



TRANSMISSIONS

TURBO HYDRA-MATIC TRANSMISSION

Engine	Displacement (Cu.In.)		L4-140 Cu.In.	V8-262 Cu.In.
General Data	Type		Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.	
	Selector lever	Location	Floor tunnel (a)	
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump	
		Quadrant pattern	P-R-N-D-L2-L1	
	Parking Lock	Type	Locking pawl	
		Operation	Applied by selector lever through manual linkage	
	Method of cooling		Air	
Flywheel assembly		Steel stamping with welded on ring gear		
Hydraulic System	Oil pressure pump		Supplies hydraulic pressure from an engine driven gear type pump	
	Type		Steel spool valve	
	Valves	Manual	Establishes range at transmission operation	
		Pressure regulator	Provides main line pressure	
		Shift (1-2)	Controls oil pressure for transmission shift from 1-2 or 2-1	
		Shift (2-3)	Controls oil pressure for transmission shift from 2-3 or 3-2	
	Modulator		Regulates line pressure with modulator oil pressure which varies with torque to transmission	
	Accumulator		Provides greater flexibility in attaining desired shift quality for various engine requirements	
	Pressure @ Idle (b)	Drive	55	
		L2	80	
L1		80		
Reverse		84		
Converter Assembly	Pump (Drive member)		Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing	
	Turbine (Driven member)		Steel axial flow blades assembled between inner & outer steel shells	
	Stator assembly		Aluminum multivane type blades mounted on a one way (overrunning) roller clutch	
	Stall ratio		2.60	2.00
	Stall speed (RPM)		2450	
	Diameter (nominal)		10.00	10.00 11.75
Planetary Gear Set	Reaction carrier assembly		4 steel pinion gears	
	Output carrier assembly		4 steel pinion gears	
	Intermediate band		Circular steel with organic lining	
	Range	D (Drive)	2.52:1 - 1.52:1 - 1.00:1	
		L2 (Low two)	2.52:1 - 1.52:1	
		L1 (Low one)	2.52:1	
		R (Reverse)	1.94:1	
Servo Unit		Piston with release spring and inner cushion spring		
Case	Material		Aluminum	
Clutches	Type		Three, multiple disk	
	Material	Drive plates	Steel with bonded organic facings	
		Driven plates	Flat steel	
	Forward clutch		3 each drive & driven plates	
	Direct clutch		2 each drive & driven plates	
	Low & Reverse clutch		3 each drive & driven plates	
Release spring		Radial row steel coil		
Torque Multiplication	Drive (maximum)		6.50:1 to 1.00	
	Low 2		6.50:1 to 1.52	
	Low 1		6.50:1 to 2.52	
	Reverse		5.00:1 to 1.94	
Governor	Type		Cross-axis centrifugal	
	Operation		Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves	
Lubricant	Type		Dexron II	
	Capacity (pints)	Dry	20	
		Refill	8	

(a) Floor mounted automatic mini-console, available as an option, quadrant changes to P-R-N-3-2-1.

(b) Conditions: 600 RPM input

CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine		L4-140 Cu.In.		V8-262 Cu.In.	
		L13	L11		
Clutch for		3, 4 and 5-Speed			
Type		Single dry disc centrifugal			
Clutch cover & pressure plate	Eff. plate load, lbs.	1250-1450		2100-2300	
	Press. plate matl.	Cast iron			
	Clutch spring type	Diaphragm, bent finger design			
	Clutch spring matl.	Heat treated spring steel			
Driven plate	Type	Single disc with two friction surfaces			
	Cushions	Flat spring steel between friction rings			
	Dampers	8 coil springs (4 sets of two)			
	Friction rings	OD	8.00	8.00	10.4
		ID	6.00	6.12	6.12
		Total area sq. in.	43.98	71.82	71.82
		Material	Woven type asbestos		
Flywheel	Material	Nodular iron			
Flywheel	Ring gear	Material	Heat treated HR steel		
		No. of teeth	153		
		PD	12.75		
		Attachment	Shrink fit		
Bearings	Release	Type	Single row ball		
		Lubrication	None, prepacked		
	Pilot	Type	Bronze bushing		
		Lubrication	None, sintered and oil impregnated		
Controls	Clutch fork	Drop forged steel, pivot mounted on ball			
	Pedal mounting	Pendant, from brace on dash			
	Lubrication	Crossover shaft			
Clutch housing material		Aluminum alloy			

3-4-5-SPEED TRANSMISSIONS

Transmission Type		L4-140 Cu.In.			V8-262 Cu.In.		
		3-Speed	4-Speed	5-Speed (a)	4-Speed	5-Speed	
Case material		Cast iron					
Gear Shift	Type	Remote					
	Control	Lever					
	Location	Floor, mounted between seats					
Gears	Type	Helical					
	Material	Forged steel, hardened					
	Synchronization	All forward gears					
	Constant mesh gear	All forward gears					
	Sliding gears	Reverse					
	Ratios	First	3.11	3.75	3.41	3.11	3.10
		Second	1.84	2.16	2.08	2.20	1.89
		Third	1.00	1.38	1.40	1.47	1.27
		Fourth		1.00	1.00	1.00	1.00
		Fifth			.80		.84
Reverse		3.22	3.82	3.36	3.11	3.06	
Lubricant	Type	Meeting Military Specifications MIL-L-2105-B					
	Capacity (pts)	3					
Extension	Material	Aluminum					
	Oil Seal	Steel encased seal of spring loaded silicone					

(a) Available with L11 only.

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage Rating	12
Watts	
L4-140 Cu. In.	2500
V8-262 Cu. In.	3200
Number of plates	54 (L4-140); 66 (V8-262)
Number of cells	6
Cold Cranking Rating	
L4-140 Cu. In.	0° @ 210 amps;
-20° @ 270 amps @ 60 minute reserve capacity	
V8-262 Cu. In.	0° @ 350 amps;
-20° @ 270 amps @ 60 minute reserve capacity	
Terminal grounded	Negative
Location	Right side front of engine compartment

GENERATOR

Type	Diode rectified with integral regulator
Rating	
Amps	37
Volts	12
Drive	By fan belt
Pulley Pitch Diameter	2.70
Ratio (Gen to Engine Speed)	2.73:1

REGULATOR

Type	Micro-circuit unit, integral with generator
Voltage Regulator	
Voltage	13.8-14.8 @ 85°F

IGNITION SYSTEM

TYPE	High Energy Ignition (H.E.I.)
DISTRIBUTORS	Refer to chart below

STARTING SYSTEM

STARTING MOTOR

Rotation (Drive End View)	Clockwise
Test Conditions	Engine at operating temperature
No Load Test	
RPM	
L4-140 Cu. In.	6750-10500
V8-262 Cu. In.	7800-12000
Volts	10.6
Amps	
L4-140 Cu. In.	58-80
V8-262 Cu. In.	70-99
Motor Drive	
Engagement	Solenoid
Pinion Meshes at	Rear
Pinion Tooth No.	9
Flywheel Tooth No.	153
Mounting	Bolted to clutch housing

COIL

Type	Integral with distributor
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SPARK PLUGS

Make & Type	
L4-140 Cu. In.	ACR43TS
V8-262 Cu. In.	ACR45TS
Thread Size (mm)	14
Gap	.035 (L4) .060 (V8)
Torque	25 lb. ft.

CABLE	Linen core impregnated with electrical conducting material and insulation of rubber with silicone rubber jacket
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DISTRIBUTORS	L4-140 Cu. In.		V8-262 Cu. In.	
	Manual Transmission	Automatic Transmission	Manual Transmission	Automatic Transmission
Model	1112862		1112983	
Centrifugal Advance Begins (RPM)	0° @ 1620		0° @ 1100	
Max Degrees @ RPM	22° @ 4800		22° @ 4000	
Vacuum Advance Begins (in. Hg.)	0° @ 5		0° @ 4	
Max Degrees @ In. Hg.	24° @ 11		15° @ 10	
Timing (Initial Design Setting)	L11	L13	L11	L13
Cranking Degrees @ RPM (with Vacuum spark line disconnected)	10° BTC @ 700	8° BTC @ 700	12° BTC @ 750	10° BTC @ 750
Timing Mark Location	Crankshaft Pulley			

@ California 0° @ 600

LUBRICATION SYSTEM AND COOLING SYSTEM

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Piston Pins	Splash
Cylinder walls	
L4-140 Cu. In.	Splash
V8-262 Cu. In.	Pressure jet cross sprayed
Camshaft bearings	Pressure
Hydraulic lifters	Splash
Connecting Rods	Pressure
Oil pressure sending unit	Electric
	opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Positive seal
Location	Top left rear of crankshaft cover

OIL PUMP

Type	Eccentric inside-outside gear; driven by crankshaft
Regulator valve	Opens between 40-45 lbs.
Oil Pressure (lbs. @ engine RPM)	
L4-140 Cu. In.	27-41 @ 1000
V8-262 Cu. In.	32-40 @ 2000
Intake type	Fixed pickup with screen
Capacity (GPM @ engine RPM)	4.5 gals. @ 2000 RPM

OIL FILTER

Type	Full flow throwaway type
Location	Lower front-left side
Capacity	One pint
By pass valve	Opens between 9 to 11 PSI drop in pressure

LUBRICANT GRADES AND TEMPERATURES

20°F and above	10W-30, 10W-40, 20W-20, 20W-40, 20W-50
0° to 60°F	10W, 5W-30, 10W-30, 10W-40
Below 20°F	5W-20, 5W-30

OIL PAN CAPACITIES (Quarts)

Refill	L4-140 Cu. In.—3.5; V8-262 Cu. In.—4
Refill with filter change	L4-140 Cu. In.—4 V8-262 Cu. In.—4.5

COOLING SYSTEM

GENERAL

Type	Pressure, vented thru coolant recovery system
Capacity	
L4-140 Cu. In.	8 qts.
V8-262 Cu. In.	18 qts.

RADIATOR

Type	Tube and center; cross flow
Distance between fins	
L4-140 Cu. In. engine	.18 Syn. & Auto.
V8-262 Cu. In. engine	.16 Syn. & Auto.
Distance between tubes	.55
Thickness of Core	1.24
Frontal area (sq. in.)	
L4-140 Cu. In.	177
V8-262 Cu. In.	300
Radiator cap relief valve	Opens at approximately 15 PSI
Overflow	Separate coolant bottle

THERMOSTAT

Type	Pellet
Begins to open	192°-198°
Fully opened	227°

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)	
Type	One, molded; 1.75 I.D.
Inlet, Upper (Thermostat Housing)	
Type	One, molded; 1.28 I.D. (140 Cu. In.) 1.50 I.D. (V8-262 Cu. In.)

FAN

Type	
L4-140 Cu. In.	5 blade, staggered
V8-262 Cu. In.	7 blade, flex
Diameter	
L4-140 Cu. In.	14.0
V8-262 Cu. In.	16.0

WATER PUMP

Type	Centrifugal
Capacity	
L4-140 Cu. In.	15.6 GPM @ 2000 engine RPM
V8-262 Cu. In.	21.6 GPM @ 2000 engine RPM
Drive	
L4-140 Cu. In.	Water pump/fan drive multiple "V" drive in back side of camshaft timing belt.
V8-262 Cu. In.	Fan belt

DRAIN LOCATIONS

Engine Block—Plug	
L4-140 Cu. In.	Left side of engine block
V8-262 Cu. In.	Right and left center
Radiator—Petcock	Lower, left rear face

EMISSION CONTROL EQUIPMENT

SYSTEM APPLICATION

System Type	Engine Adaptation		
	L4-140 (L11) Cu.In.	L4-140 (L13) Cu.In.	V8-262 Cu.In.
PCV - Positive Crankcase Ventilation	***	*	***
EGR - Exhaust Gas Recirculation	***	*	***
CHA - Carburetor Hot Air	***	*	***
FEC - Fuel Evaporation Control System	***	*	***
CCS - Controlled Combustion System	*		***
MAI - Manifold Air Injection	**	*	
UFC - Underfloor Converter	***		***
EFE - Early Fuel Evaporation			***

- * - Not available in California.
- ** - California only.
- *** - Available -- all states.

BASIC FUNCTION OF SYSTEMS

POSITIVE CRANKCASE VENTILATION

Withdraws oil and gas vapors from the various cavities throughout the engine for burning in the combustion cycle.

EXHAUST GAS RECIRCULATION SYSTEM

Meters exhaust gas into induction system for recirculation throughout the combustion cycle to reduce oxides of nitrogen emissions.

CARBURETOR HOT AIR

Meters and mixes heated air with incoming cold air to optimize fuel evaporation.

MANIFOLD AIR INJECTION

Compresses, regulates and distributes quantities of air to the manifold to more completely burn carbon monoxide and hydrocarbon emissions.

EARLY FUEL EVAPORATION

System is designed to produce a very short engine warm-up cycle to improve vehicle driveability and reduce exhaust emission.

FUEL EVAPORATION CONTROL SYSTEM

Controls emission of gasoline vapors to the atmosphere by means of an integral separator with the fuel tank that separates vapor from liquid fuel - a filler cap that doesn't permit venting into the atmosphere - a canister for storage of vapors - lines, hoses and valves to control and transport vapors from fuel tank to storage, and finally, to the carburetor for utilization in running the engine.

CONTROLLED COMBUSTION SYSTEM

Increased combustion efficiency through leaner carburetor mixtures and revised distributor calibration. Special thermostatically controlled damper, in the air cleaner snorkel maintains warm air intake to carburetor.

UNDERFLOOR CONVERTER

The flow of exhaust gases down through the catalyst within the converter effectively controls the hydrocarbon and carbon monoxide to a more desirable emission.

FUEL SYSTEM

FUEL TANK

Capacity (gal.) 18.5 (approximately)
 Location In recessed well of rear underbody
 Filler Location Right rear quarter

FUEL FILTERS - DUAL

In fuel tank Mesh strainer
 In carburetor inlet Paper element

FUEL PUMP

Type Electric
 Location Mounted in fuel tank
 Pressure Range 3-4-1/2 PSI @ 12.5 volts

AIR CLEANER

Type
 L4-140 Cu.In. One piece welded unit
 V8-262 Cu.In. Cylindrical, single air horn
 Filter element Oil-wetted paper

CHOKE

Type Automatic

CARBURETORS

L4-140 Cu.In. (L13) One barrel; downdraft
 L4-140 Cu.In. (L11) Two barrel; downdraft
 V8-262 Cu.In. Two barrel; downdraft
 SAE Flange Size
 L4-140 Cu.In. (L13) 1.50
 L4-140 Cu.In. (L11) 1.25
 V8-262 Cu.In. 1.50
 Throttle bore
 L4-140 Cu.In. (L13) 1.44
 L4-140 Cu.In. (L11) Primary 1.24; Secondary 1.40
 V8-262 Cu.In. 1.69
 Venturi Diameter
 L4-140 Cu.In. (L13) 1.22
 L4-140 Cu.In. (L11) Primary 1.02, Secondary 1.06
 V8-262 Cu.In. 1.09

EXHAUST SYSTEM

TYPE Single exhaust system, converter
 (except L13) muffler and transverse resonator

MUFFLERS

Type Oval, reverse flow
 Construction Heads and body joined
 by rolled lock seam construction
 Head056 sheet steel aluminized
 Shell031 sheet steel aluminized
 Wrap030 indented asbestos sheet
 Cover017 sheet steel aluminized
 Length - body 16.00
 Height (I.D.) 4.83
 Width (I.D.) 9.13

EXHAUST PIPE TO CONVERTER

Material Seamless steel tubing
 Dimension (O.D.) and Wall Thickness
 L4-140 Cu.In. (L11) 2.00 x .084 laminated
 V8-262 Cu.In. 2.25 x .071

EXHAUST PIPE - CONVERTER TO MUFFLER

Dimension (O.D.) and Wall Thickness
 L4-140 Cu.In. 2.00 x .072 laminated
 V8-262 Cu.In. 2.25 x .071

EXHAUST PIPE - MUFFLER TO RESONATOR

Dimension (O.D.) and Wall Thickness
 L4-140 Cu.In. 2.00 x .057
 V8-262 Cu.In. 2.25 x .062

RESONATOR

Type Straight through
 Head054 sheet steel aluminized
 Cover031 sheet steel aluminized

TAIL PIPE

Material Steel tubing aluminum coated
 Dimensions (O.D.)
 L4-140 Cu.In. 2.00
 V8-262 Cu.In. 2.25
 Wall thickness062

PRINCIPAL COMPONENTS

PISTONS

Material	Cast aluminum alloy
Head Type	
L4-140 Cu.In.	Flat
V8-262 Cu.In.	Flat
Skirt	
L4-140 Cu.In.	Iron plated open skirt
V8-262 Cu.In.	Slipper
Top land clearance	
L4-140 Cu.In.	.0300-.0360
V8-262 Cu.In.	.0235-.0325
Skirt clearance	
L4-140 Cu.In.	.0018-.0028
V8-262 Cu.In.	.0008-.0018
Compression ring groove depth	
L4-140 Cu.In.	.1800-.1865
V8-262 Cu.In.	.1875-.2118
Oil ring groove depth	
L4-140 Cu.In.	.2050-.2110
V8-262 Cu.In.	.2078-.2168
Pin bore offset	.055-.065
Compression height	
L4-140 Cu.In.	1.498-1.502
V8-262 Cu.In.	1.748-1.752

PISTON PINS

Material	Chromium steel
Pin mounting	Locked in rod by shrink fit
Length	
L4-140 Cu.In.	2.740-2.760
V8-262 Cu.In.	2.990-3.010
Diameter	.9270-.9273
Clearance in piston	
L4-140 Cu.In.	.00030-.00040
V8-262 Cu.In.	.00025-.00035

COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	Chrome plated
Width	.0775-.0780
Wall Thickness	
L4-140 Cu.In.	.154-.164
V8-262 Cu.In.	.165-.175
Gap	
L4-140 Cu.In.	.015-.025
V8-262 Cu.In.	.010-.020

COMPRESSION RINGS – LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis)
Face	
L4-140 Cu.In.	Barrel
V8-262 Cu.In.	Tapered
Coating	
L4-140 Cu.In.	Chrome flash
V8-262 Cu.In.	Wear resistant
Width	
L4-140 Cu.In.	.0775-.0780
V8-262 Cu.In.	.0770-.0780
Wall Thickness	
L4-140 Cu.In.	.154-.164
V8-262 Cu.In.	.165-.175
Gap	
L4-140 Cu.In.	.009-.019
V8-262 Cu.In.	.010-.020

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Stainless steel
Width (assembled)	
L4-140 Cu.In.	.1870-.1890
V8-262 Cu.In.	.1845-.1865
Wall Thickness	
L4-140 Cu.In.	.154-.164
V8-262 Cu.In.	.138-.143
Gap	
L4-140 Cu.In.	.010-.030
V8-262 Cu.In.	.010-.025

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	5.695-5.705

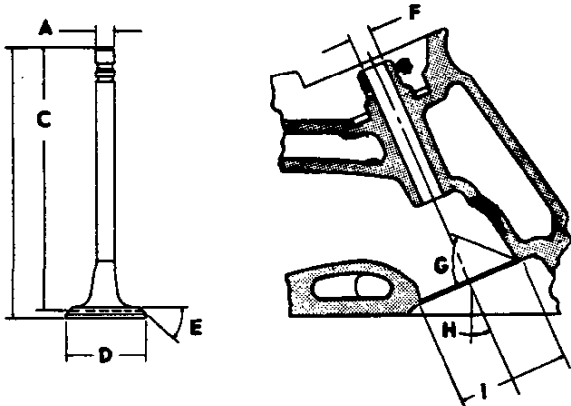
CONNECTING ROD BEARINGS

Material	
L4-140 Cu.In.	Steel backed with copper lead alloy lining
V8-262 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L4-140 Cu.In.	.0007-.0027
V8-262 Cu.In.	.0013-.0035
Theoretical Diameter	
L4-140 Cu.In.	2.0017
V8-262 Cu.In.	2.1019
Effective Length	
L4-140 Cu.In.	.807
V8-262 Cu.In.	.797
End Play	
L4-140 Cu.In.	.009-.013
V8-262 Cu.In.	.008-.014

PRINCIPAL COMPONENTS

VALVES - INLET

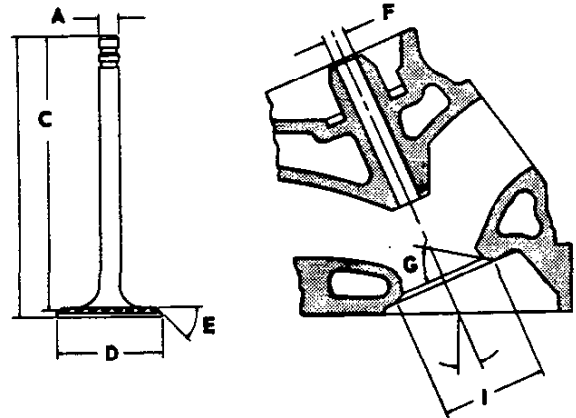
Material
 L4-140 Cu.In. High alloy steel
 with aluminized face
 V8-262 Cu.In. Alloy steel
 All stems Chrome flash



Stem Diameter	
L4-140 Cu.In.3410-.3417
V8-262 Cu.In.3410-.3417
Overall Length	
L4-140 Cu.In.	4.590-4.610
V8-262 Cu.In.	4.928-4.953
Gage Length	
L4-140 Cu.In.	4.503-4.513
V8-262 Cu.In.	4.785-4.795
Overall Head Diameter	
L4-140 Cu.In.	1.615-1.625
V8-262 Cu.In.	1.715-1.725
Angle of Face	45°
Guide Diameter	
L4-140 Cu.In.3427-.3437
V8-262 Cu.In.3427-.3437
Angle of Seat	46°
Valve Angle	
L4-140 Cu.In.	4°
V8-262 Cu.In.	23°
Valve Seat Diameter	
L4-140 Cu.In.	1.575
V8-262 Cu.In.	1.823-1.829

VALVE - EXHAUST

Material
 L4-140 Cu.In. High alloy steel with
 stellite seat.
 V8-262 Cu.In. High alloy steel with
 aluminized face.
 All stems Chrome flash

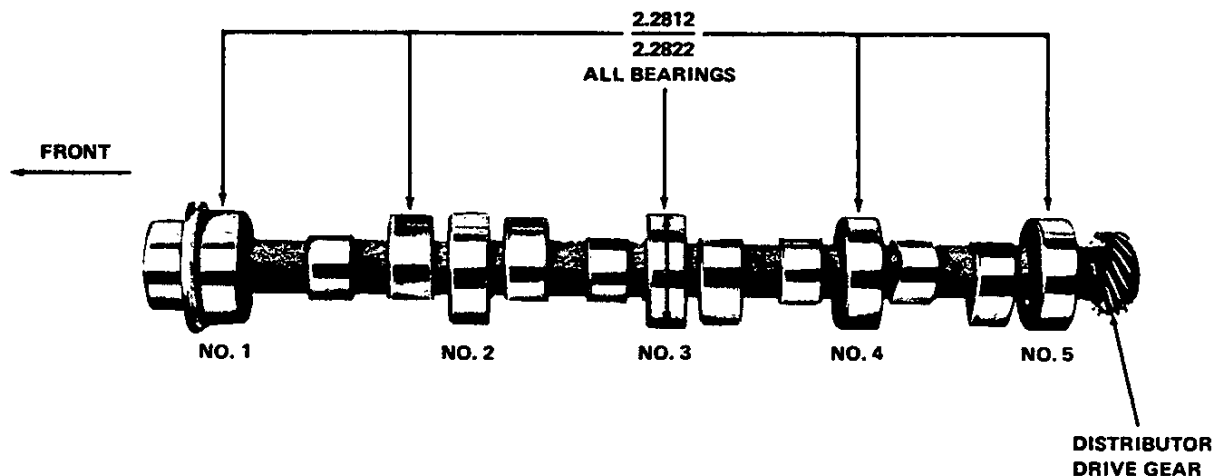


Stem Diameter	
L4-140 Cu.In.3410-.3417
V8-262 Cu.In.3410-.3417
Overall Length	
L4-140 Cu.In.	4.576-4.596
V8-262 Cu.In.	4.913-4.933
Gage Length	
L4-140 Cu.In.	4.488-4.498
V8-262 Cu.In.	4.781-4.791
Overall Head Diameter	
L4-140 Cu.In.	1.370-1.380
V8-262 Cu.In.	1.495-1.505
Angle of Face	45°
Guide Diameter	
L4-140 Cu.In.3427-.3437
V8-262 Cu.In.3427-.3437
Angle of Seat	46°
Valve Angle	
L4-140 Cu.In.	4°
V8-262 Cu.In.	23°
Valve Seat Diameter	
L4-140 Cu.In.	1.319
V8-262 Cu.In.	1.321-1.327

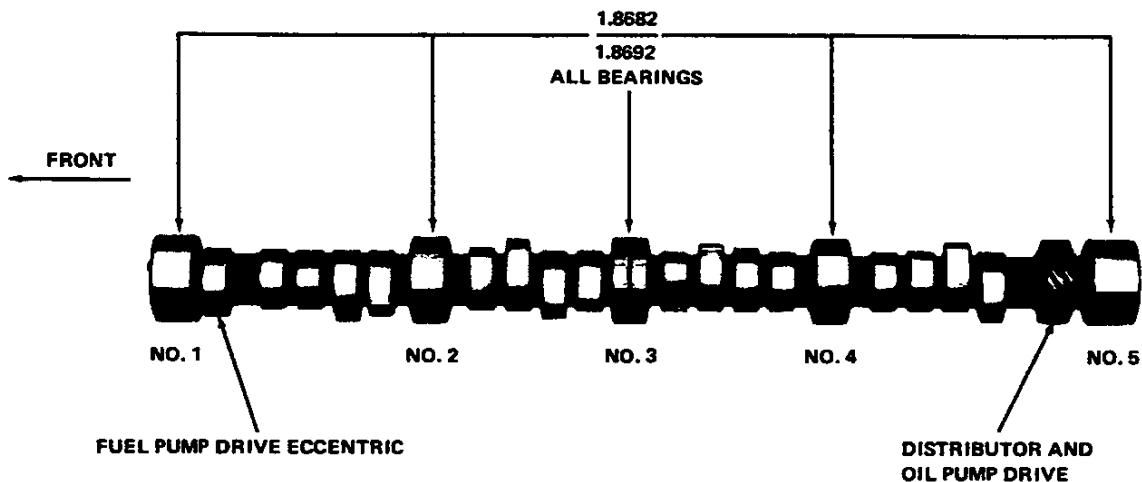
PRINCIPAL COMPONENTS

CAMSHAFT AND BEARINGS

140 CUBIC INCH L-4 ENGINE



262 CUBIC INCH V-8 ENGINE



PRINCIPAL COMPONENTS

CAMSHAFT

Material	Cast alloy iron
Location	
L4-140 Cu.In.	In cylinder head
V8-262 Cu.In.	In block above crankshaft
Type of Drive	
L4-140 Cu.In.	Fiberglass reinforced rubber timing belt with sintered iron drive sprockets.
V8-262 Cu.In.	Steel; sprocket and chain
Lobe Lift	
L4-140 Cu.In.	.4000 Inlet; .4150 Exhaust
V8-262 Cu.In.	.2485 Inlet; .2600 Exhaust
Bearings	.5; Steel backed babbit

VALVE TRAIN

Type	
L4-140 Cu.In.	Direct action, cam lobes drive tappets that are lash adjusted.
V8-262 Cu.In.	Individually mounted, overhead rocker arms, push rod actuated.
Valve Lifters	
L4-140 Cu.In.	Hydraulic
V8-262 Cu.In.	Hydraulic
Rocker Arm Ratio (V8-262)	1.50:1
Push Rods (V8-262 Cu.In.)	
Type	Hollow steel
Ends	Hardened
Rotators (V8-262 Cu.In.)	Exhaust
Valve Lift	
L4-140 Cu.In.	.4000 Inlet; .4150 Exhaust
V8-262 Cu.In.	.3727 Inlet; .3900 Exhaust

VALVE SPRINGS

Diameter (I.D.)	
L4-140 Cu.In.	.842
V8-262 Cu.In.	.868-.884
Free Length	
L4-140 Cu.In.	2.03
V8-262 Cu.In.	2.03
Installed length (lb. @ in.)	
Valves closed	
L4-140 Cu.In.	71-79 @ 1.746
V8-262 Cu.In.	
Inlet	76-84 @ 1.70
Exhaust	76-84 @ 1.61
Valves opened	
L4-140 Cu.In.	183-197 @ 1.310
V8-262 Cu.In.	
Inlet	194-206 @ 1.25
Exhaust	194-206 @ 1.16
Damper	
L4-140 Cu.In.	Flat steel, 4.5 coils
V8-262 Cu.In.	Flat steel, 4 coils

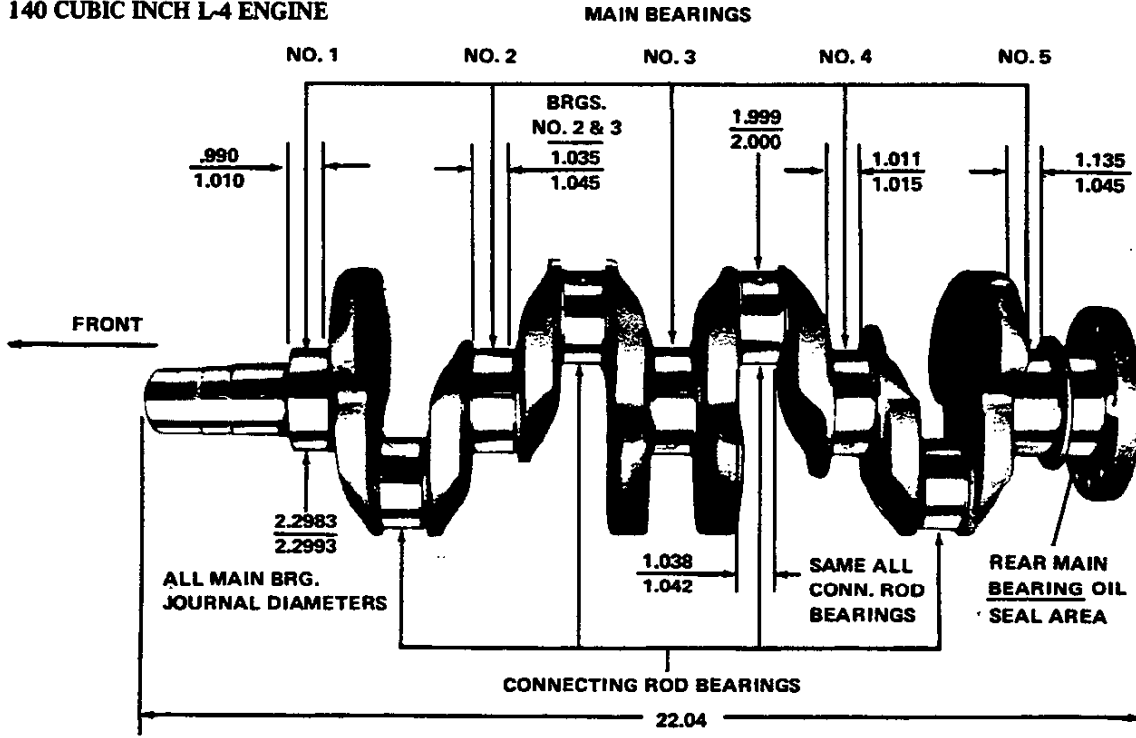
VALVE TIMING (Crankshaft Degrees - Excluding Ramps)

L4-140 Cu.In.	
Inlet Valve	
Opens - BTC	34°
Closes - ABC	74°
Duration	288°
Exhaust Valve	
Opens - BBC	76°
Closes - ATC	36°
Duration	292°
V8-262 Cu.In.	
Inlet Valve	
Opens - BTC	26°
Closes - ABC	66°
Duration	272°
Exhaust Valve	
Opens - BBC	74°
Closes - ATC	26°
Duration	280°

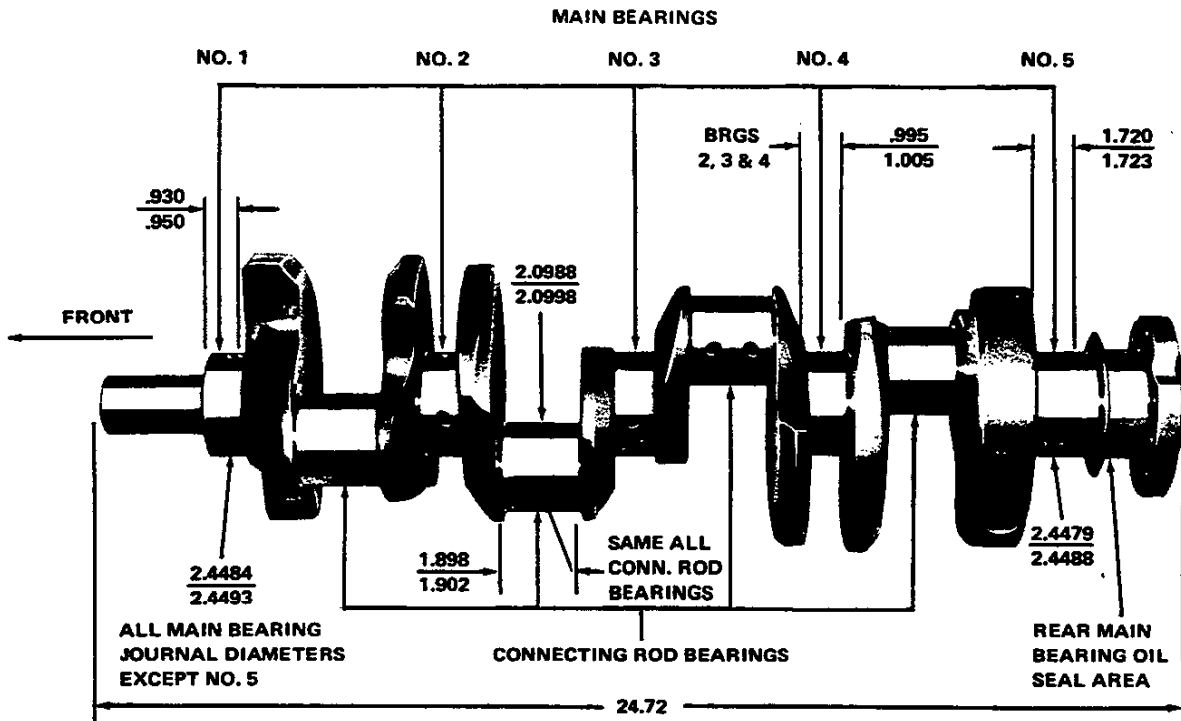
PRINCIPAL COMPONENTS

CRANKSHAFTS AND BEARINGS

140 CUBIC INCH L-4 ENGINE



262 CUBIC INCH V-8 ENGINE



PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	
L4-140 Cu.In.	Die cast high-silicon aluminum alloy
V8-262 Cu.In.	Cast alloy iron
Bore Diameter	
L4-140 Cu.In.	3.500-3.520
V8-262 Cu.In.	3.6705-3.6735
Bore Spacing	
L4-140 Cu.In.	4.00
V8-262 Cu.In.	4.40
Bearings Caps	5 cast iron, 2-bolt
Water Jackets	Full length around each cylinder

CYLINDER HEAD

Material		High chrome cast alloy iron
Construction		
L4-140 Cu.In.	Integral valve guide, and camshaft support	
V8-262 Cu.In.	Valve-in-head	
Bolt No. and Size		
L4-140 Cu.In.	10; .4375 dia.; 14 threads/inch	
V8-262 Cu.In.	34; .4375 dia.; 14 threads/inch	

COMBUSTION CHAMBER VOLUME

Total chamber volume of assembled engine with piston at top center	
L4-140 Cu.In.	5.04 cu. in.
V8-262 Cu.In.	4.40 cu. in.

INLET MANIFOLD

Material		Cast alloy iron
Type		
L4-140 Cu.In.	4-port design	temperature controlled by engine coolant
V8-262 Cu.In.	8 port, double deck	

EXHAUST MANIFOLD

Material		Cast alloy iron
Type		
L4-140 Cu.In.	4-port, center rear takedown	
V8-262 Cu.In.	Dual, 4 port rear takedown	
Outlet Diameter		
L4-140 Cu.In.	1.88	
V8-262 Cu.In.	2.00	

CRANKSHAFT

Material		Cast nodular iron
Counter Weights		
L4-140 Cu.In.	4	
V8-262 Cu.In.	6	
Crank Arm Length		
L4-140 Cu.In.	1.8125	
V8-262 Cu.In.	1.550	
End Play		
L4-140 Cu.In.	.002-.008	
V8-262 Cu.In.	.002-.007	
Drive and/or Timing Gear		
Material		
L4-140 Cu.In.	Sintered iron sprocket	
V8-262 Cu.In.	Steel; sprocket and chain	
Pitch Diameter		
L4-140 Cu.In.	2.865	
V8-262 Cu.In.	6.64	

MAIN BEARINGS

Material		Steel, backed insert; (copper lead alloy lining)	
Type			Precision removable
Thrust Against Bearing No. - No. 4 (L4-140),			No. 5 (V8-262)
Clearance			
L4-140 Cu.In.	.0003-.0029		
V8-262 Cu.In.			
No. 1	.0008-.0020		
No. 2, 3 & 4	.0011-.0023		
No. 5	.0017-.0033		

Dimensions

	Theoretical Inner Dia.	Effective Length	Projected Area
L4-140 Cu.In.			
Bearing No. 1,2,3	2.3004	.752	1.7299
Bearing No. 4	2.3004	.760	1.7483
Bearing No. 5	2.3004	.864	1.9875
V8-262 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.180	2,8919

VEHICLE PERFORMANCE FACTORS

ENGINE	140 CU. IN.	140 CU. IN.	262 CU. IN.	262 CU. IN.
MODEL	1HM27	1HR07	1HM27	1HR07

3-SPEED TRANSMISSION

Performance Weight (pounds)	3225	3288		
Pounds per Net Horsepower	46.07	46.97		
Pounds per Cu.In. Displacement	23.04	23.49		
Net HP per Cu.In. Displacement	.786	.786		
Power Displacement (cu.ft./mile)	105.16	105.16		
Displacement Factor (cu.ft./ton mile)	65.32	63.97		

4-SPEED TRANSMISSION

Performance Weight (pounds)	3229	3292	3292	3292
Pounds per Net horsepower	46.13	47.03	29.93	29.93
Pounds per Cu.In. Displacement	23.06	23.51	12.56	12.56
Net HP per Cu.In. Displacement	.786	.786	.419	.419
Power Displacement (cu.ft./mile)	105.52	105.52	195.03	195.03
Displacement Factor (cu.ft./ton mile)	65.54	64.11	118.20	118.20

5-SPEED TRANSMISSION

Performance Weight (pounds)			3211	3274
Pounds per Net Horsepower			39.9	29.76
Pounds per Cu.In. Displacement			12.26	12.50
Net HP per Cu.In. Displacement			.419	.419
Power Displacement (cu.ft./mile)			195.03	195.03
Displacement Factor (cu.ft./ton mile)			121.89	118.92

TURBO HYDRA-MATIC

Performance Weight (pounds)	3247	3310	3310	3310
Pounds per Net Horsepower	46.39	47.29	30.09	30.09
Pounds per Cu.In. Displacement	23.19	23.64	12.63	12.63
Net HP per Cu.In. Displacement	.786	.786	.419	.419
Power Displacement (cu.ft./mile)	105.16	105.16	170.40	170.40
Displacement Factor (cu.ft./ton mile)	64.91	63.54	103.27	102.65

GLOSSARY

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

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type	L4 In-Line		V8 OHV
Piston Displacement (Cu.In.)	140		262
Availability	L13	L11	LV1
Number of cylinders	Four		Eight
Bore and Stroke (nominal)	3.501 x 3.625		3.671 x 3.10
Compression Ratio	8.00:1		8.50:1
Taxable (SAE) Horsepower	19.6		43.1
Firing Order	1-3-4-2		1-8-4-3-6-5-7-2
Idling Speed	Manual (In Neutral)	700 RPM	800 RPM
	Automatic (In Drive)	750 RPM	600 RPM
Compression Press. (PSI) @ Cranking Speed, Engine Hot	150		
Power Plant Mounting	Two front and one rear		
Measurement	Fan to rear of engine block	25.40	29.76
	Top air cleaner to bottom oil pan	26.24	27.80
	Starter motor to oil filter	16.24	
	Exhaust manifold to generator		28.29

ADVERTISED ENGINE RATING

Engine	L13	L11*	LV1
Net Brake HP @ RPM	70 @ 4400	84 @ 4400	110 @ 3600
Net Torque HP @ RPM (lb-ft)	107 @ 2400	113 @ 3200	195 @ 2000

* California - BHP - 79 @ 4400; Torque 109 @ 2800

ENGINE SPEED AND PISTON TRAVEL

Engine	L4-140 L13			L4-140 L11			
Transmission	3-Spd.	4-Spd.	Trb/Hyd	3-Spd.	4-Spd.	5-Spd.	Trb/Hyd
Rear Axle Ratio	2.92	2.93	2.92	3.42	2.93	3.42	2.92
Tire Size	A78 x 13B						
Crankshaft Revolutions per Mile	2596	2605	2596	3040	2605	3040	2596
Crankshaft RPM @ MPH	Low	134.6	162.8	109.0	157.6	162.8	172.8
	Second	79.6	93.8	65.7	93.2	93.8	105.4
	Third	43.3	60.0	43.3	50.7	60.0	70.9
	Fourth		43.4			43.4	40.5
	Fifth						50.7
	Reverse	139.3	165.8	83.5	163.2	165.8	170.3
Piston Travel (Ft/Mile)	1568	1574	1568	1837	1585	1837	1568

Engine	V8-262 LV1		
Transmission	4-Speed	5-Speed	Turbo Hydra-matic
Rear Axle Ratio	2.93	2.93	2.56
Tire Size	BR78 x 13C		
Crankshaft Revolutions per Mile	2572.5	2572.5	2247.7
Crankshaft RPM @ MPH	Low	133.3	132.9
	Second	94.3	81.0
	Third	63.0	54.4
	Fourth	42.9	42.9
	Fifth		36.0
	Reverse	133.7	131.2
Piston Travel (Ft/Mile)	1492.1	1492.1	1303.6

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIO*			RING GEAR
			BASE	HIGHWAY	HIGH ALTITUDE	
L4-140 Cubic Inch (2.3 litres) -- L13) Base -- all states except California	3-Speed (3.11:1 low)	1HR07 & 1HM27	2.92:1			6.50
	4-Speed (3.75:1 low)		2.93:1			7.50
	Turbo Hydra-matic		2.92:1			6.50
L4-140 Cubic Inch (2.3 Litres) -- (L11) Optional - all states	3-Speed (3.11:1 low)	1HR07 & 1HM27	3.42			7.50
	4-Speed (3.75:1 low)		2.93			
	5-Speed (3.41:1 low)		3.42			3.42*
	Turbo Hydra-matic		2.92*			3.42*
V8-262 Cubic Inch (4.3 litres) -- (LV1) Optional -- all states	4-Speed (3.11:1 low)	1HR07 & 1HM27	2.93			7.50
	5-Speed (3.10:1 low)		2.93			
	Turbo Hydra-matic		2.56			

* 1HM27 application only; 3.42 base and 2.93 highway option for 1HR07
(a) Not available in California

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION						AXLE RATIO
			1st	2nd	3rd	4th	5th	Rev.	
L4-140 Cu.In. (L13)	1-Bbl	3-Speed	9.08	5.37	2.92			9.40	2.92
		4-Speed	10.99	6.33	4.04	2.93		11.19	2.93
L4-140 Cu.In. (L11)	2-Bbl	3-Speed	10.64	6.29	3.42	3.42		11.01	3.42
		4-Speed	10.99	6.33	4.04	2.93		11.19	2.93
		5-Speed	11.66	7.11	4.79	3.42	2.74	11.49	3.42
V8-262 Cu.In. (LV1)	2-Bbl	4-Speed	9.20	6.45	4.31	2.93		9.11	2.93
		5-Speed	9.08	5.54	3.72	2.93	2.46	8.96	2.93

WITH AUTOMATIC TRANSMISSION

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION	AXLE RATIO
140 Cu.In. L-4 (L13 & L11)	Turbo Hydra-matic	Drive	18.98:1 - 2.92:1	2.92:1
		Low	18.98:1 - 7.36:1	
		Second	18.98:1 - 4.44:1	
		Reverse	14.60:1 - 5.64:1	
262 Cu.In. V-8 RPO LV1	Turbo Hydra-matic	Drive	16.64:1 - 2.56:1	2.56:1
		Low	16.64:1 - 6.45:1	
		Second	16.64:1 - 3.89:1	
		Reverse	12.85:1 - 4.94:1	

POWER TRAINS

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FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Air Conditioning	30 amp fuse	In line
	25 amp fuse	Fuse panel (h)
Automatic trans. indicator	4 amp fuse	Fuse panel (f)
Back-up lamps	20 amp fuse	Fuse panel (b)
Brake warning lamp	10 amp fuse	Fuse panel (c)
Choke pull off	10 amp fuse	Fuse panel (g)
Cigarette lighter	20 amp fuse	Fuse panel (e)
Clock	20 amp fuse	Fuse panel (e)
Direction signal indicator	20 amp fuse	Fuse panel (b)
Direction signal indicator lamps	20 amp fuse	Fuse panel (b)
Dome lamp	20 amp fuse	Fuse panel (e)
Electric fuel pump	1 amp fuse	Fuse panel
Fuel gauge	10 amp fuse	Fuse panel (c)
Generator indicator lamp	10 amp fuse	Fuse panel (c)
Glove box	20 amp fuse	Fuse panel (e)
Headlamps	Circuit breaker	Light switch
Headlamp hi-beam indicator lamp	Circuit breaker	Light switch
Heater	25 amp fuse	Fuse panel (h)
Heater control lamps	4 amp fuse	Fuse panel (f)
Instrument cluster lamps	4 amp fuse	Fuse panel (f)
Key warning buzzer	20 amp fuse	Fuse panel (e)
License plate lamp	20 amp fuse	Fuse panel (d)
Override relay - headlight	10 amp fuse	Fuse panel (c)
Oil pressure indicator lamp	10 amp fuse	Fuse panel (c)
Park and turn lamp	20 amp fuse	Fuse panel (d)
Radio	10 amp fuse	Fuse panel (g)
Radio lamp	4 amp fuse	Fuse panel (f)
Rear window defogger	Circuit breaker	Firewall
Seat belt warning lamp	10 amp fuse	Fuse panel (c)
Seat belt warning buzzer	10 amp fuse	Fuse panel (c)
Side marker lamps	20 amp fuse	Fuse panel (d)
Stop lamps	20 amp fuse	Fuse panel (a)
Tail, turn lamps	20 amp fuse	Fuse panel (d)
Temperature gauge	10 amp fuse	Fuse panel (c)
Temperature indicator lamp	10 amp fuse	Fuse panel (c)
Traffic hazard indicator	20 amp fuse	Fuse panel (a)
Windshield wiper	25 amp fuse	Fuse panel
Windshield wiper switch	4 amp fuse	Fuse panel (f)
Vacuum advance solenoid	10 amp fuse	Fuse panel (g)

* Letter suffix indicates same circuit

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP	
Automatic transmission quadrant	1-194	2	
Back-up	2-1156	32	
Brake warning	1-194	2	
Coolant warning	1-194	2	
Directional signal indicators	2-194	2	
Dome	1-561	12	
Engine warning	1-194	2	
Generator indicator	1-194	2	
Glove Box	2-1891	1	
Headlamp	Single 1HM27	2-6012	High beam 60W Low beam 50W
	Dual 1HR07	2-4651	High beam 60W
		2-4652	Low beam 40W
	Headlamp hi-beam indicator	1-194	2
Heater or A/C control	1-194	2	
Instrument cluster	4-194	2	
License plate, rear	2-194	2	
Parking			
Park	2-1157	3	
Turn		32	
Radio - RPO U58	1-1816	3	
	1-66	1	
Rear window defogger indicator	1-168	3	
Seat belt warning	1-194	2	
Side marker - front	2-194	2	
Side marker - rear	2-194	2	
Tail			
Tail	2-1157	3	
Stop & turn		32	
Underhood lamp	1-93	15	
Windshield Washer	1-194	2	

BRAKES

GENERAL	Type	Front - Disc; Rear - Drum		
		Manual - Standard	Power - Optional	
	System	Dual circuit hydraulic system with warning light and self-adjusting features		
Front Brakes	Type	Disc - single piston floating caliper		
	Material	Cast iron - solid, integral with hub		
	Diameter and Width	9.74 x 0.88		
	Lining Material	Molded asbestos		
	Method of attachment	Integral bonding		
	Lining size (length x width x thickness)	Inboard	5.26 x 1.54 x 0.430	
		Outboard	5.26 x 1.54 x 0.430	
	Lining area (sq. in.)	31.00		
	Effective area (sq. in.)	31.00		
	Swept area (sq. in.)	146.94		
Piston diameter	2.50			
Rear Brakes	Type	Drum - composite web cast into rim		
	Material	Web - HR steel; Rim - Cast alloy iron		
	Diameter and Width	9.5 x 2.0		
	Lining material	Molded asbestos		
	Method of attachment	Riveted		
	Lining size (length x width x thickness)	Primary	7.30 x 1.08 x .23	
		Secondary	9.46 x 1.99 x .30	
	Lining area (sq. in.)	62.98		
	Effective area (sq. in.)	59.60		
	Swept area (sq. in.)	117.77		
Piston diameter	0.6875			
Apply System	Master cylinder diameter	0.875		
	Piston travel	1.352	1.310	
	Pedal travel	7.50	5.60	
	Pedal ratio	5.72:1	4.00:1	
	Line pressure @ 100 lb. pedal load	1270		
Parking Brake	Type	Mechanical pull rods and cables operate rear service brakes. 'ON' warning lamp provided.		
	Control	Lever, floor mounted in center console		
	Total effective area	59.60		

REAR AXLE AND SUSPENSION

REAR AXLE

Description Three-piece housing includes integral cast iron differential carrier and housing with two pressed-in and welded steel tubes. Semi-floating axle shafts. Differential carrier contains hypoid overhung pinion and ring gear. Drive pinion supported by two taper roller bearings.

Drive Pinion Vertical Offset 1.50

Drive Pinion Bearing Adjustment Shim

Lubricant

Type Military spec. MIL-L-2105B

Viscosity SAE-80

Capacity (pints) 2.8

AXLE SHAFT

Description Forged and hardened steel with integral drive flange

Wheel Bearings Single row cylindrical roller

Oil Seal Steel encased, spring loaded synthetic rubber

RING AND PINION GEAR TOOTH COMBINATIONS

Ring Gear Diameter

Axle Ratio

2.56 41, 16

2.92 18, 13

2.93 38, 13

3.42 41, 12

POSITRACTION DIFFERENTIAL

Type Cone clutches

REAR SUSPENSION

Description Torque arm with track bar, Salisbury rear axle and coil springs; parallel lower control arms.

Wheel Travel (Design)

Total 7.39

Jounce 2.75

Rebound 4.64

Wheel to spring, travel ratio 0.96:1

SHOCK ABSORBERS

Type Direct, double acting hydraulic

Diameter 1.00

STABILIZER BAR

Type Link

Material HR Steel

Diameter

With Sport Suspension 0.750

With Spyder Equipment 0.8125

REAR SPRINGS

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

REAR SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (Lbs./In.)	HEIGHTS	
						Free	Working (In. @ Lbs.)
336877	RW	98.38	.508	6.79	155	12.71	10.24 @ 380
336878	RX	98.43	.508	6.79	155	13.03	10.24 @ 430
344539	NA	103.12	.516	7.09	155	13.68	10.24 @ 530
3988080	HS	107.06	.499	7.39	130	12.95	10.24 @ 350
3988081	HT	107.11	.499	7.39	130	13.34	10.24 @ 400
3988082	HW	107.17	.499	7.39	130	13.72	10.24 @ 450

STEERING, DRIVELINE, WHEELS AND TIRES

STEERING

Wheel	
Type	Oval, with center shroud
Diameter	14.25 x 14.75
Column	Energy absorbing - mast jacket, tube and steering shaft designed to collapse under various front impact conditions.
Gear - Type	
Manual (Std.)	Semi-reversible gear with ball-nut driven by recirculating anti-friction bearings
Power (Optional)	Same as manual except also has integral power piston. Hydraulic pressure provided from a vane type pump.
Ratios, Gear	
Manual	20.9:1
Power	16.0:1 on center to 13.0:1
Ratios, Overall	
Manual	22.5:1
Power	16.5:1 on center to 13.5:1
Number of wheel turns, lock to lock	
Manual	4.4
Power	2.82
Linkage	Parallelogram type, ahead of front wheels
Turning Diameters	
Outside front, wall to wall	38.4
Outside front, curb to curb	35.8

DRIVELINE

Propeller Shaft	Tubular
Number Used	One
Diameter (O.D.)	2.75
Wall Thickness	0.065
Length (C/L of U joints)	
With L4-140 Cu.In.	48.82
With V8-262 Cu.In.	45.34
Universal Joints	
Type	Cross
Number Used	Two
Bearings	Prepacked, anti-friction

WHEELS

Type	Short spoke spider
Rim Size	
1HM27	13 x 5
1HR07	13 x 6
Offset	
1HM27	0.20
1HR07	0.45
Attachment to Hub	
Tread Size	7/16-20 UNF 2B
Bolt circle diameter	4.00

TIRES, STANDARD EQUIPMENT

With L4 engine models	
A78 x 13 Bias	
Static loaded radius	10.91
Loaded rev/mi @ 45 mph	889
Capacity @ 24 psi	900
With V8 engine models	
BR78-13C Steel Belted Radial	
Static loaded radius	10.71
Loaded rev/mi @ 45 mph	878
Capacity @ 24 psi	980

TIRES, OPTIONAL EQUIPMENT

BR78 x 13B Steel Belted Radial	
Static loaded radius	10.91
Loaded rev/mi @ 45 mph	884
Capacity @ 24 psi	980
BR70 x 13B Steel Belted	
Static loaded radius	10.72
Loaded rev/mi @ 45 mph	887
Capacity @ 24 psi	980

FRONT SUSPENSION

FRAME

Description Body-frame integral

FRONT SUSPENSION

Description Independent, SLA type, coil springs with center mounted shock absorbers, spherical joint steering knuckle.

Wheel Travel (design)

Total 5.44
 Jounce 1.94
 Rebound 3.50
 Wheel to spring travel ratio 1.977

CONTROL ARMS

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

STEERING KNUCKLES

Description Cast nodular iron with pressed-in spindle, integral brake caliper mounting pads and integral steering knuckle arm.

Spindle Diameters

Inner bearing 1.25
 Outer bearing 0.6875

Spindle Thread Size 11/16-20 NEF-3 (modified)

Wheel Bearings

Type, inner & outer Taper roller

SPHERICAL JOINTS

Type Ball stud
 Upper Compression
 Lower Tension
 Bearing Surfaces
 Upper & Lower Sintered iron

SHOCK ABSORBERS

Type Direct, double acting, hydraulic
 Piston Diameter 1.00

FRONT WHEEL ALIGNMENT (Design)

Caster (degrees) $N3/4 \pm 1$
 Camber (degrees) $P1/2 \pm 3/4$
 Toe-In (total) $1/4 \pm 1/16$
 Steering axis inclination $8.55 @ 25^\circ$ camber

STABILIZER BAR

Type Link
 Material HR steel
 Diameter
 With L4-140 Cu.In. 1.00
 With V8-262 Cu.In. 1 1/16
 Bushing Material Rubber

GENERAL SUSPENSION PROVISIONS

Anti-dive control Angle of front upper control arm

FRONT SPRINGS

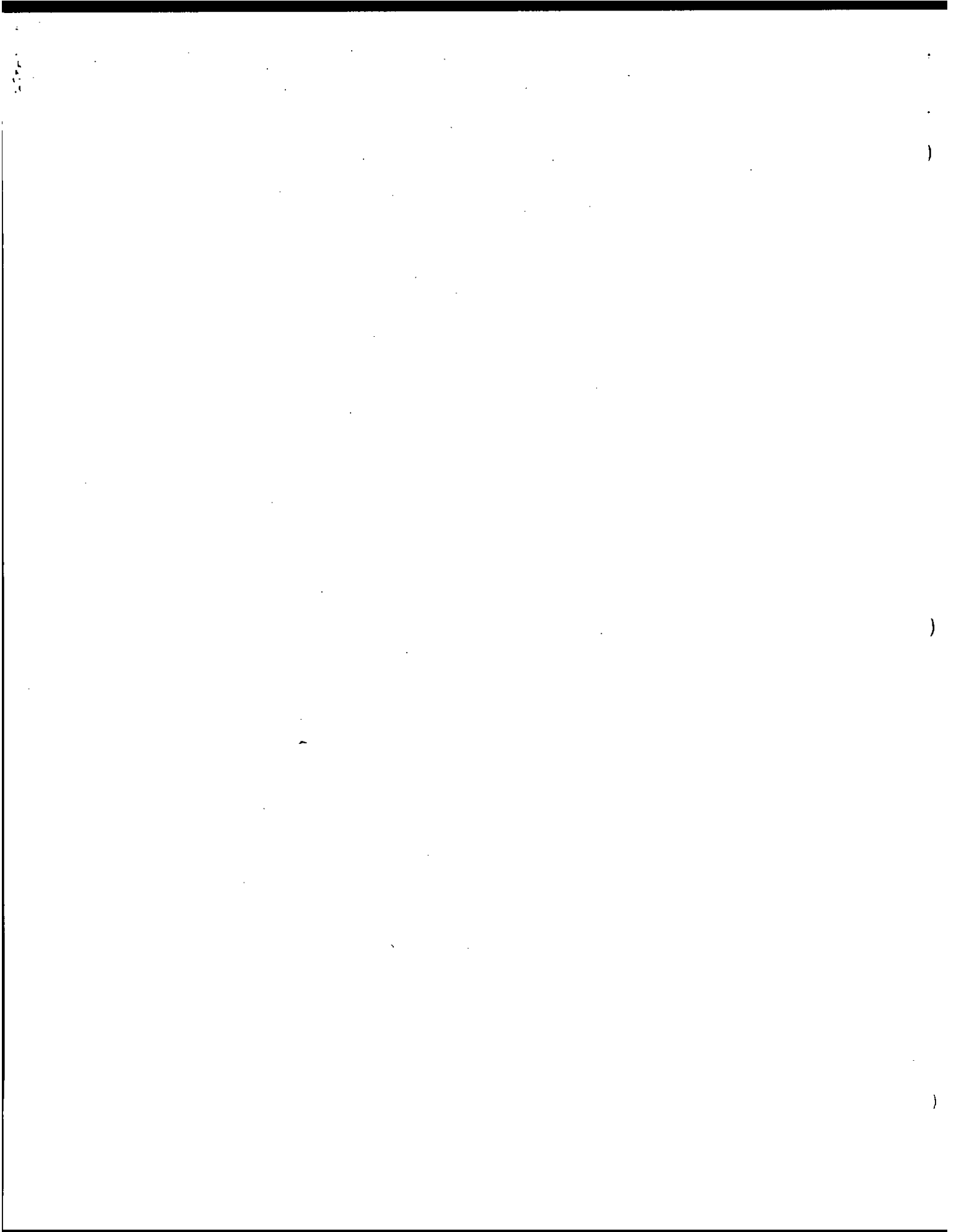
Selected from a family of coil springs by Electronic Data Processing which identifies the correct springs for the weight of the vehicle including optional equipment ordered by the customer.

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (Lbs./In.)	HEIGHTS	
						Free	Working (In. @ Lbs.)
346952	DD	107.33	.574	8.50	325	13.51	8.70 @ 1555
346953	FA	107.36	.574	8.50	325	13.71	8.70 @ 1620
346954	FB	107.39	.574	8.50	325	13.91	8.70 @ 1685
354135	ANA	98.58	.562	7.61	325	12.91	8.70 @ 1360
354136	ANB	98.61	.562	7.61	325	13.11	8.70 @ 1425
354137	ANC	98.63	.562	7.61	325	13.31	8.70 @ 1490
362199	ADK	98.88	.573	7.61	350	13.10	8.70 @ 1530
362200	ADM	98.91	.573	7.61	350	13.30	8.70 @ 1600
370904	AOQ	107.64	.586	8.50	350	13.50	8.70 @ 1670
370906	AOR	107.67	.586	8.50	350	13.70	8.70 @ 1740
370907	AOS	114.40	.599	9.00	350	13.90	8.70 @ 1810
370908	AOT	114.70	.610	9.00	375	13.74	8.70 @ 1880
370909	AOU	116.08	.613	9.10	375	13.93	8.70 @ 1950
370910	AOW	121.51	.622	9.50	375	14.11	8.70 @ 2020
370911	AOX	121.53	.622	9.50	375	14.30	8.70 @ 2090
370930	AOY	96.75	.571	7.40	350	12.93	8.70 @ 1460

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BODY CONSTRUCTION AND GLASS AREA

GENERAL

Construction Body-frame integral, using large individual body panels welded together forming complete sub-assemblies. All major sub-assemblies are double panel construction except underbody and rear end panel. The full roof panel subassembly is formed to provide front and rear headers and side rails. Exterior front end sheet metal panels are removable with bolt on fenders. Main front end structure is welded to body proper and forms the base for attachment of engine, front suspension, steering and front end sheet metal. The flush-dry rocker panel system, plastic valance inner fender panels and the Elpo paint process provide corrosion protection to the entire body.

DOORS

Type Double panel construction, hinged at front. Side guard beams. Standard spring loaded hold-open feature with two position detent. Welded-on strap type hinges.

Handles Flush lift bars

Glass Full, curved ventless

HOOD AND TRUNK LID

Type Double panel construction, rear hinged, pop-up springs over-center, prop rod holds hood open for engine compartment access, on trunk lid telescoping gas springs.

Release External, lever located under hood lock assembly.

VENTILATION

High Level Air Intake for Passenger Compartment Double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance.

High Level Power Ventilation Passenger compartment air is obtained by outside air taken in the cowl, top louvers. The air is then routed through the plenum and channeled through side vents in the kick panels. Air flow is circulated into the rear compartment back, down and up through body center pillar channel. The air is then exhausted at the louvered upper portion of the channeled pillar.

SEATS

Type Bucket seats, high back, built-in head restraints, full foam construction, folding second seat standard equipment.

Belts Three-point ignition interlock seat belt and shoulder harness system.

WINDSHIELD WIPERS AND WASHERS

Type Dual 2-speed electric with 16" blades

Linkage Parallel acting

Washer System Electric, dual spray

HEADLIGHTS

Type Single, oval on 1HM27 and dual, rectangular on 1HR07 headlamps mounted in soft plastic front end panel.

SPARE TIRE MOUNT

Location

Base tire Stowed up-side down on the rear compartment pan on top of the load floor and covered by the floor carpet.

Optional space saver tire Stored in right rear quarter panel well with a carpeted tire cover.

BODY GLASS VISIBILITY AREA

	1HR07		1HM27	
Windshield			1229.9	
Front Door	1111.6	1070.7		
Rear Quarter	444.9	Base 384.3	Formal 214.8	
Rear Window	1361.9	800.6		
Total Area (Sq. In.)	4148.3	3485.5	3316.0	

Type, Windshield Curved thin laminated plate

Sides and Rear Curved tempered safety plate

Rear Quarter Windows Curved stationary

EXTERIOR-INTERIOR COLORS

1976 CHEVROLET MONZA 'H' HATCHBACK INTERIOR-EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM												
		Black		Light Buckskin			Dark Firethorn			White				
		Knit Cloth	Vinyl	Knit Cloth	Vinyl	Velour Cloth	Knit Cloth	Vinyl	Velour Cloth	↑ White Vinyl /Black	↑ White Vinyl /Dark Line	↑ White Vinyl /Dark Firethorn	↑ White Vinyl /Dark Mahogany	↑ White Vinyl /Dark Blue
Monza Deluxe - 1HR07 Hatchback (07)	Bucket	19J	19V	64J	64V		71J	71V		11V	03V	07V	08V	02V
Monza Luxury - 1HR07 Hatchback (07)	Bucket					64E			71E					
EXTERIOR COLOR	Color Code													
White C/O	11	X			X			X		X	X	X	X	X
Silver Metallic C/O	13	X			X			X		X	-	X	X	X
Black	19	X			X			X		X	-	X	X	X
Light Blue Metallic	28	X			-			-		X	-	-	-	X
Dark Blue Metallic	35	X			X			-		X	-	-	-	X
Firethorn Metallic	36	X			X			X		X	-	X	X	-
Mahogany Metallic	37	X			X			X		X	-	X	X	-
Lime Metallic	40	X			X			-		X	X	-	-	-
Dark Green Met. C/O	49	X			-			-		X	X	-	-	-
Cream	50	X			X			X		X	-	-	X	-
Bright Yellow	51	X			X			-		X	-	-	-	-
Buckskin	65	X			X			X		X	-	X	X	-
Saddle Brown Metallic	67	X			X			-		X	-	-	-	-
Red-Orange	78	X			X			-		X	-	-	-	-

- NOTES: 11V † - White vinyl interior with Black Instrument Panel upper and lower, Carpet, Cowi Kick Panel, and Package Shelf or load area.
 02V † - White vinyl interior with Dark Blue Instrument Panel upper and lower, Carpet, Cowi Kick Panel, and Package Shelf or Load Area.
 03V † - White vinyl interior with Midnight Lime Instrument Panel upper, Dark Lime Instrument Panel lower, Carpet, Cowi Kick Panel, and Package Shelf or Load Area.
 07V † - White vinyl interior with Dark Firethorn Instrument Panel upper and lower, Carpet, Cowi Kick Panel, and Package Shelf or Load Area.
 08V † - White vinyl interior with Dark Mahogany Instrument Panel upper and lower, Carpet, Cowi Kick Panel, and Package Shelf or Load Area.

EXTERIOR-INTERIOR COLORS

1976 CHEVROLET MONZA 'H' NOTCHBACK INTERIOR-EXTERIOR COLOR COMBINATIONS

MODEL	Seat Type	INTERIOR TRIM																		
		Black			Light Buckskin					Dark Firethorn			White							
		Knit Cloth	Vinyl	Leather	+ Cloth	Leather	Knit Cloth	Vinyl	Velour Cloth	\$ Cloth	Knit Cloth	Vinyl	Velour Cloth	↑ White Vinyl /Black	↑ White Vinyl /Dark Firethorn	↑ White Vinyl /Dark Lime	↑ White Vinyl /Dark Blue	↑ White Vinyl /Dark Mahogany		
Monza Std. - 1HM00 Notchback (27)	Bucket				17G 19G				62G 64G											
Monza Deluxe - 1HM00 Notchback (27)	Bucket	19C	19N	193*		643*	64C	64N					71C	71N		11N	07N	03N	02N	08N
Monza Luxury - 1HM00 Notchback (27)	Bucket							64E						71E						
EXTERIOR COLOR	Color Code																			
White C/O	11	X		X		X		X		X		X		X		X		X		X
Silver Metallic C/O	13	X		X		X		X		X		X		X		X		X		X
Black	19	X		X		X		X		X		X		X		X		X		X
Light Blue Metallic	28	X		-		-		-		-		-		X		-		-		-
Dark Blue Metallic	35	X		-		-		X		X		X		X		X		X		X
Firethorn Metallic	36	X		X		X		X		X		X		X		X		X		X
Mahogany Metallic	37	X		X		X		X		X		X		X		X		X		X
Lime Metallic	40	X		-		-		X		-		-		X		-		X		-
Dark Green Met. C/O	49	X		-		-		X		-		-		X		-		X		-
Cream	50	X		-		-		X		X		X		X		X		X		X
Bright Yellow	51	X		-		-		X		-		-		X		-		-		-
Buckskin	65	X		-		-		X		X		X		X		X		X		X
Saddle Brown Metallic	67	X		-		-		X		X		X		X		X		X		X
Red-Orange	78	X		-		-		X		X		X		X		X		X		X

NOTES: 11N † - White vinyl interior with Black Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.
 02N † - White vinyl interior with Dark Blue Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.
 03N † - White vinyl interior with Midnight Lime Instrument Panel upper, Dark Lime Instrument Panel lower, Carpet, Cowl Kick Panel, and Package Shelf.
 07N † - White vinyl interior with Dark Firethorn Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.
 08N † - White vinyl interior with Dark Mahogany Instrument Panel upper and lower, Carpet, Cowl Kick Panel, and Package Shelf.

* - C/O 75 trim available until stock is exhausted.
 G combinations use Paddock (509 WC) Cloth with Std. Design Vega front seat.
 \$ 62G - Lt. Buckskin Interior with Black Instrument Panel Upper and Lower, Carpet, Cowl Kick Panel, and Package Shelf; 64G - Lt. Buckskin Interior with Dark Saddle Instrument Panel Upper and Lower, Carpet, Cowl Kick Panel, and Package Shelf.
 † 17G - Black interior with Firethorn Instrument Panel Upper and Lower Carpet, Cowl Kick Panel and Package Shelf; 19G - Black Interior with Black Instrument Panel Upper and Lower, Carpet, Cowl Kick Panel, and Package Shelf.

EXTERIOR PAINT PROCESS

ELPO PAINT PROCESS

Major advances in the painting process of Monza 2+2 bodies contribute significantly to elimination of rust and corrosion. This technique, called "Elpo", paints the bodies by electricity. Technically the name is "Electrophoretic Deposition of Polymers". It applies a smooth, even, and continuous prime coat to the entire body including hidden inner surfaces and corners automatically without conventional spraying.

Elpo deposits prime coat to the complete body surface by submerging it into a large tank filled with a solution composed of paint particles suspended in water. The paint primer particles are given a negative electrical charge by the tank which also serves as a cathode, with the body itself receiving a positive electrical charge. As the body is submerged, charged primer particles are attracted to the metal surfaces through a principle known as "Electrophoresis".

A seven-stage zinc phosphate rustproofing process is given the body before it reaches the Elpo installation. A conveyor then transports the bodies downward into a tank for the primer coating. The body is submerged for about two minutes and upon emerging goes through a rocking movement to carry away excess liquid.

The electro-coating process causes even the most remote inner surfaces to be coated with dark brown primer, and all edges and complex shapes coated with the same thickness as exposed flat surfaces.

The new primer paint system replaces the spray gun and paint booth priming operations.

Subsequent stages of the paint process include application of a primer-surfacer baking, wet sanding and sealer coating, ending with a topcoat of long lasting acrylic lacquer which is baked in an oven at 300 degrees.

BODY

EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLORS	3-4
BODY CONSTRUCTION AND GLASS AREA	5

VEHICLE WEIGHTS

MONZA

MODEL SYMBOL	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
		Front	Rear	Total	Front	Rear	Total
4-Cyl	Description						
1HR07	2-Door Hatchback (Coupe)	1444	1339	2688	1467	1221	2783
1HM27	2-Door Notchback (Coupe)	1424	1201	2625	1401	1319	2720

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

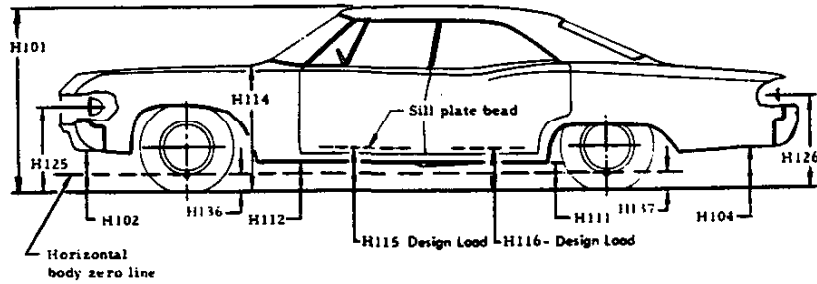
CURB WEIGHT: Shipping weight plus gasoline to capacity.

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

OPTIONAL EQUIPMENT

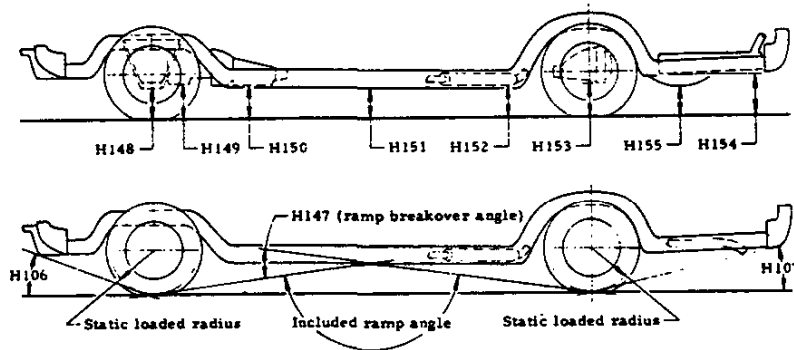
RPO	OPTION	WITH	WEIGHT
B37	Floor Mats Front and Rear		+ 9
C60	Air Conditioning	With 4 Cyl Engine	+ 85
		With V8 Engine	+ 94
J50	Power Brakes		+ 9
N41	Power Steering		+ 30
UM1	Radio AM Stereo	With Tape System	+ 20
UM2	Radio AM/FM Stereo	With Tape System	+ 21
U58	Radio AM/FM Stereo		+ 10
U63	Radio AM Pushbutton		+ 6
U69	Radio AM/FM Pushbutton		+ 8
UA1	Battery, Heavy Duty		+ 2
Base	140 Cu.In. L4 Engine	With 4-Speed Transmission	+ 4
		With Turbo Hydra-matic Trans.	+ 22
L11	140 Cu.In. L4 Engine	With 4-Speed Transmission	+ 8
		With 5-Speed Transmission	- 10
LV1	262 Cu.In. V8 Engine	With Turbo Hydra-matic Trans.	+ 26
		With 4-Speed Transmission	+302
		With 5-Speed Transmission	+284
		With Turbo Hydra-matic Trans.	+320

EXTERIOR DIMENSIONS



HEIGHTS

CODE	DESCRIPTION	2-DOOR	
		HATCHBACK COUPE 1HR07	NOTCHBACK COUPE 1HM27
H101	Overall height (design)	50.2	49.8
H102	Front bumper to ground	9.9	14.2
H104	Rear bumper to ground	10.4	13.5
H111	Rocker panel to ground - rear		6.2
H112	Rocker panel to ground - front		6.6
H114	Hood at rear to ground		35.1
H115	Step height - front (design)		11.4
H125	Headlamp to ground	26.2	24.8
H126	Tail lamp to ground	26.0	24.8
H136	Body O line to ground - front	5.1	5.1
H137	Body O line to ground - rear	4.9	4.9

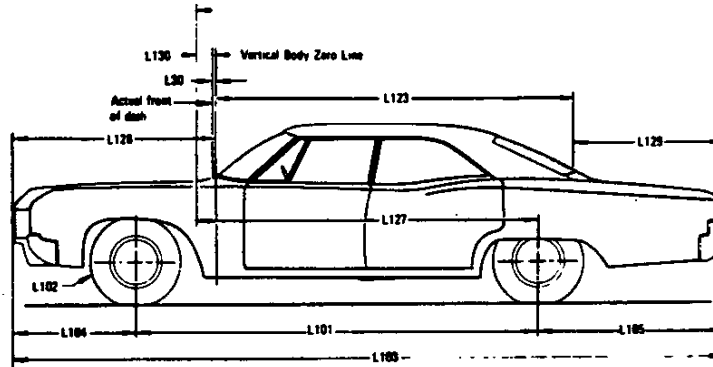


CLEARANCES

H106	Angle of approach (degrees)	17°28'	20°07'
H107	Angle of departure (degrees)	17°38'	20°09'
H147	Ramp breakover angle (degrees)		15°7'
H148	Front suspension to ground		6.1
H149	Oil pan to ground		5.2
H150	Flywheel housing to ground		5.4
H151	Frame to ground		6.4
H152	Exhaust system to ground		4.9
H153	Rear axle to ground		6.1
H154	Fuel tank to ground		9.1
H156	Minimum ground clearance		4.9(a)

(a) Catalytic converter.

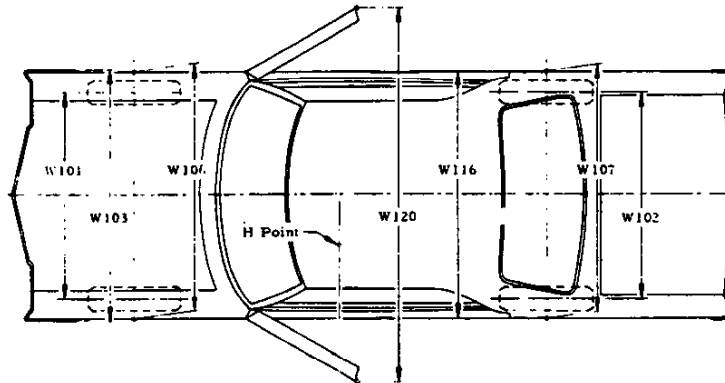
EXTERIOR DIMENSIONS



LENGTH

CODE	DESCRIPTION	2-DOOR	2-DOOR
		HATCHBACK COUPE 1HR07	NOTCHBACK COUPE 1HM27
L101	Wheelbase	97.0	
L102	Tire size (standard)	A78-13*	
L103	Overall length	179.3	177.8
L104	Overhang, front	36.8	35.8
L105	Overhang, rear	45.5	45.0
-	Overall length - less bumpers	175.2	171.2
L123	Body upper structure length at car center line	100.9	87.2
L127	Body O line to C/L of rear wheels	86.0	
L128	Front end length at center line	57.9	
L129	Rear end length at center	14.8	29.6
L130	Body zero plane to windshield cowl point	12.0	10.9
L30	Body O line to actual front of dash	- 0.8	- 0.1

*BR78-13C with V8 262 cu. in. engine.



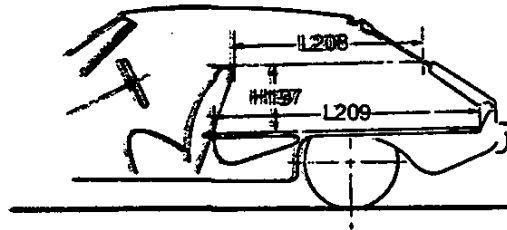
WIDTHS

W101	Tread - front	54.8	
W102	Tread - rear	53.6	
W103	Maximum overall width of car	65.4	
W106	Front fender overall width	65.4	
W107	Rear fender overall width	65.3	
W116	Maximum overall width of body	65.4	
W120	Overall car width, front doors open	150.4	148.0

INTERIOR DIMENSIONS

LUGGAGE COMPARTMENT

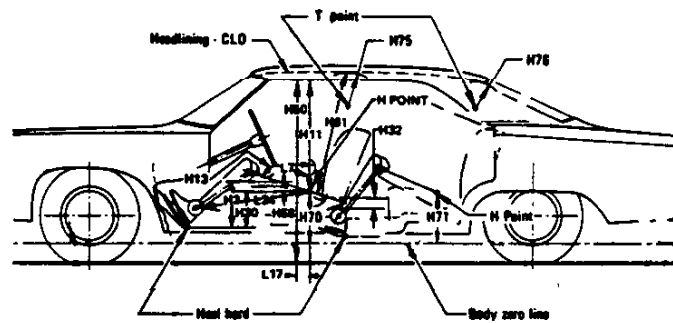
CODE	DESCRIPTION	2-DOOR	2-DOOR
		HATCHBACK COUPE HR07	NOTCHBACK COUPE HM27
H195	Liftover height	22.8	22.8
V1	Usable luggage capacity (cu. ft.)	—	5.4



HATCHBACK CARGO SPACE

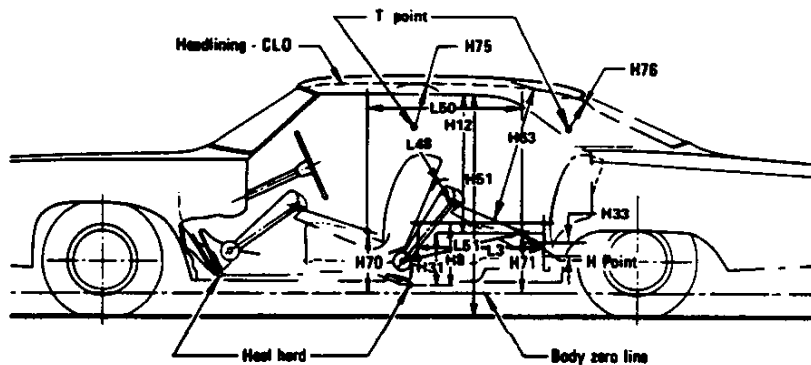
W4	Shoulder room - Rear	51.2
H197	Front seat back to load floor height	18.3
L208	Cargo length at front seat back height	40.5
L209	Cargo length at floor - front seat	61.9
V3	Total hatchback - cargo index volume (cu.ft.)	27.8

INTERIOR DIMENSIONS



FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR HATCHBACK COUPE 1HR07	2-DOOR NOTCHBACK COUPE 1HM27
H-3	Seat cushion height		9.9
H11	Entrance height	29.8	29.4
H13	Steering wheel thigh clearance		3.8
H30	H point to heel point		7.3
H32	Seat cushion deflection		3.1
H50	Upper body opening to ground	45.7	45.3
H58	H point rise	1.0	1.1
H61	Effective headroom	37.7	37.5
H70	H point to body O line		10.9
H75	Effective T point headroom	37.9	37.7
W3	Shoulder room	51.0	51.7
W5	Hip room	47.5	48.6
L7	Steering wheel torso clearance		14.7
L17	H point travel		6.5
L34	Effective leg room		42.8



REAR COMPARTMENT

H8	Seat cushion height	9.1	9.6
H12	Entrance height	-	-
H31	H point to heel point	8.4	8.9
H33	Seat cushion deflection	2.9	4.2
H51	Upper body opening to ground	-	-
H63	Effective headroom	35.3	37.2
H71	H point to body O line	9.4	9.9
H76	Effective T point headroom	35.6	36.9
W4	Shoulder room	51.2	50.8
W6	Hip room		42.0
L3	Rear compartment room	24.4	24.1
L50	H point couple distance	27.3	27.0
L51	Effective leg room	29.6	28.2

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS	2
HATCHBACK COUPE CARGO SPACE	3
EXTERIOR DIMENSIONS	4, 5
VEHICLE WEIGHTS	6
OPTIONAL EQUIPMENT WEIGHTS	6

AIR CONDITIONING

FOUR SEASON (RPO C60)

Integral air cooling and heater system. Manually controlled by two horizontal levers on instrument control panel, plus 4-speed fan switch. Upper lever operates compressor and air selector doors; lower lever controls air temperature from instrument panel and side outlets.

BASIC COMPONENTS

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

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

CHASSIS

Rear Axle Ratio - Refer to Power Trains Section

POWER TRAINS

Fan	5 Fin-blade, plastic
Crankshaft Pulley	Single two groove pulley
Compressor & Crankshaft Belt	One
Generator	55 Ampere
Radiator	Heavier duty

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
OTHER OPTIONS		
Air Conditioner (See page 12 for content)	C60	
Alarm, Auto Theft		ACC
Antenna, Windshield	U76	
Antenna, Radio - Rod and Mast		ACC
Battery, Heavy Duty 'Freedom'	UA1	
Cap, Gas Tank Filler, Locking		ACC
Compass, Auto		ACC
Container, Tissue/Litter (4-Colors: Black, Beige, Dk. Blue, Dk. Green		ACC
Defogger, Rear Window Electric	C49	
Glass, Tinted Body	A01	
Guards, Door Edge	B93	ACC
Harness, Rear Seat Shoulder		ACC
Hitch, Trailer		ACC
Lighting, Auxiliary	ZJ9	
Engine Compartment Lamp (RPO U26)		
Glove Box Lamp (RPO U27)		
Headlamp On Buzzer (RPO T63)		
Lamp, Portable Spot		ACC
Lighter, Cigarette		ACC
Mats, Floor, Front and Rear (Color Keyed)	B37	ACC
Mat, Front Floor		ACC
Mat, Rear Floor		ACC
Mirrors, Fender Mounted Trailering (Package contains 2 mirrors)		ACC
Mirrors, Dual Sport, L.H. Remote, R.H. Manual	D35	
Moldings, Body Side Protective	B84	ACC
Moldings, Vinyl Body Side (Adhesive Back)		ACC
Radiator, Heavy Duty	V01	
Radio, AM-FM Stereo (Consists of U76)	U58	
Radio, AM	U63	ACC
Radio, AM-FM	U69	ACC
Seat Belts, Deluxe	AK1	
Seat Back, Adjustable Drivers	AN6	
Speaker, Auxiliary (Requires U63 or U69)	U80	
Steering, Comfort Tilt	N33	
Tire, Space Saver, B78 x 13 (13 x 5 wheel)	N65	
Warmer, Car Interior		ACC
Wheels, 4-Forged Aluminum, Hub Caps and Wheel Nuts	N77	
(Includes N65 Space Saver Tire)		

EXTRA COST EQUIPMENT

<u>EQUIPMENT</u>	<u>RPO</u>	<u>ACC</u>
<u>POWER TEAMS</u>		
Axle Rear, Positraction	G80	
Axle Rear, Hi-Altitude	G92	
Axle Rear, Highway	G95	
Engine, V8-4.3 Litre (262 Cu.In.)	LV1	
Transmission, 4-Speed	M20	
Transmission, 3-Speed Automatic	M40	
Transmission, 5-Speed	M75	
<u>POWER ASSISTS</u>		
Brakes, Power	J50	
Steering, Power	N41	
<u>FACTORY INSTALLED REGULAR PRODUCTION TIRES</u>		
BR78 x 13C Radial Ply Blackwall Tire	QBE	
BR78 x 13B Radial Ply White Stripe Tire	QBY	
BR78 x 13C Radial Ply White Stripe Tire	QBF	
BR78 x 13C Radial Ply White Lettered Tire	QBL	
BR78 x 13B Radial Ply White Lettered Tire	QBV	
BR70 x 13B Radial Ply Blackwall Tire	QLA	
BR70 x 13B Radial Ply White Lettered Tire	QRA	
BR70 x 13B Radial Ply White Stripe Tire	QRE	
A78 x 13B Bias Belt White Stripe	QAG	
A78 x 13B Bias Ply White Stripe	QBR	
BR78 x 13B Radial Ply Blackwall	QBR	

INTERIOR - EXTERIOR EQUIPMENT

INTERIOR AND EXTERIOR EQUIPMENT

ROOF AND PILLARS	2 + 2 Hatchback 1HR07	Towne Coupe 1HM27	Towne Coupe Sport Equipment 1HM27/Z60	Towne Coupe Cabriolet Equipment 1HM27/Z23
Foam core headlining with vinyl coated paper finish	X	X	X	X
Windshield pillar, side and rear quarter window moldings, colored plastic	X	X	X	X
Rear window moldings, colored plastic	X	X	X	X
Dual vinyl sunshades	X	X	X	X
Rear view mirror, windshield mounted (non-tilting)	X	X	X	X
Roof shoulder harness retractor covers, colored plastic	X	X	X	X
Center dome lamp	X	X	X	X
Front door jamb switch, L.H.	-	X	-	-
Front Door Jamb Switch L.H. & R.H.	X	-	X	X
FUNCTIONAL FEATURES				
Body Acoustical Package (BS1)	-	X	-	-
Special Acoustical Package (BS2)	X	X	X†	X
Front Stabilizer (1" L4) (1-1/16" V8)	X	-	X	X
Front Stabilizer Deleted	-	X††	-	-
Rear Stabilizer Deleted	X	X	X	X
Engine, 140 L4, 1-Bbl. Carburetor (L13)	X	X	X	X
Transmission, 3-Speed Manual (M15)	X	X	X	X
Exhaust System, One Muffler & Resonator	X	X	X	X
Catalytic Converter Deleted	X	X	X	X
Tires, A78-13B Bias Ply Blackwall	X	X	X	X
Wheels, 13" x 5" Steel	-	X	-	-
Wheels, 13" x 6" Steel	X	-	X	X

† Without Hood panel Insulator
 †† Included with Radial Tire Options

INTERIOR EQUIPMENT

INTERIOR EQUIPMENT

	2 + 2 Hatchback 1HR07	Towne Coupe 1HM27	Towne Coupe Sport Equipment 1HM27/Z60	Towne Coupe Cabriolet Equipment 1HM27/Z23
INSTRUMENT PANEL AND STEERING WHEEL - Cont.				
Two-spoke steering wheel, shroud has plastic covered wood grained insert with bright 'Chevrolet' nameplates. Wheel, shroud and column color keyed	X	-	-	X
Two-spoke steering wheel, shroud has bright embossed 'Monza' name. Wheel, shroud and column color keyed	-	X	X	-
Steering column ignition lock	X	X	X	X
Cigarette lighter	X	X	X	X
Instrument panel and cluster woodgrain	-	X	X	-
Instrument panel and coster woodgrain with bright accents	X	-	-	X
Instrument panel glove box, bright chrome door latch	X	X	X	X
SEATS AND FLOORS				
High back front bucket seats, full foam	X	-	X	X
Vega style front bucket seats	-	X	-	-
Folding rear seat, carpeted back	X	-	-	-
Painted metal rear seat linkage	X	-	-	-
Passenger and load compartment floor, carpeted	X	-	-	-
Passenger compartment floor, carpeted	-	X	X	X
Colored plastic front arm rest cover	X	X	X	X
Floor mounted transmission control lever boot with bright trim ring	X	X	X	X
Bright parking brake lever, black plastic handle	X	X	X	X
Parking brake cover, color keyed	X	X	X	X
Passenger seat adjuster	X	-	X	X
Front and rear seat back locks, bright	X	X	X	X
Spare tire cover, carpeted	X	-	-	-

INTERIOR EQUIPMENT

INTERIOR EQUIPMENT

	2 + 2 Hatchback 1HR07	Towne Coupe 1HM27	Towne Coupe Sport Equipment 1HM27/Z60	Towne Coupe Cabriolet Equipment 1HM27/Z23
DOORS AND QUARTER PANELS				
Molded soft door trim panel, pleated map pockets, recessed door handles	X	X	X	X
Door armrests, integral bright door lock buttons	X	X	X	X
Form molded rear quarter trim panel integral armrest and quarter pillar	X	X	X	X
Rear quarter panel ash trays	X	-	X	X
Bright remote door handles	X	X	X	X
Bright window regulator handle	X	X	X	X
Bright aluminum sill plates	X	X	X	X
INSTRUMENT PANEL AND STEERING WHEEL				
Instrument panel knobs, bright aluminum with wood grain insert	X	X	X	X
Heater control levers, bright	X	X	X	X
2-Speed electric windshield wipers and washers	X	X	X	X
Vent control knobs, cowl kick pad - bright	X	X	X	X
Instrument cluster with tel-tales	-	X	X	X
Instrument gauge cluster	X	-	-	-
Instrument panel pad, plain	-	X	X	-
Instrument panel pad, 'stitched' with woodgrain applique, 'Monza' nameplate	X	X	-	X
Audio and visual seat/shoulder belt warning system - driver's side only	X	X	X	X

EXTERIOR EQUIPMENT

EXTERIOR EQUIPMENT

REAR	2 + 2 Hatchback 1HR07	Towne Coupe 1HM27	Towne Coupe Sport Equipment 1HM27/Z60	Towne Coupe Cabriolet Equipment 1HM27/Z23
Hatch Lid 'Chevrolet' Nameplate	X	-	-	-
Rear End Panel 'Chevrolet' Nameplate	-	X	X	X
Rear End Panel Key Lock Medallion & Bow Tie Cover	X	-	-	-
Black Painted Rear End Panel	-	X	X	-
Bright & Argent Painted Aluminum Rear End Panel Applique	-	-	-	X
Argent Painted License Plate Pocket Area	-	-	-	X
Moldings				
Bright Back Window Reveal	-	X	-	-
Bright & Black Back Window Reveal	X	-	X	X
Bright Rear End Panel Lower	-	-	X	X
Bright Belt	-	-	-	X
Swing-Up Hatch Panel	X	-	-	-
Taillamps				
Red Wrap-Around Taillamp with Back-Up Lamp & Bright Trim	X	-	-	-
Red Rectangular Design with Back-Up Lamp & Hot Stamped Peripheral Bead	-	X	X	X
Rear Bumper				
Soft Fascia Rear Bumper, Integral Impact Strips & Guards	X	-	-	-
Chrome Rear Bumper	-	X	X	X
Black Painted Rear Bumper Cove Area (Behind Face Bar)	-	-	X	X

EXTERIOR EQUIPMENT

EXTERIOR EQUIPMENT

SIDE	2 + 2 Hatchback 1HR07	Towne Coupe 1HM27	Towne Coupe Sport Equipment 1HM27/Z60	Towne Coupe Cabriolet Equipment 1HM27/Z23
Moldings – Continued				
Bright Rear Quarter Window	–	–	–	X
Bright & Black Rear Quarter Window	X	–	–	–
Black Rear Quarter Window	–	X	X	–
Black Door Window Frame	–	X	–	–
Black Door & Rear Quarter Pillar Applique –				
Argent Edges	X	–	–	–
Black Rear Quarter Pillar Applique –				
Argent Edges	–	–	X	–
Black Rear Quarter – No Applique	–	X	–	–
Wheel Trim				
Metallic Wheel Covers	–	X	–	X
Argent Finned Plastic Wheel Cover & Center Hub Cap	X	–	–	–
Body Color Finned Plastic Wheel With Argent Edges & Center Hub Cap	–	–	X	–
Fixed Large Rear Quarter Window	X	–	–	–
Fixed Large Rear Quarter Window	–	X	X	–
Fixed Rear Quarter 'Opera' Window	–	–	–	X
Cabriolet Vinyl Roof Cover & Roof Molding	–	–	–	X
Amber Front Fender Marker Lamp	X	X	X	X
Red Rear Quarter Marker Lamp	X	X	X	X
Rectangular L.H. Outside Rear View Mirror	X	X	X	X
L.H. Rear Quarter Gas Cap	X	X	X	X

EXTERIOR EQUIPMENT

EXTERIOR EQUIPMENT

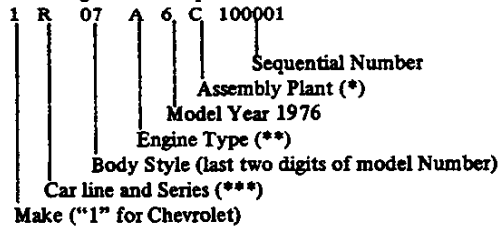
	2 + 2 Hatchback 1HR07	Towne Coupe 1HM27	Towne Coupe Sport Equipment 1HM27/Z60	Towne Coupe Cabriolet Equipment 1HM27/Z23
FRONT				
Front Header Panel	-	X	X	X
Body Color Plastic Slotted Front End Panel	X	-	-	-
Front Header Panel 'Chevrolet' Nameplate	X	X	X	-
Front Header Panel Molding & 'TC' Emblem	-	-	-	X
Front Header Panel Bow-Tie Medallion	X	-	-	-
Radiator Grille				
Bright Chrome	-	X	X	X
Body Color Plastic Lower Valance Panel	-	X	X	X
Windshield Reveal Moldings				
Bright	-	X	-	-
Bright & Black	X	-	X	X
Headlamps				
Quad Rectangular (Bright Bezel)	X	-	-	-
Two Round (Bright Bezel)	-	X	X	X
Clear Parking Lamp Lens & Amber Bulb	X	-	X	X
Amber Parking Lamp Lens and Clear Bulb	-	X	-	-
Windshield Wipers				
Brushed Metallic	-	X	-	-
Black	X	-	X	X
Front Bumper				
Soft Fascia, Integral Impact Strips & Guards	X	-	-	-
Chrome	-	X	X	X
SIDE				
Ornamentation				
Front Fender 'Monza' Nameplate	X	X	X	X
Front Fender '2 + 2' Nameplate	X	-	-	-
Sail Panel 'TC' Emblem	-	-	-	X
Black Painted Rocker Panel, Lower Fender & Quarter Panel	-	X	X	X
Body Color Door Handle Insert	X	-	X	X
Moldings				
Bright Door Belt	X	-	-	-
Bright Door & Rear Quarter Belt	-	-	X	-
Bright Door & Rear Quarter Belt	-	-	-	X
Bright Door Frame	X	-	-	X
Black Door Frame	-	-	X	-
Bright Roof & Quarter Window Drip	-	X	X	-
Bright Roof Drip	-	-	-	X
Bright Lock Pillar	-	-	-	X

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

Vehicle Designation Interpretation



* C - Southgate Canadian Plant
 - GMAD No. 2 - St. Therese

**A - L4-140 (70 H.P.) (RPO L13)
 B - L4-140 (84 H.P.) (RPO L11)
 G - V8-262 (110 H.P.) (RPO LV1)

***R - Monza 2 + 2
 M - Monza Towne Coupe

EXAMPLE: The twenty-fifth Chevrolet vehicle built at Chevrolet St. Therese if it were a 1HR07 model (Monza 2 + 2 Coupe) with a L4-140 (84 H.P.) engine would bear VIN Number 1R07A6210025.

Location Stamped on plate attached to left hand windshield pillar.

TRANSMISSION IDENTIFICATION

Example: HMR5OE01D

Type Designation	Source Designation	Model Year 1976	Production ^o Month & Date
UY	(Muncie)	6	E01D*

UY	3-Speed	L-4 engine	S - Muncie
DH	4-Speed	L-4 engine	R - Muncie
DX	5-Speed	L-4 engine	Warner Gear
DJ	Turbo Hydra-matic	L-4 engine	D - Parma Y - Toledo
SF	4-Speed	V-8 engine	R - Muncie
FU	Turbo Hydra-matic	V-8 engine	D - Parma Y - Toledo
SJ	5-Speed	V-8 engine	Warner Gear

Location:
 3 & 4-speed Stamped on lower rear LH side of transmission below cover.
 Turbo Hydra-matic Stamped on left hand side of pan.

^oMonth: E denotes May; 01 denotes 1st day.
 -Alpha Characters used in identifying the Calendar Month

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

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

ENGINE IDENTIFICATION

Example: T1210CAR

Source Designation	Production* Month & Date	Type Designation
T (Tonawanda)	1210	CAR

140 Cubic Inch L-4, Base Engine (RPO L13)

CBU - Regular production engine, Turbo Hydra-matic, 1-bbl. carb.
 CBW - Regular production engine, 3-speed, 1-bbl. carb.
 CBX - Regular production engine, 4-speed, 1-bbl. carb.

140 Cubic Inch L-4, (RPO L11)

CBT - Optional, Turbo Hydra-matic, 2-bbl. carb.
 CBS - Optional, 3-speed, 2-bbl. carb.
 CBZ - Optional, 4-speed, 2-bbl. carb.
 CAY - Optional, 5-speed, 2-bbl. carb.

4.3 Litre, 262 Cubic Inch V-8 (RPO LV1)

CZU - Optional, Turbo Hydra-matic, 2-bbl. carb.
 CZT - Optional, 4-speed, 2-bbl. carb.
 - Optional, 5-Speed, 2-bbl. carb.

Location:

4-Cylinder engine Stamped opposite the number three cyl. on the right side of case.
 8-Cylinder engine Stamped on pad at front right side of cylinder block.

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

REAR AXLE IDENTIFICATION

EY - 2.56 Axle
 HM - 2.92 Axle
 EX - 2.93 Axle
 EU - 3.42 Axle

Location, Identification Number
 Bottom left or right of axle tube adjacent to carrier housing.

See Power Train Section for additional information.

MODEL IDENTIFICATION

BODY	SERIES NAME	BODY STYLE	MODEL DESIGNATION	PASSENGERS
H-SPECIAL	MONZA 2 + 2	2-Door Hatchback Coupe	1HR07	4
	MONZA TOWNE COUPE	2-Door Notchback Coupe	1HM27	4

GENERAL

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