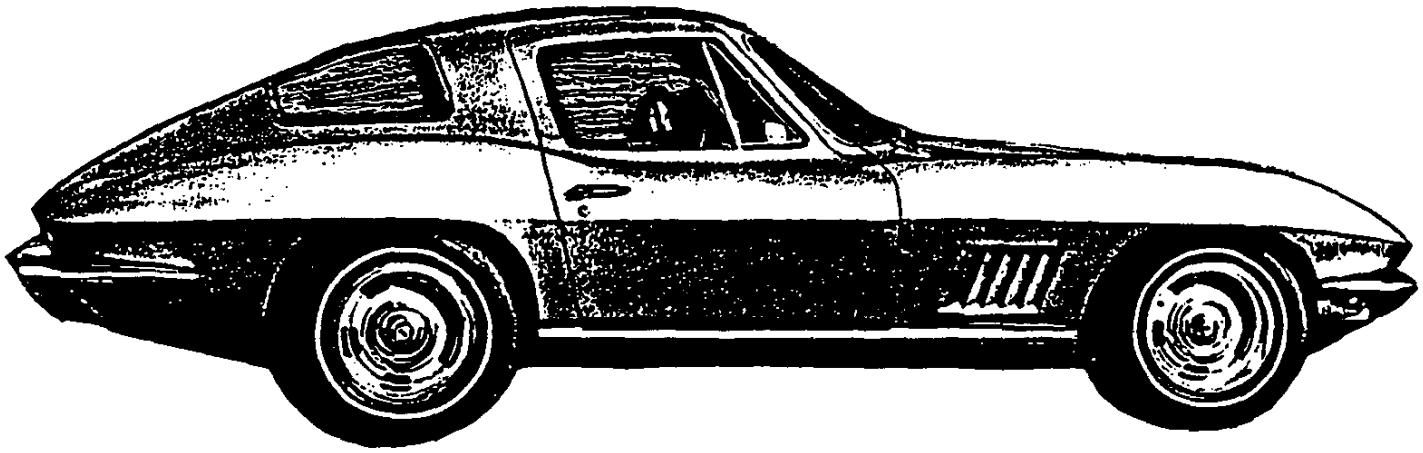
CHEVROLET

1967

CORVETTE

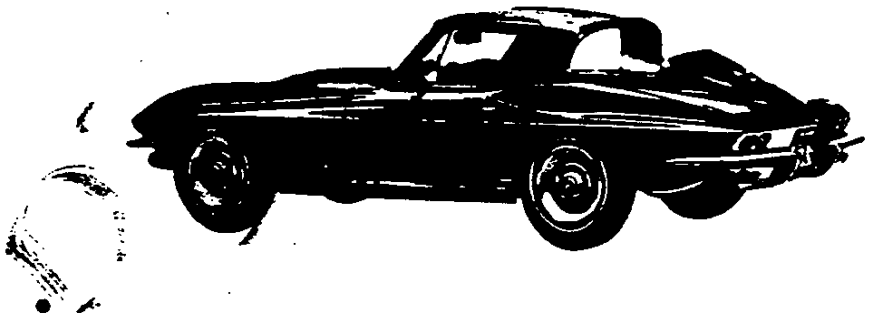
SPECIFICATIONS



GENUINE CHEVROLET™

ORIGINAL

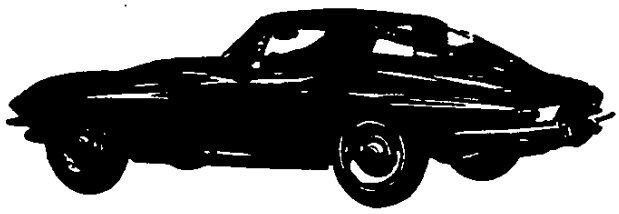
GENERAL

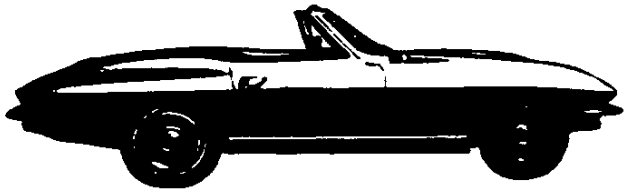


MODEL IDENTIFICATION

CORVETTE 19437 SPORT COUPE

MODEL 19437 2-DOOR SPORT COUPE, 2-PASSENGER





CORVETTE 19467 CONVERTIBLE

MODEL 19467 2-DOOR CONVERTIBLE, 2-PASSENGER

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

Example:

Model	Model Year	Assembly Plant	Unit Number
	1967	(St. Louis)	(25th Unit)
19437	7	S	100025

Thus: The 25th model built at St. Louis would be serial number 194377S100025

ASSEMBLY PLANT

S - St. Louis

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 and Date	Type Designation
F (Flint)	1210	HE

327 Cubic inch V-8

HE - Regular production engine
HT - RPO L79 4-barrel, hyd. lifters

427 Cubic inch V-8

IL - RPO L36, 4-barrel, hyd. lifters
JC - RPO L68, 3 x 2-bbl. carbs., hyd. lifters
JE - RPO L71, 3 x 2-bbl. carbs., mech. lifters

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

• TRANSMISSION IDENTIFICATION

Example: S7E01

Plant and Type Designation	Production Month & Date-o
S	501D*

Prefix	Plant	
S	Saginaw	3-speed
R	Saginaw	4-speed
P	Muncie	4-speed
C	Cleveland	Powerglide
T	Toledo	Powerglide

Location:

3-Speed & 4-speed ---------- Stamped on right hand side of the case in the upper forward corner.

4-Speed ---------- Stamped on the top right side of the case.

Powerglide ---------- Stamped on right hand side of pan.

o - Month: 5 denotes May; 01 denotes 1st day.

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

REAR AXLE IDENTIFICATION

Example: AK 0212 W

Type Designation	Production Month and Day	Source Designation
AK	0212	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

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

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Surfaces	Body sill molding (black paint fill)		All
	Bumpers, front and rear		
	Door handles and key locks		
	Gas filler door and bezel		
	Radiator grille		
	License plate bezel, rear		
	License plate frame, front and rear		
	Outside rear view mirror, left hand door		
	Parking and direction signal lamp bezels		
	Rear window reveal		19437
	Tail pipe extensions and bezels		All
	Tail, stop and direction signal lamp bezels		
	Vent window frames		19467
	Windshield pillar molding		
	Windshield reveal moldings		All
	Wheel trim rings and hub caps		
Emblems	Crossed Flags	Body front panel	
		Gas filler door	
	Nameplates	Rear deck	
Exterior Lighting	Headlamps, dual, retractable		
	Parking and direction signal lamps (amber lenses)		
	Rear license lamp		
	Tail, stop direction signal and back-up lamps		
Front fender louvers			
Integral front and rear bumper guards			
Manual folding top			19467
Spare tire well cover lock			All

Bright Metal Surfaces	Direction signal control lever (with lane change signal)	All
	Floor tunnel cover plate & molding	
	Glove box door trim plate, emblem and molding	
	Instrument cluster trim molding and control knobs	
	Instrument panel console control knobs	
	Rear view mirror and support (day-night padded)	
	Seat adjustment handle	
	Seat backrest side trim	
	Seat belt keeper plates	
	Body and rocker panel sill plates (black fill)	
	Steering wheel spokes and horn button bezel	
	Seat back lock handle	
	Top header release latches	19467
	Transmission shift lever and knob	All
	Transmission shift lever bezel, ash tray door, shift pattern diagram, and parking brake lever	
	Windshield upper and side garnish moldings	19467
	Seat belt buckles	All
	Door closing handle	
	Door locking knob	
	Door opening handle with ball-shaped knob (free-wheeling)	
	Door side window crank handle and plastic knob	
	Door vent window crank handle	
	Door trim panel molding and plastic knob	
Bucket seats with individual fore-aft adjustment		
Compound curved door glass		
Cowl vents (on instrument panel console)		
Direction signal control		
Door trim panel with built-in armrest		
Electric clock with second hand (on instrument panel console)		
Heater controls (on instrument panel console)		
Hood release control		
Instrument Cluster	Ammeter, temperature, fuel and oil pressure gauges	
	Cigarette lighter	
	Clock	
	Direction signal indicators	
	Headlamp hi-beam indicator	
	Headlamp position warning indicator	
	Headlamp rotation switch	
	Ignition lock and starter switch - "4 position"	
	Main light switch	
	Parking brake and brake system failure indicator	
	Simulated vinyl trim plate	
	Speedometer (160 mph) with trip odometer	
	Tachometer (7000 rpm)	
	Windshield washer and wiper control switch	
Interior Lighting	Dome	19437
	Glove compartment	All
	Heater controls	
	Instrument cluster controls and gauges	
	Instrument panel courtesy, left and right	
	Rear compartment courtesy	19467
Four-way hazard flasher		All
Padded sunshades and instrument panel hoods		
Padded headlining with sunshade recessions		19437
Parking brake lever (on center console, black handle)		All
Passenger compartment carpeting, molded		
Rear compartment carpeting, molded		
Seat belts, push-button with retractors & stowage provisions		
3-spoke steering wheel and horn button (simulated wood grain)		

Equipment	RPO/ACC		Models
Air conditioning, Four-Season	C60		19400
Air injection reactor equipment	K19		19400
Brakes, heavy duty	J56		19400
Brakes, power	J50		19400
Carrier, deck lid luggage		ACC	19467
Carrier, ski equipment (deck lid)		ACC	19467
Carrier strap, luggage		ACC	19400
Compass, auto		ACC	19400
Cylinder heads, aluminum	L89		19400
Emergency road kit		ACC	19400
Engines			
390 hp Turbo-Jet 427 Cu.In. V-8	L36		19400
400 hp Turbo-Jet 427 Cu.In. V-8	L68		19400
435 hp Turbo-Jet 427 Cu.In. V-8	L71		19400
350 hp Turbo-Fire 327 Cu.In. V-8	L79		19400
Exhaust system, off-road service	N11		19400
Exhaust system, side-mounted dual	N14		19400
Fire extinguisher		ACC	19400
Floor mats, clear vinyl twin		ACC	19400
Glass, tinted window	A01		19400
Glass, tinted windshield	A02		19400
Headrest, conventional type front seat	A82		19400
Heater-defroster deletion	C48		19400
Ignition system, full-transistor	K66		19400
Lock, gas tank filler cap		ACC	19400
Radio and rear antenna, push-button AM-FM	U69	ACC	19400
Radio antenna, rear (fixed height)		ACC	19400
Radio ignition shielding equipment		ACC	19400
Rear axle - Positraction	G81		19400
Roof cover, vinyl	C08		19467
Seat pad, ventilated		ACC	19400
Shoulder harness, front seat	A85		19400
Speed warning indicator	U15		19400
Spotlamp, hand portable		ACC	19400
Steering, power	N40		19400
Steering shaft, telescopic	N36		19400
Suspension, special performance front and rear	F41		19400
Tires			
7.75-15-4pr whitewall rayon	P92		19400
7.75-15-4pr special nylon - red stripe	QB1		19400
Top, auxiliary	C07		19467
Top, folding convertible	C05		19467
Transmissions			
4-speed transmission (2.52:1 low)	M20		19400
4-speed transmission close ratio (2.20:1 low)	M21		19400
Powerglide transmission (1.76:1 low)	M35		19400
Wheels, mag-style aluminum	N89		19400
Windows, power	A31		19400

AIR CONDITIONING EQUIPMENT

FOUR-SEASON (RPO C60)

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

BASIC COMPONENTS

Evaporator, blower, condenser, receiver-dehydrator, refrigerant (freon) tank, air intake assembly and duct assembly for both systems.

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

CHASSIS

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

POWER TRAINS

Fan Blade	5 blade
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One*
Generator	61 Ampere

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

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

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	19437 COUPE	19467 SOFT TOP	19467 HARDTOP
H5	H point to ground		15.4	
H30	H point to heel point		7.3	
H37	Headlining to roof height	.4	---	.3
H54	D point to tunnel		1.9	
H58	H point rise		.3	
H61	Effective headroom	37.0	36.5	37.2
H65	D point differential, side to center		13.1	
H67	Depressed floor covering thickness		.3	
H70	Body zero line to H point (vert.)		7.7	
L17	H point travel		4.0	
L31	Body zero line to H point (horiz.)		44.5	
L34	Maximum effective leg room - accelerator		42.7	
L40	Back angle (degrees)		28	
L42	Hip angle (degrees)		102	
L44	Knee angle (degrees)		135	
L46	Foot angle (degrees)		82	
L53	H point to accelerator floor point		35.8	

SEAT AND ENTRANCE

H3	Seat chair height		9.0	
H11	Entrance height	31.4	30.2	
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
H32	Seat cushion deflection		3.1	
H50	Upper body opening to ground	46.8	45.6	
W1	Hat room	45.1	39.3	
W3	Shoulder room		48.4	
W5	Hip room		46.9	
W16	Seat width (each seat)		20.6	
L14	Seat back thickness		3.9	
L18	Entrance foot clearance		16.5	

VISION AND CONTROL

H6	H point to W/S bottom DLO	19.9
H13	Steering wheel thigh clearance	4.5
H18	Steering column angle (degrees) horizontal	16
H25	Belt height	18.0
H49	H point to top of steering wheel	22.8
H64	H point to W/S upper DLO	30.6
W7	Steering wheel center to car centerline	12.8
W9	Steering wheel maximum O.D.	16.0
W122	Tumble-home (degrees)	20.0
L7	Steering wheel torso clearance	13.2
L13	Brake pedal knee clearance	24.6
L49	H point to W/S upper DLO	16.4
L52	Brake pedal to accelerator	2.8

LENGTHS

CODE	DESCRIPTION	19437 COUPE	19467 SOFT TOP	19467 HARDTOP
L101	Wheelbase	98.0		
L102	Tire size (standard)	7.75 x 15		
L103	Overall length	175.1		
L104	Overhang - front	31.9		
L105	Overhang - rear	45.2		
-----	Overall length - less bumpers			
L123	Body upper structure length at car C/L	77.9	66.8	69.2
L127	Body O line to C/L of rear wheels	72.0		
L128	Hood length at centerline	46.7		
L129	Deck length @ car C/L	28.6	39.7	37.3
L130	Body zero line to W/S cowl point	9.0		

WIDTHS

W101	Tread - front	57.6
W102	Tread - rear	58.3
W103	Maximum overall width of car (W106)	69.6
W106	Front fender overall width	69.6
W107	Rear fender overall width	67.3
W120	Overall car width, front doors open	139.3
W122	Tumble-home (degrees)	20

HEIGHTS

H101	Overall height (design)	49.6	49.8
-----	Overall height (curb)	51.2	51.4
H102	Front bumper to ground	10.3	
H104	Rear bumper to ground	10.8	
H111	Rocker panel to ground - rear	8.0	
H112	Rocker panel to ground - front	8.0	
H114	Hood at rear to ground	34.8	
H115	Step height - front (design)	13.9	
H122	W/S slope angle (degrees)	56	
H125	Headlamp to ground	24.4	
H126	Tail lamp to ground	21.2	
H130	Step height - front (curb)	16.0	
H132	Bottom of door to ground - open	13.5	
H133	Bottom of door to ground - closed	12.5	
H136	Body O line to ground - front	7.7	
H137	Body O line to ground - rear	7.7	
H158	Roof thickness	3.7	4.4
H159	DLO height	12.5	12.2
H160	Body thickness	25.5	

CLEARANCES

H106	Angle of approach (degrees)	26
H107	Angle of departure (degrees)	17
H147	Ramp breakover angle (degrees)	12
H148	Front suspension to ground	8.0
H149	Oil pan to ground	6.0
H150	Flywheel housing to ground	5.9
H151	Frame to ground	5.5
H152	Exhaust system to ground	5.0
H153	Rear axle to ground	7.8
H154	Fuel tank to ground	Mounted over tire well
H155	Tire well to ground	6.1
H156	Minimum ground clearance (H152)	5.0
S1	Windshield glass area (sq.in.)	789.7

VEHICLE WEIGHTS

CORVETTE

VEHICLE TYPE		SHIPPING WEIGHT			CURB WEIGHT		
Model	Description	Front	Rear	Total	Front	Rear	Total
19437	2-Door Sport Coupe 8-cylinder	1560	1440	3000	1555	1600	3155
19467	2-Door Convertible 8-cylinder	1540	1480	3020	1535	1640	3175

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

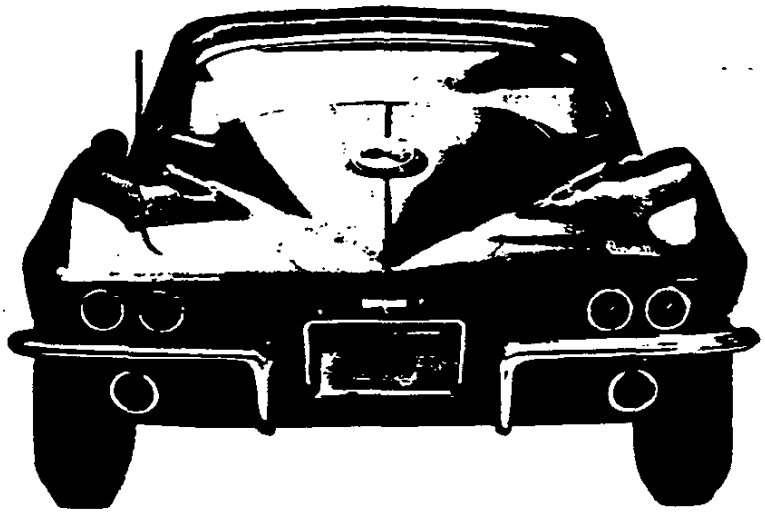
CURB WEIGHT: Weight of empty vehicle ready to drive. Shipping weight plus the weight of gasoline and water.

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

	RPO	Option	Weight
	A31	Power Windows	+ 5
	C07	Auxiliary Top	+ 49
	C48	Less Heater	- 20
	C60	Air Conditioning	+ 93
	J50	Power Brakes	+ 12
	J56	Heavy Duty Brakes	+ 6
	L89	Aluminum Cylinder Heads	- 75
	M20	Four-Speed Transmission	- 5
	M35	Powerglide Transmission	+ 1
	N40	Power Steering	+ 21
	U69	Radio - AM-FM Push-Button	+ 21
●	L79	327 Cu.In. V-8 350 H.P.	- 8
●	L36	427 Cu.In. V-8 390 H.P.	+215
●	L68	427 Cu.In. V-8 400 H.P.	+151
●	L71	427 Cu.In. V-8 435 H.P.	+149

BODY

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. Reheating 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.

CORVETTE

		INTERIOR TRIM COLORS AND RPO NUMBERS							
		Black	Red	Med. Brt. Blue	Med. Saddle	White Med. Brt.Blue	Dark Green	Dark Teal Blue	White Black
		Models 19437-67							
EXTERIOR		Reg. Prod.	407	414	420	450	430	418	455
RPO	Color	402*	408*	415*	421*	---	---	419 *	---
900	Black	X	X	X	X	X	X	X	X
972	White	X	X	X	X	X	X	X	X
974	Red	X	X						X
976	Med. Brt. Blue	X		X		X			
977	Dk. Teal Blue	X						X	X
980	Silver Blue	X						X	
983	Dk. Green	X			X		X		X
984	Yellow	X							X
986	Silver	X						X	
988	Maroon	X			X				X

Convertible top: Black standard, white, or optional dark teal blue with any exterior color.

* Genuine leather seat trim option.

BODY CONSTRUCTION AND GLASS AREA

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 437) and hinge pillars are bonded, riveted, or bolted together and to each other. Hood is plastic with bonded plastic reinforcement.

DOORS 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, free-wheeling 2-position inside door handles; 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 and slide type levers mounted in instrument panel center console. 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

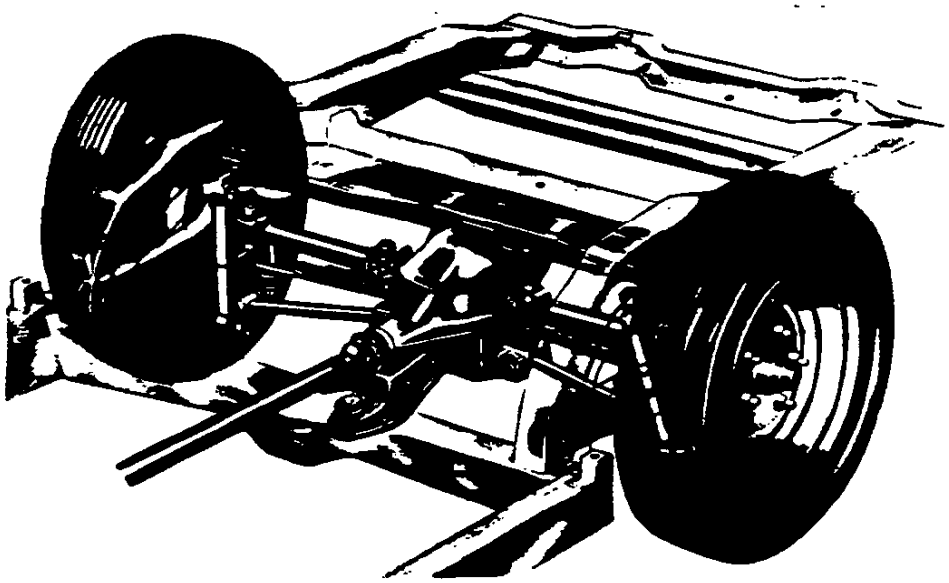
Type ---------- Scissors jack, and combination jack handle and lug wrench

Stowage ---------- In well in luggage area directly behind drivers seat; carpeted cover over well

BODY GLASS

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

CHASSIS



FRAME AND FRONT SUSPENSION

FRAME

Description ---------- All welded, full length, ladder constructed frame with 5 crossmembers. Side rails and intermediate crossmembers box section; front crossmember box girder section. Body mounting points; convertibles & hardtop 8, and coupes 6.

FRONT SUSPENSION

Description ---------- Independent, SLA type with coil springs and concentric shock absorbers and spherically jointed steering knuckles for each wheel. Adjustments to front suspension are achieved with shims at pivot shafts.

Wheel travel (design)

Total	7.75
Jounce	3.75
Rebound	4.00
Wheel to spring, travel ratio	1.63

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters

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

Wheel bearing

Type	Taper roller
Number	Two per spindle

SPHERICAL JOINTS

Type ---------- Ball studs, upper self-adjusting for wear

Bearing surfaces

Upper	Two bearings; both non-metallic; teflon-coated phenolic
Lower	One upper surface, teflon-coated phenolic

SHOCK ABSORBERS

Type	Direct, double-acting, hydraulic
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

FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees)	P1/4 to P1-1/4
Caster (degrees)	P1/2 to P1-1/2
Toe-in (total)	3/16 to 5/16
SAI (degrees)	6-1/2 to 7-1/2

GENERAL SUSPENSION PROVISIONS

Car leveling	Front stabilizer bar
Anti-dive control	Angle of front upper control arm
Driveline alignment	Rear control arm shims

● **FRONT SPRINGS**

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection Rate (lbs per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel
3851100	A	Coil, R.H. helix	AISI A-5160	168.5	.600	3.80	16.82	9.98 @ 1340	195	80
3888250	B			*	.600	3.80	14.26	9,98 @ 1490	*	*

* To be provided

Engine	327 Cu. In. V-8	
Models	19400	
	37	67
Ref.	A	A

427 Cu. In. V-8	
B	B

MANUAL STEERING, regular production

Description ---------- Semi-reversible, recirculating ball nut steering gear with energy absorbing steering column, a steering damper mounted on the tie rod and a dual mounting steering arm-tie rod connection for street and fast ratio. Telescopic steering wheel available optionally.

System ratios

Steering gear ---------- 16:1

Overall ratio

Street ---------- 20.2:1

Fast ---------- 17.6:1

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

● @ 20 Degrees ---------- 18.47

@ 34 degrees (limit of turn) ---------- 27.37

Linkage ---------- Parallelogram, rear of wheels, 2 tie rods

Steering wheel

Standard and optional telescoping wheel ------- Deep dished, 16.0 diameter

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

Description ---------- Hydraulic; pump powered cylinder assisting linkage

Ratios ---------- Gear, 16:1; overall, 17.6:1

Number of wheel turns, lock to lock ---------- 2.92

DRIVELINE

Type ---------- Tubular, exposed

Number used ---------- One

Diameter (OD) ---------- 1.995-2.003

Length (C/L of U-joints) ---------- 29.90

Wall thickness ---------- .092-.097

Universal joints

Type ---------- Cross

Number used ---------- Two

Bearings ---------- Prepack, anti-friction

Drive and torque ---------- Through rear suspension control arms

WHEELS (Regular Production)

Type ---------- Short spoke spider

Attachment to hub ------ 5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle

Offset ---------- .06

Rim size ---------- 15 x 6JK

WHEEL, RPO N89

Type ---------- Ribbed, cast aluminum

Attachment to hub ---------- 5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle

Offset ---------- .06

Rim size ---------- 15 x 6L

TIRES

Construction ---------- 2 ply

Size and ply rating ---------- 7.75 x 15-4PR

Specifications

● Static Loaded Radius ---------- 12.6

Loaded rev/mi @ 50 MPH ---------- 776

Capacity (lb @ psi) ---------- 1280 @ 24

Recommended inflation, all tires, psi ---------- 24

REAR AXLE AND SUSPENSION

REAR AXLE

Description ---------- Semi-floating, straddle mounted hypoid gear with differential carrier mounted to frame. Differential carrier contains hypoid gear with overhung pinion gear supported by two taper roller bearings
Pinion offset ---------- 1.5
Pinion bearing adjustment ---------- Shim
Hypoid gear PD ---------- 8.375
Type ---------- Military Spec. MIL-L-2105-B
Viscosity ---------- SAE80
Filler plug ---------- 1-3/8 hex, 1-20 AN thread
Capacity (pts) ---------- 3.7
Ratios (standard)
Base engine ---------- 3.36
RPO L79
2.52:1 low ---------- 3.36
2.20:1 low ---------- 3.70
RPO L36 & L68
4-speed (2.52:1 low) ---------- 3.08
4-speed (2.20:1 low) & Powerglide ---------- 3.36
RPO L71 ---------- 3.55

HYPOID AND PINION GEAR TOOTH COMBINATION

3.08 ---------- 37,12
3.36 ---------- 37,11
3.55 ---------- 32,9
3.70 ---------- 37,10

AXLE SHAFT

Type ---------- Welded steel tubing incorporating universal joint at each end. Brake drum flange integral with axle which is universally-jointed to axle shaft
Axle bearings
Type ---------- Tapered roller, 2 per wheel inner and outer bearing seals steel encased rubber

REAR WHEEL

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

REAR SUSPENSION

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 (design height)
Total ---------- 7.17
Jounce ---------- 3.17
Rebound ---------- 4.00
Wheel to spring, travel ratio ---------- 0.90:1

SHOCK ABSORBERS

Type ---------- Direct, double-acting, hydraulic
Piston diameter ---------- 1.00

STRUT

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

STABILIZER BAR (427 V-8)

Diameter ---------- .562

REAR WHEEL ALIGNMENT

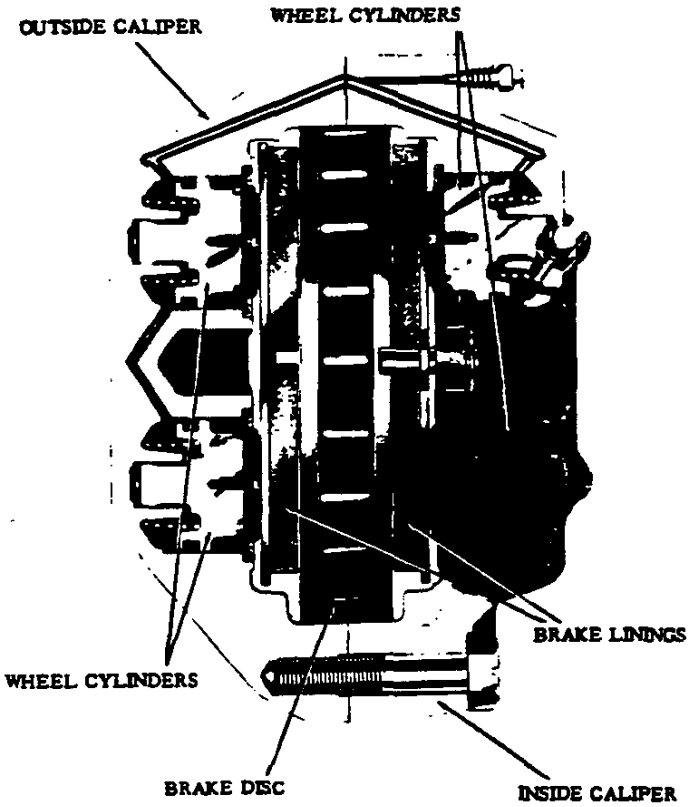
Curb
Camber (degrees) ---------- Nl to 0
Toe-in (total) ---------- 1/16 to 3/16

TORQUE CONTROL ARMS

Description ---------- Welded steel box construction

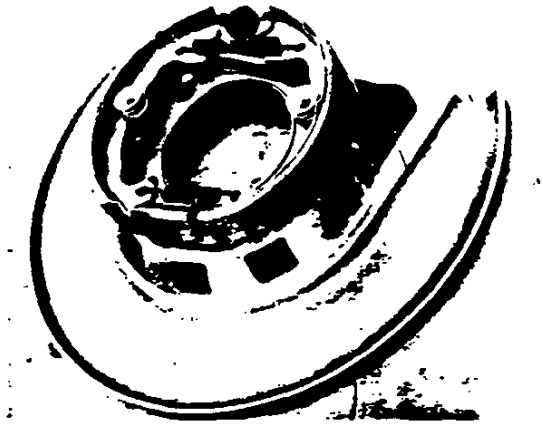
REAR SPRING

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



PARKING BRAKE

Type	Mechanical, internal (separate from rear service brakes); operates on rear wheels.
Control	Floor mounted in central console
Drum diameter	6.5
Brake lining	
Number	2 shoes per each rear wheel
Size (L x W x T)	6.78 x 1.25 x .175
Area (Sq. in.)	33.9



PARKING BRAKE

SERVICE BRAKES (Regular Production)

Type	Dual-circuit brake system with malfunction warning lamp and 4 wheel hydraulic caliper disc brakes
Line pressure, psi, @ 100 lb pedal load	576
Braking ratios	
Pedal	4.52
Hydraulic	43.3
Overall	196.0
Distribution of braking effort	Front 65.0
Brake disc	
Construction	Caliper type with radial cavities for heat dissipation
Material	Cast iron
Diameter, front & rear	11.75
Swept drum area (sq.in.)	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.in.)	78.1
Gross lining area (sq.in.)	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	3.39
Hydraulic	43.3
Overall	147.0
Master cylinder	
Piston travel (with foot pedal)	1.20
Foot pedal travel	4.05

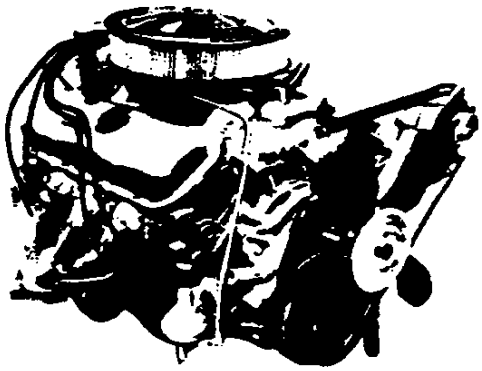
BULBS AND LAMPS

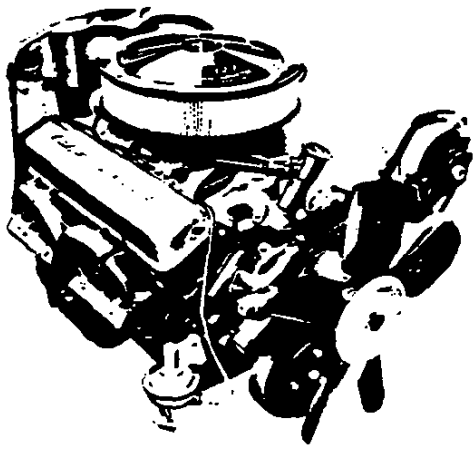
BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Air conditioning	2-1891	2
Back-up	2-1156	32
Cigarette lighter	1-1445	.7
Clock	2-1816	3
Courtesy		
Instrument panel	2-90	6
Rear compartment	1-90	6
Direction signal indicator	2-1816	3
Dome	1-90	6
Glove compartment	1-1893	2
Headlamp Outer	2-4002	High beam 37.5W Low beam 55.0W
Headlamp Inner	2-4001	High beam 37.5W
Headlamp hi-beam indicator	1-1445	.7
Headlamp warning indicator	1-257	2
Heater	1-1893	2
Ignition switch	1-1445	.7
Instrument cluster	9-1816	3
License plate rear	1-67	4
Parking		
Park	2-1157	4
Turn		32
Parking brake alarm & warning light	1-257	2
Radio	1-1893	2
Spot lamp, portable	1-4416	30W
Tail		
Tail (only)	2-1156	32
Stop and turn	2-1157	32
Tail		4
Underhood	1-93	15

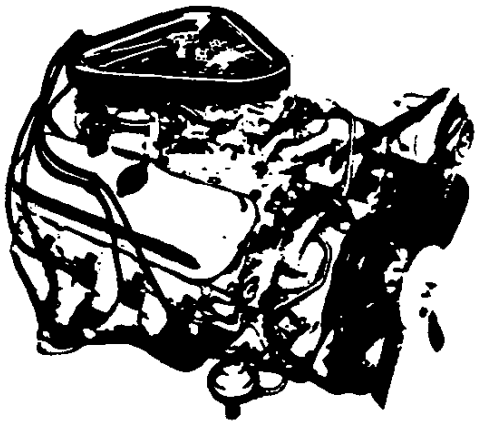
CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
	AGC 25 fuse	Fuse panel (f)
Air conditioning lamp	AGC 4 fuse	Fuse panel (d)
Back-up lamps	AGC 10 fuse	Fuse panel (b)
Cigarette lighter	AGC 20 fuse	Fuse panel (c)
Cigarette lighter lamp	AGC 4 fuse	Fuse panel (d)
Clock	AGC 20 fuse	Fuse panel (c)
Clock lamps	AGC 4 fuse	Fuse panel (d)
Courtesy lamps	AGC 20 fuse	Fuse panel (c)
Direction signal flasher	AGC 4 fuse	Fuse panel (d)
Dome lamp	AGC 20 fuse	Fuse panel (c)
Fuel gage	AGC 10 fuse	Fuse panel (b)
Glove compartment lamp	AGC 20 fuse	Fuse panel (c)
Headlamp hi-beam indicator lamp	15 amp CB	Light switch (g)
Headlamp motors	40 amp CB	Hinge pillar (h)
Headlamp warning indicator lamp	40 amp CB	Hinge pillar (h)
Headlamps	15 amp CB	Light switch (g)
Heater	AGC 25 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 20 fuse	Fuse panel (a)
Brake warning lamp	AGC 10 fuse	Fuse panel (b)
Parking lamps	15 amp CB	Light switch (g)
Power windows	40 amp CB	Hinge pillar (i)
Radio	AGC 20 fuse	Fuse panel (e)
Radio antenna	AGC 20 fuse	Fuse panel (c)
Radio lamp	AGC 4 fuse	Fuse panel (d)
Rear compartment vent motor	AGC 10 fuse	Fuse panel (f)
Speed warning device	AGC 20 fuse	Fuse panel (c)
Stop lamps	AGC 20 fuse	Fuse panel (d)
Tail lamps	AGC 20 fuse	Fuse panel (a)
Temperature gage	AGC 10 fuse	Fuse panel (b)
Windshield wiper	14 amp CB	Switch (j)
Spot lamp, portable	AGC 20 fuse	Fuse panel (c)

* Letter suffix indicates same circuit

POWER TRAINS







POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS (Axle ratios for Air Conditioning same as base unless indicated otherwise) 3.08:1	3.36:1	3.55:1	3.70:1	4.11:1
327 Cubic Inch V-8 Turbo-Fire 327 300 HP Standard	3-Spd (2.54:1 low) & 4-Spd (2.52:1 low)	All Models	Econ.**	Std.*	- -		
	Powerglide			Std.*			
327 Cubic Inch V-8 Turbo-Fire 327 350 HP RPO L79	4-Spd (2.52:1 low)	All Models		Std.*	Perf.**		
	4-Spd (2.20:1 low)					Std.*	Perf.**
427 Cubic Inch V-8 Turbo-Jet 427 390 HP RPO L36	4-Spd (2.52:1 low)	All Models	Std.**	Perf.**			
	4-Spd (2.20:1 low)		Econ.**	Std.**	Perf.**	Spcl.**	
	Powerglide	All Models	Econ.**	Std.**	Perf.**	Spcl.**	
		With Air Conditioning	Std.**				
427 Cubic Inch V-8 Turbo-Jet 427 400 HP RPO L68	4-Spd (2.52:1 low)	All Models	Std.**	Perf.**			
	4-Spd (2.20:1 low)		Econ.**	Std.**	Perf.**	Spcl.**	
	Powerglide	All Models	Econ.**	Std.**	Perf.**	Spcl.**	
		With Air Conditioning	Std.**				
427 Cubic Inch V-8 Turbo-Jet 427 435 HP RPO L71	4-Spd (2.20:1 low)	All Models (A)		Econ.**	Std.**	Perf.**	Spcl.**

(A) Air Conditioning not available.
* Positraction axles available optionally.
** Available as positraction only.

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

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	4.94	3.36	8.70	
350 HP RPO L79	4-Barrel	4-Speed (2.52:1)	8.47	6.32	4.94	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	4.53	3.08	7.98	3.08
		4-Speed (2.20:1)	7.39	5.51	4.27	3.36	7.59	3.36
400 HP RPO L68	3x2 Barrel	4-Speed (2.52:1)	7.76	5.79	4.53	3.08	7.98	3.08
		4-Speed (2.20:1)	7.39	5.51	4.27	3.36	7.59	3.36
435 HP RPO L71	3x2 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 390 HP RPO L36 400 HP RPO L68	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 L68	RPO L71
Number of Cylinders		Eight				
Bore and Stroke (nominal)		4.00x3.25		4.251x3.76		
Compression Ratio		10.0:1	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		750
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		32.80		

ADVERTISED ENGINE RATING

Engine	327 Cu.In.		427 Cu.In.		
	300 HP	350 HP	390 HP	400 HP	435 HP
Availability	Standard	RPO L79	RPO L36	RPO L68	RPO L71
Gross Brake HP @ RPM	300 @ 5000	350 @ 5800	390 @ 5400	400 @ 5400	435 @ 5800
Gross Torque @ RPM (lb-ft)	360 @ 3400	360 @ 3600	460 @ 3600	460 @ 3600	460 @ 4000

ENGINE SPEED AND PISTON TRAVEL

Transmission		327 Cu.In.				427 Cu.In.			
		3-Spd (a)	4-Speed		Pr/Gld (a)	4-Speed			Pwr/Gld(f)
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)	3.36:1
Tire Size		7.75x15							
Crankshaft Revolutions per Mile		2550.2		2808.3	2553.6	2337.7	2550.2	2694.5	2550.2
Crankshaft RPM @1 MPH	Low	108.0	107.8	103.0	74.8	98.1	93.5	98.8	74.8
	Second	63.8	80.0	76.8		73.2	69.7	73.6	
	Third	42.5	62.5	59.4	42.5	57.3	53.9	57.0	42.5
	Fourth		42.5	46.8		39.0	42.5	44.9	
	Reverse	111.8	110.1	105.8	74.8	101.0	96.1	101.5	74.8
Piston Travel (Ft/Mile)		1381.4		1521.2	1381.4	1465.0	1598.2	1688.5	1465.0

(a) Available with 300 HP (Base) engine only
(b) Standard ratio for 350 HP (L79) engine with 2.20:1 low transmission
(c) Standard ratio for 390 HP (L36) & 400 HP (L68) engines with 2.52:1 low transmission
(d) Standard ratio for 390 HP (L36) & 400 HP (L68) engines with 2.20:1 low transmission
(e) Standard ratio for 435 HP (L71) engine with 2.20:1 low transmission
(f) Available only with 390 HP (L36) & 400 HP (L68) engines

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 327 CU.IN. 300 HP	RPO L79 327 CU.IN. 350 HP	RPO L36 427 CU.IN. 390 HP	RPO L68 427 CU.IN. 400 HP	RPO L71 427 CU.IN. 435 HP
3-SPEED TRANSMISSION					
Performance Weight (pounds)	3456				
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)	241.30				
Displacement Factor (cu.ft./ton mile)	139.64				
4-SPEED TRANSMISSION					
Performance Weight (pounds)	3451	3451	3626	3626	3626
Pounds per Gross Horsepower	11.50	9.86	9.30	9.07	8.34
Pounds per Cu.In. Displacement	10.55	10.55	8.49	8.49	8.49
Gross HP per Cu.In. Displacement	.917	1.070	.913	.937	1.019
Power Displacement (cu.ft./mile)	241.30	241.30	288.83	288.83	332.91
Displacement Factor (cu.ft./ton mile)	139.88	139.88	159.31	159.31	183.62
POWERGLIDE*					
Performance Weight (pounds)	3457		3632	3632	
Pounds per Gross Horsepower	11.52		9.31	9.08	
Pounds per Cu.In. Displacement	10.57		8.51	8.51	
Gross HP per Cu.In. Displacement	.917		.913	.937	
Power Displacement (cu.ft./mile)	241.30		315.09	315.09	
Displacement Factor (cu.ft./ton mile)	139.64		173.51	173.51	

* Data computed assuming zero slippage in torque converter.

GLOSSARY

Performance Weight	Curb Weight plus 300 Lb (weight of two 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Mi x Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

ENGINE OUTPUT CURVES

TO BE

PROVIDED

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)	4.69 Cu.In.
V8-327 Cu.In. (RPO L79)	4.17 Cu.In.
V8-427 Cu.In. (RPO L36 & L68)	5.90 Cu.In.
V8-427 Cu.In. (RPO L71)	4.92 Cu.In.

INLET MANIFOLD

Material	
V8-327 Cu.In. (Base) & 427 (L36)	Cast alloy iron
V8-327 (RPO L79) & V8-427 Cu.In. (L68 & L71)	Cast aluminum alloy
Heat Provision	Exhaust gas crossover at carburetor mounting pad

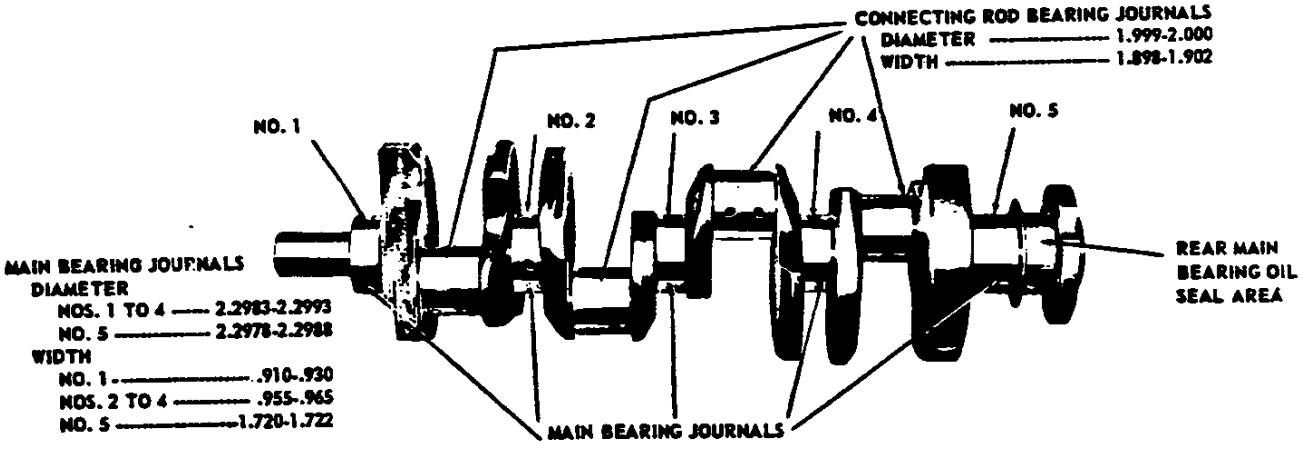
EXHAUST MANIFOLD

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 Hardened journals on RPO L71
End Play	
V8-327 Cu.In.	.002-.006
V8-427 Cu.In.	.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 sintered copper nickel backed babbitt
Type ---------- Precision removable
Thrust Against Bearing No. ---------- 5
Clearance
V8-327 Cu.In. ---------- (#1) .0008-.0020; (#2, 3 & 4) .0008-.0024; (#5) .0015-.0031
V8-427 Cu.In. (RPO L36 & L68) --- (#1 & 2) .0010-.0022; (#3 & 4) .0013-.0025; (#5) .0015-.0031
V8-427 Cu.In. (RPO L71) ------- (#1-4) .0013-.0025; (#5) .0015-.0031

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
V8-327 Cu.In.			
Bearing #1	2.3003	.752	1.7298
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081
V8-427 Cu.In. (RPO L36 & L68)			
Bearing #1-2	2.7507	.992	2.7287
Bearing #3-4	2.7505	.992	2.7285
Bearing #5	2.7506	1.2525	3.4451
V8-427 Cu.In. (RPO L71)			
Bearing #1-2	2.7510	.992	2.7290
Bearing #3-4	2.7505	.992	2.7285
Bearing #5	2.7506	1.2525	3.4451

CAMSHAFT

Material ---------- Cast alloy iron
Drive ---------- Sprocket & chain; steel
Lobe Lift
V8-327 Cu.In. (Base) ----- .2600 Inlet; .2733 Exhaust
V8-327 Cu.In. (RPO L79) ----- .2981 Inlet & Exhaust
V8-427 Cu.In. (RPO L36 & L68) ---------- .2714 Inlet; .2824 Exhaust
V8-427 Cu.In. (RPO L71) ----- .3057 Inlet & Exhaust
Bearings ---------- 5; steel backed babbitt

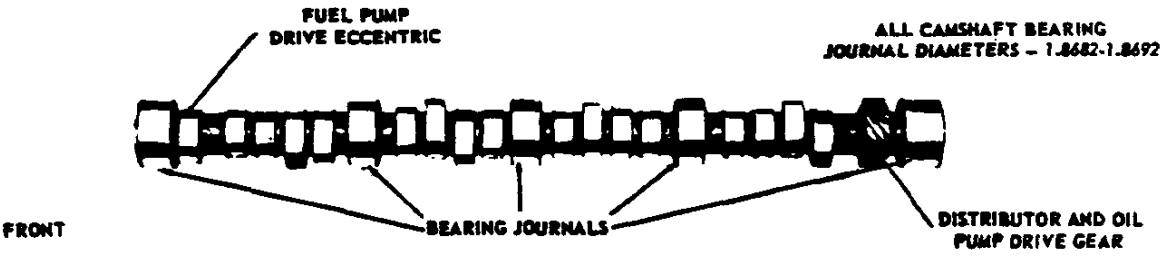
VALVE TRAIN

Type ---------- Individually mounted overhead rocker arms, push rod actuated
Lifters ---------- Hydraulic
V8-427 Cu.In. (RPO L71) - Mechanical
Push Rods
Type ---------- Hollow steel
Ends
V8-327 (Base) & 427 Cu.In. ---------- Hardened
V8-327 Cu.In. (RPO L79) ---------- Hardened steel insert on rocker arm ends
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. ---------- .868-.884
V8-427 Cu.In. ---------- 1.082-1.098
Installed Length (In. @ Lb.)
Valves Closed
V8-327 Cu.In. ---------- 1.70 @ 76-84
V8-427 Cu.In. ---------- 1.88 @ 94-106
Valves Opened
V8-327 Cu.In. ---------- 1.25 @ 180-192
V8-427 Cu.In. ---------- 1.38 @ 303-327
Free Length
V8-327 Cu.In. ---------- 2.03
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

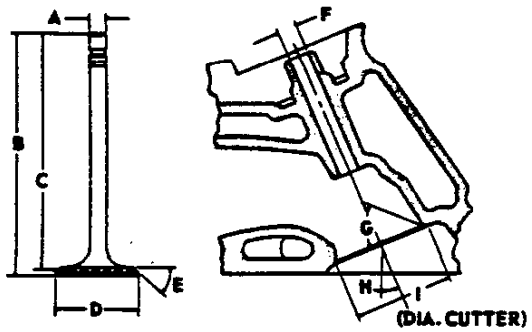
CAMSHAFT AND BEARINGS
327 CUBIC INCH V-8 ENGINE



PRINCIPAL COMPONENTS—Cont'd.

VALVES - INLET

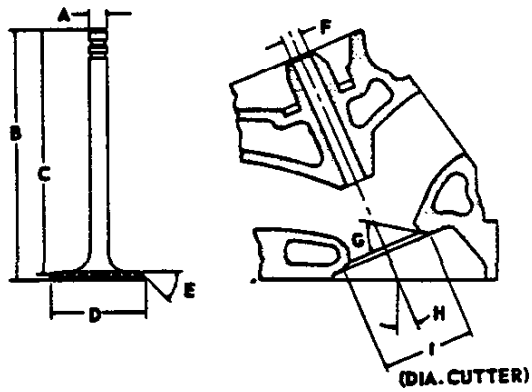
Material ---------- Alloy steel
Coating
V8-327 Cu.In. ---------- None
V8-427 Cu.In. ---------- Face & head aluminized
V8-327 (RPO L79) & 427 (RPO L71) - Chrome flash stem
Valve Guide Inserts (V8-427) ---------- Cast alloy iron



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 & L68)	5.215-5.235
V8-427 Cu.In. (RPO L71)	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 & L68)	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.	2.150

VALVES - EXHAUST

Material ---------- High alloy steel
Coating
V8-327 Cu.In. ---------- Aluminum face
V8-427 Cu.In. ---------- Face & head aluminized
V8-327 (RPO L79) & 427 (RPO L71) Cu.In. --- Chrome flash stem
Valve Guide Inserts (V8-427) ---------- Cast alloy iron



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)	1.600
V8-427 Cu.In.	1.625

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 & L68) -- Cast aluminum alloy
- V8-427 Cu.In. (RPO L71) -- 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 & L68) ---------- .0305-.0375
- V8-427 Cu.In. (RPO L71) ---------- .0265-.0335

Skirt Clearance
- V8-327 Cu.In. (Base) ---------- .0005-.0011
- V8-327 Cu.In. (RPO L79) ---------- .0024-.0030
- V8-427 Cu.In. (RPO L36 & L68) ---------- .0009-.0015
- V8-427 Cu.In. (RPO L71) ---------- .0040-.0046

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 & L68) ---------- .2183-.2248
- V8-427 Cu.In. (RPO L71) ---------- .2133-.2148

Pin Bore Offset
- V8-327 (Base) & 427 (RPO L36 & L68) ----- .055-.065
- V8-327 (RPO L79) & 427 (RPO L71) ------ 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 & L68) ---------- 1.908-1.912
- V8-427 Cu.In. (RPO L71) ---------- 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 & L68) ------- .00025-.00035
- V8-427 Cu.In. (RPO L71) ---------- .00030-.00040

Pin Mounting ---------- Locked in rod by shrink fit

VALVE LIFT
- V8-327 Cu.In. (Base) ----- .3900 Inlet & .4100 Exhaust
- V8-327 Cu.In. (RPO L79) -------- .4472 Inlet & Exhaust
- V8-427 Cu.In. (RPO L36 & L68) ---------- .4614 Inlet; .4800 Exhaust
- V 8-427 Cu.In. (RPO L71) --------- .5197 Inlet & Exhaust

VALVE TIMING (Crankshaft Degrees)

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

V8-327 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 & L68	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 L71

Inlet Valve (opens with .024 lash)	
Opens - BTC	44°
Closes - ABC	92°
Duration	316°
Exhaust Valve (closes with .028 lash)	
Opens - BBC	86°
Closes - ATC	36°
Duration	302°

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RING - UPPER

- Material ---------- Cast alloy iron
- Type ---------- Inside bevel (bottom of ring 30 degrees to piston vertical axis) No bevel on V8-327 (L79) & V8-427
- 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) ---------- .010-.020
  - 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 Base, 30 degrees RPO L79 & 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 & L68) ---------- Wear resistant
  - V8-427 Cu.In. (RPO L71) ---------- Chrome plate
- Width
  - V8-327 Cu.In. (Base) ---------- .0770-.0775
  - V8-327 Cu.In. (RPO L79) ---------- .0775-.0780
  - 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. (Base) ---------- .013-.025
  - V8-327 Cu.In. (RPO L79) ---------- .013-.023
  - 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. ---------- .1870-.1890
  - V8-427 Cu.In. ---------- .1870-.1890
- 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. ---------- 6.130-6.140

CONNECTING ROD BEARINGS

- Material ---------- Premium aluminum
- Type ---------- Precision removable
- Clearance
  - V8-327 Cu.In. ---------- .0007-.0027
  - V8-427 Cu.In. (RPO L36 & L68) ---------- .0009-.0029
  - V8-427 Cu.In. (RPO L71) ---------- .0014-.0034
- Theoretical I.D.
  - V8-327 Cu.In. ---------- 2.0017
  - V8-427 Cu.In. (RPO L36 & L68) ---------- 2.2014
  - V8-427 Cu.In. (RPO L71) ---------- 2.2019
- 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
  - V8-327 Cu.In. ---------- 5.25-6.50 PSI
  - V8-427 Cu.In. ---------- 5.00-6.50 PSI

AIR CLEANER
- Type
  - V8-327 & 427 (RPO L36) ---------- Full circle intake, chrome plated
  - V8-427 (RPO L68 & L71) ---------- Triangular shaped, chrome plated
- Diameter ---------- 16.78
- Filter Element ---------- Oil-wetted paper
  - V8-427 (RPO L68 & 71) ---------- Polyurethane

CARBURETORS
- Make & Type
  - V8-327 Cu.In. ---------- Holley, 4-barrel, downdraft
  - V8-427 Cu.In. (RPO L36) ---------- Holley, 4-barrel, downdraft
  - V8-427 Cu.In. (RPO L68 & L71) ---------- Holley, 3 x 2, downdraft
- SAE Flange Size ---------- 1.50
- Throttle Bore
  - V8-327 Cu.In. ---------- 1.561 Primary & Secondary
  - V8-427 Cu.In. (RPO L36) ---------- 1.561 Primary & Secondary
  - V8-427 Cu.In. (RPO L68 & L71) ---------- 1.50 No. 1 Primary, 1.75 No. 2 & 3 Secondary
- Venturi Diameter
  - V8-327 Cu.In. ---------- 1.25 Primary 1.4375 Secondary
  - V8-427 Cu.In. (RPO L36) ---------- 1.25 Primary 1.3125 Secondary
  - V8-427 Cu.In. (RPO L68 & L71) ---------- 1.1875 No. 1 Primary, 1.375 No. 2 & 3 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 (2.00 on 327 P/Gld)
- Wall Thickness
  - Front Pipes ---------- .067-.081 (327); .072-.092 (427)
  - Rear Pipes ---------- .084-.104 laminated .067-.081 (327 Powerglide)

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 (No Flow Conditions)
  - 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

COOLING SYSTEM

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.	16 Qts
V8-427 Cu.In.	23 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°-155°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.	56.00
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 (327); 70-99 (427)
  - Volts ---------- 10.6
  - RPM --------- 3600-5100 (327); 7800-12000 (427)
- 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 AMPLIFER
(Used with RPO L71 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 L68 400 HP	V-8 427 Cu.In. RPO L71 435 HP
Make	Delco-Remy				
Model	1111194	1111196	1111247		1111258
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				
Max Degrees @ RPM	30 @ 5100		32 @ 5000		30 @ 3800
Vacuum Advance Begins (In. Hg)	6	4	7		8
Max Degrees @ In. Hg	15 @ 12	16 @ 7	12 @ 12		15 @ 15.5
Timing (Initial Design Setting) Crankshaft Degrees @ RPM (with vacuum spark line disconnected)	6° BTDC @ 500	10° BTDC @ 700	4° BTDC @ 550		5° BTDC @ 750
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 & L68		RPO L72
Clutch for		3-Speed & 4-Speed	4-Speed	4-Speed		
Type		Single dry disc, centrifugal				
Clutch cover & pressure plate	Eff. plate load, lbs.	2100-2300		2450-2750		2600-2800
	Press. plate matl.	Nodular iron				
	Clutch spring type	Circular plate diaphragm, bent finger design				
	Clutch spring matl.	Heat treated spring steel				
Driven plate	Type	Single disc with two friction surfaces				
	Cushions	Flat spring steel between friction rings				
	Dampers	10 coil springs (5 sets of two)				
	Friction rings OD	11.00				
	Friction rings ID	6.50				
	Friction rings Total area sq.in.	123.70				
	Friction rings Material	Woven type asbestos				
Flywheel	Ring gear Material	Heat treated HR steel				
	Ring gear No. of teeth	153		168		
	Ring gear PD	12.75		14.00		
	Ring gear Attachment	Shrink fit				
Bearings	Release Type	Single row ball				
	Release Lubrication	None, prepacked				
	Pilot Type	Bronze bushing				
	Pilot 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 Application	Type		V8-327 Cu.In.	V8-327 Cu.In.		V8-427 Cu.In.	V8-327 Cu.In.	V8-427 Cu.In.
	Availability		Standard	Standard	RPO L79	L36 & L68	RPO L79	L36, L68 & L71
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	1.47			1.27	
		Fourth		1.00			1.00	
		Reverse	2.63	2.59			2.26	
Lubricant	Type		Meeting Military Specification Mil-L-2105-B					
	Capacity (pts)		3					
Extension	Material		Cast iron	Aluminum				
	Oil seal		Steel encased double seal of spring loaded rubber or felt					

TRANSMISSIONS —Cont'd.

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 ---------- 48
    - Maximum ---------- 54
  - Low
    - Minimum ---------- 124
    - Maximum ---------- 139
  - Reverse
    - Minimum ---------- 80
    - Maximum ---------- 90

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)
  - V8-327 (Base) ---------- 1730
  - V8-427 (RPO L36 & L68) ---------- 2220
- 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 ---------- 42.9

	V8-327	V8-427
Upshift		
Closed throttle	660(16)	661(15)
Throttle at detent	2340(55)	2632(61)
Full detent	2742(64)	3085(72)
Downshift		
Closed throttle	614(14)	614(14)
Throttle at detent	882(21)	945(22)
Full detent	2584(60)	2905(68)

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 ---------- 327 Cu. In. 5; 427 Cu. In. 6
- Driven plates
  - Description ---------- Flat steel
  - Number ---------- 327 Cu. In. 5; 427 Cu. In. 6

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

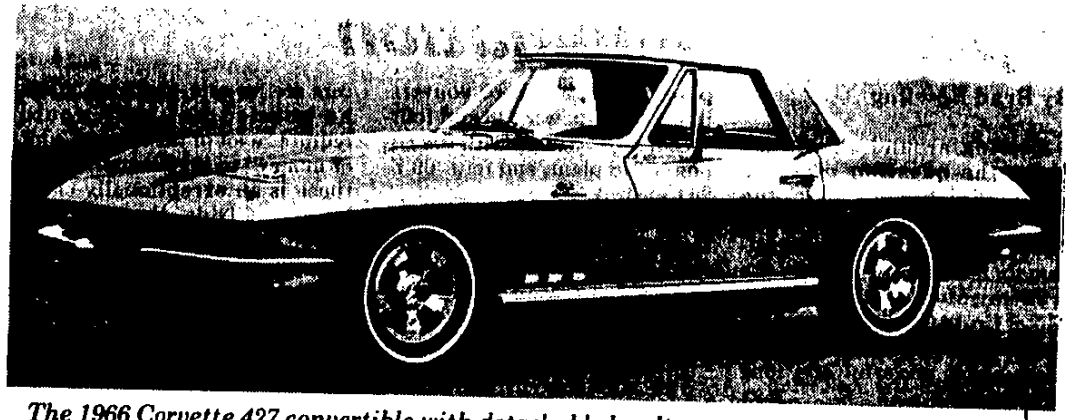
LUBRICANT
- Type ---------- A suffix A
- Capacity (pts)
  - Dry ---------- 19
  - Refill ---------- 6.5

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

The 1966-'67 427 Corvette was a hit

An egg crate grille and functional engine compartment cooling vents distinguished 1966 Corvettes. A new muscle Corvette was the "427" with its own funnel-shaped power bulge on the hood. There were two of these big-blocks at first. RPO L36, priced at $181, was the 390-hp job. RPO L72, with a $312 price tag, delivered 425 hp. Both engines were related to the "mystery" 427 and the production Turbo-Jet 396.



The 1966 Corvette 427 convertible with detachable hardtop.

The 427-powered convertible (425 hp) could hit 60 mph in 5.7 seconds and do the quarter mile in 14 seconds. It had a very favorable power-to-weight ratio of only 7.7 pounds-per-horsepower. For identification, "427 Turbo-Jet" crossed racing flag emblems appeared over the cooling vents. Three four-speed gearboxes—wide-ratio, close-ratio and heavy-duty close-ratio—were optional. A popular extra was side-mounted exhaust pipes.

Engine codes for 1966 big-blocks were IL for the regular L36, IM for the California air-reactor version and IP for the L72. A total of 5,116 L36s were built and L72 production was 5,258 motors. Nearly 38 percent of the 1966 Corvettes were 427s.

For 1967, the Corvette got additional engine cooling vents and 427s got a different "power bulge" hood and more top horsepower. The new hood had a large forward-facing air scoop, usually with engine call-outs on both sides.

There were four versions of the 427 in 1967. The L36 was about the same. Next came the L68, with 400 hp and then the L71 with 435 hp. Extremely rare (only 20 built), and in a class by itself was the aluminum-headed L88. This powerhouse was officially rated at only 430 hp, but in fact developed nearly 600! Depending on the mix of equipment, L36s were coded IL, IM, IQ, IR; L68s were coded JA, JC, JD, JF or JG and L89s had JU or JH codes. All L71s were stamped JE and all L88s were stamped IT. In all, 9,707 big-blocks were built, so 42.31 percent of all 1967 Corvettes were 427s!

SUPPLEMENTARY DATA 1967

PROTECT-O-PLATE DATA

Beginning with 1965 model year, owners of Chevrolet passenger cars received an embossed metal "Protect-O-Plate" after the purchase of their car that was to be attached the last page of the warranty booklet. The information on the plate was intended to give the dealer relevant production data about the car, but it can also be useful in determining a car's original equipment. Refer to the 1963–67 Addenda section for a complete plate translation table.

PAINT CODES

The 1967 Corvette paint codes functioned similarly to the 1966 codes; refer to the 1966 section for details.

Paint Code	Color	Interior Trim Restrictions
900AA	Black	None
972AA	White	None
974AA	Red	Black-red-white and black only
6AA	Bright Blue	Black-bright blue-white and bright blue only
7AA	Dark Blue	Black-dark blue-white and black only
980AA	Silver Blue	Black-dark blue only
983AA	Green	Black-saddle-green-white and black only
984AA	Yellow	Black-white and black only
986AA	Silver	Black-dark blue only
988AA	Maroon	Black-saddle-white and black only

BIG-BLOCK HOOD STRIPES

When we began research for this book, one of the mysteries we confronted was the hood stripes' color on 1967 big-block Corvettes. Why were the hood stripes painted white on some black cars, and red on other black cars? We were determined to get the answers and provide an accurate hood stripe color chart.

As we began to compile survey data, a pattern emerged. Four areas appeared to affect the color of the hood stripe: exterior (paint), trim (interior), hood stripe and tires. Tire colors were included, because they were available in three variations—*blackwall, whitewall and redwall*—which seemed to influence the stripe color. Results suggested that a red car with black tires would have a black stripe, while a red car with whitewalls had a white hood stripe. Likewise, the stripe color on a black body might be affected by the tires. With whitewalls, the hood stripe could be white, but with redline tires the hood stripe would be red. These conclusions appeared logical, and were corroborated with many examples. Occasionally, however, an exception to the tire color influence theory surfaced, leading us to question how many of our samples still had their original paint, tires and stripe?

We were particularly puzzled by two original '67s, a coupe and a convertible. We saw both cars months apart, yet both were comparable because they were triple-blue. That is, the body was blue, the interior was blue, and the hood stripe was blue—all different shades of blue. The exterior was Silver Blue (980), the trim (interior) was Bright Blue (414), and the stripe was Dark Blue (977). The dark blue hood stripe was only a mi against the Silver Blue hood. This color combination was rare and ra question of authenticity, but both cars appeared to be untouched ori

Fortunately, we were able to locate the original 1967 hood stripe c and to our surprise the hood stripe color was determined by the exter trim (interior) colors. The tire colors were incidental and had no infl the hood stripe color.

Here, from Chevrolet's files, is the 1967 hood stripe color chart:

Exterior Color: 900AA Black

Hood Stripe Color	Interior Trim Color
Red	Black
Red	Red
White	Saddle
White	Green
White	White and Black
Dark Teal Blue	Dark Blue
Medium Bright Blue	Bright Blue
Medium Bright Blue	White and Bright Blue

Exterior Color: 972AA White

Hood Stripe Color	Interior Trim Color
Black	Black
Black	Saddle
Black	Green
Black	White and Black
Red	Red
Dark Teal Blue	Dark Blue
Medium Bright Blue	Bright Blue
Medium Bright Blue	White and Bright Blue

Exterior Color: 974AA Red

Hood Stripe Color	Interior Trim Color
Black	Black
Black	Red
White	White and Black

Exterior Color: 976AA Bright Blue (Marina Blue)

Hood Stripe Color	Interior Trim Color
Black	Black
Black	Bright Blue
White	White and Bright Blue

Exterior Color: 977AA Dark Blue (Lynndale Blue)

Hood Stripe Color	Interior Trim Color
Black	Black
Black	Dark Blue
White	White and Black

Exterior Color: 980AA Silver Blue (Elkhart Blue)

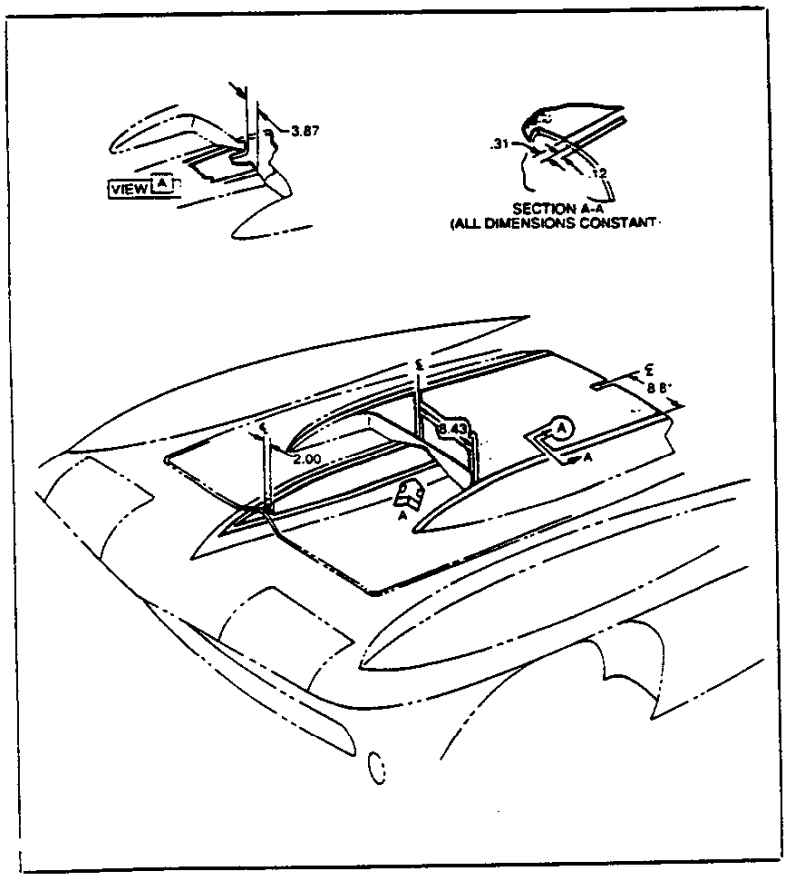
Hood Stripe Color	Interior Trim Color
Black	Black
Dark Teal Blue	Dark Blue

Exterior Color: 983AA Green

Hood Stripe Color	Interior Trim Color
Black	Black
White	Saddle
White	Green
White	White and Black

Exterior Color: 984AA Yellow

Hood Stripe Color	Interior Trim Color
Black	Black
Black	White and Black



Exterior Color: 986AA Silver

Hood Stripe Color	Interior Trim Color
Black	Black
Black	Dark Blue

Exterior Color: 988AA Maroon

Hood Stripe Color	Interior Trim Color
Black	Black
Black	Saddle
Black	White and Black

TRIM CODES

Trim code: 402
Interior trim: Black Leather
Exterior colors: No restrictions
ECL: AA (no restrictions)

Trim code: 407
Interior trim: Red Vinyl
Exterior colors: 900-972-974
ECLs: See table 1

Trim code: 408
Interior trim: Red Leather
Exterior colors: 900-972-974
ECLs: See table 1

Trim code: 414
Interior trim: Bright Blue Vinyl
Exterior colors: 900-972-976
ECLs: See table 1

Trim code: 415
Interior trim: Bright Blue Leather
Exterior colors: 900-972-976
ECLs: See table 1

Trim code: 418
Interior trim: Dark Blue Vinyl
Exterior colors: 900-977-980-986
ECLs: See table 1

Trim code: 419
Interior trim: Dark Blue Leather
Exterior colors: 900-977-980-986
ECLs: See table 1

Trim code: 420
Interior trim: Saddle Vinyl
Exterior colors: 900-972-983-988
ECLs: See table 1

Trim code: 421
Interior trim: Saddle Leather
Exterior colors: 900-972-983-988
ECLs: See table 1

Engine, Transmission and Rear Axle Combinations

ENGINE		TRANSMISSION	REAR AXLE RATIOS							
			Without Air Conditioning				With Air Conditioning			
			Standard	Optional★			Standard	Optional★		
Option Number	Description			Econ	Perf	Spec		Econ	Perf	Spec
Standard	300-hp Corvette V8 327-cu-in displacement 4-barrel carburetor Hydraulic lifters 10.0:1 compression ratio	3-Speed 4-Speed Wide-Range	▲3.36:1	3.08:1	—	—	▲3.36:1	3.08:1	—	—
		Powerglide	▲3.36:1	—	—	—	▲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	—	▲3.36:1	—	3.55:1	—
		4-Speed Close-Ratio	▲3.70:1	—	4.11:1	—	▲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	—	★3.08:1	—	3.36:1	—
		4-Speed Close-Ratio	★3.36:1	3.08:1	3.55:1	3.70:1	★3.36:1	3.08:1	3.55:1	3.70:1
		Powerglide	★3.36:1	3.08:1	3.55:1	3.70:1	★3.08:1	—	—	—
L36/L68	400-hp Turbo-Jet 427 V8 427-cu-in displacement 3 x 2 barrel carburetors Special camshaft Hydraulic lifters 10.25:1 compression ratio	4-Speed Wide-Range	★3.08:1	—	3.36:1	—	★3.08:1	—	3.36:1	—
		4-Speed Close-Ratio	★3.36:1	3.08:1	3.55:1	3.70:1	★3.36:1	3.08:1	3.55:1	3.70:1
		Powerglide	★3.36:1	3.08:1	3.55:1	3.70:1	★3.08:1	—	—	—
L71	435-hp Turbo-Jet 427 427-cu-in displacement 3 x 2 barrel carburetors Special camshaft Mechanical lifters 11.0:1 compression ratio	4-Speed Close-Ratio	★3.55:1	3.36:1	3.70:1	4.11:1	*Air Conditioning not available.*			

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

CORVETTE

INVOICE INTERIOR TRIM IDENTIFICATION		
Black	Std	402
Bright Blue	414	415
Dark Blue	418	419
Green	430	
Red	407	408
Saddle	420	421
White/Black	455	
White/Bright Blue	450	

EXTERIOR SELECTION CHART

EXTERIOR COLORS	Code	INTERIOR TRIM COLORS							
		Black	Bright Blue	Dark Blue	Green	Red	Saddle	White/Black	White/Bright Blue
SOLID									
Tuxedo Black	AA	X	X	X	X	X	X	X	X
Ermine White	CC	X	X	X	X	X	X	X	X
Elkhart Blue	DD	X		X					
Lynndale Blue (Dk)	EE	X		X				X	
Marina Blue (Brt)	FF	X	X						X
Goodwood Green (Dk)	HH	X			X		X	X	
Marlboro Maroon	NN	X					X	X	
Rally Red	RR	X				X		X	
Silver Pearl	VV	X		X					
Sunfire Yellow	YY	X						X	

INTERIOR SELECTION CHART

TYPE OF SEAT	Material	Extra Cost	INTERIOR TRIM COLOR AVAILABILITY							
			Black	Bright Blue	Dark Blue	Green	Red	Saddle	White/Black	White/Bright Blue
SPORT COUPE AND CONVERTIBLE										
Bucket	Vinyl	No	E	R	B	X	D	C	S	W
Bucket	Leather	Yes	K	T	N		M	J		

Bright Blue—Carpet and Instrument Panel only.

Black—Carpet and Instrument Panel only.

CORVETTE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEV

Description	Ordering Col-Code	Option Number	Dealer Net	Fact D &
INTERIOR FEATURES				
Air Conditioning, Four-Season: Includes 61-amp Delcotron. Not available with 435-hp 427 engine	54-1	C60	$297.92	$20.9
Belt, Shoulder: Driver and passenger	4S-1	A85	19.00	1.3
Glass, Soft Ray Tinted: Windshield only	50-2	A02	7.60	.5
All windows	50-1	A01	11.40	.8
Headrests, Strato-Ease:				
Driver & passenger	57-2	A82	30.40	2.1
Radio, AM-FM:				
Pushbutton control (Includes rear fixed height antenna)	46-S	U69	124.64	8.7
Speed Warning Indicator	43-2	U15	7.60	.5
Steering Shaft, Telescopic	52-2	N36	30.40	2.1
Trim Combinations: See Color and Trim chart				
Genuine leather seats	....	...	57.00	4.0
All other trims	....	...	N.C.	N.C
HEAVY-DUTY AND OTHER EQUIPMENT				
Brakes, Heavy-Duty: Available only when 427-cu-in engine and power brakes are ordered	37-3	J56	247.00	17.3
Exhaust System: Off-road service—available only when 3-speed or 4-speed transmission is ordered	41-1	N11	26.60	1.9
Exhaust System, Dual Side-Mounted: For off-road service only	41-2	N14	95.00	6.
G.M. Air Injection Reactor: *Approved by the state of California for vehicle registration*	40-2	K19	32.30	2.
Heater and Defroster Deletion: *Not available when air conditioning is ordered*	54-4	C48	69.75 CR.	4.
Ignition System, Full-Transistor: Available only when optional engine is ordered. For detailed description see *1967 Finger-Tip Facts* book	44-1	K66	53.20	3
Special Purpose Front & Rear Suspension: Includes special springs, matching shock absorbers and special front & rear stabilizer bars (available only when 435-hp engine is ordered)	37-2	F41	26.60	1
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	38-1	N03	142.88	10
FACTORY INSTALLED REGULAR PRODUCTION TIR				
Replaces 7.75-15/2-ply (4-ply rating) Original Equipment Blackwall				
(5) 7.75-15/2-ply (4-ply rating) Original Equipment Whitewall	34/3S-62	P92	22.80	
(5) 7.75-15/2-ply (4-ply rating) Special Nylon Red Stripe	34/3S-65	QB1	34.20	

◇ State and local taxes not included.

1967 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-passenger	$3150.07	$3068.25	$222.00	$4091.00	$40.00	$4353.00	.....	.....
19467	Corvette Convertible—2-passenger With manually operated soft top	2995.30	2917.50	211.00	3890.00	40.00	4141.00	.....	.....

◆ 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.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◆
POWER TEAMS						
Engine: *For transmission availability see Power Teams chart*						
350-hp Corvette 327 V8	30-3	L79	$ 76.00	$ 5.35	$ 100.00	$ 105.35
390-hp Corvette 427 V8—Available only when Positraction axle is ordered	30-4	L36	144.40	10.15	190.00	200.15
400-hp Corvette 427 V8—Available only when Positraction axle is ordered	30-9	L36/L68	220.40	15.50	290.00	305.50
435-hp Corvette 427 V8—Available only when Positraction axle, full-transistor ignition system and 4-speed close-ratio transmission are ordered	30-6	L71	315.40	22.10	415.00	437.10
Transmission: See Power Teams chart for availability						
4-Speed Manual (Wide-Range)	29-3	M20	133.00	9.35	175.00	184.35
4-Speed Manual (Close-Ratio)	29-5	M21	133.00	9.35	175.00	184.35
Powerglide	29-1	M35	140.60	9.85	185.00	194.85
Axles, Positraction Rear: See Power Teams chart for availability						
Std ratio	B	G81	30.40	2.15	40.00	42.15
3.08 ratio	BD	G81	30.40	2.15	40.00	42.15
3.36 ratio	BG	G81	30.40	2.15	40.00	42.15
3.55 ratio	BH	G81	30.40	2.15	40.00	42.15
3.70 ratio	BJ	G81	30.40	2.15	40.00	42.15
4.11 ratio	BL	G81	30.40	2.15	40.00	42.15
POWER ASSISTS						
Brakes, Power	33-2	J50	30.40	2.15	40.00	42.15
Steering, Power	33-1	N40	68.40	4.80	90.00	94.80
Windows, Power: Electric control	58-1	A31	41.80	2.95	55.00	57.95
EXTERIOR FEATURES						
Paint, Exterior: Solid colors only. See Color and Trim chart.	....	...	N.C.	N.C.	N.C.	N.C.
Roof Cover, Vinyl: *Black;* available only when optional auxiliary top is ordered on model 19467	56-2	C08	38.00	2.70	50.00	52.70
Top, Auxiliary: Hard top; Model 19467 only						
In place of folding top	48-1	C07	N.C.	N.C.	N.C.	N.C.
In addition to folding top	48-2	C07	167.20	11.75	220.00	231.75
Top, Folding: Model 19467 only. All tops available with all exterior colors						
Black	55-2	C05	N.C.	N.C.	N.C.	N.C.
Blue	55-4	C05	N.C.	N.C.	N.C.	N.C.
White	55-1	C05	N.C.	N.C.	N.C.	N.C.
Wheels: Five cast-aluminum 15 x 6L	51-1	N89	190.00	13.30	250.00	263.30

◆ State and local taxes not included.

MR. W. E. LUDWICK
OWNER RELATIONS DEPT.
CHEVROLET MOTOR DIVISION
1076 ARGO "A" BUILDING
DETROIT, MICHIGAN 48202

Origin No. DIS-63

C.O. No. 66-1158

NOV 25 1966

Subject ADDITIONAL INFORMATION TO THE 1967 MODEL CHEVROLET MOTOR VEHICLE PRICE SCHEDULES

CHEVROLET

CHEVROLET MOTOR DIVISION
General Motors Corporation
Central Office
Detroit, Michigan 48202

To Zone Distribution Managers

Date November 22, 1966

Shown below is additional information affecting the 1967 Model Chevrolet Motor Vehicle Price Schedules which were attached to dealer letter dated October 14, 1966. Please advise dealers of this information asking that they make the necessary entries in all copies of the Price Schedules now in their possession.

SECTION III - PASSENGER CAR

CAMARO - Pages 28 and 30.
Availability of the optional Strato-Back Front Seat (RPO AL4) ordering column 62, code 5, has been expanded to Sport Coupe Models with standard interior. This option may be ordered with black (code E), blue (code B), or gold (code G) interior trims.

Price remains unchanged.

Orders for this combination may now be submitted.

CORVETTE - Page 42.
Due to low volume usage, the optional 36 gallon fuel tank (RPO N03) has been cancelled and should no longer be ordered.

Very truly yours,

H. C. Wolfe
National Manager of Distribution

HCW/Lhr

cc: Mr. L. H. Averill
Assistant General Sales Managers
Regional Managers
Assistant Regional Managers
Zone Managers
Resident Comptrollers
Wholesale Organization
G. M. Assembly Division Plant Car Distributors
Mr. R. B. Calver - 10-137 G.M. Building
Mr. J. C. Salrin - A-163 G.M. Building

	Ordering Col-Code	Opt. No.	Dealer Net	Factory D&H	List Price	Mfr's. Sugg. Retail Del. Price
(NEW OPTION) CORVETTE - Page 41.						
ENGINE: 435 H.P. Corvette 427 V-8. Includes aluminum cylinder heads and chrome plated rocker covers. Available only when positraction axle, full transistor ignition system and 4 speed close-ratio transmission are ordered ----------	30-8	L71/L89	581.40	40.75	765.00	805.75

Power Teams for the above engine are identical to the 435 H.P. engine (RPO L71) shown on page 43 of the Vehicle Price Schedules.

Orders for this engine may now be submitted.

(NEW OPTION) C-P-S-T40 Series - Pages 29, 30, 32, 34 and 81.						
STEERING, POWER: ----------	67-2	N40	133.00	13.30	175.00	188.30

This option may now be ordered.

REVISION:
TE60 Series - Page 54.

Please insert the following prices on High-Tensile Steel Frame (RPO F02) as shown below.

TE61203-13 ----------	171.00	17.10	225.00	242.10
TE61403-13 ----------	190.00	19.00	250.00	269.00
TE61803-13 ----------	209.00	20.90	275.00	295.90
TE62003-13 ----------	228.00	22.80	300.00	322.80
TE62503-13 ----------	247.00	24.70	325.00	349.70

The Corvette Black Book

1953-1993

October 1992

Published by

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CONTENTS

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1967 CORVETTE

Production: 8,504 coupe, 14,436 convertible, 22,940 total.

1967 NUMBERS

Vehicle: 194377S100001 through 194377S122940
- For convertibles, fourth digit is a 6.

Suffix:
HD: 327ci, 350hp, mt, ar
HE: 327ci, 300hp, mt
HH: 327ci, 300hp, mt, ar
HO: 327ci, 300hp, at
HP: 327ci, 350hp, mt, ac, ps
HR: 327ci, 300hp, at, ar
HT: 327ci, 350hp, mt
IL: 427ci, 390hp, mt
IM: 427ci, 390hp, mt, ar
IQ: 427ci, 390hp, at
IR: 427ci, 390hp, at, ar
IT: 427ci, 430hp (L88), mt
IU: 427ci, 435hp, mt, ah
JA: 427ci, 435hp, mt, ar
JC: 427ci, 400hp, mt
JD: 427ci, 400hp, at
JE: 427ci, 435hp, mt
JF: 427ci, 400hp, mt, ar
JG: 427ci, 400hp, at, ar
JH: 427ci, 435hp, mt, ar, ah
KH: 327ci, 350hp, mt, ar, ac, ps

Block:
3892657: 327ci
3904351: 427ci
3869942: 427ci, ep, uu
3916321: 427ci, lp, uu

Head:
3890462: 327ci, 300hp, 350hp
3904390: 427ci, 390hp, 400hp,ep
3904391: 427ci, 435hp, ih, ep
3904392: 427ci, 430hp, 435hp, ah
3909802: 427ci, 390hp, 400hp, lp
3919840: 427ci, 435hp, ih, lp

Carburetor:
Holley R3418A: 427ci, 430hp (L88)
Holley R3659A: 427ci, 400hp, 435hp, fc, rc
Holley R3660A: 427ci, 400hp(cc,mt), 435hp(cc)
Holley R3810A: 327ci, 300hp, 350hp
Holley R3814A: 327ci, 300hp, 350hp, ar
Holley R3811A: 427ci, 390hp
Holley R3815A: 427ci, 390hp, ar
Holley R3888A: 427ci, 400hp, at, cc

Distributor:
1111117: 327ci, 300hp, at
1111157: 327ci, 350hp, ig
1111194: 327ci, 300hp, mt
1111196: 327ci, 350hp
1111258: 427ci, 435hp, ig
1111141: 427ci, 390hp, ep
1111240: 427ci, 430hp (L88)
1111247: 427ci, 390hp, 400hp
1111248: 427ci, 390hp, 400hp, ig, ep
1111294: 427ci, 390hp, 400hp, ig

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

Ending Vehicle:

Sep 66: 102110	Jan 67: 109465	May 67: 119747
Oct 66: 102685	Feb 67: 112264	Jun 67: 122214
Nov 66: 104981	Mar 67: 115316	Jul 67: 122940
Dec 66: 107110	Apr 67: 117395	

Abbreviations: ac=air conditioning, ah=aluminum head, ar=air injection reactor, at=automatic transmission, cc=center carburetor, ci=cubic inch, ep=early production, fc=front carburetor, hp=horsepower, ig=transistor ignition, ih=iron head, lp=late production, mt=manual transmission, ps=power steering, rc=rear carburetor, uu=uncertain usage.

1967 FACTS

- Last of the 1963-67 "mid years," 1967's exterior was the least adorned due to removal of trim, including hood script emblems and fender flags. Functional fender vents were a new style for 1967 with five angled slots.
- Seat design was modified and the parking brake handle was redesigned and relocated from under the instrument panel to between the seats.
- Safety legislation required a modification of the knock-off wheel option. For 1967, it changed to a bolt-on, cast alloy style with a clip-on center cap to conceal the lug nuts. Rally wheels were no-cost standard equipment.

1967 OPTIONS

RPO #	DESCRIPTION	QTY	RETAIL $
19437	Base Corvette Sport Coupe	8,504	$4,388.75
19467	Base Corvette Convertible	14,436	4,240.75
—	Genuine Leather Seats	1,601	79.00
A01	Soft Ray Tinted Glass, all windows	11,331	15.80
A02	Soft Ray Tinted Glass, windshield	6,558	10.55
A31	Power Windows	4,036	57.95
A82	Headrests	1,762	42.15
A85	Shoulder Belts	1,426	26.35
C07	Auxiliary Hardtop (for convertible)	6,880	231.75
C08	Vinyl Covering (for auxiliary hardtop)	1,966	52.70
C48	Heater and Defroster Deletion (credit)	35	-97.85
C60	Air Conditioning	3,788	412.90
F41	Special Front and Rear Suspension	2,198	36.90
G81	Positraction Rear Axle, all ratios	20,308	42.15
J50	Power Brakes	4,766	42.15
J56	Special Heavy Duty Brakes	267	342.30
K19	Air Injection Reactor	2,573	44.75
K66	Transistor Ignition System	5,759	73.75
L36	427ci, 390hp Engine	3,832	200.15
L68	427ci, 400hp Engine	2,101	305.50
L71	427ci, 435hp Engine	3,754	437.10
L79	327ci, 350hp Engine	6,375	105.35
L88	427ci, 430hp Engine	20	947.90
L89	Aluminum Cylinder Heads for L71	16	368.65
M20	4-Speed Manual Transmission	9,157	184.35
M21	4-Speed Man Trans, close ratio	11,015	184.35
M22	4-Speed Man Trans, close ratio, heavy duty	20	237.00
M35	Powerglide Automatic Transmission	2,324	194.35
N03	36 Gallon Fuel Tank (for coupe)	2	198.05
N11	Off Road Exhaust System	2,326	36.90
N14	Side Mount Exhaust System	4,209	131.65
N36	Telescopic Steering Column	2,415	42.15
N40	Power Steering	5,747	94.80
N89	Cast Alluminum Bolt-On Wheels (5)	720	263.30
P92	Whitewall Tires, 7.75x15	13,445	31.35
QB1	Redline Tires, 7.75x15	4,230	46.65
U15	Speed Warning Indicator	2,108	10.55
U69	AM-FM Radio	22,193	172.75

• A 327ci, 300hp engine, 3-speed manual transmission, vinyl interior trim, and soft top (convertible) were included in the base price.
• The 6,880 C07 quantity included 895 in lieu of soft tops at no extra cost.
• The 3,788 C60 quantity was split 2,235 coupe, 1,553 convertible.
• The 2,324 M35 quantity was split 1,725 with 300hp engines, 392 with 390hp engines, and 207 with 400hp engines.

1967 COLORS

CODE	EXTERIOR	QTY	SOFT TOP	WHEELS	INTERIORS
900	Tuxedo Black	815	Bk-W-Tb	Silver	Bk-R-Bb-S-W-Tb-G
972	Ermine White	1,423	Bk-W-Tb	Silver	Bk-R-Bb-S-W-Tb-G
974	Rally Red	2,341	Bk-W-Tb	Silver	Bk-R-W
976	Marina Blue	3,840	Bk-W-Tb	Silver	Bk-Bb-W
977	Lynndale Blue	1,381	Bk-W-Tb	Silver	Bk-W-Tb
980	Elkhart Blue	1,096	Bk-W-Tb	Silver	Bk-Tb
983	Goodwood Green	4,293	Bk-W-Tb	Silver	Bk-S-W-G
984	Sunfire Yellow	2,325	Bk-W-Tb	Silver	Bk-W
986	Silver Pearl	1,952	Bk-W-Tb	Silver	Bk-Tb
988	Marlboro Maroon	3,464	Bk-W-Tb	Silver	Bk-W-S

• Suggested interiors shown. Other combinations were possible.
• In 1967, 10 Corvettes had non-standard paint, or primer.
Interiors: Std=Bk/V; 402=Bk/L; 407=R/V; 408=R/L; 414=Bb/V; 415=Bb/L; 418=Tb/V; 419=Tb/L; 420=S/V; 421=S/L; 450=W+B/V; 455=W+Bk/V.
Abbreviations: Bb=Bright Blue, Bk=Black, G=Green, L=Leather, R=Red, S=Saddle, Tb=Teal Blue, V=Vinyl, W=White.

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	[redacted]	MODEL YEAR	1967
		ISSUED:	10-7-66
		REVISED (1)	

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.

	327 Cu.In.		427 Cu.In.		
	V8-300 HP Standard	V8-350 HP Opt (L79)	V8-390 HP Opt (L36)	V8-400 HP Opt (L68)	V8-435 HP Opt (L71)
2-Door Sport Coupe, 2-Pass	19437				
2-Door Convertible, 2-Pass	19467				

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MODEL 19400

ENGINE—COOLING SYSTEM

			327 Cu. In. V-8 300 HP Standard	327 Cu. In. V-8 350 HP Opt. (L79)	427 Cu. In. V-8 390 HP Opt. (L36)	427 Cu. In. V-8 400 HP Opt. (L68)	427 Cu. In. V-8 435 HP Opt. (L71
Type system (pressure, pressure vented, atmospheric, other)			Pressure with surge tank		Pressure		
Radiator cap relief valve pressure			15 ± 1 PSI				
Circulation thermostat	Type (choke, bypass)		Choke				
	Starts to open at (°F)		177° -183°				
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)			Internal		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		1.88		
	Upper	Number and type (molded, straight)	One, molded				
		Inside diameter	1.50				
	By-pass	Number and type (molded, straight)	None		One, molded		
		Inside diameter	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	HI		
	Generator or alternator		A	D	H		
	Water Pump		A	DE	HI		
	Power Steering		B	F	J	J	NA
	Air Conditioning		C	G	K	K	NA

* 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	57.50	54.00	34.40	45.00	56.75	56.00	34.40	45.00	45.75
Width					.380						

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GENERAL SPECIFICATIONS—DIMENSIONS

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

MODEL	SAE Ref. No.	19437 Coupe	19467 Soft-Top	19467 Hard-Top
FRONT COMPARTMENT				
Shoulder room	W3	48.4		
Hip room	W5	46.9		
Max. eff. leg room - accelerator	L34	42.7		
Effective head room	H61	37.0	38.5	37.2
H Point to Heel point	H30	7.3		
REAR COMPARTMENT - NOT APPLICABLE				
Shoulder room	W4	---		
Hip room	W6	---		
Minimum effective leg room	L51	---		
Effective head room	H63	---		
LUGGAGE COMPARTMENT				
Usable luggage capacity	V1	10.6	8.1	
Liftover height	H195	---		
Position of spare tire storage		Under Fuel Tank (accessible from underside of vehicle)		
Method of holding lid open		Gravity		
STATION WAGON—THIRD SEAT - NOT APPLICABLE				
Hip room	W86	---		
Effective leg room	L86	---		
Effective head room	H86	---		
Seat facing direction		---		

STATION WAGON—CARGO SPACE - NOT APPLICABLE

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	---
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	---

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MODEL 19400	327 Cu.In. V-8		427 Cu.In. V-8		
	300 HP Standard	350 HP Opt (L79)	390 HP Opt (L36)	400 HP Opt (L68)	435 HP Opt (L71)

ENGINE—GENERAL

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)		4.4		4.84		
No. system (front to rear)	L. Bank	1-3-5-7				
	R. Bank	2-4-6-8				
Firing order		1-8-4-3-6-5-7-2				
Compres. ratio (nominal)		10.0:1	11.0:1	10.25:1		11.0:1
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 @ 5400	400 @ 5400	435 @ 5800
Publishing max. torque* (lb. ft. @ RPM)		360 @ 3400	360 @ 3600	460 @ 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		750 in neutr
	Automatic	500 in drive	NA	550 in drive		NA

ENGINE—PISTONS

Material		Cast al.alloy	(a)	Cast aluminum alloy		(a)
Description and finish		Flat notched head	Domed head, valve cutout			
Weight (piston only) oz.		21.60	20.64	28.00		24.67
Clearance (limits)	Top land	.0365-.0455	.0395-.0425	.0305-.0375		.0265-.0335
	Skirt Top	.0005-.0011(b)	.0024-.0030(c)	.0009-.0015 (d)		.0040-.0046(
	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	None				

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

(a) Aluminum impact extruded
(b) Measured 2.24 from top of piston
(c) Measured 2.20 from top of piston
(d) Measured 1.89 from top of piston

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		A	B	C	D
19400	327 300 HP	4-Bbl	10.0: 1	300 @ 5000	360 @ 4000	3-Spd (2.54:1 low)				
						4-Spd*(2.52:1 low)	3.36	3.08	--	--
						Powerglide*	3.36	--	--	--
						Air/Cond.*3&4-Spd	3.36	3.08	--	--
						Air/Cond.*Pwr/Gld	3.36	--	--	--
	327 350 HP*	4-Bbl	11.0: 1	350 @ 5800	360 @ 3600	4-Spd*(2.52:1 low)	3.36	--	3.55	--
						4-Spd*(2.20:1 low)	3.70	--	4.11	--
						Air/Cond*(2.52:1)	3.36	--	3.55	--
						Air/Cond*(2.20:1)	3.70	--	4.11	--
	427 390 HP*	4-Bbl	10.25:1	390 @ 5400	460 @ 3600	4-Spd*(2.52:1 low)	3.08	--	3.36	--
						4-Spd*(2.20:1 low) Powerglide*	3.36	3.08	3.55	3.7
						Air/Cond*(2.52:1)	3.08	--	3.36	--
						Air/Cond*(2.20:1)	3.36	3.08	3.55	3.7
						Air/Cond* Pwr/Gld	3.08	--	--	--
	427 400 HP*	3 x 2 Bbl	10.25:1	400 @ 5400	460 @ 3600	4-Spd*(2.52:1 low)	3.08	--	3.36	--
						4-Spd*(2.20:1 low) Powerglide*	3.36	3.08	3.55	3.7
						Air/Cond*(2.52:1)	3.08	--	3.36	--
						Air/Cond*(2.20:1)	3.36	3.08	3.55	3.7
						Air/Cond* Pwr/Gld	3.08	--	--	--
	427 435 HP*	3 x 2 Bbl	11.0:1	435 @ 5800	460 @ 4000	4-Spd*(2.20:1 low)	3.55	3.36	3.70	4.1

A - Standard
B - Economy - Optional
C - Performance - Optional
D - Special Purpose - Optional
* - Optional
** - Positraction axles available optionally for all 327 Cu. In. engines with standard axles. All other engine-axle combinations are available as positraction only.

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MODEL 19400	327 Cu. In. V-8 300 HP Standard	327 Cu. In. V-8 350 HP Opt (L79)	427 Cu. In. V-8 390 HP Opt (L36)	427 Cu. In. V-8 400 HP Opt (L68)	427 Cu. In. V-8 435 HP Opt (L71)

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil			
	No. 4, oil or comp.	None			
Compression	Description - material, coating, etc. Upper	Cast alloy iron; inside bevel on 327 cu.in.; no bevel on 427 cu.i			
	Description - material, coating, etc. Lower	chrome plate coating on 327(300HP): Molybdenum inlay on remainder Chrm plate on 327(350HP) & 427(435HP); remainder wr.resistant ctr			
	Width	(a)	(b)	.0770-.0775	
	Gap	.013-.023	(c)	.010-.020	
Oil	Description - material, coating, etc.	Multi-piece (2 rails and one spacer expander) Rails-steel, chrome plated OD Expander - stainless steel			
	Width	.1870-.1890			
	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			
		Material				
Clearance	In piston		.00015-.00025	.00045-.00055	.00025-.00035	.00030-.00040
	In rod		None			
Direction & amount offset in piston			(d)	On center	(d)	On center

ENGINE—CONNECTING RODS

Material			Drop forged steel			High alloy steel
Weight (oz.)			21.60	20.64	28.00	24.67
Length (center to center)			5.699-5.701		6.130-6.140	
Bearing	Material & Type		Premium Aluminum			
	Overall length		.807		.857	
	Clearance (limits)		.0007-.0027		.0009-.0029	.0014-.0034
	End play		.009-.013		.016-.020	

(a) - Upper .0775-.0780; Lower .0770-.0775
(b) - Upper .0770-.0775; Lower .0775-.0780
(c) - Upper .010-.020; Lower .013-.023
(d) - Major thrust side .055-.065

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MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

	327 Cu. In. V-8		427 Cu. In. V-8		
	300 H.P. Standard	350 H.P. Opt. (L79)	390 H.P. Opt. (L36)	400 H.P. Opt. (L68)	435 H.P. Opt. (L71)

ENGINE—CRANKSHAFT

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 is sintered copper nickel backed babbit. (Premium aluminum on lower (#5) 327-300 HP)		
	Clearance		(a)	(b)	(c)
	Journal dia. and bearing overall length	No. 1	2.3003 x .752	2.7507 x .992	2.7510 x .992
		No. 2	2.3004 x .752	2.7507 x .992	2.7510 x .992
		No. 3	2.3004 x .752	2.7505 x .992	2.7505 x .992
		No. 4	2.3004 x .752	2.7505 x .992	2.7505 x .992
		No. 5	2.3009 x 1.177	2.7506 x 1.2525	2.7506 x 1.2525
		No. 6	None		
		No. 7	None		
	Dir. & amt. cyl. offset		None		
Crankpin journal diameter			1.999 - 2.000	2.199 - 2.200	

ENGINE—CAMSHAFT

Location			In block above crankshaft
Material			Cast alloy iron
Bearings	Material		Steel backed babbitt
	Number		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	

(a) - #1 - (.0008-.0020); #2, 3 & 4 - (.0008-.0024) (Continued) #5 - (0015 - .0031)
(b) - #1 & 2 - (.0010-.0022); #3 & 4 - (.0013-.0025); #5 - (.0015-.0031)
(c) - #1, 2, 3 & 4 - (.0013-.0025); #5 - (.0015-.0031)

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MODEL 19400

	327 Cu. In. V-8		427 Cu. In. V-8		
	300 HP	350 HP	390 HP	400 HP	435 HP
	Standard	Opt. (L79)	Opt. (L36)	Opt. (L68)	Opt. (L71)

ENGINE—VALVE SYSTEM (cont.)

Timing *	Intake	Opens (°BTC)	38°	54°	56°	44°
		Closes (°ABC)	92°	108°	114°	92°
		Duration-deg.	310°	342°	350°	316°
	Exhaust	Opens (°BBC)	88°	102°	110°	86°
		Closes (°ATC)	52°	60°	62°	36°
		Duration-deg.	320°	342°	352°	302°
	Valve opening overlap		90°	114°	118°	80°
Intake	Material		Alloy steel;aluminized face;also chrome flash stem on L71 & L79			
	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)		.3900	.4472	.4614	.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 @ 1.70		94-106 @ 1.88	
		Valve open (lb. @ in.)	180-192 @ 1.25		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;aluminized face;also chrome flash stem on L71 &			
	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)		.4100	.4472	.4800	.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	76-84 @ 1.70		94-106 @ 1.88	
		Valve open (lb. @ in.)	180-192 @ 1.25		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 all engines except 435 HP include ramps
Values for 435 HP are given with lash of .024 intake and .028 exhaust

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

	327 Cu. In. V-8		427 Cu. In. V-8		
	300 H. P. Standard	350 H. P. Opt (L79)	390 H. P. Opt. (36)	400 H. P. Opt. (L68)	435 H. P. Opt. (L7

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500	50-75 PSI @ 2000
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.)	4	5
Oil grade recommended (SAE viscosity and temperature range)	* 32° F. and above - SAE 20W, SAE 10W-30 0° F. to 032° F.* - SAE 10W or SAE 10W-30 Below 0° F. - SAE 5W or SAE 5W-20 *(SAE 5W-30 may be used at temperature below freezing)	
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 .067 - .081 (a)	2.50 x .072 - .092
	Main	2.50 x .084 - .104 laminated (b)	
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 arrester (screen, check valve, other)	Screen	

(a) 2.00 diameter on Powerglide
(b) .067 - .081 wall thickness on 327 Cu. In. Powerglide

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

ENGINE—EXHAUST EMISSION CONTROL

			327 Cu. In. V-8 300 HP Mnl. Tr	327 Cu. In. V-8 300 HP P/G Tr	327 Cu. In. V-8 350 HP Mnl. Tr	427 Cu. In. V-8 390 HP Mnl. Tr	427 Cu. In. V-8 390 HP P/G Tr.	427 Cu. In. V-8 400 & 435 HP Mnl. Tr	427 Cu. In. V-8 400 & 435 HP P/G Tr. *
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		3906635			3906637		(a)	
	Barrel size		1.562 Primary & Secondary					1.50 Prim; 1.75 Sec.	
	Idle speed	Drive	-	600	-	-	550	-	600
		Neutral	700	-	750	700	-	750	-
Distributor	Aux. Adv. Systems (type)		None						
	Make		Delco Remy					(b)	
	Model		1111194	1111117	1111196	1111247		1111247	1111258 (c
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900						
		Intermed. points deg. @ rpm	15@1500	25@1500	15@1500	17 @ 2000			None
		Max. deg.@rpm.	30@5100	40@5100	30@5100	32 @ 5000			30@3800
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)	6		4	7			8
		Intermed. points deg.@ in. Hg	None						
		Max. deg.@ in.	15 @ 12		16@7	12 @ 12			15@15.5
	Vacuum Source		Carburetor						
Timing - Crank degrees @ rpm @Idle			6 BTDC	4 ATDC	10 BTDC	4 BTDC			5 BTDC
Cooling System (describe changes)			195° Thermostat						
Exhaust System (describe changes)			None						

* Available with 400 HP engine only

(a) 3 x 2 Carburetor-Two Secondary #3902353; One Primary #3902355

(b) Model 1111247 is used with 400 HP Mnl. Trans. & P/G Trans.

(c) Model 1111258 (Transistorized) used with 435 HP only

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

327 Cu. In. V-8		427 Cu. In. V-8		
300 H.P. Standard	350 H.P. Opt. (L79)	390 H.P. Opt. (L36)	400 H.P. Opt. (L68)	435 H.P. Opt. (L71)

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)	
	Filler location	Center at rear deck	
Fuel Pump	Type (elec. or mech.)	Mechanical	
	Location	Lower right front of engine	
	Pressure range	5.25 - 6.50 PSI	5.00 - 6.50 PSI
Vacuum booster (std., optional, none)		None	
Fuel Filter	Type	Fine mesh plastic strainer in gas tank	
	Location	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	
	Air cleaner type — Optional		Polyurethane

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
19400	327 300hp	3-Spd&4-Spd Powerglide	Holley	3906631	One; 4-Bbl	1.561 Prim&Sec
	327 350hp	4-Spd.	Holley	3906631	One; 4-Bbl	1.561 Prim&Sec
	427 390hp	4-Spd. Powerglide	Holley	3906633	One; 4-Bbl	1.561 Prim&Sec
	427 400hp	4-Spd. Powerglide	Holley	3902355 (Prim.) 3902353 (Secondary)	Three; 2-Bbl (1-Prim) (2-Sec.)	Prim 1.5(Sec. 1.7
	427 435hp	4-Spd.	Holley	3902355 (Prim.) 3902353 (Secondary)	Three; 2-Bbl. (1-Prim) (2-Sec.)	Prim. 1.5 Sec. 1.7

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

ENGINE—COOLING SYSTEM

			327 Cu. In. V-8		427 Cu. In. V-8		
			300 HP Standard	350 HP Opt. (L79)	390 HP Opt. (L36)	400 HP Opt. (L68)	435 HP Opt. (L71)
Type system (pressure, pressure vented, atmospheric, other)			Pressure with surge tank		Pressure		
Radiator cap relief valve pressure			15 + 1 PSI				
Circulation thermostat	Type (choke, bypass)		Choke				
	Starts to open at (°F)		177° - 183°				
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)			Internal	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		1.88		
	Upper	Number and type (molded, straight)	One, molded				
		Inside diameter	1.50				
	By-pass	Number and type (molded, straight)	None	One, molded			
		Inside diameter	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	HI		
	Generator or alternator		A	D	H		
	Water Pump		A	DE	HI		
	Power Steering		B	F	J	J	NA
	Air Conditioning		C	G	K	K	NA

* 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	57.50	54.00	34.40	45.00	56.75	56.00	34.40	45.00	45.75
Width					.380						

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MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

	327 Cu. In. V-8		427 Cu. In. V-8		
	300 HP Standard	350 HP Opt. (L79)	390 HP Opt. (L36)	400 HP Opt.(L68)	435 HP Opt. (L7

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy #1980030			
	Voltage Rtg. & Total Plates		12 Volt - 66 Plate			
	SAE Designation & Amp Hr. Rtg.		61 Amp/Hr @ 20 Hr Rate			
	Location		Right 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)		13amps	22amps	16amps	24amps
	Ratio—Gen. to Cr/s rev.		2.46:1			
Regulator	Make		Delco-Remy			
	Model		1119515			
	Type		Vibrator			
	Cutout relay	Closing voltage @ generator rpm	None			
		Reverse current to open	None			
	Regulated	Voltage	13.8 - 14.8 @ 85°F			
		Current				
	Voltage test conditions	Temperature	Operating			
		Load	3-8 amps			
		Other	None			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy	
	Model		1107320	1107365
	Rotation (drive end view)		Clockwise	
	Engine cranking speed		-	
	Test conditions		Engine at operating temperature	
	No load test	Amps	65-100	70-99
		Volts	10.6	10.6
		RPM (min)	3600-5100	7800-12000
Motor control	Switch (solenoid, manual)		Solenoid	
	Starting procedure		3-Spd & 4-Spd-Place gear shift 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.	

(Continued)

AMA Specifications—Passenger Car

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MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 19-7-66 REVISED [illegible]

MODEL 19400

	327 Cu. In. V-8		427 Cu. In. V-8		
	300 HP Standard	350 HP Opt. (L79)	390 HP Opt. (L36)	400 HP Opt. (L68)	435 HP Opt. (L71

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	168	NA
	Flywheel tooth face width		Manual	.4010-.4130		.4100-.4220	
			Auto.	.4010-.4130	NA	.4100-.4220	NA

ELECTRICAL—IGNITION SYSTEM

Coil	Transisterized - Std., Opt., N.A.		Optional			Mandato
	Make		Delco-Remy			
	Model		1115202		1115264	1115210
	Amps	Engine stopped	4.0			
		Engine idling	1.8			
Distributor	Make		Delco-Remy			
	Model		1111194	1111196	1111247	1111258
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900			
		Intermediate points deg. @ rpm.	15 @ 1500		17 @ 2000	None
		Max. deg. @ rpm.	30 @ 5100		32 @ 5000	30@3800
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6	4	7	8
		Intermediate points, deg. @ in. Hg.	None			
		Max. deg. in. Hg.	15@12	16@7	12@12	15@15.5
	Breaker gap (in.)		.019 (new)			Trans.
	Cam angle (deg.)		28 - 32			Magnetic
	Breaker arm tension (oz.)		19 - 23oz.			Pulse
Timing	Crankshaft deg. @ rpm.		(a)	(b)	4 BTDC @ 550	(c)
	Mark location		Torsional damper			
Spark Plug	Make		AC Spark Plug			
	Model		AC 44		AC43N	
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033 - .038			
Cable	Conductor type		Linen core impregnated with electrical conducting material			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Hypalon jacket			

(a) 6° BTDC @ 500
(b) 10° BTDC @ 700
(c) 5° BTDC @ 750

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MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (2)

MODEL 19400	327 Cu. In. V-8		427 Cu. In. V-8		
	300 HP Standard	350 HP Opt. (L79)	390 HP Opt. (L36)	400 HP Opt. (L68)	435 HP Opt. (L71)

ELECTRICAL—SUPPRESSION

Locations & type	Non-Metallic High Tension Ignition Cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speedometer	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 products
	Type—Standard	Electric two-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Pushbutton - standard
Horn	Type	Vibrator
	Number used	2
	Amp draw (each)	(Low note) 4.5-6.3@12.5V, (Hi note) 4.2-6.2@12.5V

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	2450-2750	2600-2800
No. of clutch driven discs		One		
Clutch facing	Material	Woven type asbestos		
	Outside & inside dia.	11.0 - 6.5		
	Total eff. area (sq. in.)	123.70		
	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		

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL 19400

327 Cu. In. V-8		427 Cu. In. V-8		
300 HP Standard	350 HP Opt. (L79)	390 HP Opt. (L36)	400 HP Opt. (L68)	435 HP Opt. (L7

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard - available with 300 HP only
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Powerglide optional with 300 HP & 390 & 400 HP only

DRIVE UNITS—MANUAL TRANSMISSION

			3-Speed (a)	4-Speed (b)	4-Speed (c)
Number of forward speeds			3	4	4
Transmission ratios	In first		2.54	2.52	2.20
	In second		1.50	1.88	1.64
	In third		1.00	1.47	1.27
	In fourth		-	1.00	1.00
	In reverse		2.63	2.59	2.26
Synchronous meshing, specify gears			All forward gears		
Shift lever location			Floor mounted		
Lubricant	Capacity (pt.)		3		
	Type recommended		Military spec. MIL-L-2105-B		
	SAE viscosity number	Summer	SAE80		
		Winter	SAE80		
		Extreme cold	SAE80		

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			Not
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)		Available
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

(a) - Available with 327 Cu. In. 300 HP only

(b) - Available with all engine combinations

(c) - Available all engine combinations except 327 Cu. In. (300 HP)

AMA Specifications—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (8)

MODEL 19400

DRIVE UNITS—AUTOMATIC TRANSMISSION

Available with 327 Cu. In. (300 HP) & 427 Cu. In. (390 & 400 HP) 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 and 1.0 Low & Reverse 1.76
Max. upshift speeds—drive range		67 (327 Cu. In.); 76 (427 Cu. In.)
Max. kickdown speeds—drive range		64 (327 Cu. In.); 72 (427 Cu. In.)
Torque converter	Number of elements	3
	Max. ratio at stall	2.10
	Type of cooling (air, liquid)	Air
Lubricant	Capacity—refill (pt.)	6.5
	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.

(Continued)

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MODEL 19400

DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		Prepack
Universal joints	Make		Chevrolet
	Number used		Two
	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			2-Taper Roller
Lubricant	Capacity (pt.)		3.7
	Type recommended		Military specs 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		3.36:1	3.70:1	3.08:1	3.55:1	4.11:1
No. of teeth	Pinion	11	10	12	9	9
	Ring gear	37	37	37	32	37

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MODEL 19400

DRIVE UNITS—WHEELS

Type & material		Short spoke disc, steel
Rim (size and flange type)	Std.	15 x 6 JK
	Opt.	15 x 6L Ribbed, cast aluminum
Attachment	Type (bolt or stud)	Bolt
	Circle diameter	4.75
	Number and size	5 Hex nuts 7/16 - 20 UNF 2-B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.75 x 15 - 4PR
	Type - Nylon, etc.	Original equipment
Rev/mile at 50 mph.		776
Inflation press. (cold)	Front	24
	Rear	24
Optional tires - size and ply		---

BRAKES—SERVICE

Type (duo-servo, disc, balanced, etc.)			Caliper Disc, 4-wheel hydraulic
Self adjusting (std., opt., N.A.)			Standard
Hydraulic system type (single, dual, etc.)			Dual
Power brake make & type (remote, integral, etc.)			Delco-Moraine vacuum power unit assists master cylinder, integral unit
Effective area (sq. in.) *			78.1
Gross lining area (sq. in.) **			86.3
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			576
Shoe clearance adjustment			Self-adjusting

(Continued)

* 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.

AMA Specifications—Passenger Car

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MODEL 19400

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	5.96 x 2.21 x .41
			Second. or inboard	5.96 x 2.21 x .41
		Segments per shoe		One
	Rear Wheel	Material		Woven asbestos
		Size (length x width x thickness)	Prim. or outboard	5.96 x 2.21 x .41
			Second. or inboard	5.96 x 2.21 x .41
		Segments per shoe		One

BRAKES—PARKING

Type of control		Mechanical
Location of control		Grip handle on center floor console
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)	6.78 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

STEERING

Manual (std., opt., NA)				Standard		
Power (std., opt., NA)				Optional		
Adjustable steering wheel (tilt, swing, other)		Type and description		Telescopic steering column; 3" adjustment		
		(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	16:1		
			Overall	Street	20.2:1	Fast	17.6:1
	No. wheel turns			Street	3.4	Fast	2.92

(Continued)

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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 or 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)	Caster (deg.)			P 1/2 to P 1 1/2
	Camber (deg.)			P 1/4 to P 1 1/4 (a)
	Toe-in (outside track inches)			3/16 to 5/16 (a)
Steering spindle & joint type				Steering knuckle with spherical joint
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 (Deg.) N 1 to 0
Toe-In (Total) 1/16 to 3/16.

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MODEL 19400

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		Rear suspension geometry
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
	Make	Delco
	Piston dia.	1.00
Other special features		Fully independent rear suspension.

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
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	8.56 x 3.80 168.50 x .600
	Spring rate (lb. per in.)	195
	Rate at wheel (lb. per in.)	80
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	327 V-8 steel .750 .427 V-8 steel .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)	Tension
Stabilizer	Type (link, linkless, frameless)		Link (B)
	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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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 number.	
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 hard top, 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			2231.5	1780.3

LAMP HEIGHT AND SPACING

Height above ground to center of bulb	Headlamp	Highest *	24.4
		Lowest	24.4
	Tail	Highest	21.2
		Lowest	21.2
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	Inboard 19.0 Outboard 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	
Power windows — Vent Windows	NA	
Power windows — 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 push-button, all models	
Rear seat speaker	NA	
Power Antenna	NA	
Clock	Standard	
Air Conditioner (specify type and availability)	Four seasons, all models	
Speed warning device	Optional	
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, Four-way	Standard	
Cornering light lamp	NA	
Freeway lane change signal	Standard	
Instrument panel pad	Standard	
Left hand outside mirror	Standard	
Padded sunshades	Standard	
Brake system warning and parking brake light	Standard	
Steering column energy absorbing	Standard	

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WEIGHTS

	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
Model								
19437			3155					3000
19467			3175					3020

Accessories & Equipment Differential Weights				Remarks
			427	
Air conditioning			+93	
Air injection system			+19	
Heater, delete			-20	
Radio, pushbutton AM-FM			+21	
Power steering			+21	
Power brakes			+12	
Powerglide transmission			+1	
4-speed transmission			-5	
Power windows			+5	
Engine 427 Cu. In.			+175	

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