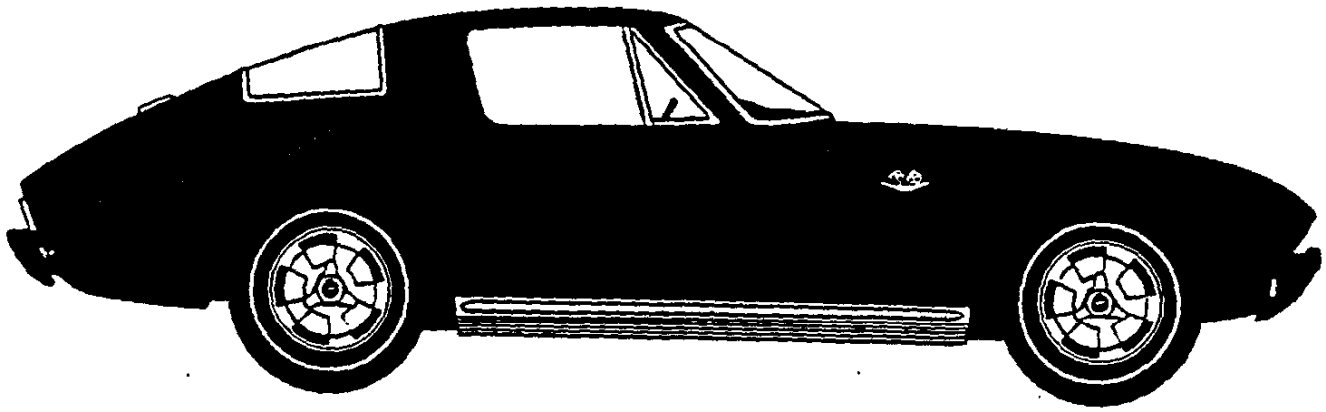
CHEVROLET

1966

CORVETTE

SPECIFICATIONS



GENUINE CHEVROLET™

1966 OPTIONS

RPO #	DESCRIPTION	QTY	RETAILS
19437	Base Corvette Sport Coupe	9,958	$4,295.00
19467	Base Corvette Convertible	17,762	4,084.00
—	Genuine Leather Seats	2,002	79.00
A01	Soft Ray Tinted Glass, all windows	11,859	15.80
A02	Soft Ray Tinted Glass, windshield	9,270	10.55
A31	Power Windows	4,562	57.95
A82	Headrests	1,033	42.15
A85	Shoulder Belts	37	26.35
C07	Auxiliary Hardtop (for convertible)	8,463	231.75
C48	Heater and Defroster Deletion (credit)	54	-97.85
C60	Air Conditioning	3,520	412.90
F41	Special Front and Rear Suspension	2,705	36.90
G81	Positraction Rear Axle, all ratios	24,056	42.15
J50	Power Brakes	5,464	42.15
J56	Special Heavy Duty Brakes	382	342.30
K19	Air Injection Reactor	2,380	44.75
K66	Transistor Ignition System	7,146	73.75
L36	427ci, 390hp Engine	5,116	181.20
L72	427ci, 450/425hp Engine	5,258	312.85
L79	327ci, 350hp Engine	7,591	105.35
M20	4-Speed Manual Transmission	10,837	184.35
M21	4-Speed Man Trans, close ratio	13,903	184.35
M22	4-Speed Man Trans, close ratio, heavy duty	15	237.00
M35	Powerglide Automatic Transmission	2,401	194.85
N03	36 Gallon Fuel Tank (for coupe)	66	198.05
N11	Off Road Exhaust System	2,795	36.90
N14	Side Mount Exhaust System	3,617	131.65
N32	Teakwood Steering Wheel	3,941	47.40
N36	Telescopic Steering Column	3,670	42.15
N40	Power Steering	5,611	94.80
P48	Cast Aluminum Knock-Off Wheels (5)	1,194	316.00
P92	Whitewall Tires, 7.75x15, (rayon cord)	17,969	31.30
T01	Goldwall Tires, 7.75x15 (nylon cord)	5,557	46.55
U69	AM-FM Radio	26,363	199.10
V74	Traffic Hazard Lamp Switch	5,764	11.60

- A 327ci, 300hp engine, 3-speed manual transmission, vinyl interior trim, and soft top (convertible) were included in the base price.
- The 8,463 C07 quantity included 1,303 in lieu of soft tops at no extra cost.
- The 3,520 C60 quantity was split 2,138 coupe, 1,382 convertible.
- The 2,401 M35 quantity was split 2,381 with 300hp, 20 with 390hp .
- The K19 emission device was not limited to California use.

1966 COLORS

CODE	EXTERIOR	QTY	SOFT TOP	WHEELS	INTERIORS
900	Tuxedo Black	1,190	Bk-W-Bg	Black	Bk-R-Bb-WB-S-Si-G-B
972	Ermine White	2,120	Bk-W-Bg	Black	Bk-R-Bb-WB-S-Si-G-B
974	Rally Red	3,366	Bk-W-Bg	Black	Bk-R
976	Nassau Blue	6,100	Bk-W-Bg	Black	Bk-Bb-WB-B
978	Laguna Blue	2,054	Bk-W-Bg	Black	Bk-Bb-B
980	Trophy Blue	1,463	Bk-W-Bg	Black	Bk-Bb-B
982	Mosport Green	2,311	Bk-W-Bg	Black	Bk-G
984	Sunfire Yellow	2,339	Bk-W-Bg	Black	Bk
986	Silver Pearl	2,967	Bk-W-Bg	Black	Bk-Si
988	Milano Maroon	3,799	Bk-W-Bg	Black	Bk-S

- Suggested interiors shown. Other combinations were possible.
- In 1966, 11 Corvettes were painted non-standard colors, or primer.

Interior Codes: Std=Bk/V; 402=Bk/L; 407=R/V; 408=R/L; 414=Bb/V; 415=Bb/L; 418=B/V; 419=B/L; 420=S/V; 421=S/L; 426=Si/V; 427=Si/L; 430=G/V; 450=W+B/V.

Abbreviations: B=Blue, Bb=Bright Blue, Bg=Beige; Bk=Black, G=Green, L=Leather, R=Red, S=Saddle, Si=Silver, V=Vinyl, W=White, WB=White +Blue.

1966 CORVETTE

Production: 9,958 coupe, 17,762 convertible, 27,720 total.

1966 NUMBERS

Vehicle: 194376S100001 through 194376S127720
- For convertibles, fourth digit is a 6.

Suffix:

HD: 327ci, 350hp, mt, ar	IK: 427ci, 425hp, mt
HE: 327ci, 300hp, mt	IL: 427ci, 390hp, mt
HH: 327ci, 300hp, mt, ar	IM: 427ci, 390hp, mt, ar
HO: 327ci, 300hp, at	IP: 427ci, 450/425hp, mt
HP: 327ci, 350hp, mt, ps	IQ: 427ci, 390hp, at
HR: 327ci, 300hp, at, ar	IR: 427ci, 390hp, at, ar
HT: 327ci, 350hp, mt	KH: 327ci, 350hp, mt, ar, ac, ps

Block: 3858174: 327ci 3892657: 327ci, lp (uu)
3869942: 427ci 3855961: 427ci, ep (uu)

Head: 3782461: 327ci, 300hp, 350hp 3873858: 427ci, 450/425hp
3872702: 427ci, 390hp

Carburetor: Holley R3247A #3886101: 427ci, 450/425hp
Holley R3367A #3884505: 327ci, 300hp, 350hp
Holley R3370A #3882835: 427ci, 390hp
Holley R3605A #3890499: 327ci, 300hp, 350hp, ar
Holley R3606A #3892341: 427ci, 390hp, ar

Distributor: 1111093: 427ci, 450/425hp, ig 1111153: 327ci, 300hp
1111141: 427ci, 390hp 1111156: 327ci, 350hp
1111142: 427ci, 390hp, ig 1111157: 327ci, 350hp, ig

Alternator: 1100693: 327ci, 427ci 1100696: 327ci, 427ci, ig
1100694: 327ci, 427ci, ac 1100750: 327ci, 427ci, ac

Ending Vehicle:

Sep 65: 102031	Jan 66: 112587	May 66: 123016
Oct 65: 104384	Feb 66: 115283	Jun 66: 125469
Nov 65: 107186	Mar 66: 118091	Jul 66: 127720
Dec 65: 109892	Apr 66: 120664	

Abbreviations: ac=air conditioning, ar=air injection reactor, at=automatic transmission, ci=cubic inch, ep=early production, hp=horsepower, ig=transistor ignition, lp=late production, mt=manual transmission, ps=power steering, uu=uncertain usage.

1966 FACTS

- The 1966 Corvette's styling was similar to the previous model. There were differences in trim, including the addition of the Corvette script (elongated vertical style) to the hood, and a new, plated, square-mesh, cast grill. Also, roof vents which had been both functional and non-functional in previous mid-year Corvette coupes, were deleted completely.
- Seats were similar to 1965, except that 1966 seats had additional pleats in the upper and lower sections for better weight distribution at the seams.
- The knock-off wheel option continued in 1966, but with a dull-finish center cone instead of bright. The area between the fins was dark grey.
- The 427 cubic-inch engines were introduced in the 1966 model. All with 427 engines received special hoods. The high performance, solid-lifter 427 was initially listed at 450hp but, for reasons unclear, the rating (not the actual output) was reduced to 425hp shortly after introduction. Also, the 390hp engine was sometimes rated at 400hp.
- Backup lights became standard equipment in the 1966 model. They were incorporated into the existing rear inboard taillight housings.
- The fiberboard headliners of coupes and convertible hardtops (except early) were replaced with vinyl-covered foam. Headrests were available for the first time. Interior door pulls were bright metal.

The Corvette Black Book

1953-1993

October 1992

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CONTENTS

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VEHICLE IDENTIFICATION NUMBER

CHEVROLET
19467S100001

Commonly referred to as the VIN NUMBER, this series of numbers and letters is embossed on a metal plate riveted to a horizontal body support under the glove box door. (See Serial Plate Warning and Serial and Vehicle Identification Plate Variations).

FIRST DIGIT: Identifies the Chevrolet Division
(1 = Chevrolet)

SECOND & THIRD DIGITS: Identify the series
(94 = Corvette)

FOURTH & FIFTH DIGITS: Identify the body style

BODY STYLE	CODE
2-Door Sport Coupe	37
2-Door Convertible	67

SIXTH DIGIT: Identifies the model year (6 = 1966)

SEVENTH DIGIT: Identifies the assembly plant
(S = St. Louis, MO)

LAST SIX DIGITS: Represent the basic production number. Starting number 100001 to 127720.

BODY NUMBER PLATE

Located on the crossbrace under the dash, it identifies the month and day built, model year, body style, body number, trim combination and paint color.

H12
STYLE 66 467 | S 1234 BODY
TRIM STD | 974 PAINT
BODY BY CHEVROLET

EXAMPLE:

H12	Build Date (April 12th)
66	Model Year (1966)
467	Body Style (Convertible)
S	Body Manufacturer (St. Louis)
1234	Body Number
STD	Trim Combination (Black Vinyl)
974	Paint Color (Rally Red)

THE BUILD DATE identifies the month and day the vehicle was built.

ST. LOUIS:

MONTH	CODE
September, 1965	A
October	B
November	C
December	D
January, 1966	E
February	F
March	G
April	H
May	I
June	J
July	K

A.O. SMITH:

MONTH	CODE
August, 1965	A
September	B
October	C
November	D
December	E
January, 1966	F
February	G
March	H
April	I
May	J
June	K
July	L

BODY STYLE

BODY STYLE	CODE
Coupe	437
Convertible	467

BODY MANUFACTURER

MANUFACTURER	CODE
St. Louis	S
A.O. Smith	A

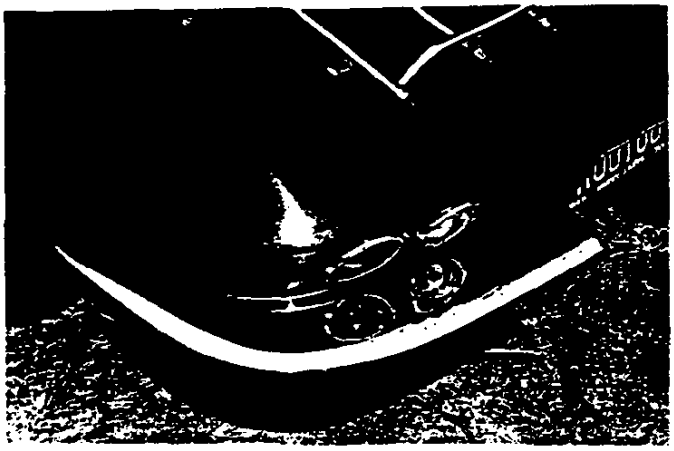
THE BODY NUMBER is the production serial number of the body.

THE TRIM NUMBER is the key to the trim color and material.

COLOR	VINYL	LEATHER	CODE
Black	•		STD
Black		•	402
Red	•		407
Red		•	408
Bright Blue	•		414
Bright Blue		•	415
Dark Blue	•		418
Dark Blue		•	419
Saddle	•		420
Saddle		•	421
Silver/Black	•		426
Silver/Black		•	427
Green	•		430
Green		•	431
White/Black	•		437
White/Blue	•		450
White/Blue		•	451

THE PAINT CODE is the key to the exterior paint color.

COLOR	CODE
Tuxedo Black	900
Ermine White	972
Rally Red	974
Nassau Blue	976
Laguna Blue	978
Trophy Blue	980
Mosport Green	982
Sunfire Yellow	984
Silver Pearl	986
Milano Maroon	988



THE ENGINE NUMBER is located on a raised pa actually an extension of the head mounting surface - on right front of the engine block. All Chevrolet Corvette engi are stamped with an assembly plant code, month and produced and engine application suffix. (See Eng Assembly Plant Code Variations).

EXAMPLE: F0I181HE

F ..... Flint Pl
0I ..... Month built (Janu
I8 ..... Day built (1
HE ..... Engine Type 327", 300

ASSEMBLY PLANT	CO
Tonawanda	
Flint (motor)	

ENGINE NO. CODE	CYL	CID	HORSE-POWER	COMP. RATIO	CARB	TRAN
HE	8	327	300	10.5:1	4 BC	MA
HH	8	327	300	10.5:1	4 BC	MAN/A
HR	8	327	300	10.5:1	4 BC	AUTO/A
HD	8	327	350	11.0:1	4 BC	MAN/SHP/A
HO	8	327	300	10.5:1	4 BC	AUT
HT	8	327	350	11.0:1	4 BC	MAN/SH
HP	8	327	350	11.0:1	4 BC	MAN/P
KH	8	327	350	11.0:1	4 BC	MAN/SHP/A
IK	8	427	425	11.0:1	4 BC	MAN/SH
IL	8	427	390	10.25:1	4 BC	MAN/H
IM	8	427	390	10.25:1	4 BC	MAN/A
IP	8	427	425	11.0:1	4 BC	MAN/SH
IQ	8	427	390	10.25:1	4 BC	AUT
IR	8	427	390	10.25:1	4 BC	AUTO/A

AIR - Air Injection Reactor
HP - High Performance
SHP - Special High Performance
PS - Power Steering

All engines also have the model year and productic sequence number (last 6 digits) of the Vehicle Identificatic Number stamped on the engine.

EXAMPLE: 6100001

6 ..... Model Year (196
100001 ..... Production Sequence Numb

THE ENGINE CASTING NUMBER for the 327 w 3858174, and in late production 3892657. The 427 casti number was 3869942, with a few bearing casting numb 3855961 or 3855962. The casting number is located und the master brake cylinder. An alphanumeric date code is ca on the right rear of the 327 block and on the lower midd right side of the 427 block. (See Block Casting Numbers).

1966 CORVETTE

THE TRANSMISSION NUMBER on manual and Powerglide transmissions indicates the type, month and day produced and the shift it was assembled. The code for the 3-speed is located on the rear face of the case in the upper right hand corner. The code for the 4-speed is located on the left side of the case at the rear of the cover. The Powerglide is located on the bottom center of the transmission oil pan.

EXAMPLE: C1120N

C	Cleveland Powerglide
11	Month built (November)
20	Day built (20th)
D or N	Shift built (D = Day, N = Night)
(1 or 2)	Shift built (D = day, N = night)

(Transmissions built on day shift may not have a shift code)

TRANSMISSION CODES

TYPE	PLANT	CODE
Powerglide	Cleveland	C
4-Speed	Muncie	P
Powerglide	Toledo	T
3-Speed	Saginaw	S

THE REAR AXLE NUMBER identifies the gear ratio, the build month and day. The code is located on the right front side of the differential carrier.

EXAMPLE: AK0621W

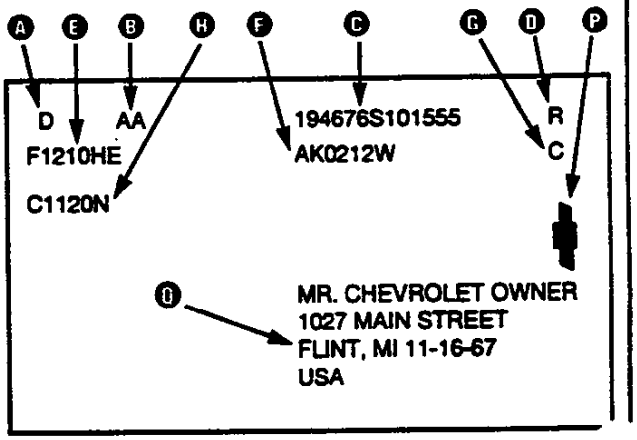
AK	3.36 ratio
06	June
21	21st day of month
W	Warren Plant

DESCRIPTION	CODE
(3.36 ratio)	AK
Positraction (3.08 ratio)	AL
Positraction (3.36 ratio)	AM
Positraction (3.55 ratio)	AN
Positraction (3.70 ratio)	AO
Positraction (4.11 ratio)	AP
(3.08 ratio)	AR
4-Speed (3.70 ratio)	AS
Positraction (3.08 ratio) "396"	AT
Positraction (3.36 ratio) "396"	AU
Positraction (3.55 ratio) "396"	AZ
Positraction (3.70 ratio)	FA
Positraction (4.11 ratio) "396"	FB
Positraction (4.56 ratio) "396"	FC

PLANT CODES

PLANT	CC.
Chevrolet Gear & Axle	G
Buffalo	B
Warren	W

PROTECT-O-PLATE



THE PROTECT-O-PLATE provides the following coded information:

DESCRIPTION	LOCATION
Interior Trim	A
Body Exterior Paint	B
Vehicle Identification Number	C
Carburetor Source Code	D
Engine Number	E
Rear Axle Number	F
Vehicle Build Month Code	G
Transmission Number	H
Chevrolet Trade Mark	P
Dealer Supplied Owner Information as Shown in Dealer Policy and Procedures Manual	Q

NOTE: The Protect-O-Plate may use the codes found on the Body Number Plate in place of the codes listed in this section, for trim and paint.

LOCATION A: Indicates the interior trim color.

COLOR	VINYL	LEATHER	CODE
Saddle	•		C
Saddle		•	J
Black	•		E
Black		•	K
Dark Green	•		X
Dark Green		•	L
Red	•		D
Red		•	M
Dark Blue	•		B
Dark Blue		•	N
Silver	•		Y
Silver		•	P
Bright Blue	•		R
Bright Blue		•	T
Blue/White	•		W

LOCATION B: Indicates the exterior paint color.

COLOR	CODE
Tuxedo Black	A
Ermine White	C
Nassau Blue	D
Laguna Blue	E
Trophy Blue	F
Mosport Green	H
Milano Maroon	N
Silver Pearl	Q
Rally Red	R
Sunfire Yellow	Y

LOCATION C: Indicates the vehicle identification number. See the vehicle identification number section of this year for a complete breakdown of this number.

LOCATION D: Indicates the carburetor source/manufacturer.

TYPE	CODE
Holley	H
Rochester	R
Carter	C

LOCATION E: Indicates the engine number. See the engine number section of this year for a complete breakdown of this number. NOTE: The carburetor code may also appear at the end of this number.

LOCATION F: Indicates the rear axle number. See the rear axle number section of this year for a complete breakdown of this number.

LOCATION G: Indicates the month in which the vehicle was built.

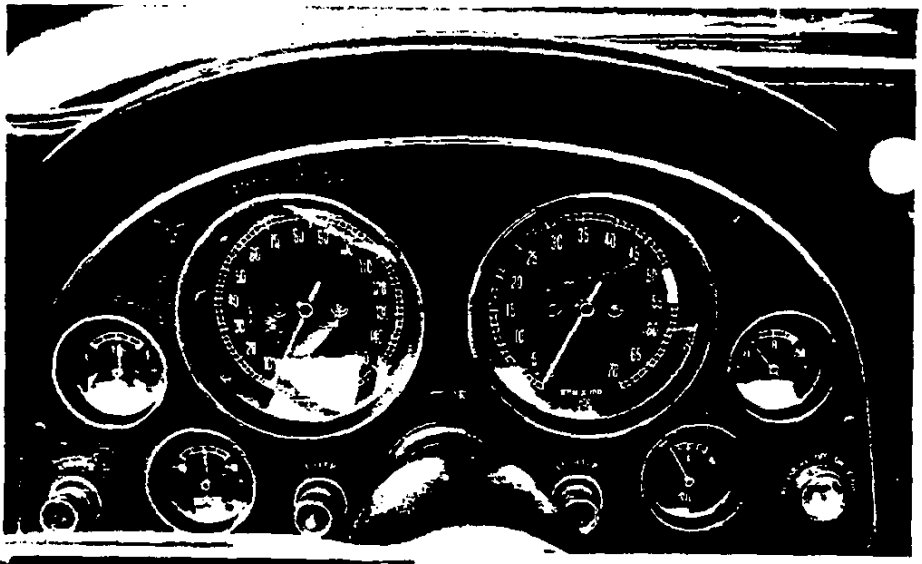
MONTH	CODE
January	H
February	B
March	M
April	E
May	J
June	G
July	A
August	D
September	U
October	F
November	Q
December	C

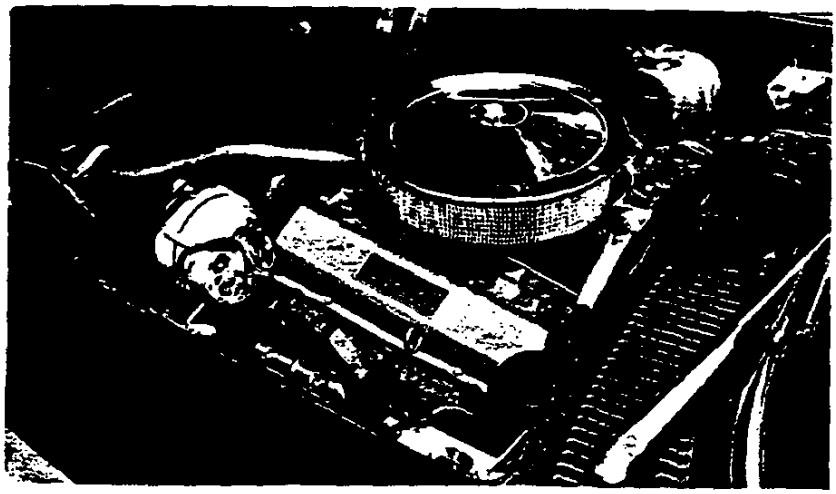
LOCATION H: Indicates the transmission number. See the transmission number section of this year for a complete breakdown of this number.

1966 CORVETTE

REGULAR PRODUCTION OPTIONS (RPO)

DESCRIPTION	RPO NO.
Tinted Glass, All Windows	A01
Tinted Glass, Windshield	A02
Windows, Electric Control	A31
Head Rest, Conventional Type Seat	A82
Shoulder Harness	A85
Auxiliary Top Equipment	C07
Less Heater Equipment	C48
Air Conditioning, Deluxe	C60
Special Performance, Front & Rear Suspension	F41
Differential Carrier, Positraction	G81
Power Brake Equipment	J50
Heavy Duty Brake Equipment	J56
Air Injection Reactor Equipment	K19
Transistor Ignition Equipment	K66
Engine, V-8 427" - Hi-Performance	L36
Engine, V-8 427" - Special Hi-Performance	L72
Engine, V-8 327" - Special Hi-Performance Hydraulic Lifters	L79
4-Speed Transmission	M
4-Speed Transmission, Close Ratio	M21
4-Speed Transmission, Heavy Duty	M22
Powerglide Transmission	M35
Gas Tank 36.5 Gallon and Filler Panel	N03
Off Road Service Exhaust	N11
Side Mount Exhausts	N14
Steering Wheel, Wood	N32
Steering Shaft, Telescopic	N36
Power Steering	N40
15x6L Aluminum Wheel, Quick Take-off	P48
6.70-15-4 PR Tires, Whitewall	P92
7.75-15-4 PR Tires, Goldwall	T01
Radio AM-FM, Push-button	U69
Hazard Warning Switch Equipment	V74
Road Hazard Package	Z83





1966 MODEL CORVETTE WITH STANDARD EQUIPMENT

(300-hp Corvette V8 Engine—98" Wheelbase)

Model Description	List Price Less Invoice Discount (23%) ♣	List Price Less Base Discount (25%)	Factory D & H	List Price	Mfr's Sgt'd Dealer D & H	Mfr's Sgt'd Retail Price ★	Destination Charge	Total
19437 Corvette Sport Coupe 2-door—2-passenger						$4295.00		
19467 Corvette Convertible—2-passenger With manually operated soft top						4084.00		

♣ Base discount is 25% with the 2% difference retained for dealer's account in accordance with Terms of Sale Bulletin.

★ Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price ◈
(5) 7.75–15/2-ply (4-ply rating) Regular Highway Blackwall	Std				N.C.
(5) 7.75–15/2-ply (4-ply rating) Regular Highway Whitewall	P92				31.30
(5) 7.75–15/2-ply (4-ply rating) Special Nylon Highway Goldstripe	T01				46.55

◈ State and local taxes not included.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price ◈
Air Conditioning, Four-Season: With 390-hp engine and 4-speed transmission or 300-hp or 350-hp engine only. Including 61-amp Delcotron	C60				$412.90
Axle, Positraction Rear: See Power Teams chart for availability					
3.08 ratio	G81				42.15
3.36 ratio	G81				42.15
3.55 ratio	G81				42.15
3.70 ratio	G81				42.15
4.11 ratio	G81				42.15
Brakes, Heavy-Duty: Available only when 425-hp engine & power brakes are ordered	JS6				342.30
Brakes, Power: Includes dual-circuit master cylinder	JS0				42.15
Engine: *For transmission availability see Power Teams chart*					
350-hp Corvette 327 V8	L79				105.35
390-hp Corvette 427 V8—Available only when Positraction axle is ordered	L36				181.20
425-hp Corvette 427 V8—Available only when Positraction axle and full-transistor ignition system are ordered	L72				312.85

◈ State and local taxes not included.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET (Cont'd)

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
Exhaust System: Off-road service—available only when 3-speed or 4-speed transmission is ordered	N11				$ 36.90
Exhaust System, Dual Side Mounted: (For off-road service only)	N14				131.65
Glass, Soft Ray Tinted: Windshield only	A02				10.55
All windows	A01				15.80
G.M. Air Injection Reactor: *Approved by the state of California and exclusive to California vehicle registration only.* Not required with 425-hp engine	K19				44.75
Harness, Shoulder: Driver and passenger	A85				26.35
Headrests, Strato-Ease: Driver & passenger	A82				42.15
Heater and Defroster Deletion: Not available when air conditioning is ordered	C48				97.85 CR.
Ignition System, Full-Transistor: With 350-hp, 390-hp or 425-hp engines only; for detailed description see *1966 Finger-Tip Facts* book	K66				73.75
Paint, Exterior: Solid colors only. See Color and Trim chart	...				N.C.
Radio, AM-FM: Pushbutton control (Includes power antenna)	U69				199.10
Special Purpose Front & Rear Suspension: Includes special springs, matching shock absorbers and special front & rear stabilizer bars (available only when 425-hp engine is ordered)	F41				36.90
Steering, Power	N40				94.80
Steering Shaft, Telescopic	N36				42.15
Steering Wheel, Wood: (Genuine Teakwood)	N32				47.40
Tank, Fuel: Model 19437 only (Capacity 36 gal) Also includes wheelhouse filler panel and a color-keyed fiber glass protective cover over tank in place of luggage compartment carpet	N03				198.05
Top, Auxiliary: Hard top; Model 19467 only					
In place of folding top	C07				N.C.
In addition to folding top	C07				231.75
Top, Folding: Model 19467 only. Choice of black, beige or white. All tops available with all exterior colors	C05				N.C.
Traffic Hazard Warning Switch	V74				11.60
Transmission: See Power Teams chart for availability					
4-Speed Manual (Wide-Range)	M20				184.35
4-Speed Manual (Close-Ratio)	M21				184.35
Powerglide	M35				194.85
Trim Combinations: See Color and Trim chart					
Genuine leather seats					79.00
All other trims					N.C.
Wheels: Five cast-aluminum 15 x 6L quick knock-off type	P48				316.00
Windows, Power: Electric control	A31				57.95

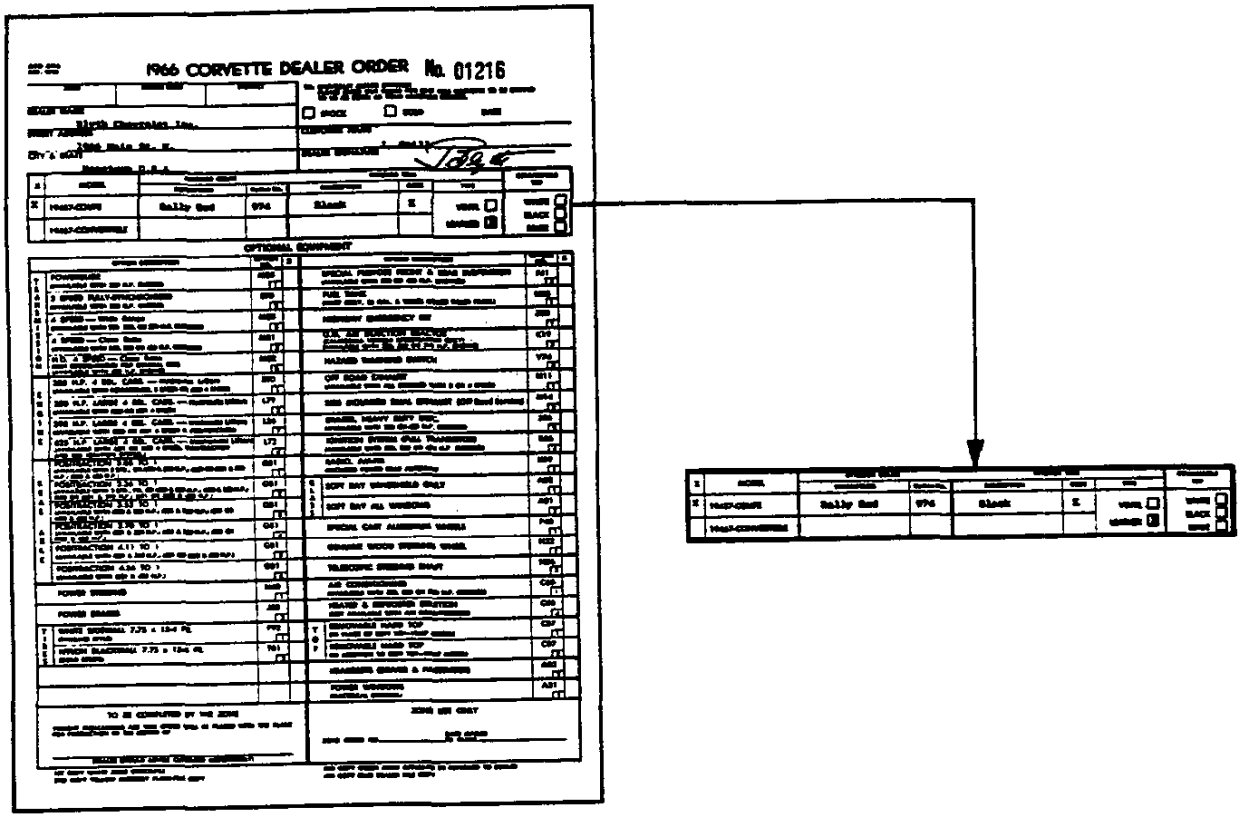
◈ State and local taxes not included.

Engine, Transmission and Rear Axle Combinations

ENGINE		TRANSMISSION	REAR AXLE RATIOS			
			Standard	Optional★		
Option Number	Description		*General Purpose*	*Mountain*	*Economy Cruise*	*Special Purpose*
Standard	**300-hp** **Corvette V8** 327-cu-in displacement 4-barrel carburetor Hydraulic lifters 10.5:1 compression ratio	3-Speed 4-Speed Wide-Range	3.36:1▲		3.08:1	
		Powerglide	3.36:1▲			
L79	**350-hp** **Corvette V8** 327-cu-in displacement 4-barrel carburetor Hydraulic lifters 11.0:1 compression ratio	4-Speed Wide-Range	3.36:1▲	3.55:1		
		4-Speed Close-Ratio	3.70:1▲	4.11:1		
L36	**390-hp** **Turbo-Jet 427 V8** 427-cu-in displacement Special camshaft Hydraulic lifters 10.25:1 compression ratio	4-Speed Wide-Range	3.08:1★	3.36:1		
		4-Speed Close-Ratio Powerglide	3.36:1★	3.70:1	3.08:1	3.55:1
L72	**425-hp** **Turbo-Jet 427 V8** 427-cu-in displacement Large 4-barrel carburetor Special camshaft Mechanical lifters 11.0:1 compression ratio	4-Speed Close-Ratio	3.55:1★	3.70:1	3.36:1	4.11:1

★ Available as Positraction only (RPO G81) ▲ Also available as Positraction (RPO G81)

Important Information Concerning Ordering Interior Trim and Exterior Colors



Explanation of Exterior Color Identification	All exterior paints will be identified by a 3-digit number as indicated on the Color & Trim chart. Two-tone exteriors are not available on Corvettes.
Explanation of Interior Trim Identification	Ordering codes remain single alphabetical letters (SEE CHART ON OPPOSITE PAGE). Trim option numbers are for invoicing only to denote color of trim.

PLEASE GIVE SPECIAL ATTENTION TO THE FOLLOWING

SERIES	REMARKS
CORVETTE STING RAY	Green or White/Blue interior trim available in vinyl only. White/Blue trim: Instrument panel and carpet are medium blue. Silver trim: Instrument panel is black and carpet is dark gray. Convertible Tops: Black, Beige or White. Each is available with all exterior colors. Extra cost optional leather interior—seats only are genuine leather.

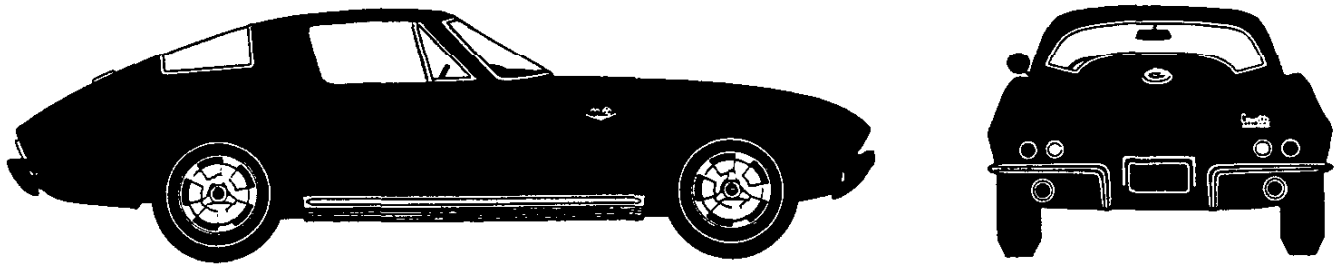
CORVETTE COLOR & TRIM CHART

INTERIOR TRIM CODES			EXTERIOR COLORS									
The following code must be shown on the order form for the desired interior trim. **LEATHER** — **VINYL** K — BLACK — E J — SADDLE — C M — RED — D N — DARK BLUE — B P — SILVER — Y GREEN — X T — BRIGHT BLUE — R WHITE/BR BLUE — W			Tuxedo Black	Ermine White	Rally Red	Nassau Blue	Laguna Blue	Trophy Blue	Mosport Green	Sunfire Yellow	Silver Pearl	Milano Maroon
MODELS		Int. Trim & RPO / Exterior Paint RPO	900	972	974	976	978	980	982	984	986	988
CONVERTIBLE 19467 **SPORT COUPE** 19437	STANDARD VINYL	**Black** Std	E	E	E	E	E	E	E	E	E	E
		Red 407	D	D	D							
		Bright Blue 414	R	R		R	R					
		Dark Blue 418	B	B		B	B	B				
		Saddle 420	C	C								C
		Silver 426	Y	Y							Y	
		Green 430	X	X					X			
		White/Br. Blue 450	W	W		W						
CONVERTIBLE 19467 **SPORT COUPE** 19437	OPTIONAL LEATHER	**Black** 402	K	K	K	K	K	K	K	K	K	K
		Red 408	M	M	M							
		Bright Blue 415	T	T		T	T					
		Dark Blue 419	N	N		N	N	N				
		Saddle 421	J	J								J
		Silver 427	P	P							P	

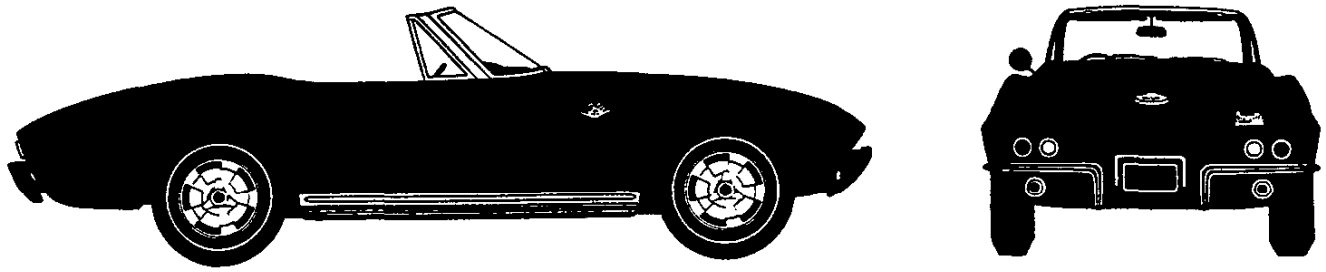
1966 CORVETTE STING RAY

INDEX TO MODEL INFORMATION

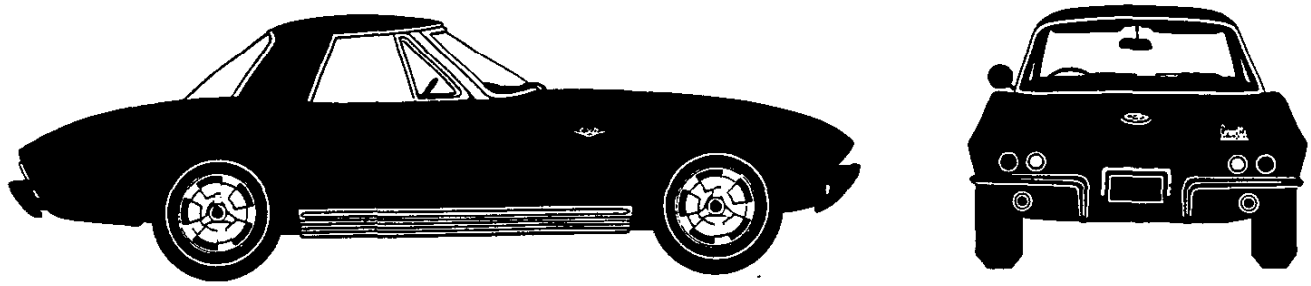
CORVETTE STING RAY



Corvette Sting Ray Sport Coupe



Corvette Sting Ray Convertible



Corvette Sting Ray Convertible with removable hardtop*

■ Sport Coupe ■ Convertible

Model Features

Black-accented body sill moldings • Windshield and rear window reveal moldings (windshield only with Convertible folding top) • Bright ventipane frames • Bright windshield pillar on Convertible • Wrap-around bumpers • Ventilated wheel covers with simulated 3-lug knock-off hub • Front fender emblems • Front fender engine compartment air exhaust louvers • Chromed outside rearview mirror • Anodized aluminum grille • Circular parking and directional signal lights with bright bezels • Bright front license plate frame • Hood emblem • Power-operated retractable dual headlights • Special high-domed hood with 427-cu.-in. V8's • Fuel filler door emblem • Sting Ray nameplate • Bright rear license plate frame and license plate recess framing • Twin-unit taillights with bright bezels and built-in back-up lights • Twin stainless steel tailpipes with bright bezels • Luxurious all-vinyl trim . . . plus Corvette interior features and appointments.

**Optional at no extra cost in place of convertible folding top or in addition at extra cost*

INTERIOR FEATURES & APPOINTMENTS

INSTRUMENT PANEL	Sport Coupe	Convertible
Special sports-styled three-spoke steering wheel with horn button	•	•
Foam-padded instrument cluster and glove compartment hoods	•	•
Black textured-finish instrument cluster and glove compartment hood facing	•	•
Instrument cluster and glove compartment hood trim moldings	•	•
Brushed chrome glove compartment door trim panel with bright outline molding and nameplate	•	•
Built-in passenger assist grip	•	•
Bright control knobs	•	•
Black painted instrument bezels with bright facing	•	•
Tachometer, speedometer with odometer, plus separate trip odometer	•	•
Ammeter, oil pressure, fuel and temperature gauges	•	•
Cigarette lighter	•	•
Bright parking brake handle	•	•
Parking brake warning light	•	•
Glove compartment lock and light	•	•
Center console with electric clock and heater controls (also optional radio controls)	•	•
Power-operated retractable headlight warning light	•	•
DOORS & SIDE PANELS		
Textured vinyl-finish molded door trim panels with bright accents	•	•
Combination textured vinyl and carpet rear compartment sidewall and wheelhouse trim	•	•
Carpeted cowl side panels	•	•
Bright ball-type door opening knobs	•	•
Crank-operated ventipanes	•	•
Molded-in door armrests and bright door pull handles	•	•
SEATS		
All-vinyl seat trim (genuine leather seat trim optional at extra cost)	•	•
Foam-cushioned bucket seats with formed seat back panel and bright seat back outline moldings	•	•
Deluxe color-matched seat belts with retractors	•	•
HEADLINING, FLOOR COVERING & INTERIOR FEATURES		
Vinyl-covered foam headlining	•	
Vinyl-covered padded sun visors	•	•
Color-keyed deep-twist floor and luggage compartment carpeting	•	•
Chrome-backed rearview mirror	•	•
Color-keyed painted windshield, door, and rear window garnish moldings	•	
Bright windshield header		•
LIGHTS, SWITCHES & POWER EQUIPMENT		
Instrument panel interior light switch (in headlight switch)	•	•
Center dome light with automatic door switches	•	
Dual instrument panel courtesy lights with automatic door switches	•	•
Power windows	EC	EC
Power-operated retractable headlight instrument panel switch	•	•

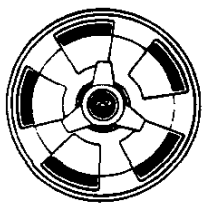
EC—Extra cost.

SPECIFICATIONS

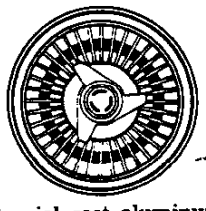
EXTERIOR DIMENSIONS	Sport Coupe	Convertible
Wheelbase	98.0	
Length (overall)	175.1	
Width (overall)	69.6	
Height (loaded)	49.6	49.8
Front tread	56.8	
Rear tread	57.6	
Road clearance (min.)	5.0	
INTERIOR ROOMINESS		
Torso room	37.0	38.5
Leg room	42.7	
Hip room	50.9	
Shoulder room	48.4	
Entrance height	31.4	30.2
LUGGAGE COMPARTMENT		
Total volume (cu. ft.)	19.1	15.3
Usable luggage space (cu. ft.)	10.6	8.1

GLASS AREA	Sport Coupe	Convertible
Windshield glass area (sq. in.)	789.7	
Rear window glass area (sq. in.)	821.5	440.5
Total glass area (sq. in.)	2231.3	1780.3
TIRE SIZE & STEERING SPECIFICATIONS*		
Standard tire size	7.75 x 15	
Turning diameter—curb-to-curb (ft.)	39.9	
Turning diameter—wall-to-wall (ft.)	41.6	
Steering ratio—standard (overall)	20.2:1	
Steering ratio—special fast ratio (overall)	17.6:1	
Steering ratio—power (overall)	17.6:1	
FUEL CAPACITY & WEIGHT		
Fuel tank capacity (gallons)	20	
Curb weight—standard V8 (lbs.)	3145	3160
Shipping weight—standard V8 (lbs.)	2985	3005

*For additional information, see Tires in Feature Details section.



Mag-style wheel covers—standard on all Corvettes



Special cast aluminum wheels with 6" rims—optional for all Corvettes

Corvette 327-cu.-in. V8 front fender emblem

Corvette 427-cu.-in. V8 front fender emblem

1966 CORVETTE POWER TEAMS

ENGINES
TRANSMISSIONS
AXLE RATIOS

ENGINE	3-SPEED FULLY SYNCH. 2.54:1 LOW STANDARD	4-SPEED FULLY SYNCH. 2.52:1 LOW RPO M20	4-SPEED FULLY SYNCH. 2.20:1 LOW RPO M21	**SPECIAL 4-SPEED FULLY SYNCH. 2.20:1 LOW RPO M22	POWERGLIDE RPO M35
STANDARD ENGINE **300-HP CORVETTE V8** (327-CU.-IN.)	STD.—3.36:1 (a) *OPT.—3.08:1 (b)	STD.—3.36:1 (a) *OPT.—3.08:1 (b)			STD.—3.36:1 (a)
RPO L79 **350-HP CORVETTE V8** (327-CU.-IN.)		STD.—3.36:1 (a) *OPT.—3.55:1 (c)	STD.—3.70:1 (a) *OPT.—4.11:1 (c)		
RPO L36 **390-HP TURBO-JET V8** (427-CU.-IN.)		*STD.—3.08:1 (a) *OPT.—3.36:1 (c)	*STD.—3.36:1 (a) *OPT.—3.08:1 (b) *OPT.—3.70:1 (c) *OPT.—3.55:1 (d)		
RPO L72 **425-HP TURBO-JET V8** (427-CU.-IN.)			*STD.—3.55:1 (a) *OPT.—3.36:1 (b) *OPT.—3.70:1 (c) *OPT.—4.11:1 (d)	*OPT.—3.08:1 (e) *OPT.—3.36:1 (e) *OPT.—3.55:1 (e) *OPT.—3.70:1 (e) *OPT.—4.11:1 (e) *OPT.—4.56:1 (e)	

Note: Positraction rear axle available in all standard ratios.
* Available in Positraction axle only.
**Not recommended for general use.

(a) General purpose axle
(b) Economy cruise axle
(c) Mountain axle
(d) Special purpose axle
(e) Purchaser to specify axle choice

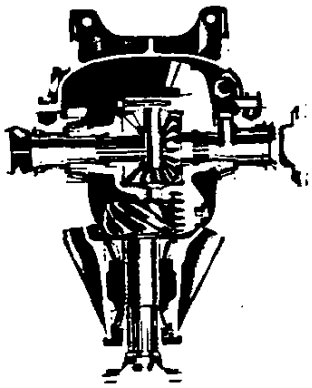
CLUTCHES for Corvette 3- and 4-Speed Transmission Power Teams

Specifications	327-cu.-in. V8's	427-cu.-in. V8's
Type	Semi-centrifugal diaphragm spring with single dry disc—pearlitic or nodular iron pressure plate	
Spring Effective Plate Load—lbs.	2100-2300	2300-2600
Disc Facing Material	Woven asbestos—Premium grade	
Disc Facing Outside Diameter (inches)	10.0	10.5
Disc Facing Total Area (square inches)	90.7	103.5

Corvette clutches are single dry disc design with a light alloy aluminum housing, and feature centrifugally assisted diaphragm spring engagement, special high-load pressure plate, plus premium-quality woven asbestos disc facings. Clutch disc sizes and spring pressures are matched to each engine (see chart) for smooth shifting and long life.

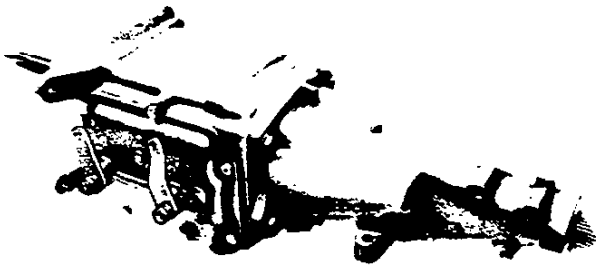
REAR AXLE DETAILS

Semi-floating hypoid gear rear axle with frame-mounted welded steel housing and double universal jointed tubular axle shafts. Lubricant capacity—3.7 pints. General Purpose axle ratios offer best balance of performance and economy with each power team. For special requirements, other axle ratios are optional with many power teams . . . see Power Teams chart. Extra-cost Positraction rear axle (RPO G81) available for all standard ratios; optional ratios available only as Positraction.



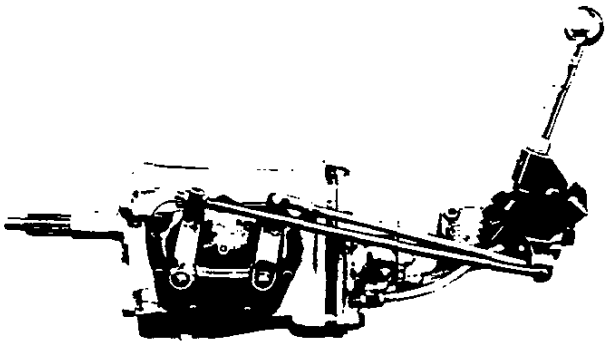
Transmissions

3-SPEED FULLY SYNCHRONIZED — Standard with 300-hp engine only. Manually operated 3-speed transmission with full synchronization of all forward gears for smooth shifting when downshifting or accelerating. Basically similar in design and construction to regular Chevrolet 3-speed transmission, with special heavy-duty, extra-durable clutch drive gear and mainshaft bearings for higher torque loadings. Floor-mounted shift lever in center console.



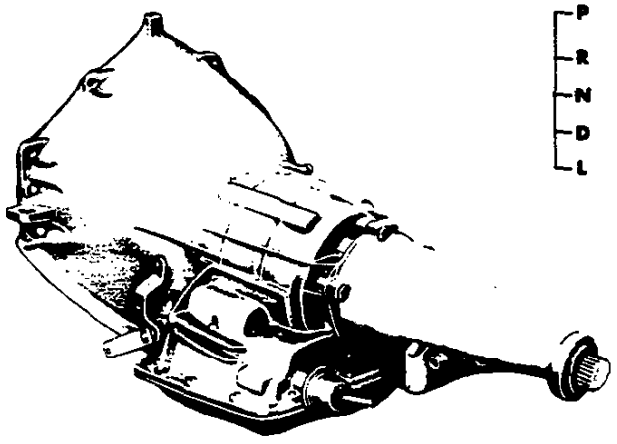
Ratios	300-hp 327 cu.-in. V8
First	2.54:1
Second	1.50:1
Third	1.00:1
Reverse	2.63:1

4-SPEED FULLY SYNCHRONIZED—RPO M20, M21 AND M22—Manually operated 4-speed transmissions with full synchronization of all forward gears for smooth shifting when downshifting or accelerating. Special ratio (2.52:1 low) 4-speed, RPO M20 optional with 300-, 350-, and 390-hp V8's. Close-ratio (2.20:1 low) 4-speed, RPO M21, available with 350-, 390- and 425-hp engines. Special close-ratio (RPO M22) available for 425-hp engine but is not recommended for general use. Floor-mounted shift lever in center console.



Ratios	RPO M20 300-, 350- and 390-hp V8's	RPO M21 350-, 390- and 425-hp V8's	RPO M22 425-hp V8
First	2.52:1	2.20:1	2.20:1
Second	1.88:1	1.64:1	1.64:1
Third	1.47:1	1.27:1	1.27:1
Fourth	1.00:1	1.00:1	1.00:1
Reverse	2.59:1	2.26:1	2.26:1

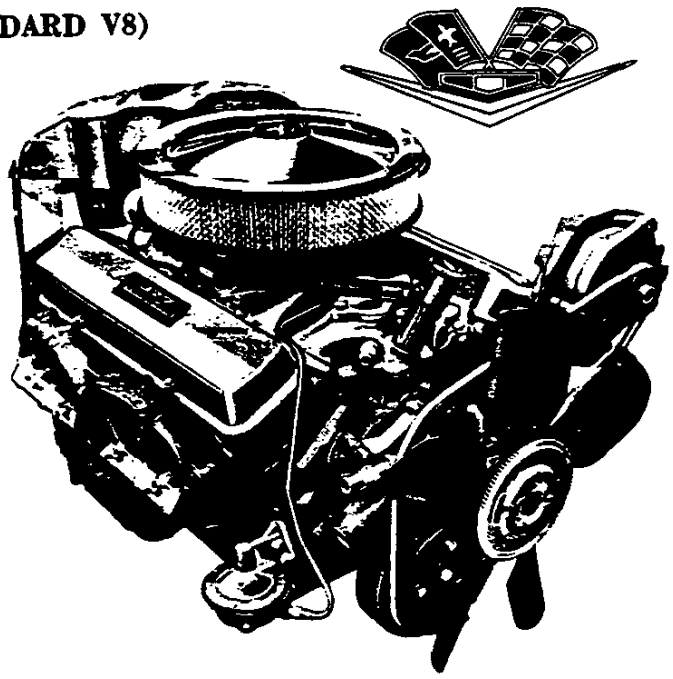
POWERGLIDE—RPO M35—Three-element torque converter automatic transmission with 2-speed planetary gearset. Basically similar in design and construction to regular Chevrolet Powerglide. Not offered with 350-, 390- and 425-hp engines. Floor-mounted selector lever in center console. Accelerator-actuated automatic downshift into low gear for extra passing power.



Torque Multiplication	300-hp Corvette V8
Drive (maximum)	3.70:1 to 1:1 range
Low and reverse	3.70:1 to 1.76:1 range

300-hp Corvette V8 (STANDARD V8)

ENGINE TYPE	V8—VALVE-IN-HEAD
DISPLACEMENT	327 CU. IN.
BORE & STROKE	4.0" x 3.25"
HP @ RPM	300 @ 5000
TORQUE @ RPM (ft.-lbs.)	360 @ 3200
COMPRESSION RATIO	10.5:1
CARBURETION	4-BARREL
	AUTOMATIC CHOKE
FUEL REQUIREMENT	PREMIUM
CAMSHAFT TYPE	GENERAL PERFORMANCE
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	DUAL



BASIC DESIGN Cast alloy iron block and cylinder heads with precision-cast wedge-type combustion chambers. Three-ring aluminum alloy pistons with offset piston pins and special steel struts to control expansion. Chrome-plated top ring, wear-resistant coated second ring with steel expander, three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Forged steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Rugged forged alloy steel crankshaft with five replaceable main bearings. Premium quality aluminum main and connecting rod bearing inserts. Flywheel: machined cast alloy iron with manual transmissions, pressed steel with Powerglide. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM Four-barrel carburetor with automatic choke and oil-wetted paper element air cleaner. Cast alloy iron 8-port double-deck intake manifold. Mechanical pulsator-type fuel pump driven by camshaft. Sintered bronze fuel filter in carburetor, fine-mesh fuel strainer in fuel tank. Electric fuel gauge. Fuel tank capacity 20 gallons. Recommended fuel: premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Formed steel valve rocker covers. Valve material: intake, alloy steel; exhaust, high alloy steel with aluminized face. Integral valve guides and seats machined in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mounting. Tubular steel push rods actuated by quiet hydraulic valve lifters. Cast alloy iron camshaft with wear-resistant coating, mounted in five steel-backed babbitt bearings and driven from crankshaft by silent chain.

EXHAUST SYSTEM Dual 2.5" system (2.0" with Powerglide) with oval reverse-flow mufflers. Precision-cast alloy iron exhaust manifolds of ram's horn design with balance pipe. Rolled lock seam muffler construction. Left side muffler: Asbestos-wrapped aluminized body and aluminized cover with heads and all interior parts completely aluminized on both sides. Right side muffler: Asbestos-wrapped stainless steel body with aluminized cover; stainless steel heads, front and rear outer baffles, and rear tube; all other interior parts completely aluminized. Stainless steel tailpipes.

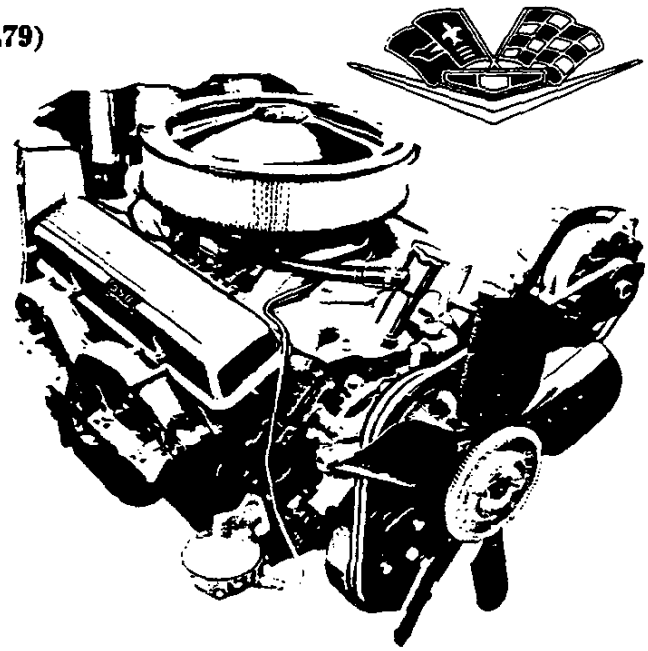
ELECTRICAL SYSTEM 12-volt, with 61-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying type generator protected by voltage regulator. Distributor: single-breaker, vacuum-centrifugal advance. Positive shift high-torque starter with solenoid-engaged drive pinion and overrunning clutch. Hermetically sealed ignition coil. Non-metallic high-tension spark cables with rubber spark plug boots. Spark plugs: AC 44. Positive tachometer drive from distributor shaft.

COOLING SYSTEM Pressurized liquid type with full-length water jackets completely surrounding cylinder barrels. Centrifugal water pump with sealed double-row bearing, capacity 57 gallons per minute at 4400 engine rpm. Aluminum cross-flow radiator, 315.4-sq.-in. frontal area. 15-lb. pressure cap and pellet-type thermostat for quick engine warm-up. Five-blade temperature-controlled viscous drive fan, 17.1" diameter with circular shroud. Single-belt water pump and fan drive.

LUBRICATION SYSTEM Controlled full-pressure type with full-flow replaceable element type oil filter. Refill capacity four quarts (five with filter replacement). Gear-type oil pump with fixed intake develops normal 40 p.s.i. oil pressure at 2000 engine rpm. Positive-type crankcase ventilation standard.

350-hp Corvette V-8 (RPO L79)

ENGINE TYPE	V8—VALVE-IN-HEAD
DISPLACEMENT	327 CU. IN
BORE & STROKE	4.0" x 3.25"
HP @ RPM	350 @ 5800
TORQUE @ RPM (ft.-lbs.)	360 @ 3600
COMPRESSION RATIO	11.0:1
CARBURETION	4-BARREL
	AUTOMATIC CHOKE
FUEL REQUIREMENT	SPECIAL PREMIUM
CAMSHAFT TYPE	HIGH PERFORMANCE
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	DUAL



BASIC DESIGN Cast alloy iron block and cylinder heads with precision-cast wedge-type combustion chambers. Three-ring impact-extruded domed aluminum alloy pistons with special steel struts to control expansion. Molybdenum-inlay top ring, chrome plated second ring and three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Forged steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Rugged forged alloy steel crankshaft with five replaceable main bearings. Premium quality aluminum main and connecting rod bearing inserts. Flywheel: machined cast alloy iron with manual transmissions, pressed steel with Powerglide. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM Four-barrel carburetor with automatic choke and oil-wetted paper element air cleaner. Extra-large 8-port double-deck aluminum intake manifold. Mechanical pulsator-type fuel pump driven by camshaft. Sintered bronze fuel filter in carburetor, fine-mesh strainer in fuel tank. Electric fuel gauge. Fuel capacity 20 gallons. Recommended fuel: special premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Finned aluminum valve rocker covers. Valve material: intake, alloy steel; exhaust, high alloy steel with aluminized head and face. Integral valve guides and seats machined in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mounting. Tubular steel push rods actuated by quiet hydraulic lifters. Cast alloy iron camshaft with wear-resistant coating, mounted in five steel-backed babbitt bearings and chain-driven from crankshaft.

EXHAUST SYSTEM Dual 2.5" system with oval reverse-flow mufflers. Precision cast alloy iron exhaust manifolds of ram's horn design with balance pipe. Rolled lock seam muffler construction. Left side muffler: asbestos-wrapped aluminized body and aluminized cover with heads and all interior parts completely aluminized on both sides for extended durability. Right side muffler: asbestos-wrapped stainless steel body with aluminized cover; stainless steel heads, front and rear outer baffles, and rear tube; all other parts completely aluminized.

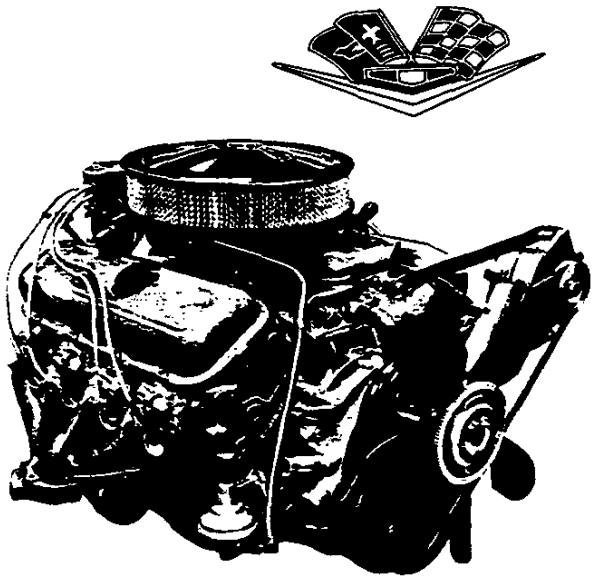
ELECTRICAL SYSTEM 12-volt with 61-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying type generator protected by voltage regulator. Distributor: single-breaker, vacuum-centrifugal advance. Positive-shift high-torque starter with solenoid-engaged drive pinion and overrunning clutch. Hermetically sealed ignition coil. Non-metallic high-tension spark cables with rubber spark plug boots. Spark plugs: AC 44. Positive tachometer drive from distributor shaft. Delcotronic full-transistor ignition system optional at extra cost (RPO K66).

COOLING SYSTEM Pressurized liquid type with full-length water jackets completely surrounding cylinder barrels. Centrifugal water pump with sealed double-row bearing, capacity 57 gallons per minute at 4400 engine rpm. Aluminum cross-flow radiator, 315.4-sq.-in. frontal area. 15-lb. pressure cap and pellet-type thermostat for quick engine warm-up. Five-blade temperature-controlled viscous drive fan, 17.1" diameter with circular shroud. Double-belt water pump and fan drive.

LUBRICATION SYSTEM Controlled full-pressure type with full-flow replaceable element type oil filter. Refill capacity five quarts (six with filter replacement). Gear-type oil pump with fixed intake develops normal 40 p.s.i. oil pressure at 2000 engine rpm. Positive-type crankcase ventilation standard.

390-hp Turbo-Jet 427 (RPO L36)

ENGINE TYPE	V8—VALVE-IN-HEAD
DISPLACEMENT	427 CU. IN.
BORE & STROKE	4.25" x 3.76"
HP @ RPM	390 @ 5200
TORQUE @ RPM (ft.-lbs.)	460 @ 3600
COMPRESSION RATIO	10.25:1
CARBURETION	4-BARREL
	AUTOMATIC CHOKE
FUEL REQUIREMENT	PREMIUM OR SPECIAL PREMIUM
CAMSHAFT TYPE	HIGH PERFORMANCE
VALVE LIFTERS	HYDRAULIC
EXHAUST SYSTEM	DUAL



BASIC DESIGN Cast alloy iron block with extra-thick bulkheads above each bearing support for greater strength and more rigid crankshaft support. Cylinder heads cast of alloy iron with alternately spaced inlet and exhaust valve ports and precision-formed modified-wedge combustion chambers. Three-ring precision-cast aluminum alloy pistons with centered chromium steel piston pins. Molybdenum-inlay top ring, wear-resistant coated second ring and three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Forged high-alloy steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Forged alloy steel crankshaft with replaceable main bearings and special wide-base main bearing caps for firmer clamping. Premium aluminum main and connecting rod bearings. Machined cast alloy iron flywheel. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM Four-barrel carburetor with automatic choke and oil-wetted paper-element air cleaner. Precision-cast alloy aluminum 8-port intake manifold with extra-large ports. Mechanical pulsator-type sealed fuel pump driven by camshaft. Paper element type fuel filter between carburetor and fuel pump. Fine-mesh strainer in tank. Electric fuel gauge. Fuel tank capacity 20 gallons. Recommended fuel: premium or special premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Formed steel rocker covers. Valve material: intake, alloy steel with aluminized face and head; exhaust, heat-treated high-alloy steel with aluminized face and head. Pressed-in valve guides; valve seats machined in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mountings. Tubular steel push rods with hardened steel ball tips actuated by quiet hydraulic valve lifters. High performance cast alloy iron camshaft with wear-resistant coating, mounted in five steel-backed babbitt bearings and driven from crankshaft by silent chain.

EXHAUST SYSTEM Dual 2.5" system with oval reverse-flow mufflers. Precision-cast large free-flow alloy iron exhaust manifolds. Rolled lock seam muffler construction. Right side muffler: stainless steel heads, baffles 1-4 and outlet pipe, and asbestos-wrapped stainless steel body with aluminized cover. Left side muffler: aluminized heads and asbestos-wrapped aluminized body with aluminized interior and cover.

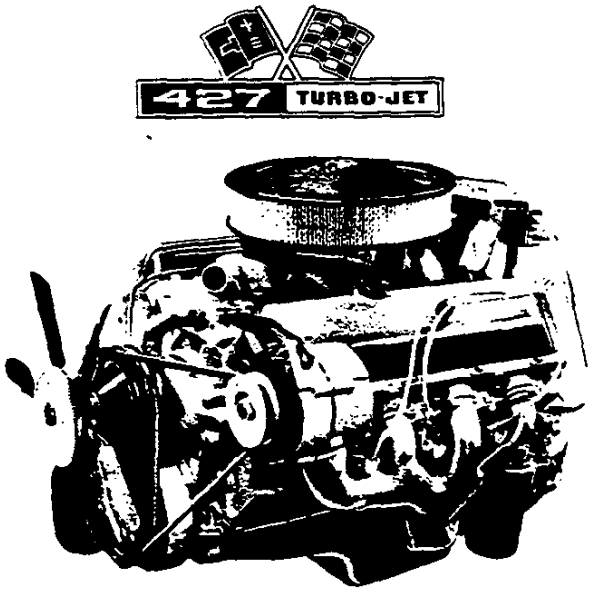
ELECTRICAL SYSTEM 12-volt, 61-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying generator protected by voltage regulator. Positive-shift high-torque starter with solenoid-engaged drive pinion and overruning clutch. Hermetically sealed ignition coil. Single-breaker distributor with combination centrifugal and vacuum spark advance. Non-metallic high-tension spark cables. Spark plugs: AC 43N normal service type with rubber boots. Delcotronic full-transistor ignition system optional at extra cost (RPO K66).

COOLING SYSTEM Pressurized liquid type with full-length water jackets completely surrounding cylinder barrels. Centrifugal high-capacity water pump with sealed double-row bearing, capacity 82 gallons per minute at 5200 engine rpm. Cross-flow radiator, 382 sq.-in. frontal area. 15-lb. pressure cap and pellet-type thermostat for quick warm-up. Five-blade temperature-controlled viscous drive fan, 17.1" diameter with circular shroud. Double-belt water pump and fan drive.

LUBRICATION SYSTEM Controlled full-pressure type with high-output oil pump and full-flow replaceable element oil filter. Refill capacity five quarts (six with filter replacement). Gear-type oil pump with fixed intake develops normal 50-75 p.s.i. oil pressure at 2000 engine rpm. Positive-type crankcase ventilation standard, closed positive-type ventilation optional at extra cost (RPO K24).

425-hp Turbo-Jet 427 (RPO L72)

ENGINE TYPE	V8—VALVE-IN-HEAD
DISPLACEMENT	427 CU. IN.
BORE & STROKE	4.25" x 3.76"
HP @ RPM	425 @ 5600
TORQUE @ RPM (ft.-lbs.)	460 @ 4000
COMPRESSION RATIO	11.0:1
CARBURETION	LARGE 4-BARREL
	AUTOMATIC CHOKE
FUEL REQUIREMENT	SPECIAL PREMIUM
CAMSHAFT TYPE	SPECIAL PERFORMANCE
VALVE LIFTERS	MECHANICAL
EXHAUST SYSTEM	DUAL



BASIC DESIGN Cast alloy iron block with extra-thick bulkheads above each bearing support for greater strength and more rigid crankshaft support. Cylinder heads cast of alloy iron with alternately spaced inlet and exhaust valve ports and precision-formed modified-wedge combustion chambers. Special high-strength three-ring impact-extruded domed aluminum alloy pistons with centered chromium steel piston pins. Molybdenum-inlay top ring, chrome plated second ring and three-piece oil control ring (two rails and one spacer-expander) with chromed rails. Forged high-alloy steel connecting rods with piston pins clamped in upper end and replaceable lower bearings. Forged alloy steel crankshaft with replaceable main bearings. Crankshaft main and connecting rod journals specially hardened for greater durability. Special wide-base main bearing caps with four-bolt attachment for firmer clamping. Premium aluminum main and connecting rod bearings. Machined cast alloy iron flywheel. Power plant mounted on rubber cushions, two front, one rear.

FUEL AND INDUCTION SYSTEM Special large four-barrel carburetor with automatic choke and oil-wetted paper-element air cleaner. Precision-cast alloy aluminum 8-port intake manifold with extra-large ports. Mechanical pulsator-type sealed fuel pump driven by camshaft. Sintered bronze fuel filter in carburetor, fine-mesh strainer in tank. Electric fuel gauge. Fuel tank capacity 20 gallons. Recommended fuel: special premium.

VALVE SYSTEM Valve-in-head, with independent operating mechanism for each valve. Formed steel rocker covers. Valve material: intake, alloy steel with aluminized face and head; exhaust, heat-treated high-alloy steel with aluminized face and head. Intake and exhaust valve stems chrome-flashed. Pressed-in valve guides: valve seats machined in cylinder heads. Variable-pitch valve springs. Pressed steel rocker arms with ball and socket mountings. Tubular steel push rods with hardened steel ball tips actuated by mechanical valve lifters. Special performance cast alloy iron camshaft with wear-resistant coating, mounted in five steel-backed babbitt bearings and driven from crankshaft by silent chain.

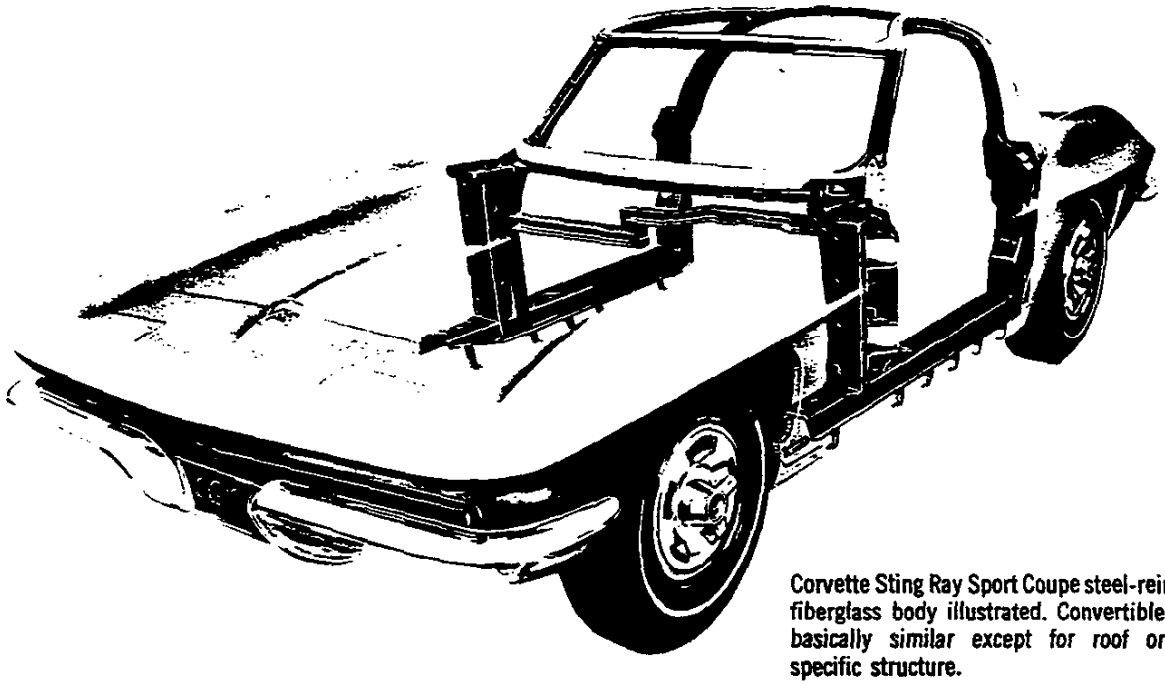
EXHAUST SYSTEM Dual 2.5" system with oval reverse-flow mufflers. Precision-cast large free-flow alloy iron exhaust manifolds. Rolled lock seam muffler construction. Right side muffler: stainless steel heads, one and four baffles and outlet pipe, and asbestos-wrapped stainless steel body with aluminized cover. Left side muffler: aluminized heads and asbestos-wrapped aluminized body with aluminized interior and cover.

ELECTRICAL SYSTEM 12-volt, 61-ampere-hour battery and 9-37-ampere Delcotron diode-rectifying generator protected by voltage regulator. Positive-shift high-torque starter wih solenoid-engaged drive pinion and overrunning clutch. Hermetically sealed ignition coil. Single-breaker distributor with combination centrifugal and vacuum spark advance. Non-metallic high-tension spark cables. Spark plugs: AC 43N normal service type with rubber boots. Delcotronic full-transistor ignition system (RPO K66) required added equipment.

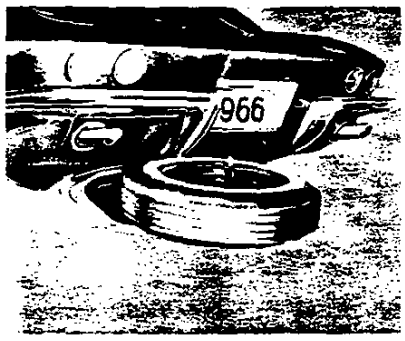
COOLING SYSTEM Pressurized liquid type with full-length water jackets completely surrounding cylinder barrels. Centrifugal high-capacity water pump with sealed double-row bearing, capacity 82 gallons per minute at 5200 engine rpm. Cross-flow radiator, 382-sq.-in. frontal area. 15-lb. pressure cap and pellet-type thermostat for quick warm-up. Five-blade temperature-controlled viscous drive fan, 17.1" diameter with circular shroud. Double-belt water pump and fan drive.

LUBRICATION SYSTEM Controlled full-pressure type with high-output oil pump and full-flow replaceable element oil filter. Refill capacity five quarts (six with filter replacement). Gear-type oil pump with fixed intake develops normal 50-75 p.s.i. oil pressure at 2000 engine rpm. Closed positive-type crankcase ventilation standard.

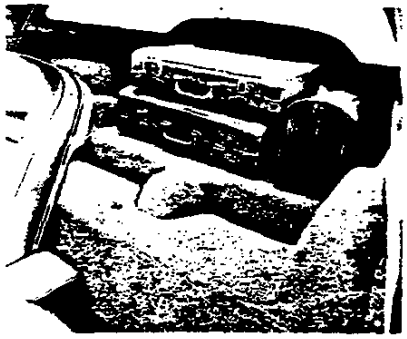
VETTE BODY FEATURES



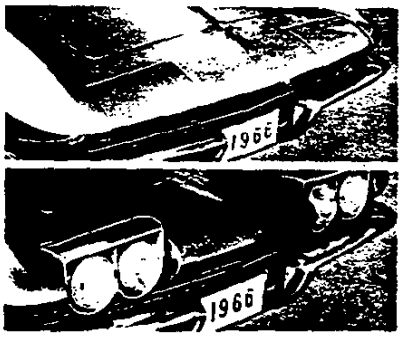
Corvette Sting Ray Sport Coupe steel-reinforced fiberglass body illustrated. Convertible model basically similar except for roof or other specific structure.



Spare tire stowage compartment with key lock located in underside of body.

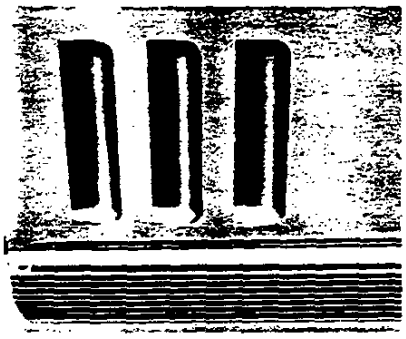


Sport Coupe carpeted interior luggage compartment. Convertible similar except for folding top stowage.

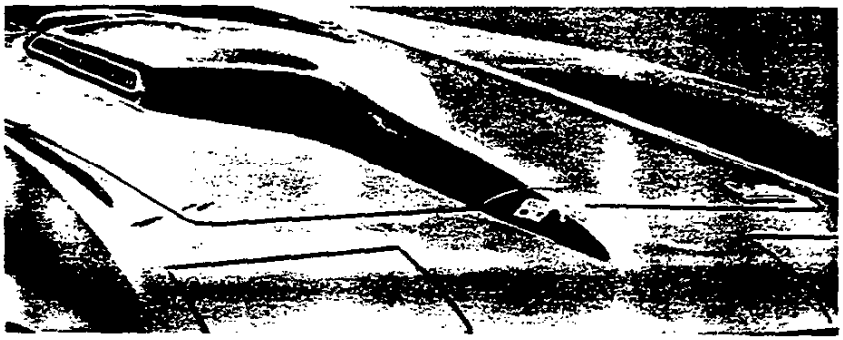


Power-operated retractable dual headlights—control switches and flasher warning light in instrument panel.

Engine compartment air exhaust louvers in front fenders.



Special high-domed hood with optional 427-cu.-in. V8 engines.



Body Structure

- Corrosion-proof steel-reinforced fiberglass body . . . lightweight, high-strength, impact-resistant fiberglass construction; one-piece underbody structure with fabricated-in steel structural members.
- Integrally bonded cowl structure formed of air ventilation plenum chambers, dash panel and underbody.
- Steel-reinforced body sills, door hinge pillars and lock pillars, plus lateral steel crossmember integrating front pillars. Sport Coupe roof structure features supporting members to enclose the passenger compartment with protective steel framing.
- Double-panel door construction with steel door lock and hinge reinforcements. Wrap-over Sport Coupe doors extend well into roof panel for easy entrance.
- Convertible top folds for stowage beneath double-locking spring-loaded cover panel.
- Double-panel reinforced front-hinged hood with telescoping automatic latch supports.
- Roomy inside luggage compartment behind front seats with concealed stowage space for tools and small valuables. Carpeted floor panel in forward end of compartment bridges drive-line tunnel forming flat load area. Vertical riser protects seat backs from possible luggage damage. Panel is easily removed for access to concealed stowage compartments.

Body Mounting

- Sport Coupe body is securely attached to frame at six points with special bolts and double-cushioned rubber mounts. Convertible body is solidly attached to the frame at eight points with four rubber and four hard fiber-composition mounts and special bolts.

Weathersealing

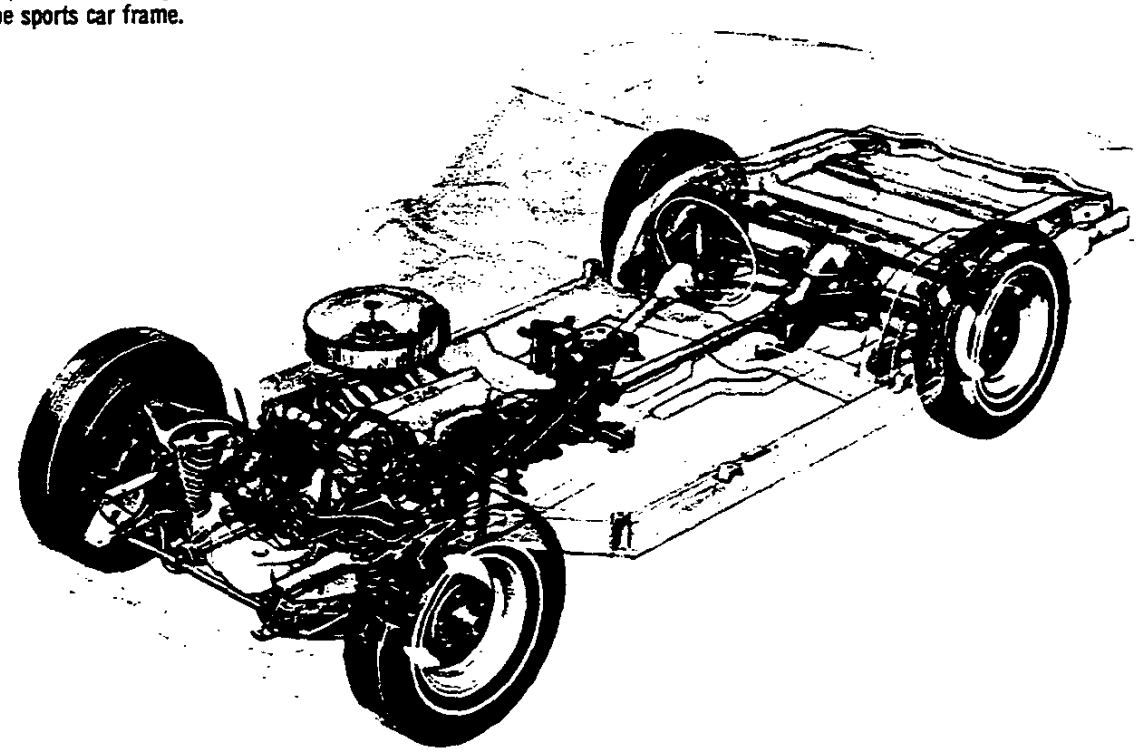
- Weathertight formed rubber windshield seal.
- Flush-mounted adhesively bonded rear window on Sport Coupe.
- Door glass and ventipane formed rubber seals.
- Convertible hardtop rear window formed rubber seals.
- Positive-sealing formed rubber Convertible folding top and hardtop seals at windshield, door glass edges, and at body mounting surfaces.
- Double-sealing door weatherseals on Sport Coupe.
- Formed rubber Convertible door weatherseals.

PLUS ALL THESE QUALITY FEATURES

- Padded instrument panel hoods
- Padded sun visors
- Inside rearview mirror with shatter-resistant glass
- Windshield washer and 2-speed electric windshield wipers with glare-reducing matte-chrome arms and blades
- Outside rearview mirror
- Back-up lights
- High-level ventilation system
- Built-in blended-air heater and defroster
- Front fender engine compartment air louvers
- Magic-Mirror acrylic lacquer finish
- Windshield with double-thick plastic center
- Power-operated retractable dual headlights
- Precision crank-operated compound-curved ventipanes
- Roll-down compound-curved solid tempered safety plate door window glass
- Two-key lock system
- Solid tempered safety plate Sport Coupe rear window glass
- Keyless door locking
- Pushbutton outside door handles
- Weather-shielded key locks
- Luxurious color-keyed interior trim
- Color-matched seat belts—retractors for outside belts, mounting clip on console for stowing inside belts
- Centrally located concealed fuel filler opening
- Full-view instrument panel with complete complement of instruments and controls, cigarette lighter, and locking glove compartment with automatic light

CORVETTE CHASSIS SPECIFICATIONS

Corvette Sting Ray rugged sports car chassis design with full independent 4-wheel suspension and rigid all-welded ladder-type sports car frame.



Frame

All-welded 5-crossmember ladder-type frame with trapezoidal-shaped sidemembers framing passenger area and extending forward forming engine support. Box-section design sidemembers from kickup rearward support axle and suspension.

Front Suspension

Independent coil spring spherical joint suspension with concentric springs and shock absorbers between upper and lower control arms. Built-in anti-dive control and rubber-bushed link-type stabilizer bar. Quiet, low-friction non-metallic spherical joint liners. Spherical joints protected by special positive-sealing formed-rubber boots.

Rear Suspension

Independent rear suspension with frame-mounted differential unit, double universal jointed tubular axles, and transverse multi-leaf spring. Differential carrier is mounted to frame by rubber-isolated crossmember. Nine element transverse leaf spring with hardened and tempered chrome carbon steel leaves bolts solidly to differential carrier and attaches to radius arms with rubber-isolated floating rods. Suspension design permits spring to function as springing member only. Lateral and longitudinal forces imposed by braking, acceleration, and cornering are absorbed by frame-mounted fixed differential and suspension control arms.

Shock Absorbers

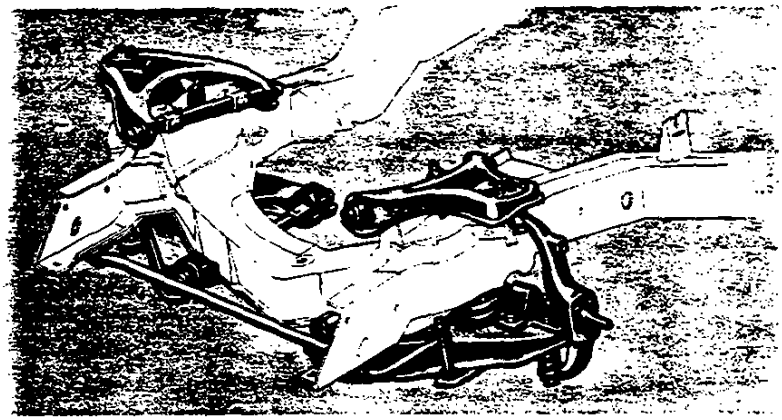
Direct, double-acting, sealed-unit hydraulic shock absorbers with special aeration-preventing freon bag in fluid reservoir. Front shock absorbers concentrically located within coil springs and attached to lower control arms and frame crossmember. Rear shock absorbers mounted between wheel spindle supports and frame.

Steering System

Balanced system with relay-type linkage and low-friction Ball-Race steering gear. Rubber-insulated jointed steering column helps cushion road shock and vibration. Overall steering ratio: standard steering—20.2:1 (linkage may be adjusted for special fast overall steering ratio—17.6:1); power steering—17.6:1. Steering wheel diameter—16 inches. Steering wheel turns stop to stop: standard ratio—3.4, optional* power steering and special fast ratio—2.9.

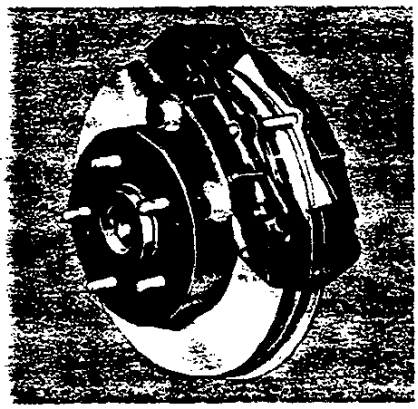
*Optional at extra cost.

Relay type steering linkage and low-friction Ball-Race steering gear with rubber-cushioned jointed steering column.

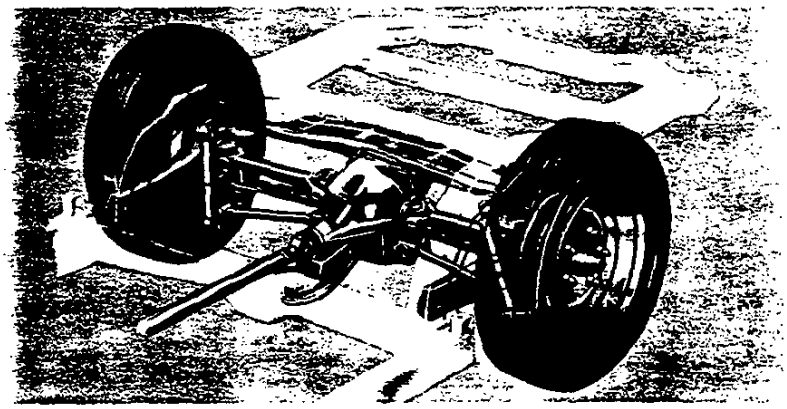


Corvette independent coil spring spherical joint front suspension with stabilizer bar.

Self-adjusting Sport-Master caliper-type disc brake.



Corvette independent rear suspension with frame-mounted differential unit and special nine element transverse leaf spring.



Drive Shaft

Balanced single-unit tubular steel drive shaft with universal joints joining shaft ends to transmission and axle.

Rear Axle

Hypoid gear design with cast iron housing. Lubricant capacity—3.7 pints. For specific details see Power Teams or Feature Details section.

Brakes

Self-adjusting 4-wheel caliper-type disc brake system. Brake disc diameter—11.75". Lining size (length x width x thickness)—5.96" x 2.21" x .41". Total lining area—86.3 sq. in. Braking distribution—front: 65%, rear: 35%. Woven asbestos composition lining bonded to brake shoes. Cast iron brake discs with radial internal fins for rapid heat dissipation. Independent mechanical parking brake system—6.5" diameter internal drum with two shoes and riveted linings at each rear wheel. Parking brake operation by T-handle control to left of steering column.

Mufflers

Long-life dual reverse-flow type mufflers fabricated of highly corrosion resistant materials. For specific information see Power Teams section—Engine Specifications, or Feature Details section.

Wheels and Tires

Welded steel short-spoke spider type 15" wheels with special cooling slots to circulate air around brakes. Rim width—5.5". Black sidewall highway rayon 7.75 x 15 4-ply rating tires standard . . . white sidewall tires optional*. All wheels and tires statically balanced for smoother, quieter operation and longer tire life. For additional information, see Tires in Feature Details section; optional* tires listed in Options and Accessories section.

*Optional at extra cost

SPECIAL CHASSIS EQUIPMENT—For complete list of special options see Options and Accessories section.

CORVETTE FACTORY-INSTALLED OPTIONAL EQUIPMENT

	RPO
AIR CONDITIONING, FOUR-SEASON—Not available with 425-hp V8 engine. Includes 61-ampere Delcotron Generator	C60
AXLE, POSITRACTION REAR—See Power Teams, page 4, for available axle ratios	G81
BRAKES, HEAVY-DUTY—For use with 390-hp or 425-hp V8 engine	J56
BRAKES, POWER	J50
EMERGENCY ROAD KIT—Fire extinguisher, flares, fuses, tire repair kit and inflator, and distress flag	Z83
ENGINES:	
350-hp Turbo-Fire 327—(V8)	L79
390-hp Turbo-Jet 427—(V8). Available with Positraction axle only	L36
425-hp Turbo-Jet 427—(V8). Available with Positraction axle and Full Transistor Ignition system	L72
EXHAUST SYSTEM—Off-road service. Available with any optional engine with 4-Speed transmission	N11
EXHAUST SYSTEM, DUAL SIDE MOUNTED—Off-road service only	N14
GLASS, SOFT-RAY TINTED—All windows	A01
GLASS, SOFT-RAY TINTED—Windshield only	A02
GM AIR INJECTION REACTOR—Includes closed engine positive ventilation. California registered vehicles only. Not required with 425-hp V8 engine	K19
HARDTOP, REMOVABLE—Fiber glass hardtop optional at no extra cost in place of convertible folding top, or in addition at extra cost	C07
HEADRESTS, STRATO-EASE	A82
HEATER AND DEFROSTER DELETION—Credit option. Not available with Air Conditioning	C48
IGNITION SYSTEM, FULL-TRANSISTOR—Available with 350-, 390- and 425-hp V8 engines	K66
LEATHER SEAT TRIM—Available in Black, Red, Bright Blue, Saddle and Silver. See Sales Album, Colors and Fabrics section.	
RADIO AND POWER ANTENNA, AM-FM	U69
STEERING COLUMN, TELESCOPIC	N36
STEERING, POWER	N40
STEERING WHEEL, GENUINE TEAKWOOD	N32
SUSPENSION, SPECIAL-PURPOSE FRONT AND REAR—Includes special springs, matching shock absorbers, and special front and rear stabilizer bars. Available with 425-hp V8 only	F41
TANK, FUEL—36-gal. For Sport Coupe only. Includes wheelhouse filler panel	N03
TIRES: *For additional information, see Tires in Feature Details section.*	
7.75 x 15—Blackwall, highway rayon 4 pr tubeless	Standard
7.75 x 15—Whitewall, highway rayon 4 pr tubeless	P92
7.75 x 15—Gold-Stripe, special nylon 4 pr tubeless	T01
TOP, CONVERTIBLE—Choice of white, black, or beige. See Sales Album, Colors and Fabrics section	C05
TRAFFIC HAZARD WARNING SYSTEM	V74
TRANSMISSIONS:	
4-Speed Fully Synchronized—(Wide-Range). Available with 300-, 350- and 390-hp V8 engines	M20
4-Speed Fully Synchronized—(Close-Ratio). Available with all optional engines	M21
4-Speed Heavy-Duty Fully Synchronized—For use with 425-hp V8 engine. Not recommended for normal usage	M22
Powerglide—With 300-hp V8 engine only	M35
WHEELS, SPECIAL CAST ALUMINUM—Set of five 15 x 6L wheels. Includes four adapters, four 3-lug knock-off hubs, and special knock-off hammer	P48
WINDOWS, POWER	A31

CORVETTE DEALER-INSTALLED CUSTOM FEATURE ACCESSORIES

	Part No.
ANTENNA, ELECTRIC—Left Rear	986305
CAP, LOCKING GAS FILLER	985919
CARRIER, DECK LID—Sport Coupe only	986469
CARRIER ADAPTER, DECK LID	986451
COMPASS	986298
EXTINGUISHER, FIRE—2¾-lb. dry chemical	985592
EXTINGUISHER, FIRE—5-lb. dry chemical	986276
EXTINGUISHER, REFILL KIT	985593
FLOOR MAT, FRONT CONTOUR—Clear Vinyl	985882
LAMP, PORTABLE SPOT	987112
LITTER CONTAINER—Saddle Type	
Black 986607 Blue	986602
Red 986608 Fawn	986603
MIRROR, INSIDE—Non-Glare	986600
RADIO AND POWER ANTENNA, AM-FM	
327-cubic-inch engine	986476
427-cubic-inch engine	986478
TISSUE DISPENSER—Instrument panel mounted (Not available with Air Conditioning)	986408
TISSUE DISPENSER—Saddle type	
Black 986609 Fawn	986606
Blue 986604 Red	986610
TOOL KIT	988032
TRAFFIC HAZARD FLASHER SYSTEM	986639

Extra cost

ORIGINAL COPY

1966
CORVETTE
SPECIFICATIONS

DECEMBER 1965 REVISION

CHEVROLET ENGINEERING CENTER
ENGINEERING PRODUCT INFORMATION DEPARTMENT
WARREN • MICHIGAN

INTRODUCTION

In the automobile industry, a specification is defined as any item in a detailed description of a mechanism. Usually the description is composed of separate specifications in tabular question and answer form.

Specifications of this nature, however, are not required in the manufacture of an automobile. All the information necessary for this process is given by the Engineering Department to the manufacturing and assembling plants in the forms of drawings and parts lists. But drawings and parts lists usually are not made available to other people who require information of the vehicle, since these records must be interpreted. Moreover, they and other engineering records are much too numerous or voluminous for convenient reference. Therefore, a special interpretation is made by the Engineering Department in the form of a specifications list or book, the contents of which are determined by the nature of questions people ask the Engineering Department concerning the vehicle.

As has been the experience of most manufacturers, originally the questions asked were few in number and were answered individually at the time they were asked. Through the years, however, many questions were asked quite frequently and, for convenience, the answers were recorded in the form of specifications. Others, which arose because of heightened interest and because of advancements in design, were added from time to time. As the automobile grew into a necessary means of transportation --- as its component units were advanced in design and as new ones were added --- and as manufacturers were forced to make more detailed comparisons of their vehicles with those of their competitors to satisfy an increasingly technically minded public --- more and more questions concerning the various characteristics of vehicles were answered in the form of specifications.

The Chevrolet Engineering Department has always been willing to answer questions of a technical nature concerning Chevrolet products and for the past years has endeavored to anticipate such questions by preparing a specifications book each new model year.

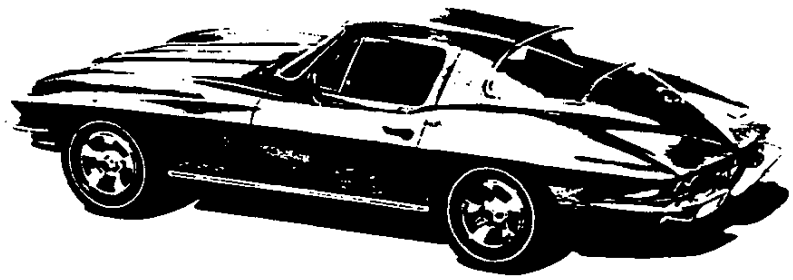
This current book has been prepared to answer all the questions concerning the Chevrolet 1966 products that we believe may be asked.

It is intended primarily as a convenient and authoritative source of information for all Chevrolet executives, engineers, sales and service representatives, plant managers, and other personnel who must be in a position to answer such questions, and also as a common source of those Chevrolet specifications that are needed in advertisements, vehicle comparisons, trade publications, license applications and in correspondence with governments, firms, educational institutions, and individuals throughout the world who require a wide variety of information about Chevrolet products for diverse purposes.

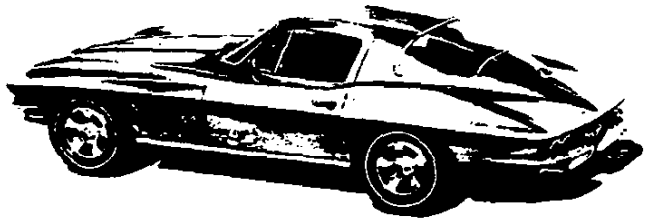
A. F. Baske

Director - Engineering
Product Information

GENERAL



MODEL AND SERIAL NUMBER IDENTIFICATION



Model 19437 2-Door Sport Coupe, 2-Passenger

Model 19467 2-Door Convertible, 2-Passenger

VEHICLE SERIAL NUMBER

Example:

Model	Model Year	Assembly Plant (St. Louis)	Unit Number (25th Unit)
19437	6	S	100025

Thus: The 25th model built at St. Louis would be serial number 194376100025

Starting unit number ---------- In numerical sequence beginning with 100001

Location ---------- On plate, R.H. side of hinge pillar cross brace under glove

ENGINE IDENTIFICATION

Example: F 1210 HE

Source Designation	Production Month & Date		Type Designation
F(Flint)	12	10	HE

327 Cubic Inch V-8
- HE - Regular production engine
- HT - RPO L79 4-barrel, hyd. lifters

427 Cubic Inch V-8
- ● JL - RPO L36, 4-barrel, hyd. lifters
- JP - RPO L72, large 4-barrel, spec. cam

Location ---------- Stamped on top front of RH bank of cylinder and case

REAR AXLE IDENTIFICATION

Example: AK 0212 W

Type Designation	Production Month & Date		Source Designation
AK	02	12	W(Warren)

Regular axles

AK	3.36:1
AS	3.70:1

Positraction axles

AL	3.08:1
AM	3.36:1
AN	3.55:1
AO	3.70:1
AP	4.11:1
AQ	4.56:1

Location ---------- Bottom edge of differential carrier flange

Armrest on each door and between seats		All models
Ash tray (on seat separator)		
Bright metal surfaces	Direction signal control lever and knob	
	Floor tunnel cover plate & molding	
	Glove box door trim plate, emblem and molding	
	Instrument cluster trim and control knobs	
	Instrument panel console control knobs	
	Parking brake handle	
	Rear view mirror and support	
	Seat adjustment handle	
	Seat backrest side trim	
	Seat belt keeper plates	
	Side door hardware and panel molding	
	Sill plates	
	Steering wheel spokes and horn button bezel	
	Top header release latches	Model 19467
	Transmission shift lever and knob	All models
	Transmission shift lever bezel, ash tray door and shift pattern diagram	
	Windshield upper and side garnish moldings	Model 19467
Bucket seats with individual fore-aft adjustment		All models
Compound curved door glass		
Cowl vents with bowden cable controls		
Direction signal control		
Door closing handle		
Door locking knob		
Door opening handle with ball-shaped knob		
Door side window crank handle		
Door vent window crank handle		
Electric clock with second hand (on instrument panel console)		
Glove compartment with trim panel, emblem and key lock		
Heater controls (on instrument panel console)		
Hood release control		
Instrument cluster	Ammeter	
	Cigarette lighter	
	Clock	
	Direction signal indicators	
	Fuel gauge	
	Headlamp hi-beam indicator	
	Headlamp position warning indicator	
	Headlamp rotation switch	
	Ignition switch (4-position)	
	Main light switch	
	Oil pressure gauge	
	Parking brake alarm	
	Simulated vinyl trim plate	
	Speedometer (160 mph) with odometer	
	Tachometer (7000 rpm)	
	Temperature gauge	
	Trip odometer with reset stem	
	Windshield washer and wiper control switch	
Interior lighting	Dome	Model 19437
	Glove compartment	All models
	Heater controls	
	Instrument cluster controls and gauges	
	Instrument panel courtesy, left and right	
	Rear compartment courtesy	Model 19467
Padded sun shades		All models
Parking brake control		
Passenger compartment carpeting, molded		
Rear compartment carpeting, molded		
Rear view mirror		
Seat belts with stowage provisions		
Steering wheel (simulated wood grain) with competition-type 3-spoke design, and horn button		All models
Transmission shift pattern diagram (on seat separator)		
Two-speed electric windshield wiper with washer		
Vinyl covered instrument panel hoods; passenger assist in right hood		

REGULAR EQUIPMENT—EXTERIOR

Bright metal surfaces	Body sill moldings (black paint fill)		All models
	Bumpers, front and rear		
	Door handles and key locks		
	Gas filler door and bezel		
	Radiator grille		
	License plate bezel, rear		
	License plate frame support, front		
	License plate frames		
	Outside rear view mirror, left hand door		
	Parking and direction signal lamp bezels		
	Rear window reveal		Model 19437
	Tail pipe extensions and bezels		All models
	Tail, stop and direction signal lamp bezels		
	Back-up lamp bezels		
	Vent window frames		Model 19467
	Windshield pillar molding (19467)		
	Windshield reveal moldings		All models
	Wheel discs and ornaments		
Emblems	Crossed flags	Body front panel	
		Front fender side	
		Wheel disc ornaments	
		Gas filler door	
	Name plates	Rear deck	
		Hood	
Exterior lighting	Headlamps, dual, retractable		
	Parking and direction signal lamps (amber lenses)		
	Rear license lamp		
	Tail, stop direction signal and back-up lamps		
Function front fender louvers			
Integral front and rear bumper guards			
Manual folding top			Model 19467
Spare tire well cover lock			All models

REGULAR PRODUCTION OPTIONS

●BODY OPTIONS

Air conditioning	C60	All
Auxiliary top equipment	C07	19467
Folding top	C05	
Headrest, conventional type seat	A82	All
Lean heater equipment	C48	
Power windows	A31	
Radio, AM-FM (remote control antenna)	U69	
Shoulder harness	A85	
Switch, traffic hazard lamp	V74	
Tinted body glass	A01	
Tinted windshield	A02	

●ENGINE OPTIONS

327 cubic inch V-8 350 HP	L79	All
427 cubic inch V-8 390 HP	L36	
427 cubic inch V-8 425 HP	L72	
Air injection reactor	K19	
Cylinder heads aluminum	L89	
Gasoline tank, 36.5 gallon	N03	19437
Off-road exhaust equipment	N11	All
Side mounted exhaust system	N14	
Transistor ignition equipment	K66	

●CHASSIS OPTIONS

Brakes	Heavy duty	J56	All
	Power	J50	
Power steering		N40	
Rear axle positraction		G81	
Suspension, special performance front and rear		F41	
Steering wheel, wood		N32	
Telescoping shaft steering		N36	
Tires	7.75 x 15-4pr rayon, whitewall	P92	
	7.75 x 15-4pr nylon, gold stripe	T01	
15 x 6L wheel (quick take-off)		P48	

TRANSMISSION OPTIONS

4-speed manual transmission	M20	All
4-speed manual transmission - close ratio	M21	
4-speed manual transmission, heavy duty	M22	
Powerglide automatic transmission	M35	

DEALER INSTALLED ACCESSORIES

Antenna, radio (remote control)	All
Compass	
Fire extinguisher	
Floor mat (clear vinyl)	
Gas cap, locking	
Lamp switch and flasher, traffic hazard	
Luggage carrier, deck lid	
Luggage straps	
Mirror, (glare proof) rear view	
Mirror, outside rear view; replacement kit	
Radio, AM-FM	
Radio shielding installation unit	
Road hazard package	
Sportlamp, portable	
Seat cushion, ventilated	
Tissue dispenser	
Tool kit	

INTERIOR DIMENSIONS

	Code*	Description*	Models		
			19437	19467 Soft-top	19467 Hardtop
FRONT COMPARTMENT	L31	Body zero line to H point	44.5		
	H70	Body zero line to H point	7.7		
	H61	Effective head room	37.0	38.5	
	H37	Headlining to roof height	.38	--	.33
	L34	Maximum effective leg room - accelerator	42.7		
	H30	H point to heel point	3.9		
	H67	Depressed floor covering thickness	.31		
	L40	Back angle (degrees)	28		
	L42	Hip angle (degrees)	102		
	L44	Knee angle (degrees)	135		
	L46	Foot angle (degrees)	82		
	H65	D point differential, side to center	--		
	H54	D point to tunnel	1.9		
	L53	H point to accelerator floor point	35.8		
	L17	H point travel	4.0		
	H58	H point rise	.32		
	H5	H point to ground	15.4	15.4	
SEAT AND ENTRANCE - FRONT	W3	Shoulder room	48.4		
	W5	Hip room	50.9		
	W16	Seat width (each seat)	21.6		
	H50	Upper body opening to ground	46.8	45.6	
	H11	Entrance height	31.4	30.2	
	H115	Step height (design load)	14.0		
	H130	Step height (curb load)	16.2		
	L18	Entrance foot clearance	16.5		
	H32	Seat cushion deflection	3.1		
	L14	Seat back thickness	3.9		
	W1	Hat room	45.1	39.3	
	H3	Seat chair height	9.0		
	H26	Interior body height, M/M @ car Centerline	36.2	36.9	35.8
	H27	Interior body, M/M @ C/LO	40.7	41.6	40.6
VISION AND CONTROL	H6	H point to W/S bottom DLO	19.9		
	H64	H point to W/S upper DLO	30.6		
	L49	H point to W/S upper DLO	16.4		
	H25	Belt height	18.0		
	W7	Steering wheel center to car Centerline	12.8		
	W9	Steering wheel maximum OD	16.0		
	H18	Steering column angle (degrees) - horizontal	16.45		
	H49	H point to top of steering wheel	23.3		
	L7	Steering wheel torso clearance	13.2		
	H13	Steering wheel thigh clearance	4.5		
	L13	Brake pedal knee clearance	24.6		
	L52	Brake pedal to accelerator	2.8		
	W122	Tumble-home (degrees)	20.0		

* Code and description conform generally to AMA Specifications.

	Code *	Description *	Models		
			19437	19467 Soft-top	19467 Hardtop
WIDTH	W101	Tread - front	56.8		
	W102	Tread - rear	57.6		
	W103	Max. overall car width	69.2		
	W116	Max. overall body width	(see W106)		
	W106	Front fender overall width	69.6		
	W107	Rear fender overall width	67.3		
	W120	Max. overall width - doors open	139.3		
HEIGHT	H101	Overall height	49.6	49.8	
	H114	Hood at rear to ground	34.8		
	H112	Rocker panel to ground - front	8.0		
	H111	Rocker panel to ground - rear	8.0		
	H132	Bottom of door to ground, open	13.5		
	H133	Bottom of door to ground, closed	12.5		
	H122	W/S slope angle (degrees)	56.5		
	H136	Body zero to ground - front	7.7		
	H137	Body zero to ground - rear	7.7		
	H125	Headlamp to ground	24.4		
	H126	Tail lamp to ground	21.8		
	H158	Roof thickness	3.7	4.4	
	H159	DLO height	12.5	12.2	
	H160	Body thickness	25.5		
LENGTH	L30	Body zero line to actual front of dash	2.57 (fore of dash)		
	L101	Wheelbase	98.0		
	L104	Overhang - front	31.9		
	L105	Overhang - rear	45.2		
	L103	Overall length	175.1		
	L128	Hood length at car C/L	46.7		
	L123	Body upper structure length @ car C/L	77.9	66.8	69.2
	L129	Deck length @ car C/L	28.6	39.7	37.3
	L127	Body zero line to C/L rear wheels	72.0		
	L130	Body zero line to W/S cowl point	9.0		
	L102	Tire size	7.75 x 15		
CLEARANCE AND GLASS AREA-HEIGHT	H102	Front bumper to ground	18.0		
	H104	Rear bumper to ground	16.6		
	H106	Angle of approach (degrees)	26.29		
	H107	Angle of departure (degrees)	17.14		
	H147	Ramp breakover angle (degrees)	11.75		
	H148	Front suspension to ground	8.0		
	H149	Oil pan to ground	6.0		
	H150	Flywheel housing to ground	5.9		
	H151	Frame structure to ground	5.5		
	H152	Exhaust system to ground	5.0		
	H153	Rear axle differential to ground	7.8		
	H154	Fuel tank to ground	--		
	H155	Spare tire well to ground	6.1		
	H156	Minimum running ground clearance	5.0 (see H152)		
	S1	Windshield glass area (sq. inches)	789.7		

* - Code and Description conform generally to AMA Specifications.

VEHICLE WEIGHTS

VEHICLE WEIGHTS, LB

Weight of basic vehicle - 300 HP engine and 3-speed transmission

Model 19467 soft top	
Shipping weight	
Front	1530
Rear	1475
Total	3005
Curb weight	
Front	1525
Rear	1635
Total	3160
Design weight	
Front	1605
Rear	1855
Total	3460
Model 19437 Sport Coupe	
Shipping weight	
Front	1555
Rear	1430
Total	2985
Curb weight	
Front	1525
Rear	1635
Total	3140
Design weight	
Front	1605
Rear	1855
Total	3460
Model 19467 hardtop	Add 8 lb to soft top values
Powerglide transmission	Add 23.3 lb

EXTERIOR PAINT PROCESS

1. PRIMARY SANDING. All body panels and bonded joints that receive acrylic lacquer are dry sanded to prepare surfaces for painting. A filler material, called putty rub, is applied to the entire body to fill minor imperfections.

2. PRIMER. Two coats of primer are applied -- the first red and the second gray -- and are oven baked for 60 minutes at 280 degrees F.

3. WET SANDING. The body is wet sanded to provide a smooth surface for the sealers. Most of the gray primer coat is removed with the red primer acting as a depth signal for the sanding operation. The body is dried to remove all moisture.

4. SEALER. One coat of sealer and one coat of color acrylic lacquer are applied and baked.

5. DRY SANDING. The body is dry sanded to prepare surfaces for the final acrylic lacquer.

6. LACQUERING. Three coats of acrylic lacquer are sprayed on the body to build up the required paint thickness. The paint is "rested" for eight minutes to permit it to partially set up and to remove excess volatile paint vehicle.

7. INITIAL BAKING. The body is oven baked for 30 minutes at 140 degrees F to harden the paint which permits the subsequent operation. Small interior and exterior parts are painted to complete the body paint schedule.

8. FINAL BAKING. To assure a durable, hard, high luster finish the lacquer is oven baked for 45 minutes at 250 degrees F. Rebaking the lacquer permits the paint film to soften and allows surface blemishes and sanding scratches to disappear during the thermo-reflow process.

9. FINAL SANDING AND POLISHING. The body is lightly oil sanded and polished to bring painted surfaces to a high luster finish.

EXTERIOR-INTERIOR COLORS

INTERIOR-EXTERIOR COLOR COMBINATIONS

EXTERIOR			INTERIOR TRIM COLORS AND RPO NUMBERS						
			Black	Red	Bright Blue	Med. Saddle	Silver	White Blue	Dark Blue
			Models 19437-67						
RPO	Color	Sales Name	Reg. Prod.	407	414	420	426	450	418
900	Black	Tuxedo Black	X	X	X	X	X	X	X
972	White	Ermine White	X	X	X	X	X	X	X
974	Red	Rally Red	X	X					
976	Brt. Blue	Nassau Blue	X		X			X	X
978	Dk. Teal Blue	Laguna Blue	X		X				X
980	Silver Blue	Trophy Blue	X		X				X
982	Silver Green	Mosport Green	X						
984	Yellow	Sunfire Yellow	X						
986	Silver	Silver Pearl	X				X		
988	Maroon	Milano Maroon	X			X			

Convertible top: Black, white, or beige with any exterior color.
* - Genuine leather seat trim option.

BODY GLASS

LOCATION		TYPE	MODELS 19437	MODELS 19467
			AREA	
Windshield		1-piece curved	789.7	
Side Door	Door	Curved	528.3	442.8
	Ventipane	Curved	91.8	107.3
Back Window	Softtop	Flat, 1-piece		440.5
	Hardtop	Curved, 1-piece		888.2
	Sport Coupe	Curved, 1-piece	821.5	
Total visibility			2231.3	Softtop 1780.3 Hardtop 2228.0

BODY CONSTRUCTION

GENERAL

Construction ---------- Uniconstruction: fiber glass reinforced plastic body backboned by a steel cage outlining the passenger compartment. Principal members - underbody, front and rear end assemblies, dash panel, roof (Model 837) and hinge pillars are bonded, riveted, or bolted together and to each other. Hood is plastic with bonded plastic reinforcement.

DOOR AND LOCKS

Construction ---------- Plastic, double paneled, reinforced with steel at hinge and lock locations. Front hinged.
Door handles ---------- Push button with rotary type latches. Inside door locking knob on each door (upper reflector on side wall trim)
Door ventipanes operation ---------- Crank

HOOD

Operation ---------- Internal release lever. Front hinged with telescoping link on *right side. Ratchet-type lock for hold open.*

VENTILATION

Type ---------- "Saddlebag" cowl top air inlets channel air to cowl side kick panel outlets controlled by bowden cable operated valves. Water drainage at base of "saddlebag" plenum chambers.

SEATS

Type and construction ---------- Bucket; leather grained vinyl covering over polyurethane padding

WINDSHIELD WIPERS

Type ------- Dual, two-speed, electric; washer provided
Linkage ---------- Parallel acting

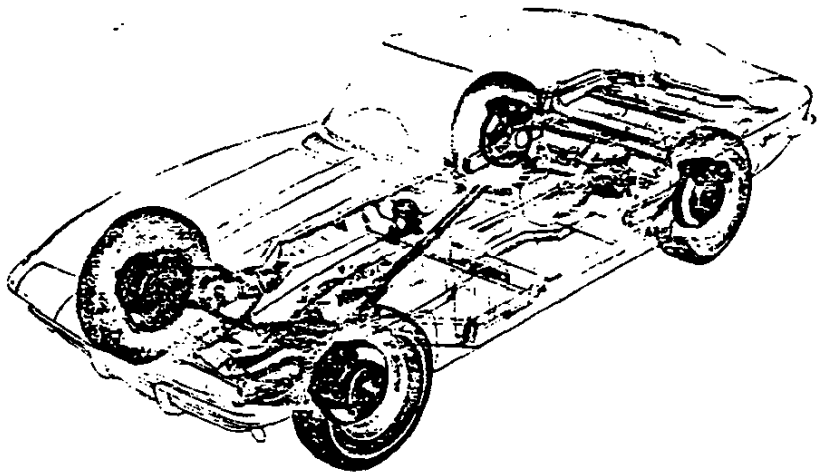
SPARE TIRE

Location ---------- In well under fuel tank; accessible from underside of car. Cover with key lock provided.

TOOLS

Type ---------- Scissors jack, and combination jack handle and lug wrench
Stowage ---------- In well in luggage area directly behind drivers seat; carpeted cover over well.

CHASSIS



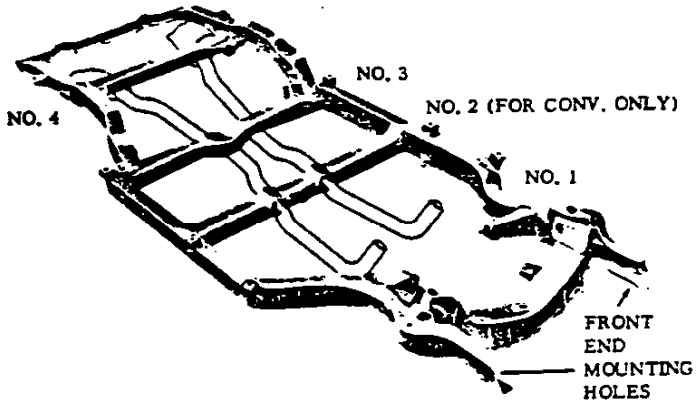
FRAME

GENERAL

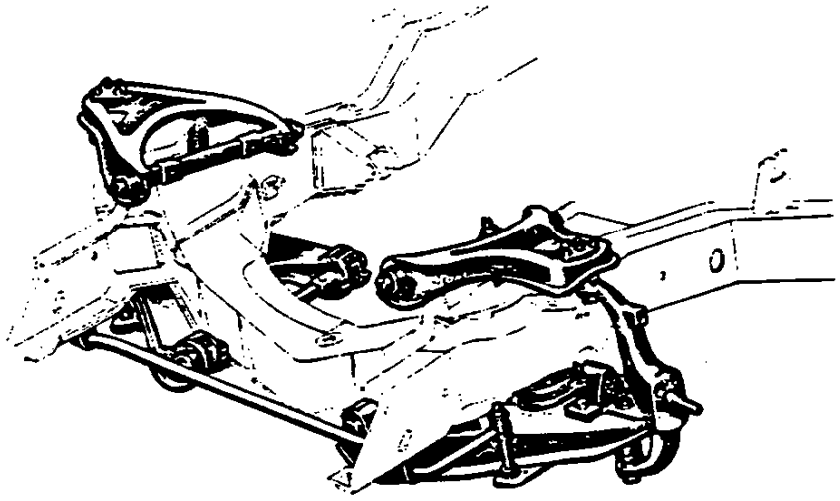
Description	All welded, full length, ladder constructed frame with 5 crossmembers. Side rails and intermediate crossmembers box section: front crossmember box girder section.

Dimensions

Width between	
No. 4 body mounting holes	49.32
No. 3 body mounting holes	55.14
No. 1 body mounting holes	55.14
Front end mounting holes	36.62
Length between	
No. 4 body mounting holes and front end mounting holes	130.82
No. 3 body mounting holes and front end mounting holes	93.32
No. 1 body mounting holes and front end mounting holes	41.92
Height between (measured at top of holes exc. frt. end)	
No. 4 and No. 3 body mounting holes	6.96
No. 4 and No. 1 body mounting holes	6.98
No. 4 body and front end mounting holes	7.90



FRONT SUSPENSION



GENERAL
- Description ---------- Independent, SLA type with coil spring and concentric shock absorber, and spherically-jointed steering knuckle, for each wheel. Adjustments to front suspension are achieved with shims at pivot shafts.
- Wheel travel, from design height
  - Jounce ---------- 3.75
  - Rebound ---------- 4.00
  - Wheel to spring ratio ---------- 1.89:1

CONTROL ARMS
- Description
  - Upper and lower ---------- Each is stamped A frame rubber-bushed at pivots.
- Bushings
  - Type ---------- Pre-loaded, steel encased rubber.

STEERING KNUCKLES
- Description ---------- Forged steel with detachable steering knuckle arm.
- Spindle diameters
  - At inner bearing ---------- 1.2493-1.2498
  - At outer bearing ---------- .7492-.7497
- Spindle thread size ---------- 3/4-20 NEF-3 (modified)

FRONT SPRING
- Part number ---------- 3851100
- Type ---------- Right hand helix, variable rate
- Material ---------- AISI A-5160, heat treated
- Cut-off length ---------- 168.50
- Number of coils (active, total) ---------- 10.67,12.00
- Wire dia (theoretical) ---------- .600
- Outside dia, max. at ends (theoretical) ---------- 5.19
- Pitch dia (theoretical) ---------- 4.40
- Height
  - Free ---------- 15.40
  - Working (inches @ lb) ---------- 6.58 @ 1957, 8.56 @ 1340 (design load), 10.65 @ 932
- Deflection rate (lb per inch) @ design load
  - @ Spring ---------- 195
  - @ Wheel (wheel rate) ---------- 80

FRONT WHEEL ALIGNMENT
- Design
  - Camber (degrees) ---------- 0 to P1
  - Caster (degrees) ---------- P1-1/2 to P2-1/2
  - Toe-in, per wheel ---------- 1/16
- Curb
  - Camber (degrees) ---------- P1/4 to P1-1/4
  - Caster (degrees) ---------- P1 to P2
  - Toe, total ---------- 7/32 to 11/32 toe in
  - Steering axis inclination (degrees) --- 6-1/2 to 7-1/2

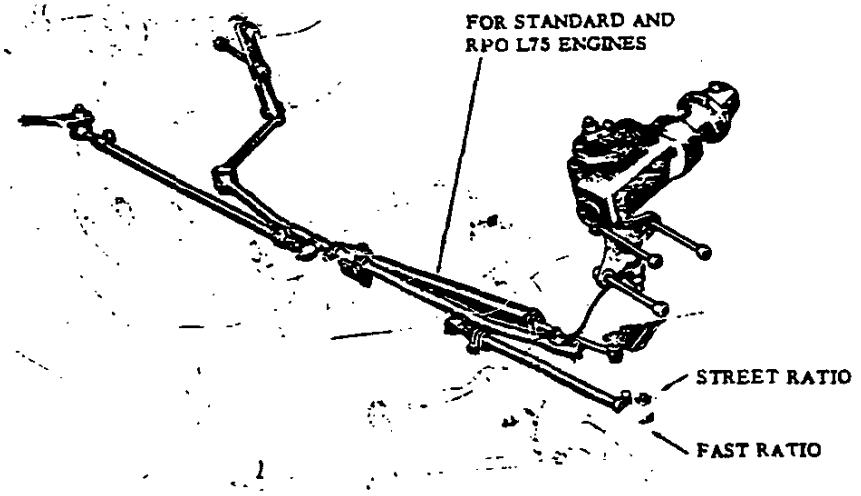
WHEEL BEARINGS
- Type ---------- Taper roller
- Quantity ---------- Two per spindle

SPHERICAL JOINTS
- Type ---------- Ball studs, upper self-adjusting for wear.
- Bearing surfaces
  - Upper ---------- Two surfaces, both non-metallic, the upper surface, a teflon-coated phenolic: the lower surface, a teflon-cotton composition
  - Lower ---------- One upper surface, a teflon-cotton composition
- Lubrication ---------- High pressure grease fitting for each ball stud

SHOCK ABSORBERS
- Type ---------- Direct, double-acting, hydraulic; freon filled envelope in reservoir
- Piston diameter ---------- 1.00

STABILIZER BAR
- Type ---------- Link
- Material ---------- HR steel
- Diameter ---------- 327 V-8,.750; 427 V-8,.875
- Bushing material ---------- Natural or synthetic rubber

STEERING



MANUAL STEERING, regular production

Description	Semi-reversible, recirculating ball nut steering gear with three-inch axial column adjustment; two-location steering arm-tie rod connection for street and fast ratio. Telescoping shaft steering available optionally.
System ratios	
Steering gear	16:1
Overall ratio	
Street	20.2:1
Fast	17.6:1
Turning characteristics	
Turning diameters (ft)	
Outside front, wall to wall	41.6
Outside front, curb to curb	39.9
Inside rear, wall to wall	25.6
Inside rear, curb to curb	25.6
Number of wheel turns, lock to lock	
Street	3.4
Fast	2.92
Outside wheel angle with inside wheel	
@ 15 degrees	14.25
@ 30 degrees	25.43
@ 34 degrees (limit of turn)	27.37
Steering shaft	
Number	1
Diameter	.75
Steering wheel	
Type	Deep dished
Diameter	16.0
Linkage	
Type	Parallelogram
Location	Rear of wheels
Number of tie rods	2
Lubrication points	5; one at each tie rod; one at pitman arm-relay rod connection

POWER STEERING, RPO N40

(same as MANUAL STEERING except as follows)

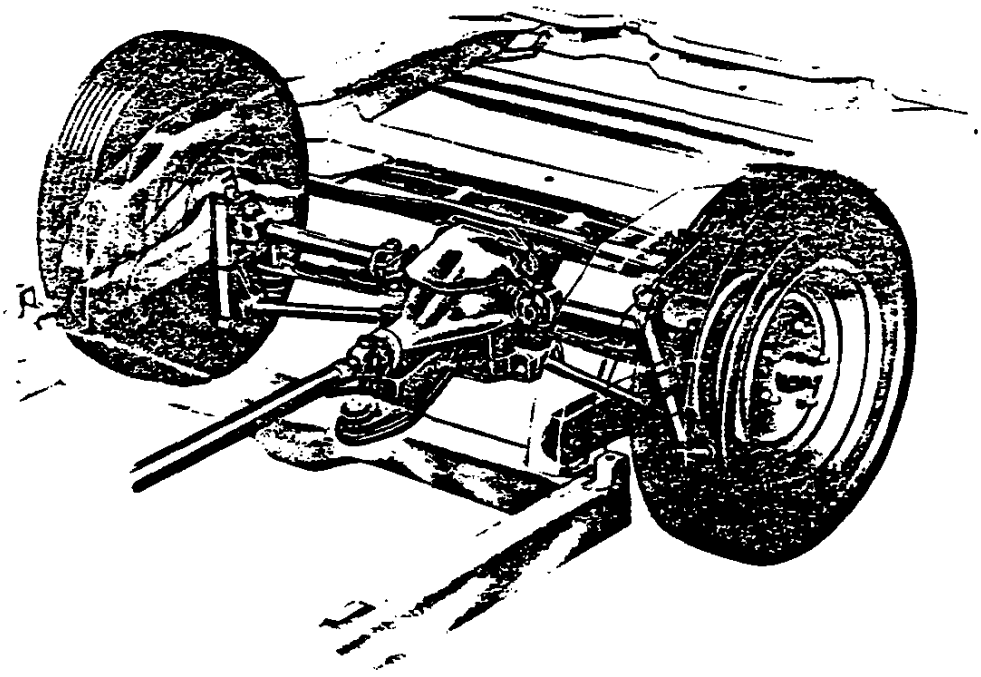
Description	Hydraulic; pump powered cylinder assisting linkage
System ratios	
Steering gear	16:1
Overall	17.6:1
Number of wheel turns, lock to lock	2.92
Outside wheel angle with inside wheel	
@ 15 degrees	14.06
@ 30 degrees	25.17
@ 34 degrees (limit of turn)	27.20
Lubrication	Two additional fittings, at cylinder piston rod ball stud, and at valve adapter

DRIVELINE

PROPELLER SHAFT

Type	Exposed, unsupported
Number used	1
Construction	Welded steel tubing incorporating yoke at each end
Tube	
OD	1.995-2.003
Wall thickness	.092-.097
Length between axis of yoke bores	29.90

REAR SUSPENSION



GENERAL

Description	Full independent with frame-anchored differential. Locus of each wheel established by 3 links: universally-jointed axle drive shaft and adjacent strut, and torque control arm pivoted at frame side rail. Vertical suspension loads taken by shock absorbers and transversely-positioned leaf spring. Built-in camber adjustment at struts.
Wheel travel, from design height	
Jounce	3.17
Rebound	4.00
Wheel to spring ratio	.90:1

REAR SPRING

Type	Multi-leaf, 9 leaves
Material	Chrome carbon steel, heat treated
Length (developed) between eye centers	46.36
Width	2.25
Design load, lb@ - camber	1360 @ .352
Deflection rate, lb per inch, @ design load	
@ Spring	140
@ Wheel (wheel rate)	123
Spring liners	
Number	7
Location	Between all leaves except numbers 6 and 7
Material	Polyethylene with graphite

REAR SUSPENSION
CONTINUED ON PAGE 6

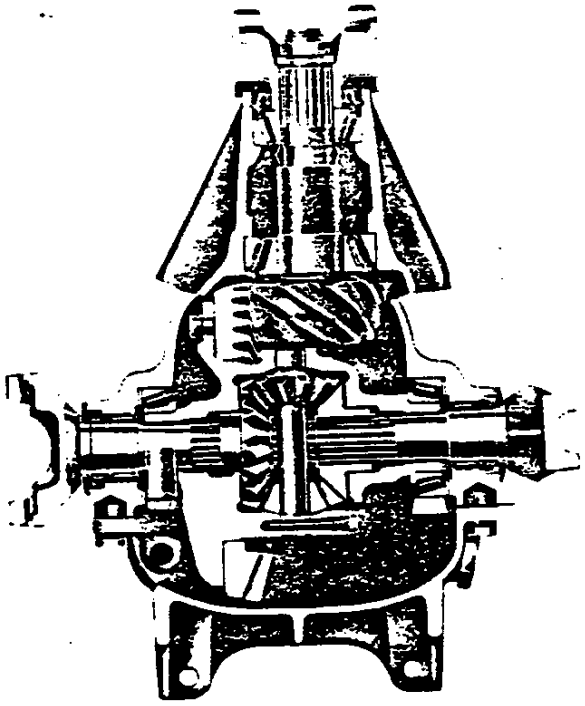
SHOCK ABSORBER
- Type ---------- Direct, double acting, hydraulic, freon filled envelope in reservoir
- Piston diameter ---------- 1.00

STRUT
- Material ---------- Forged steel
- Diameter ---------- .75

REAR WHEEL ALIGNMENT
- Design
  - Camber (degrees) ---------- N2 to N1
  - Toe-in, per wheel ---------- 1/16
- Curb
  - Camber (degrees) ---------- N5/6 to P1/6
  - Toe, total ---------- 0 to 1/8 toe in

STABILIZER BAR (427 V-8)
- Diameter ---------- .562

REAR AXLE



DIFFERENTIAL CARRIER

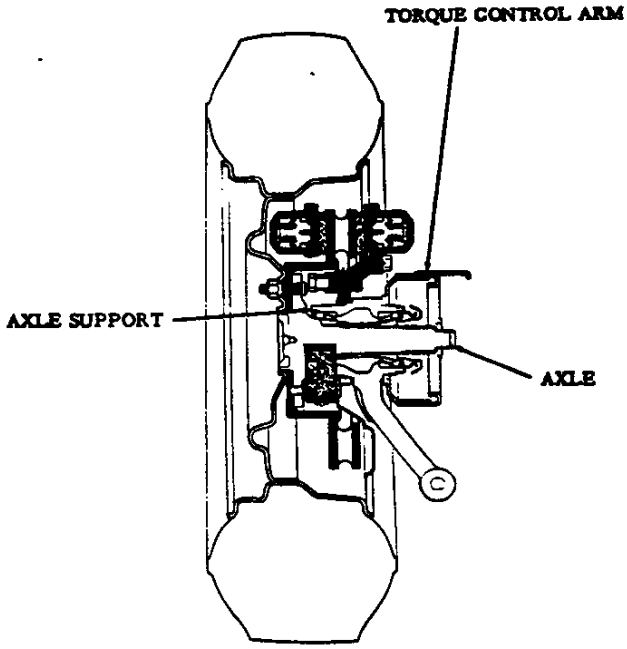
GENERAL
- Description ---------- Semi-floating
- Lubricant
  - Type --- For standard axles, Military MIL-L-2105-B
  - Capacity (pts) ---------- 3.7
  - Filler plug ---------- 1-3/8 hex, 1-20 AN thread
  - Viscosity ---------- SAE 80
- Regular production ratio ---------- 3.36:1
- Differential carrier
  - Type ---------- Hypoid gear with overhung pinion gear supported by two taper roller bearings
  - Offset ---------- 1.5
  - Hypoid gear PD ---------- 8.375
  - Pinion bearing adjustment ---------- Shim
  - Cover assemblage ---------- Bolted to differential carrier

DIFFERENTIAL
- Type ---------- Two pinion in cast nodular iron case

HYPOID AND PINION GEAR TOOTH COMBINATION

3.08	37,12
3.36	37,11
3.55	32, 9
3.70	37,10
4.11	37, 9
4.56	41, 9

POSITRACTION DIFFERENTIAL (For availability, see POWER TRAINS)
Type ---------- Two pinion with dual disc clutches



REAR WHEEL AND AXLE

GENERAL
Description ---------- Brake disc flange integral with axle which is universally-jointed (thru splined axle flange) to axle shaft; torque control arm bolted to axle support. Axle supported by two taper roller bearings.

AXLE
Material ---------- Steel forging, heat treated
Diameter at outer bearing ----------1.3743-1.3748
Diameter at inner bearing ----------1.1868-1.1873

AXLE SHAFT
Type ---------- Welded steel tubing incorporating universal joint at each end

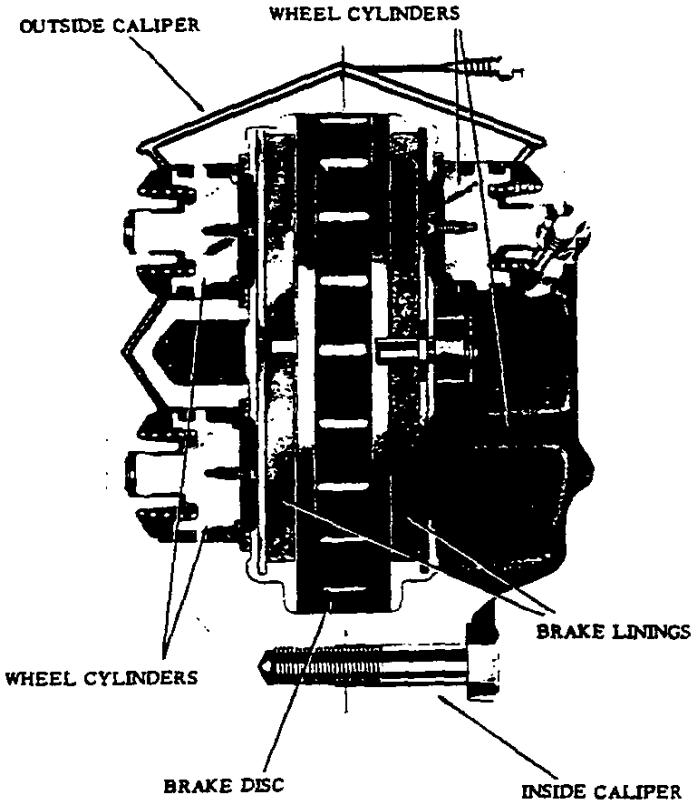
AXLE BEARINGS
Type ----------Taper roller
Quantity ---------- 2 per wheel
Bearing seals
Description, outer and inner----Steel encased rubber

AXLE FLANGE
Material ---------- Cast nodular iron

AXLE SUPPORT
Material ---------- Cast nodular iron

TORQUE CONTROL ARM
Description ---------- Welded steel box section

BRAKES



PARKING BRAKE

Type ---------- Mechanical, internal (separate from rear service brakes), operates on rear wheels.
Control ---------- T handle in passenger compartment
Drum diameter ---------- 6.5
Brake lining
Number ---------- 2 shoes per each rear wheel
Size (L x W x T) ---------- 6.77 x 1.25 x .175

STOPLIGHT SWITCH

Type ---------- Electrical: make-break, normally on
Location ---------- On dash panel brace

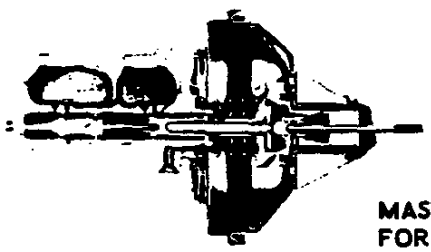
PARKING BRAKE

SERVICE BRAKES, Regular Production

General
Type ---------- Caliper disc, 4-wheel hydraulic
Line pressure, psi, @ 100 lb pedal load ---------- 550
Braking ratios
Pedal ---------- 4.60
Hydraulic ---------- 43.3
● Overall ---------- 199.2
Distribution of braking effort, front, percent ---- 65.0
Brake disc
Construction ---------- Caliper type with radial cavities for heat dissipation
Material ---------- Cast iron
Diameter, front and rear ---------- 11.75
Swept drum area, sq. inches ---------- 461.2
Brake lining
Material ---------- Woven asbestos
Size, all segments (L x W x T) ----- 5.96 x 2.21 x .41
● Method of attachment ---------- Riveted
Total effective area, sq. inches ---------- 78.1
Gross lining area, sq. inches ---------- 86.3
Master cylinder
Piston diameter ---------- 1.00
Piston travel (with available pedal travel) ------ 1.10
Wheel cylinders
Number ---------- 4 per wheel
Piston diameter
Front ---------- 1.875
Rear ---------- 1.375
Foot pedal travel ---------- 5.00

POWER BRAKES, RPO J50 (Same as SERVICE BRAKES, Regular Production, except as follows)

General
Type ---------- Vacuum power unit added to assist master cylinder
Braking ratios
Pedal ---------- 3.41
Hydraulic ---------- 43.3
Overall ---------- 147.7
Master cylinder
Type ---------- Divided output
Piston travel (with foot pedal) ---------- 1.20
Foot pedal travel ---------- 4.12



MASTER CYLINDER FOR RPO J50

WHEELS, Regular Production

Type ---------- Short spoke spider
Attachment to hub ------ 5 hex nuts, 7/16-20 UNF-2B, arranged on a 4.75 diameter bolt circle
Offset ---------- .44
Rim size----------15 x 5.5K

WHEEL, RPO 2-P48

Type --- ---------- Quick take-off
Material ---------- Cast aluminum
Rim size----- ---------- 15 x 6L
Offset ---------- ---------- .61
Method of retension --- ---------- Adapter and lock nut (2-5/8 - 8 UN 2B)

TIRES, Regular Production

Type ---------- Rayon tubeless, blackwall
Construction ---------- ---- 4 ply
Size and ply rating ---------- 7.75 x 15-4 PR
Specifications
Loaded rolling radius ---------- 12.6
Loaded rev/mi @ 50 MPH ---------- 776
● Capacity (lb @ psi) ---------- 1270 @ 24
Recommend inflation, all tires, psi ---------- 24

SPARE TIRE

Location ---------- Under gasoline tank, accessible from underside of vehicle, shielded with cover.

BULBS, FUSES, AND CIRCUIT BREAKERS

LAMPS		NO. REQUIRED AND TRADE NO.	CANDLE POWER PER LAMP
Air conditioning		1-1893	2
Back up		2-1156	32
Cigarette lighter		1-1445	1
Clock		2-1816	3
Courtesy			
Instrument panel		2-90	6
Rear compartment		1-90	6
Direction signal indicator		2-1816	3
Dome		1-90	6
Glove compartment		1-1893	2
Headlamp	Outer	2-4002	High beam, 37.5W
			Low beam, 55.0W
	Inner	2-4001	High beam, 37.5W

BULBS, FUSES AND CIRCUIT BREAKERS CONTINUED ON

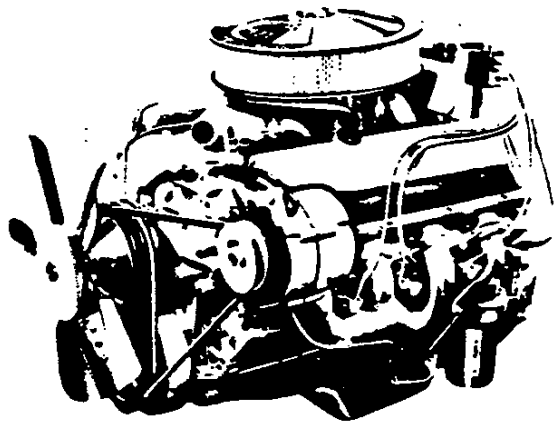
BULBS, FUSES, AND CIRCUIT BREAKERS

Headlamp hi-beam indicator	1-1445	1
Headlamp warning indicator	1-257	2
Heater	1-1893	2
Ignition switch	1-1445	1
Instrument cluster	9-1816	3
License plate rear	1-1155	4
Parking	2-1157	
Park		4
Turn		32
Parking brake alarm	1-257	2
Radio	1-1893	2
Spot lamp, portable	1-4416	30W
Tail	4-1157	
Tail		4
Stop and turn		32

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT *
Air conditioning	AGC 30 fuse	In line
	AGC 30 fuse	Fuse panel (f)
Air conditioning lamp	AGC 4 fuse	Fuse panel (d)
Backup lamps	AGC 10 fuse	Fuse panel (b)
Cigarette lighter	AGC 15 fuse	Fuse panel (c)
Cigarette lighter lamp	AGC 4 fuse	Fuse panel (d)
Clock	AGC 15 fuse	Fuse panel (c)
Clock lamps	AGC 4 fuse	Fuse panel (d)
Courtesy lamps	AGC 15 fuse	Fuse panel (c)
Dome lamp	AGC 15 fuse	Fuse panel (c)
Fuel gage	AGC 10 fuse	Fuse panel (g)
Glove compartment lamp	AGC 15 fuse	Fuse panel (c)
Headlamp hi-beam indicator lamp	15 amp CB	Light switch
Headlamp motors	50 amp CB	Hinge pillar
Headlamp warning indicator lamp	40 amp CB	Hinge pillar
Headlamps	15 amp CB	Light switch
Heater	AGC 10 fuse	Fuse panel (f)
Heater lamp	AGC 4 fuse	Fuse panel (d)
Ignition switch lamp	AGC 4 fuse	Fuse panel (d)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (d)
License plate, rear	AGC 10 fuse	Fuse panel (b)
Parking brake alarm lamp	AGC 10 fuse	Fuse panel (g)
Parking lamps	15 amp CB	Light switch
Power windows	40 amp CB	Hinge pillar
Radio and radio lamp	AGC 2.5 fuse	Fuse panel (e)
Radio antenna	AGC 15 fuse	Fuse panel (c)
Rear compartment vent motor	AGC 10 fuse	Fuse panel (f)
Stop lamps	AGC 15 fuse	Fuse panel (c)
Tail lamps	AGC 10 fuse	Fuse panel (b)
Temperature gage	AGC 10 fuse	Fuse panel (g)
Windshield wiper	14 amp CB	Switch
Spot lamp, portable	AGC 15 fuse	Fuse panel (c)

* Letter suffix indicates same circuit.

POWER TRAINS



POWER TEAM COMBINATIONS

ENGINE	EQUIPMENT	TRANSMISSION	● AXLE RATIO ** General Purpose Standard	Mountain	Economy Cruise	Special Purpose	Air Conditioning
300 HP ENGINE	FOUR-BARREL	3-SPEED (2.54:1 low)	3.36:1				3.36:1
327 CUBIC INCH V-8	CARBURETOR	4-SPEED (2.52:1 low)	3.36:1		3.08:1 *		3.36:1
STANDARD	*HYDRAULIC LIFTERS*	POWERGLIDE	3.36:1				3.36:1
350 HP ENGINE	4-BARREL CARB.	4-SPEED (2.52:1 low)	3.36:1	3.55:1*			3.36:1
327 CUBIC INCH V-8	*HIGH LIFT CAM*	4-SPEED (2.20:1 low)	3.70:1	4.11:1*			
RPO - L79	HYDRAULIC LIFTERS						
390 HP ENGINE	4-BARREL CARB.	4-SPEED (2.52:1 low)	3.08:1*	3.36:1*			
427 CUBIC INCH V-8	SPECIAL CAMSHAFT	4-SPEED (2.20:1 low)	3.36:1*	3.55:1*	3.08:1*	3.70:1*	
RPO - L36	HYDRAULIC LIFTERS						
425 HP ENGINE	4-BARREL	4-SPEED (2.20:1 low)	3.55:1*	3.70:1*	3.36:1*	4.11:1*	
427 CUBIC INCH V-8	SPECIAL CAMSHAFT						
RPO - L72	MECHANICAL LIFTERS						

* - AVAILABLE AS POSITRACTION AXLE ONLY.
** - POSITRACTION AXLE RATIOS AVAILABLE IN COMBINATIONS SHOWN.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION 1st	2nd	3rd	4th	Rev	AXLE RATIO
300 HP Standard	4-Barrel	3-Speed (2.54:1)	8.53	5.04	3.36		8.84	3.36
		4-Speed (2.52:1)	8.47	6.32	4.90	3.36	8.70	
350 HP RPO-L79	4-Barrel	4-Speed (2.52:1)	8.47	6.32	4.90	3.36	8.70	3.36
		4-Speed (2.20:1)	8.14	6.07	4.70	3.70	8.36	3.70
390 HP RPO L36	4-Barrel	4-Speed (2.52:1)	7.76	5.79	4.50	3.08	7.98	3.08
		4-Speed (2.20:1)	7.39	5.51	4.27	3.36	7.59	3.36
425 HP RPO L72	4-Barrel	4-Speed (2.20:1)	7.81	5.82	4.51	3.55	8.02	3.55

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
300 HP - Standard	Powerglide	Drive	12.43:1 - 3.36:1	3.36:1
		Low & Reverse	12.43:1 - 5.91:1	

* - Axle ratio x transmission ratio.

● GENERAL DATA

Engine Type		V-8 OHV				
Piston Displacement (Cu. In.)		327		427		
Availability		Standard	RPO-L79	RPO-L36	RPO-L72	
Number Cylinders		Eight				
Bore and Stroke (nominal)		4.00 x 3.25		4.251 x 3.76		
Compression Ratio		10.25:1	11.0:1	10.25:1	11.0:1	
Taxable (SAE) Horsepower		51.2		57.8		
Firing Order		1-8-4-3-6-5-7-2				
Idling Speed (RPM)		500	700	550	800	
Compression Press. (PSI) @ Cranking Speed, Engine Hot		160		160	170	
Lubrication		Full Pressure				
Power Plant Mounting		Two front and one rear, compression type				
Measurements	Fan to rear of engine block	30.52		29.43		
	Top air cleaner to bottom oil pan	27.28	26.48	30.96		
	Exhaust manifold to generator (width)	28.54		32.30		

● ADVERTISED ENGINE RATING

Engine		300 HP - 327 Cu. In.	350 HP - 327 Cu. In.	390 HP - 427 Cu. In.	425 HP - 427 Cu. In.
Availability		Standard	RPO-L79	RPO-L36	RPO-L72
Brake HP	Gross	300 @ 5000	350 @ 5800	390 @ 5200	425 @ 5600
	Net	235 @ 4800			
Torque (lb-ft)	Gross	360 @ 3400	360 @ 3600	460 @ 3600	460 @ 4000
	Net	320 @ 3000			

ENGINE SPEED AND PISTON TRAVEL

Transmission		327 Cu. In.				427 Cu. In.		
		3-Speed (a)	4-Speed		Pwr/gld.(a)	4-Speed		
Rear Axle Ratio		3.36:1	3.36:1	3.70:1 (b)	3.36:1	3.08:1 (c)	3.36:1 (d)	3.55:1 (e)
Tire Size		7.75 x 15-4PR						
Crankshaft Revolutions per Mile		2553.6		2812.0	2553.6	2340.8	2553.6	2698.0
Crankshaft RPM @ MPH	Low	108.1	107.3	103.1	74.9	98.3	93.6	98.9
	Second	63.8	80.0	76.9		73.3	69.8	73.7
	Third	42.6	62.1	59.5	42.6	57.0	54.5	57.1
	Fourth		42.6	46.9		39.0	42.6	45.0
	Reverse	111.9	110.2	105.9	74.9	101.0	96.2	101.6
Piston Travel (Ft/Mile)		1383.2		1523.2	1383.2	1466.9	1600.3	1690.7

(a) Available only with 300 HP engine.
(b) Standard ratio for 350 HP engine with 2.20:1 low transmission.
(c) Standard ratio for 390 HP engine with 2.52:1 low transmission.
(d) Standard ratio for 390 HP engine with 2.20:1 low transmission.
(e) Standard ratio for 425 HP engine with 2.20:1 low transmission.

VEHICLE PERFORMANCE FACTORS

ENGINE	327 Cu. In. 275 HP Standard	327 Cu. In. 350 HP RPO L79	427 Cu. In. 390 HP RPO L36	427 Cu. In. 425 HP RPO L72
3-SPEED TRANSMISSION				
Performance Weight (pounds)	3443	3446		
Pounds per Gross Horsepower	11.48	9.84		
Pounds per Cu. In. Displacement	10.53	10.54		
Gross HP per Cu. In. Displacement	.917	1.070		
Power Displacement (cu. ft./mile)	241.62	241.62		
Displacement Factor (cu. ft./ton mile)	140.39	140.23		
4-SPEED TRANSMISSION				
Performance Weight (pounds)	3436	3440	3612	3614
Pounds per Gross Horsepower	11.45	9.83	9.26	8.50
Pounds per Cu. In. Displacement	10.51	10.52	8.46	8.46
Gross HP per Cu. In. Displacement	.917	1.070	.913	.995
Power Displacement (cu. ft./mile)	241.62	241.62	289.21	333.34
Displacement Factor (cu. ft./ton mile)	140.64	142.13	160.14	184.47
POWERGLIDE*				
Performance Weight (pounds)	3455			
Pounds per Gross Horsepower	11.52			
Pounds per Cu. In. Displacement	10.57			
Gross HP per Cu. In. Displacement	.917			
Power Displacement (cu. ft./mile)	241.62			
Displacement Factor (cu. ft./ton mile)	139.91			

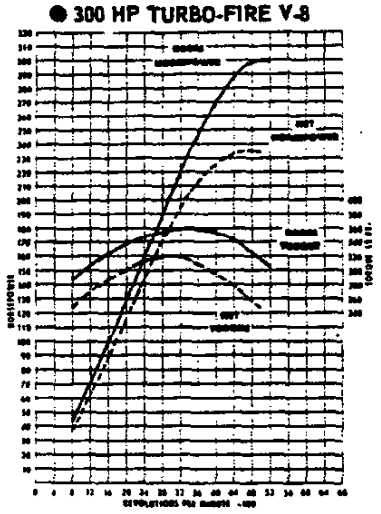
* - Data computed assuming zero slippage in torque converter.

GLOSSARY

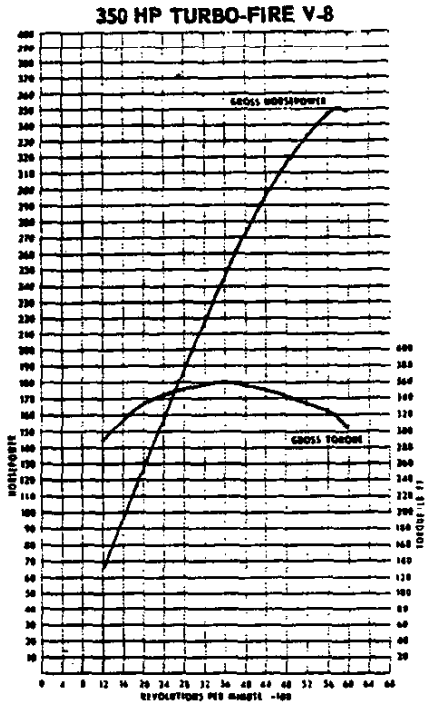
Performance Weight	Curb Weight plus 600 Lb (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

ENGINE OUTPUT CURVES

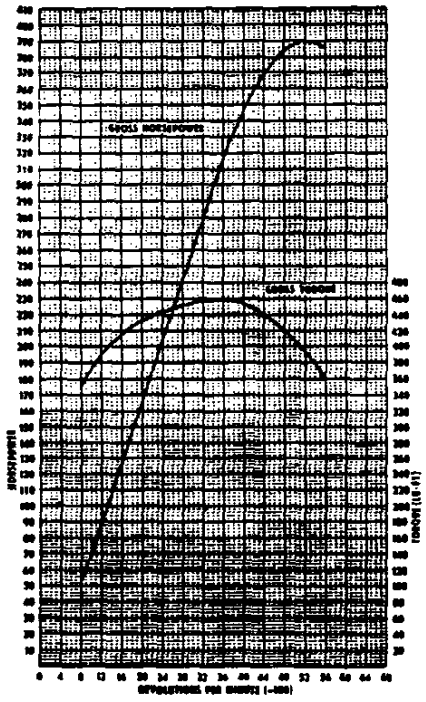
● 300 HP TURBO-FIRE V-8



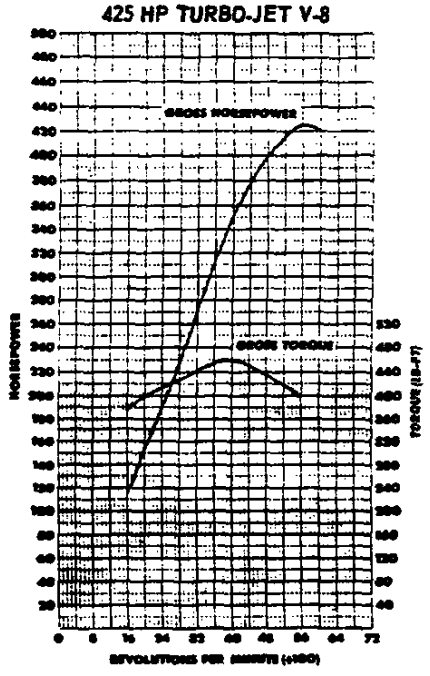
350 HP TURBO-FIRE V-8



390 HP TURBO-JET V-8



425 HP TURBO-JET V-8



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

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

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

PRINCIPAL COMPONENTS

CYLINDER BLOCK

Material	Cast alloy iron
Bore Diameter	
V8-327 Cu.In.	3.9995-4.0025
V8-427 Cu.In.	4.2495-4.2525
Bore Spacing (Centerline to Centerline)	
V8-327 Cu.In.	4.4
V8-427 Cu.In.	4.84
Number of Bulkheads	5
Water Jackets	Full length around each cylinder
Cylinder Numbering Arrangement (Front to Rear)	
Left Bank	1-3-5-7
Right Bank	2-4-6-8

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt Number	34 (327 Cu.In.); 32 (427 Cu.In.)
Bolt Size	.4375 dia.; 14 threads/inch

COMBUSTION CHAMBER VOLUME

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

V8-327 Cu.In. (Base)	4.49 Cu.In.
V8-327 Cu.In. (RPO L79)	3.97 Cu.In.
V8-427 Cu.In. (RPO L36)	5.90 Cu.In.
V8-427 Cu.In. (RPO L72)	4.92 Cu.In.

INLET MANIFOLD

Material	
V8-327 (Base) & V8-427 (RPO L36)	Cast alloy iron
V8-327 (RPO L79) & V8-427 (RPO L72)	Cast aluminum alloy
Heat Provision	Exhaust gas crossover at carburetor mounting pad

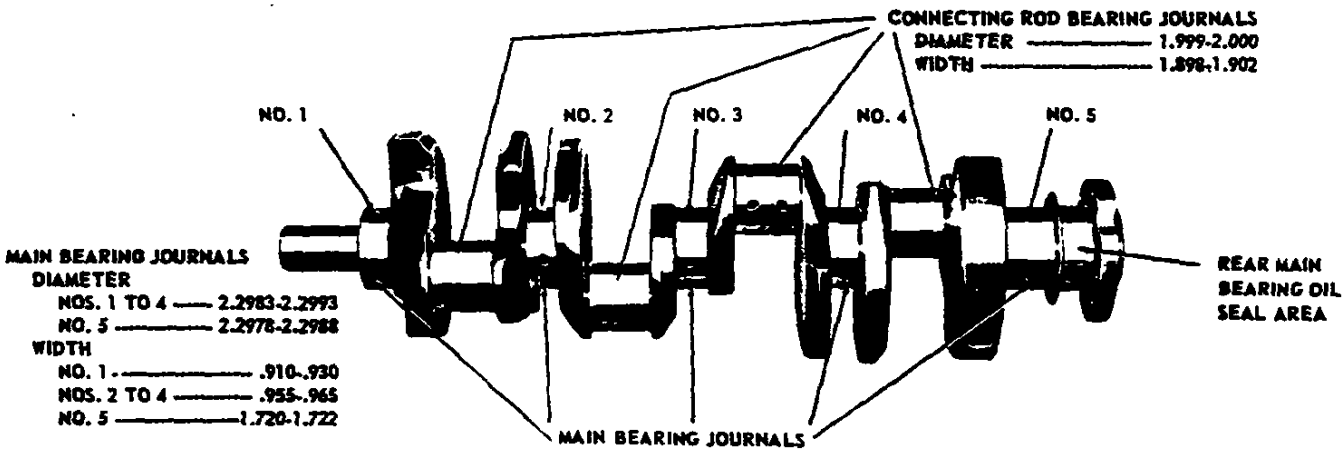
EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
V8-327 Cu.In.	Dual, 4 port, exhaust emission to a single runner with center takedown collector
V8-427 Cu.In.	Dual, 4 port, extended runners from each port converging to a rear takedown collector
Outlet Diameter (Nominal)	2.50

CRANKSHAFT

Material	Forged steel
End Play	.006-.010
Counter Weights	6
Crank Arm Length	
V8-327 Cu.In.	1.625
V8-427 Cu.In.	1.88
Torsional Damper	Rubber mounted inertia
Timing Gear	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

CRANKSHAFTS AND BEARINGS
327 CUBIC INCH V-8 ENGINE



MAIN BEARINGS

Material ---------- Premium aluminum except No. 5 upper sintered copper nickel backed babbitt
Type ---------- Precision removable
Thrust Against Bearing No. ---------- 5
Clearance
V8-327 Cu.In. ---------- (#1-4) .0008-.0034; (#5) .0010-.0036
V8-427 Cu.In. ---------- (#1-4) .0013-.0029; (#5) .0017-.0033

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
V8-327 Cu.In.			
Bearing #1	2.3013	.752	1.7306
Bearing #2-4	2.3009	.752	1.7303
Bearing #5	2.3006	1.1824	2.7202
V8-427 Cu.In. (RPO L36)			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7501	.992	2.7281
Bearing #5	2.7504	1.2525	3.4449
V8-427 Cu.In. (RPO L72)			
Bearing #1-4	2.7508	.992	2.7288
Bearing #5	2.7508	1.2525	3.4446

CAMSHAFT

Material ---------- Cast alloy iron
Drive ---------- Sprocket & chain; steel
Lobe Lift
V8-327 Cu.In. (Base) ---------- .2658 Inlet & Exhaust
V8-327 Cu.In. (RPO L79) ------ .2981 Inlet & Exhaust
V8-427 Cu.In. (RPO L36) ---------- .2714 Inlet; .2824 Exhaust
V8-427 Cu.In. (RPO L72) ------ .3057 Inlet & Exhaust
Bearings ---------- 5; steel backed babbitt

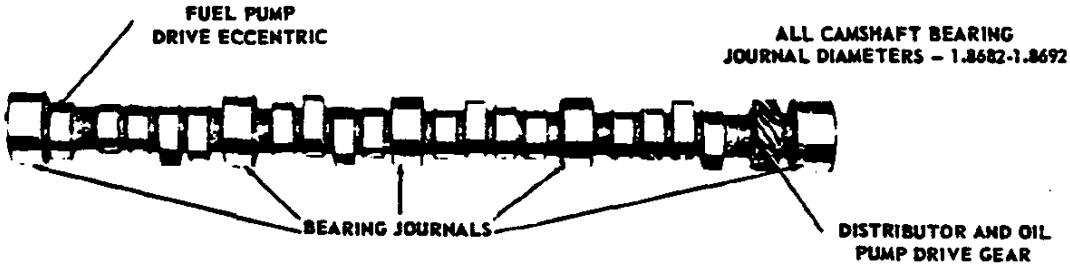
VALVE TRAIN

Type ---------- Individually mounted overhead rocker arms, push rod actuated
Lifters ---------- Hydraulic
V8-427 Cu.In. (RPO L72) - Mechanical
Push Rods
Type ---------- Hollow steel
Ends
V8-327 Cu.In. (Base) ---------- Hardened
V8-327 Cu.In. (RPO L79) ---------- Hardened steel insert on rocker arm ends
V8-427 Cu.In. ---------- Carburized steel inserts
Rocker Arms
Material ---------- Stamped steel
Ratio
V8-327 Cu.In. ---------- 1.50:1
V8-427 Cu.In. ---------- 1.70:1

VALVE SPRINGS

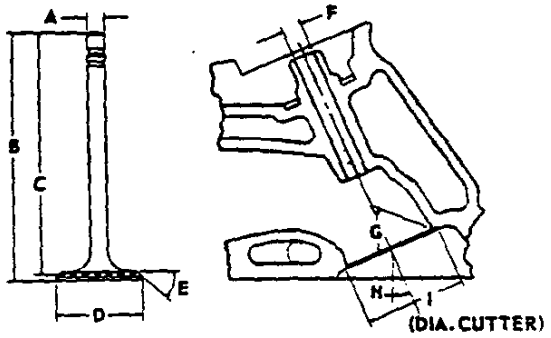
Diameter (I.D.)
V8-327 Cu.In. ---------- .872-.888
V8-427 Cu.In. ---------- 1.082-1.098
Installed Length (In. @ Lb.)
Valves Closed
V8-327 Cu.In. ---------- 1.66 @ 78-86
V8-427 Cu.In. ---------- 1.88 @ 94-106
Valves Opened
V8-327 Cu.In. ---------- 1.26 @ 170-180
V8-427 Cu.In. ---------- 1.38 @ 303-327
Free Length
V8-327 Cu.In. ---------- 2.08
V8-427 Cu.In. ---------- 2.09
Valve Spring Damper
V8-327 Cu.In. ---------- Flat steel, 4 coils
V8-427 Cu.In. ---------- Flat steel, 3.62 coils

CAMSHAFT AND BEARINGS
327 CUBIC INCH V-8 ENGINE



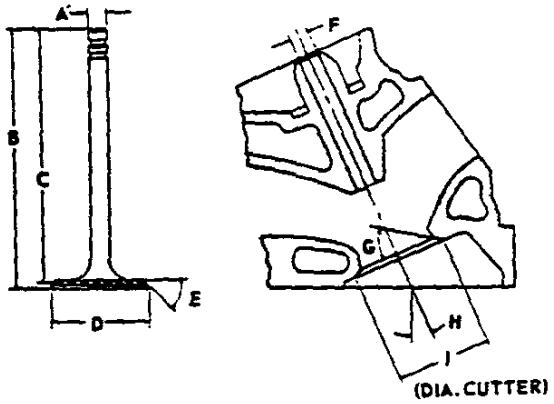
VALVES-INLET

Material ---------- Alloy steel
Coating
V8-327 Cu.In. ---------- None
V8-427 Cu.In. ---------- Face & head aluminized; chrome flash stem on RPO L72
Valve Guide Inserts (V8-427) -------- Cast alloy iron



VALVES-EXHAUST

Material ---------- High alloy steel
Coating
V8-327 Cu.In. ---------- Aluminum face
V8-427 Cu.In. ---------- Face & head aluminized; chrome flash stem on RPO L72



A - Stem Diameter
V8-327 Cu.In. ---------- .3410-.3417
V8-427 Cu.In. ---------- .3715-.3722
B - Overall Length
V8-327 Cu.In. ---------- 4.870-4.889
V8-427 Cu.In. (RPO L36) ---------- 5.215-5.235
V8-427 Cu.In. (RPO L72) ---------- 5.204-5.224
C - Gage Length
V8-327 Cu.In. ---------- 4.785-4.795
V8-427 Cu.In. ---------- 5.115-5.125
D - Overall Head Diameter
V8-327 Cu.In. (Base) ---------- 1.935-1.945
V8-327 Cu.In. (RPO L79) ---------- 2.017-2.023
V8-427 Cu.In. (RPO L36) ---------- 2.060-2.070
V8-427 Cu.In. (RPO L72) ---------- 2.185-2.195
E - Angle of Face ---------- 45°
F - Guide Diameter
V8-327 Cu.In. ---------- .3427-.3437
V8-427 Cu.In. ---------- .3732-.3437
G - Angle of Seat ---------- 46°
H - Valve Angle
V8-327 Cu.In. ---------- 23°
V8-427 Cu.In. ---------- 4°
I - Valve Seat (Cutter) Diameter
V8-327 Cu.In. (Base) ---------- 1.990-2.010
V8-327 Cu.In. (RPO L79) ---------- 2.020
V8-427 Cu.In. ---------- 2.580

A - Stem Diameter
V8-327 Cu.In. ---------- .3410-.3417
V8-427 Cu.In. ---------- .3713-.3720
B - Overall Length
V8-327 Cu.In. (Base) ---------- 4.913-4.933
V8-327 Cu.In. (RPO L79) ---------- 4.891-4.910
V8-427 Cu.In. ---------- 5.345-5.365
C - Gage Length
V8-327 Cu.In. ---------- 4.781-4.791
V8-427 Cu.In. ---------- 5.235-5.245
D - Overall Head Diameter
V8-327 Cu.In. (Base) ---------- 1.495-1.505
V8-327 Cu.In. (RPO L79) ---------- 1.595-1.605
V8-427 Cu.In. ---------- 1.715-1.725
E - Angle of Face ---------- 45°
F - Guide Diameter
V8-327 Cu.In. ---------- .3427-.3437
V8-427 Cu.In. ---------- .3732-.3742
G - Angle of Seat ---------- 46°
H - Valve Angle
V8-327 Cu.In. ---------- 23°
V8-427 Cu.In. ---------- 4°
I - Valve Seat (Cutter) Diameter
V8-327 Cu.In. (Base) ---------- 1.550-1.570
V8-327 Cu.In. (RPO L79) ---------- 1.610
V8-427 Cu.In. ---------- 2.120

PISTONS

Material
- V8 327 Cu.In. (Base) --- Cast aluminum alloy
- V8-327 Cu.In. (RPO L79) -- Aluminum impact extruded
- V8-427 Cu.In. (RPO L36) --- Cast aluminum alloy
- V8-427 Cu.In. (RPO L72) - Aluminum impact extruded

Head Type
- V8 327 Cu.In. (Base) --- Flat, notched
- V8-327 Cu.In. (RPO L79) --- Domed
- V8-427 Cu.In. --- Domed

Skirt Type --- Slipper

Top Land Clearance
- V8-327 Cu.In. (Base) --- .0365-.0455
- V8-327 Cu.In. (RPO L79) --- .0395-.0425
- V8 427 Cu.In. (RPO L36) --- .0305-.0375
- V8-427 Cu.In. (RPO L72) --- .0265-.0335

Skirt Clearance
- V8-327 Cu.In. (Base) --- .0005-.0011
- V8-327 Cu.In. (RPO L79) --- .0039-.0045
- V8-427 Cu.In. (RPO L36) --- .0009-.0015
- V8-427 Cu.In. (RPO L72) --- .0037-.0043

Compression Ring Groove Depth
- V8-327 Cu.In. --- .2217-.2283
- V8-427 Cu.In. --- .2348-.2413

Oil Ring Groove Depth
- V8-327 Cu.In. --- .2038-.2103
- V8-427 Cu.In. (RPO L36) --- .2183-.2248
- V8-427 Cu.In. (RPO L72) --- .2133-.2148

Pin Bore Offset
- V8-327 (Base) & V8-427 (RPO L36) --- .055-.065
- V8-327 (RPO L79) & V8-427 (RPO L72) --- On center

Compression Height
- V8-327 Cu.In. (Base) --- 1.674-1.676
- V8-327 Cu.In. (RPO L79) --- 1.673-1.677
- V8-427 Cu.In. (RPO L36) --- 1.908-1.912
- V8-427 Cu.In. (RPO L72) --- 1.768-1.772

PISTON PINS

Material --- Chromium steel

Length
- V8-327 Cu.In. --- 2.990-3.010
- V8-427 Cu.In. --- 2.930-2.950

Diameter
- V8-327 Cu.In. --- .9270-.9273
- V8-427 Cu.In. --- .9895-.9898

Clearance in Piston
- V8-327 Cu.In. (Base) --- .00015-.00025
- V8-327 Cu.In. (RPO L79) --- .00045-.00055
- V8-427 Cu.In. (RPO L36) --- .00025-.00035
- V8-427 Cu.In. (RPO L72) --- .00030-.00040

Pin Mounting --- Locked in rod by shrink fit

VALVE LIFT
- V8-327 Cu.In. (Base) --- .3987 Inlet & Exhaust
- V8-327 Cu.In. (RPO L79) --- .4472 Inlet & Exhaust
- V8-427 Cu.In. (RPO L36) --- .4614 Inlet; .4800 Exhaust
- V8-427 Cu.In. (RPO L72) --- .5197 Inlet & Exhaust

VALVE TIMING (Crankshaft Degrees)

V8-327 Cu.In. - Base	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	12°30'	32°30'
Closes - ABC	57°30'	87°30'
Duration	250°	300°
Exhaust Valve (Zero lash)		
Opens - BBC	54°30'	74°30'
Closes - ATC	15°30'	45°30'
Duration	250°	300°

V8-327 Cu.In. - RPO L79	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	40°	54°
Closes - ABC	86°	108°
Duration	306°	342°
Exhaust Valve (Zero lash)		
Opens - BBC	88°	102°
Closes - ATC	38°	60°
Duration	306°	342°

● V8-427 Cu.In. - RPO L36	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	40°	56°
Closes - ABC	80°	114°
Duration	300°	350°
Exhaust Valve (Zero lash)		
Opens - BBC	88°	110°
Closes - ATC	32°	62°
Duration	300°	352°

V8-427 Cu.In. - RPO L72	Including Ramps
Inlet Valve (opens with .024 lash)	
Opens - BTC	54°
Closes - ABC	102°
Duration	336°
Exhaust Valve (closes with .028 lash)	
Opens - BBC	102°
Closes - ATC	54°
Duration	336°

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RING - UPPER

Material	Cast alloy iron
Type	Inside bevel (bottom of ring 30 degrees to piston vertical axis)
Face	
V8-327 Cu.In. (Base)	Tapered edge
V8-327 Cu.In. (RPO L79)	Straight edge
●V8-427 Cu.In.	Barrel edge
Coating	
V8-327 Cu.In. (Base)	Chrome plate
V8-327 Cu.In. (RPO L79)	Molybdenum inlay
V8-427 Cu.In.	Molybdenum inlay
Width	
V8-327 Cu.In. (Base)	.0775-.0780
V8-327 Cu.In. (RPO L79)	.0770-.0775
V8-427 Cu.In.	.0770-.0775
Wall Thickness	
V8-327 Cu.In.	.190-.200
V8-427 Cu.In.	.202-.212
Gap	
V8-327 Cu.In. (Base)	.013-.023
V8-327 Cu.In. (RPO L79)	.013-.025
V8-427 Cu.In.	.010-.020

COMPRESSION RINGS - LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 50 degrees to piston vertical axis V8-327 and 28-52 degrees for V8-427)
Face	Tapered
Coating	
V8-327 Cu.In. (Base)	Wear resistant
V8-327 Cu.In. (RPO L79)	Chrome plate
V8-427 Cu.In. (RPO L36)	Wear resistant
V8-427 Cu.In. (RPO L72)	Chrome plate
Width	
V8-327 Cu.In.	.0770-.0775
V8-427 Cu.In.	.0770-.0775
Wall Thickness	
V8-327 Cu.In. (Base)	.164-.170
V8-327 Cu.In. (RPO L79)	.190-.200
V8-427 Cu.In.	.202-.212
Gap	
V8-327 Cu.In.	.013-.025
V8-427 Cu.In.	.010-.020
Expander (Used with V8-327 Cu.In. Base Only)	
Material	Steel
Width	.068-.074
Wall Thickness	.0180

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
V8-327 Cu.In.	.1840-.1880
V8-427 Cu.In.	.1830-.1880
Wall Thickness	
V8-327 Cu.In.	.150-.156
V8-427 Cu.In.	.137-.143
Gap	
V8-327 Cu.In.	.015-.055
V8-427 Cu.In.	.010-.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
V8-427 (RPO L72)	High alloy steel
Length (center to center)	
V8-327 Cu.In.	5.699-5.701
V8-427 Cu.In.	6.134-6.136

CONNECTING ROD BEARINGS

Material	Premium aluminum
Type	Precision removable
Clearance	
V8-327 Cu.In.	.0007-.0027
V8-427 Cu.In. (RPO L36)	.0009-.0025
V8-427 Cu.In. (RPO L72)	.0014-.0030
Theoretical I.D.	
V8-328 Cu.In.	2.0017
V8-427 Cu.In. (RPO L36)	2.2012
V8-427 Cu.In. (RPO L72)	2.2017
Effective Length	
V8-327 Cu.In.	.807
V8-427 Cu.In.	.857
End Play	
V8-327 Cu.In.	.009-.013
V8-427 Cu.In.	.016-.020

FUEL—EXHAUST AND VENTILATION SYSTEM

FUEL SYSTEM

FUEL TANK
- Capacity (Gal) ---------- 20 (approximately)
- Location -------- In body cavity at rear of deck area
- Filler Location ---------- Center of rear deck lid

FUEL FILTERS, DUAL
- In Fuel Tank ---------- Mesh strainer
- Carburetor Inlet ---------- Sintered bronze filter

●FUEL PUMP
- Type ---------- Diaphragm
- Drive ---------- Camshaft eccentric
- Location ---------- *Lower right front of engine*
- Pressure Range (At Carburetor)
  - V8-327 Cu.In. (Base) ---------- 5.25-6.50 PSI
  - V8-327 Cu.In. (RPO L79) ---------- 5.00-6.50 PSI
  - V8-427 Cu.In. ---------- 5.50-7.00 PSI

●AIR CLEANER
- Type ---------- Full circle intake, chrome plated
- Diameter ---------- 16.78
- Filter Element ---------- Oil-wetted paper

CARBURETORS
- Make & Type
  - V8-327 & 427 Cu.In. ------- Holley; 4-bbl. downdraft
- SAE Flange Size ---------- 1.50
- *Throttle Bore*
  - V8-327 Cu.In. (Base) --- 1.562 Primary & Secondary
  - V8-327 Cu.In. (RPO L79) ---------- 1.561 Primary & Secondary
  - V8-427 Cu.In. (RPO L36) ---------- 1.562 Primary & Secondary
  - V8-427 Cu.In. (RPO L72) ---------- 1.686 Primary & Secondary
- Venturi Diameter
  - V8-327 Cu.In. (Base) ---------- 1.25 Primary; 1.4375 Secondary
  - V8-327 Cu.In. (RPO L79) ---------- 1.25 Primary; 1.3125 Secondary
  - V8-427 Cu.In. (RPO L36) ---------- 1.25 Primary; 1.4375 Secondary
  - V8-427 Cu.In. (RPO L72) ---------- 1.375 Primary; 1.4375 Secondary
- Secondary Throttle Actuation ---------- By linkage approximately when primary valves are opened half between closed and open

CHOKE
- Type ---------- Automatic

EXHAUST AND VENTILATION SYSTEM

EXHAUST SYSTEM
- Type ---------- Dual with no resonators

MUFFLERS
- Type ---------- Dual, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Shell
  - Right Hand ---------- .036 stainless steel
  - Left Hand ------- .036 sheet steel aluminum coating
- Wrap ---------- .030 indented asbestos sheet
- Cover ---------- .018 sheet steel aluminum coating
- Heads
  - Right Hand ---------- .048 stainless steel
  - Left Hand ------- .048 sheet steel aluminum coating
- Baffles
  - Right Hand ------- 4; #1 & #4, .036 stainless steel; #2 & #3, .036 sheet steel aluminum coating
  - Left Hand ----- 4; .036 sheet steel aluminum coating
- Length, Body ---------- 17.00
- Width (I.D.) ---------- 9.25
- Height (I.D.) ---------- 5.00

EXHAUST PIPES
- Type ---------- Two piece; front and rear assemblies
- Material ---------- Seamless steel tubing
- Dimensions (O.D.) ---------- 2.50; Powerglide 2.00
- Wall Thickness
  - *Front Pipes* ---------- .072-.092
  - Rear Pipes ---------- .084-.104 laminated

TAIL PIPES
- Material ---------- Stainless steel
- Dimensions (O.D.) ---------- 2.00
- Wall Thickness ---------- .023

ENGINE VENTILATION
- Type ---------- Closed-positive; fumes withdrawn into induction system from crankcase via hosing connecting to oil filler tube and fitting at base of carburetor.

●AIR INJECTION REACTOR
(California vehicles only)
- Type ---------- Air injected into exhaust ports by crankshaft driven pump

LUBRICATION SYSTEM

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	Centrifugally oiled from front camshaft bearing
Oil Pressure Sending Unit	
Type	Bourdon tube
Actuation	Oil pressure
Oil Filler	
Cap	Positive seal
Location	
V8-327 Cu.In.	Left front of intake manifold
V8-427 Cu.In.	Top center of right rocker cover

OIL PUMP

Type	Gear
Normal Oil Pressure	
V8-327 Cu.In.	30-45 PSI @ 1500 RPM
V8-427 Cu.In.	50-75 PSI @ 2000 RPM
Intake Type	Fixed
Capacity (GPM @ Eng. RPM)	
V8-327 Cu.In.	4.3 @ 2000
V8-427 Cu.In.	6 @ 2000
Regulator Valve	Opens between 40-45 lbs

OIL DIP STICK - LOCATION

V8-327 Cu.In.	Right side, rear of engine block
V8-427 Cu.In.	Right side, center, direct to oil pan

CRANKCASE CAPACITY (Quarts)

Refill	
V8-327 Cu.In. (Base)	4.0
V8-327 Cu.In. (RPO L79)	5.0
V8-427 Cu.In.	5.0
Refill with Filter Change	
V8-327 Cu.In. (Base)	5.0
V8-327 Cu.In. (RPO L79)	6.0
V8-427 Cu.In.	6.0

OIL FILTER

Type	Full flow, replaceable element
Location	Left rear underside of engine
Capacity	One quart
By-pass Valve	Opens between 9 to 11 PSI drop in pressure

LUBRICANT GRADES AND TEMPERATURES

32°F and Above	SAE 20W, SAE 20 or SAE 10W-30
0°F and Above	SAE 10W or SAW 10W-30
Below 0°F	SAE 5W or SAE 5W-20
Alternate	SAE 5W-30 can be used for 5W; 5W-20 or 10W-30

OIL PAN

Type of Drain Plug	Hex head
Location	Lower rear edge of oil pan sump
Size Hex Head	.860-.875
Thread	1/2-20 UNF 2A
Length	.081
Diameter	.410-.430

GENERAL

Type	Liquid, pressurized
V8-327 Cu.In. (Base)	Internal by-pass
V8-327 Cu.In. (RPO L79)	External by-pass
V8-427 Cu.In.	External by-pass
Capacity (with Heater)	
V8-327 Cu.In.	19 Qts
V8-427 Cu.In.	22 Qts

RADIATOR

Type	
V8-327 Cu.In.	Aluminum, cross-flow
V8-427 Cu.In.	Copper-brass, cross-flow
Core Constant and Thickness	
Distance between Fins	
V8-327 Cu.In.	.18
V8-427 Cu.In.	.16
Distance between Tubes	.55
Thickness of Core	
V8-327 Cu.In.	2.88
V8-427 Cu.In.	2.70
Frontal Area (Sq. In.)	
V8-327 Cu.In.	315
V8-427 Cu.In.	382

SURGE TANK (327 Cu.In. Only)

Location	Right side engine compartment connected by hosing to top of radiator
Capacity	2.3 Qts
Fill Requirements	Half full when weather is cold

RADIATOR CAP RELIEF VALVE

Opens at	Approximately 15 PSI

FAN

Number of Blades	5, staggered
Diameter	
V8-327 Cu.In.	17.12
V8-427 Cu.In.	17.50
Fan Pulley Pitch Diameter	7.00
Drive	
Type	Thermomodulated fluid coupling
Performance at 4000 RPM Input	At 135°-135° F fan speed 3200 to 3500 RPM; at 120° F and below, fan speed 800-1800 RPM

THERMOSTAT

Type	Pellet
Begins to Open at	177°-182° F
Fully Opened at	221° F

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)	
V8-327 Cu.In.	1.75 I.D.
V8-427 Cu.In.	1.88 I.D.
Inlet, Upper (Thermostat Housing to Radiator)	
V8-327 Cu.In.	1.56 I.D.
V8-427 Cu.In.	1.50 I.D.

BY-PASS THERMOSTAT HOSE

V8-327 Cu.In. (RPO L79)	.725-.765 I.D.
V8-427 Cu.In.	.725-.765 I.D.

BELTS; CRANKSHAFT, FAN AND GENERATOR

Number Used	
V8-327 Cu.In. (Base)	One
V8-327 Cu.In. (RPO L79)	Two
V8-427 Cu.In.	Two
Angle of "V"	38°-42°
Pitch Line	
Fan, Generator and Water Pump Belt	
V8-327 Cu.In. (Base)	53.25
V8-327 Cu.In. (RPO L79)	54.00
V8-427 Cu.In. (RPO L36)	56.00
V8-427 Cu.In. (RPO L72)	56.20
Fan and Water Pump Belt	
V8-327 Cu.In. (RPO L79)	34.40
V8-427 Cu.In.	34.40
Width	.380

WATER PUMP

Type	Centrifugal
Capacity (GPM @ Engine RPM)	
V8-327 Cu.In.	57 @ 4400
V8-427 Cu.In.	82 @ 5200
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (Pump to Engine RPM)	.949:1

DRAIN LOCATIONS AND TYPE

Radiator	Petcock, left side at bottom
Engine Block	Plug; right and left center

ELECTRICAL SYSTEM

SUPPLY SYSTEM

BATTERY

Voltage	12
Capacity (SAE)	61 amp hr @ 20 hr rate
Total Number of Plates	66
Number of Cells	6
Terminal Grounded	Negative
Location	Rear of left wheelhouse

GENERATOR

Type	Diode rectified
Rating	
Amps	9-37
Volts	10-15
Drive	By fan belt
Pulley Pitch Diameter	2.70
Ratio (Gen to Engine Speed)	2.46:1

REGULATOR

Type	Two unit; vibrator
Voltage Regulator	
Voltage	13.8-14.8 @ 85°F
Field Relay (Combination Light & Field Relay)	
Closing Voltage	1-3 Volts @ 80°F
Location	Right side front engine compartment

STARTING SYSTEM

STARTING MOTOR

Rotation (Drive End View)	Clockwise
Test Conditions	Engine at operating temperature
No Load Test	
Amps	65-100
Volts	10.6
RPM	3600-5100
Motor Drive	
Engagement	Solenoid
Pinion Meshes at	Rear
Pinion Tooth No.	9
Flywheel Tooth No.	153; V8-427 - 168
Mounting	Bolted to clutch housing

IGNITION SYSTEM

DISTRIBUTORS	Refer to chart below

IGNITION PULSE AMPLIFIER

(Used with RPO L72 Transistor Ignition System)

COIL

Type	12 Volt
Amperes Drawn	
Engine Stopped	4.0
Engine Idling	1.8

SPARK PLUGS

Make & Type	
V8-327 Cu.In.	AC44
V8-427 Cu.In.	AC43N
Thread Size (mm)	14
Gap	.033-.038
Torque	25 lb ft

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

●DISTRIBUTORS	V-8 327 Cu.In. Base - 300 HP	V-8 327 Cu.In. RPO L79 - 350 HP	V-8 427 Cu.In. RPO L36 - 390 HP	V-8 427 Cu.In. RPO L72 - 425 HP
Make	Delco-Remy			
Model	1111153	1111156	1111141	1111093
Type	Single Breaker			Transistorized Magnetic Pulse
Cam Angle	28°-32°			
Breaker Gap	.019 (new)			
Breaker Arm Tension	19-23 oz			
Centrifugal Advance Begins (RPM)	900			1000
Max Degrees @ RPM	30 @ 5100		30 @ 5000	28 @ 4600
Vacuum Advance Begins (In. Hg)	6	4	6	7
Max. Degrees @ In. Hg.	15 @ 12	16 @ 7	15 @ 12	12 @ 12
Timing (Initial Design Setting) Crankshaft Degrees @ RPM (with vacuum spark line disconnected)	6° BTC @ 500	10° BTC @ 700	4° BTC @ 550	8° BTC @ 800
Timing Mark Location	Torsional Damper			

CLUTCHES

Engine	Type		V-8 327 Cubic Inch		V-8 427 Cubic Inch	
	Availability		Regular Production	RPO L79	RPO L36	RPO L72
Clutch for			3-Speed & 4-Speed		3-Speed & 4-Speed	
Type			Single dry disk, centrifugal			
Clutch cover & pressure plate	Eff. plate load, lb. ●		2100-2300		2450-2750	2600-2700
	Press. plate matl.		Nodular Iron			
	Clutch spring type		Circular plate diaphragm, best 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		10 coil springs (5 sets of two)			
	Friction rings	OD	10.0		10.5	
		ID	6.5		6.5	
		Total area sq. in.	90.7		103.5	
		Matl.	Woven type asbestos			
Flywheel	Ring gear	Matl.	Heat treated HR steel			
		No. of teeth	153		168	
		PD	12.75		14.00	
		Attachment	Shrink fit			
Bearings	Release	Type	Single row ball			
		Lubrication	None, prepacked			
	Pilot	Type	Bronze bushing			
		Lubrication	None, sintered and oil impregnated			
Controls	Clutch fork		Drop forged steel, pivot mounted on ball			
	Pedal mounting		Pendant, from brace on dash			
	Lubrication		Crossover shaft			
Clutch housing material			Aluminum alloy			

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed	4-Speed RPO M20		4-Speed RPO M21	
Engine	Type		V-8 327 Cu. in.	V-8 327 Cu. in.		V-8 327	V-8 427 Cu. in.
Application	Availability		Std. RPO L79	Std.	RPO L79	RPO L79	RPO L36 RPO L72
Case material			Cast Iron	Aluminum			
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 gears	All forward gears			
	Sliding gears		None	Reverse			
	Ratios	First	2.54	2.52		2.20	
		Second	1.50	1.88		1.64	
		Third	1.00	1.46		1.27	
		Fourth		1.00		1.00	
		Reverse	2.63	2.50		2.20	
Lubricant	Type		Meeting Military Specification MIL-L-2105-B				
	Capacity (pts)		2	2.5			
Extension	Material		Aluminum				
	Oil seal		Steel encased double seal of spring loaded rubber or felt				

AUTOMATIC TRANSMISSION (RPO M35)

GENERAL
- Type — Automatic hydraulic torque converter with planetary gear system for low and reverse
- Selector lever
  - Location — Floor
  - Operation — Actuates manual valve in hydraulic control system
  - Selector positions — P-R-N-D-L
- Parking brake
  - Type — Positive
  - Operation — Applied by selector lever through spring-loaded linkage
- Method of cooling — Air heat exchanger
- Flywheel assembly — Steel stamping with welded on ring gear

HYDRAULIC CONTROLS
- Manual valve type — Spool
- Pressure regulator valve type — Spool
- Pressure range, psi @ idle (Conditions: 450 RPM input, 25 inches Hg vacuum)
  - Drive
    - Minimum — 49
    - Maximum — 53
  - Low
    - Minimum — 127
    - Maximum — 136
  - Reverse
    - Minimum — 82
    - Maximum — 88

CONVERTER ASSEMBLY
- Type — Three element
- Pump
  - Description — Sheet steel shells and vanes; welded to converter housing
- Turbine
  - Description — Sheet steel shells and vanes, supported in converter cover; operation independent of cover and pump housing
- Stator
  - Description — Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design
- Stall torque ratio — 2.10:1
- Stall speed (RPM) — 1680
- Diameter (nominal) — 11.75

PLANETARY GEAR SET
- Type — Compound planetary
- Range
  - Drive — 1.76:1 to 1:1
  - Low — 1.76:1
  - Reverse — 1.76:1
- Low band — Three linked circular segments
- Low band servo — Piston with release spring and inner cushion spring

CASE
- Material — (One piece) aluminum

OUTPUT SHAFT RPM (VEHICLE SPEED MPH)
- N/V factor — 42.2
- Upshift
  - Closed throttle — 660 (16)
  - Throttle at detent — 2350 (61)
  - Full detent — 2750 (65)
- Downshift
  - Closed throttle — 615 (15)
  - Throttle at detent — 885 (21)
  - Full detent — 2590 (61)

HIGH CLUTCH
- Type — Multi-disk
- Drive plates
  - Description — Waved steel with bonded organic facings
  - Number — 4
- Driven plates
  - Description — Flat steel
  - Number — 5

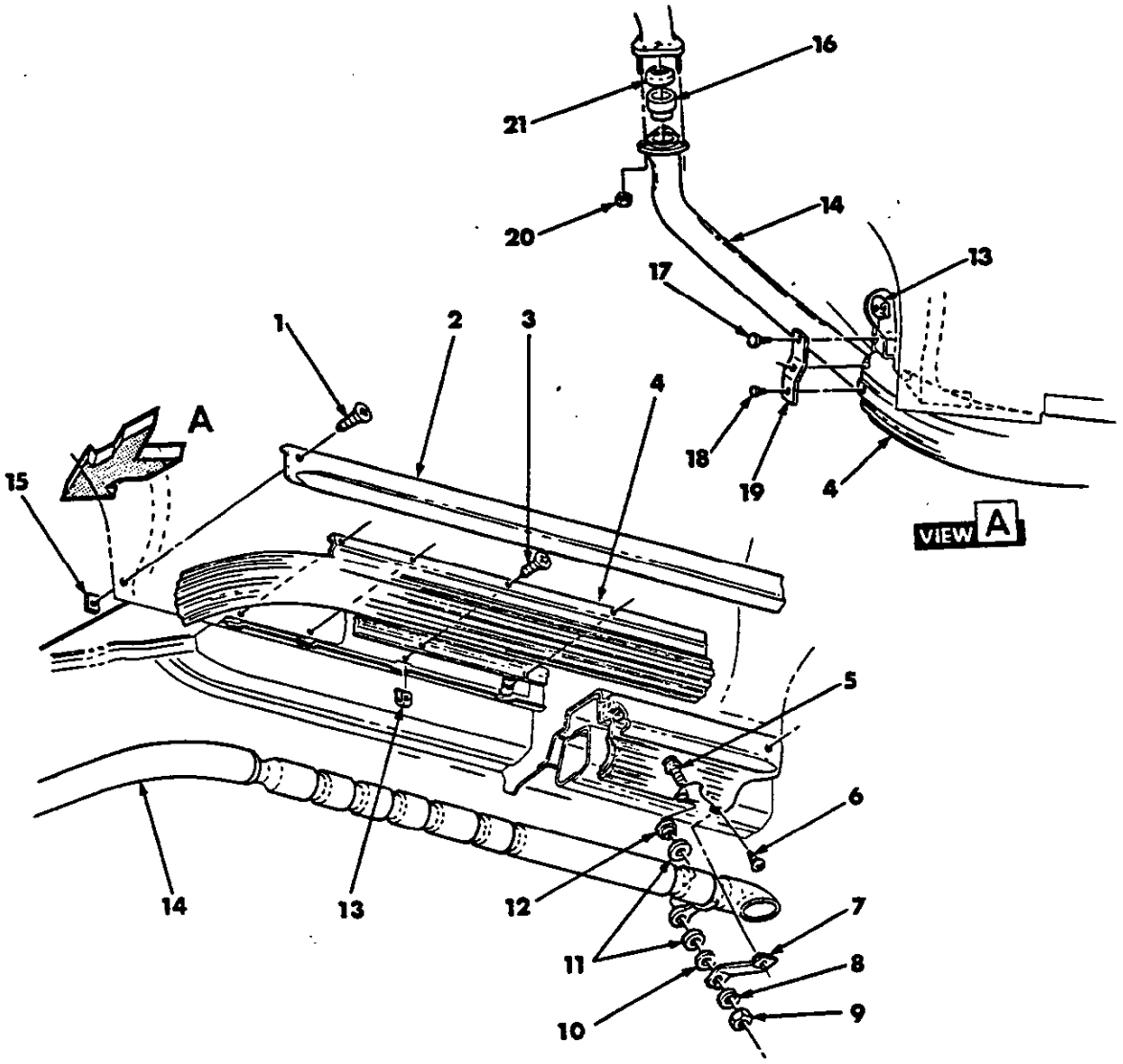
REVERSE CLUTCH
- Type — Multi-disk
- Drive plates
  - Description — Flat steel with bonded organic facings
  - Number — 6
- Driven plates
  - Description — Flat steel
  - Number — 6

TORQUE MULTIPLICATION
- Maximum overall ratio — 3.70:1
- Low and reverse — 3.70:1 to 1.76:1

LUBRICANT
- Type — A, Suffix A
- Capacity (pts)
  - Dry — 18
  - Refill — 3

GOVERNOR
- Type — Centrifugal
- Operation — Regulates pump oil pressure to automatic shift control valve
- Drive — Mounted on output shaft
- Location — In extension

OIL PUMPS
- Type — Internal-external gear
- Number — Two, front and rear
- Function — To supply pressure
- Front pump
  - Drive — Converter pump
  - Function — Supply main system pressure at low vehicle speeds
- Rear pump
  - Drive — Output shaft
  - Function — Supply main system pressure at high vehicle speeds and during push starts



1965-67 CORVETTE SIDE MOUNTED EXHAUST

1. 8.977 SCREW (#8–18 x 1)
2. 8.304 MOULDING
3. 8.977 SCREW (#10–24 x 5/8)
4. 3.602 COVER ASSY.
5. 8.903 BOLT (3/8–16 x 2-1/4)
6. 8.909 SCREW (#10–8–24 x 5/8)
7. 3.602 BRACKET
8. 8.931 L/WASHER (3/8)
9. 8.915 NUT (3/8–16)
10. 8.929 WASHER (3/8)
11. 3.704 INSULATOR
12. 3.704 RETAINER
13. 3.616 "U" NUT (#10–24)
14. 3.701 MUFFLER
15. 8.921 NUT (stamped—#8–15)
16. 3.609 EXTENSION
17. 8.900 SCREW (w/L/Washer) (#10–24 x 5/8)
18. 8.900 SCREW (#10–24 x 7/16)
19. 3.602 BRACKET
20. 8.916 NUT (Hex 3/8–16)
21. 3.611 PACKING

1966 CORVETTE/ [illegible] AND INTERIOR TRIM CHOICES

Interior Trim Codes:

E—Black
C—Saddle
D—Red
B—Dark Blue
X—Green
Y—Silver
R—Bright Blue
W—White/Bright Blue

CORVETTE INTERIOR TRIM

SPORT COUPE AND CONVERTIBLE

ALL-VINYL

EXTERIOR COLORS & CODE	Color	RPO	Std.	407	414	418	420	426	430	450
			Black	Red	Bright Blue	Dark Blue	Saddle	Silver	Green	White Bright Blue
Tuxedo Black	900		E	D	R	B	C	Y	X	W
Ermine White	972		E	D	R	B	C	Y	X	W
Rally Red	974		E	D						
Nassau Blue	976		E		R	B				W
Laguna Blue	978		E		R	B				
Trophy Blue	980		E			B				
Mosport Green	982		E						X	
Sunfire Yellow	984		E							
Silver Pearl	986		E					Y		
Milano Maroon	988		E				C			

Interior Trim Codes:

K—Black
M—Red
N—Dark Blue
J—Saddle
P—Silver
T—Bright Blue

SPORT COUPE AND CONVERTIBLE

*OPTIONAL LEATHER

EXTERIOR COLORS & CODE	Color	RPO	402	408	419	421	427	415
			Black	Red	Dark Blue	Saddle	Silver	Bright Blue
Tuxedo Black	900		K	M	N	J	P	T
Ermine White	972		K	M	N	J	P	T
Rally Red	974		K	M				
Nassau Blue	976		K		N			T
Laguna Blue	978		K		N			T
Trophy Blue	980		K		N			
Mosport Green	982		K					
Sunfire Yellow	984		K					
Silver Pearl	986		K				P	
Milano Maroon	988		K			J		

*Optional at extra cost

CONVERTIBLE FOLDING TOP for Convertible available in a choice of Black, Beige, or White with any exterior color.

AMA-4UA

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER Chevrolet Motor Division General Motors Corporation		CAR NAME Corvette	
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090		MODEL YEAR 1966	ISSUED: 10-7-65 REVISED (a)

NOTES:

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

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BODY—TYPES AND STYLE NAMES—

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

Model 19437	2-Door Sport Coupe, 2-Passenger
Model 19467	2-Door Convertible, 2-Passenger

AMA Specifications—Passenger Car

Page 1

MAKE OF CAR CORVETTE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (e)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	327 Cu. In. V-8 300 HP Standard	327 Cu. In. V-8 350 HP RPO L79	427 Cu. In. V-8 390 HP RPO L36	427 Cu. In. V-8 425 HP RPO L72
Wheelbase (L101)			98.0			
Track	Front (W101)		56.8			
	Rear (W102)		57.6			
Maximum Overall Dimensions	Length (L103)		175.1			
	Width (W103)		69.2, 69.6			
	Height (H101)		19437, 49.6; 19467, 49.8			
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard		NA	
	Manual - 4 speed	15	Optional		Standard	
	Overdrive	15	NA			
	Automatic	16	Powerglide Optional	NA		
Axle ratio	Manual - 3 speed	17	3.36:1	NA	NA	
	Manual - 4 speed	17	3.36.1	3.36:1	3.08:1	3.55:1
	Overdrive	17	NA			
	Automatic	17	3.36:1	NA		
Tire size		18	7.75 x 15			
Engine	Type, no. cyl., valve arr.	3	90° OHV V-8			
	Fuel system (Carb., other)	10	Carburetor			
	Bore and stroke	3	4.00 x 3.25		4.25 x 3.76	
	Piston displ., cu. in.	3	327		427	
	Std. compression ratio	3	10.5	11.0	10.25	11.0
	Max. bhp at engine rpm	3	300 @ 5000	350 @ 5800	390 @ 5200	425 @ 5600
	Max. torque at rpm	3	360 @ 3400	360 @ 3600	460 @ 3600	460 @ 4000

* - See page 4 for Optional Axle Ratios.

AMA Specifications—Passenger Car

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MAKE OF CAR CORVETTE MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (a)

GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

MODEL	SAE Ref. No.	19437	19467
FRONT COMPARTMENT			
Shoulder room	W3	48.4	
Hip room	W5	50.9	
Max. eff. leg room - accelerator	L34	42.7	
Effective head room	H61	37.0	38.5
H Point to Heel point	H30	3.9	
REAR COMPARTMENT			
Shoulder room	W4		
Hip room	W6	NA	
Minimum effective leg room	L51		
Effective head room	H63		
LUGGAGE COMPARTMENT			
Usable luggage capacity	V1	10.6	8.1
Liftover height	H195	NA	
Position of spare tire storage		Under fuel tank (accessible from underside of vehicle)	
Method of holding lid open		NA	
STATION WAGON—THIRD SEAT			
Hip room	W86		
Effective leg room	L86	NA	
Effective head room	H86		
Seat facing direction			

STATION WAGON—CARGO SPACE

MODEL	SAE Ref. No.	
Minimum distance between wheel houses at floor level	W201	
Rear end opening width at belt	W204	
Floor length from back of front seat at floor level to inside of closed tail gate	L202	NA
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	
Maximum height - floor covering to headlining at centerline of rear axle	H201	
Maximum height of rear opening - tail and lift gates open	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

AMA Specifications—Passenger Car

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (a)

MODEL 19400

ENGINE—GENERAL

		327 Cu. In. V-8		427 Cu. In. V-8	
		300 HP. Std.	350HP. RPO L79	390HP. RPO L36	425HP. RPO L72
Type, no. cyls., valve arr.		90° OHV V-8			
Bore and stroke (nominal)		4.00 x 3.25		4.25 x 3.76	
Piston displacement, cu. in.		327		427	
Bore spacing (C/L to C/L)		4.84			
No. system (front to rear)	L. Bank	1-3-5-7			
	R. Bank	2-4-6-8			
Firing order		1-8-4-3-6-5-7-2			
Compres. ratio (nominal)		10.5	11.0	10.25	11.0
Cylinder Head Material		Cast Alloy Iron			
Cylinder Block Material		Cast Alloy Iron			
Cylinder Sleeve-Wet, dry, none		None			
Number of mounting points	Front	Two			
	Rear	One			
Engine installation angle		3°			
Taxable horsepower $\frac{Dia^2 \times No.Cyl.}{2.5}$		51.2		57.8	
Publishing max. bhp* @ eng. RPM		300 @ 5000	350 @ 5800	390 @ 5200	425 @ 5600
Publishing max. torque* (lb. ft. @ RPM)		360 @ 3400	360 @ 3600	460 @ 3600	460 @ 4000
Recommended fuel regular - premium		Premium			
Idle speed (spec. neutral or drive)	Manual	500 In Neutral	700 In Neutral	550 In Neutral	800 In Neutral
	Automatic	500 In Drive	NA		

ENGINE—PISTONS

Material		Cast Alum Alloy	Al. Impact Extrd.	Cast Alum. Alloy	Al. Impact Extrd.
Description and finish		Flat Notched Head	Domed Head Valve Cutout		
Weight (piston only) oz.		21.60	20.64	28.00	25.46
Clearance (limits)	Top land	.0365 - .0455	.0395 - .0425	.0305 - .0375	.0265 - .0335
	Skirt Top	.0005 - .0011(a)	.0039 - .0045(b)	.0009 - .0015(c)	.0037 - .0043
	Skirt Bottom				
Ring groove depth	No. 1 ring	.2217 - .2283		.2348 - .2413	
	No. 2 ring	.2217 - .2283		.2348 - .2413	
	No. 3 ring	.2038 - .2103		.2183 - .2248	.2133 - .2148
	No. 4 ring				

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

(a) Measured 2.24 from top of piston

(b) Measured 2.20 from top of piston

(c) Measured 1.89 from top of piston

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (a)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	A	B	C	D
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		AXLE RATIO (Std. first) (Indicate A/C ratio)			**
19400	327	4-Bbl	10.5	300 @ 5000	360 @ 3400	3-Speed	3.36	-	3.08	-
						4-Speed (2.52)*	3.36	-	3.08	-
						Powerglide *	3.36	-		
		4-Bbl*	11.0	350 @ 5800	360 @ 3600	4-Speed (2.52)*	3.36	3.55	-	-
						4-Speed (2.20)*	3.70	4.11	-	
	427	4-Bbl*	10.25	390 @ 5200	460 @ 3600	4-Speed (2.52)*	3.08	3.36	-	-
						4-Speed (2.20)*	3.36	3.70	3.08	3.55
		4-Bbl*	11.0	425 @ 5600	460 @ 4000	4-Speed (2.20)*	3.55	3.70	3.36	4.11

A General Purpose - Standard
B Mountain - Optional
C Economy Cruise - Optional
D Special Purpose - Optional

* Optional

** Positraction axles available optionally for all standard 300 HP. engine combinations and 350 HP engine with General Purpose axle. All other axle ratios are available as positraction only.

AMA Specifications—Passenger Car

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (B)

MODEL 19400

	327 Cu. In. V-8		427 Cu. In. V-8	
	300 HP. Std.	350HP RPO L79	390HP RPO L36	425HP RPO L7

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil			
	No. 4, oil or comp.	None			
Compression	Description - material, coating, etc.	Cast Alloy Iron, inside bevel Coating-Upper-Chrome plate on Std., Moly. filled groove on remainde (A) Lower-wear resistant on Std. & L36, Chrome plate on L79 & L7			
	Width	.0775 - .0780	.0770 - .0775	.0770 - .0775	
	Gap	.013 - .023	.013 - .025	.010 - .020	
Oil	Description - material, coating, etc.	Multi-piece (2 rails and one spacer expander) Rails - steel, chrome plated OD Expander - stainless steel			
	Width	.1840 - .1880 (Assembled)		.1830 - .1880 (Assembled)	
	Gap	.015 - .055		.010 - .030	
Expanders		In oil ring assembly			

ENGINE—PISTON PINS

Material		Chromium Steel			
Length		2.990 - 3.010		2.930 - 2.950	
Diameter		.9270 - .9273		.9895 - .9898	
Type	Locked in rod, in piston, floating, etc.	Locked in rod			
	Bushing: In rod or piston	None			
	Bushing: Material				
Clearance	In piston	.00015 - .00025	.00045 - .00055	.00025 - .00035	.00030 - .00040
	In rod				
Direction & amount offset in piston		(B)	On center	(B)	On center

ENGINE—CONNECTING RODS

Material		Drop forged steel		High alloy steel
Weight (oz.)		14.56		27.84
Length (center to center)		5.699 - 5.701		6.134 - 6.136
Bearing	Material & Type	Premium aluminum		
	Overall length	.807		.857
	Clearance (limits)	.0007 - .0027	.0009 - .0025	.0014 - .0030
	End play	.009 - .013		.016 - .020

(A) - 300 HP Std. Lower consists of one ring and steel expander.
(B) - Major thrust side .055 - .065.

AMA Specifications—Passenger Car

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (8)

MODEL 19400

ENGINE—CRANKSHAFT

			327 Cu. In. V-8	427 Cu. In. V-8	
			300HP Std. 350HP RPO L79	390HP RPO L36	425HP RPO L72
Material			Forged steel		
Vibration damper type			Rubber mounted inertia		
End thrust taken by bearing (No.)			Five		
Crankshaft end play			.006 - .010		
Main bearing	Material & type		Premium aluminum except No. 5 upper is sintered copper nickel backed babbit		
	Clearance		(#1-4).0008-.0034;(#5).0010-.0036	(#1-4).0013-.0029;(#5).0017-.0033	
	Journal dia. and bearing overall length	No. 1	2.3013 x .752	2.7507 x .992	2.7508 x .992
		No. 2	2.3009 x .752	2.7507 x .992	2.7508 x .992
		No. 3	2.3009 x .752	2.7501 x .992	2.7508 x .992
		No. 4	2.3009 x .752	2.7501 x .992	2.7508 x .992
		No. 5	2.3006 x 1.1824	2.7504 x 1.2525	2.7508 x 1.2525
		No. 6	None		
		No. 7	None		
	Dir. & amt. cyl. offset		None		
Crankpin journal diameter			1.999 - 2.000	2.199 - 2.200	

ENGINE—CAMSHAFT

Location			In block above crankshaft
Material			Cast alloy iron
Bearings	Material		Steel backed babbitt
	Number		Five
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Steel sprocket
	Camshaft gear or sprocket material		Cast aluminum
	Timing chain	No. of links	50
		Width	.880
		Pitch	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard	NA
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.50:1	1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	.024
	Exhaust	Zero	.028
Timing marks on flywheel, damper, other		Torsional Damper	

(Continued)

AMA Specifications—Passenger Car

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL 19400

ENGINE—VALVE SYSTEM (cont.)

			327 Cu. In. V-8		427 Cu. In. V-8	
			300HP	Std. 350HP RPO L79	390HP RPO L36	425HP RPO L72
Timing	Intake	Opens (°BTC)	32° 30'	54°	56°	54°
		Closes (°ABC)	87° 30'	108°	114°	102°
		Duration-deg.	300°	342°	350°	336°
	Exhaust	Opens (°BBC)	73° 30'	102°	110°	102°
		Closes (°ATC)	45° 30'	60°	62°	54°
		Duration-deg.	300°	342°	352°	336°
	Valve opening overlap		78°	114°	118°	108°
Intake	Material		Alloy steel - alumized face; chrome flash stem on RPO L72			
	Overall length		4.870 - 4.889		5.215 - 5.235	5.204 - 5.224
	Actual overall head dia.		1.935 - 1.945	2.017 - 2.023	2.060 - 2.070	2.185 - 2.195
	Angle of seat & face		46° (seat) 45° (face)			
	Seat insert material		None			
	Stem diameter		.3410 - .3417		.3715 - .3722	
	Stem to guide clearance		.0010 - .0027		.0010 - .0027	
	Lift (@ zero lash)		.3987	.4472	.4614	.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	78 - 86 @ 1.66		94-106 @ 1.88	
		Valve open (lb. @ in.)	170-180 @ 1.26		303-327 @ 1.38	
	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper			
		Valve open (lb. @ in.)	Spring damper			
Exhaust	Material		High alloy steel - alumized face; chrome flash stem on RPO L72			
	Overall length		4.913 - 4.933	4.891 - 4.910	5.345 - 5.365	
	Actual overall head dia.		1.495 - 1.505	1.595 - 1.605	1.715 - 1.725	
	Angle of seat & face		46° (seat) 45° (face)			
	Seat insert material		None			
	Stem diameter		.3410 - .3417		.3713 - .3720	
	Stem to guide clearance		.0015 - .0032			
	Lift (@ zero lash)		.3937	.4472	.4800	.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	78-86 @ 1.66		94-106 @ 1.88	
		Valve open (lb. @ in.)	170-180 @ 1.26		303-327 @ 1.38	
	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper			
		Valve open (lb. @ in.)	Spring damper			

ENGINE—LUBRICATION SYSTEM

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

(Continued)

* Values for 300 HP, 350 HP and 400 HP include ramps
Values for 450 HP are given with lash of .024 intake and .028 exhaust

AMA Specifications—Passenger Car

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (a)

MODEL 19400

	327 Cu. In. V-8	427 Cu. In. V-8
	300HP	Std. 350HP RPO L79	390HP RPO L36	425HP RPO L72

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500 RPM 50-75 PSI @ 2000 RPM
Oil pressure sending unit (elect. or mech.)	Mechanical (direct pressure to Bourdon Tube)
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full Flow
Filter replacement (element, complete)	Element
Capacity of crankcase, less filter-refill (qt.)	5
Oil grade recommended (SAE viscosity and temperature range)	32° F and above - SAE 20W, SAE 20 or SAE 10W-30 (*) 0° F and above - SAE 10W or SAE 10W-30 Below 0° F - SAE 5W or SAE 5W-20
Engine Service Requirement (MM, MS, etc.)	MS or DG

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)		Two, reverse flow
Exhaust pipe dia. (O.D., wall thickness)	Branch	2.50 x .072 - .092
	Main	2.50 x .084 - .104 laminated
Tail pipe diameter (O.D. & wall thickness)		2.00 x .023

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Induction system
		Optional	
Control Unit	Make and model		
	Location		Carburetor Base
	Energy source (manifold vacuum, carburetor air stream, other)		Carburetor air stream
	Control method (variable orifice, fixed orifice, other)		Fixed orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)		Filtered side of air cleaner
	Flame arrestor (screen, check valve, other)		Screen

(*) SAE 5W-30 can be used as an alternate for 5W, SW-20 or 10W-30

AMA Specifications—Passenger Car

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MAKE OF CAR Corvette **MODEL YEAR** 1966 **DATE ISSUED** 10-7-65 **REVISED** (e)

MODEL 19400	327 Cu. In. V-8 300HP Std.	350HP RPO L79	427 Cu. In. 425HP RPO L37

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Air Injection		
Air Injection Pump	Type		Semi-articulated vane type		
	Displacement		19.3 cubic inches		
	Drive ratio		1.25:1		
	Drive type		Crankshaft Pulley		
	Relief valve (type)		Pressure (plate type)		
	Filter (describe)		None (clean air drawn from air cleaner)		
Air Injection System	Air distribution (head, manifold, etc.)		Manifold		
	Point of entry		Exhaust ports		
	Injection tube I.D.		.2565		
	Check valve type		Pressure (plate type)		
	Backfire protection (type)		Vacuum actuated anti-backfire valve		
Carburetor	Make		Holley		
	Model		3890499		3892341
	Barrel size		1.562 Primary & Secondary		
	Idle speed	Drive	500 Pwr/Gld. Tr.	NA	550 Pwr/Gld. Tran.
		Neutral	500 Man. Tr.	700 Man. Tran.	550 Manual Tran.
Distributor	Aux. Adv. Systems (type)				
	Make		Delco-Remy		
	Model	(a)	1111153	1111156	1111141
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		
		Intermed. points deg. @ rpm			
		Max. deg.@rpm.	30 @ 5100	30 @ 5100	30 @ 5000
	Vacuum adv. in. crank degrees@ eng. rpm	Start (in Hg)	6"	4"	6"
		Intermed. points deg.@ in. Hg			
		Max. deg.@ in.	15 @ 12"	16 @ 7"	15 @ 12"
	Vacuum Source				
Timing - Crank degrees @ rpm			6° BTDC @ 500	10° BTDC @ 700	4° BTDC @ 550
Cooling System (describe changes)					
Exhaust System (describe changes)					

(a) Powerglide Model Nos. 327 Cu. In. Std. (1111117)

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (e)

MODEL 19400

ENGINE—FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (gals.)		20 (Approximately) (A)		
	Filler location		Center at rear deck		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range	5.25-6.50 PSI	5.00-6.50 PSI	5.50-7.00 PSI	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gas tank		
	Locations		and sintered bronze filter in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil-wetted paper element		
		Optional			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
19400	327 300HP	3-Speed 4-Speed Powerglide	Holley	3884505	One; Four Barrel	1.562 Prim. @ Secn'd.
	327 350HP	3-Speed 4-Speed	Holley	3884508	One; Four Barrel	1.562 Prim. @ Secn'd.
	427 390HP	4-Speed	Holley	3882835	One; Four Barrel	1.562 Prim. @ Secn'd.
	427 425HP	4-Speed	Holley	3886101	One; Four Barrel	1.686 Prim. @ Secn'd.

(A) - 36 gallon fiberglass tank available optionally

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (a)

MODEL 19400

ENGINE—COOLING SYSTEM

			327 Cu. In. V-8		427 Cu. In. V-8	
			300HP Std.	350HP RPO L79	390HP RPO L36	425HP RPO L
Type system (pressure, pressure vented, atmospheric, other)			Pressure with surge tank			
Radiator cap relief valve pressure			15± 1 PSI			
Circulation thermostat	Type (choke, bypass)		Choke			
	Starts to open at (°F)		177° - 183° F			
Water pump	Type (centrifugal, other)		Centrifugal			
	GPM @ 1000 pump rpm		57 @ 4400		82 @ 5200	
	Number of pumps		One			
	Drive (V-belt, other)		V-Belt			
	Bearing type		Double row ball			
By-pass recirculation type (internal, external)			External			
Radiator core type (cellular, tube and fin, other)			Cross flow			
Cooling system capacity	With heater (qt.)		16		23	
	Without heater (qt.)		15		22	
	Opt. equipment-specify (qt.)					
Water jackets full length of cylinder (yes, no)			Yes			
Water all around cylinder (yes, no)			Yes			
Radiator hose	Lower	Number and type (molded, straight)	One, molded			
		Inside diameter	1.75			
	Upper	Number and type (molded, straight)	One, molded			
		Inside diameter	1.50			
	By-pass	Number and type (molded, straight)	None		One, molded	
		Inside diameter	None		.725 - .765	
Fan	Number of blades & spacing		5, staggered			
	Diameter		17.12			
	Ratio-fan to crankshaft rev.		.949:1			
	Fan cutout type		Thermo-modulated-viscous coupling			
	Bearing type		Double row ball			
*Drive belts (indicate belt used by letter)	Fan		A	DE		GH
	Generator or alternator		A	D		G
	Water Pump		A	DE		GH
	Power Steering		B	F		I
	Air Conditioning		C	C	J	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V						38°	42°				
Nominal length (SAE)	53.25	36.25	58.00	54.00	34.40	45.00	56.00	34.40	43.85	47.00	
Width						.380					

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MODEL 19400

ELECTRICAL—SUPPLY SYSTEM

			327 Cu. In. V-8		427 Cu. In. V-8	
			300HP Std.	350HP RPO L79	390HP RPO L36	425HP RPO L72
Battery	Make and Model		Delco-Remy 1983506			
	Voltage Rtg. & Total Plates		12 Volt-66 Plate			
	SAE Designation & Amp Hr. Rtg.		61 Amp/Hr. @ 20 Hr. rate			
	Location		Right Rear Engine Compartment			
	Terminal grounded		Negative			
Generator or Alternator	Make		Delco-Remy			
	Model		1100693			
	Type and rating		Diode rectified 9-37 Amps			
	Output at engine idle (neutral)		13 Amps	22 Amps	16 Amps	24 Amps
	Ratio—Gen. to Cr/s rev.		2.46:1			
Regulator	Make		Delco-Remy			
	Model		1119515			
	Type		Vibrator			
	Cutout relay	Closing voltage @ generator rpm				
		Reverse current to open				
	Regulated	Voltage	13.8-14.8 @ 85°F			
		Current				
	Voltage test conditions	Temperature	Operating			
		Load	3-8 Amps			
		Other	None			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy		
	Model		1107320		1107352
	Rotation (drive end view)		Clockwise		
	Engine cranking speed				
	Test conditions		Engine at operating temperatures		
	No load test	Amps	65-100		
		Volts	10.6		
		RPM (min)	3600-5100		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		3-Spd & 4-Spd --- Place gearshift in neutral & depress clutch to floor. Powerglide --- Place control lever in "N" or "P" position. Initial Start --- Press accelerator pedal to floor once to set automatic choke, then release. Turn ignition to START-release as soon as engine starts.		

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MAKE OF CAR Corvette MODEL YEAR 1966 DATE ISSUED 10-7-65 REVISED (*)

MODEL 19400

396 Cu. In. V-8		427 Cu. In. V-8	
325 HP. RPO L35	350 HP. RPO L79	390 HP. RPO L36	425 HP. RPO L72

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type			Positive shift solenoid			
	Pinion meshes (front, rear)			Rear			
	Number of teeth	Pinion		9			
		Flywheel	Manual	153		168	
			Auto.	153			NA
	Flywheel tooth face width		Manual	.4010-.4130		.4100-.4220	
			Auto.	.4010-.4130			NA

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		Optional			Mandatory
	Make		Delco-Remy			
	Model		1115202			1115210
	Amps	Engine stopped	4.0			
		Engine idling	1.8			
Distributor	Make		Delco-Remy			
	Model		1111153	1111156	1111141	1111093
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900			
		Intermediate points deg. @ rpm.				
		Max. deg. @ rpm.	30 @ 5100	30 @ 5100	30 @ 5000	28 @ 4600
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6"	4"	6"	6"
		Intermediate points, deg. @ in. Hg.				
		Max. deg. in. Hg.	15 @ 12"	16 @ 7"	15 @ 12"	15 @ 12"
	Breaker gap (in.)		.019			
	Cam angle (deg.)		23° - 32°			
	Breaker arm tension (oz.)		19 - 23 oz			
Timing	Crankshaft deg. @ rpm.		8°BTDC@500	10°BTDC@700	4°BTDC@550	8°BTDC@80
	Mark location		Torsional Damper			
Spark Plug	Make		AC Spark			
	Model		AC 44		AC 43N	
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033 - .038			
Cable	Conductor type		Linen cord impregnated with electrical conducting mater.			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Hypalon jacket			

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MODEL 19400

396 Cu. In. V-8		427 Cu. In. V-8	
325HP RPO L35	350HP RPO L79	390HP RPO L36	425HP RPO L72

ELECTRICAL—SUPPRESSION

Locations & type	Non-Metalic High Tension Ignition Cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed-ometer	Make	AC
	Trip odometer (yes, no)	Yes
Charge indicator—type		Ammeter
Temperature indicator—type		Electric gage
Oil pressure indicator—type		Bourdon tube gage
Fuel indicator—type		Electric gage
Other		Mechanical tachometer
Windshield wiper	Make	Delco
	Type—Standard	Electric two speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	None
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	8.00-11.00 @ 12.5 V

DRIVE UNITS—CLUTCH (Manual Transmission) 3-Speed & 4-Speed

Make & type		Chevrolet single dry disc, centrifugal		
Type pressure plate springs		Circular plate diaphragm, bent finger design		
Total spring load (lb.)		2100-2300	2300-2600	2600-2800
No. of clutch driven discs		One		
Clutch facing	Material	Woven type asbestos		
	Outside & inside dia.	10.0 & 6.5	10.5 & 6.5	
	Total eff. area (sq. in.)	90.7	103.5	
	Thickness	.135 each		
	Engagement cushioning method	Flat spring steel between cushions		
Release bearing	Type & method of lubrication	Single row ball, packed and sealed		
Torsional damping	Methods: springs, friction material	Coil springs		

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MODEL 19400

	327 Cu. In. V-8			427 Cu. In. V-8		
	300 HP Std.		350 HP RPO L79	RPO L36		RPO L72
	3-Spd.	4-Spd.	4-Spd.	4-Spd.	4-Spd.	4-Spd.

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard		NA			
Manual 4-speed (std. or opt.)	Optional		Standard			
Manual with overdrive (std. or opt.)	NA					
Automatic (std. or opt.)	Powerglide optional with 300 HP. only					

DRIVE UNITS— MANUAL TRANSMISSION

Number of forward speeds		3	4				
Transmission ratios	In first	2.54	2.52	2.20	2.52	2.20	
	In second	1.50	1.88	1.64	1.88	1.64	
	In third	1.00	1.46	1.27	1.46	1.27	
	In fourth		1.00	1.00	1.00	1.00	
	In reverse	2.63	2.59	2.26	2.59	2.26	
Synchronous meshing, specify gears		All forward gears					
Shift lever location		Floor mounted					
Lubricant	Capacity (pt.)	2	2.5				
	Type recommended	Military spec. Mil-L-2105-B					
	SAE viscosity number — Summer	SAE 80					
	SAE viscosity number — Winter	SAE 80					
	SAE viscosity number — Extreme cold	SAE 80					

DRIVE UNITS— MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

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

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MODEL 19400

DRIVE UNITS—AUTOMATIC TRANSMISSION

Available with 300 HP. standard engine only

Trade name		Powerglide
Type describe		Torque converter with planetary gears
Method of Selection (Lever, Push Button or other)		Lever (floor mounted)
Selector Pattern		P-R-N-D-L
List gear ratios Selector Pattern and indicate which are used in each selector position		Drive 1.76 to 1.1 Low & Reverse 1.76
Max. upshift speeds—drive range		65
Max. kickdown speeds—drive range		61
Torque convertor	Number of elements	3
	Max. ratio at stall	2.10
	Type of cooling (air, liquid)	Air
Lubricant	Capacity—refill (pt.)	3
	Type recommended	A suffix A
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT

Number used		One
Type (exposed, torque tube)		Tubular, exposed
Outer diameter x length* x wall thickness	Manual 3-speed transmission	2 X 29.90 X .095
	Manual 4-speed transmission	2 X 29.90 X .095
	Overdrive transmission	NA
	Automatic transmission	2 X 29.90 X .095

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

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MODEL

DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		
Universal joints	Make		Chevrolet
	Number used		2
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Torque control arms
Torque taken through (torque tube or arms, springs)			Torque control arms

DRIVE UNITS—REAR AXLE

Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.5
No. of differential pinions			2
Ring gear O.D. (std. ratio)			8.375
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Taper roller
Lubricant	Capacity (pt.)		3.7
	Type recommended		Military Spec. MIL-L-2105-B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		3.36	3.70
No. of teeth	Pinion	11	10
	Ring gear	37	37

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MODEL

DRIVE UNITS—WHEELS

Type & material		Short spoke disc, steel
Rim (size and flange type)	Std.	15 x 5.5K
	Opt.	15 x 6L, integral ribbed aluminum casting
Attachment	Type (bolt or stud)	15 x 5.5K, bolt; 15 x 6L, adapter & spinner cap
	Circle diameter	4.75
	Number and size	15 x 5.5K, 5 hex nuts, 7/16-20 UNF-2B; 15 x 6L, 2-5/8-8 UN-2B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.75 x 15-4PR, highway tubeless, BW
	Type - Nylon, etc.	Rayon
Rev/mile at 50 mph.		776
Inflation press. (cold)	Front	24
	Rear	24
Optional tires - size and ply		7.75 x 15-4PR, rayon, W/W 7.75 x 15-4PR (4 ply) nylon (gold stripe)

BRAKES—SERVICE

Type (duo-servo, disc, balanced, etc.)			Caliper disc, 4-wheel hydraulic
Self adjusting (std., opt., N.A.)			None required
Hydraulic system type (single, dual, etc.)			Single
Power brake make & type (remote, integral, etc.)			Delco-Moraine vacuum power unit assists master cylinder; integral
Effective area (sq. in.) *			
Gross lining area (sq. in.) **			
Swept drum area (sq. in.) ***			461.2
Percent brake effectiveness—front			65.0
Drum or Rotor	Diameter	Front	Disc 11.75
		Rear	Disc 11.75
	Type and material		Cast iron
	Rotor (vented or solid)		Vented
	No. pistons per caliper		4
Wheel cylinder bore	Front		1.875
	Rear		1.375
Master cylinder bore			1.00
Available pedal travel			5.00
Line pressure at 100 lb. pedal load			500
Shoe clearance adjustment			None required

* Excludes rivet holes, grooves, chamfers, etc.

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

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MODEL

BRAKES—SERVICE (cont.)

Brake lining	Drum or Disc			Disc
	Bonded or riveted			Riveted
	Front Wheel	Material		Woven asbestos
		Size (length x width x thickness)	Prim. or outboard	
			Second. or inboard	
		Segments per shoe		One per wheel
	Rear Wheel	Material		Woven asbestos
		Size (length x width x thickness)	Prim. or outboard	
			Second. or inboard	
		Segments per shoe		One per wheel

BRAKES—PARKING

Type of control		Mechanical
Location of control		T handle at right of steering column
Operates on		Rear wheels
If separate from service brakes	Type (internal or external)	Internal
	Drum diameter	6.5
	Lining size (length x width x thickness)	6.77 x 1.25 x .175

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded, full length, ladder constructed frame with 5 crossmembers. Side rails and intermediate crossmembers box construction; rear crossmember "C" shaped. Front crossmember box-girder construction.

STEERING

Manual (std., opt., NA)				Standard
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Telescoping steering column, driver adjustable
		(std., opt., NA)		Optional
Wheel diameter		Manual		16.0
		Power		16.0
Turning diameter	Outside front	Wall to wall (l. & r.)		41.6
		Curb to curb (l. & r.)		39.9
	Inside rear	Wall to wall (l. & r.)		25.6
		Curb to curb (l. & r.)		25.6
Outside wheel angle with inside wheel at 20°				18.5°
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw
		Ratios	Gear	16.0:1
			Overall	Street, 20.2:1 Fast, 17.6:1
	No. wheel turns			Street, 3.4 Fast, 2.92

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MODEL

STEERING (cont.)

Power	Type (coaxial, linkage, etc.)			Linkage
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1
			Overall	17.6:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			2.92
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			6-1/2 to 7-1/2
	Bearings (type)	Upper		Ball stud with non-metallic bearing surfaces
		Lower		Ball stud with non-metallic bearing surfaces
		Thrust		None
Wheel Alignment (range at curb weight and preferred) (A)	Caster (deg.)			P1/2 to P1-1/2
	Camber (deg.)			P1/4 to P1-1/4
	Toe-in (outside tread inches)			3/16 to 5/16 total
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7492-.7497
	Thread size			3/4-20 NEF-3 (Mod)
	Bearing type			Taper roller

(A) Rear wheel alignment; camber N0 to P1; toe-in 1/16 to 3/16 total

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MODEL	327 V-8	427 V-8

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Mounting angle of front upper control arm
Provision for acc. squat control		None
Special provisions for car jacking		Front: 5" forward of front edge of door opening, under frame Rear: 3" forward of wheel opening, under frame.
Shock absorber: front & rear	Type	Direct, double-acting, hydraulic, with freon envelope
	Make	Delco
	Piston dia.	1.00
Other special features		Full independent rear suspension; variable rate front spring

SUSPENSION—FRONT

Type and description		Independent: SLA type with coil spring and concentric shock absorber, and spherically-jointed steering knuckle for each wheel.	
Spring	Type	Coil, variable rate	
	Material	Steel alloy	
	Size (coil design height & I.D.; bar length x dia.)	8.56 x 3.80 (theo); 168.50 x 6.00 (theo)	
	Spring rate (lb. per in.)	195	
	Rate at wheel (lb. per in.)	80	
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	.750	.875

SUSPENSION—REAR

Type and description			(A)	
Drive and torque taken through			Torque control arms	
Spring	Type		Multi-leaf	
	Material		Chrome carbon steel	
	Size (length x width, coil design height & I.D.; bar length & dia.		46.36 x 2.25	
	Spring rate (lb. per in.)		140	
	Rate at wheel (lb. per in.)		123	
	Mounting insulation type		Rubber mtd. at diff.; vertical loading only at shackles	
	If leaf	No. of leaves	9	
		Shackle (comp. or tens)		
Stabilizer	Type (link, linkless, frameless)		None	Link
	Material		--	.562
Track bar type			None	

(A) Full independent with fixed differential, transverse multi-leaf spring, lateral struts and universally-jointed axle shafts.

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MODEL 19437 | 19467

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front	
	Rear doors	NA	
Type of finish (lacquer, enamel, other)		Lacquer	
Hood counterbalanced (yes, no)		No	
Hood release control (internal, external)		Internal	
Vehicle Indent. No. location		1--Right side of hinge pillar cross brace, under glove box 2--With engine no.	
Engine No. location		Front right side of cylinder block	
Theft protection - type		Outside door key locks	
Vent window control method (crank, friction pivot)	Front	Crank	
	Rear	NA	
Seat cushion type	Front	Bucket-polyurethane padding	
	Rear	NA	
	3rd seat	NA	
Seat back type	Front	Bucket-polyurethane padding	
	Rear	NA	
	3rd seat	NA	
Windshield glass type (i.e., single curved - laminated plate)		Single curved-laminated safety plate	
Side glass type (i.e., curved - tempered plate)		Compound curved-solid safety plate	
Backlight glass type (i.e., compound curved - tempered plate, three piece)		19467 Soft top, flat flexible plastic, 1-piece 19467 Hardtop, curved plexiglass, 1-piece 19437 Compound curved, solid safety plate, 1-piece	
Windshield glass exposed surface area		789.7	
Side glass exposed surface area		620.1	550.1
Backlight glass exposed surface area		821.5	440.5
Total glass exposed surface area		2231.3	1780.3

LAMP HEIGHT AND SPACING

Height above ground to center of bulb	Headlamp	Highest *	24.4
		Lowest	24.4
	Tail	Highest	21.8
		Lowest	21.8
Distance from C/L of car to center of bulb	Headlamp	Inside	15.4
		Outside *	21.7
	Tail	Inside	19.0
		Outside	24.0
	Directional	Front	28.3
		Rear	19.0, 24.0

* If single headlamps are used enter here.

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MODEL	19437	19467

CONVENIENCE EQUIPMENT

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

Power windows	Side Windows	Optional	
	Vent Windows	NA	
	Backlight or tailgate	NA	
Power seats (specify type as well as availability)		NA	
Reclining front seat back		NA	
Front seat headrest		Optional	
Radios (specify type as well as availability)		AM-FM pushbutton, all models	
Rear seat speaker		NA	
Power Antenna		Included with radio option	
Clock		Standard	
Air Conditioner (specify type and availability)		Four seasons, all models	
Speed warning device		NA	
Speed control device		NA	
Ignition lock lamp		Standard	
Back up lamp		Standard	
Dome lamp		Standard	NA
Glove compartment lamp		Standard	
Prkg. brake signal lamp		Standard	
Luggage compartment lamp		NA	
Underhood lamp		NA	
Courtesy lamp		Standard	
Map lamp		NA	
Auto. trans. quad. lamp		NA	
Emergency flasher lamp		Optional	
Cornering light lamp		NA	
Instrument Panel Pad		Standard	
Padded Sun Shades		Standard	
Left Hand Outside Mirror		Standard	

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WEIGHTS

Model	CURB WEIGHT - POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	SHIPPING WEIGHT
19437			3140					2985
19467			3160					3005

Accessories & Equipment Differential Weights	
Automatic trans.	+ 28
4-Speed trans.	+ 8
Engine 427 V-8	+200
Power brakes	+ 12
Power steering	+ 21
Air conditioning	+ 88
Auxiliary top	+ 58
Radio	+ 20
Less heater	- 19

Remarks

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