monojet
V8-307 Cu.In.	Rochester, 2-barrel, downdraft
V8-327 Cu.In.	Rochester, 4-barrel, Quadrajet
V8-396 & 427 Cu.In.	Rochester, 4-barrel, Quadrajet
SAE Flange Size	
L6-250 Cu.In.	1.50
V8-307 Cu.In.	1.25
V8-327 Cu.In.	1.50
V8-396 & 427 Cu.In.	1.50
Throttle Bore	
L6-250 Cu.In.	1.69
V8-307 Cu.In.	1.44
V8-327 Cu.In.	
Primary	1.38
Secondary	2.25
V8-396 & 427 Cu.In.	
Primary	1.38
Secondary	2.25
Secondary Throttle Actuation	By linkage, approximately when primary valves are opened half way between closed and open
Venturi Diameter	
L6-250 Cu.In.	1.31
V8-307 Cu.In.	1.09
V8-327 Cu.In.	
Primary	1.09
Secondary	Air valve
V8-396 & 427 Cu.In.	
Primary	1.09
Secondary	Air valve

CHOKE

Type	Automatic

TYPE

L6-250 Cu.In. ---------- Single
V8-307 & 327 Cu.In. ------- Single with crossover pipes
V8-396 Cu.In. ---------- Single with crossover pipes
V8-427 Cu.In. ---------- Dual with resonators

MUFFLERS

Type ---------- Oval, reverse flow
Construction ---------- Heads and body joined by rolled lock seam construction
Head
L6-250 & V8-307 Cu.In. ---------- .047 sheet steel, aluminized
V8-327 & 396 Cu.In. ------ .055 sheet steel, aluminized
V8-427 Cu.In.
Left hand ---------- .055 sheet steel, aluminized
Right hand ---------- .055 stainless steel
Shell
L6-250 & V8-307 Cu.In. ---------- .035 sheet steel, zinc coated
V8-327 & 396 Cu.In. ----- .035 sheet steel, zinc coated
V8-427 Cu.In.
Left hand ---------- .035 sheet steel, zinc coated
Right hand ---------- .035 stainless steel
Wrap ---------- .030 indented asbestos sheet
Cover ---------- .018 sheet steel, aluminized
Baffles
L6-250 Cu.In. ---------- #2-.035 zinc coated steel
#1,3 & 4-.047 zinc coated steel
V8-307 Cu.In. --------- #1 & 4-.047 zinc coated steel
#2 & 3-.035 zinc coated steel
V8-327 & 396 Cu.In. ---- #1 & 4-.047 zinc coated steel
#2 & 3-.035 zinc coated steel
V8-427 Cu.In.(left) ------ #1 & 4-.047 zinc coated steel
#2 & 3-.035 zinc coated steel
V8-427 Cu.In.(right) ------ #1-4-.035 stainless steel
Length, Body
L6-250 Cu.In. ---------- 17.00
V8-307, 327, 396 & 427 Cu.In. ---------- 21.25
Width (I.D.) ---------- 9.25
Height (I.D.) ---------- 5.00

EXHAUST CROSSOVER PIPE

Dimensions (O.D.)
V8-307 & 327 Cu.In. ---------- 2.00
V8-396 Cu. In. ---------- 2.50
Wall Thickness
V8-307 & 327 Cu.In. ---------- .073-.091 laminated
V8-396 Cu.In. ---------- .073-.091 laminated

EXHAUST PIPE

Dimensions (O.D.)
L6-250 & V8-307 & 327 (L73) Cu.In. ---------- 2.00
V8-327 (L30), 396 & 427 Cu.In. ---------- 2.50
Wall Thickness
L6-250 Cu.In. ---------- .057-.071
V8-307, 327, 396 & 427 Cu.In. ----- .073-.091 laminated

RESONATORS (V8-427 Cu.In. only)

Type ---------- Straight through
Cover ---------- .035 stainless steel
Heads ---------- .047 stainless steel

TAIL PIPES

Dimensions (O.D.) ---------- 1.875
Wall Thickness ---------- .062-.076

ENGINE VENTILATION

All Engines ---------- Closed-positive

EXHAUST EMISSION CONTROL

All Manual Transmissions ---------- Air injection Reactor Equipment
All Automatic Transmissions ---------- Controlled Combustion System

GENERAL

- Type ---------- Controlled full pressure
  - Main Bearings ---------- Pressure
  - Connecting Rods ---------- Pressure
  - Piston Pins ---------- Splash
  - Cylinder Walls
    - L6-250 ---- Main and conn. rod bearing throw off
    - V8-307, 327, 396 & 427 ---------- Pressure, jet cross sprayed
  - Camshaft Bearings ---------- Pressure
  - Valve Lifters ---------- Pressure
  - Rocker Arms ---------- Pressure
  - Timing Gears
    - L6 ---------- Nozzle metered
    - V8 ---------- Centrifugally oiled from front camshaft bearing
- Oil Pressure Sending Unit
  - Type ---------- Electric
  - Actuation ----- Opens or closes circuit @ 2 to 6 PSI
- Oil Filler
  - Cap ---------- Positive seal
  - Location
    - L6-250 ---------- Forward end of rocker cover
    - V8-307 & 327 ------- Left front of intake manifold
    - V8-396 & 427 ----- Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

- Refill ---------- 4
- Refill with Filter Change ---------- 5

LUBRICANT GRADES AND TEMPERATURES

- 32° F and Above ---------- SAE 20W, or SAE 10W-30
- 0° F to 32° F ---------- SAE 10W or SAE 10W-30
- Below 0° F ---------- SAE 5W or SAE 5W-20
- Alternate ---------- SAE 5W-30 can be used at temperatures below freezing

OIL PUMP

- Type ---------- Gear
- Regulator Valve ---------- Opens between 40-45 lbs
- Oil Pressure (bench test, no flow conditions)
  - L6-250 ---------- 50-65 PSI @ 2000 RPM
  - V8-307 & 327 ---------- 50-65 PSI @ 2000 RPM
  - V8-396 & 427 ---------- 50-75 PSI @ 2000 RPM
- Intake Type ---------- Fixed pickup with screen
- Capacity (GPM @ Engine RPM) (Theoretical)
  - L6-250 ---------- 4.3 @ 2000
  - V8-307 & 327 ---------- 4.3 @ 2000
  - V8-396 & 427 ---------- 6.0 @ 2000

OIL FILTER

- Type ---------- Full flow, throwaway canister
- Location
  - L6 ---------- Right side front of engine
  - V8 ---------- Left rear side of engine
- Capacity (qts) ---------- One
- Bypass Valve ---------- Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

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

OIL DIP STICK - LOCATION

- L6 ---------- Right side, rear of engine block
- V8-307 & 327 ---------- Left side, rear of engine block
- V8-396 & 427 ----- Right side, center direct to oil pan

GENERAL

Type ---------- Liquid, pressurized

Capacity with Heater (Standard Equipment)

L6-250 Cu.In.	12 Qts
V8-307 Cu.In.	17 Qts
V8-327 Cu.In.	15 Qts
V8-396 Cu.In.	22 Qts
V8-427 Cu.In.	22 Qts

RADIATOR

Make and Type ---------- Harrison, tube and center

Core Constant

●Distance between Fins

L6-250 Cu.In.	.25 (Syn) .20 (Auto)
V8-307 Cu.In.	.16 (Syn) .18 (Auto)
V8-327 Cu.In. (L73)	.18 (Syn) .16 (Auto)
V8-327 Cu.In. (L30)	.20 (Syn) .16 (Auto)
V8-396 & 427 Cu.In.	.20 (Syn) .20 (Auto)
Distance between Tubes	.55

Thickness of core

L6-250 Cu.In.	1.26
V8-307 & 327 Cu.In.	1.26
V8-396 & 427 Cu.In.	1.75

Frontal Area (Sq.In.)

L6-250 Cu.In.	323
V8-307 Cu.In.	357 (Syn) 401 (Auto)
V8-327 Cu.In. (L73)	401
V8-327 Cu.In. (L30)	357
V8-396 & 427 Cu.In.	429

RADIATOR, HEAVY DUTY (RPO V01)

●Core Constant

Distance between Fins

L6-250 Cu.In.	.22
V8-307 & 327 Cu.In. (L73)	.18 (Syn) .16 (Auto)
V8-327 Cu.In. (L30)	.18 (Syn) .16 (Auto)
V8-396 & 427 Cu.In.	.16
Distance between Tubes	.55

●Thickness of core

L6-250 Cu.In.	1.75
V8-307 & 327 Cu.In. (L73)	1.75
V8-327 Cu.In. (L30)	1.75
V8-396 & 427 Cu.In.	1.98

●Frontal Area (Sq. In.)

L6-250 Cu.In.	404
V8-307 & 327 Cu.In. (L73)	429
V8-327 Cu.In. (L30)	429
V8-396 & 427 Cu.In.	439

RADIATOR CAP RELIEF VALVE

Opens at ---------- Approximately 15 PSI

THERMOSTAT

Type ---------- Pellet

Begins to Open at ---------- 192° - 198°

Fully Opened at ---------- 217°

Thermostat By-Pass Hose (V8-396 & 427) --- .745 ID

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)

L6-250, V8-307 & 327 Cu.In.	1.75 ID
V8-396 & 427 Cu.In.	1.88 ID

Inlet, Upper (Thermostat Hsg. to Radiator) ---- 1.50 ID

FAN

Number of Blades	4
Diameter	17.62
Fan Pulley Pitch Diameter	7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number Used	One
Angle of "V"	38°-42°

Pitch Line

L6-250 Cu.In.	39.00
V8-307 & 327 Cu.In.	53.25
V8-396 Cu.In.	56.20
V8-427 Cu.In.	56.20
Width	.380

WATER PUMP

Type ---------- Centrifugal

Capacity

L6-250 Cu.In.	60 GPM @ 4400 Engine RPM
V8-307 Cu.In.	54 GPM @ 4400 Engine RPM
V8-327 Cu.In.	57 GPM @ 4400 Engine RPM
V8-396 Cu.In.	82 GPM @ 5200 Engine RPM
V8-427 Cu.In.	82 GPM @ 5200 Engine RPM

Bearing ----- Permanently lubricated double row ball

Drive ---------- Fan belt

Ratio (Pump to Engine RPM) ---------- .949:1

DRAIN LOCATIONS AND TYPE

●Radiator - Petcock

All Engines ---------- Lower right side of radiator

Engine Block - Plug

L6-250 Cu.In.	Left rear side
V8-307 & 327 Cu.In.	Right and left center
V8-396 & 427 Cu.In.	Left side - rear of block Right side - center of block

SUPPLY SYSTEM

BATTERY

- Voltage rating ---------- 12
- Cranking Power @ O° F
  - L6-250 & V8-307 Cu.In. ---------- 2300 watts
  - V8-327, 396 & 427 Cu.In. ---------- 2900 watts
  - Heavy duty (RPO T60) ---------- 3150 watts
- Total number of plates
  - L6-250 & V8-307 Cu.In. ---------- 54
  - V8-327, 396, 427 & Heavy Duty ---------- 66
- Number of cells ---------- 6
- Terminal grounded ---------- Negative
- Location --------- Right front engine compartment

GENERATOR

- Type ---------- Diode rectified
- Rating
  - Amps ---------- 9-37
  - Volts ---------- 12-15
- Drive ---------- By fan belt
- Pulley pitch diameter ---------- 2.70
- Ratio (gen. to engine speed) ---------- 2.46:1

RECULATOR

- Type ---------- Two unit, vibrator
- Voltage regulator
  - Voltage ---------- 13.8-14.8 @ 85 degrees F
- Field relay (combination light and field relay)
  - Closing voltage ---------- 1-3 volts @ 80 degrees F
- Location -------- Left side front engine compartment

STARTING SYSTEM

STARTING MOTOR

- Rotation (drive end view) ---------- Clockwise
- Test conditions --------- Engine at operating temp.
  - No load test
    - Amps
      - L6-250, V8-307 & 327 (L73) ---------- 49-87
      - V8-327 (L30) ---------- 65-100
      - V8-396 & 427 ---------- 70-99
    - Volts ---------- 10.6
    - RPM
      - L6-250, V8-307 & 327 (L73) ------ 6200-10700
      - V8-327 ---------- 3600-5100
      - V8-396 & 427 ---------- 7800-12000

Motor drive

- Engagement ---------- Solenoid
- Pinion meshes at ---------- Rear
- Pinion tooth no. ---------- 9
- Flywheel tooth no.
  - L6-250, V8-307 & 327 ---------- 153
  - V8-396 & 427 ---------- 168
- Mounting
  - L6-250, V8-307 & 327 -------- Bolted to cylinder block flange
  - V8-396 & 427 ---------- Bolted to clutch housing

IGNITION SYSTEM

- DISTRIBUTORS ---------- Refer to chart below

COIL

- Type ---------- 12-Volt
- Amperes drawn
  - Engine stopped ---------- 4.0
  - Engine idling ---------- 1.8

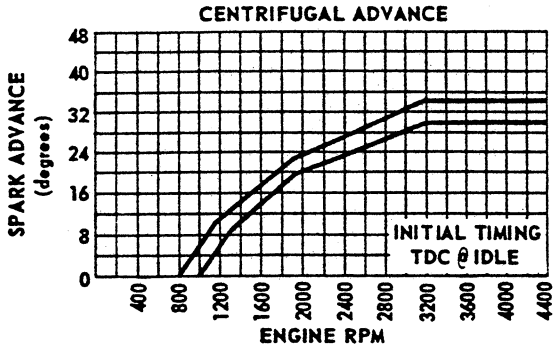
SPARK PLUGS

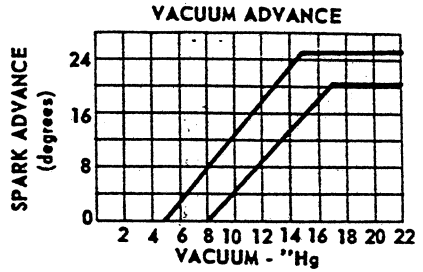
- Type
  - L6-250 Cu.In. ---------- AC 46N (Long reach)
  - V8-307 Cu.In. ---------- AC 45S
  - V8-327 (L73) Cu.In. ---------- AC 44S
  - V8-327 (L30) Cu.In. ---------- AC 44
  - V8-396 & 427 Cu.In. ---------- AC 43N
- Thread size (mm) ---------- 14
- Gap ---------- .033-.038
- Torque ---------- 25 lb ft

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

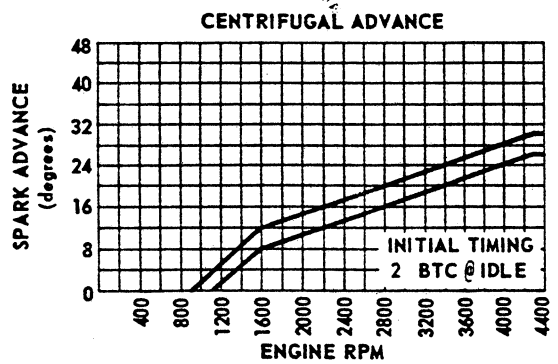
DISTRIBUTORS	L-6 250 Cu.In. 155 HP		V-8 307 Cu.In. 200 HP	V-8 327 Cu.In. 250 HP	V-8 327 Cu.In. 275 HP		V8-396 Cu.In. 325 HP & V8-427 Cu.In. 385 HP
Transmission	Manual	Auto.	All Trans	All Trans	Manual	Auto	All Trans
Model	1110439	1110399	1111257	1111150	1111298	1111297	1111169
Type	Single breaker						
Cam angle	31° - 34°		28° - 32°				
Breaker gap	.019 (new)						
Breaker arm tension	19 - 23 oz						28 - 32 oz
Centrifugal advance begins (RPM)	900		1000	900	900		900
Max degrees @ RPM	32@4200	28@4200	28 @ 4300	28 @ 4200	34@4100	30@4100	32 @ 5000
Vacuum advance begins (In. Hg)	7.00		6.00	8.00	8.00	10.00	8.00
Max degrees @ In. Hg	23 @ 16		15 @ 12	15@15.5	15@15.5	15 @ 17	15 @ 15.5
Timing (initial design setting)	TDC	4 BTC	2 BTC @	4 BTC @	TDC	4 BTC	4 BTC @
Crankshaft degrees @ RPM	@	@	700 man'l	700 man'l	@	@	700 man'l
(with vacuum line disconnected)	700	500	600 auto	600 auto	700	600	600 auto

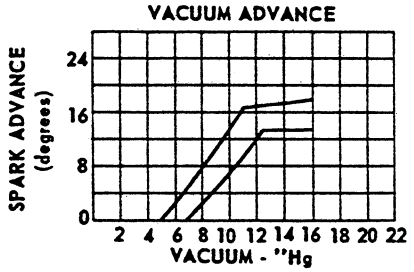
250 CUBIC INCH L-6 ENGINE



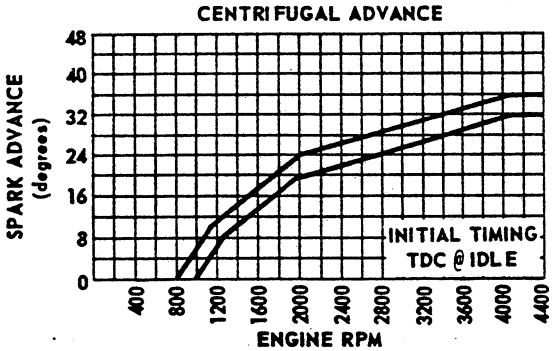


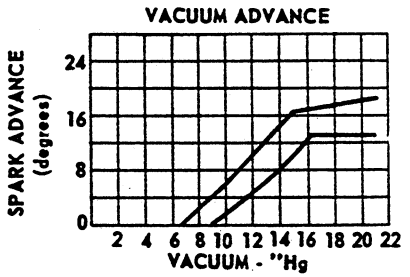
307 CUBIC INCH V-8 ENGINE



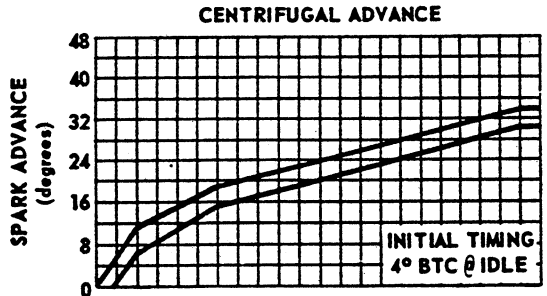


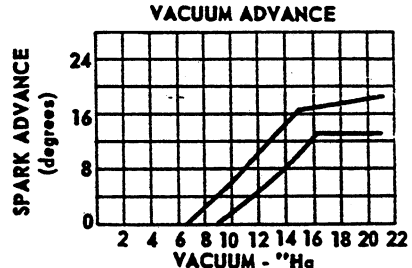
327 CUBIC INCH V-8 ENGINE (RPO L30)

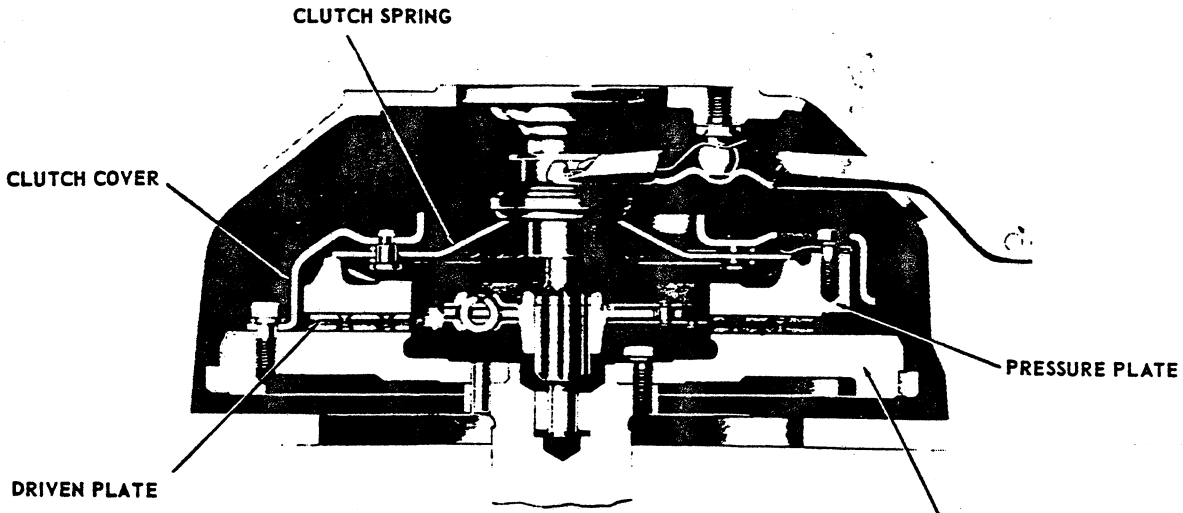




396 and 427 CUBIC INCH V-8 ENGINES



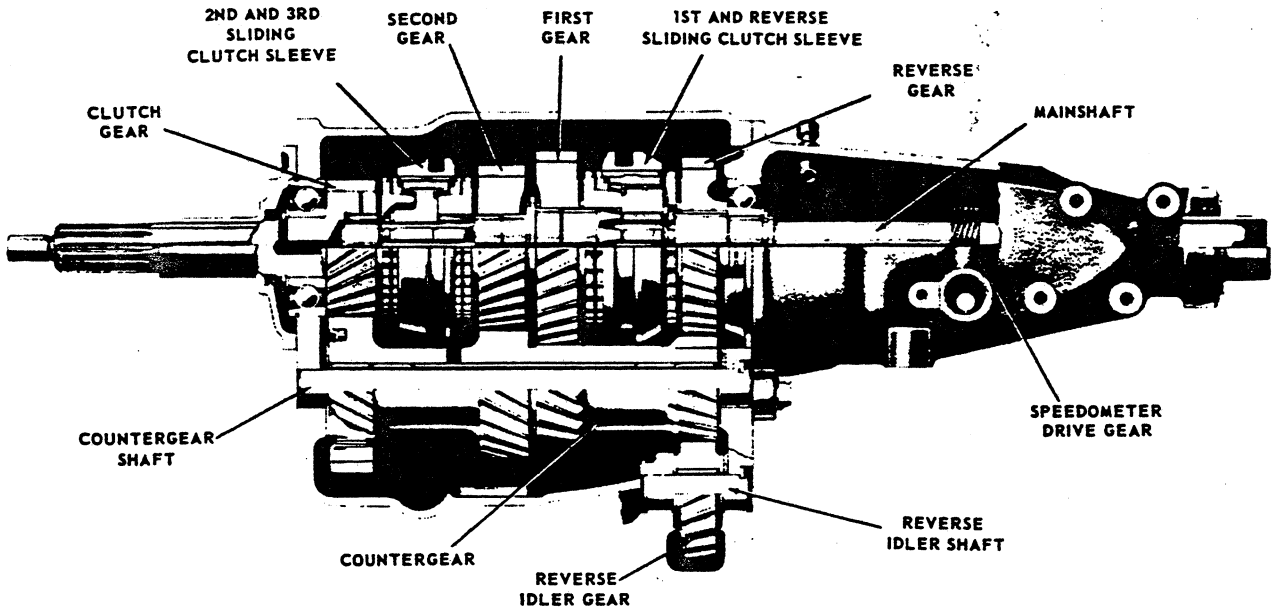




BENT FINGER DESIGN CLUTCH

Engine	Type - Cubic Inch		L6-250	V8-307	L6-250 V8-307	V8-307		V8-327		V8-396	V8-427
	Availability		Base		M01*	Base	Z04**	L30&L73	RPO M01	RPO L35	RPO L36
Clutch for			3-Speed			4-Speed	3-Speed & 4-Speed			H.D. 3-Speed & 4-Speed	
Type			Single dry disc			Single dry disc, centrifugal					
Clutch cover & pressure plate	Eff. plate load, lbs.		1650-1850	1900-2000	1700-1950	2100-2300			2450-2750		2600-2800
	Press. plate matl.		Cast Iron			Nodular Iron					
	Clutch spring type		Diaphragm			Diaphragm, bent finger design					
	Clutch spring matl.		Heat treated spring steel								
Driven plate	Type		Single disk with two friction surfaces								
	Cushions		Flat spring steel between friction rings								
	Damper		(a)	12 coil springs (6 sets of two)		10 coil springs (5 sets of two)					
	Friction ring	OD	9.12	10.0	11.0	10.34			11.0		
		ID	6.12	6.5	6.5	6.5			6.5		
		Total area sq.in.	71.82	90.71	123.70	101.54			123.7		
		Material	Woven asbestos			Premium grade woven asbestos					
Flywheel & Ring gear	Flywheel	Material	Cast Iron								
	Ring gear	Material	Heat treated steel								
		No. of teeth	153				168				
		PD	12.75				14.00				
		Attachment	Shrink fit								
Bearings	Release	Type	Single row ball								
		Lubrication	None, prepacked								
	Pilot	Type	Bronze bushing								
		Lubrication	None, sintered and oil impregnated								
Controls	Clutch fork		Drop forged steel, pivot mounted on ball								
	Pedal mounting		Pendant, from brace on dash								
	Lubrication		Crossover shaft								
Clutch housing material			Aluminum alloy								

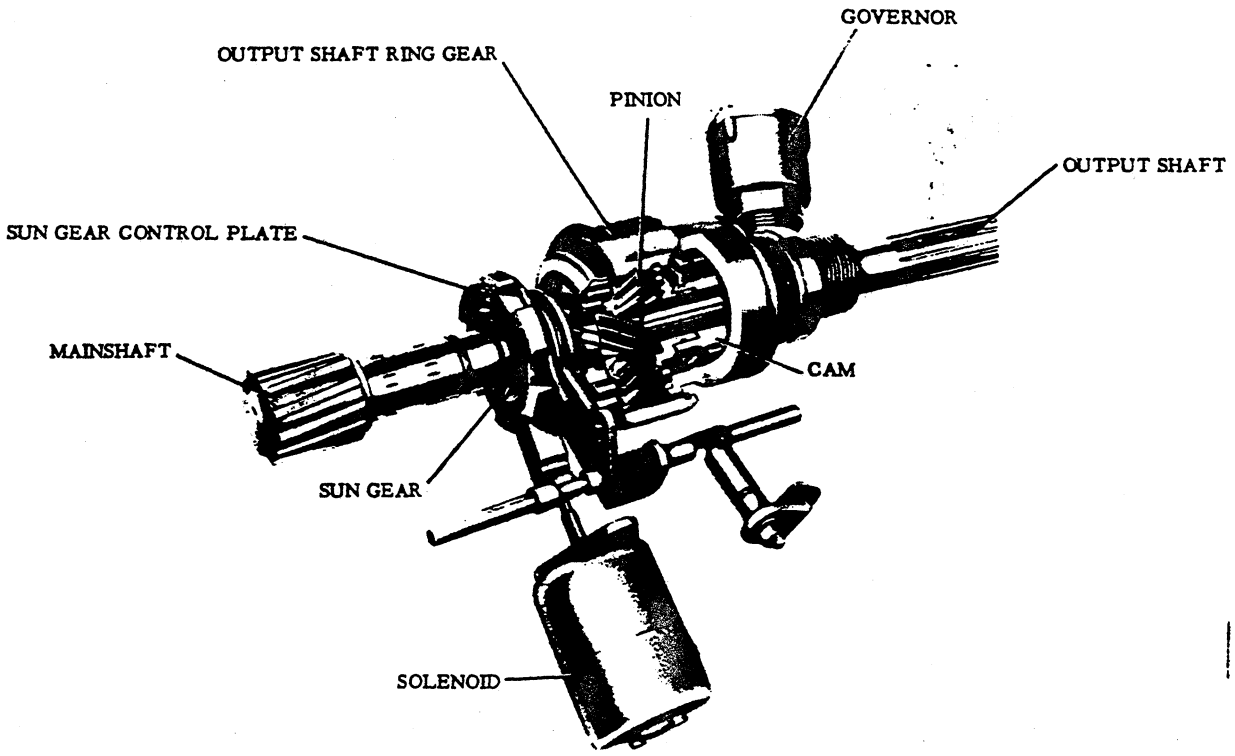
* M01 - Option for Heavy Duty Clutch



3-SPEED HEAVY DUTY TRANSMISSION (RPO-M13)

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed			H.D. 3-Speed		4-Speed			
Engine Application	Type		L-6 250 C.I.	V-8 307 C.I.	V-8 327 C.I.	V-8 396 C.I.	V-8 427 C.I.	V-8 307 C.I.	V-8 327 C.I.	V-8 396 C.I.	V-8 427 C.I.
	Availability		Standard		L30&L73	RPO L35	RPO L36	Standard	L30&L73	RPO L35	RPO L36
Case material			Cast iron							Aluminum	
Gear Shift	Type		Remote								
	Control		Lever								
	Location		Steering column					Floor			
Gears	Type		Helical								
	Material		Forged steel, hardened								
	Synchronization		All forward gears								
	Constant mesh gear		All gears					All forward gears			
	Sliding gears		None					Reverse			
	Ratios	First	2.85		2.54	2.41		2.85	2.54	2.52	2.20
		Second	1.68		1.50	1.59		2.02	1.80	1.88	1.64
		Third	1.00		1.00	1.00		1.35	1.44	1.47	1.27
		Fourth						1.00	1.00	1.00	1.00
		Reverse	2.95		2.63	2.41		2.85	2.54	2.54	2.20
Lubricant	Type		Meeting Military Specifications MIL-L-2105-B								
	Capacity (pts)		3			3.5		3			
Extension	Material		Cast iron							Aluminum	
	Oil seal		Steel encased double seal of spring loaded rubber or felt								



OVERDRIVE TRANSMISSION (RPO M10)

GENERAL

Type ---------- 3-pinion planetary drive unit

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

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

Lubricant

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

Viscosity ---------- SAE 80

Capacity (pts) ---------- Total 3 pints, 2 for transmission, 1 for overdrive unit

Gear ratios with overdrive locked in

First ---------- 1.995

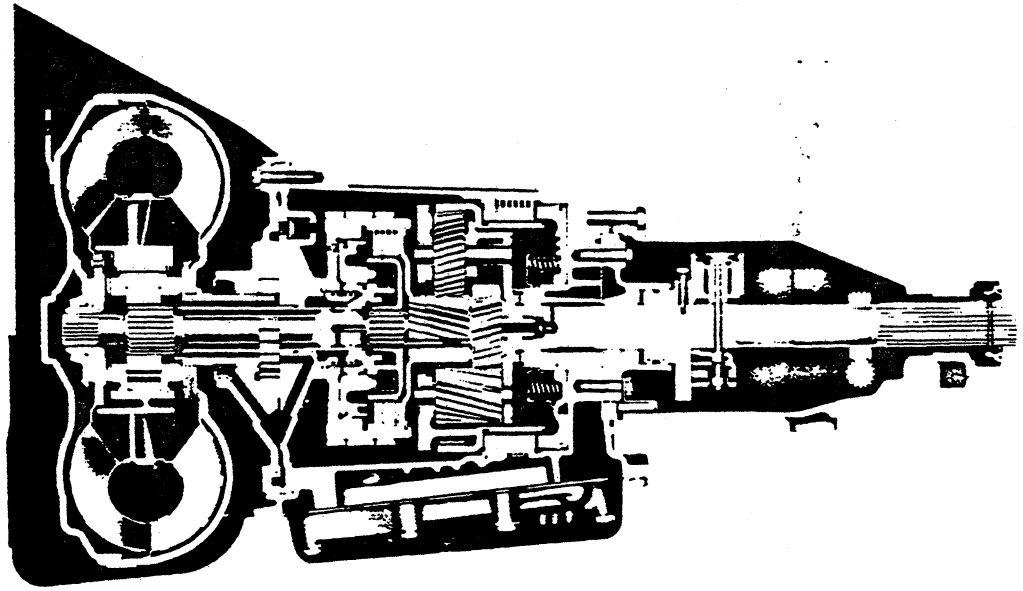
Second ---------- 1.176

Third ---------- .700

Output shaft RPM

Cut-in ---------- 1440

Cut-out ---------- 1100



POWERGLIDE

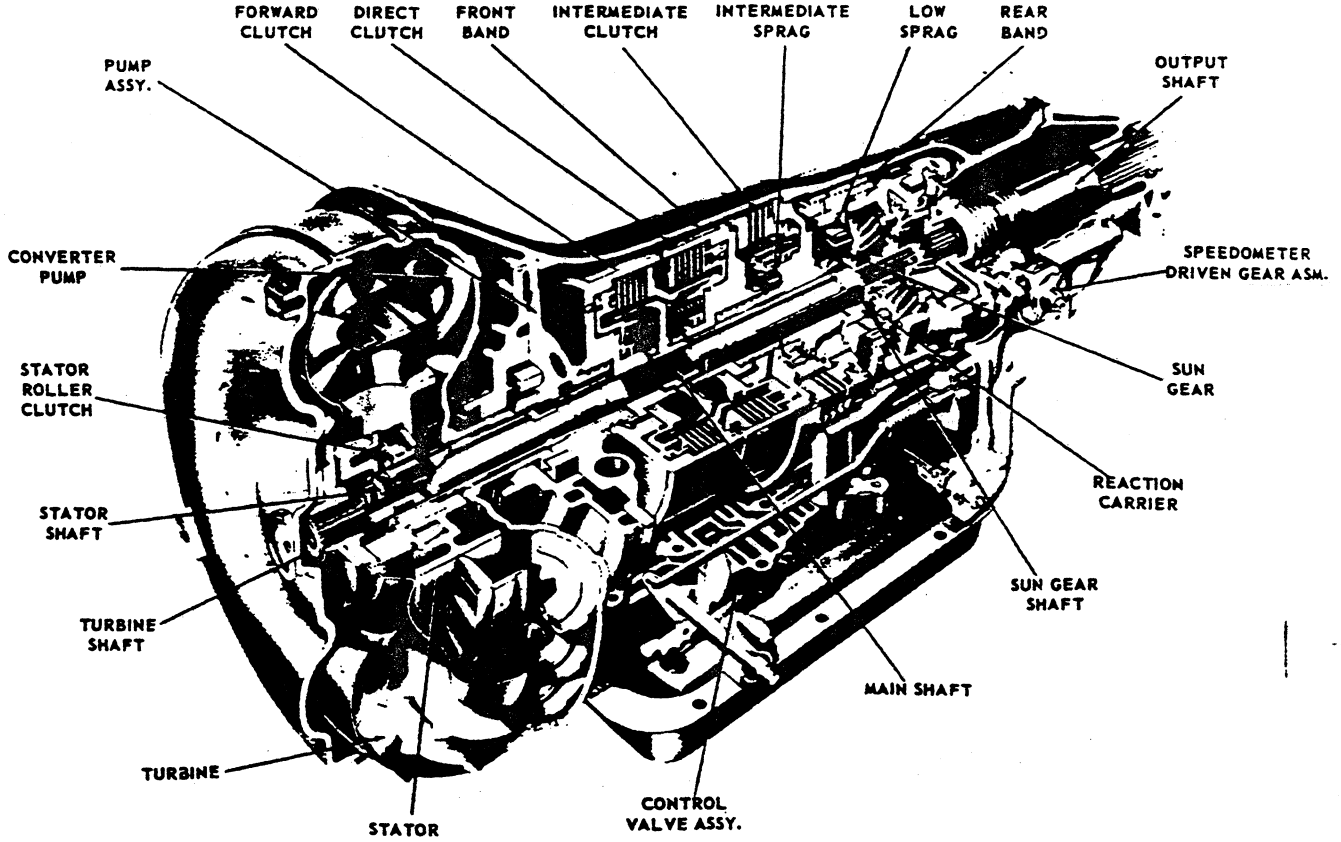
Engine	Type		L-6 250 Cu.In.	V-8 307 Cu.In.	V-8 327 Cu.In.	V-8 396 Cu.In.
	Availability		Standard		RPO L73 & L30	RPO L35
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse			
	Selector lever	Location	Steering column (a)			
		Operation	Actuates manual valve in hydraulic control system			
		Quadrant pattern	P-R-N-D-L			
	Parking lock	Type	Pawl and gear (on planetary)			
		Operation	Applied by selector lever thru spring loaded linkage			
	Method of cooling		Water			
	Flywheel assembly		Steel stamping with welded on ring gear			
Hydraulic	Manual valve type		Spool			
	Pressure regulator valve type		Spool			
	Pressure @ Idle (b)	Drive	51	51	51	51
		Low	112	122	132	132
		Reverse	91	92	89	89
Converter assembly	Type		Three element			
	Pump		Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.			
	Turbine		Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.			
	Stator		Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.			
	Stall torque ratio		2.10			
	Stall speed (RPM)		1620	1530	1680	1880
	Diameter (nominal)		11.0	11.75		
Planetary gear set	Type		Compound planetary			
	Range	Drive	1.82 to 1.00		1.76 to 1.00	
		Low	1.82		1.76	
		Reverse	1.82		1.76	
	Low band		Three linked circular segments			
	Low band servo		Piston with release spring and inner cushion spring			
Case	Material		Aluminum (one piece)			

(a) Floor mounted when used with bucket seats.

(b) Conditions: 450 R.P.M. input @ 25 inches Hg vacuum

POWERGLIDE

Engine	Type		L-6 250 Cu.In.	V-8 307 Cu.In.	V-8 327 Cu.In.	V-8 396 Cu.In.
	Availability		Standard		RPO L73 & L30	RPO L35
Output shaft RPM and vehicle speed (MPH)	N/V factor		39.1	39.1	39.1	39.2
	Upshift	Closed throttle	650(17)	650(17)	658(17)	660(17)
		Throttle at detent	1970(50)	2075(53)	2340(60)	2345(60)
		Full throttle	2283(58)	2397(61)	2735(70)	2740(70)
	Downshift	Closed throttle	607(16)	607(16)	610(16)	610(16)
		Throttle at detent	1450(37)	1333(34)	1505(39)	897(23)
		Full throttle	2135(55)	2260(52)	2535(66)	2590(66)
High clutch	Type		Multi-disc			
	Drive plates	Description	Waved steel with bonded organic facings			
		Number	3	4		
	Driven plates	Description	Flat steel			
		Number	4	5		
Reverse clutch	Type		Multi-disc			
	Drive plates	Description	Flat steel with bonded organic facings			
		Number	4	5	5	6
	Reaction plates	Description	Flat steel			
		Number	3	5	5	6
Torque multiplication	Maximum overall ratio		3.82		3.70	
	Low and reverse		3.82 to 1.82		3.70 to 1.76	
Lubricant	Type		A suffix A			
	Capacity (pts)	Dry	17		19	
		Refill	6		6.5	
Governor	Type		Centrifugal			
	Operation		Regulates pump oil pressure to automatic shift control valve			
	Drive		Mounted on output shaft			
	Location		In extension			
Oil pump	Type		Internal-external gear			
	Number		One: front			
	Function		To supply pressure			
	Drive		Converter pump			



TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

GENERAL DATA

Type ---------- Three element automatic hydraulic torque converter with a compound planetary gear set that produces three forward speeds and reverse

Selector Lever

Location ---------- Steering column; floor mounted on models using bucket seats

Operation ---------- Actuates automatic controls by a hydraulic system from a pressurized gear type pump

Quadrant Pattern - Column ------ P-R-N-D-L2-L1

- Floor ---------- P-R-N-3-2-1

External Control Connections

Manual Linkage ---------- Selects desired operating range by means of selector lever

Vacuum Modulator ---------- Senses change in the torque input to the transmission and assures smooth shifts

Detent Solenoid ------ Actuated by electric switch on the carburetor causing the transmission to downshift under full throttle conditions at car speeds below 70 miles per hour

Parking Lock

Type ---------- Locking pawl

Operation ---------- Applied by selector lever through manual linkage

Method of Cooling ---------- Water

TORQUE CONVERTER

Driving Member (Pump) ---------- Multivane type, sheet metal blade, spot welded to steel pump housing that is an integral part of the converter housing

Driven Member (Turbine) ------- Steel axial flowblades assembled between inner and outer steel shells

Stator Assembly ---------- Aluminum multivane type blades mounted on a one way roller clutch

Stall Ratio ---------- 230 (V8-307 & 327); 2.04 (V8-396 & 427)

Stall Speed (RPM)

V8-307 ---------- NA

V8-327 ---------- 2130

V8-396 ---------- 2110

V8-427 ---------- 2220

Diameter (Nominal) ---------- 12.20

TURBO HYDRA-MATIC TRANSMISSION—CONTINUED

CLUTCHES

Type ---------- Three, multiple disk
Material
Drive plates ---------- Waved steel with bonded organic facings
Driven plates ---------- Flat steel
Forward clutch ---------- Five each drive and driven plates
Direct clutch ---------- Five each drive and driven plates
Intermediate clutch ---------- Three each drive and driven plates
Release spring ---------- Radial row steel coil

PLANETARY GEAR UNIT

Front ----- Reaction carrier assy ---------- Four steel pinion gears
Rear ----- Output carrier assy ---------- Four steel pinion gears
Gear Ratios
D (Drive) ---------- 2.48:1, 1.48:1, 1.00:1
L2 (Low two) ---------- 2.48:1, 1.48:1
L1 (Low one) ---------- 2.48:1
R (Reverse) ---------- 2.08:1
Front Band
Type ------- One, circular steel with organic lining
Function ---------- Provides engine braking in 2nd gear with selector lever in L2 and L1 range
Rear Band
Type ---------- Double wrap circular steel with organic lining
Function ---------- Provides engine braking Lo range 1st gear; also in reverse range the band holds the reaction carrier to apply reverse gear ratio
Servo units ---------- Piston with release spring and inner cushion spring that activates the bands

HYDRAULIC SYSTEM

Oil pressure pump ---------- Supplies hydraulic pressure by gear type pump which is engine driven
Pump pressure (450 RPM input @ 25 in. Hg vacuum)
Park ---------- 70 PSI
Neutral ---------- 70 PSI
Drive (First, second, third) ---------- 70 PSI
L2 (First, second) ---------- 150 PSI
L1 ---------- 150 PSI
Reverse ---------- 107.5 PSI
Valves
Type ---------- Steel spool
Manual ---------- Establishes range at transmission operation
Pressure regulator ---------- Controls main line pressure
Shift (1-2) ---------- Controls oil pressure for trans. shift from 1-2 or 2-1
Shift (2-3) ---------- Controls oil pressure for trans. shift from 2-3 or 3-2
Modulator ---------- Regulates line pressure with modulator oil pressure that varies with torque to transmission
Accumulator ---------- To obtain greater flexibility in attaining desired shift curve for various engine requirements
Governor
Type ---------- Cross-axis centrifugal
Operation ---------- Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift valves and modulator valve

LUBRICANT

Type ---------- A suffix A
Capacity ---------- 22 pts
Refill ---------- 8 pts
Oil cooler ---------- Integral with radiator assembly and connected to transmission by inlet and outlet pipes

TORQUE MULTIPLICATION

	V8-307 & 327	V8-396 & 427
Drive (maximum)	5.70:1 to 1.1	5.06:1 to 1.1
Low 2	5.70:1 to 1.48	5.06:1 to 1.48
Low 1	5.70:1 to 2.48	5.06:1 to 2.48
Reverse	4.78:1 to 2.08	4.24:1 to 2.08

MANUFACTURER	Chevrolet Motor Division Owner Relations Department	CAR NAME	CHEVROLET	
MAILING ADDRESS	1077 Argonaut "A" G.M. Bldg. Detroit, Michigan 48202	MODEL YEAR	1968	ISSUED: 10-15-67 REVISED (●)

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

TABLE OF CONTENTS

Car & Body Dimensions	1,2	Drive Units	14	Suspensions	
Engine – Mechanical	4	Brakes	18, 19	Weights	
Electrical	12	Steering	20	Index	

BODY – TYPES AND STYLE NAMES –

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

	327 Cu. In. V8 - 275 HP Optional (L30)	396 Cu. In. V8 - 325 HP Optional (L35)	427 Cu. In V8 - 385 H Optional (L
BISCAYNE			
2-Door Sedan, 6-Passenger		15411	
4-Door Station Wagon, 2-Seat		15435	
4-Door Sedan, 6-Passenger		15469	
BEL AIR			
2-Door Sedan, 6-Passenger		15611	
4-Door Station Wagon, 2-Seat		15635	
4-Door Station Wagon, 3-Seat		15645	
4-Door Sedan, 6-Passenger		15669	
IMPALA			
4-Door Station Wagon, 2-Seat		16435	
4-Door Sport Sedan, 6-Passenger		16439	
4-Door Station Wagon, 3-Seat		16445	
2-Door Custom Coupe, 5-Passenger		16447	
2-Door Convertible, 5-Passenger		16467	
4-Door Sedan, 6-Passenger		16469	
2-Door Sport Coupe, 5-Passenger		16487	
CAPRICE			
4-Door Estate Wagon, 2-Seat		16635	
4-Door Sedan, 6-Passenger		16639	
4-Door Estate Wagon, 3-Seat		16645	

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and thre in rear, except where otherwise noted.

MODEL		SAE Ref. No.	Sedans		Sport		Convert-ibles	Station Wagons
			2-Dr	4-Dr	Sedans	Coupes		
WIDTH								
Track – Front		W101	62.5					63.5
Track – Rear		W102	62.4					63.4
Maximum overall car width		W103	79.6					
Body width at No. 2 pillar		W117						
LENGTH								
Body "O" to front of dash		L 30						
Wheelbase		L101	119.0					
Overall car length		L103	214.7					213.9
Overhang – front		L104	36.4					
Overhang – rear		L105	59.3					58.5
Body upper structure length		L123						
Body "O" line to ℄ of rear wheel		L127	100.0					
Body "O" line to w/s cowl point		L130						
HEIGHT								
Overall height		H101	55.8	54.8	54.3		54.6	56.7
Cowl height		H114	39.0		38.7			39.6
Deck height		H138						
Rocker panel – front	To ground	H112	8.8		8.5			9.4
	From front wheel ℄							
Rocker panel – rear	To ground	H111	7.8		7.5		7.4	9.0
	From rear wheel ℄							
Windshield slope angle		H122						
GROUND CLEARANCE								
Bumper to ground – front		H102	12.9		12.6			13.4
Bumper to ground – rear		H104	12.6		12.2			13.3
Angle of approach		H106	26					27
Angle of departure		H107	- 14					15
Ramp breakover angle		H147	14					15
Min. running clearance (Specify)		H156	5.9		5.5		5.4	6.5

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	Sedans		Sport		Convert-ibles	Station Wagon
		2-Dr	4-Dr	Sedan	Coupes		
FRONT COMPARTMENT							
Effective head room	H61	38.9		38.2	38.3	38.8	39.2
Max. eff. leg room – accelerator	L34	41.7		41.6			41.7
H Point to Heel point	H30	9.0		9.2			9.0
H Point travel	L17	4.8					
Shoulder room	W 3	62.4					62.3
Hip room	W 5	63.7					
Upper body opening to ground	H50						
REAR COMPARTMENT							
H Point couple distance	L50	36.2		36.1	33.3		34.6
Effective head room	H63	37.9		37.1	37.3	37.9	38.8
Min. effective leg room	L51	38.9	39.5	38.5	34.9		37.5
H Point to Heel point	H31	12.0		10.9	10.7		12.2
Min. knee room	L48						
Rear Compartment room	L 3	25.7					28.7
Shoulder room	W 4	60.7	61.3		61.0	53.1	61.4
p room	W 6	62.3	62.9	63.0	55.5		63.1
Upper body opening to ground	H51						
LUGGAGE COMPARTMENT							
Usable luggage capacity	V 1						
Liftover height	H195						
Position of spare tire storage							
Method of holding lid open							
STATION WAGON – THIRD SEAT							
Shoulder Room	W85						49.7
Hi oom	W86						49.2
ective leg room	L86						33.3
Effective head room	H86						36.2
Seat facing direction		Rearward					
STATION WAGON – CARGO SPACE							
Cargo length at floor – front seat	L202	96.0					
Cargo length at belt – front seat	L204	86.0					
Cargo width – wheelbase	W201	49.7					
Opening width at belt	W204	52.4					
Maximum cargo height	H201	30.7					
Rear opening height	H202	28.8					
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	94.1 (a)					

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO (Std. first) (Indicate A-C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM			A	B	C	D
ALL MODELS	327 Option (L30)	One; 4-Bbl Down-draft	10.0:1	275 @ 4800	355 @ 3200	3-Speed (2.54:1 low)	Base	3.36	3.08	3.55	3.70
							A/C	3.36	--	3.55	3.70
						4-Speed* (2.54:1 low)	Base	3.31	3.07	3.55	3.73
							A/C	3.31	--	3.55	3.73
STATION WAGONS						Powerglide*	Base	3.36	--	3.55	3.70
							A/C	3.36	--	3.55	3.70
ALL MODELS EXCEPT STA. WGNS.						Powerglide*	Base	3.08	2.73	3.36	3.55 / 3.70
							A/C	3.36	--	3.55	3.70
ALL MODELS						Turbo * Hyd-Mtc	Base	2.73	2.56	3.08	3.36
							A/C	3.08	2.73	3.36	--
ALL MODELS	396 Option (L35)	One; 4-Bbl Down-draft	10.25:1	325 @ 4800	410 @ 3200	H.D. 3-Spd* (2.41:1 low)	Base	3.31	3.07	3.55	3.73
							A/C	3.31	--	3.55	--
						4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	3.73
							A/C	3.31	--	3.55	--
						Powerglide*	Base	3.07	2.73	3.31	3.55 / 3.73
							A/C	3.31	--	3.55	--
						Turbo *	Base	2.56	2.29	2.73	3.07 / 3.36
						Hyd-Mtc	A/C	2.73	--	3.07	3.36
ALL MODELS	427 Option (L36)	One; 4-Bbl Down-draft	10.25:1	385 @ 5200	460 @ 3400	H.D. 3-Spd* (2.41:1 low)	Base	3.31	3.07	3.55	3.70
							A/C	3.31	--	3.55	--
						4-Speed* (2.52:1 low)	Base	3.31	3.07	3.55	3.70
							A/C	3.31	--	3.55	--
						4-Speed* (2.20:1 low)	Base	3.31	--	3.55	3.70 / 4.10 / 4.56 / 4.88
							A/C	3.31	--	--	--
						Turbo * Hyd-Mtc	Base	2.73	2.56	3.07	3.36
							A/C	3.07	2.73	3.31	--

A - Standard
B - Economy
C - Performance
D - Special

* - Optional

** - Positraction required for 4.10, 4.56, 4.88; optionally available for all other ratios.

MODEL	15400-600; 16400-600		
	327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (L36)

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° V-8 OHV		
Bore and stroke (nominal)		4.001 x 3.25	4.094 x 3.76	4.251 x 3.76
Piston displacement, cu. in.		327	396	427
Bore spacing (℄ to ℄)		4.4	4.84	
No. system (front to rear)	L. Bank	1-3-5-7		
	R. Bank	2-4-6-8		
Firing order		1-8-4-3-6-5-7-2		
Compres. ratio (nominal)		10.00:1	10.25:1	
Cylinder Head Material		Cast Alloy Iron		
Cylinder Block Material		Cast Alloy Iron		
Cyl. Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3° 54"		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		51.2	53.6	57.8
Publishing max. bhp* @ eng. RPM		275 @ 4800	325 @ 4800	385 @ 5200
Publishing max. torque * (lb. ft. @ RPM)		355 @ 3200	410 @ 3200	460 @ 3400
:ommended fuel regular – premium		Premium		

ENGINE – PISTONS

Material		Cast Aluminum Alloy		
Description and finish		Flat, notched head, slipper skirt	Domed head, valve cutout, slipper skirt	
Weight (piston only) oz.		21.60	28.00	24.67
Clearance (limits)	Top land	.0365-.0455	.0305-.-375	
	Skirt Top	.0005-.0011 (a)	.0010-.0016(b)	.0012-.0018 (c)
	Skirt Bottom	---		
Ring groove depth	No. 1 ring	.2218-.2283	.2253-.2318	.2348-.2413
	No. 2 ring	.2218-.2283	.2253-.2318	.2348-.2413
	No. 3 ring	.2038-.2103	.2098-.2168	.2183-.2248
	No. 4 ring	None		

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

(a) Measured 2.24 from top of piston.
(b) Measured 1.955 from top of piston.
(c) Measured 1.910 from top of piston.

MODEL	327 Cu. In. V-8 (L30)	396 Cu. In. B-8 (L35)	427 Cu. In. V-8 (L30)

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression		
	No. 2, oil or comp.	Compression		
	No. 3, oil or comp.	Oil		
	No. 4, oil or comp.	None		
Compression	Description - material, coating, etc. Upper	Cast alloy iron; bbl. face; chm. plt. on 327; moly inlay on 396 & 427		
	Lower	Cast alloy iron; inside bevel & tapered face; wear resistant ctng		
	Width	(a)	.0770 - .0775	
	Gap	(b)	.919 - .020	
Oil	Description - material, coating, etc.	Multi - piece (2 rails and one spacer expander) Rails - steel, chrome plated OD Expanders - stainless steel		
	Width	.1870-.1890 (assembled)		
	Gap	.015 - .055	..010 - .030	
Expanders		In oil ring assembly		

ENGINE – PISTON PINS

Material		Chromium steel		
Length		2.990 - 3.010	2.930 - 2.950	
Diameter		.9270 - .9273	.9895 - .9898	
Type	Locked in rod, in piston, floating, etc.	Locked in rod		
	Bushing - In rod or piston	None		
	Bushing - Material	None		
Clearance	In piston	--		
	In rod	.00015 - .00025	.00025 - .00035	
Direction & amount offset in piston				

ENGINE – CONNECTING RODS

Material		Drop forged steel		
Weight (oz.)		20.80	27.84	
Length (center to center)		5.699 - 5.705	6.130 - 6.140	
Bearing	Material & Type	Premium aluminum		
	Overall length	.797	.857	
	Clearance (limits)	.0007 - .0028	.0009 - .0029	
	End play	.009 - .0013	.016 - .020	

(a) Upper .0775 - .0780; lower .0770 - .0775

(b) Upper .010 - .020; lower .013 - .025

MODEL	327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (L36)

ENGINE – CRANKSHAFT

Material			Cast nodular iron	Forged steel
Vibration damper type			Rubber mounted inertia	
End thrust taken by bearing (No.)			5	
Crankshaft end play			.002 - .006	.006 - .010
Main bearing	Material & type		Steel with backed insert (selected bearing material - copper lead alloy or premium aluminum - for intended operation or application	
	Clearance		(a)	(b)
	Journal dia. and bearing overall length	No. 1	2.4502 x .752	2.7507 x .992
		No. 2	2.4505 x .752	2.7507 x .992
		No. 3	2.4505 x .752	2.7505 x .992
		No. 4	2.4505 x .752	2.7505 x .992
		No. 5	2.4507 x 1.177	2.7506 x 1.2525
		No. 6	None	
		No. 7	None	
	Dir. & amt. cyl. offset		None	
Crankpin journal diameter			1.999 - 2.000	2.199 - 2.200

ENGINE – CAMSHAFT

Location			In block above crankshaft	
Material			Cast alloy iron	
Bearings	Material		Steel backed babbitt	
	Number		5	
Type of Drive	Gear or chain		Chain	
	Crankshaft gear or sprocket material		Steel sprocket	
	Camshaft gear or sprocket material		Cast alloy iron	Cast aluminum
	Timing chain	No. of links	46	50
		Width	.740	.740
		Pitch	.500	.500

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.50:1	1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	

(Continued)

(a) No. 1, .0008 - .0020; No. 2, 3, & 4, .0008 - .0024; No 5, .0015 - .0031
(b) No. 1 & 2, .0010 - .0020; No. 3 & 4, .0013 - .0025; No. 5, .0015 - .0031

MODEL			327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (

ENGINE – VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	28°	28°	40°
		Closes (°ABC)	72°	78°	80°
		Duration - deg.	280°	286°	300°
	Exhaust	Opens (°BBC)	78°	75°	88°
		Closes (°ATC)	30°	31°	32°
		Duration - deg.	288°	286°	300°
	Valve opening overlap		58°	59°	72°
Intake	Material		Alloy steel-aluminized face & head on V8-396 & 427		
	Overall length		4.870 - 4.889	5.215 - 5.235	
	Actual overall head dia.		1.935 - 1.945	2.060 - 2.070	
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410 - .3417	.3715 - .3722	
	Stem to guide clearance		.0010 - .0027		
	Lift (@ zero lash)		.3900	.3983	.4614
	Outer spring press. & length	Valve closed (lb.@in.)	76-84 @ 1.70	84-96 @ 1.88	94-106 @ 1.
		Valve open (lb.@in.)	194-206 @ 1.25	205-225 @ 1.48	303-327 @ 1.
	Inner spring press. & length	Valve closed (lb.@in.)	Spring damper		
		Valve open (lb.@in.)	Spring damper		
Exhaust	Material		High alloy steel-aluminized face, also aluminized hd. on 396 &		
	Overall length		4.913 - 4.933	5.345 - 5.365	
	Actual overall head dia.		1.495 - 1.505	1.715 - 1.725	
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410 - .3417	.3713 - .3720	
	Stem to guide clearance		.0010 - .0027	.0015 - .0032	
	Lift (@ zero lash)		.4100	.3983	.4800
	Outer spring press. & length	Valve closed (lb.@in.)	76-84 @ 1.70	84-96 @ 1.88	94-106 @ 1.
		Valve open (lb.@in.)	194-206 @ 1.25	205-225 @ 1.48	303-327 @ 1.
	Inner spring press. & length	Valve closed (lb.@in.)	Spring damper		
		Valve open (lb.@in.)	Spring damper		

ENGINE – LUBRICATION SYSTEM

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

MODEL	327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (L36)

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. engine rpm) (A	50-65 PSI @ 2000	50-75 PSI @ 2000
Oil press. sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, part., other)	Full flow	
Filter replacement (element, complete)	Complete	
Capacity of c/case, less filter-refill (qt.)	4	
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0°F to 32°F* - SAE 10W or SAE 10W-30 Below 0°F - SAE 5W or SAE 5W-20 *(SAE 5W-30 can be used at temperatures below freezing)	
Engine Service Reqmt. (MM, MS, etc.)	MS or DG	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single with crossover		Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow		Two, with resonators
Exhaust pipe dia. (O.D., wall thick.)	Branch	2.00 x .073-091 (B)	2.50 x .073-091 (B)	None
	Main	2.50 x .073 - .091 laminated		
Tail pipe dia. (O.D. & wall thickness)		1.875 x .062 - .076		2.00 x .062 - .076

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Ventilates to induction system
		Optional	None
Control Unit	Make and model		AC Spark Plug; 327 Cu. In. - 6422451; 396 & 427 - 6424250
	Location		Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)		Manifold vacuum
	Control method (variable orifice, fixed orifice, other)		Variable Orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake Manifold
	Air inlet (breather cap, carburetor air cleaner, other)		Carburetor air cleaner
	Flame arrestor (screen, check valve, other)		Screen

A - Bench test - no flow conditions

B - Laminated

MODEL

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Manual Transmission - Air Injection reactor equipment Automatic Transmission - Controlled combustion system				
Air Injection Pump	Type		Semi-articulated vane type				
	Displacement		19.3				
	Drive ratio		1.15:1				
	Drive type		Crankshaft pulley				
	Relief valve (type)		(a)	Pressure (plate type)			
	Filter (describe)		Centrifugal air cleaner				
Air Injection System	Air distribution (head, manifold, etc.)		Manifold				
	Point of entry		Exhaust ports				
	Injection tube I.D.		.2565				
	Check valve type		Pressure (plate type)				
	Backfire protection (type)		Diverter Valve				
Carburetor	Make		Rochester				
	Model		7028213	7028212	7028211	7028210	7028211	7028210
	Barrel size		1.38 Primary; 2.25 Secondary					
	Idle speed	Drive	-	600	-	600	-	600
		Neutral	700	-	700	-	700	-
	Idle A/F mixture		Not specified					
Distributor	Aux. Adv. Systems (type)		None					
	Make		Delco-Remy					
	Model		1111298	1111297	111169		1111169	
	Cent'fgal adv. in crank degrees@ eng. rpm	Start (rpm)	900		900		900	
		Intermed. points deg.@ rpm	22@2000	17@1900	17@2000		17@2000	
		Max.deg.@rpm	34@4100	30@4100	32@5000		32@5000	
	Vacuum adv. in crank degrees@ eng. rpm	Start (in Hg)	8.00	10.00	8.00		8.00	
		Intermed. points deg.@ in. Hg	None					
		Max. deg.@in.	15@15.5	15@17	15@15.5		15@15.5	
	Vacuum Source		Carburetor					
Timing - Crank degrees @ rpm (b)			TDC	4BTC	4BTC		4BTC	
Cooling System (describe changes)			None					
Exhaust System (describe changes)			None					

(a) Diverter valve that is separate from the pump

(b) At idle.

* Used with manual transmissions only.

MODEL	327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (L36)

ENGINE – FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		24 (approximately)		
	Filler location		Behind hinged rear license plate (*)		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range		5.00 - 6.50 PSI		7.00 - 8.50 PSI
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank		
	Locations		and paper filter in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil-wetted paper		
		Optional	None		
	Idle speed (spec. neutral or drive)	Manual	700 (neutral)	700 (neutral)	700 (neutral)
		Automatic	600 (drive)	600 (drive)	600 (drive)
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
15400	327	3 & 4-Speed	Rochester	7028213	One; 4-Bbl down-draft	1.38 (Prim) 2.25 (Sec)
		Powerglide Turbo Hyd-Mtc	Rochester	7028212		
15600	396	H.D. 3-Speed 4-Speed	Rochester	7028211	One; 4-Bbl down-draft	1.38 (Prim) 2.25 (Sec)
		Powerglide & Turbo Hyd-Mtc	Rochester	7028210		
16400 16600	427	H.D. 3-Speed 4-Speed	Rochester	7028211	One; 4-Bbl down-draft	1.38 (Prim) 2.25 (Sec)
		Turbo Hyd-Mtc	Rochester	7028210		

MODEL	327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (L

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure	
Radiator cap relief valve pressure			15 + 1 PSI	
Circulation thermostat	Type (choke, bypass)		Choke	
	Starts to open at (°F)		192° - 198°	
Water pump	Type (centrifugal, other)		Centrifugal	
	GPM @ 1000 pump rpm		57 @ 4400	82 @ 5200
	Number of pumps		One	
	Drive (V-belt, other)		V-belt	
	Bearing type		Permanently lubricated double row ball	
By-pass recirculation type (inter., ext.)			Internal	External
Radiator core type (cellular, tube and fin, other)			Tube and center	
Cooling system capacity	With heater (qt.)		15	22
	Without heater (qt.)		14	21
	Opt. equipment-specify (qt.)		16	22
Water jackets full length of cyl. (yes, no)			Yes	
Water all around cylinder (yes, no)			Yes	
Radiator hose	Lower	Number and type (molded, straight)	One, molded	
		Inside diameter	1.75	1.88
	Upper	Number and type (molded, straight)	One, molded	
		Inside diameter	1.50	
	By-pass	Number and type (molded, straight)	None	One, molded
		Inside diameter	--	.725 - .765
Fan	Number of blades & spacing		4 - staggered	
	Diameter		17.62	
	Ratio-fan to crankshaft rev.		.949:1	
	Fan cutout type		None	
	Bearing type		Double row ball	
*Drive belts (indicate belt used by letter)	Fan		A	E
	Generator or alternator		A	E
	Water Pump		A	E
	Power Steering		B	F
	Air Conditioning		C	G
			D	H

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←		38°	42°				→			

MODEL	327 Cu. In. V8 (L30)	396 Cu. In. V8 (L35)	427 Cu. In. V8 (L36)

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980030		
	Voltage Rtg. & Total Plates		12 Volt; 66 plate		
	SAE Designation & Amp. Hr. Rtg.		61 amp. hr. @ 20 hr. rate		
	Location		Right front engine compartment		
	Terminal grounded		Negative		
Generator or Alternator	Make		Delco-Remy		
	Model		1100794		
	Type and rating		Diode rectified 9-37 amps		
	Output at engine idle (neutral)		13 amps	13 amps	15 amps
	Ratio–Gen. to Cr/s rev.		2.46:1		
Regulator	Make		Delco-Remy		
	Model		1119515		
	Type		Vibrator		
	Cutout relay	Closing voltage : generator rpm	None		
		Reverse current to open	None		
	Regulated	Voltage	13.8 - 14.8 @ 85°F		
		Current	--		
	Voltage test conditions	Temperature	Operating		
		Load	3 - 8 amperes		
		Other	None		

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco-Remy		
	Model		1108361	1107365	
	Rotation (drive end view)		Clockwise		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		3-Spd & 4-Spd - Place gearshift lever in neutral and depre clutch. Automatic - Place control lever in N or P position. Initial Start - Press accelerator to floor and release. Tu ignition to START, release as soon as engine starts.		
Motor Drive	Engagement type		Positive shift solenoid		
	Pinion meshes (front, rear)		Rear		
	Number of teeth	Pinion	9	9	
		Flywheel – Manual	153	168	
		Flywheel – Auto.	153	168	
	Flywheel tooth face width	Manual	.4010 - .4130	.4100 - .4220	
		Auto.	.4010 - .4130	.4100 - .4220	

MODEL			327 Cu. In. V8 (L30)		396 Cu. In. V8 (L35)		427 Cu. In. V8 (L3	
ELECTRICAL – IGNITION SYSTEM			Manual	Auto	Manual	Auto	Manual	Auto
Type	Conventional – Std., Opt., N.A.		Standard					
	Transistorized – Std., Opt., N.A.		N.A.					
	Other (specify)		None					
Coil	Make		Delco-Remy					
	Model		1115275		1115242			
	Amps	Engine stopped	4.0					
		Engine idling	1.8					
Distributor	Make		Delco-Remy					
	Model		1111298	1111297	1111169		1111169	
	Cent'fgal adv. in c/shaft degrees@ engine rpm (nominal)	Start (rpm)	900		900		900	
		Intermediate points deg.@rpm	26@2000	17@1900	17@2000		17@2000	
		Max. deg.@rpm	34@4100	30@4100	32@5000		32@5000	
	Vacuum adv. in c/shaft degrees@ in. Hg. (nominal)	Start (in. Hg.)	8.00	10.00	8.00		8.00	
		Intermediate points, deg.@in. Hg.	None					
		Max. deg. in. Hg.	15@15.5	15@17	15@15.5		15@15.5	
	Breaker gap (in.)		.019					
	Cam angle (deg.)		28-32					
	Breaker arm tension (oz.)		19-23		28-32			
Timing	Crankshaft deg.@rpm (a)		TDC	4BTC	4BTC			
	Mark location		Torsional damper					
Spark Plug	Make		AC Spark Plug					
	Model		AC 44		AC 43N			
	Thread (mm)		14					
	Tightening torque (lb. ft.)		25					
	Gap		.033 - .038					
Cable	Conductor type		Linen core impregnated with electrical conducting mater					
	Insulation type		Rubber with neoprene jacket					
	Spark plug protector		Neoprene					

ELECTRICAL – SUPPRESSION

cations & type	None-metallic high tension ignition cables

(a) At idle

MODEL	15400-600; 16400-600		
	327 Cu. In. V-8 (L30)	396 Cu. In. V-8 (L35)	427 Cu. In. V-8 (L36)

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dial
	Trip odometer (yes,no)	NA
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gage
Other		Refer to page 23
Wind-shield wiper	Type – Standard	Electric, Two-speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Pushbutton - standard
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(low note) 4.5 - 6 @ 12.5 V. (Hi note) 4.2 - 6.2 @ 12.5 V.

DRIVE UNITS – CLUTCH (Manual Transmission)

		327 Cu. In. V-8		396 Cu. In. V-8	427 Cu. In. V-8
Make & type		3 & 4-Spd	H. Dty (M01)*	3 & 4-Speed	3 & 4-Speed
Type pressure plate springs		Chev. single dry disc		Single dry disc, semi-centrifugal	
		Diaphragm		Diaphragm, bent finger design	
Total spring load (lb.)		2100 - 2300	2450 - 2750	2450 - 2750	2600 - 2800
No. of clutch driven discs		One			
Clutch facing	Material	Premium grade woven type asbestos			
	Outside & inside dia.	10.34 & 6.5	11.00 & 6.5	11.00 & 6.5	
	Total eff. area (sq.in.)	101.54	123.70	123.70	
	Thickness	.135 each			
	Engagement cushioning method	Flat spring steel between facings			
Release bearing	Type & method of lubrication	Single row ball, packed and seated			
Torsional damping	Methods: springs, friction material	Coil springs			

* M01 - Option for heavy duty clutch.

MODEL	15400-600; 16400-600		
	327 Cu.In. (L-30)	396 Cu.In. (L-35)	427 Cu.In. (L-36)

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	NA
Automatic (std. or opt.)	Powerglide & Turbo Hydra-Matic (Optional)

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3-Spd	4-Spd	HD 3-Spd	4-Spd	HD 3-Spd	4-Speed	
		3	4	3	4	3	4	4
Transmission ratios	In first	2.54	2.54	2.41	2.52	2.41	2.52	2.2
	In second	1.50	1.80	1.59	1.88	1.59	1.88	1.6
	In third	1.00	1.44	1.00	1.46	1.00	1.46	1.2
	In fourth	--	1.00	--	1.00	--	1.00	1.0
	In reverse	2.63	2.54	2.41	2.59	2.41	2.59	2.2
Synchronous meshing, specify gears		All forward gears						
Shift lever location		Steering column 3-Speed Floor mounted 4-Speed						
Lubricant	Capacity (pt.)	3.5 pts. for H.D. 3-Spd; 3 pts. for 3 & 4-Spd						
	Type recommended	Meeting Military Specs MIL-L-2105B						
	SAE viscosity number – Summer	SAE 80						
	SAE viscosity number – Winter	SAE 80						
	SAE viscosity number – Extreme cold	SAE 80						

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

MODEL	POWERGLIDE		TURBO HYDRA-MATIC		
	V8-327	V8-396	V8-327	V8-396	V8-427

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Powerglide	Turbo Hydra-Matic		
Type describe		Torque converter with planetary gears			
Selector location		Lever steering cloumn; floor mounted when used with console and optional bucket seats on convertibles and coupes			
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-1.76 N-Neutral D-2.76-1.00 L-1.76	P-Park R-2.08 N-Neutral D-2.48-1.48-1.00 L_2-2.48 L_1-2.48		
Max. upshift speed–drive range		70	51(1-2); 92(2-3)	57(1-2);98(2-3)	59(1-2);103(2-3)
Max. kickdown speed–drive range		66	45(2-1); 86(3-2)	48(2-1);96(3-2)	45(2-1);96(3-2)
Torque convertor	Number of elements	3			
	Max. ratio at stall	2.10	2.30	2.04	
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.75	12.20		
Lubricant	Capacity–refill (pt.)	6.5	8		
	Type recommended	A suffix A			
Special transmission features					

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube (damper on front U-joint with automatic transmissions for Caprice models only)
Outer diam. x length* x wall thickness	Manual 3-speed trans.	3.25 x 62.16 x .065
	Manual 4-speed trans.	3.25 x 62.16 x .065
	Overdrive transmission	Not Available
	Powerglide Automatic transmission Turbo Hyd-Mtc	(327 & 396 V-8) - 3.25 x 62.16 x .065 (a) (327 V-8) - 3.25 x 60.14 x .065 (396 & 427 V-8) - 3.25 x 61.17 x .065 (b)

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

(Continued)

(a) Caprice models 3.25 x 61.76 x .065

(b) Caprice models 3.25 x 60.06 x .065

MODEL	15400-600; 16400-600

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		--
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O.D.		1.1750
Universal joints	Make and Mfg. No.		Chevrolet 3841921
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U-Bolt
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Control arms
Torque taken through (torque tube or arms, springs)			Control arms

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, over hung hypoid pinion and ring gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.5
No. of differential pinions			Standard 2; Limited slip 4
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		3.5
	Type recommended		Meeting Military Specs. MIL-L-2105B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.56	2.73	3.07	3.08	3.31	3.36	3.55	3.70	3.73	4.10	4.56	4.88
No. of teeth	Pinion	16	15	14	12	13	11	11	10	11	10	9	8
	Ring gear	41	41	43	37	43	37	39	37	41	41	41	39
Ring Gear O.D.		8.125 for 327 Cu.In. 3-Spd., P/Gld & T/Hyd combination											

MODEL	15400-600; 16400-600

DRIVE UNITS – WHEELS

Type & material			Short spoke disc steel
Rim (size & flange type)		Std.	14 x 5J except Station Wagons 14 x 6JK
		Opt.	14 x 6JK except Station Wagons 15 x 6JK (with 15 in. tires) except Station Wagons
Attachment	Type (bolt or stud)		Stud
	Circle diameter		4.75
	Number and size		5 hex nuts 7/16-20 UNF-2B

MODEL	

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		8.25 x 14 - 2 ply (4-ply rating) except Station Wagons 8.55 x 14 - 2 ply (4-ply rating) Station Wagons
	Type (bias, radial, etc.)		Bias
	Full rated Inflation Press.	Front	24; Station Wagons - 22
		Rear	28; Station Wagons - 32
	Rev./Mile at 50 MPH		755 (8.25 x 14) 743 (8.55 x 14)
Optional	Size, ply rating, & ply		8.15 x 15 - 2 ply (4 ply rating) except Station Wagons G70-15 - 2 ply (4 ply rating) except Station Wagons (a) 8.45-15 - 4 ply (8 ply rating) Station Wagons (a) 8.45-15 - 2 ply (4 ply rating) 4-dr Sport Sedan.

BRAKES – PARKING

Type of control		Foot pedal apply; "T" handle release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brake	Type (internal or external)	--
	Drum diameter	--
	Lining size (length x width x thickness)	--

(a) Required with front disc brake option.

MODEL

BRAKES – SERVICE

				STANDARD	FRONT DISC (Opt)
Type (drum or disc)				Drum	Disc
Self adjusting (std., opt., N.A.)				Standard	
Power brake make & type (remote, int., etc.)	Std.			--	
	Opt.			Bendix; Delco-Moraine vacuum power unit, integral	
Effective area (sq. in.)*				184.3	114.6
Gross lining area (sq. in.)**				198.4	126.0
Swept area (sq. in.)***				328.3	368.4
Percent brake effectiveness – front				58.5	57.0
Drum or Disc	Diameter (nominal)	Front		11.0	11.75
		Rear		11.0	
	Type and material			Composite; rim-cast iron; web-steel	Cast iron
	Disc (vented or solid)			--	Vented
	No. pistons per caliper			--	4
Wheel cylinder bore	Front			1.1875	2.063
	Rear			1.00	
Master Cylinder	Bore			1.00	1.00
	displacement distribution	Front	%	.57 cu.in. @ 0 PSI	.57 cu.in. @ 0 PSI
		Rear	%	.35 cu.in. @ 0 PSI	.35 cu.in. @ 0 PSI
Disc Brk. Valve	Type (proportion, delay, metering, other)			Check valve	
Pedal arc ratio					
Line pressure at 100 lb. pedal load				739	--
Shoe clearance adjustment				Self adjusting	
Brake lining	Drum or Disc			Drum	Front disc
	Bonded or riveted			Bonded	Riveted
	Front Wheel	Material		Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.25 x 2.75 x .168	5.96 x 2.21 x .41
			Second. or inboard	11.63 x 2.75 x .168	5.96 x 2.21 x .41
		Segments per shoe		One	One
	Rear Wheel	Material		Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.25 x 2.00 x .168	9.25 x 2.00 x .168
			Second. or inboard	11.63 x 2.00 x .168	11.62 x 2.00 x .168
		Segments per shoe		One	One

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

MODEL

STEERING

Manual (std., opt., NA)				Standard - Energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		TILT: Tilt achieved with universally-jointing steering shaft at base of steering wheel; 5-inch vertical travel range.
		(std., opt., NA)		Option
Wheel diameter		Manual		16.5
		Power		16.5
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		43.0
		Curb to curb (l. & r.)		41.0
	Inside rear	Wall to wall (l. & r.)		24.0
		Curb to curb (l. & r.)		24.0
Outside whl. angle with inside whl. at 20°				18.10
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw Steering
		Ratios	Gear	24.1
			Overall	30.7:1
	No. wheel turns			5.8 lock to lock
Power	Type (coaxial, linkage, etc.)			Coaxial
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	17.5:1
			Overall	21.2:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			4.0 lock to lock
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			7 to 8
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with non-metallic bearing surface
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			P 1/4 to P 1-1/4
	Camber (deg.)			N 1/4 to P 3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Forging with pad for mounting brake cylinder, spherical
Wheel Spindle	Diameter	Inner bearing		1.2493 - 1.2498
		Outer bearing		.7492 - .7497
	Thread size			3/4-20 NEF - 3 (modified)
	Bearing type			Taper roller

MODEL	327 Cu.In. V-8	396 Cu.In. & 427 Cu.In.

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Angle of front upper control arm
Provision for acc. squat control		Geometry of rear suspension
Special provisions for car jacking		
Shock absorber front & rear	Type	Direct, double acting, hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION – FRONT

Type and description		Independent - SLA type with coil springs and concentric sh absorbers and spherically-jointed steering knuckle for eac wheel, lower control arm strut-supported.	
Spring	Type	Coil, right hand helix	
	Material	Steel alloy	
	Size (coil design height & I.D. bar length x dia.)	11.76 x 3.80 126.6 x .614	11.76 x 3.80 141.1 x .638
	Spring rate (lb. per in.)	290	290
	Rate at wheel (lb. per in.)	104	104
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	HR steel .8125	

SUSPENSION – REAR

Type and description		(a)	
Drive and torque taken through		Control arms	
Spring	Type	Coil, right hand, helix	
	Material	Steel alloy	
	Size (length x width, coil design height & I.D.; bar length & dia.)	12.37 x 4.00 126.2 x .597	
	Spring rate (lb. per in.)	230	
	Rate at wheel (lb. per in.)	105	
	Mounting insulation type	Rubber bushed control arm	
	If leaf: No. of leaves	--	
	If leaf: Shackle (comp. or tens.)	--	
Stabilizer	Type (link, linkless, frameless)	None	
	Material	--	
Track bar type		Lateral, frame to rear axle	

(a) Link type: 2 lower control arms, 1 upper control arm, and tie rod; support integral rear beam consisting of cast iron differential carrier and pressed in axle shaft housings.

MODEL	15400-600; 16400-600

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded perimeter frame with front crossmember, rear axle upper control arm crossmember, rear shock absorber crossmember and a rear crossmember, welded box-construction side rail from front crossmember to aft of rear axle kickup.

BODY – MISCELLANEOUS INFORMATION

		Sedans		Sport	Sport Coupes		Convert-	Station
		2-Dr.	4-Dr.	Sedan	Impala	Caprice	ibles	Wagon
Drs. hinged (front, rr.)	Front doors	Front						
	Rear doors	Front						
Type of finish (lacquer, enamel, other)		Acrylic Lacquer						
Hood counterbalanced (yes, no)		Yes						
Hood release control (internal, external)		External						
Vehicle Indent. No. location		Left front body hinge pillar						
Engine No. location		on pad, Front right hand side of cylinder block						
Theft protection - type		Shielded ignition lock terminals, key removable in "off" position						
Vent window control method (crank, friction pivot)	Front	Crank - none on model 16647						
	Rear	None						
Seat cushion type	Front	Formed wire and foam pad						
	Rear	Formed wire and foam pad						
	3rd seat	---						Wire & foam pad
Seat back type	Front	Formed wire and cotton						
	Rear	Formed wire and cotton						
	3rd seat	---						Wire&Cotton
Windshield glass type (i.e., single curved - laminated plate)		Single curve - laminate plate						
Side glass type (i.e., curved - tempered plate)		Curved - tempered plate						
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Compound curve - tempered plate (a)						
Windshield glass exposed surface area		1448.1		1384.3				1448.1
Side glass exposed surface area		1383.0	1348.9	1380.9	1661.7(d)	1763.7	1414.4	2547.7
Backlight glass exposed surface area		1202.0		1239.3	717.2(b)		767.3	925.9
Total glass exposed surface area		4033.1	3999.0	4004.5	3763.2(c)	3865.2	3566.0	4921.7

(a) Flat, fixed tempered plate on convertible.
(b) Impala model 163-447; model 163-487, 1339.8
(c) Impala model 163-447; model 163-487, 4210.3

MODEL 15400-600, 16400-600

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	Optional all models except 153-15400, 155-15611
	Vent windows	NA
	Backlight or tailgate	Standard 3-seat wagons - optional 2-seat wagons
Power seats (specify type as well as availability)		4-way power bucket seat, driver seat only-16447-67-87, 16647-3 6-way power bench seat-155-156-16000, NA with 4-speed trans
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Optional - all models - both R & L
Radios (specify type as well as availability)		Optional - AM-Pushbutton, AM-FM-FM Pushbutton
Rear seat speaker		Optional - all models
Power antenna		Optional - all models exc. wagons
Clock		Optional - 15000, 163-16400 -- Standard 16600
Air conditioner (specify type and availability)		Optional - all models - Comfortron Four-Season, GM Chevrole
Speed warning device		Optional - all models
Speed control device		Optional - 154-156-164-16600
Ignition lock lamp		Optional - 153-15400; Standard other Models
Dome lamp		Standard - all models
Glove compartment lamp		Optional - 153-15400, Standard other Models
Luggage compartment lamp		Optional - 15000 exc wagons -- standard 16000
Underhood lamp		Optional - all models
Courtesy lamp		Optional - 150-163-16400 exc Conv. - Standard other Models
Sp lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		Standard 16600 - optional all other models

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	
		Lowest	
	Tail	Highest	
		Lowest	
	Sidemarker	Front	
		Rear	
Distance from C/L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

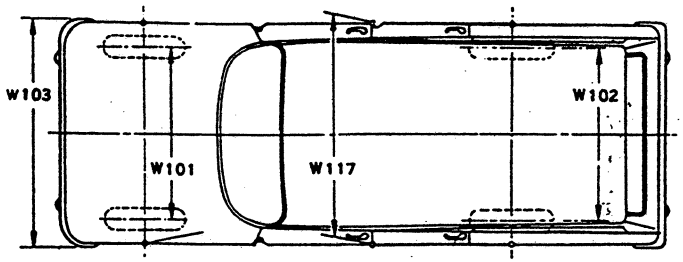
* If single headlamps are used enter here

WEIGHTS

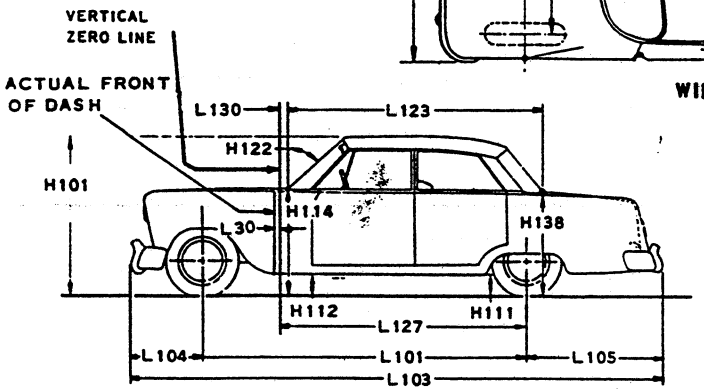
V-8 ENGINE (307)	CURB WEIGHT – POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
Model Biscayne (15400)								
2-Door Sedan (11)	1855	1850	3705					3520
4-Door Sedan (69)	1890	1880	3770					3585
4-Dr. Wgn, 2-Seat (35)	1820	2265	4085					3900
Bel Air (15600)								
2-Door Sedan (11)	1855	1850	3705					3525
4-Door Sedan (69)	1895	1875	3770					3590
4-Dr. Wgn, 2-Seat (35)	1820	2270	4090					3910
4-Dr. Wgn, 3-Seat (45)	1805	2330	4135					3955
Impala (16400)								
4-Door Sedan (69)	1915	1900	3815					3630
2-Dr. Custom Cpe. (47)	1920	1905	3825					3645
2-Dr. Sport Cpe. (87)	1915	1895	3810					3630
4-Dr. Sport Sedan (39)	1960	1940	3900					3715
Convertible (67)	1940	1925	3865					3680
4-Dr. Wgn, 2-Seat (35)	1835	2290	4125					3940
4-Dr. Wgn, 3-Seat (45)	1825	2355	4180					3995
Caprice (16600)								
4-Dr. Custom Cpe. (47)	1930	1910	3840					3660
4-Dr. Sport Sedan (39)	1985	1950	3935					3755
4-Dr. Wgn, 2-Seat (35)	1840	2295	4135					3950
4-Dr. Wgn, 3-Seat (45)	1825	2360	4185					4005

Accessories & Equipment Differential Weights				Remarks
327 Cu. In. V-8			+ 41	275 H.P.
396 Cu. In. V-8			+ 243	325 H.P.
427 Cu. In. V-8			+ 260	385 H.P.
327 Cu. In. V-8			+ 41	250 H.P.
3 Spd. H.D. Trans.			+ 22	
4-Spd. Trans.			+ 22	
Powerglide Trans.			+ 4	
3-Spd. Auto Trans.			+ 50	
Dual Exhaust			+ 47	
Power Windows			+ 22	
Air Conditioning			+ 105	
Power Brakes			+ 9	
Front Disc Brakes			+ 35	
Power Steering			+ 28	
H.D. Battery			+ 15	
Tape Player			+ 24	

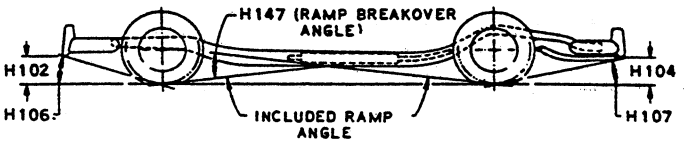
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

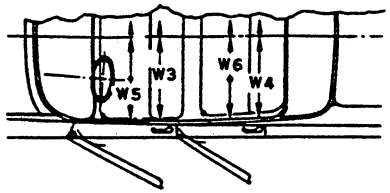


LENGTH & HEIGHT

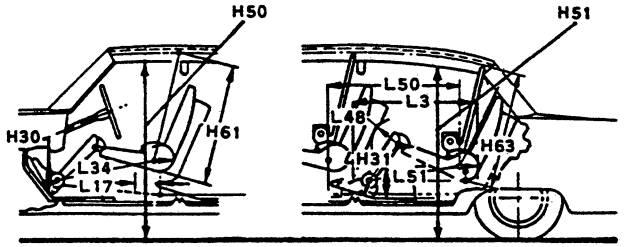


GROUND CLEARANCE

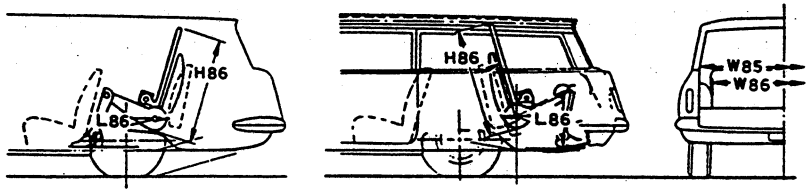
INTERIOR CAR AND BODY DIMENSIONS



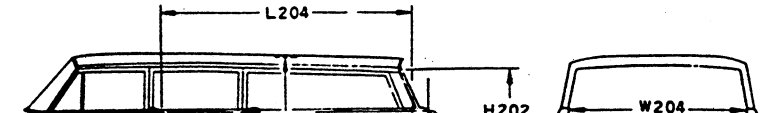
WIDTH



FRONT COMPT. REAR COMPT.



THIRD SEAT



tires, with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 – 108) or graphically for reporting purposes.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg

dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 – 105.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

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