



1956 CORVETTE

Production: 3,467 convertibles

1956 NUMBERS

Vehicle: E56S001001 through E56S004467

Suffix: FG: 265ci, 225hp, at GU: 265ci, 240hp, mt
FK: 265ci, 210hp, at GV: 265ci, 210hp, mt
GR: 265ci, 225hp, mt

Block: 3720991: All

Head: 3725306: 265ci, 210hp, 225hp (2-bolt exhaust manifolds)
3731762: 265ci, 225hp, 240hp (3-bolt exhaust manifolds)

Carburetor: Carter 2362S #3720953: 265ci, 225hp, 240hp, rc
Carter 2366SA #3733246: 265ci, 210hp
Carter 2419S #3730599: 265ci, 225hp, 240hp, fc

Distributor: 1110872: 265ci, 225hp, ep 1110879: 265ci, 225hp, lp

Generator: 1102043: All

Abbreviations: at=automatic transmission, ci=cubic inch, ep=early production, fc=front carburetor, hp=horsepower, lp=late production, mt=manual transmission, rc=rear carburetor.

1956 FACTS

- The Corvette received its first major body redesign in 1956. With the exception of the instrument panel which was nearly identical, the 1956 was visually completely different from the preceding model. The new design featured roll-up windows (glass) with power assist optional, external door handles and locks, exposed headlights with chrome surround bezels (except very early production which were painted), and a sculptured side cove which permitted the Corvette's first two-tone paint combinations.
- Factory auxiliary hardtops were first available in 1956. The anodized header trim made the 1956 tops unique to the year. The anodized trim was, however, painted the same color as the top on some 1956s.
- Seat belts were available for the first time in 1956, but only in kit form as a dealer installed accessory. The belts were grey nylon with chrome-plated, quick-release buckles.
- The optional AM radios for 1956 Corvettes were transistorized, another Corvette first. A similar radio was used for 1957, but most 1956 selector bars for the signal-seeking feature were plain. Models not equipped with the radio received a special plate covering the dash mount location.
- All 1956 models with standard transmissions were fitted with a new type clutch which used heat-treated coils to replace the diaphragm-type springs previously used.
- Dual four-barrel carburetors were available on Corvettes for the first time in 1956. The proper air cleaners were buffed aluminum and had an oil-wetted, sealed filter element. A cast aluminum intake manifold was included with dual carburetors.
- Dual point distributors were first used in 1956. All engines except the base 265ci, 210hp unit had the new distributors.
- The windshield washer reservoir for 1956 was a blue vinyl bag.
- Correct 1956 valve covers had staggered hold-down holes and attach with Phillips-head screws. The base 265ci, 210hp engine had painted steel covers with the Chevrolet script. All optional engines had nine-fin cast alloy valve covers.
- Passenger-side seats in 1956 models had fore-aft adjustment rails. Previous Corvette passenger seats were fixed in position.
- A higher-output 12V battery (53-amp hour) was fitted to 1956 models.



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1956 OPTIONS

CODE	DESCRIPTION	QTY	RETAIL \$
2934	Base Corvette Convertible	3,467	\$3,120.00
101	Heater	—	123.65
102	AM Radio, signal seeking	2,717	198.90
107	Parking Brake Alarm	2,685	5.40
108	Courtesy Lights	2,775	8.65
109	Windshield Washers	2,815	11.85
290	Whitewall Tires, 6.70x15	—	32.30
313	Powerglide Automatic Transmission	—	188.50
419	Auxiliary Hardtop	2,076	215.20
426	Power Windows	547	64.60
440	Two-Tone Paint Combination	1,259	19.40
449	Special High-Lift Camshaft	111	188.30
469	265ci, 225hp Engine (2x4 carburetors)	3,080	172.20
471	Rear Axle, 3.27:1 ratio	—	0.00
473	Power Operated Folding Top	2,682	107.60

- A 265ci, 210hp engine, 3-speed manual transmission, vinyl interior trim, and a soft top were included in the base price.
- RPO 449 (Special High-Lift Camshaft) was available only when combined with RPO 469 (225-hp engine with dual four-barrel carburetors). Chevrolet recommended this combination "for racing purposes only" and generally did not specify a horsepower rating. The accepted, though unofficial, power output of RPO 449 is 240hp.
- RPO 469 was often specified by Chevrolet as "dual four-barrel carburetor equipment," rather than as a separate engine. Of the 3,080 RPO-469 quantity, 1,510 were sold with 3-speed manual transmissions, 1,570 with Powerglide automatics.
- The 2,076 RPO-419 auxiliary hardtop quantity included 629 in place of soft tops at no charge.
- RPO 470 permitted selection of beige or white soft tops in place of the standard black soft top at no charge. In 1956, soft top colors sold were 103 black, 1,840 white, 895 beige.
- The Corvette heater was changed from a recirculating-air-only type to a new "outside" air design in 1956. However, the first 145 1956s were built with the old type heater.

1956 COLORS

EXTERIOR	QTY	SOFT TOP	WHEELS	INTERIOR
Onyx Black	810	Bk-W	Black	Red
Aztec Copper	402	Bg-W	Copper	Beige
Cascade Green	290	Bg-W	Green	Beige
Arctic Blue	390	Bg-W	Blue	Beige-Red
Venetian Red	1,043	Bg-W	Red	Red
Polo White	532	Bk-W	Red-Silver	Red

- Suggested interiors shown. Other combinations were possible.
 - Interiors and exteriors were not coded to individual cars.
 - In 1956 paperwork, code "std" denoted black exterior. All other exteriors, including two-tones, were denoted by "440" followed by one alpha character. Solid colors were denoted by letters R through X (no U). Two-tones were denoted by the letters A through G.
 - Exterior color quantity total for 1956 from Chevrolet records equals the 3,467 production total exactly. It appears unlikely that any other exterior colors were possible in 1956.
 - The 1,259 quantity for code 440— two-tone paint was split 223 Onyx Black/silver; 166 Aztec Copper/beige; 147 Cascade Green/beige; 172 Arctic Blue/silver, 431 Venetian Red/beige; 120 Polo White/silver.
 - Interiors sold in 1956 were: 2,580 red, 887 beige.
 - Wheel color with Polo White exteriors depended on interior color. Wheels were red with red interiors, silver with beige interiors.
- Abbreviations:** Bg=Beige, Bk=Black, W=White.



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1953-1993

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AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

Page 1
Issued 1-6-56
Revised 7-9-56

MAKE OF CAR: CHEVROLET	MODEL NAME	SYMBOL
COMPANY: Chevrolet Division General Motors Corp. General Motors Bldg. Detroit 2, Michigan	CORVETTE 2934	
MODEL YEAR: 1956	DATE January 6, 1956 Revised: 7-9-56	

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

GENERAL SPECIFICATIONS

Model		V-8	
		CONVENTIONAL	POWERGLIDE
Wheelbase		102	
Tread	Front	57.00	
	Rear	59.00	
Maximum Overall Dimensions	Length (L-103)	168.01	
	Width (W-103)	70.46	
	Height (H-101)	51.09	
Steering ratio—overall		16:1	
Turning diameter (curb to curb)		Right 36.55	Left 36.93
Shipping weight*		2730	2845
Transmission— (Specify standard, optional, not avail.)	Conventional	STANDARD	--
	Overdrive	NA	
	Automatic	OPTIONAL	STANDARD
Axle ratio	Conventional	3.70:1 (c)	--
	Overdrive	--	
	Automatic	--	3.55:1
Tire size		6.70-15-4 Ply Rating	
Engine	Type	VEE	
	Na. of cylinders	8	
	Valve arrangement	IN HEAD	
	Bore and stroke	3-3/4 x 3	
	Piston displacement, cu. in.	265	
	Standard compression ratio	9.25:1	
	Maximum bhp at engine rpm	210 at 5200 RPM (a)	
	Maximum torque at rpm	270 at 3200 RPM (b)	

*Standard car weight, not including gas and water.

- (a) 225 @ 5200 RPM with two 4-barrel carburetors.
 (b) 270 @ 3600 RPM with two 4-barrel carburetors.
 (c) Ratio of 3.27:1 or 4.11:1 Optional

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL Corvette CONVENTIONAL V-8 POWERGLIDE

ENGINE—GENERAL

Type	V, In-line, other		V8E	
	Angle of V		90°	
No. of cylinders			8	
Valve arrangement			IN HEAD	
Bore and stroke			3-3/4 x 3	
Piston displacement, cu. in.			265	
Numbering system (front to rear)	L. Bank		1 - 3 - 5 - 7	
	R. Bank		2 - 4 - 6 - 8	
Firing order			1 - 8 - 4 - 3 - 6 - 5 - 7 - 2	
Compression ratio	Standard Head		9.25:1	
	Optional Head		---	
Cylinders	Head Material	Standard	Cast Alloy Iron	
		Optional	---	
	Sleeve—Wet, dry, other, none		None	
Number of mounting points	Front		2	
	Rear		2	
Taxable horsepower	(Dia. ² x No. Cyl.)	2.5	4.5	
Advertised max. brake horsepower at engine RPM*	Standard head		210 at 5200 RPM (b)	
	Optional head		---	
	With fuel (Octane and method)	Standard Head		90-95 (Research)
		Optional Head		---
Max. torque (lb. ft. @ RPM)	Standard head		270 at 3200 RPM (c)	
	Optional head		---	
Recommended idle speed (neutral)			425 in Neutral 425 in Drive	

ENGINE—PISTONS

Material	Cast Aluminum Alloy with Steel Struts		
Description and finish	Machined relief for valve head clearance		
Weight (piston only) oz.	18.77		
Clearance	Top land	.035 - .042	
	Skirt	Top	.0005 - .0011 (a)
		Bottom	---
Ring groove depth	No. 1 ring	.2118 - .2170	
	No. 2 ring	.2118 - .2178	
	No. 3 ring	.2041 - .2105	
	No. 4 ring	None	

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Dynamometer Exhaust, Water Pump, No Fan, Generator (Not Charging)

- (a) Measured 2.44 inches from top of Piston.
- (b) 225 HP @ 5200 RPM with two 4-barrel carburetors.
- (c) 270 @ 3600 with two 4-barrel carburetors.

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
CONVENTIONAL POWERGLIDE

ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.	Thick Wall - Inside Bevel - Taper Face - Chrome Plated
	No. 2 oil or comp.	Thick Wall - Inside Bevel or Counterbore - Taper Face
	No. 3 oil or comp.	Multi-Piece (2 Chrome Plated Rails with Spacer).
	No. 4 oil or comp.	None
No. rings above piston pin		3
Compression	Material	Cast Alloy Iron
	Coating	Top Ring - Chrome Plated Second Ring - Wear Resistant Coating*
	Width	.077 - .078
	Gap	Upper .008 - .016; Lower .009 - .018
	Maximum wall thickness	Upper .179; Lower .187
Oil	Material	Steel
	Coating	Chrome Plated O.D.
	Width	.181 - .188
	Gap	.015 - .055
	Maximum wall thickness	.168 Rails
Location of expanders		Oil Ring

ENGINE—PISTON PINS

Material		Chromium Steel (File Hard Case)
Length		3.110 - 3.130
Diameter		.9270 - .9273
Type	Locked in rod, in piston, floating, etc.	
	Pressed in Rod	
	Bushing	In rod or piston Material
		None ---
Clearance	In piston	.00015 - .00025
	In rod	None
Direction offset in piston		Major Side Thrust

ENGINE—CONNECTING RODS

Material		Drop Forged Steel
Weight (oz.)		19.02
Length (center to center)		5.70
Bearing	Material	Aluminum steel-backed with thin babbitt overlay *
	Type (cast-in or removable)	Removable
	Effective length	.817
	Clearance	.0007 - .0028
	End play	.008 - .014 (2 Rods)

ENGINE—CRANKSHAFT

Material	Drop Forged Steel
Weight (lb.)	47.75

* Revised: 2-23-56

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

ENGINE—CRANKSHAFT (cont.)

Vibration damper type		<u>Oscillating (Rubber Floating)</u>	
End thrust taken by bearing (No.)		<u>5</u>	
Crankshaft end play		<u>.002 - .006</u>	
Main bearing	Material	<u>Aluminum steel-backed with thin babbit overlay *</u>	
	Type (cast-in or removable)	<u>Removable</u>	
	Clearance	<u>.0008 - .0034</u>	
	Journal dia. and bearing effective length	No. 1	<u>2.2983 x .702</u>
		No. 2	<u>2.2983 x .702</u>
		No. 3	<u>2.2983 x .702</u>
		No. 4	<u>2.2983 x .702</u>
		No. 5	<u>2.2983 x 1.160</u>
No. 6		<u>---</u>	
No. 7		<u>---</u>	
Direction offset from cyl. bore		<u>None</u>	
Connecting rod crankpin journal diameter		<u>1.9995</u>	

ENGINE—CAMSHAFT

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

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		<u>No</u>
Special provision for valve rotation (intake, exhaust)		<u>None</u>
Rocker ratio		<u>1.5:1</u>
Operating tappet clearance (indicate hot or cold)	Intake	<u>.008 Hot</u>
	Exhaust	<u>.018 Hot</u>
Tappet clearance for timing	Intake	<u>---</u>
	Exhaust	<u>Zero</u>
Timing marks on fly-wheel, damper, other		<u>Damper</u>

* Revised: 2-23-56

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	21° 30' (a)	
		Closes (°ABC)	62° 30' (b)	
	Exhaust	Opens (°BBC)	62° 30' (c)	
		Closes (°ATC)	23° 30' (d)	
Intake	Material		Silicon Chromium or Nickel Chromium Steel	
	Overall length		4.902 - 4.922	
	Actual overall head dia.		1.720	
	Angle of seat		45° Valve Face - 46° in Head	
	Seat insert material		None	
	Stem diameter		.3415 - .3422	
	Stem to guide clearance		.0010 - .0027	
	Lift		.40432	
	Outer spring press. and length	Valve closed (lb. @ in.)	65 - 72 @ 1.696	
		Valve open (lb. @ in.)	151 - 161 @ 1.306	
	Inner spring press. and length	Valve closed (lb. @ in.)	} Valve spring damper 5 to 10 pounds	
		Valve open (lb. @ in.)		
	Exhaust	Material		21-4N Light Weight
		Overall length		4.913 - 4.933
		Actual overall head dia.		1.500
Angle of seat		45° Valve Face - 46° in Head		
Seat insert material		None		
Stem diameter		.3410 - .3417		
Stem to guide clearance		.0015 - .0032		
Lift		.41355		
Outer spring press. and length		Valve closed (lb. @ in.)	65 - 72 @ 1.696	
		Valve open (lb. @ in.)	151 - 161 @ 1.306	
Inner spring press. and length	Valve closed (lb. @ in.)	} Valve spring damper 5 to 10 pounds		
	Valve open (lb. @ in.)			

ENGINE—LUBRICATION SYSTEM

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

Optional camshaft for conventional transmission:

- (a) 35°
- (b) 72°
- (c) 76°
- (d) 31°

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional 1 Powerglide

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ rpm)	30 PSI @ 1170 - R.P.M.
Oil pressure gage type (electric or mechanical)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter type (full flow, partial flow)	Full Flow
Capacity of crankcase, less filter—refill (qt.)	5
Oil grade recommended (SAE viscosity and temperature range)	Not lower than 32°F SAE 20W or SAE 20 or SAE 10W-30 As low as 0°F SAE 10W or SAE 10W-30 Below 0°F SAE 5W or SAE 5W-20 For sustained high speed driving, when the prevailing daylight temperature is above 90°F., SAE 30 may be used.
Oil type recommended	Heavy Duty

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head	See Fuel Octane information on Page 2	
	Optional head	None	
Fuel Tank	Capacity (gals.)	16.4	
	Filler Location	Rear of Driver's Door on Body L.H. Side	
Fuel Filter	Type	Strainer	
	Location	In fuel tank	
	Type (elec. or mech.)	Mechanical	
Fuel pump	Location	R.H. Side Near Front of Block	
	Pressure range	4 - 5-1/4	
	Vacuum booster (std., optl., none)	None	
	Make	Carter	
	Model number	WCFB - 2366SA (b)	
	Number used	1	
Carburetor	Type	Downdraft, side inlet, other	Downdraft
		Single or dual	4-Barrel
	Intake manifold heat control (manual, auto., none)		Automatic
	Automatic choke type (integral, other)		Integral
Air cleaner type	Standard	Oil Wetted (b)	
	Optional	None	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual	
Muffler type (rev. flow, str. thru, sep. resonator)	Straight Through	
Exhaust pipe dia.	Branch	—
	Main	2.0" O.D.
Tail pipe diameter	1.81" I.D. (a)	

- (a) Stainless Steel Tail Pipe Extension Added to end of Tail Pipe
 (b) Two 4-barrel carburetors optional. WCFB-2419S (front) and WCFB-2362S (rear).
 Two air cleaners required.

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)		Pressure	
Radiator cap relief valve press.		6 1/4 - 7 1/4 PSI	
Circulation thermostat	Type (choke, bypass)	Choke	
	Starts to open at	160°	
Water pump	Type (centrifugal, other)	Centrifugal	
	Number of pumps	1	
	Drive (V-belt, other)	V-Belt	
	Bearing type	Permanently lubricated, double row ball bearing	
By-pass recirculation type (internal, external)		Internal	
Radiator core type (cellular, tube and fin)		Cellular	
Cooling system capacity	With heater (qt.)	17	
	Without heater (qt.)	16	
Water jackets full length of cylinder (yes, no)		Yes *	
Water oil around cylinder (yes, no)		Yes	
Radiator hose	Lower	Number and type (molded, straight)	1 - Molded
		Inside diameter and length	1 3/4 x 15
	Upper	Number and type (molded, straight)	1 - Molded
		Inside diameter and length	1 1/2 x 16.50
	By-pass	Number and type (molded, straight)	None
		Inside diameter and length	—
Drive belts	Fan	Number used	1
		Angle of V	37° - 44°
		Outside length	54 3/4"
		Width	3/8
	Generator	Angle of V	Same as fan belt
		Outside length	—
		Width	—
Fan	Number of blades and spacing	4 Staggered	
	Diameter	17	
	Ratio—fan to crankshaft revolutions	.949:1	
	Bearing type	Water Pump Bearing	

* - Revised 2-23-56

AMA Consolidated Specifications Questionnaire

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model	<u>Delco 25M53W</u>		
	Voltage Rtg. & Plates/cell	<u>12 Volt - 9 Plate</u>		
	SAE Designation & Amp Hr. Rtg	<u>53 Amp. Hrs. @ 20 Hr. Rate</u>		
	Location	<u>Under hood, right side rear</u>		
	Terminal grounded	<u>Negative</u>		
Generator	Make	<u>Delco-Remy</u>		
	Model	<u>1102043</u>		
	Type	<u>2 brush, shunt wound</u>		
	Ratio—Gen. to Cr/s rev.	<u>2.00:1</u>		
Regulator	Make	<u>Delco-Remy</u>		
	Model	<u>1119001</u>		
	Type	<u>Current & Voltage Control</u>		
	Cutout relay	Closing voltage @ generator rpm	<u>12.8 @ 1300</u>	
		Reverse current to open	<u>- -</u>	
	Regulated	Voltage	<u>14.5</u>	
		Current	<u>30 Amp.</u>	
		Min. Gen. rpm required	<u>(For max. output) 2950</u>	
Voltage test conditions	Temperature	<u>Operating (run gen. 15 min. @ 8-10 Amp. before testing)</u>		
	Load	<u>10 Amps. max.</u>		
	Other			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make	<u>Delco-Remy</u>		
	Model	<u>1107627</u>		
	Rotation (drive end view)	<u>Clockwise</u>		
	Engine cranking speed	<u>N.A.</u>		
	Test conditions	<u>Engine at operating temp.</u>		
	Lock test	Amps	<u>415</u>	
		Volts	<u>5.8</u>	
		Torque (lb. ft.)	<u>12.7</u>	
No load test	Amps	<u>65</u>		
	Volts	<u>10.4</u>		
	RPM (min.)	<u>8900</u>		
	Switch (solenoid, manual)	<u>Solenoid</u>		
Motor control	Starting procedure	<u>Place shift in neutral</u>	<u>Place selector lever</u>	
		<u>depress clutch</u>	<u>in park or neutral</u>	
	<u>Depress accelerator pedal to floor to set automatic choke—then release</u> <u>Turn ignition key to extreme right position to start engine.</u>			

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Positive Shift Solenoid
	Pinion meshes (front, rear)		Front
	Number of teeth	Pinion	9
		Flywheel	168
Flywheel tooth face width		1.85	

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco Remy
	Model		1115091
	Amps	Engine stopped	4
Engine idling		1.8	
Distributor	Make		Delco Remy
	Model		1110872
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	300
		Centr. advance max. deg. @ rpm	14° @ 1750
		Vacuum advance start (in. Hg.)	8.0
		Vac. adv. (max. deg. @ in. Hg.)	13 3/4° @ 15 in. HG
	Breaker gap (in.)		.016 - .021
	Cam angle (deg.)		28°-34° (Per Breaker)
Breaker arm tension (oz.)		19-23	
Timing	C/S deg. @ rpm		4° BTC @ Idle
	Mark location		Damper
	Cylinder numbering system (see page 2)		Left Bank 1-3-5-7
			Right Bank 2-4-6-8
Firing order (see page 2)		1-8-4-3-6-5-7-2	
Spark plug	Make and model		AC C-43
	Thread (mm)		14 MM
	Tightening torque (lb. ft.)		20-25
	Gap		.033-.038
Cable	Conductor type		Linen core impregnated with an electrical conducting matl.
	Insulation type		Rubber with neoprene jacket
	Spark plug protector		Neoprene jacket

ELECTRICAL—SUPPRESSION

Description	Non metallic high tension cables
-------------	----------------------------------

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	AC
	Trip odometer (yes, no)	No
Charge Indicator—type		Ammeter **
Temperature Indicator—type		Electric
Oil pressure Indicator—type		Bourdon Tube
Fuel Indicator—type		Electric
Ignition switch	Identify positions in order and circuits controlled	Vertical - Off; Unlocked Counter Clockwise - Off; Locked 1st Position Clockwise from Vertical - Ignition & Acc. "ON" 2nd Position Clockwise from Vertical - Ignition and Starter ** "On" with Spring Return to 1st Position.
	Provision for illumination	Yes
	Location	On Instrument Panel - Right of Steering Column
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Depressed-Off 1st Notch - Instrument Panel Lights, Parking Lights 2nd Notch - Instrument Panel Lights, Driving Lights Rotate - Clockwise to Dim and turn off Instrument Panel Lights Counterclockwise to turn on and brighten Panel Lights
Other light switches	Locations and lamps controlled	Left Hand Toe Board - High & Low Beam Driving Lights Parking Brake Alarm Light Switch on Parking Brake Lever Housing at rear of Instrument Panel - Brake engaged: Light-on Front Compartment Courtesy Lamp Switch - In Door Hinge Pillar - Door open: Light-on. Directional Signal Switch in Hub of Steering Mast Jacket Down - Left Turn Flasher. Up - Right Turn Flasher.
Other switches	Locations and devices controlled	Folding Top Switch - On Instrument Panel - Pull out to let top down. Electric Windshield Wiper Switch - On Motor Unit. Controlled by knob on Instrument Panel. * - Electric Window Lifts - On Doors (Master Switch on Driver Side)
Windshield wiper	Make	Delco - Motor Unit; Trico - Other Parts
	Type	Electric
	Vacuum booster provision	None
	Washer provision	Dealer Installed Accessory
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	High 9, Low 10

* - RPO Equipment - Installed in Folding Top Circuit.
 ** - Revised 2-23-56

AMA Consolidated Specification Questionnaire

MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8 Powerglide

ELECTRICAL—LAMP BULBS

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

Headlamp		2-5400	
Headlamp beam indicator		1-53	
Parking light		4 CP Filament of 103 1/2 Bulb	
Tail light		4 CP Filament of 103 1/2 Bulb	
Stop light		32 CP Filament of 103 1/2 Bulb	
Direction indicator	Front	32 CP Filament of Parking Lamp	
	Rear	32 CP Filament of Tail Lamp	
	Tail-Tale	2-53	*
License plate light		2-67	
Instrument light		4-57	
Ignition lock light		1-53	
Map light		None	
Dome light		None	
Clock light		1-57	
Radio dial light		1-57	
Glove compartment light		None	
Courtesy light		2-90	
Trunk compartment light		N.A.	
Other			
		1-53	
		1-90 *	
		1-57	

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

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

Headlamp	13CB (a)
Headlamp beam indicator	Same as (a)
Parking light	Same as (a)
Tail light	Same as (a)
Stop light	Same as (a)
Direction indicator	Same as (a)
License plate light	Same as (a)
Instrument light	Same as (a) /
Ignition light	Same as (a) /
Map light	None
Dome light	None
Clock	Same as (a)
Clock light	Same as (a) /
Radio	AGW 7-1/2
Glove compartment light	None
Courtesy light	Same as (a) *
Trunk compartment light	None
Other	
	SFE 9 *
	SFE 14

/ - Plus use of 1 AGA3 Fuse mounted on Light Switch Assembly.
 * - Revised 2-23-56.

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL <u>CORVETTE</u>		V-8	CONVENTIONAL	POWERGLIDE	
DRIVE UNITS—CLUTCH (PEDAL OPERATED)					
Make		Own or Borg & Beck			
Type (dry or wet plate)		Dry			
In combination with fluid coupling (yes, no)		No			
Semi-centrifugal (yes, no)		No			
Type pressure plate springs		Coil			
Total plate pressure (lb.)		1600			
No. of clutch driven discs		One			
Clutch facing	Material	Woven Asbestos Comp.			
	Inside diameter	6-1/2			
	Outside diameter	10-1/2			
	Total eff. area (sq. in.)	106.82			
	Thickness	.133			
	Number required	2			
	Engagement cushioning method	Springs			
	Release bearing	Type	Ball Bearing		
		Method of lubrication	Sealed		
	Torsional damping	Method (springs, other)	Springs at Hub		
Frict. mat.		—			

DRIVE UNITS—TRANSMISSIONS

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

DRIVE UNITS—CONVENTIONAL TRANSMISSION

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

@ - Optional transmission: First 2.2, second 1.31, third direct drive, reverse 2.2.

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

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

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)			---	
	If planetary, No. of pinions			---	
	Manual lockout (yes, no)			---	
	Downshift accelerator control (yes, no)			---	
	Minimum cut-in speed			---	
	Gear ratio			---	
	Lubricant	Capacity (O.D. only)			---
		Separate filter (yes, no)			---
		Type recommended			---
		SAE viscosity number	Summer		---
Winter			---		
Ext. cold			---		

DRIVE UNITS—AUTOMATIC TRANSMISSION

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

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
Conventional Powerglide

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque converter	Number of elements	---	3	
	Max. ratio at stall at engine rpm	---	2.1:1	
	Mechanical lockup	Provided (yes, no)	---	No
		Speed range	---	---
		Releases at (speed range, mph)	---	---
	Type of cooling (forced air, oil cooler and type, other)		---	None
Anti-creep device (yes, no)		---	No	
Lubricant	Capacity—refill (pt.)	---	11 Qts. - Refill 5 Qts.	
	Type recommended	---	Type A	
	Grade	Summer	---	Same Grade For
		Winter	---	All Temperature
Extreme cold		---	Ranges	

DRIVE UNITS—PROPELLER SHAFT

Number used		1
Type (exposed, torque tube)		Exposed Hotchkiss
Outer diameter x length* x wall thickness	Conventional trans.	2.50 x .065 (Eff. Len. varies due to U-Joint Slip on Spline)
	Overdrive trans.	---
	Automatic trans.	---
		Same As Conventional
Intermediate bearing	Type (plain, anti-friction)	None
	Lubri. (fitting, prepack)	None
Universal joints	Make	Own
	Number used	2
	Type (ball and trunnion, cross, other)	Yoke And Spider (Trunnion)
	Bearing	Type (plain, anti-friction)
Lubric. (fitting, prepack)		2 - Fitting
Drive taken through (torque tube or arms, spring)		Rear Springs
Torque taken through (torque tube or arms, springs)		Rear Spring

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

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE V-8
CONVENTIONAL POWERGLIDE

DRIVE UNITS—REAR AXLE

Type (semi-floating, other)		Semi-Floating	
Gear type (hypoid, other)		Hypoid	
Gear ratio and No. of teeth	Conventional trans.	3.70 (Standard) (10-37) (a)	---
	Overdrive trans.	---	---
	Automatic trans.	---	3.55:1 (11-39)
Pinion adjustment (shim, other)		Shim	
Pinion bearing adj. (shim, other)		None	
Capacity (pt.)		4	
Type recommended		A-9 Hypoid Lubricant	
Lubricant	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme cold	SAE 80

DRIVE UNITS—WHEELS

Type (disc, other)		Short Spoke Disc	
Rim (size and flange type)		15 x 15K	
Attachment	Type (bolt or stud)	Bolt	
	Circle diameter	4.75	
	Number and size	5, 7/16 x 20	

DRIVE UNITS—TIRES

Size and ply rating	Standard	6.70-15-4 Ply Tubeless	
	Optional	6.70-15-4 Ply White & Blackwall	
Rev/mile at 30 mph		754	
Inflation press. (cold)	Front	24 lbs.	
	Rear	24 lbs.	

BRAKES—SERVICE

Type		Servo-4 Wheel Hydraulic	
Booster type		None	
Effective area (sq. in.)		157	
Percent brake effectiveness—rear		44%	
Drum	Diameter	Front	11
		Rear	11
	Type and material		Composite, Rim-Cast Alloy Iron, Web-Pressed Steel

(a) 3.27 (11-36), or 4.11:1 (9-37) Optional

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MAKE OF CAR Chevrolet **MODEL YEAR** 1956

MODEL Corvette V-8
Conventional Powerglide

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted		Bonded		
	Primary	Material	Full Molded Asbestos Composition		
		Size (length x width x thickness)	Front wheel	9.3125 x 2.0 x .202-.222	
			Rear wheel	9.3125 x 1.75 x .202-.222	
		Segments per shoe			
	Secondary	Material	Full Molded Asbestos Composition		
		Size (length x width x thickness)	Front wheel	11.6875 x 2.0 x .202-.222	
			Rear wheel	11.6875 x 1.75 x .202-.222	
		Segments per shoe		1	
	Wheel cylinder bore	Front	1.125		
Rear		1.0			
Master cylinder bore		1.0			
Available pedal travel		4-1/2			
Line pressure at 100 lb. pedal load		700 (Approx.)			
Shoe clearance adjustment		To Light Drag and Back Off 7 Notches			

BRAKES—PARKING

Type of control		"I" Handle Pull Rod
Location of control		L.H. of Steering Column, Below Instrument Panel
Operates on		Rear Service Brakes
If separate from service brakes	Type (internal or external)	--
	Drum diameter	--
	Lining size (length x width x thickness)	--

FRAME

Type and description	Full length, welded, box section side and rear cross-members "I" beam type, bracing from "X" member to frame front side-member. Rear shock absorber cross-member of "U" type. "I" beam type "X" member.
----------------------	---

FRONT SUSPENSION

Type and description	Unitized, independent, short and long arm
----------------------	---

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MODEL CORVETTE V-8
Conventional Powerglide

FRONT SUSPENSION (cont.)

	Type	Coil
	Material	Chrome Alloy Steel
Spring	Size (length x width x No. leaves or coil I.D.)	13.45 Free Length x 3.752 Total Number of Coils 9-3/4
	Spring rate (lb. per in.)	300
	Rate at wheel (lb. per in.)	110
	Normal load (lb. @ rated length)	1115 @ 9.62
Shock absorbers	Manufacturer	Delco
	Type (direct or lever)	Direct, Double Acting, Hydraulic
	Piston diameter	1
Stabilizer	Type (link, linkless, frameless)	Link
	Material	Heat Treated Hr. Carbon Steel

STEERING

Type used (Standard or optional)	Mechanical	Standard		
	Power	N.A.		
Wheel diameter		17.25		
Turning diameter	Outside front	Wall to wall (r. & l.)	38.58 Right - 38.99 Left	
		Curb to curb (r. & l.)	36.55 Right - 36.93 Left	
	Inside rear	Wall to wall (r. & l.)	N.A.	
		Curb to curb (r. & l.)	N.A.	
Inside wheel angle with outside wheel at 20°		23°		
Mechanical	Gear	Type	Semi-Reversible, Hour Glass Worm and Ball Bearing Roller Sector	
		Make	Saginaw	
		Ratios	Gear	16.0:1
			Overall	16.0:1
	No. wheel turns	3.9		
Power	Type	---		
	Make	---		
	Trade name	---		
	Gear	Type	---	
		Ratios	Gear	---
			Overall	---
	Pump driven by	---		
	Overall torque ratio	---		
	Number wheel turns	---		
	Linkage	Type	Center Point	
Location (front or rear of wheels)		Rear of Wheels		
Drag link (trans. or long) Tie rods (one or two)		Longitudinal 2		

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MODEL CORVETTE V-8
Conventional Powerglide

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		3-1/2 - 4-1/2	
	Diameter		.8660-.8665	
	Bearings (type)	Upper		Bushing
		Lower		Bushing
Thrust			Single Row Ball	
Wheel alignment (range and preferred)	Caster (deg.)		0-1°	
	Camber (deg.)		0-1°	
	Toe-in (outside tread-inches)		0-1/8"	
Steering knuckle type			Reserve Elliott	
Wheel spindle	Diameter	Inner bearing	1.2810 - 1.2825	
		Outer bearing	.7198-.7503	
	Thread size		3/4-20	
	Bearing type		Ball	

REAR SUSPENSION

	Type		Longitudinal Springs		
	Drive and torq. taken through (see page 14)		Rear Springs		
Spring	Type		Semi-Elliptic		
	Material		Chrome Alloy Steel		
	Size (length x width x No. leaves or coil I.D.)		51 x 2 x 4		
	Spring rate (lb. per in.)		115		
	Rate at wheel (lb. per in.)		---		
	Normal load (lb. at rated length)		725		
	Mounting insulation type			Rubber Bushed	
	If leaf	No. of leaves		1	
		Covers (yes, no)		No	
		Lubricated (yes, no)		No	
		Inserts	Type and size		3 liners-19.76x1.88x.100-31.76x1.88x.100-46.21x1.88x.100
			Material		Wax Impregnated Fiber Board
Shackle (comp. or tens.)			In Tension From Rear Hanger		
Shock absorbers	Manufacturer		Delco		
	Type (direct or lever)		Direct, Double Acting, Hydraulic		
	Piston diameter		1		
Stabilizer	Type (link, linkless, frameless)		None		
	Material		---		
Track bar type			None		

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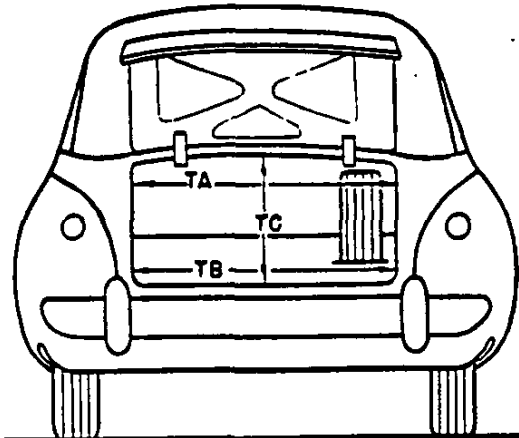
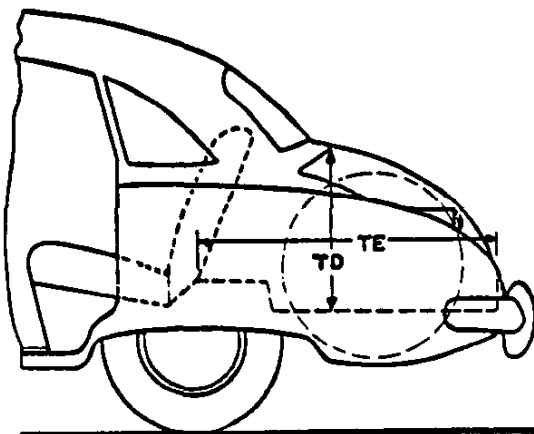
BODY—GENERAL DEFINITIONS

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

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

MODEL

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	45.0
TB—Width across the bottom	
TC—Diagonal dimension at CL from top of opening to bottom	*
TD—Vertical height of opening (floor to top, inside edge of opening)	14.2
TE—Max. horizontal depth (forward from vertical projection of inside edge of opening)	13.0
Position of spare tire storage	Horizontal In Floor Tire Well Under Mat
Method of holding lid open	Counterbalance Springs

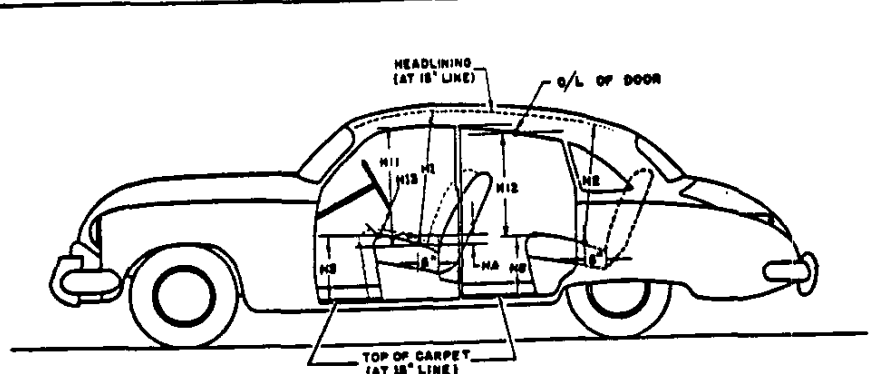
* - Not A Standard Dimension

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE

BODY—HEIGHT DIMENSIONS—INTERIOR



H1. Front headroom— from "A" pt. to headlining at 8" back of vertical on 15" line. (For "A" pt. see note 1, page 19)	36.58
H2. Rear headroom— from "A" pt. to headlining at 8" back of vertical on 15" line.	---
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	8.9
H4. Rear seat height to floor carpet on 15" line (front edge of cushion).	---
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	---
H13. Steering wheel clearance to seat cushion taken on arc.	4.12
HA. Front seat vertical rise at "A" pt. (inches.)	.22

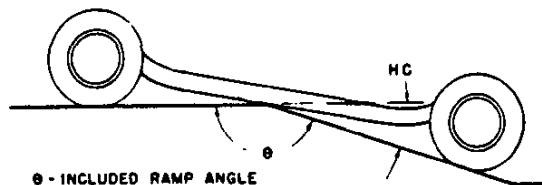
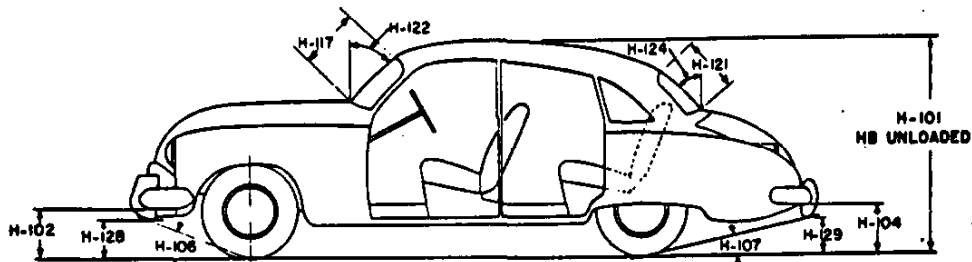
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MODEL CORVETTE

BODY—HEIGHT DIMENSIONS—EXTERIOR



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

H101. Overall height. Loaded-Top Up	51.09
H8. Overall height—unloaded. = Top Up	52.0
H102. Front bumper bottom to ground at normal section.	
H104. Rear bumper bottom to ground at normal section.	
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	28° 1"
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	18° 50"
HC. Ramp breakover angle.*	14° 54"
H117. Windshield DLO—slant height.	17.31"
H121. Backlight DLO*—Max., slant height.	11.5"
H122. Windshield slope angle to vertical line on car axis.	
H124. Backlight slope angle to vertical line on car axis.	
H128. Ground to bottom of front bumper guard.	---
H129. Ground to bottom of rear bumper guard.	---
HD. Min. road clearance (location and dimension).	5.81
HE. Min. road clearance at rear axle.	8.00

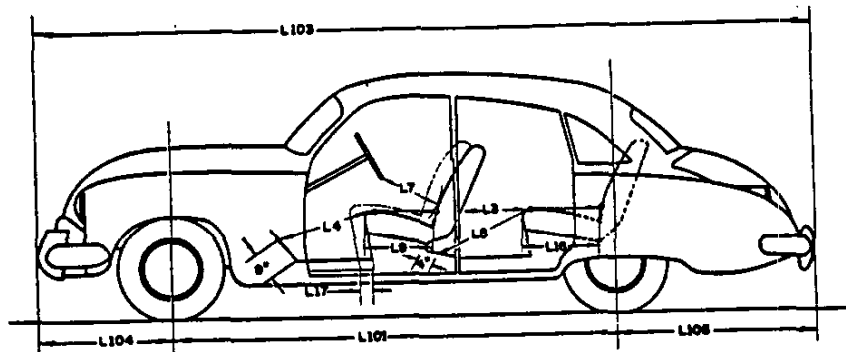
*See Notes, page 19.

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MODEL CORVETTE

BODY—LENGTH DIMENSIONS



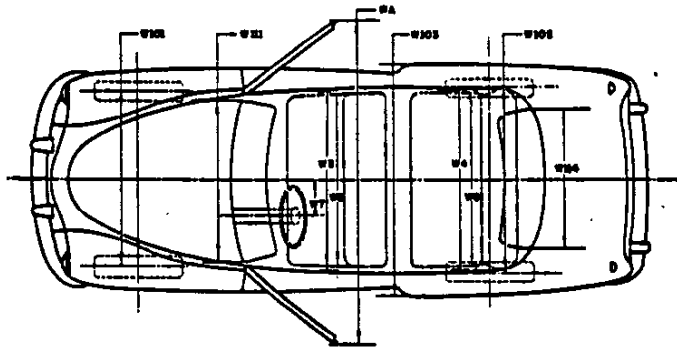
Interior	L3. Rear compartment back of front seat back to rear seat back.	---
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	41.0
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	---
	L7. Steering wheel clearance to seat back taken on arc.	---
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.0
	L16. Depth of rear seat (front edge to seat back).	---
	L17. Total adjustment of front seat at floor.	4.4
Exterior	L101. Wheel base.	102
	L103. Overall length (bumper to bumper inc. guards).	168.0
	L104. Overhang—front including bumper guards.	24.73
	L105. Overhang—rear including bumper guards.	41.43

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MAKE OF CAR CHEVROLET MODEL YEAR 1956

MODEL CORVETTE

BODY—WIDTH DIMENSIONS



	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	♣
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	---
Inter-	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	♣
rior	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	---
	W7. Steering wheel center to center of body.	13.85
	W101. Front tread at ground.	56.67
	W102. Rear tread at ground.	58.80
	W103. Max. overall width of car including bumpers or mouldings.	70.46
Exte-	WA. Max. overall width of car with doors open.	
rior	W111. Windshield DLO, max. width.	53.56
	W114. Back window DLO, max. width.	34.25

♣ Not Applicable.

