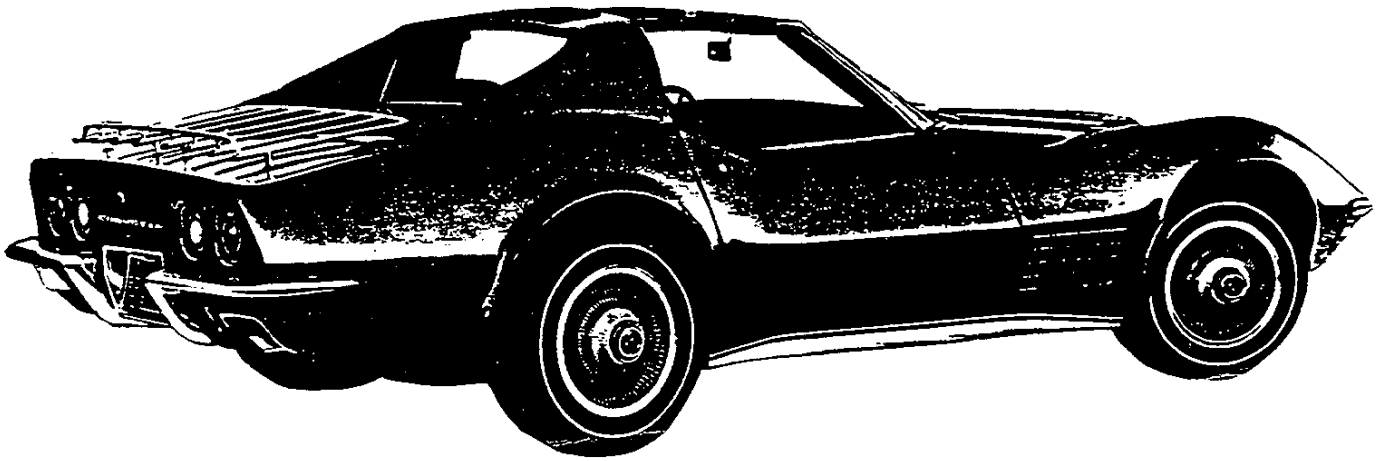
CHEVROLET

1972

CORVETTE

SPECIFICATIONS



GENUINE CHEVROLET™

1972 CORVETTE

Production: 20,496 coupe, 6,508 convertible, 27,004 total.

1972 NUMBERS

Vehicle: 1Z37K2S500001 through 1Z37K2S527004
- For convertibles, third digit is a 6.
- Fifth digit varies as follows: K=350ci, 200hp; L=350ci, 255hp; W=454ci, 270hp.

Suffix:

CDH: 350ci, 200hp, mt, ec	CPH: 454ci, 270hp, mt
CDJ: 350ci, 200hp, at, ec	CPJ: 454ci, 270hp, at, uu
CKW: 350ci, 200hp, mt	CRS: 350ci, 255hp, at, uu
CKX: 350ci, 200hp, at	CRT: 350ci, 255hp, mt, ar, uu
CKY: 350ci, 255hp, mt	CSR: 454ci, 270hp, mt, ar
CKZ: 350ci, 255hp(ZR1), mt	CSS: 454ci, 270hp, at, ar

Block: 3970010: 350ci, 200hp, 255hp; 3999289: 454, 270hp; 3970014: 350ci, 200hp, 255hp, lp

Head: 3973487: 350ci, 200hp, 255hp; 3998993: 350ci, 200hp (uu); 3998916: 350ci, 255hp (uu); 3999241: 454ci, 270hp

Carburetor: Rochester Q-jet #7042202: 350ci, 200hp, at
Rochester Q-jet #7042203: 350ci, 200hp, mt
Rochester Q-jet #7042216: 454ci, 270hp, at
Rochester Q-jet #7042217: 454ci, 270hp, mt
Rochester Q-jet #7042902: 350ci, 200hp, at, ec
Rochester Q-jet #7042903: 350ci, 200hp, mt, ec
Holley R6239A #3999263: 350ci, 255hp

Distributor: 1112050: 350ci, 200hp; 1112101: 350ci, 255hp; 1112051: 454ci, 270hp

Alternator: 1100543: 454ci, 270hp; 1100544: All with ac; 1100950: 350ci, 200hp, 255hp

Ending Vehicle:

Aug 71: 501344	Dec 71: 510310	Apr 72: 519993
Sep 71: 503697	Jan 72: 512661	May 72: 522611
Oct 71: 506050	Feb 72: 515020	Jun 72: 525226
Nov 71: 508406	Mar 72: 517613	Jul 72: 527004

Abbreviations: ac=air conditioning, ar=air injection reactor, at=automatic transmission, ci=cubic inch, ec=emission control, hp=horsepower, lp=late production, mt=manual transmission, uu=uncertain usage.

1972 FACTS

• Appearance changes were again minimal for 1972, but this model's significance is more associated with its "end of an era" status than by new looks or features. The 1972 Corvette was the last to feature front and rear chrome bumpers, a bright egg-crate grill, side-fender grills (later models do have functional vents and some have vent trim). Also, the 1972 model was the last to feature the removable rear window available from 1968-72.
• The 1972 did not have the fiber-optics light-monitoring system used in 1968-1971 models, but the previously optional alarm (sounding horn type) was included in its base price.
• This was the last year for RPO ZR1 and RPO LT1, although the ZR1 code was used again in 1990, and LT1 designated a new base engine in 1992.
• This was the only year the 1970-1972 LT1 engine could be combined with air conditioning. The number built is believed to be 240. Previous restrictions were based on the possibility of air conditioning belts being spun off by higher engine rpm permitted by solid valve lifters. To discourage higher rpm, LT1s with air had the base engine's 5600 rpm tach instead of the 6500 rpm unit used with non-air LT1s.

1972 OPTIONS

RPO #	DESCRIPTION	QTY	RETAIL $
19437	Base Corvette Sport Coupe	20,496	$5,533.00
19467	Base Corvette Convertible	6,508	5,296.00
—	Custom Interior Trim	8,709	158.00
AV3	Three Point Seat Belts	17,693	—
A31	Power Windows	9,495	85.35
A85	Custom Shoulder Belts (std with coupe)	749	42.15
C07	Auxiliary Hardtop (for convertible)	2,646	273.85
C08	Vinyl Covering (for auxiliary hardtop)	811	158.00
C50	Rear Window Defroster	2,221	42.15
C60	Air Conditioning	17,011	464.50
—	Optional Rear Axle Ratio	1,986	12.65
J50	Power Brakes	18,770	47.40
K19	Air Injection Reactor	3,912	—
LS5	454ci, 270hp Engine (n/a California)	3,913	294.90
LT1	350ci, 255hp Engine	1,741	483.45
M21	4-Speed Manual Trans, close ratio	1,638	0.00
M40	Turbo Hydra-Matic Automatic Transmission	14,543	0.00
N37	Tilt-Telescopic Steering Column	12,992	84.30
N40	Power Steering	23,794	115.90
P02	Deluxe Wheel Covers	3,593	63.20
PT7	White Stripe Tires, F70x15, nylon	6,666	30.35
PU9	White Letter Tires, F70x15, nylon	16,623	43.65
T60	Heavy Duty Battery (std with LS5)	2,969	15.80
U69	AM-FM Radio	19,480	178.00
U79	AM-FM Radio, stereo	7,189	283.35
YF5	California Emission Test	1,967	15.80
ZR1	Special Purpose LT1 Engine Package	20	1,010.05

• A 350ci, 200hp engine, 4-speed wide-ratio manual transmission, vinyl interior trim, and soft top (convertible) or T-tops (coupe) were included in the base price.

• The ZR1 package included the LT1 engine, heavy-duty close-ratio 4-speed manual transmission, heavy-duty power brakes, transistor ignition, special aluminum radiator, and special springs, shocks, and front and rear stabilizer bars (ZR1s have appeared with and without rear stabilizers). 1972 ZR1s did not have fan shrouds. RPOs A31, C50, C60, N40, P02, U69 and U79 were not available with ZR1.

• M40 was no cost with the base 350ci, 200-hp engine, but cost $97 with LS5 (454ci, 270hp). It was not available with LT1 or ZR1.

1972 COLORS

CODE	EXTERIOR	QTY	SOFT TOP	INTERIORS
912	Sunflower Yellow	1,543	Bk-W	Bk-S
924	Pewter Silver	1,372	Bk-W	B-Bk-R-S
945	Bryar Blue	1,617	Bk-W	Bk
946	Elkhart Green	4,200	Bk-W	Bk-S
972	Classic White	2,763	Bk-W	B-Bk-R-S
973	Mille Miglia Red	2,478	Bk-W	Bk-R-S
979	Targa Blue	3,198	Bk-W	B-Bk
987	Ontario Orange	4,891	Bk-W	Bk-S
988	Steel Cities Gray	2,346	Bk-W	Bk-R-S
989	War Bonnet Yellow	2,550	Bk-W	Bk-S

• Suggested interiors shown. Additional combinations were possible.

• All 1972 wheels were painted silver.

• Paint quantities do not add to total production because additional units had non-standard paint, or primer only.

• Seat and shoulder belts matched interior colors except for the blue interior which received darker blue belts.

Interior Codes: 400=Bk/V, 404=Bk/L, 407=R/V, 412=B/V, 417=S/V, 421=S/L.

Abbreviations: B=Blue, Bk=Black, L=Leather, R=Red, S=Saddle, V=Vinyl, W=White.

The Corvette Black Book

1953-1993

October 1992

Published by
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General Motors 1972 VIN System

Passenger Car

1972 Passenger Car V.I.N. Data

EXAMPLE ON OTHER SIDE

1 2 3 4 5 6 7 8 9 10 11 12 13

1 DIVISION LINE · 2 SERIES · 3 4 BODY STYLE · 5 ENGINE TYPE · 6 7 YEAR DESIGNATION · PLANT · SERIAL

1 GM DIVISION

1—Chevrolet
2—Pontiac
3—Oldsmobile
4—Buick
5—GMC Truck
6—Cadillac
7—GM of Canada

2 SERIES — CHEVROLET

X—Nova
B—Camaro
B—Chevelle Wagon
C—Chevelle
D—Chevelle Malibu
H—Chevelle Concours
M—Monte Carlo
V—Vega
B—Biscayne
L—Bel Air
M—Impala
N—Caprice
Z—Corvette

2 SERIES — PONTIAC

L—Laurentian
L—Catalina
M—Parisienne
N—Bonneville
P—Grandville
B—LeMans
G—LeMans Luxury
K—Grand Prix
S—Firebird Standard
T—Firebird Esprit
U—Firebird Formula
V—Firebird Trans Am
Y—Ventura

2 SERIES — OLDSMOBILE

B—F85
F—Cutlass H.T
G—Cutlass
J—Cutlass Supreme
K—Vista Cruiser
L—Delta
N—Delta 88
B—Custom Cruiser
U—Ninety Eight
V—Ninety-Eight Luxury
Y—Toronado

2 SERIES — BUICK

B—Skylark
H—Skylark Custom
G—GS
F—Sportwagon
L—LeSabre
M—LeSabre Custom
N—Estate Wagon
P—Centurion
U—Electra
V—Electra Custom
Y—Riviera

2 SERIES — GM TRUCK & COACH

C—Sprint
B—Sprint Custom

2 SERIES — CADILLAC

C—Calais
D—De Ville
B—Fleetwood Brougham
F—Fleetwood 75
L—Fleetwood Eldorado

3 4 BODY STYLES

05—Panel-2 Door
11—Sedan-2 Door-Pillar
19—Sta Wag 2 Door-2 Seat
23—Sedan-4 Dr -Aux Seat
27—Coupe 2 Door-Pillar
33—Sed -4 Dr -Aux St Cty Pt
35—Sta Wag -4 Door 2 Seat
36—Sta Wag -4 Dr 2 St 2 Way Tg
37—Coupe 2 Door-Hardtop
39—Sedan-4 Door-Hardtop
40—Short Sill Cowl
45—Sta Wag -4 Dr -3 Seat
47—Coupe-2 Door-Hardtop
48—Sed -4 Dr Mt Notch-Back
56—Sta Wag -4 Dr -2 St 2 Way Tg
57—Coupe-2 Door Hardtop
66—Sta Wag -4 Dr 3 St. 2 Way Tg
67—Coupe-2 Dr -Convertible
69—Sedan-4 Door-Pillar
77—Coupe 2 Door-Pillar
86—Sedan-Pick-Up-2 Door
87—Coupe-2 Door-Hardtop
88—Short Sill Cowl

5 ENGINE CODE (1)

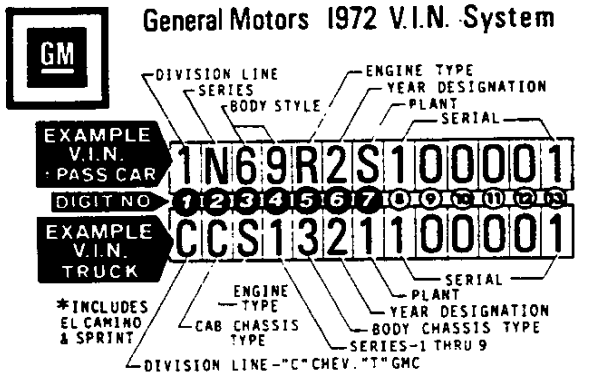
	C.I.D.	H.P.	CARB.	EX.	
B	140	80	1B	S	1
	140	90	2B	S	1
D	250	110	1B	S	1,2,5,7
F	307	130	2B	S	1,2,5,7
H	350	165	2B	S	1,2,5,7
	350	160	2B	S	3
	350	155	2B	S	4
J	350	175	4B	S	1,5
	350	180	4B	S	6
	350	170	2B	D	3
K	350	200	4B	D	1
	350	180	4B	S	3
	350	195	4B	D	4
L	350	255	4B	D	1
R	400	170	2B	S	1
	400	175	2B	S	2,7
	472	220	4B	S	6
S	402	210	4B	S	2,1
	400	200	4B	S	2,7
	500	235	4B	S	6
U	402	240	4B	D	1,5
	455	200	2B	D	2
	455	250	4B	D	3
	455	255	4B	D	4
V	454	230	4B	S	1
	455	185	2B	S	2,7
	455	270	4B	D	3
	455	265	4B	D	4
W	454	270	4B	D	1,5
	455	220	4B	S	2,7
	455	250	4B	D	3
	455	275	4B	D	6
M	350	160	2B	S	2
	350	200	4B	D	3
N	350	175	2B	D	2
P	400	200	2B	D	2
T	400	250	4B	D	2
	455	225	4B	S	3
	455	230	4B	S	4
Y	455	250	4B	D	2
X	455	300	4B	D	2,3

7 PLANTS

A	LAK WD GEO	0	NOT USED
B	BALT MLND	P	PONT MICH
C	S GATE CAL	Q	DET MICH
D	DOR YL GEO	R	ARLTN TEX
E	LNDN N J	S	ST LOS MISS
F	FLINT MICH	T	TRY TN N Y
G	FRMM MASS	U	LDS TN OHIO
K	FLINT MICH	V	PONT MICH
I	NOT USED	W	WILRN MICH
J	JARVL WIS	X	F FAX MAR.
K	LEEDS MISR	Y	WILMG DEL
L	V NUYS CAL	2	FREMT CAL.
M	LAWSG MICH	1	OSHW ONT.
N	NORWD OHIO	2	S.THRS QUE.

Light Truck

General Motors 1972 V.I.N. System



1972 Passenger Car Data-On Reverse Side

1972-Truck V.I.N. Data

2 CAB CHASSIS TYPES

C—96" or 106" Conventional Cab
D—54" Aluminum Tilt Cab Tandem
F—54" Aluminum Tilt Cab
G—Chevy Van and Sportvan Vandura and Rally Wagon
H—92" Conventional Cab
J—92" Conventional Cab Tandem
K—106" Conventional Cab 4 x 4*
M—96" or 114" Conventional Cab Tandem
P—Forward Control
R—Bus Chassis, Rear Engine
S—School Bus Chassis
T—72" Steel Tilt Cab
W—72" Steel Tilt Cab Tandem

* Including Blazer Jimmy and Suburban

3 ENGINES

S—Six Cylinder Gas
E—V-8 Gas
M—GMC V6 Gas
G—GMC V6 Diesel
J—GMC V8 Diesel
V—6V-53 Diesel
L—6-71 Diesel
N—8V-71 Diesel
H—Cummins Diesel—6 Cyl
C—Cummins Diesel—6 Cyl
B—Cummins Diesel—V8 903
P—12V-71N Diesel

5 BODY TYPES

2—Chassis Cowl
3—Chassis Cab
4—Pick Up
5—Van and Panel
6—Sportvan, Rally Wagon Suburban
7—Motor Home Chassis
8—Blazer Jimmy Utility

6 YEAR DESIGNATION

2—1972 Model Year
—100 Thru 600 Series
—150 Thru 350 Series
—SS and SE550 Oshawa Production
B—700 Thru 900 Series
W—450 Thru 650 Series DB FB JB MB MC 950
B—750 Exc W H J R & TM 750 HE MJ JE JJ TE 950
Y—WV750 DP HC HM JC JN 950
Z—TM RM H J W 750 Exc WV750
A—DC DH DJ DN FC FH FJ FN JN 950

7 PLANTS

B—Baltimore
F—Flint
J—Janesville
U—Lordstown
V—Pontiac
1—Oshawa

GM SERVICE

SECTION 0
GENERAL INFORMATION AND LUBRICATION

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GENERAL INFORMATION

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MODEL IDENTIFICATION

Series	Model Number		Description
	6-Cyl.	V-8	
Biscayne	15369	15469	4-Door Sedan, 6-Pass.
Brookwood	–	15435	4-Door Station Wagon, 2-Seat
Bel Air	15569	15669	4-Door Sedan, 6-Pass.
Townsman	–	15835	4-Door Station Wagon, 2-Seat
	–	15845	4-Door Station Wagon, 3-Seat
Impala	16369	16469	4-Door Sedan, 6-Pass.
	–	16439	4-Door Sport Sedan, 6-Pass.
	16357	16457	2-Door Sport Coupe, 5-Pass.
	–	16467	2-Door Convertible, 5-Pass.
Kingswood	–	16435	4-Door Station Wagon, 2-Seat
	–	16445	4-Door Station Wagon, 3-Seat
Impala Custom	–	16447	4-Door Sport Coupe, 6-Pass.
Caprice	–	16839	4-Door Sport Sedan, 6-Pass.
	–	16847	2-Door Sport Coupe, 6-Pass.
Kingswood Estate	–	16835	4-Door Station Wagon, 2-Seat
	–	16845	4-Door Station Wagon, 3-Seat
Nomad	13136	13236	4-Door Station Wagon, 2-Seat
Camaro	12387	12487	2-Door Sport Coupe, 4-Pass.
Greenbrier	13336	13436	4-Door Station Wagon, 2-Seat
	–	13446	4-Door Station Wagon, 3-Seat
Chevelle	13369	13469	4-Door Sedan, 6-Pass.
	13337	13437	2-Door Sport Coupe, 5-Pass.
Malibu	13569	13669	4-Door Sedan, 6-Pass.
	–	13639	4-Door Sport Sedan, 6 Pass.
	13537	13637	2-Door Sport Coupe, 5-Pass.
	–	13667	2-Door Convertible, 5-Pass.*
Concours	–	13636	4-Door Station Wagon, 2-Seat
	–	13646	4-Door Station Wagon, 3-Seat
Monte Carlo	–	13857	2-Door Custom Coupe, 5-Pass.*
Concours Estate	–	13836	4-Door Station Wagon, 2-Seat
	–	13846	4-Door Station Wagon, 3-Seat
El Camino	13380	13480	2-Door Sedan Pickup, 3-Pass. Deluxe
	13580	13680	2-Door Sedan Pickup, 3-Pass. Malibu
Nova	11327	11427	2-Door Sport Coupe, 5-Pass.
	11369	11469	4-Door Sedan, 6-Pass.

*4-Passenger when optional bucket seats are ordered.

VEHICLE DIMENSIONS

BISCAYNE, BROOKWOOD, BEL AIR, TOWNSMAN, IMPALA, IMPALA CUSTOM, CAPRICE, KINGSWOOD, KINGSWOOD ESTATE

Model	Sedan	2-Door Sport Coupe	Convertible Coupe	Station Wagon
Length Overall	216.8"	216.8"	216.8"	223.2"
Width Overall (Body)	79.5"	79.5"	79.5"	79.5"
Height Overall	54.1"	53.4"	53.4"	57.1"
Wheelbase	121.5"	121.5"	121.5"	125.0"
Tread-Front	64.1"	64.1"	64.1"	64.1"
Tread-Rear	64.0"	64.0"	64.0"	64.0"
Curb Weight: Approximately 3858 lbs. 4-Door Sedan with L-6 Engine; 4014 lbs. with V-8 Engine.				

NOMAD, 300 DELUXE, GREENBRIER, MALIBU, CONCOURS, CONCOURS ESTATE WAGON, EL CAMINO

Model	Sedan	2-Door Sport Coupe	Convertible Coupe	Station Wagon	Sedan Pickup
Length Overall	201.5"	197.5"	197.2"	206.8"	206.8"
Width Overall (Body)	75.4"	75.4"	75.4"	75.4"	75.4"
Height Overall	53.3"	52.7"	52.9"	54.4"	54.4"
Wheelbase	116.0"	112.0"	112.0"	116.0"	116.0"
Tread-Front	60.0"	60.0"	60.0"	59.3"*	59.3"*
Tread-Rear	59.9"	59.9"	59.9"	59.2"*	59.2"*
Curb Weight: Approximately 3308 lbs. 4-Door Sedan with L-6 Engine 3436 lbs. with V-8 Engine.					
*60.2" w/Disc Brakes.					

MONTE CARLO

Model	2-Door Sport Coupe
Length Overall	206.5"
Width Overall (Body)	75.6"
Height Overall	52.9"
Wheelbase	116.0"
Tread-Front	60.2"
Tread-Rear	59.3"
Weight: Custom Coupe 3586 lbs.	

CAMARO

Model	2-Door Sport Coupe
Length Overall	188.0"
Width Overall (Body)	74.4"
Height Overall	49.1"
Wheelbase	108.0"
Tread-Front	61.3"
Tread-Rear	60.0"
Weight: With L6 Eng. 3186 lbs. With V-8 Eng. 3310 lbs.	

NOVA

Model	Sedan	Sport Coupe 2-Door
Length Overall	189.4"	189.4"
Width Overall (Body)	72.4"	72.4"
Height Overall	53.9"	52.5"
Wheelbase	111.0"	111.0"
Tread-Front	59.0"	58.9"
Tread-Rear	58.9"	58.9"
Curb Weight: Approximately 3036 lbs. with L-6 Engine; 3168 with V-8 Engine.		

MODEL IDENTIFICATION–CORVETTE

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

VEHICLE DIMENSIONS–CORVETTE

Model	Convertible	Sport Coupe
Length Overall	182.5"	
Width Overall (Body)	69.2"	
Height Overall	47.9"	47.8"
Wheelbase	98.0"	
Tread-Front	58.7"	
Tread-Rear	59.4"	
Curb Weight: 3320 lbs. Convertible 3292 lbs. Sport Coupe with Base V-8		

SERIAL NUMBERS

For the convenience of servicemen when writing up certain business papers, such as Warranty Claims Product Information Reports, or reporting product failures in any way, we are showing on a chart, the location of various unit numbers. These unit numbers and their prefixes and suffixes are necessary on these papers for various reasons–such as accounting, follow-up on production, etc.

The prefixes on certain units identify the plant in which the unit was manufactured, and thereby permits proper follow-up of the plant involved to get corrections made when necessary.

ENGINE AND TRANSMISSION NUMBER

The Vehicle Identification Number is stamped on the engine and transmission of each vehicle (see chart for location).

At multi-car plants where more than one Chevrolet series is produced, the VIN sequence numbers will be staggered to eliminate duplication of component identification numbers.

Example:

Los Angeles	VIN Sequence
15000-16000 Series (First Vehicle)	000001
13000 Series (First Vehicle)	100001

Manufacturer Identity (1)	Series Code Letter (2)	Body Style (3)	Engine Code (4)	Model Year (5)	Assembly Plant (6)	Unit Number (7)
1	M	57	H	2	F	100025

1. Manufacturer's identity number assigned to all Chevrolet built vehicles.
2. Series (see Table 2).
3. Body Style (see Model Identification in this section).
4. Engine (see Table 1).
5. Last number of model year (1972)
6. F – Flint
7. Unit numbering will start at 000001 or 100001 depending on the vehicle.

TABLE 1

Engine Code Letter	Displacement (Cu. In.)	Type	Carburetor
D	250	L-6	1-bbl
F	307	V-8	2-bbl
H	350	V-8	2-bbl
J	350	V-8	4-bbl RPO L48
K	350	V-8	4-bbl Base Corvette
L	350	V-8	4-bbl RPO Z28
R	400	V-8	2-bbl RPO LF6
S	402	V-8	4-bbl RPO LS3 Single Exhaust
U	402	V-8	4-bbl RPO LS3 Dual Exhaust
V	454	V-8	4-bbl RPO LS5 Single Exhaust
W	454	V-8	4-bbl RPO LS5 Dual Exhaust

TABLE 2

Series Code Letter	Vehicle Name	Model Symbol No.	Car Line Body
X	Nova	11400	X
Q	Camaro	12400	F
B	Nomad	13200	A
C	Chevelle, El Camino Greenbrier	13400	A
D	Malibu, Custom El Camino Concours	13600	A
H	Monte Carlo, Concours Estate	13800	A
K	Biscayne, Brookwood	15400	B
L	Bel Air, Townsman	15600	B
M	Impala, Kingswood	16400	B
N	Caprice, Kingswood Estate	16600	B
Z	Corvette	19400	V

VEHICLE COMPONENT SERIAL AND UNIT NUMBER LOCATION

Component	Model	Location
Vehicle Serial Number Plate	All	Top of instrument panel left, front
Body Number, Trim and Paint Plate	15-16000 Series 13000 Series 11000 Series 12000 Series 19000 Series	Upper right-hand side of dash panel Upper left-hand side of dash panel Upper left-hand side of dash panel Upper left-hand side of dash panel Upper left-hand door hinge pillar
Engine and Transmission Vehicle Identification Number	6 Cyl. 8 Cylinder 3-Spd. (Muncie) 4-Spd. (Muncie) 3-4 Spd. (Saginaw) Powerglide Turbo Hydra-matic 350 Turbo Hydra-matic 400	On pad at right-hand side of cylinder block at rear of distributor On pad at front, right-hand side of cylinder block On boss above filler plug On right side of case at lower rear of cover flange On lower right side of case adjacent to rear of cover On left upper flange of converter opening of transmission housing
Rear Axle Number	All except Corvette Corvette	On right or left axle tube adjacent to carrier On bottom surface of carrier at cover mounting flange
Delcotron	All	On top drive end frame
Starter	All	Stamped on outer case, toward rear
Battery	All	On cell cover segment, top of battery

KEYS AND LOCKS

Four keys (two rectangular head and two oval head) are provided with each vehicle. The rectangular head key operates the ignition switch and front door locks. The oval-head key operates the locks for the glove box and rear compartment lid (spare tire compartment lid lock and arms the anti-theft alarm on Corvette).

PUSHING, TO START ENGINE

CAUTION: Towing car to start is not recommended due to the possibility of the disabled car accelerating into tow car.

AUTOMATIC TRANSMISSION

Do not attempt to start the engine by pushing the car. Should the battery become discharged, it will be necessary to use an auxiliary battery with jumper cables to start the engine.

CAUTION: To prevent damage to electrical system, never connect booster batteries in excess of 12 volts and connect positive to positive and negative to negative.

MANUAL TRANSMISSION

When a push start is necessary turn off all electrical loads such as heaters, radio, and if possible, lights, turn on the key, depress the clutch, and place the shift lever in high gear. Release the clutch when your speed reaches 10 to 15 miles per hour.

TOWING VEHICLES

The car may be towed safely on its rear wheels with the selector lever in "N" (Neutral) position at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the car towed on its front wheels if 1) Tow speeds in excess of 35 MPH are necessary, 2) Car must be towed for extended distances (over 50 miles) or, 3) Transmission is not operating properly. If car is towed on its front wheels, the steering wheel should be secured to maintain a straight ahead position.

LIFTING VEHICLES

Many dealer service facilities and service stations are now equipped with a type of automotive hoist which must bear upon some part of the frame in order to lift the vehicle. In Figures 1 through 5 the shaded areas indicate areas recommended for hoist contact.

NOTE: The vehicle should never be lifted by the rear lower control arms.

LIFTING THE CORVETTE

Shaded areas in Figure 5 indicate recommended points for hoist or jack contact. When using a single post hoist place hoist on frame side rail behind kickup at front and forward of #3 body mount at rear. When using a twin-post hoist, two methods are recommended.

a. If no rear axle or suspension work is contemplated, use either suspension adapters or drive-on adapters at the front, and drive-in adapters at the rear. If a need for axle work develops, use jack stands beneath the frame side rails on each side and lower rear post.

b. If rear axle work is contemplated, use either suspension adapters or drive-on adapters at the front and frame lift adapters as shown in Figure 6. If frame lift adapters are not available, use jack stands.

NOTE: Wooden blocks, bolted to steel beam shown in Figure 6 are necessary to allow beam to clear exhaust system.

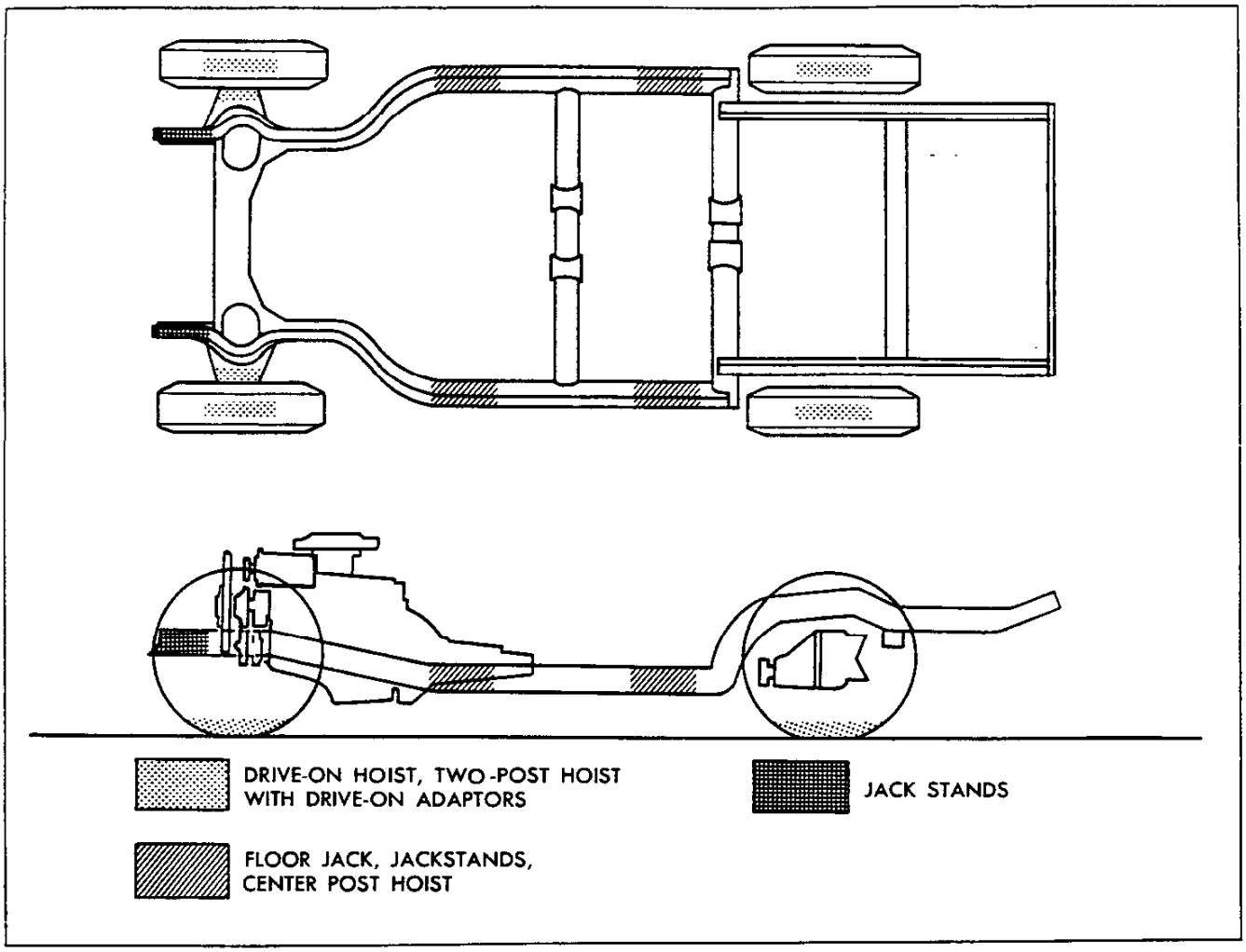

Fig. 5–Vehicle Lifting Points–19000 Series

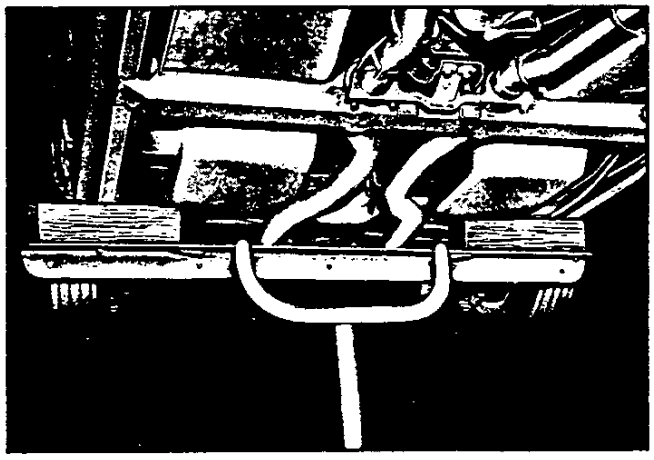

Fig. 6–Frame Lift Adapters–19000 Series

Every 24,000 miles after removing fluid from the transmission sump, approximately 7-1/2 pints U.S. measure (3 pints Imperial measure) of fresh fluid will be required to return level to proper mark on the dipstick.

Every 24,000 miles the transmission sump filter should be replaced.

CHASSIS

CHASSIS LUBRICATION

For chassis lubrication, consult the lubrication chart. It shows the points to be lubricated and how often the lubricant should be applied.

The term "chassis lubricant" as used in this manual, describes a water resistant EP chassis lubricant which meets GM Specification GM 6031M designed for application by commercial pressure gun equipment.

FRONT WHEEL BEARINGS

It is necessary to remove the wheel and hub assembly to lubricate the bearings. The bearing assemblies should be cleaned before repacking with lubricant. Do not pack the hub between the inner and outer bearing assemblies or the hub caps, as this excessive lubrication results in the lubricant working out into the brake drums and linings.

Front wheels of all passenger car models are equipped with tapered roller bearings and should be packed every 24,000 miles with a high melting point water resistant front wheel bearing lubricant. On units equipped with disc brakes, use wheel bearing lubricant GM Part No. 1051195 or equivalent. This is a premium high melting point lubricant.

CAUTION: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

The proper adjustment of front wheel bearings is one of the important service operations that has a definite bearing on safety. A car with improperly adjusted front wheel bearings lacks steering stability, has a tendency to wander or shimmy and may have increased tire wear. The adjustment of these bearings is very critical. The procedure is covered in Section 3 of this manual under Front Wheel Bearings–Adjust.

BRAKE MASTER CYLINDER

Check level every 6,000 miles or 4 months and maintain 1/4" below lowest edge of each filler opening with GM Hydraulic Brake Fluid Supreme No. 11 or equivalent.

PARKING BRAKE

Every 6,000 miles or 4 months, apply water resistant lubricant which meets GM Specification GM 6031M to parking brake cable, cable guides and at all operating links and levers.

STEERING GEAR

Manual

The steering gear is factory-filled with steering gear lubricant. Seasonal change of this lubricant should not be performed and the housing should not be drained - **no lubrication is required for the life of the steering gear.**

Every 36,000 miles, the gear should be inspected for seal leakage (actual solid grease - not just oily film). a seal is replaced or the gear is overhauled, the gear housing should be refilled with #1051052 (13 oz. container) Steering Gear Lubricant which meets GM Specification GM 4673M, or its equivalent.

NOTE: Do not use EP Chassis Lube to lubricate the gear. DO NOT OVER-FILL the gear housing.

Power Steering System

Check the fluid level in the pump reservoir at each oil change period. Add DEXRON® automatic transmission fluid as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.

If at operating temperature (approximately 150 degrees Fahrenheit - hot to the touch), fluid should be between

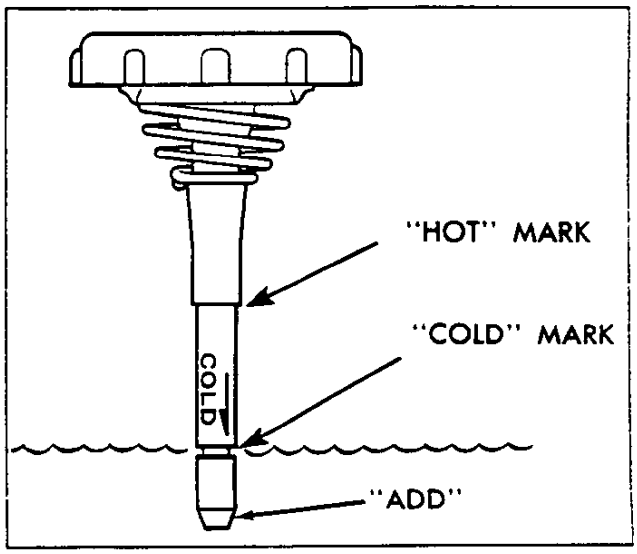

Fig. 7–Power Steering Filler Cap Indicator

"HOT"and "COLD"marks. If at room temperature (approximately 70 degrees Fahrenheit), fluid should be between ADD and"COLD"marks. Fluid does not require periodic changing.

ELECTRICAL

BATTERY CARE (ENERGIZER)

Energizer–Check fluid level monthly utilizing the level indicator cap marked "Delco Eye". If the transparent eye within the cap glows, fluid level is low. Add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

HOOD LATCHES

Every 4 months or 6,000 miles, whichever occurs first, lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

AIR CONDITIONING

Every 6,000 miles or 4 months check sight glass under the hood, after the system has been in operation for several minutes. Sight glass should be clear but may, during milder weather, show traces of bubbles. Foam or dirt indicate a leak which should be repaired immediately.

BODY LUBRICATION

See Body Service Manual for Body Lubrication. (Except Corvette)

BODY LUBRICATION POINTS (CORVETTE)

Lubricate the following items when possible.

Hood Latch Mechanism and Hinges–Apply light engine oil to pivot points. Don't oil lock pins or catch plates.

Rear Compartment Lid Release and Hinges–Apply light engine oil.

Side Door Hinge Pins–Apply light engine oil.

Door Lock Rotor and Strike Plate–Apply light engine oil or stainless stick lubricant.

Lock Cylinders – Lubricate with powdered graphite.

Window Regulators and Controls and Door Lock Remote Link – Apply light engine oil.

Gas Tank Filler Cap Hinge – Apply light engine oil.

Weatherstrips and Rubber Bumpers – Coat lightly with a rubber lubricant.

LUBRICATION

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The time or mileage intervals on the following pages are intended as a general guide for establishing regular maintenance and lubrication periods for your Chevrolet built vehicle. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing.

ENGINE

CRANKCASE CAPACITY

6 Cylinder	4 qt.
8 Cylinder (307)	4 qt.
8 Cylinder (350)	4 qt.
8 Cylinder (400)	4 qt.
8 Cylinder (402)	4 qt.
8 Cylinder (454)	4 qt.

With filter change; add 1 qt. for 6 and 8 Cyl. engines.

LUBRICATION

Crankcase oil should be selected to give the best performance under the climatic and driving conditions in the territory in which the vehicle is driven.

During warm or hot weather, an oil which will provide adequate lubrication under high operating temperatures is required.

During the colder months of the year, an oil which will permit easy starting at the lowest atmospheric temperature likely to be encountered, should be used.

When the crankcase is drained and refilled, the crankcase oil should be selected, not on the basis of the existing temperature at the time of the change, but on the lowest temperature anticipated for the period during which the oil is to be used.

Unless the crankcase oil is selected on the basis of viscosity or fluidity of the anticipated temperature, difficulty in starting will be experienced at each sudden drop in temperature.

Engine Oil and Filter Recommendations

- Use only SE engine oil (SE oils meet quality standard GM 6041-M).
- Change oil each 4 months or 6,000 miles. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.
- Change oil each 2 months or 3,000 miles, whichever occurs first, under the following conditions:
  - driving in dusty conditions.
  - trailer pulling.
  - extensive idling.
  - short-trip operation at freezing temperatures – (engine not thoroughly warmed-up).
- Operation in dust storms may require an immediate oil change.

- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide maximum engine protection.

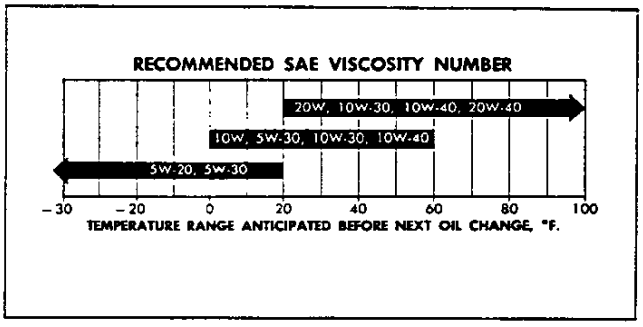
The above recommendations apply to the first change as well as subsequent oil changes. The oil change for your Chevrolet engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevrolet obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break in period since higher oil consumption is normal until the piston rings become seated.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued reliability and performance from your Chevrolet engine.

Checking Oil Level

The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD". The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.



- SAE 5W-20 oil is not recommended for sustained high speed driving.
- SAE 30 oils may be used at temperatures above 40°F.

NOTE: The oil gauge rod is also marked either, "Use SE Engine Oil" or, "Use GM 6041-M Quality MS Oil", as a reminder to use only SE oils.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive - "Engine Oil Supplement" is available at your Chevrolet dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

Types of Oil

The Letter Designation "SE" has been established to correspond with the requirements of GM 6041-M as revised. "SE" engine oils will be better quality and perform better than those identified with "SA" through "SD" designations, and are recommended for all Chevrolet passenger cars regardless of model year and previous engine oil quality recommendations.

The letter designations for passenger car service and their relationship to GM specifications are described on the following chart.

ENGINE OIL PERFORMANCE AND ENGINE SERVICE CLASSIFICATION SYSTEM CHEVROLET PASSENGER CARS

Letter Designation	GM Specification	Applicable Chevrolet Model Year
SA	None	None
SB	None	None
SC	GM 4745-M	1967 and Prior Years
SD	GM 6041-M (1968 Release)	1970 and Prior Years
SE	GM 6041-M (Revised 1970)	1972 and Prior Years

POSITIVE CRANKCASE VENTILATION VALVE

Every 24,000 miles or 24 months the valve should be replaced. Connecting hoses, fittings and flame arrestor should be cleaned. At every oil change the system should be tested for proper function and serviced, if necessary.

AIR INJECTION REACTOR SYSTEM (A.I.R.) CONTROLLED COMBUSTION SYSTEM (C.C.S.)

The Air Injection Reactor system should have the drive belt inspected for wear and tension every 12 months or 12,000 miles, whichever occurs first. In addition, complete effectiveness of either system, as well as full power and performance, depends upon idle speed, ignition timing, and idle fuel mixture being set according to specifications. A quality tune-up which includes these adjustments should be performed periodically to assure normal engine efficiency, operation and performance.

GM EVAPORATION CONTROL SYSTEM

Every 24 months or 24,000 miles (More often under dusty conditions) the filter in the base of the canister must be replaced and the canister inspected.

MANIFOLD HEAT CONTROL VALVE

Every 6,000 miles or 4 months, check valve for freedom of operation. If valve shaft is sticking, free it up with GM Manifold Heat Control Solvent or its equivalent.

AIR CLEANER

NOTE: Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

Oil Wetted Paper Element Type– L-6 Engine

Replace every 12,000 miles.

V-8 Engine

First 12,000 miles inspect element for dust leaks, holes or other damage. Replace if necessary. If satisfactory, rotate element 180° from originally installed position. Replace at 24,000 miles. Element must not be washed, oiled, tapped or cleaned with an air hose.

Crankcase Ventilation Filter (Located Within Air Cleaner)

If so equipped, inspect at every oil change and replace if necessary. Replace at least every 24,000 miles; more often under dusty driving conditions.

FUEL FILTER

Replace filter element located in carburetor inlet every 12 months or 12,000 miles whichever occurs first, or, if an in-line filter is also used, every 24,000 miles.

Replace in-line filter every 24,000 miles.

DISTRIBUTOR

Remove distributor cap and rotate lubricator 1/2 turn at 12,000 mile intervals. Replace at 24,000 mile intervals.

REAR AXLE AND 3-SPEED

4-SPEED TRANSMISSIONS

The passenger car operates under the most severe lubrication conditions at high speed and requires a hypoid lubricant which will meet this condition.

RECOMMENDED LUBRICANTS

Standard Rear Axles–SAE 80 or SAE 90 GL-5 Gear Lubricant.

Positraction Rear Axles–Use special Positraction lubricant

CAUTION: Straight Mineral Oil gear lubricants must not be used in hypoid rear axles.

Manual transmissions–SAE 80 or SAE 90 GL-5 gear lubricant.

Lubricant Additions–Manual Transmission

The lubricant level in the transmission housing should be checked periodically (Every 6,000 miles or 4 months).

It is recommended that any additions required to bring up the lubricant level be made using the same type lubricant already in the housing (SAE 80 or SAE 90 GL-5 Gear Lubricant).

When checking lubricant level in transmission or rear axle, the unit being checked should be at operating temperature. With unit at operating temperature, the lubricant should be level with bottom of the filler plug hole. If the lubricant level is checked with the unit cold, the lubricant level should be 1/2 inch below the filler plug hole. If temperature of below 32°F. are expected, use SAE 80 GL-5 Gear Lubricant only.

Lubrication Additions–Rear Axle–Standard

Every 4 months or 6,000 miles, whichever occurs first: Check lubricant level, and add lubricant if necessary to fill to level of filler plug hole. Use SAE 80 or SAE 90 GL-5 Gear Lubricant.

Lubricant Changes

The rear axle lubricant does not normally require changing for the life of the vehicle. If additions are needed, or when refilling the axle after service procedures, use lubricants described above. However, if vehicle is used to pull a trailer, change lubricant every 12,000 miles.

Transmission Shift Linkage (Manual and Automatic)

Every 6000 miles or 4 months lubricate shift linkage and on manual transmission floor controls lever contacting faces with water resistant EP chassis lubricant which meets GM Specification 6031M.

Clutch Cross-Shaft

Periodic lubrication of the clutch cross shaft is not required. At 36,000 miles or sooner, if necessary; remove plug, install lube fitting and apply EP CHASSIS LUBRICANT which meets GM Specification GM 6031M.

AUTOMATIC TRANSMISSIONS

NOTE: At first transmission fluid change, it is recommended that the Powerglide and Torque DRIVE low band be adjusted as specified in Section 7 of this manual.

Powerglide, Torque Drive, and Turbo Hydra-Matic 350

Automatic Transmissions Fluid Recommendations

General Motors DEXRON® Automatic Fluid which has been expecially formulated and tested for use in your automatic transmission is recommended. Other automatic transmission fluids identified with the mark DEXRON®are recommended.

Check the fluid level at each engine oil change period. To make an accurate fluid level check.

Drive car several miles, making frequent starts and stops. To bring transmission up to normal operating temperature (approximately 180-190°F).

Park car on a level surface.

Place selector level in "Park" and leave engine running.

Remove dipstick and wipe clean.

Reinsert dipstick until cap seats.

Remove dipstick and note reading.

If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark one pint raises the level from ADD to FULL. Do not overfill.

Under normal driving conditions, the transmission fluid should be changed every 24,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 12,000 miles. Likewise operators of cars in commercial use such as taxicab, limousine (or patrol car service) where the engine idles for long periods, should change fluid every 12,000 miles.

Every 24,000 miles (every 12,000 if vehicle is driven; extensively in heavy city traffic during hot weather; or is in commercial use, such as a taxicab, limousine or patrol car service, where the engine idles for long periods or is used to pull a trailer) remove fluid from the transmission sump and, in Powerglide add 2 quarts U.S. measure (1-2/3 quarts Imperial measure) of fresh fluid for Chevrolet and Chevelle; add one and a half (1-1/2) U.S. measure and (1-1/4 quarts Imperial measure) for Nova and Camaro (Powerglide and Torque Drive). Operate transmission through all ranges and check fluid level as described above. For Turbo Hydra-Matic 350, add 2.5 quarts U.S. measure (2.0 quarts Imperial measure).

It is not necessary to remove the pan because a drain plug is provided.

Turbo Hydra-Matic 400

Lubrication for the Turbo Hydra-Matic 400 will, except for fluid capacity and filter change listed below, follow the recommendations above. After checking transmission fluid level it is important that the dipstick be pushed all the way into the fill tube.

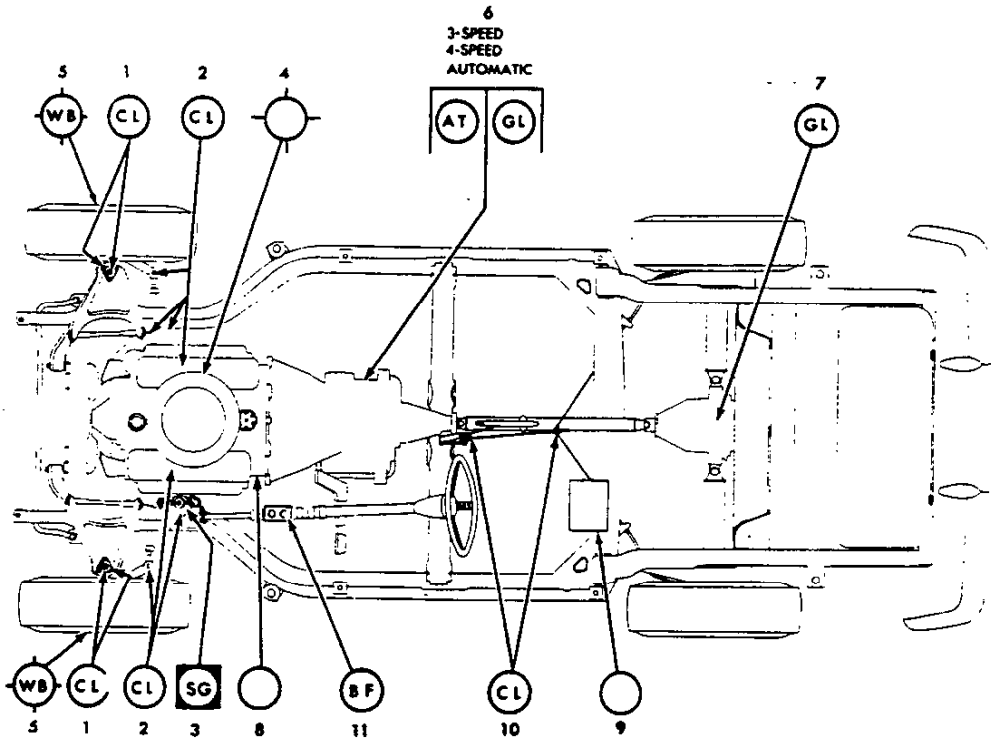


Fig. 12–Lubrication Diagram–19000 Series

SECTION 1B

CORVETTE BODY

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GENERAL DESCRIPTION

A structural network of steel makes up the frame of the Corvette body (See Figure 1). Combined with fiber glass reinforced plastic body panels, the steel plastic unit displays properties of increased torsional rigidity and greater beaming strength.

There are two body styles available: the regular convertible with a folding top or removable hardtop, and the coupe series that features removable roof panels. On the convertible model, a soft top is standard and the removable hardtop is an added option.

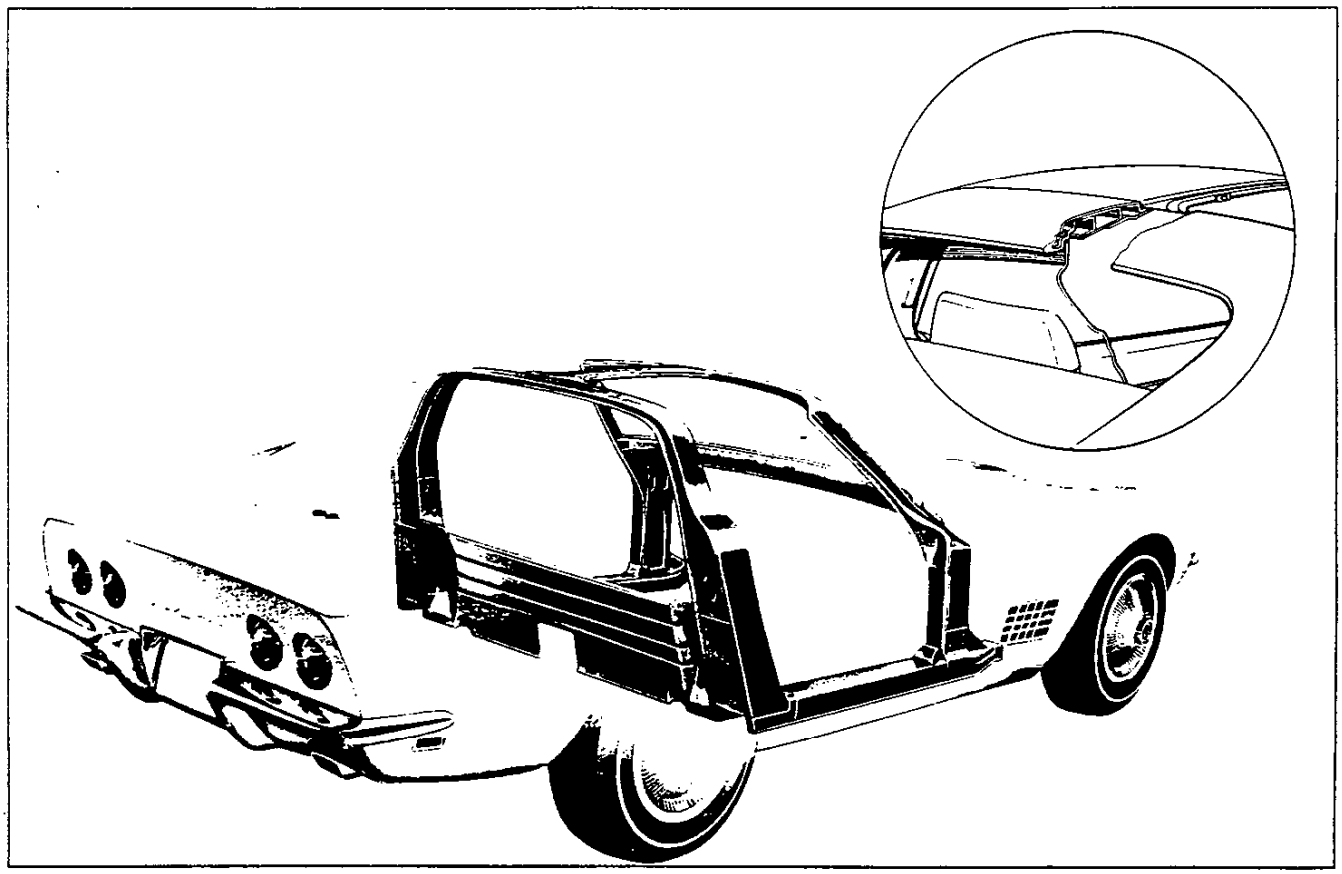


Fig. 1–Steel Reinforcing Members

MAINTENANCE AND REPLACEMENTS

FRONT END

ADJUSTMENTS

(Refer to Figure 3).

Adjustments should be made in order: hood position first, followed by catch adjustments.

Hood

The position of the hood in relation to the hood body opening and fender surfaces is determined by the position of the hinges and position and adjustment of catch and bumpers.

The fore and aft adjustment of the hood is performed by loosening the hinge retaining bolts (lower) and moving the hood to the limit of slotted holes in hinge strap.

The upper surface of hood may be brought flush with adjacent surfaces by shimming under hinges and adjusting bumper screw and catch bolt engagement. Figure 4 indicates specified spacing.

Entrance of catch bolt into the plate may be adjusted by loosening two (2) catch bolt mounting screws to allow movement of bolt assembly.

Synchronization of catch release may be made by adjusting the cable retainer located at left hand catch bolt assembly.

HOOD ASSEMBLY

Removal

1. If hood is to be reinstalled, scribe a line around hood hinge upper strap as shown in Figure 5.
2. With aid of helper to support hood, remove screws that retain hinge straps and support assembly to hood. hinges are removed from vehicle, note number of shims under each hinge.

Installation

In replacing original hood, align hinge with scribe marks made on removal, and install retaining screws removed from hinges and support.

If adjustment is required, proceed as outlined in this section under Adjustments–Hood–Hood Catch.

FRONT EMBLEM

Front emblem including flags, numbers, and molding inserts, are retained by special nuts which may be reached by raising hood.

FENDER SCRIPT

Above the front fender louvers the script "Stingray" is fastened with adhesive.

Front Fender Side Louver–Replacement (Fig. 2)

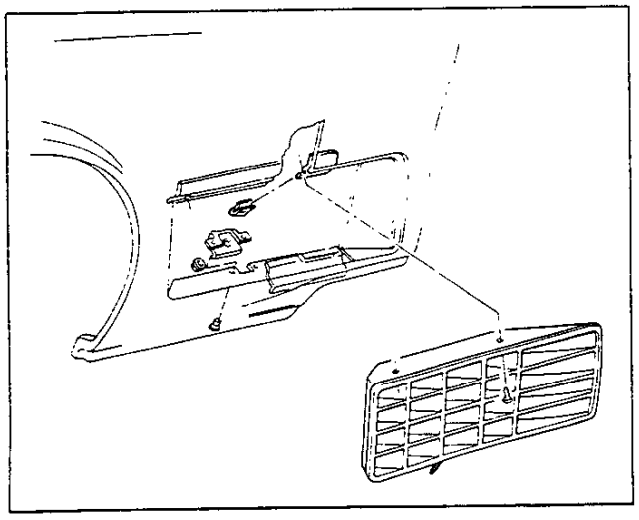


Fig. 2–Fender Side Louver

1. Reach up beneath the front fender lower edge and remove a locknut threaded on a stud fastened to the bottom of the louver.
2. From the outside, remove (2) screws driven through the upper edge of the louver.
3. Gently lift the louver up and off the fender.
4. Reverse Steps 1-3 for installation.

COWL AREA TRIM

Figure 6 illustrates the mounting and location of instrument panel pads and side trim panels.

Removal

The right-hand dash pad and side trim panels are removed by:

1. Remove two mounting screws on the outboard flange.
2. Remove two screws at inner flange of center cluster panel.
3. Remove three screws at top of pad.
4. Pull trim panel outward to release special plastic retaining clips along top of panel after removing screw.

Cowl ventilator and kick panel is removed by:

1. Loosen four (4) screws securing sill plate enough to release force on kick panel.
2. Remove one (1) screw at center of kick panel.
3. Lift out panel with a force in the rearward direction.
4. For installation, follow above steps in reverse order. Side trim panels (left and right) can now be lifted out by pulling downward to release spring clip at front console assembly, after removing screw.

Console Assembly

(Refer to Figure 7)

Because of overlap design, it is necessary that the rear console assembly be first removed or sufficiently loosened before the front console assembly can be removed. Steps for removing the console assemblies are in the following sequence:

1. Disconnect battery ground cable.
2. Open storage compartment, glove box, and battery lids.
   a. Remove storage compartment interior.
   b. Remove lid hinge screws (total of nine, three (3) per lid).
   c. Remove eight (8) screws on periphery of compartment lid trim plate.
   d. Remove trim plate, lids and glove compartment interior as an assembly.

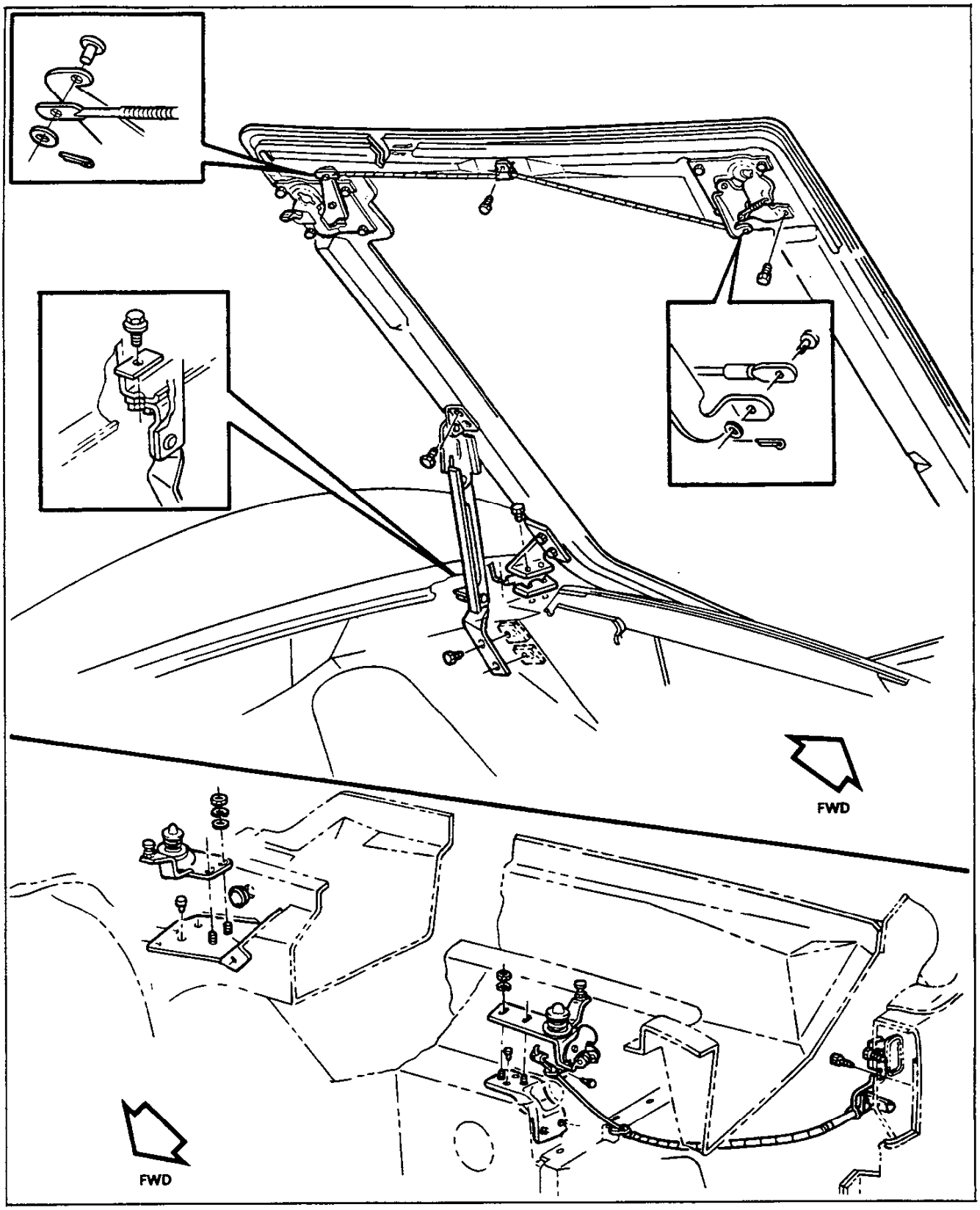


Fig. 3–Hood Hinge and Catch

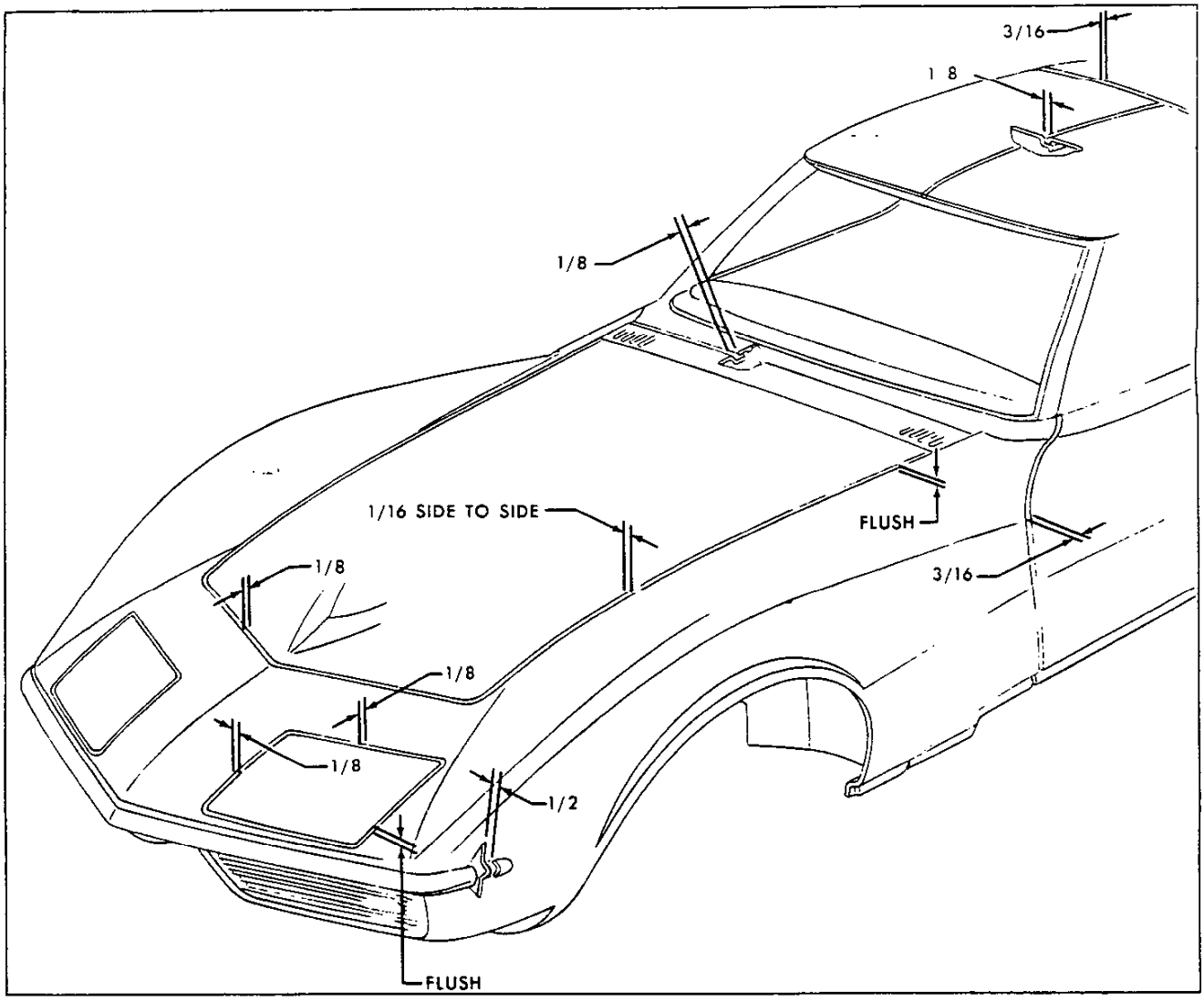


Fig. 4–Hood Spacing

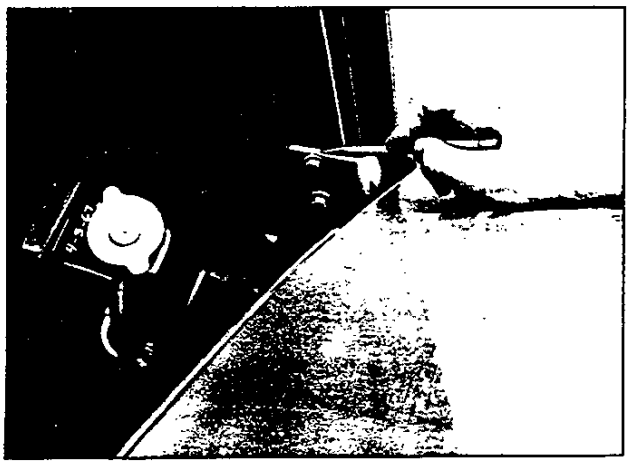


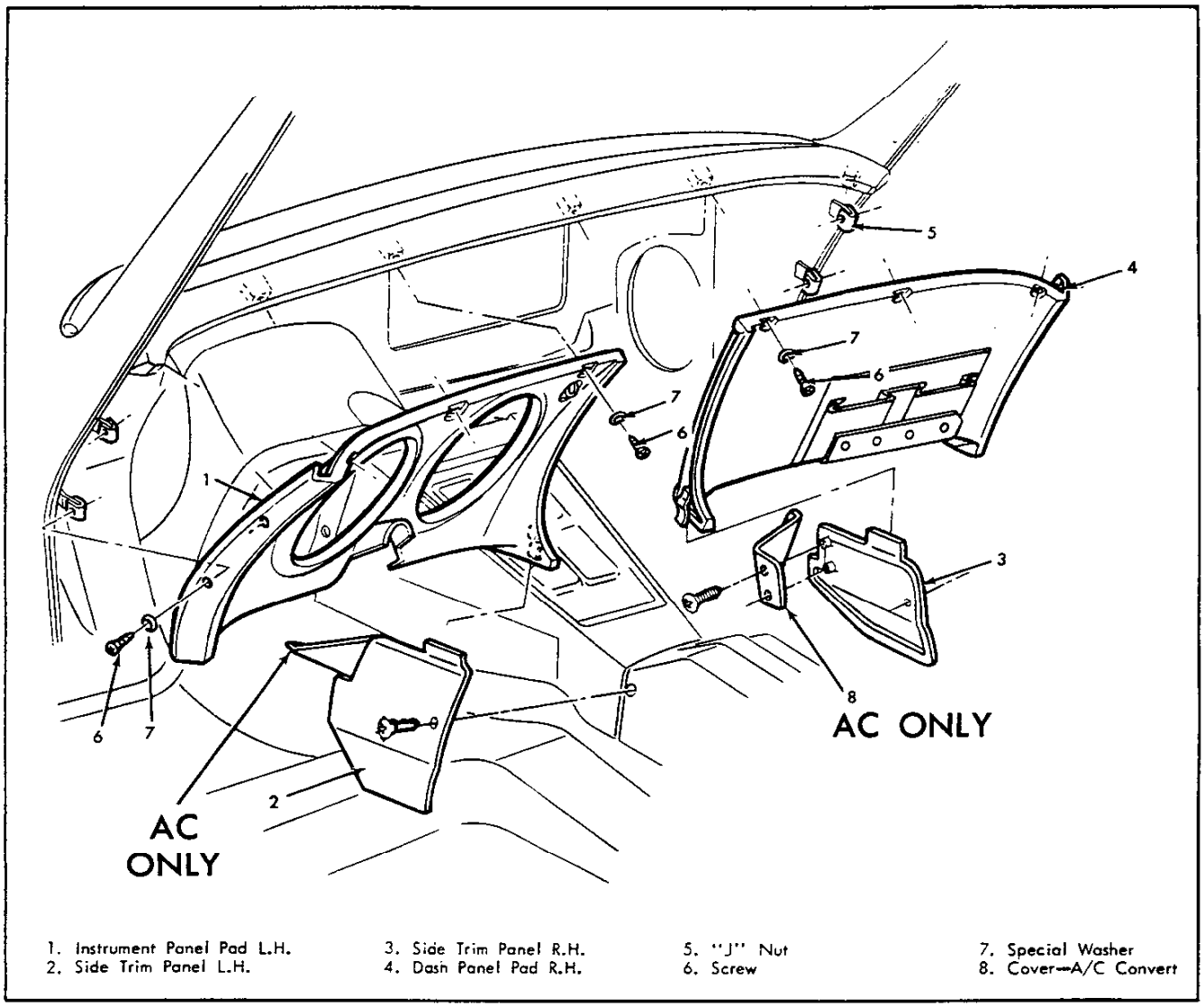
Fig. 5–Scribing Line Around Hood Hinge

3. Remove bolt at rear portion of console. Access bolt through opening created in step 2. Remove four (4) screws (two (2) per side) on side of rear portion of console.

4. Lift console. Disconnect electric window switch connectors. Continue raising console while moving it rearward to allow parking brake handle seal to slide out of slot. Remove rear portion of console from vehicle.

5. Service parking brake mechanism as outlined in Section 5 of this Manual or replace concerned power window switch(s) as needed.

6. Having first disassembled heater and side vent controls, shift knob assembly, boot assembly, and trim plate, remove front console assembly by carefully pulling rearward and upward (fig. 8).



1. Instrument Panel Pad L.H.
2. Side Trim Panel L.H.
3. Side Trim Panel R.H.
4. Dash Panel Pad R.H.
5. "J" Nut
6. Screw
7. Special Washer
8. Cover—A/C Convert

Fig. 6–Cowl Area Trim

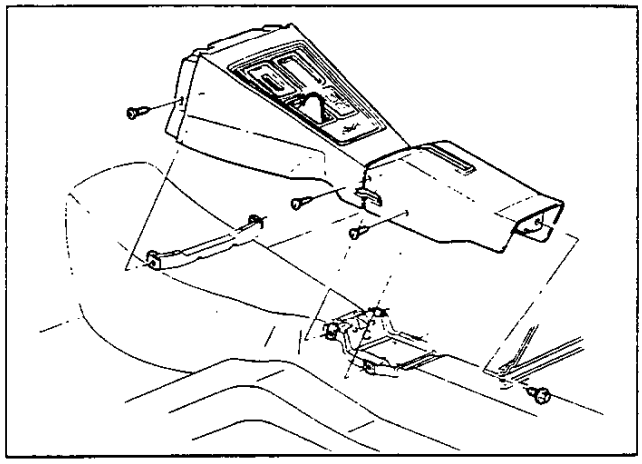


Fig. 7–Front and Rear Console Assemblies

7. Reverse steps 1-6 on installation, making sure seal is properly installed in its slot before finalizing the installation.

Under Dash Brace Rods (Figs. 9, 10)

Convertible style bodies have added reinforcements beneath the dash; one or two on the right and three on the left side. The brace rods are bolted into place from the cowl area towards the center of the vehicle.

If the heater core or radio are to be removed, the right-hand under dash braces may need to be removed first.

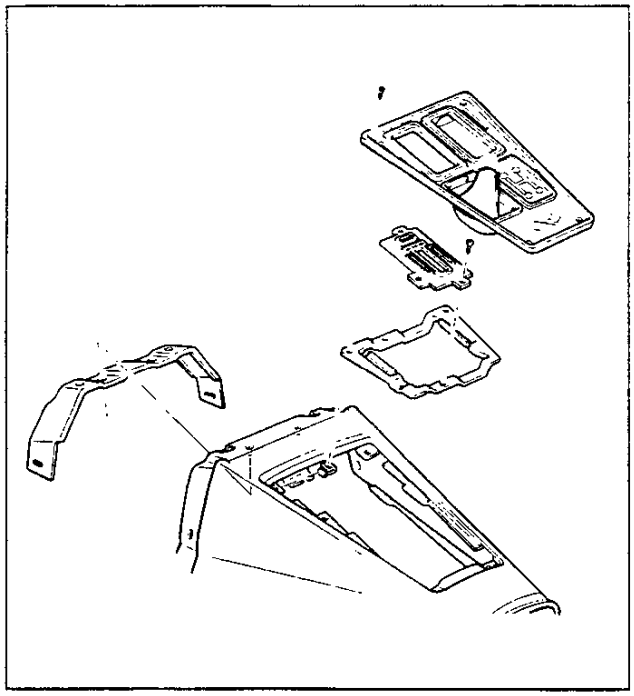


Fig. 8–Front Console Assembly

REAR VIEW MIRROR

Outside

Removal

The outside rear view mirror is removed from the door by removing the allen head set screw located on the outboard side of the mirror support. (See Figure 9). The base mounting assembly is replaced by removing two screws to body (fig. 11).

Installation

The Mirror is installed by following removal procedures in reverse order.

Inside

Installation of inside mirror is illustrated in Figure 12. Tension of mirror stud is increased by tightening adjusting screw.

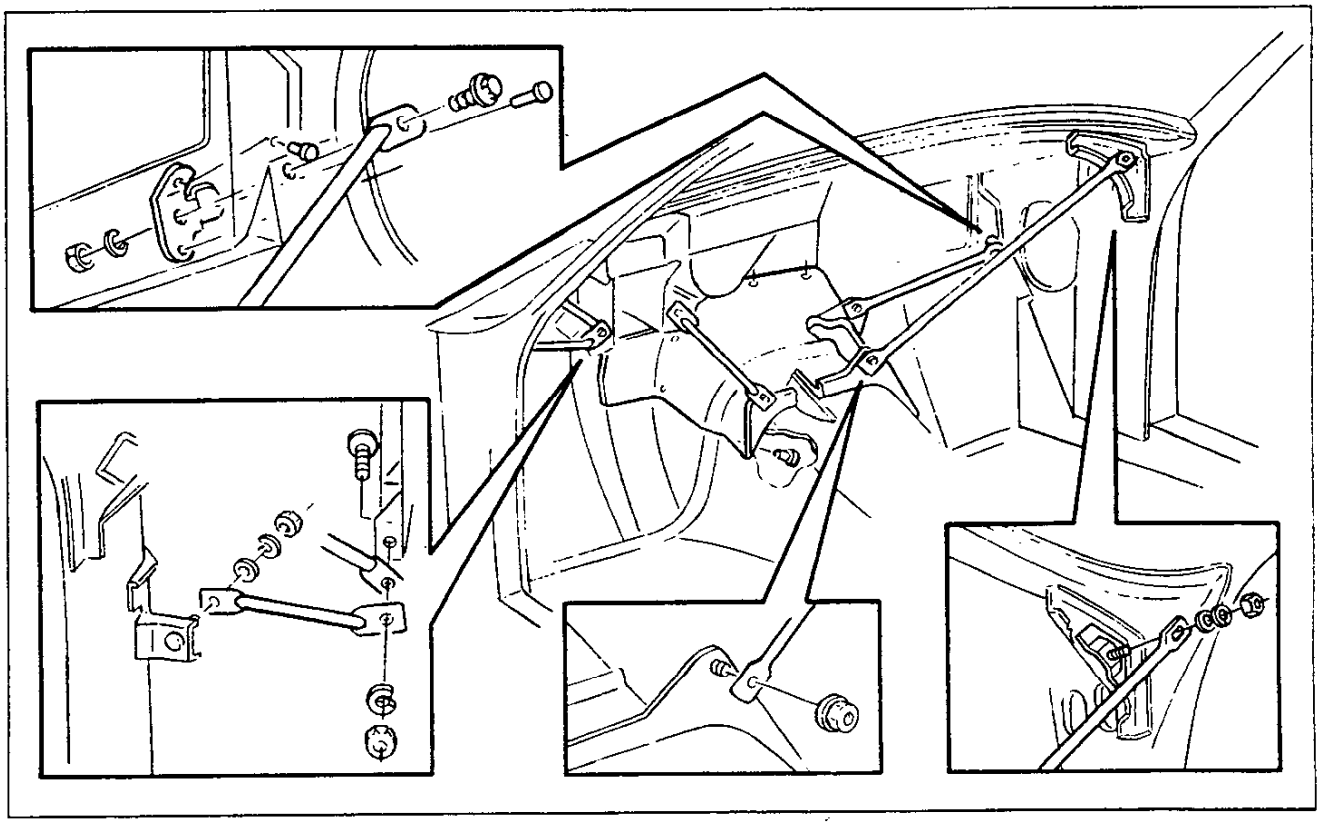


Fig. 9–Under Dash Braces - Convertible with A/C

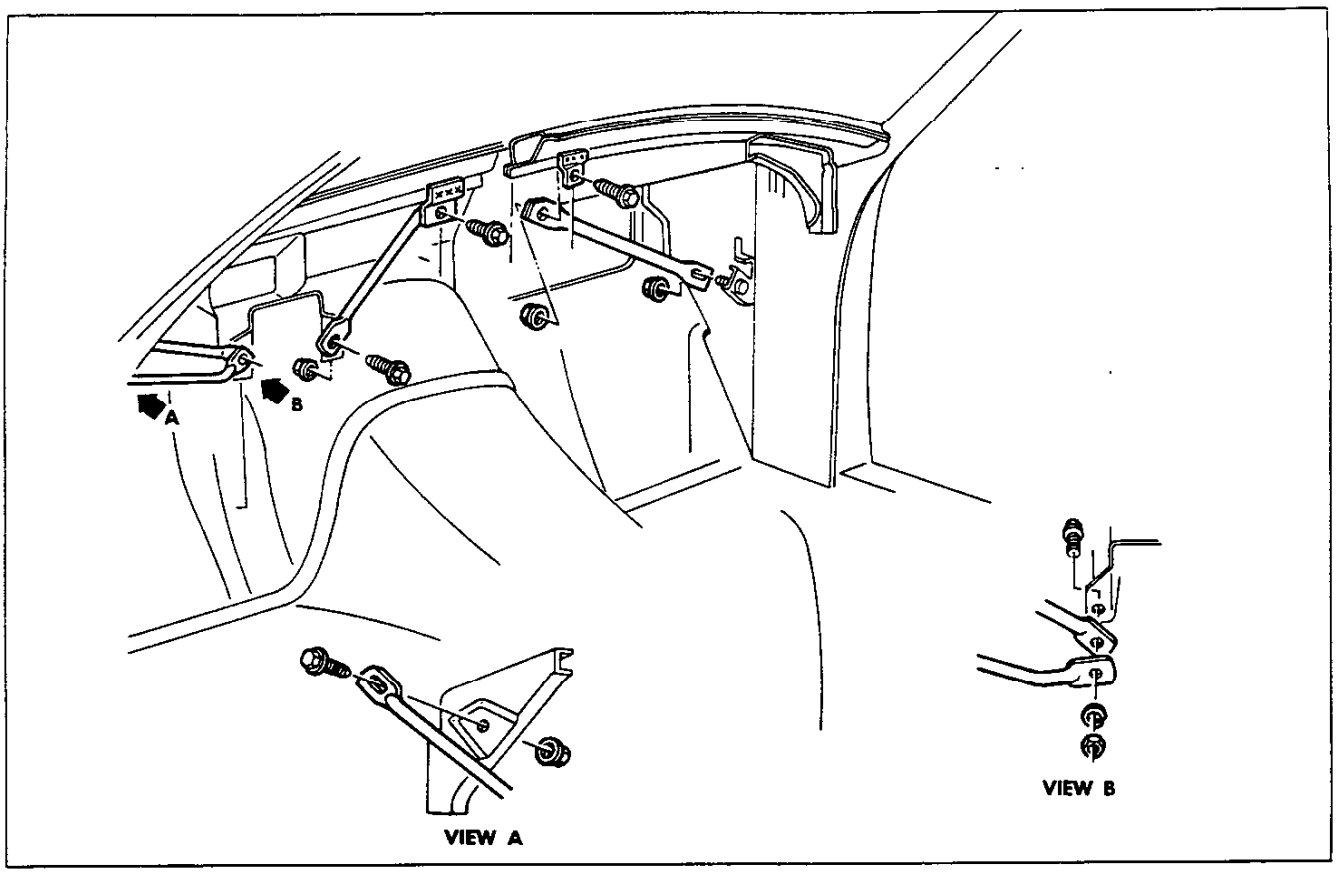


Fig. 10–Under Dash Braces - Convertible w/o A/C

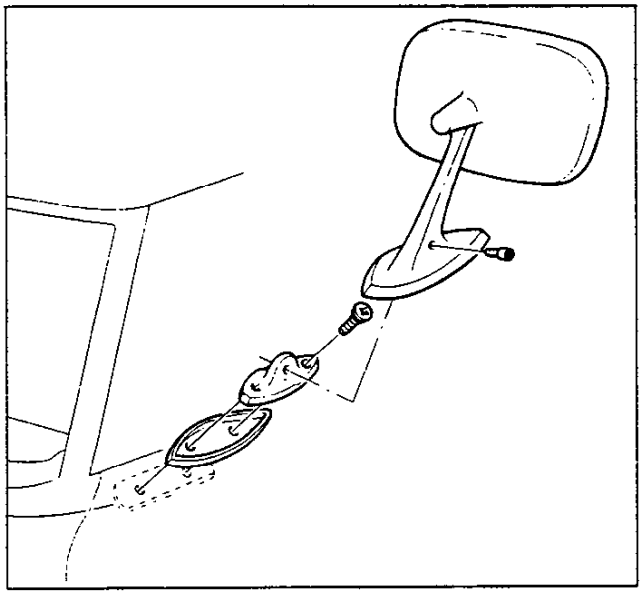


Fig. 11–Outside Rearview Mirror

SUN VISOR

Attachment of sun visor assembly to windshield header is made as shown in Figure 12. Turning of adjusting screw clockwise increases friction.

WINDSHIELD (Figs. 12 to 16)

The windshield installation incorporates a synthetic self-curing rubber adhesive caulking compound that adheres to both glass and pinchweld frame. Applied to the glass while in a soft state, the material begins to cure soon after exposure to air. It is therefore essential that installation of the glass into the body opening quickly follow application of material to the glass. It is recommended to use the materials provided in a kit from your authorized dealer which consists of:

a. One tube of Adhesive Caulking Material.
b. Pressure Sensitive Adhesive Sealing Strip.
c. Steel Music Wire (.020" diameter).
d. Adhesive Caulking Primer.

Additional materials required:

a. Caulking gun
b. Two pieces of wood for wire handles.

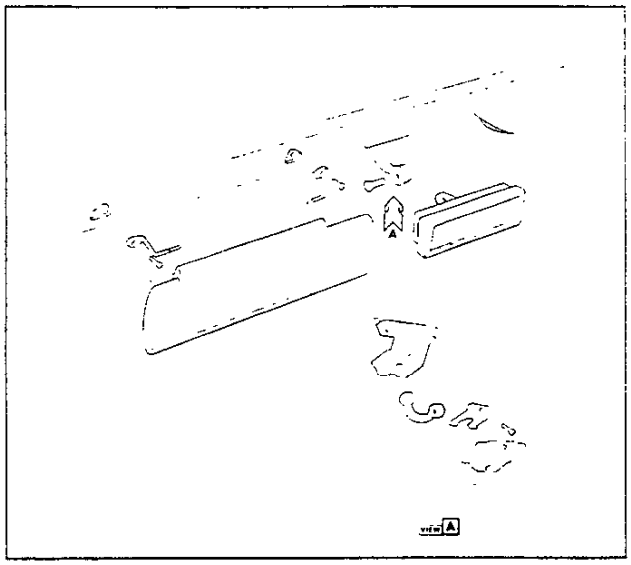


Fig. 12–Sun Visor and Inside Rearview Mirror

c. Black weatherstrip adhesive.
d. Rubber glass spacers.

Removal

1. Set windshield wiper access door in open position.
2. Remove windshield wiper arms.
3. Remove weatherstrips (L and R) from frame by removing mounting screw, prying from channel, and carefully pulling downward.
4. Remove lower corner reveal moldings (L and R) by removing two (2) screws located at end flanges to fender, and carefully prying out from retaining clips.
5. Remove side retainer moldings (L and R) by removing three (3) screws to frame.
6. Remove side reveal molding (L and R) by removing one (1) remaining screw.
7. After indexing molding and header rail with tape to insure proper reinstallation, remove upper reveal molding by carefully prying out at corner with screw driver and then pulling out remainder by hand.
8. Secure one end of steel music wire to piece of wood for handle. Insert other end through caulking material at lower corner of windshield; then secure end of wire to another piece of wood (fig. 12).
9. With the aid of helper, carefully cut through caulking material (using a sawing motion) with the steel wire; up side of windshield, across top, down opposite side, and across bottom.
10. Remove old glass from windshield opening.
11. Using a sharp scraper or wood chisel, remove adhesive caulking material from pinchweld flange.

NOTE: It is not necessary to clean off all the old caulking material completely from windshield frame; however, there should not be any loose pieces of caulking material left in the opening.

12. Check all upper reveal molding retaining clips for damage (4 clip assemblies required). Replace those that are bent or distorted.
13. Using weatherstrip adhesive, cement rubber spacers at bottom, sides, and top of window opening. The step-type spacers are used at bottom, the flat type are used at the top, and at the sides, window opening.
14. Using suction cup holders, position replacement glass in body opening. Carefully check relationship of glass to body pinchweld completely around opening. The overlap of glass to body pinchweld and retaining flanges should be equal with a minimum overlap of 3/16". Where necessary, position shims under the lower spacers to obtain required overlap of glass to body upper and lower flanges.
15. After proper glass to pinchweld relationship has been attained, mark position with grease pencil on glass and windshield pillar.
16. Remove glass from body opening and place on protected surface.
17. Clean inside edge surface of glass so that glass is free of any foreign material (oil, grease, etc.). first peeling off paper backing, apply pressure sensitive sealing strip approximately 1/4 inch from edge of inside surface of glass completely around glass. Then apply a film of silane primer to inside edge surface completely around glass. also apply silane primer to sealing surface of windshield frame.
18. Cut off painted portion of cartridge nozzle along edge of paint line.
19. Mix adhesive caulking material and accelerator thoroughly according to directions on container.

NOTE: Once caulking material is mixed, there will be approximately 35 minutes of working time with the material. Subsequent steps should be performed immediately after caulking material is mixed.

20. Place caulking material in cartridge.
21. Carefully apply a smooth continuous bead of caulking material on inside surface of glass next to edge completely around glass. Caulking material should be approximately 1/4 inch wide at the base and form a pyramid 3/8 inch high. If during application the pyramid collapses, wait about 2-3 minutes for material to set up. If an air bubble is encountered in material, back up the applicator and apply sufficient material to fill void and to dispense the bubble before continuing.
22. The reveal molding clips are self-sealing and do not require sealing before installing glass.
23. With aid of helper, lift glass and carefully position glass on spacers, matching up marks on glass and frame.
24. Press glass lightly to set caulking material to windshield opening flanges. Paddle material where necessary to insure proper seal.

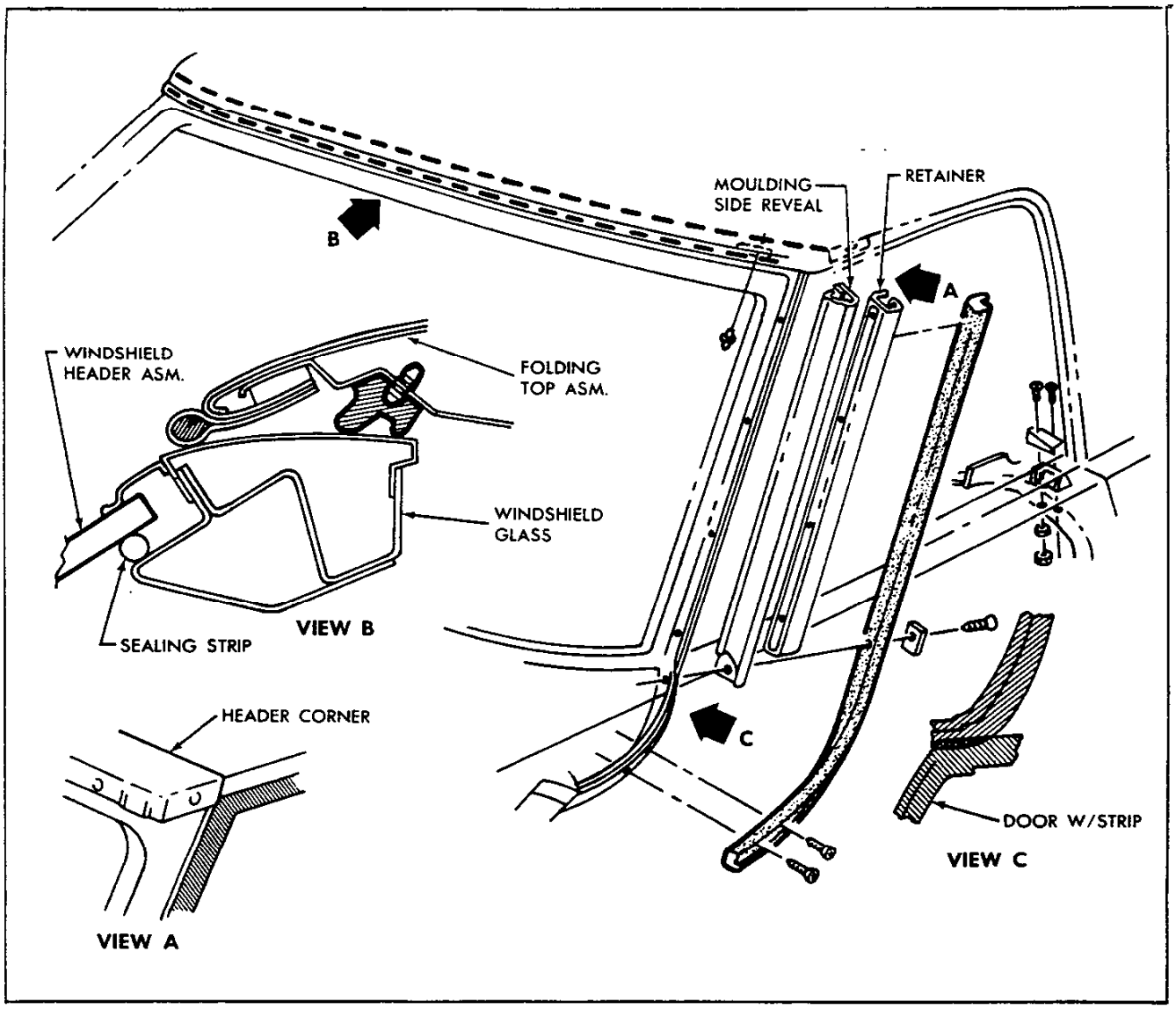


Fig. 13-Windshield Moldings and Weatherstrips

CAUTION: Do not run a heavy stream of water directly on caulking material while the material is still soft.

25. Water test windshield immediately using a cold water spray. If any water leaks are encountered, use flat bladed screw driver or stick, and paddle caulking material into leak point to correct leak. Correction of leak is usually more effectively performed by paddling material from inside the body.

26. Install previously removed hardware and trim in the following order: upper reveal molding, side reveal molding, side retainer molding, lower corner reveal molding, and windshield pillar weatherstrip.

COWL VENTILATOR ASSEMBLY

The following procedure includes either the left or right-hand side. Refer to Figure 17.

Adjustment

Turn plastic adjustment link, located at middle of control cable underneath dash panel, in order to attain desired adjustment. Ventilator valve should be completely closed when knob is at forward position.

Removal

1. Remove cowl kick panel.
2. Disengage control cable fastened to bracket by screw.

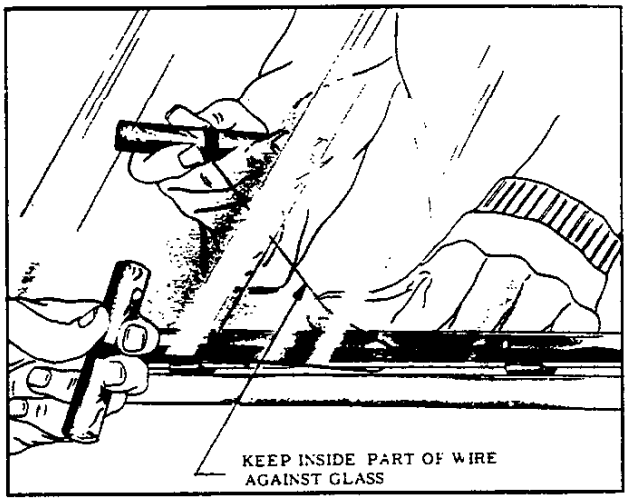


Fig. 14–Removing Old Glass From Opening

3. Remove knob assembly retaining screw.
4. With console trim plate lifted out, remove nut retaining guide.
5. Remove screw retaining cable at inside front of console assembly.
6. Disassemble control mechanism.
7. Remove cable assembly by disconnecting at adjusting link and pulling through.

Installation

Install vent assembly following removal procedure in reverse order. Check operation and adjust accordingly.

DOORS

ADJUSTMENTS

Door Lock Striker (Fig. 20)

The door lock striker consists of a single metal bolt and washer assembly that is threaded into a tapped, floating cage plate located in the body lock pillar. With this design, the door is secured in the closed position when the door lock fork-bolt snaps over and engages the striker bolt.

1. To adjust striker up or down, or in or out, loosen striker bolt and shift striker as required, and then tighten striker.

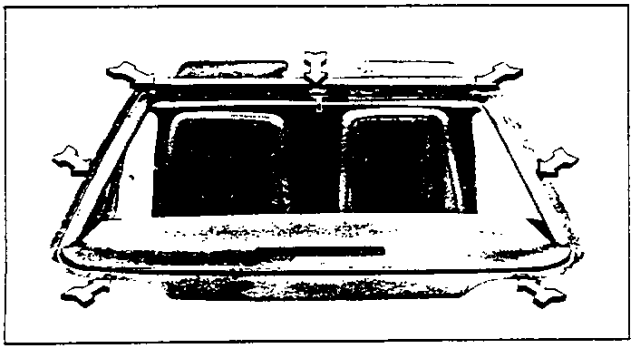


Fig. 15–Windshield Rubber Spacers

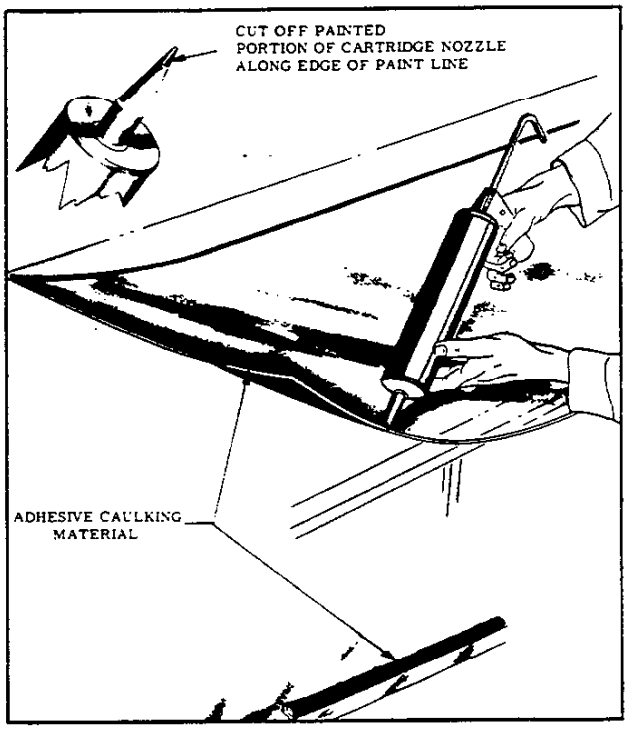


Fig. 16–Applying Caulking Material to Glass

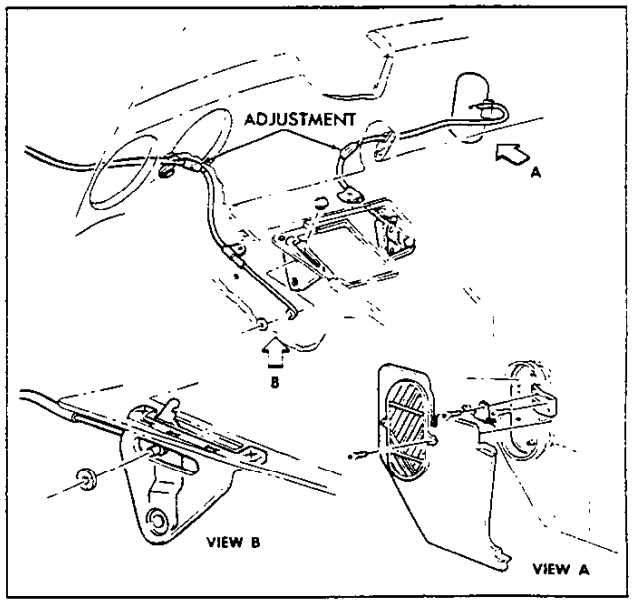


Fig. 17–Cowl Ventilator and Controls

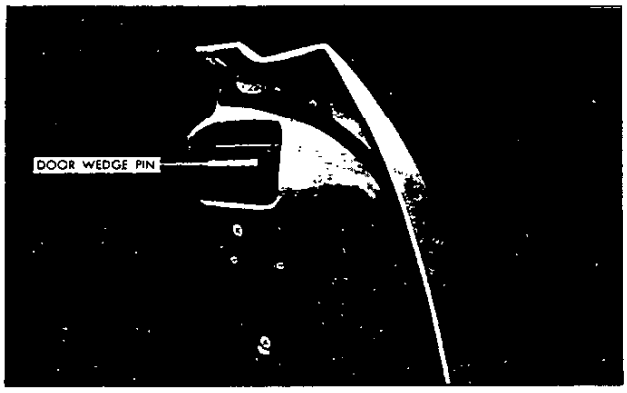


Fig. 18–Non-Adjustable Wedge Pin - Covertible Side Door

2. To determine if striker fore or aft adjustment is required, proceed as follows:
   a. Make certain door is properly aligned.
   b. Apply modeling clay or body caulking compound to lock bolt opening.
   c. Close door only as far as necessary for striker bolt to form an impression.

   NOTE: Do not close door completely. Complete door closing will make clay removal very difficult.

   d. Measure striker impression as follows: Striker head should be centered fore and aft as shown; however, some tolerances are allowed. In this alignment, it is important that minimum dimensions as outlined in Figure 20 be strictly maintained. The following spacers are available as service parts and can be used individually or in combination to achieve the specified alignment:

   5/64" Spacer
   5/32" Spacer
   1/4" Spacer
   5/16" Spacer

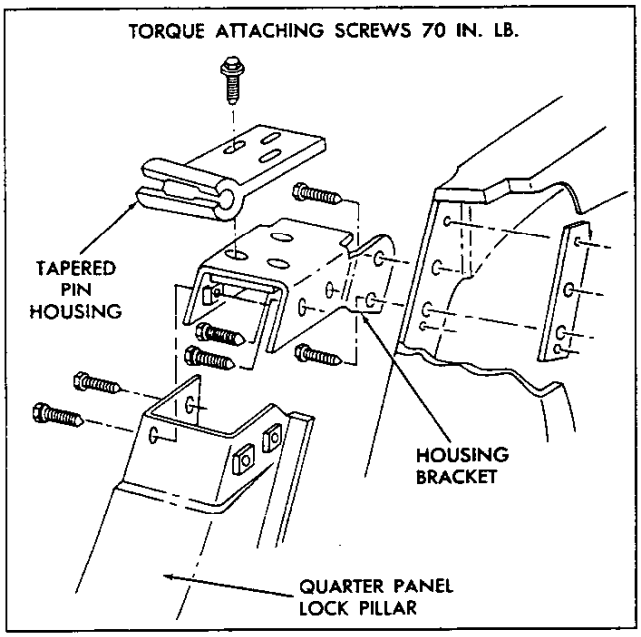


Fig. 19–Door Wedge Pin Housing and Bracket Location

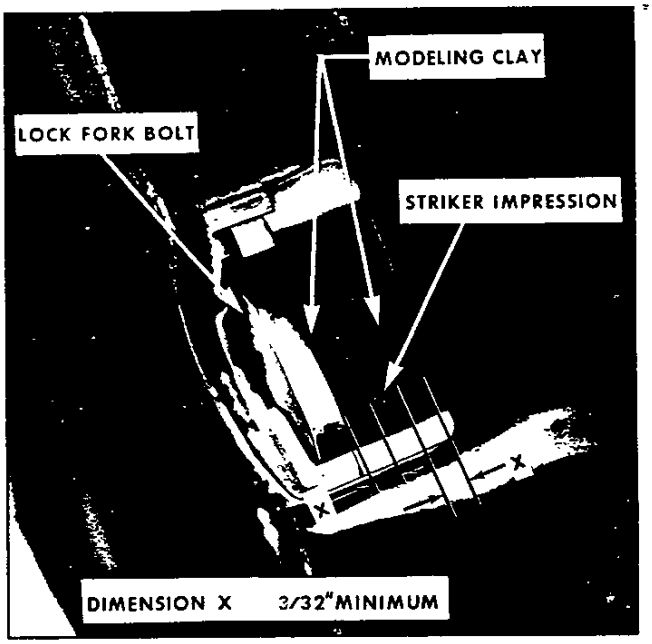


Fig. 20–Checking Adjustment of Striker

If check indicates need for emergency spacers, proceed as follows:

1. Mark position of striker on body lock pillar using a pencil.
2. Insert J-23457 wrench into head of striker bolt and remove striker.
3. To install, reverse removal procedure. Make certain striker is positioned within pencil mark. Striker bolt must be torqued. See Specifications Section.

   NOTE: Whenever a door has been removed and reinstalled or realigned, the door should not be closed completely until a visual check is made to determine if lock fork-bolt is correctly engaging with striker.

Convertible Side Door Wedge Pin Housing And Bracket Adjustment

The wedge shaped tapered pin located on the side door (fig. 18) is not adjustable nor interchangeable right to left door.

All adjustments for entry of the wedge pin into the housing are made at the housing and housing bracket.

The housing bracket mounted in the quarter panel and lock pillar has six (6) mounting bolts allowing for alignment up and down (fig. 19).

The housing is secured with three (3) bolts to the housing bracket. The housing is adjustable on the horizontal plane in and out, back and forth.

All brackets and housing bolts should be just snug before closing door gently. Tighten all nine (9) bolts before opening door.

Try closing door after housing and housing bracket bolts are tightened to 70 inch pounds torque.

NOTE: No shims are to be used at tapered wedge pin, bracket, or bracket housing.

DOOR WINDOW ADJUSTMENT (Fig. 21)

In order to perform any of the adjustments listed below, the door trim panel must be removed.

Window Tilted

1. Loosen two bolts (A) and adjust by rotating glass until a constant distance is gained between front edge of glass and the windshield pillar. Retighten bolts A.

Window Rolls Up Too Far

2. Loosen front and rear stop screws (B). Roll glass up until it properly seats in roof weather strip. Move front and rear stops until they contact window rollers. Retighten screws (B).

Gap Between Window Forward Edge and Windshield Pillar Too Large or Small

3. Loosen three bolts (C). Move glass towards windshield pillar weather strip until it properly seats in the stripping. Retighten bolts (C).

Glass Too Far Outboard or Inboard

4. Loosen bolts (D E). Back off adjusting screws (G). Move top edge of glass inboard until it is properly seated against roof rail weatherstrip. Tighten bolts (D). Move felt weatherstrip against window. Tighten bolts (E). Turn adjusting screws so that the inner nylon pads are in light contact with wedges.

Window Rolls Down Too Far

5. Loosen screw (H) and roll glass down until top edge is

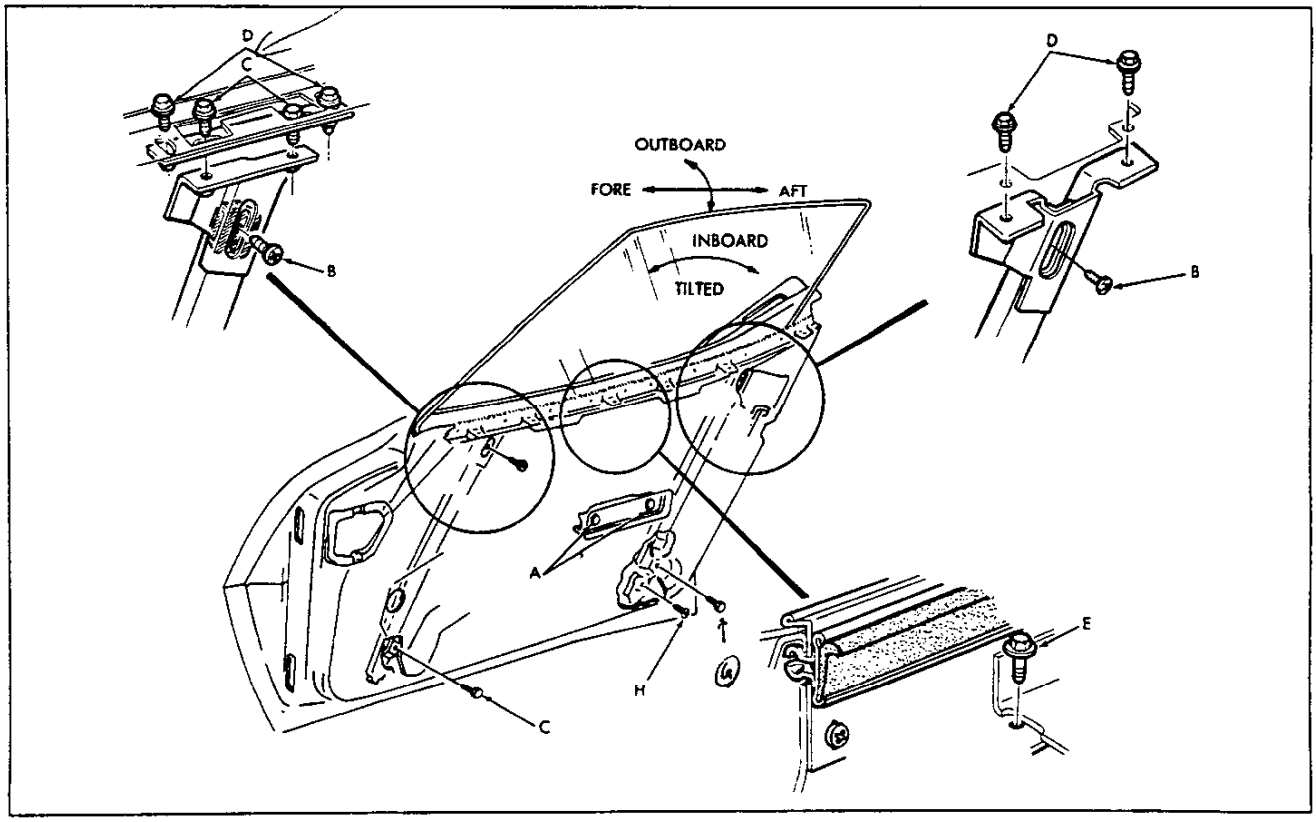


Fig. 21-Door Glass Adjustments

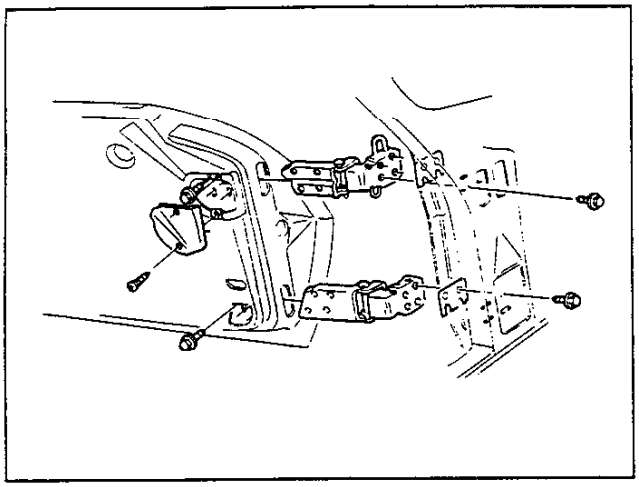


Fig. 22–Side Door Hinges

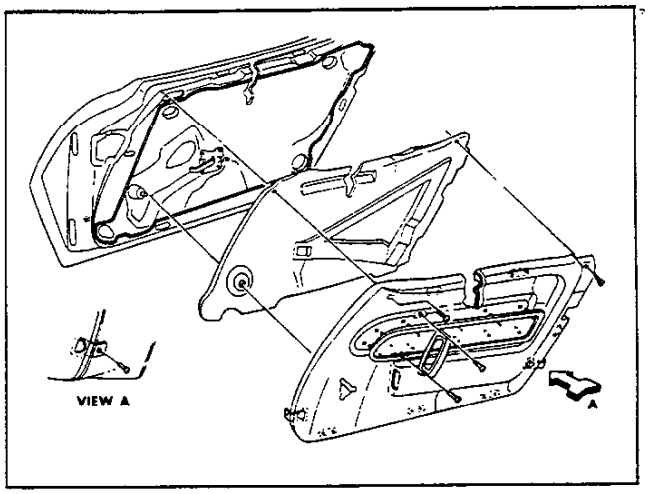


Fig. 23–Door Trim Panel Assembly

flush with outer panel. Move stop to contact window roller. Retighten screw (H).

If a complete door window adjustment is needed, fully adjust window by following all the steps given above in the order given.

Door Hinges

(Refer to Figure 22)

The position of the door assembly in the body opening is determined by the striker position previously described, and the position of the door on the hinge rear straps. The position of the door is adjusted by sliding the door fore and aft to the limit of the slotted holes in hinge pillar; in and out adjustment is done by installation and removal of shims located between hinge pillar and front straps of hinges; up and down position is determined by adjustment of rear hinge straps in slots of inner door panel. To adjust door, proceed as follows:

1. Remove door trim panel as outlined in this section.
2. Remove lock striker bolt after first scribing line on lock pillar surface following circular flange. This enables proper installation position.
3. For up-and-down adjustment, remove hinge cover (2 screws) for access to upper hinge retaining screws.
4. For in-and-out, and fore-and-aft adjustment, it is necessary to first remove instrument panel (left door only), right dash pad (right door), cowl kick panel, and air inlet duct, in order to gain access to hinge retaining screws.
5. Adjust door as required. (Do not allow doors to hang on one hinge without support.)
6. Install previously removed striker assembly, trim pads and panels and lubricate door hinges with lubriplate or equivalent.

NOTE: After performing any door adjustment, the window and lock pillar should be checked for alignment and adjusted as necessary. Do not slam door after adjustment without first checking the door lock and striker engagement. An adjustment may be necessary.

TRIM PANEL AND INSIDE HANDLES (Figs. 23 to 25)

1. Using Tool J-7797, remove clips retaining window crank and lock control.
2. Remove four (4) screws securing trim panel located at inside corners of inner door panels.
3. Remove trim panel by carefully prying out at plastic fastener clips located around perimeter of panel.
4. Remove door lock handle by removing one (1) screw and sliding handle forward.
5. Remove formed plastic cover by peeling along edge at adhesive bead.
6. For installation follow above steps in reverse order making sure trim panel is properly aligned.

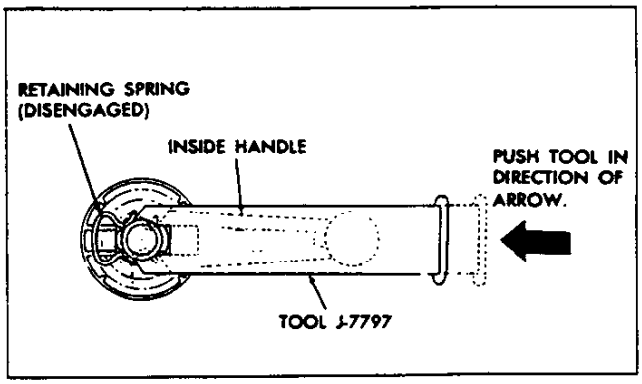


Fig. 24–Removing Window Crank With J-7797

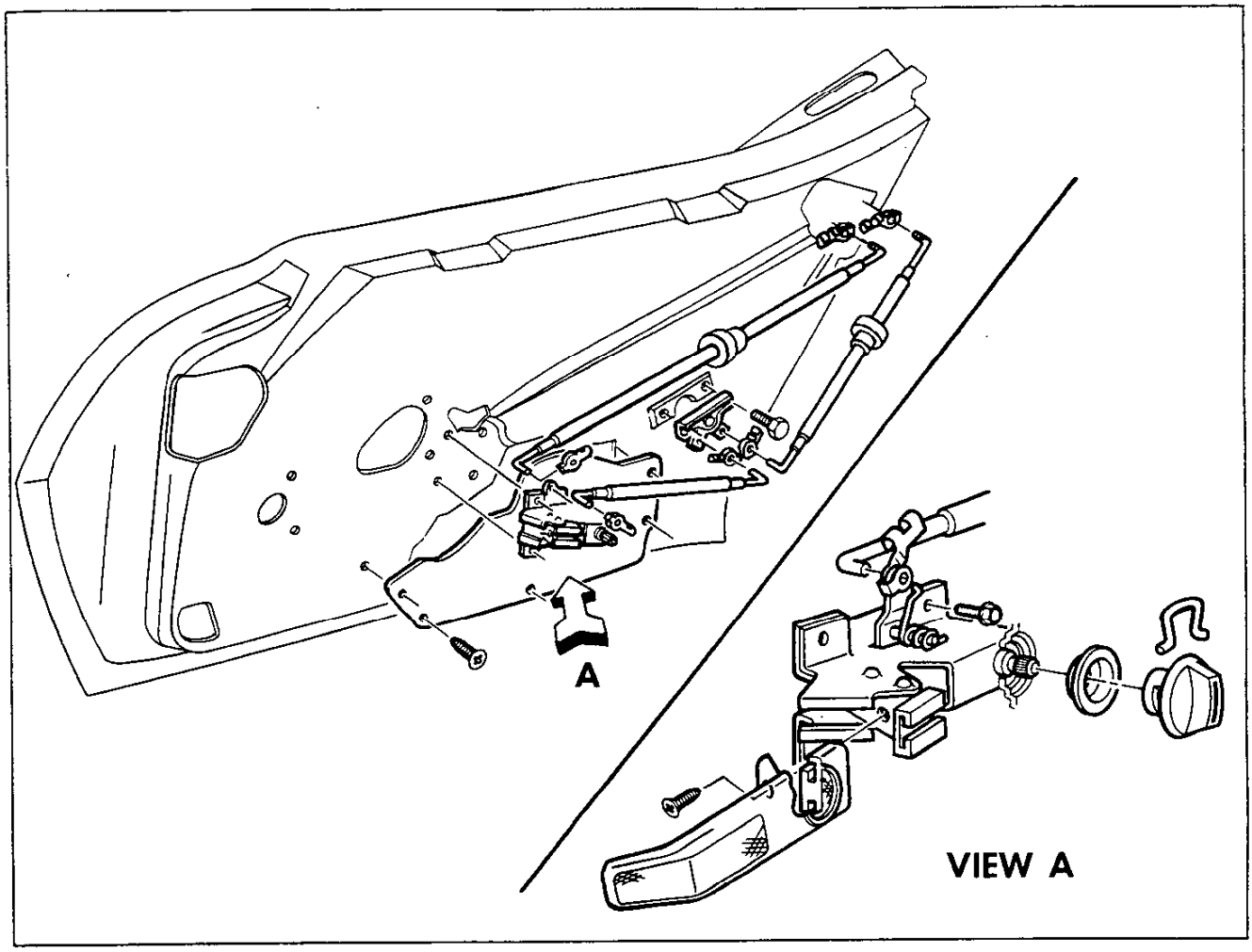


Fig. 25–Door Lock and Remote Control

DOOR LOCK AND REMOTE CONTROLS (Fig. 24)

Removal

1. Raise window fully up.
2. Remove door trim panel as outlined in this section.
3. Disengage upper control rod assembly by releasing carburetor type clips at both ends. and removing rod through access hole.
4. Disengage lock control rods by releasing clips at both ends and lifting outward.
5. Remove remote control assembly by removing four (4) screws to inner door panel.
6. Remove "crank link" (intermediate pivot) by removing two (2) screws to inner panel.
7. Remove door lock by removing three (3) screws and lifting assembly out through access hole.

Installation

For installation, follow preceding steps in reverse order. After assembly of lock mechanism, adjust linkage for proper operation, by removing clip and turning threaded rods. All components should be lubricated before installation.

WEATHERSTRIP (Fig. 26)

When installing new weatherstrip, all dirt, loose paint and old cement must be removed to ensure a good bond. Use only high quality cement designated by the manufacturer as being suitable for weatherstrip application.

WINDOW OUTER SEAL ASSEMBLY (Fig. 27)

1. Lower window all the way down.

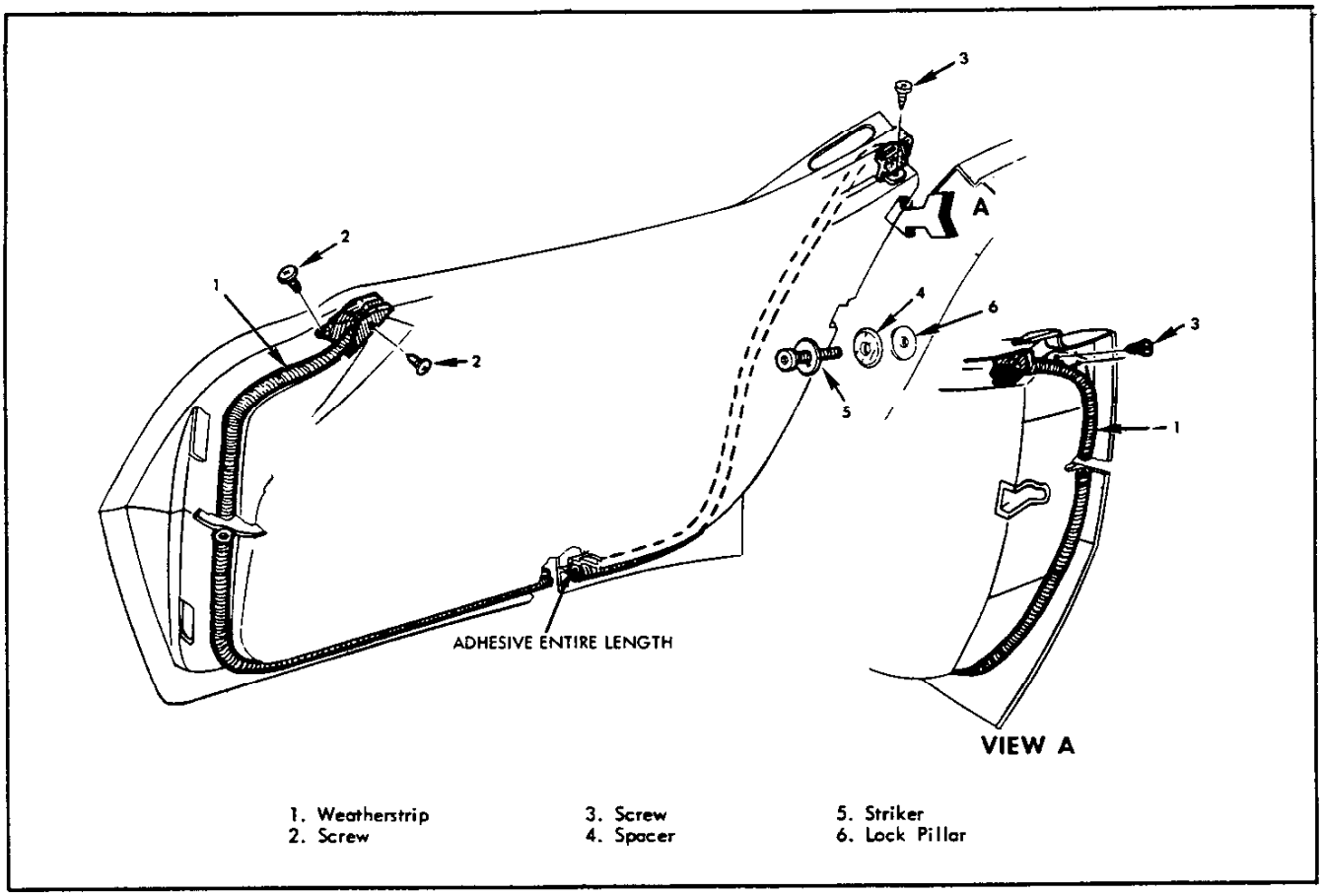


Fig. 26–Door Weathership

2. Remove trim panel.
3. Remove two (2) screws one located at each end of seal.
4. Carefully pry out of six (6) retaining clips.
5. Lift seal assembly outward and upward.
6. For installation, secure clips and install the two screws, then install trim panel and handles.

WINDOW ANTI-RATTLE (Fig. 27)

1. Lower window
2. Remove trim panel
3. Remove hex head screw
4. Fish anti rattle through access
5. Install anti-rattle through access. Adjust, install trim.

WINDOW GLASS

Removal

1. Remove door trim panel as outlined in this section.
2. Remove window outer seal assembly as outlined in this section.
3. Position window all the way up to line up two (2) sash screws through access holes.
4. Remove two (2) sash screws on horizontal guide channel while holding nut with other hand (fig. 24).
5. Disengage stop by removing one (1) Phillips head screw at top of channel assembly.
6. Adjust front and rear channel assemblies to extreme outboard position to allow ample clearance for window removal.
7. Carefully pull window upward making certain to clear roller assemblies through opening in inner door panel.

Installation

If replacement glass is necessary, disassemble two (2) pads and fasteners, and frame assembly by removing three (3) mounting bolts through glass (fig. 25). Mount frame assembly and pads onto new glass before installation into door.

The following steps are necessary for installation:

1. Insert glass in door pocket with convex curvature towards outside of vehicle.
2. Install and tighten (2) sash bolt and nut assemblies through horizontal guide channel and glass frame.

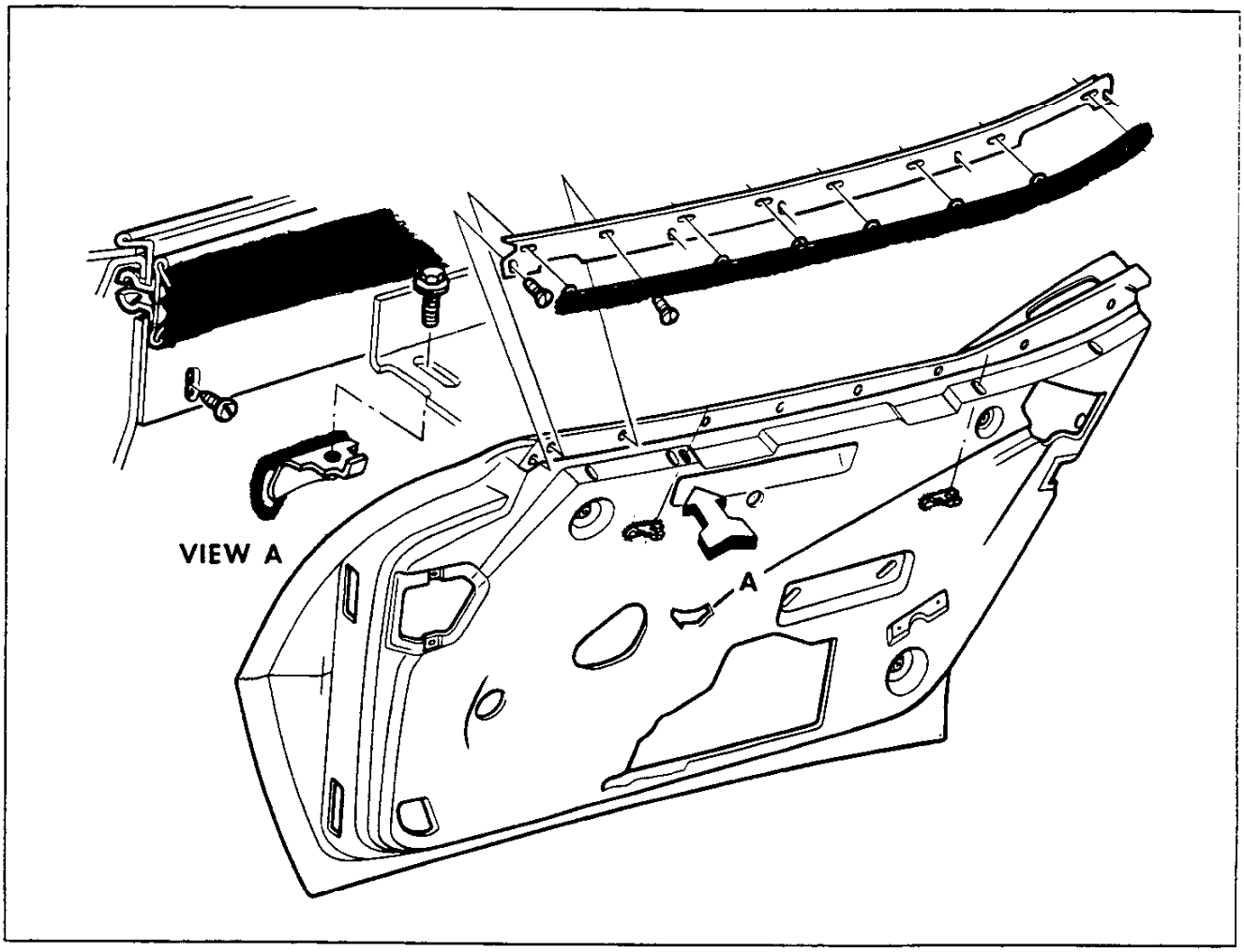


Fig. 27–Window Glass Seals and Molding

3. Adjust front and rear channels to proper in and out position.
4. Install inner window seal, and door trim panel.

GLASS RUN CHANNELS (Fig. 30, 31)

Removal

Removal of either front or rear channel involves the following steps.

1. Remove door trim assembly as outlined in this section.
2. Remove window glass assembly as outlined in this section.
3. Remove retaining screw at lower end of channel and two (2) screws retaining channel to top surface of door inner panel.
4. Remove two (2) screws retaining stationary horizontal guide channel.

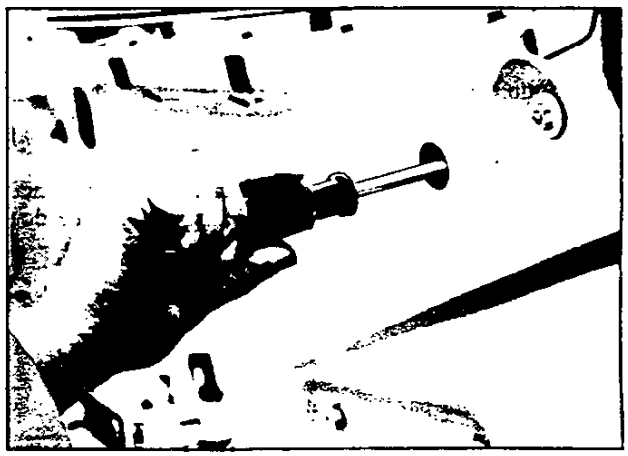


Fig. 28–Removing Sash Screws

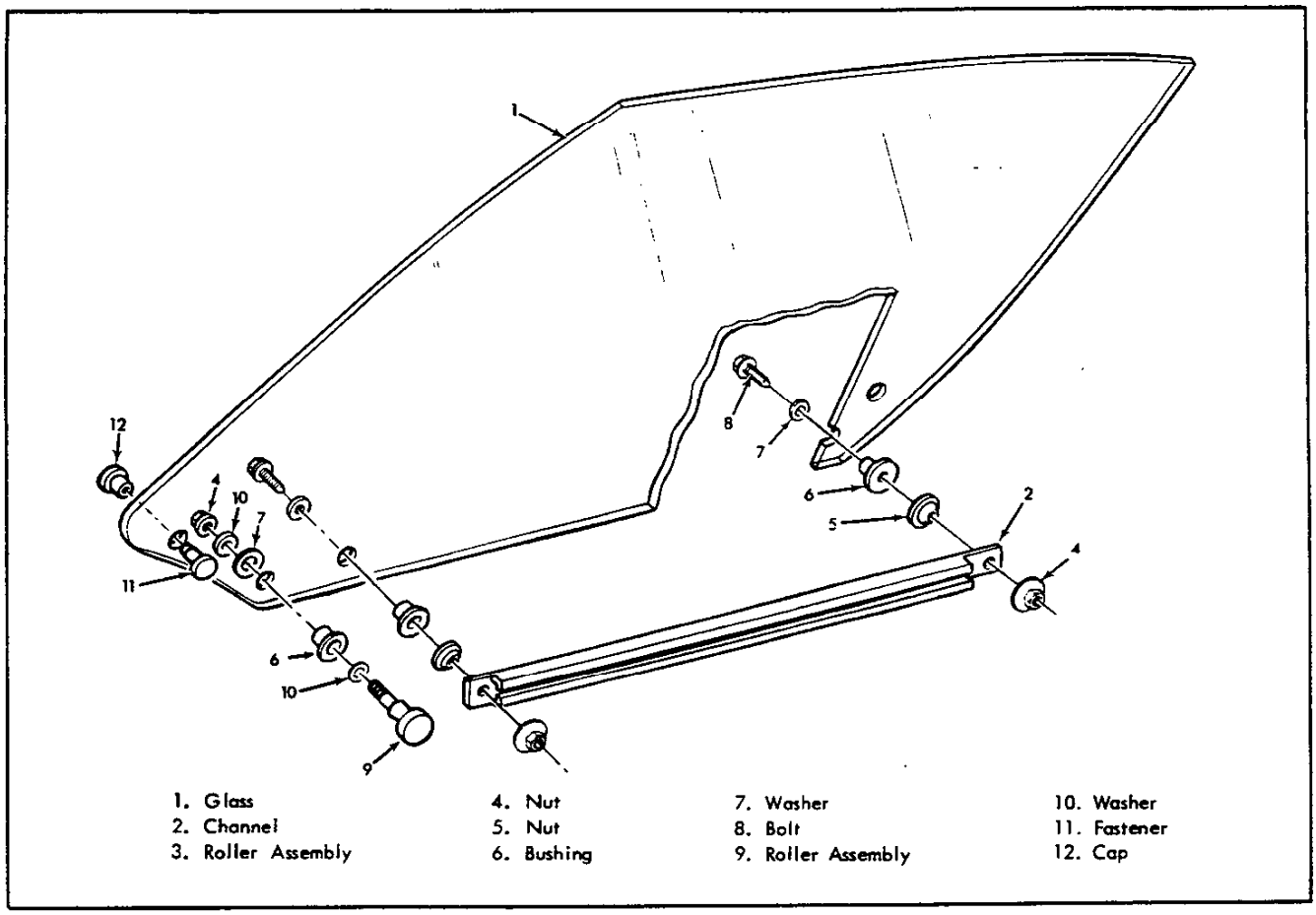


Fig. 29–Glass and Frame Assembly

5. Remove nut from adjusting stud.
6. Adjust stud to extreme clockwise position to allow proper removal clearance.
7. Carefully lift channel through upper slot as shown in Figure 31 making certain to clear opening.

Installation

1. Position run channel in door and install retaining bolts loosely.
2. Install window glass as outlined in this section.
3. Make necessary adjustments to channel as outlined under Doors - Adjustments - Door Windows. Replace door trim panel.

WINDOW REGULATOR–MANUAL (Fig. 32)

Removal

1. Remove trim panel as outlined in this section.
2. Position window all the way up.
3. Remove two (2) sash bolt and nut assemblies retaining window glass.
4. Remove two (2) screws securing stationary horizontal channel.
5. Remove window crank housing by removing three (3) screws.
6. Remove crank shaft, pin and washer spring.
7. Remove two (2) screws located adjacent to spring opening retaining regulator.
8. Remove lower bolt securing front glass channel.
9. Remove nut securing adjusting stud, and adjust front channel outward to provide adequate clearance for window regulator removal.
10. Collapse regulator linkage to elongated position.
11. While depressing front channel outward, slide regulator assembly forward and rearward to remove through access hole as shown in Figure 33.

Installation

Regulator may be installed by following removal procedure in reverse order. Always lubricate all guide rails and rollers when regulator is disassembled: Fiske Bros. Lo Temp Lubriplate#777 or equivalent is recommended. Test regulator

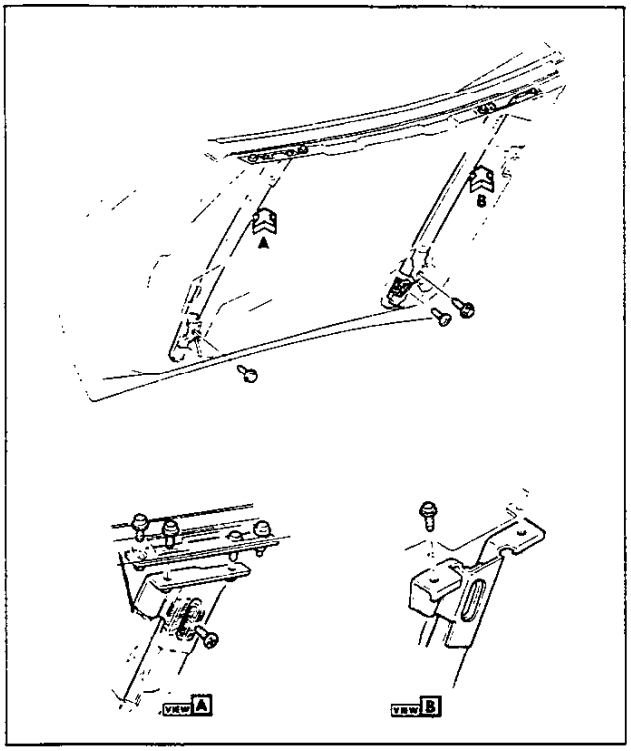


Fig. 30–Window Run Adjustment Points

thoroughly before installing door trim panel. Adjust window as outlined in this section.

WINDOW REGULATOR-POWER

In the case that window will not operate, check electrical connections first. Figure 34 illustrates location of junctions, switches, and circuit breaker.

Removal

Perform Steps 1 through 12 following Window Regulator–Manual Removal.

CAUTION: Electrical connectors must be removed from window lift motor before performing any operation on the regulator. Figure 34 illustrates location of regulator on door and wiring.

Disassembly

WARNING: Do not attempt to remove the motor from the regulator until the following operations are performed. Arm is spring-loaded and should be locked in position before the motor is removed. Refer to Figure 35.

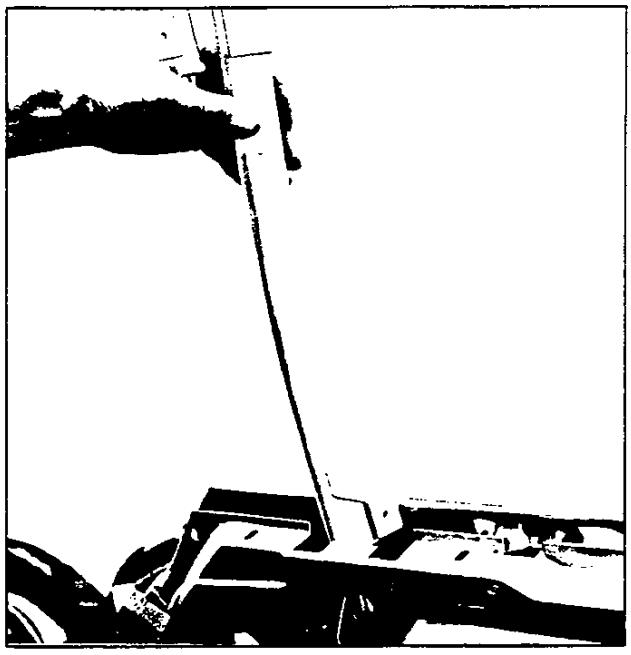


Fig. 31–Removing Front Glass Channel

1. Place regulator assembly in vise.
2. Using jumper leads to 12 volt DC source, operate motor until semi-circular hole in sector gear centers over one of two weld nuts on mounting plate.
3. Screw a 1/4" - 20 x 1" bolt into weld nut so that end passes through hole in sector gear. It may be necessary to enlarge hole in gear slightly with file or drill. Install nut on bolt to lock arm position.

Installation

Be sure lock bolt is removed if regulator has been disassembled.

1. Install lubricated regulator assembly and guide rails in reverse order of removal.
2. Install window as outlined in this section.
3. Making sure connectors are securely installed on motor, test operation of window thoroughly.
4. Install door trim panel and control handles as outlined in this section.

OUTER HANDLE AND LOCK CYLINDER (Fig. 36)

Removal

1. Remove trim pad.
2. Remove lock water shield.
3. Remove handle assembly by first removing (3) three screws retaining lock.
4. Remove (2) nuts attached to handle assembly studs and raise handle assembly after prying pivot link clip loose.

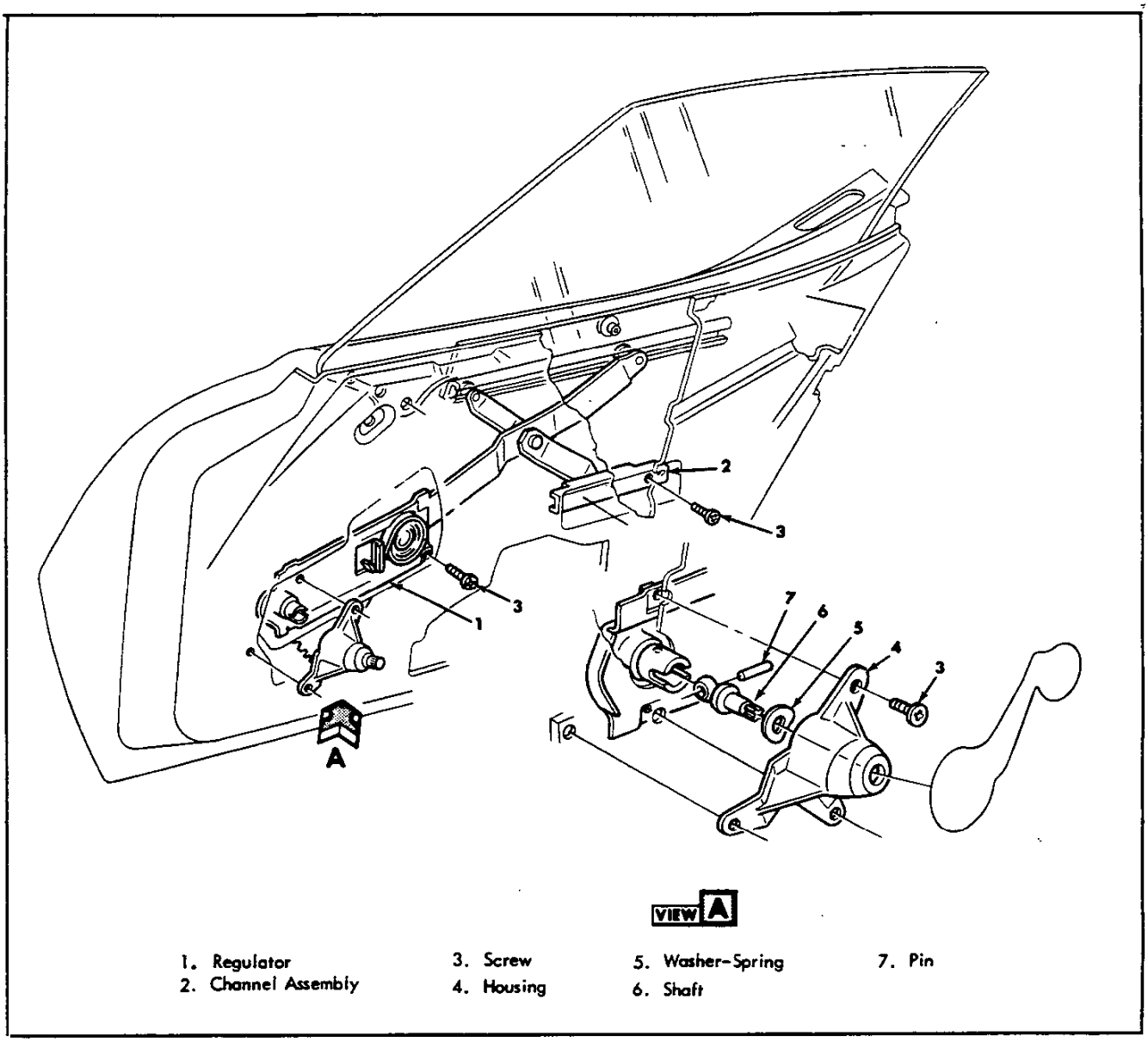


Fig. 32-Manual Window Regulator

5. Remove lock cylinder by repeating step (2) above then removing 2 clips on rear of cylinder.

Installation

1. If required, install new lock cylinder seal with assembly replacement.
2. Position handle assembly and tighten retaining nuts.
3. Slide lock back into place and secure with (3) three screws.
4. Carefully check operation of door lock, handle and cylinder.
5. Install lock water shield, using foam pressure tape as seal.
6. Install door trim panel as outlined in this section.

HINGES-DOOR ASSEMBLY (Fig. 37)

Removal

CAUTION: Do Not Allow Door To Hang Unsupported By One Hinge.

1. Remove door trim panel as outlined in this section.
2. Remove hinge access cover from door inner panel.
3. For lower hinge removal, remove door sill plate, and cowl kick panel.
4. For access to upper hinge attaching screws, remove lower mast jacket cover and instrument panel pad (left side), or dash panel pad (right side), and air inlet ducts.

5. If entire door is to be removed and door has electric power window, disconnect and remove wiring between hinge pillar and door.
6. If hinge is to be replaced in same position, scribe around inner strap on door panel and record number of shims found between hinge strap and door panel.
7. Remove bolts retaining hinge to door.
8. Remove bolts retaining hinge to body.

Installation

1. If door assembly has been removed from the car, scribe around lock striker as explained under Adjustments–Door Lock Striker, and remove striker from lock pillar.
2. Install hinges, replacing same number of shims removed, and aligning door hinge straps with marks scribed at disassembly.
3. As necessary, perform door adjustments as outlined in this section.
4. If door is equipped with power window, reinstall wiring.
5. Replace all trim and panels removed during disassembly.

REAR QUARTER

DOOR SILL PLATE AND MOLDING

Figure 38 illustrates assembly details of both the door sill plate and molding. The sill plate, which retains the carpet, the cowl trim kick panel, and lock pillar front edge trim, is mounted to the body by four (4) screws.

The upper molding is replaced by removing seven (7) screws; the lower molding is replaced by first removing the upper molding and then removing five (5) screws and four (4) nuts at face of molding.

UNDERBODY STORAGE COMPARTMENT

Located directly behind the front seats, the underbody storage compartment assembly is divided into three separate storage areas.

Refer to Figure 39.

1. Remove right hand box by opening lid, and lifting box upward.
2. Unfasten storage assembly by removing eight (8) screws along inner flange of frame and lower strap of door hinges.
3. Remove assembly from underbody by lifting upward.

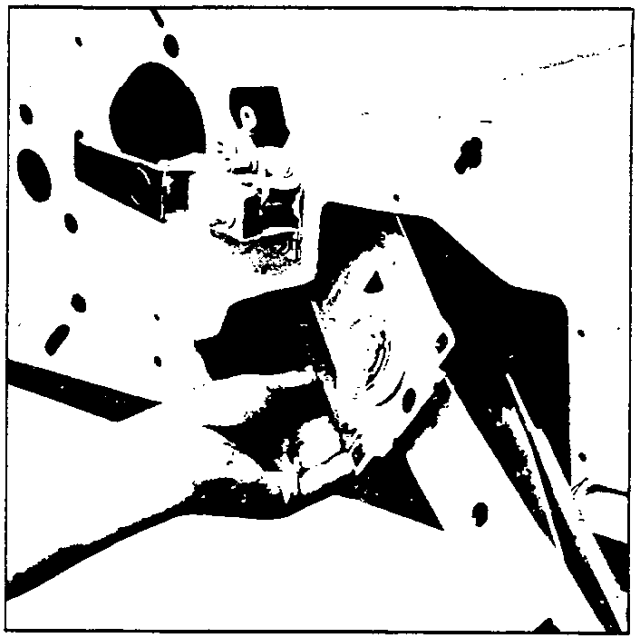


Fig. 33–Removing Window Regulator

4. Doors are removed from assembly by removing three (3) screws (outer doors) and two (2) screws (center door) at upper hinge strap.
5. Center storage compartment box is removed by removing seven (7) screws located around inside top edge of box.
6. For installation, follow above steps in reverse order.

REAR END

FOLDING TOP COMPARTMENT LID (Fig. 40)

Adjustment

Hinges

The folding top compartment lid should be adjusted so that, in the closed position, the surface of the lid is flush with surrounding body surfaces, and space between lid edge and body is 1/16" to 3/16" at sides and 3/16" to 1/4" at rear. Whenever lid position is changed on hinges, lock engagement must be inspected and adjusted if necessary. Adjust hinge position as follows:

1. Scribe a line on lid surface following contour of hinge strap. This line will assist in observation of lid movement during adjustment (fig. 41).
2. To raise or lower top surface of lid, add or remove hinge shims as required.

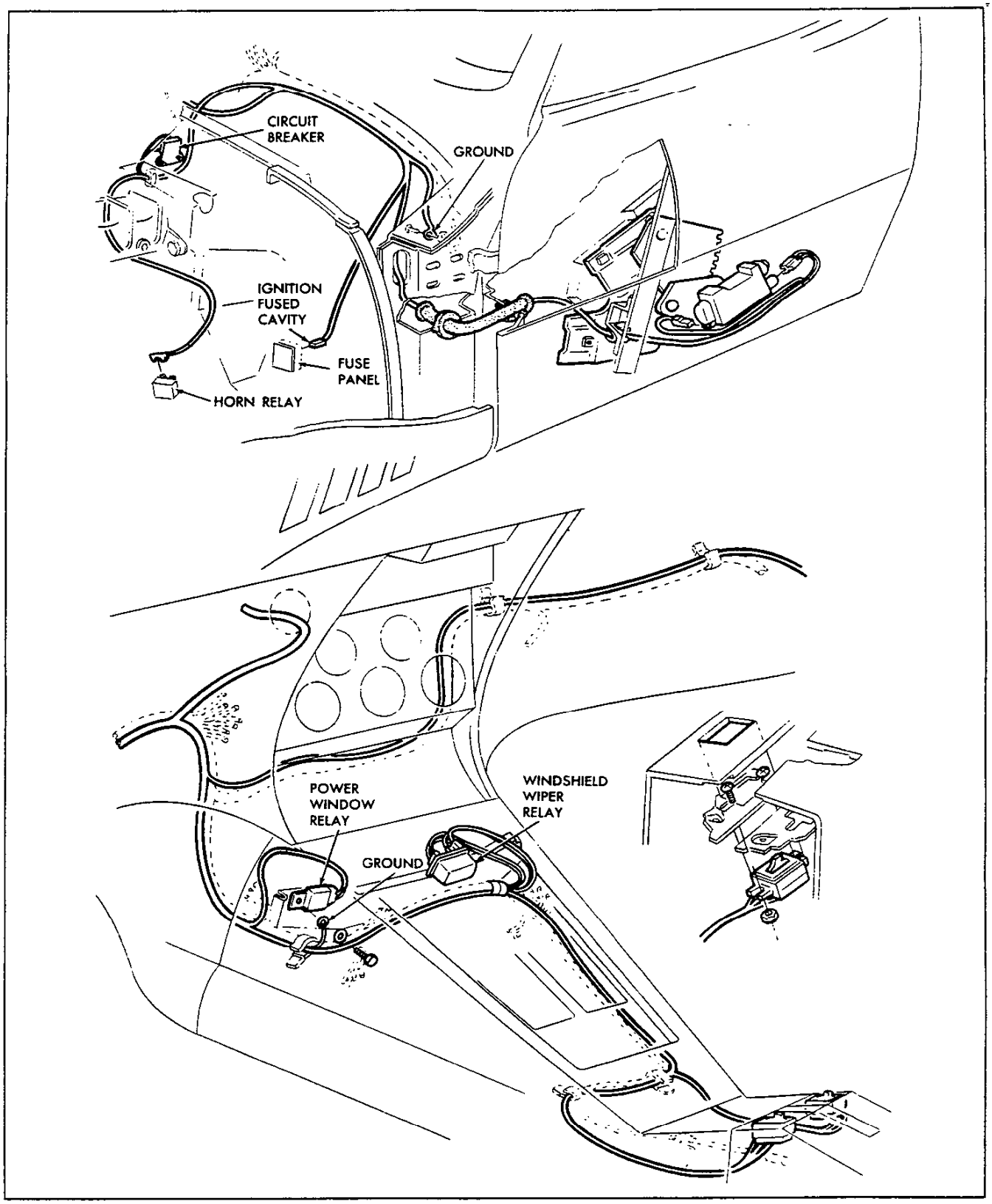


Fig. 34–Power Window Regulator Wiring

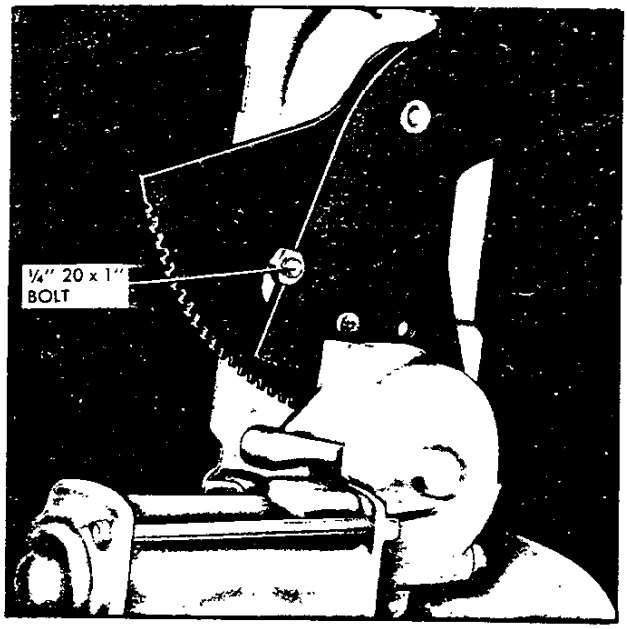


Fig. 35–Locking Arm in Place

Lock

Lock engagement is adjusted as follows:

1. Lock striker is adjusted in and out to the extent of slotted mounting holes.
2. Release of lock is adjusted by loosening lock assembly retaining bolts and moving lock fore and aft to the limit of slotted holes in lock base.

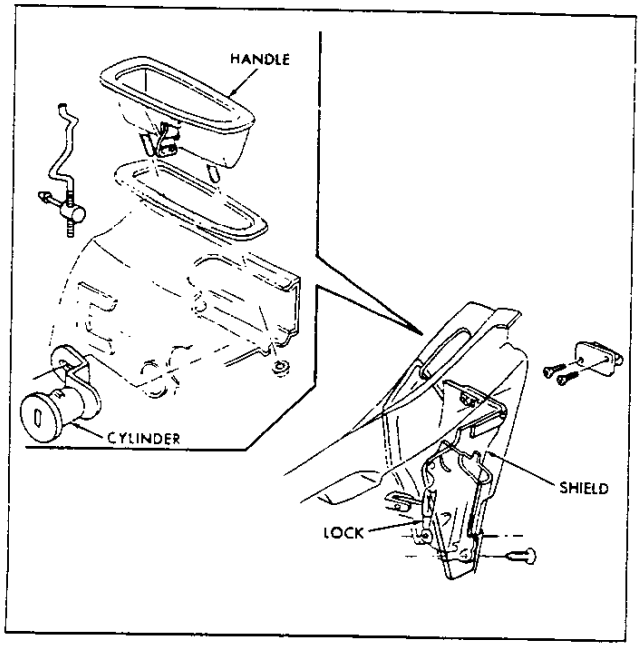


Fig. 36–Door Handle and Lock Cylinder

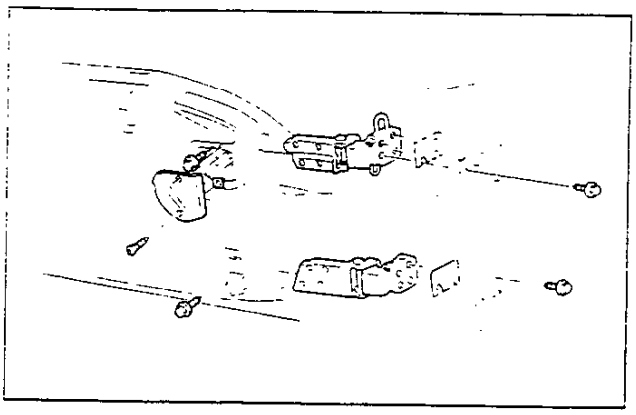


Fig. 37–Side Door Hinges

3. After adjustment, lock release should be tested and readjusted as required.

Closing (Fig. 40)

1. Adjust screw and bumper in place to full down position
2. Close lid assembly allowing pin to engage in bushing and locate housing.
3. Tighten nuts to 70 lbs.-inch torque.
4. Adjust screw up until the bumper is firmly seated against the lower surface of the lid assembly.

Hinges

Removal

1. Scribe around hinge as shown in Figure 41.
2. Hinge is removed as an assembly by opening top compartment lid fully, and removing three (3) retaining screws. Note number of shims found between hinge assembly and compartment doors and floor.

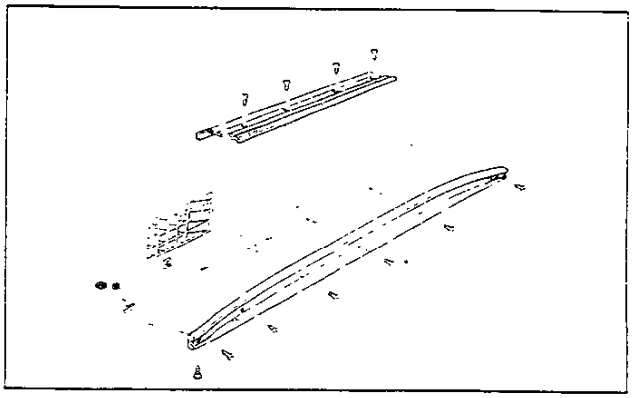
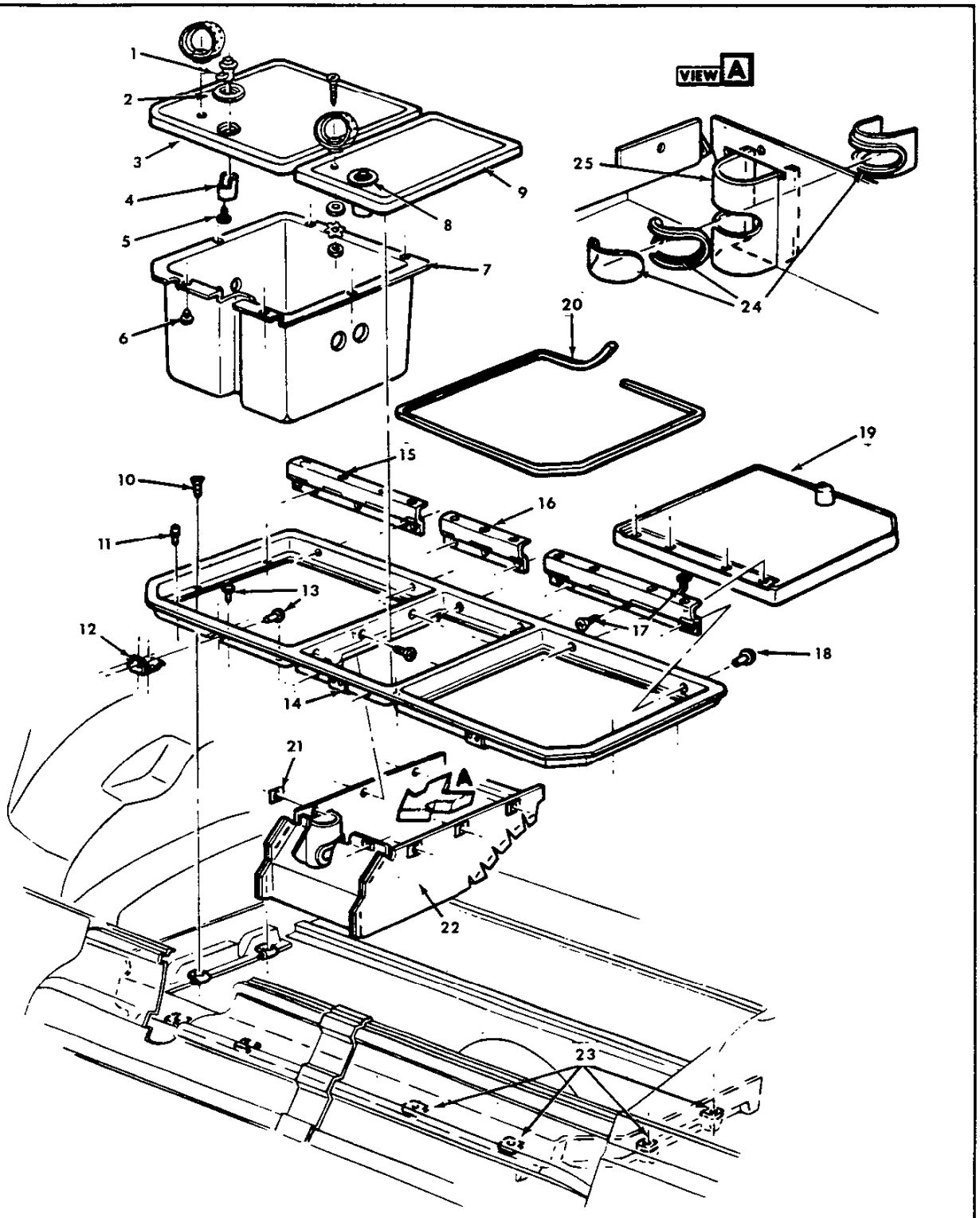
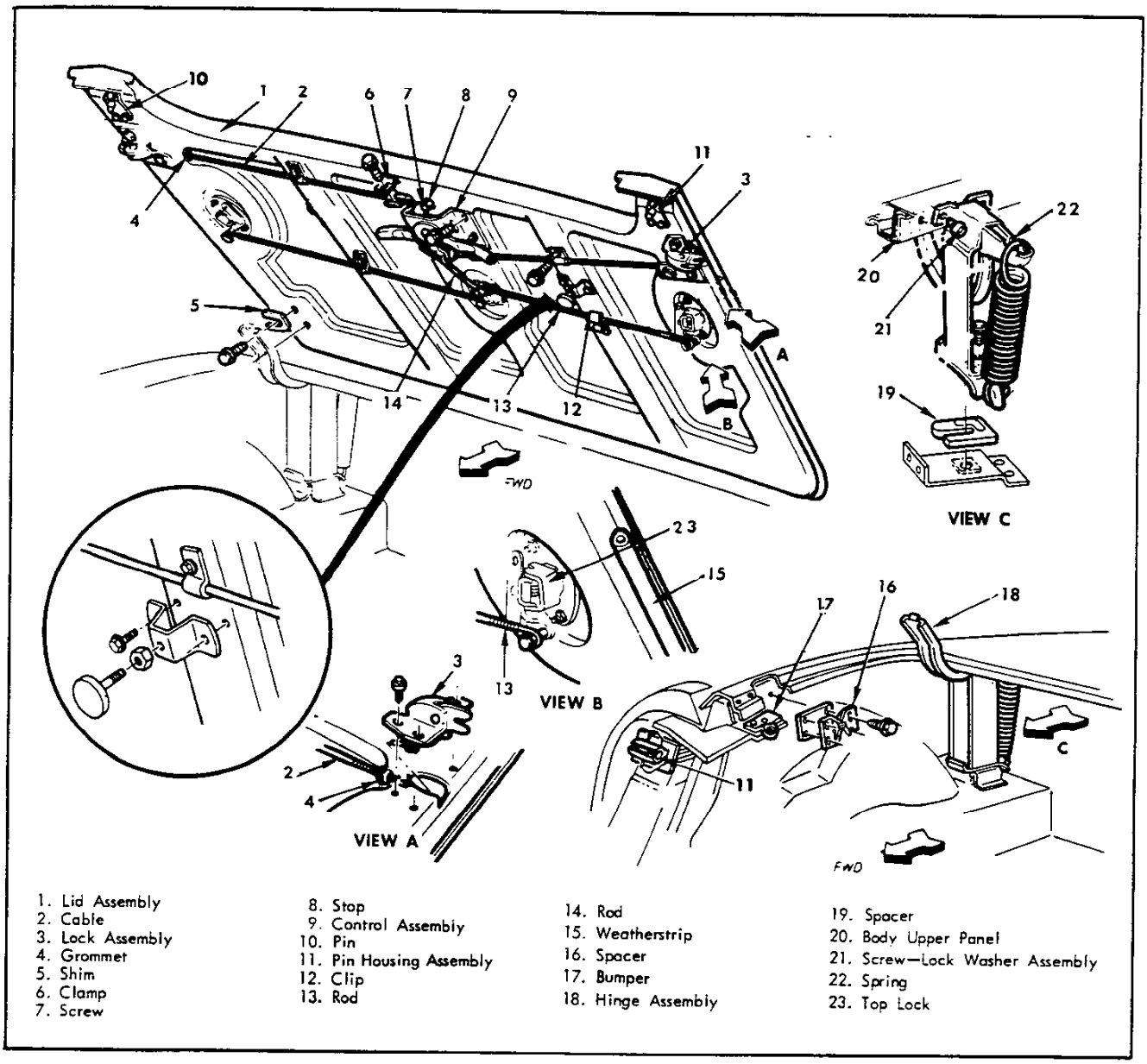


Fig. 38–Sill Plate and Trim Molding



1. Cylinder and Case Assembly	4. Retainer	8. Cylinder and Case Assembly	11. Bumper	15. Hinge	19. Door	22. Center Compartment
2. Escutcheon	5. Screw	9. Center Door	12. Striker	16. Hinge	20. Seal	23. Spring Nut
3. Door	6. Bumper	10. Screw	13. Rivet	17. Screw	21. Nut	24. Lens Assembly
	7. Cover		14. Striker	18. Rivet		25. Shield

Fig. 39–Under Body Storage Compartment



1. Lid Assembly
2. Cable
3. Lock Assembly
4. Grommet
5. Shim
6. Clamp
7. Screw
8. Stop
9. Control Assembly
10. Pin
11. Pin Housing Assembly
12. Clip
13. Rod
14. Rod
15. Weatherstrip
16. Spacer
17. Bumper
18. Hinge Assembly
19. Spacer
20. Body Upper Panel
21. Screw—Lock Washer Assembly
22. Spring
23. Top Lock

Fig. 40–Folding Top Lid Assembly

3. Remove spring from hinge assembly by closing top compartment lid as far as possible and inserting Tool J-9559 between expanded coils in spring. Opening top compartment lid fully allows removal of spring as shown in Figure 42.
4. Directly after spring is removed, insert long bolt supplied with J-9559 through holes in end of tool through the spring, and install nut on bolt.

Spring may be removed from J-9559 or J-9559 may be installed in a new spring, by the following method:

1. Place a closed 6 or 8 inch "C" clamp in vise or fasten it to a bench top anchored to floor.
2. Hook one end of spring in clamp and the other end in hook of chain hoist, or "cherry picker", as shown in Figure 43.
3. Elongate the spring enough to allow insertion of J-9559. Install through bolt if spring is not to be installed on hinge immediately.

Installation

1. Install same number of shims as removed or, if repairing collision damage, etc., position hinge in compartment, install upper mounting screws, fill gap between floor and hinge frame with shims and install lower mounting screw.

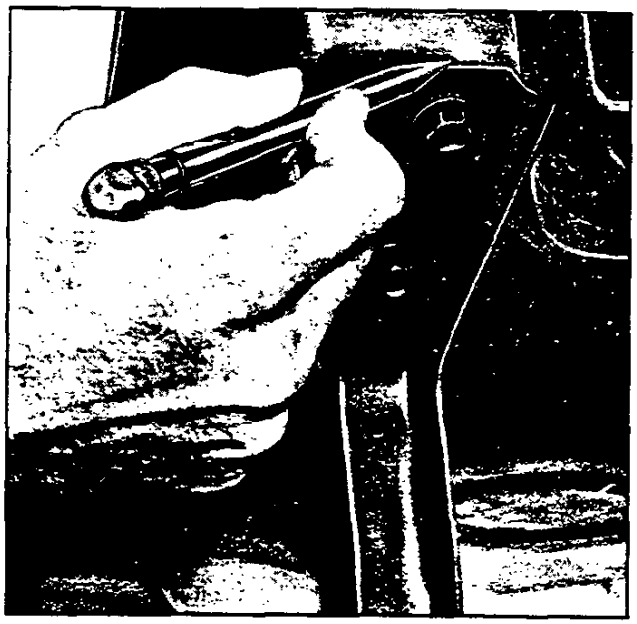


Fig. 41–Marking Hinge Position

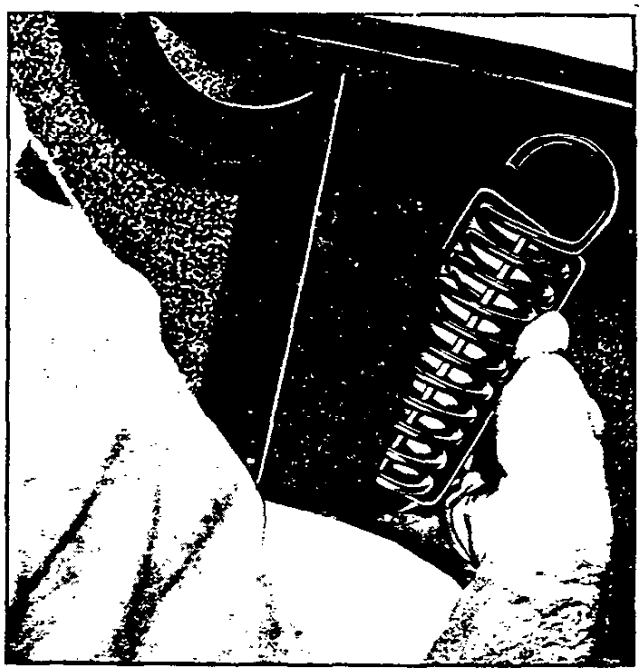


Fig. 42–Removing Hinge Spring

2. If spring has been removed from hinge, install spring in J-9559 and place spring on hinge with compartment lid raised; closing lid releases J-9559 for removal. Upper end of spring should rest in the one of three notches yielding best lid operation. Approximately three (3) pounds force is necessary to close lid.

Top Lock

1. For locks on either side, remove rod mounting clamps by removing one (1) hex screw.
2. Remove two (2) nut-washer assemblies.
3. After disassembling lock from mounting studs, carefully remove cover and gasket from compartment lid.
4. For installation, follow above steps in reverse order. Test lock and control mechanism for proper operation.

Lock

Removal

1. Remove rod mounting clamps. Remove retainer from control rod assembly and disengage rod from control.
2. Scribe a mark on lid along outer contour of lock assembly.
3. Remove three (3) lock assembly retaining screws and remove lock from compartment lid.

Installation

1. Place lock assembly on compartment lid aligned with scribed line and install retaining screws.
2. Install end of rod in control assembly and fasten retainer securely.
3. Test operation of lock thoroughly, and adjust if necessary as outlined in this section.

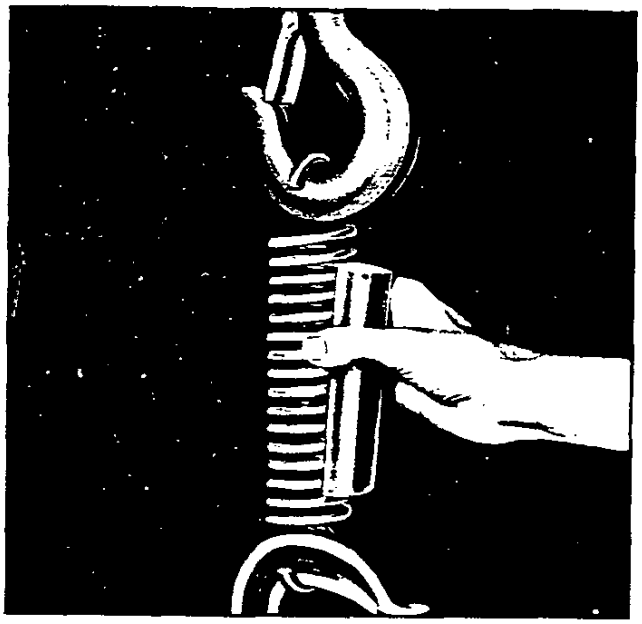


Fig. 43–Installing Tool J-9559 in New Spring

Control

Removal

1. Remove inner mounting clamps from both cables, and disengage rods from control by removing retainers.
2. Remove four (4) mounting screws and remove control from compartment lid.

Installation

1. Position control on compartment lid and install mounting screws.
2. Install ends of rods in control and fasten securely with retainers.
3. Engage push rod with retainer.
4. Test operation of locks and adjust if necessary.

GAS TANK DOOR AND REAR TRIM

Figure 44 illustrates installation details of gas tank door, letter trim, and tail pipe bezel.

Gas tank door assembly and bezel are replaced by removing sheet metal screws located around inner surface of bezel.

Trim letters are retained by special nuts accessible from underneath vehicle.

REAR FILLER PANEL (Fig. 44)

1. Remove rear license plate and housing.
2. Remove tail pipe extentions from mufflers.
3. Remove eight (8) mounting screws retaining filler panel to body and slide panel down.
4. For installation, follow above steps in reverse order.

SPARE TIRE MOUNT (Fig. 45)

Removal

1. Remove spare tire as outlined in Owner's Manual.
2. Loosen pivot bolt lock nuts and turn pivot bolts out of weld nuts in crossmember.
3. Remove two (2) screws retaining swivel bolts assembly to body.
4. Remove four bolts holding cover assembly to body.

Installation

Installation is made by following removal procedure in reverse order. Before installation swivel bolt assembly, coat nut and bolt threads with chassis grease.

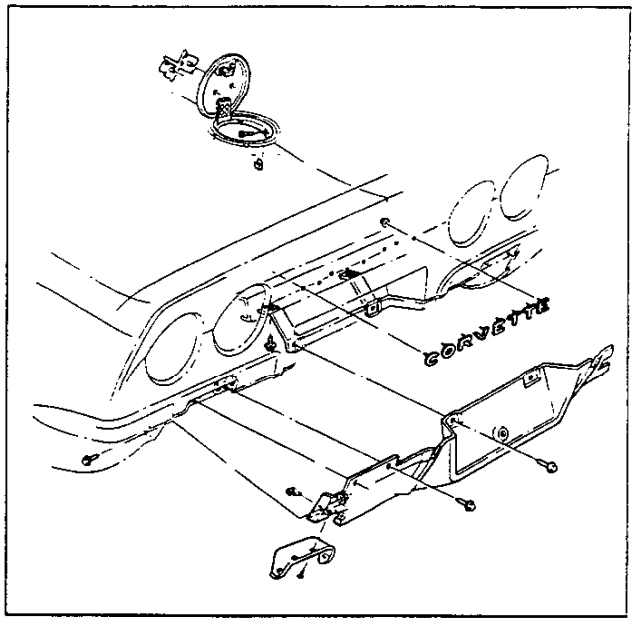


Fig. 44–Gas Tank Door and Rear Trim

REAR PLENUM DRAIN (Fig. 46)

The coupe rear plenum drain assembly is located in the left rear quarter of the vehicle. The exterior mounted drain shield is located in the left rear wheelhouse.

Replacement of Drain Hose

1. Remove interior quarter trim panel as outlined further in this section.
2. Loosen clamp on drain hose.
3. Remove and replace drain hose.
4. Install clamp on hose at rear plenum.
5. Reinstall quarter trim panel in the reverse order of removal.

RUGS AND INTERIOR TRIM

CLEANING SOFT TRIM

Procedure for Cleaning Folding Top Material

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the

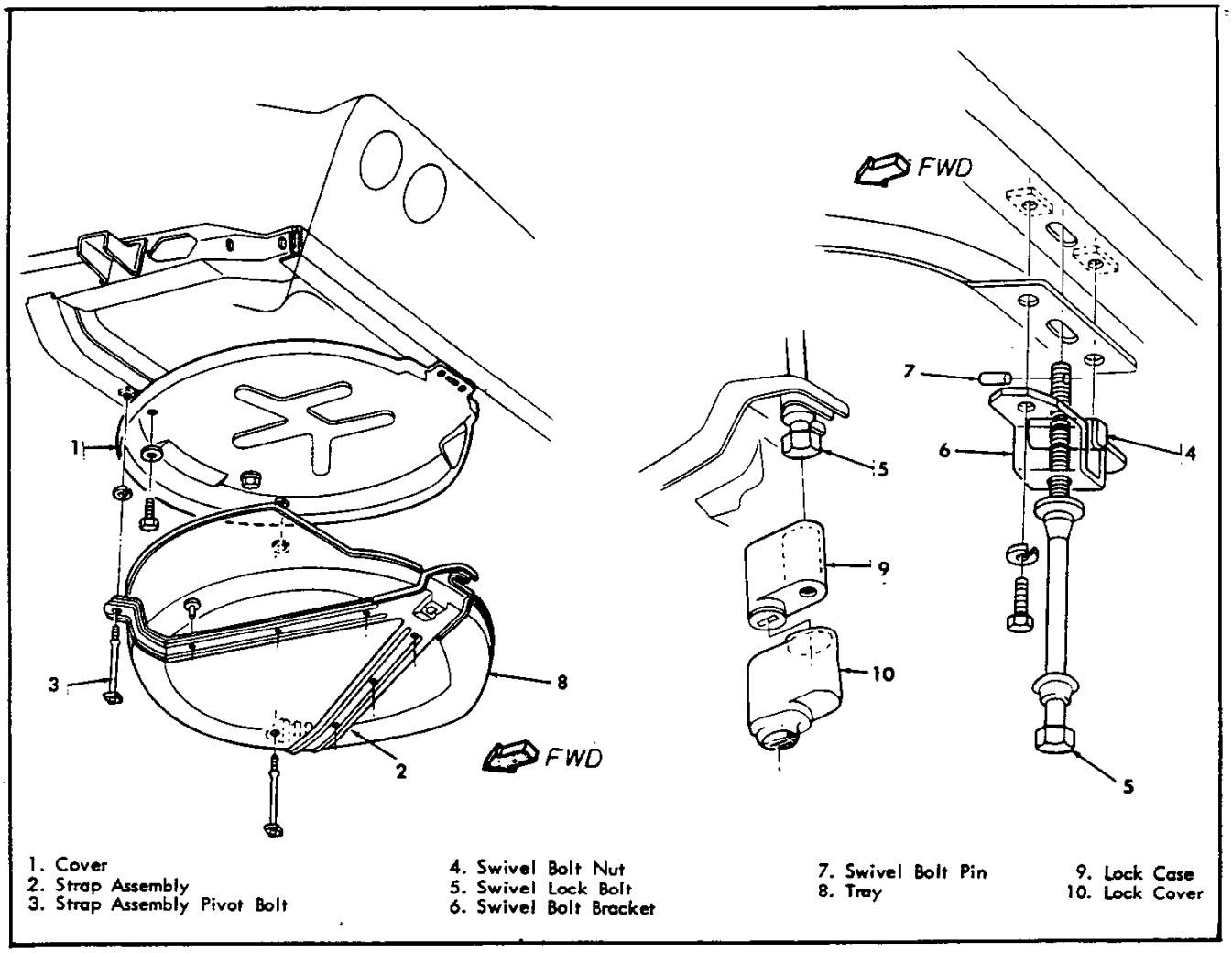


Fig. 45–Spare Tire Mount

cleaner foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running on body finish as it may cause streaks if allowed to run down and dry.

Procedure for Cleaning Coated Fabrics

Care of genuine leather and coated fabrics (includes vinyl coated formed headlining) is a relatively simple but important matter. The surface should be wiped occasionally with a dry cloth, and whenever dirt accumulates, the following cleaning instructions should be used.

1. Lukewarm water and a neutral soap should be used. Apply a thick suds, worked up on a piece of gauze or cheesecloth, to the surface.
2. The operation should be repeated, using only a damp cloth and no soap.

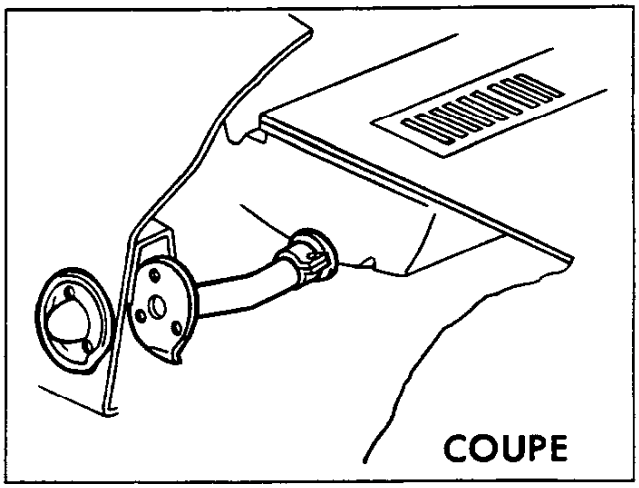


Fig. 46–Rear Plenum Drain

3. The surface should then be wiped dry with a soft cloth.

Polishes and cleaners used for auto body finishes, volatile cleaners, furniture polishes, oils, varnishes or household cleaning and bleaching agents should never be used.

Procedure for Cleaning Carpet

Thoroughly brush or vacuum the floor carpet. In many instances the floor carpet may require no further cleaning. If the carpet is extremely soiled remove carpet from car and thoroughly vacuum to remove loose dirt; then with a foaming type upholstery cleaner, clean approximately one (1) square foot of carpet at a time. After each area is cleaned, remove as much of the cleaner as possible with a vacuum cleaner. After cleaning the carpet use an air hose to "fluff" the carpet pile, then dry the carpet. After the carpet is completely dried, use an air hose to again fluff the carpet pile.

NOTE: If the carpet is not extremely soiled, it may be cleaned in the car by applying a small amount of foaming type upholstery cleaner with a brush.

Carpets and Covers–All Models

Removal of front compartment carpeting will require removal of sill plates and loosening of console trim; service of these items is covered in this section under Front End-Cowl Area and Console Trim.

In areas where carpeting is to be cemented, proceed as follows:

1. Remove all old carpeting, jute, etc. which may adhere to floor after original carpet is pulled up.
2. Apply 3M-1711 cement or equivalent, following directions furnished with package. Be sure floor is reasonably clean and dry before applying cement.

SEATS

Removal

1. Remove bolt retaining each forward support to floor.
2. Fold seat back forward.
3. Loosen two bolts retaining each seat hold-down bracket.
4. Move seat forward and out of brackets.

FRONT SEAT BACK PANEL

Removal and Installation (Fig. 47)

1. Tilt seat back forward and remove (2) screws securing bottom of seat back panel to seat back frame.

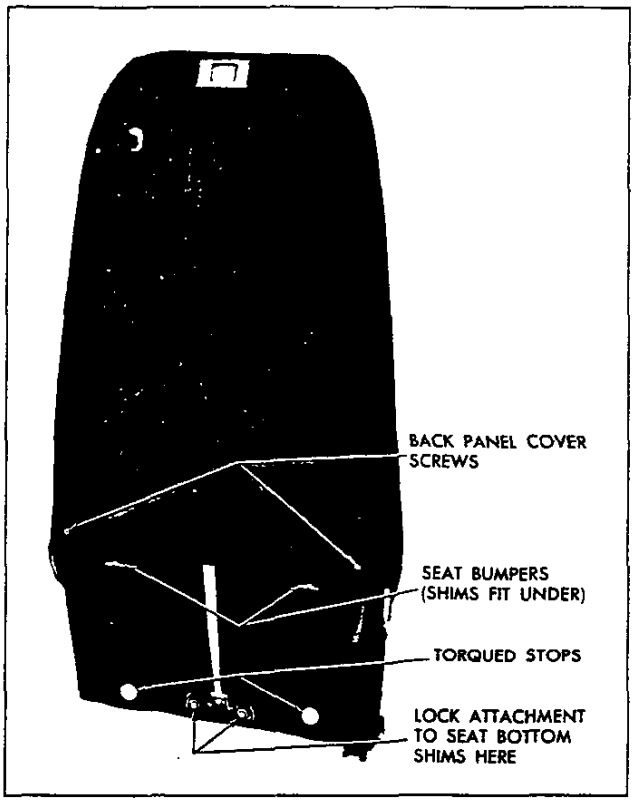


Fig. 47–Front Seat Back Shim Location

2. Pull bottom of seat back outward and lift panel upward to disengage panel from upper retainers; then remove panel from seat back.
3. To install seat back panel, reverse removal procedure.

SEAT BACK LOCK ASSEMBLY

Removal and Installation (Figs. 47, 48)

1. Remove front seat back panel, as previously described.
2. IMPORTANT: If removing and reinstalling same lock assembly, install lock up screw at location shown in Figure 48.
3. Remove lock assembly attaching screws and nuts and remove lock assembly from seat back.
4. Remove lock strap-to-cushion frame attaching screws.
5. To install seat back lock assembly, reverse removal procedure.

IMPORTANT: After all lock assembly attaching screws, including lock strap-to-cushion frame screws, have been tightened, remove shipping screw at location shown in Figure 48.

6. If requested, shims may be added to raise seat back angle 2°.

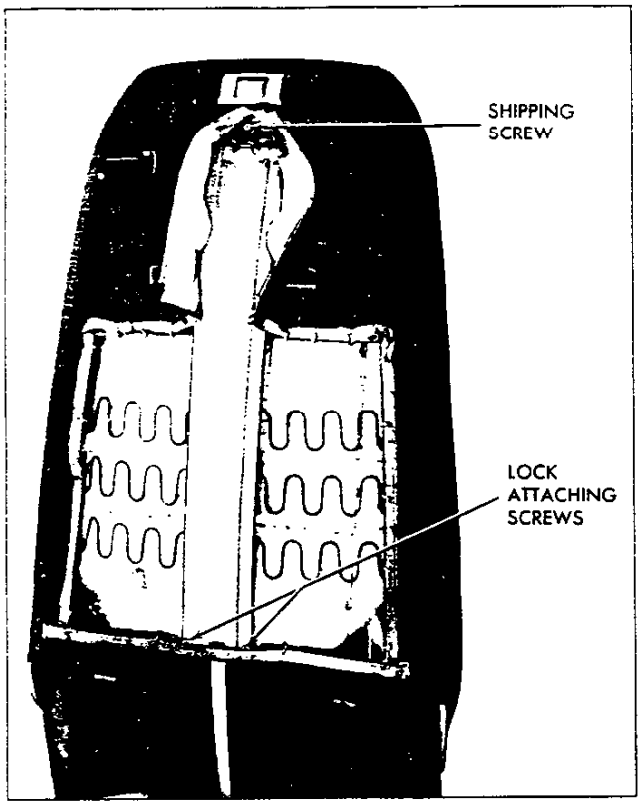


Fig. 48–Front Seat Back Lock Attachments

A shim must be added to either side of back cushion, under each bumper and a shim placed under the lock strap to cushion attachment in the center of the seat cushion.

The shims are located in the glove box.

NOTE: Recheck seat back ability to lock after adding the shims.

LAP BELT RETRACTORS

Replacement (Fig. 48a, 48b)

1. Remove seat track with seat attached.
2. Remove plastic cover retained to the floor by screws.
3. Remove guide secured by 2 screws and lock washers.
4. Remove bolt retaining retractor assembly to floor. Note plastic spacer beneath retractor.
5. When replacing seat belt retractor, torque bolt securing retractor assembly. See Specifications Section.

BODY MOUNTING

The torque of all body mounting bolts should be checked periodically as an aid to preventing annoying squeaks and rattles. All bolts should be torqued 40 to 50 ft. lb.

BODY REPAIRS

GENERAL INSTRUCTIONS

The following gives information necessary for repair of collision damage and performance of general maintenance on Corvette bodies. Included here is information dealing with availability of repair panels, general installation procedures for installing panels and repairing damage to the body.

Repair of fiber glass reinforced plastic bodies can be a relatively easy matter if precautions are observed.

In cases where welding must be done on steel parts which are installed on body, do not allow flame or welding heat to come into direct contact with plastic body panels. The general area around the welding operation should be protected with wet asbestos or any other like method (several thicknesses of aluminum foil makes an excellent heat shield if out of the way of direct flame).

Straightening of steel parts while still in body must be done with care. When applying hydraulic jacks or like equipment which operates by exerting force, bear in mind that the part being used to brace the stationary end of tool must be able to withstand such usage and that fiber glass parts, though tougher than steel, will not yield or "take a set" as with steel parts, so they cannot be "straightened". If poor alignment exists due to collision or other physical damage, check steel reinforcements in cowl and sill areas with care.

Tracing line of damaging force and checking body carefully for broken bonds and cracks before, during and after repairs will pay off repeatedly.

Small cracks and faults in bonds and panels will usually grow larger if left unattended.

REPAIR PANELS

Body repair panels are illustrated in Figures 49 through 52. Those shown are typical of panels which are available through Chevrolet parts sources. Procedures which may be used for installing panels are explained in the following paragraphs.

Figure 53 illustrates various bonds which will be encountered during repair procedures.

PRECAUTIONS

Creams are available to protect the skin from a condition known as occupational, or contact dermatitis. This common type of dermatitis is not contagious. Improved resin formulas in the approved kits have almost eliminated skin irritation. Cream is supplied with the kit for persons who may have a tendency toward skin irritation from the resins or dust.

The application of these creams is recommended whenever

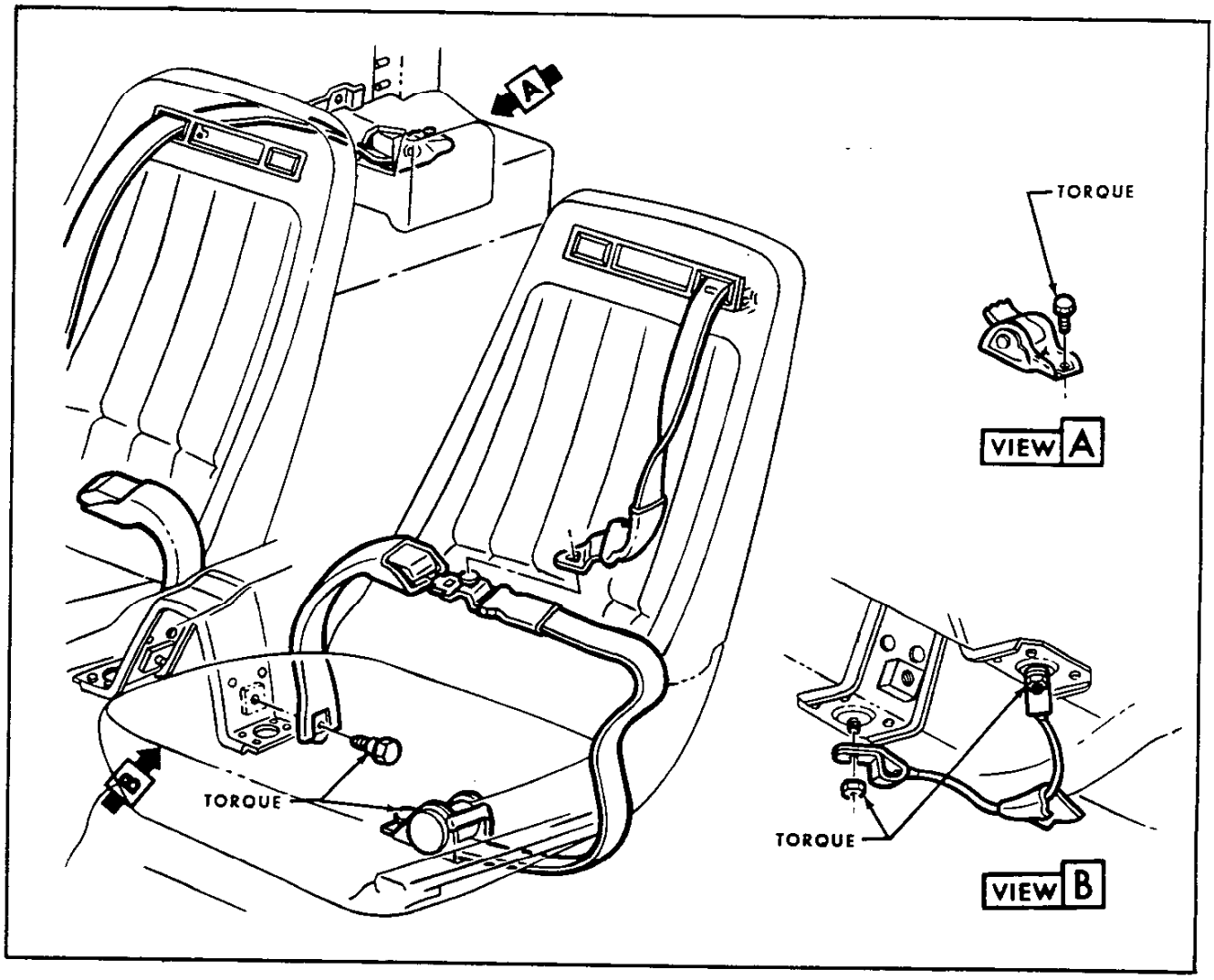


Fig. 48a.–Shoulder and Lap Belt Installations

the Resin materials are used. Generally the cream is not required when the plastic (epoxy) solder kit is being used.

1. Apply protective cream as follows:
   a. Wash hands clean. Dry thoroughly.
   b. Squeeze about 1/2 inch (or 1/2 teaspoonful) of #71 cream into palm of hand.
   c. Spread evenly and lightly until cream disappears. Work cream into cuticle, between fingers and around wrists.
   d. Apply second coat, repeating Steps b and c.
   e. Hold hands briefly under cold running water to set cream.
2. Remove resin mixture from hands as soon as possible and imperatively before mixture starts to gel. This can be observed by the action of the material being used. Resin may be removed with lacquer thinner by washing in soap and water.
3. Respirators are recommended when grinding. Also some minor skin irritation from glass and powdered cured resin may be evident. Washing in cold water will help to minimize.
4. Use a belt sander with a vacuum attachment for dust control whenever possible.
5. Resin mixtures may produce toxic fumes and should be used in well ventilated areas.
6. Be careful not to get any resin material on clothing.
7. Use the right materials for the job. It is important to use the approved kits because other materials available may not meet the required engineering and safety standards.
8. Keep materials, utensils and work area clean and dry. These repairs involve chemical reactions, and dirt or moisture may upset the chemical balances and produce unsatisfactory results.

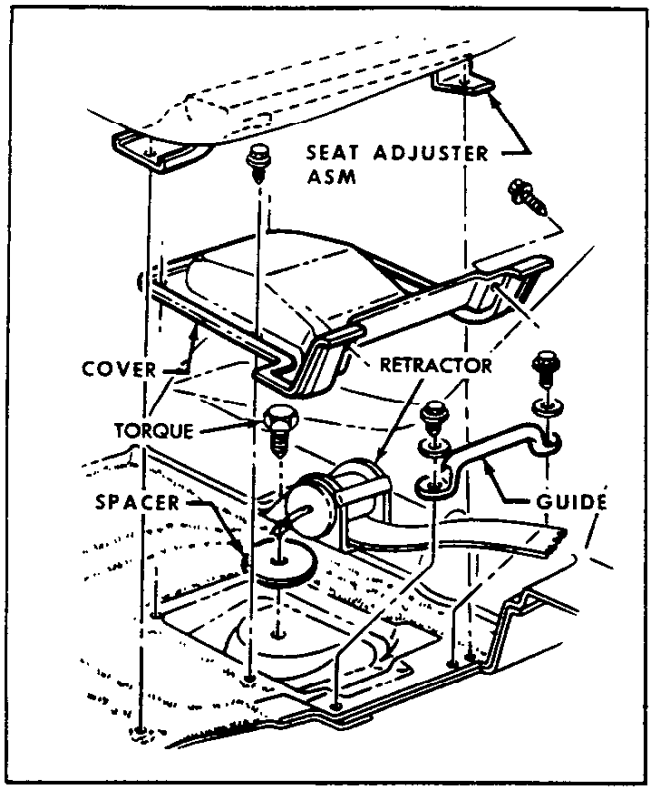


Fig. 48b.–Lap Belt Retractor Replacement

9. Before starting repair operations, look for hidden damage by applying force around the damaged area, looking for hairline cracks and other breakage. Check for minor damage at other points in the vehicle such as around exhaust pipes, grille, headlamps and points of wear. Early repair of minor damage may prevent major repair later.

PLASTIC SOLDER KIT

The Plastic (Epoxy) Solder Repair Kit is used for minor repairs on the Corvette body. These materials will produce an easy, quick and lasting repair in the case of small cracks, surface imperfections and small holes.

1. Use paint remover or power sander, and remove finish from damaged area. Carefully inspect for other areas requiring repairs.
2. Mix the materials (fig. 54).
3. Apply the epoxy solder using a putty knife or rubber squeegee, Figure 55. Work the material into the repair and build the material up to the desired contour. For deep filling and on vertical surfaces, several layers may be used, each about 1/2" thick.
4. Finish the repair by grinding, sanding and painting in the usual manner, Figure 56.

RESIN REPAIR

The Resin Repair for major repairs, consists of resin, hardener, filler, fiberglass cloth, protecting creams and mixing utensils. Repairs such as torn panels and separated joints require the adhesive qualities of the resin and the reinforcing qualities of the glass fibers. Steel to fiber glass separations are connected together with epoxy solder after first cleaning out old bond.

The following procedure is basic for repairing any plastic (fiberglass component or panel).

1. Look for hidden damage. Apply force by hand around the damaged area.
2. Use paint remover and remove finish from around damage area. Inspect area again for signs of other damage.
3. Grind or file the damaged area to form a "V" at the broken or cracked portion. Side of "V" should have a shallow pitch for maximum bonding surface. A belt sander with a vacuum attachment will minimize the dust problem, Figure 57.

   If rear of damage is accessible, use a button-type repair. Clean back of area to permit the use of laminate (resin-saturated glass-cloth) on both sides of damaged area.
5. Cut fiberglass cloth to size. Make certain a minimum of five layers is cut for the average repair.
6. Mix resin and hardener, 1 part hardener to 4 parts resin. Add filler to the mix to give the mix body and reduce the "runniness" of the material.

   CAUTION: Cleanliness is most important. Be certain all containers are dry and clean and the resin and hardener cans are kept closed when not in use. Do not use waxed cups for mixing and do not allow resin to enter hardener can or vice versa.
7. Saturate layers of fiberglass (fig. 58). Place laminate over damage area. Smooth out wrinkles, and make sure general contour of area is maintained, Figure 59.
8. Apply heat to repair area. Heat lamps are recommended, used at least 12" away from repair. Allow 15 to 20 minutes curing time. Trim repair to shape at gel stage.
9. After the repair is cured, grind, file or sand to contour. Files other than body files may be more suitable. A belt sander with a vacuum cleaner attachment will minimize the dust problem. Feather edge and finish sand.

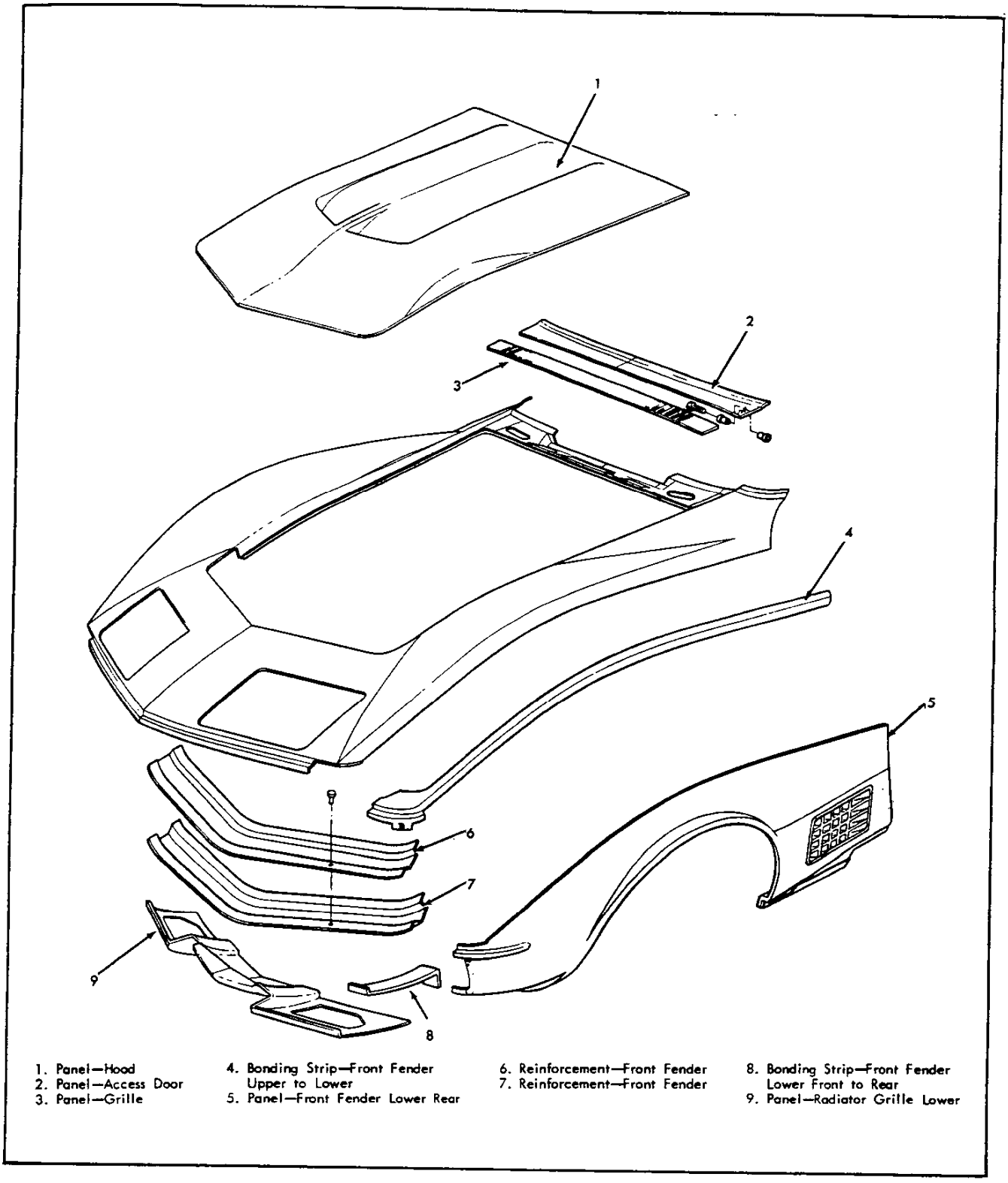
   NOTE: After Resin Repair, small pits or irregularities may appear in finished surface. Imperfections should be repaired using the Plastic (Epoxy) Solder Repair Kit.

SPECIFIC REPAIRS

Scratched Panels, Spot Refinishing

In many instances, a scratched panel will involve only a paint refinishing job. Figure 60 shows the top of a fender panel which has been scratched through to the plastic.

1. Remove all paint down to the plastic from the area surrounding the scratch with Lacquer Removing Solvent.
2. Featheredge the repair area with No. 220 wet or dry



1. Panel—Hood
2. Panel—Access Door
3. Panel—Grille
4. Bonding Strip—Front Fender Upper to Lower
5. Panel—Front Fender Lower Rear
6. Reinforcement—Front Fender
7. Reinforcement—Front Fender
8. Bonding Strip—Front Fender Lower Front to Rear
9. Panel—Radiator Grille Lower

Fig. 49–Front Body Construction

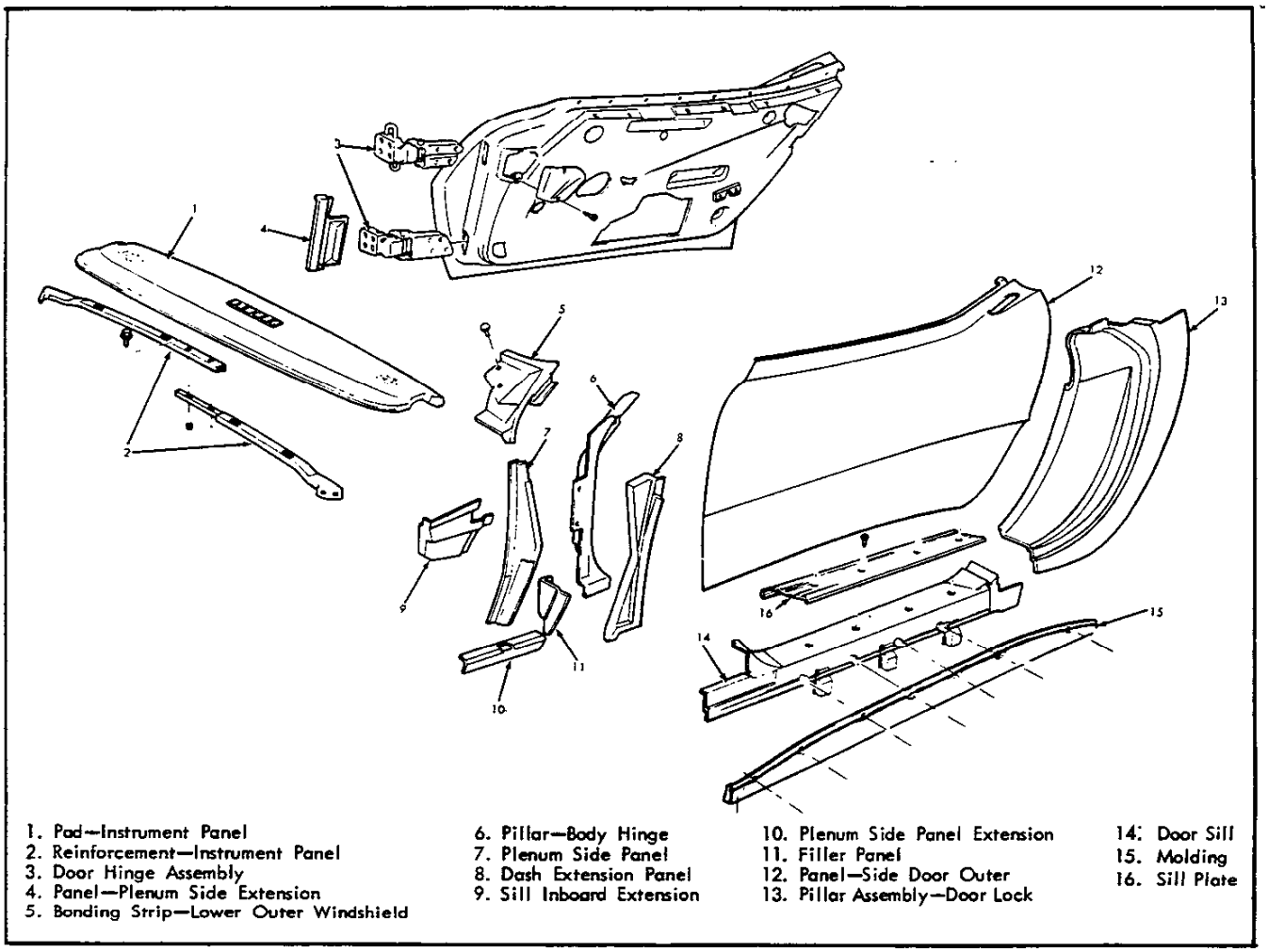


Fig. 50–Center Body Construction

sandpaper and finish block sand with No. 320 wet or dry paper, Figure 61.

CAUTION: Do not sand too deeply into fiberglass mat. Should it be necessary to cut fairly deep into the glass mat use the repair procedure suggested for dents and pits in plastic panels.

3. Clean up repair area using Prep-Sol or equivalent, then finish the clean-up with a tack rag.
4. Protect surrounding panels by masking before performing paint refinishing operations. Use only nonstaining type masking tapes on Corvette plastic body.
5. Refinish panel.

Dents or Pits in Panels, Cracks in Glaze Coat

Figure 62 shows a panel which has received a heavy glancing blow, resulting in an indentation or large pit in the panel. The following procedure is advised for a repair of this type of damage. Cracks in the glaze or finish coat of plastic and paint may also use this procedure.

NOTE: This repair may be used wherever the damage is not extensive and the plastic is not pierced, but the damage area does require a plastic build-up.

1. Remove paint down to the plastic from area surrounding the damage with Lacquer Removing Solvent, or its equivalent.
2. Scuff area surrounding damaged area to provide a good bonding surface.
3. Clean up work area with Prep-Sol then use tack rag for finish clean-up.
4. Use the Plastic Solder Repair (previously described) to fill the imperfections.
5. Feather-sand damaged area with No. 220 sandpaper and finish sand with No. 320.
6. Prepare repair area for paint refinishing operation.

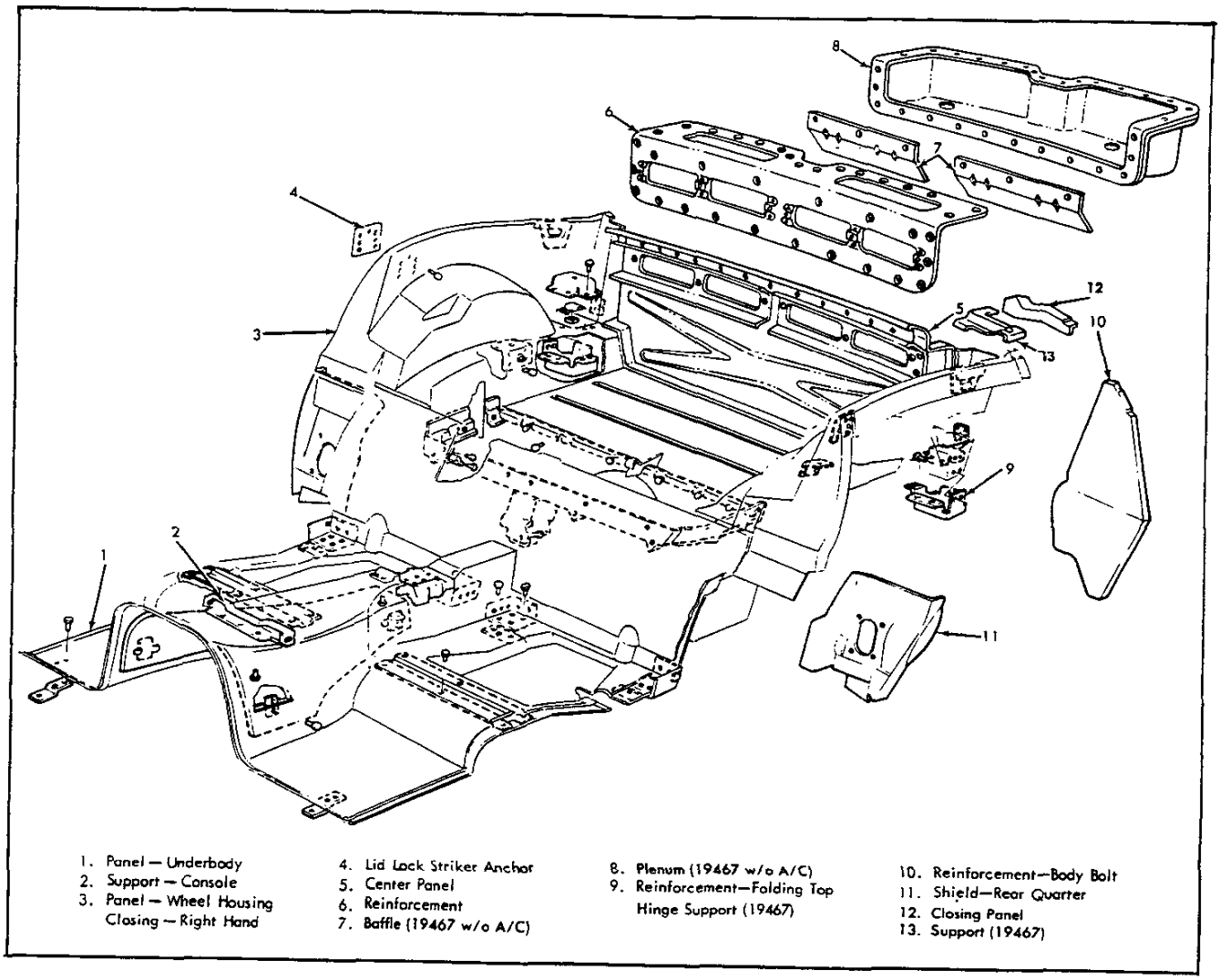


Fig. 51–Under Body Construction

Cracked Panels

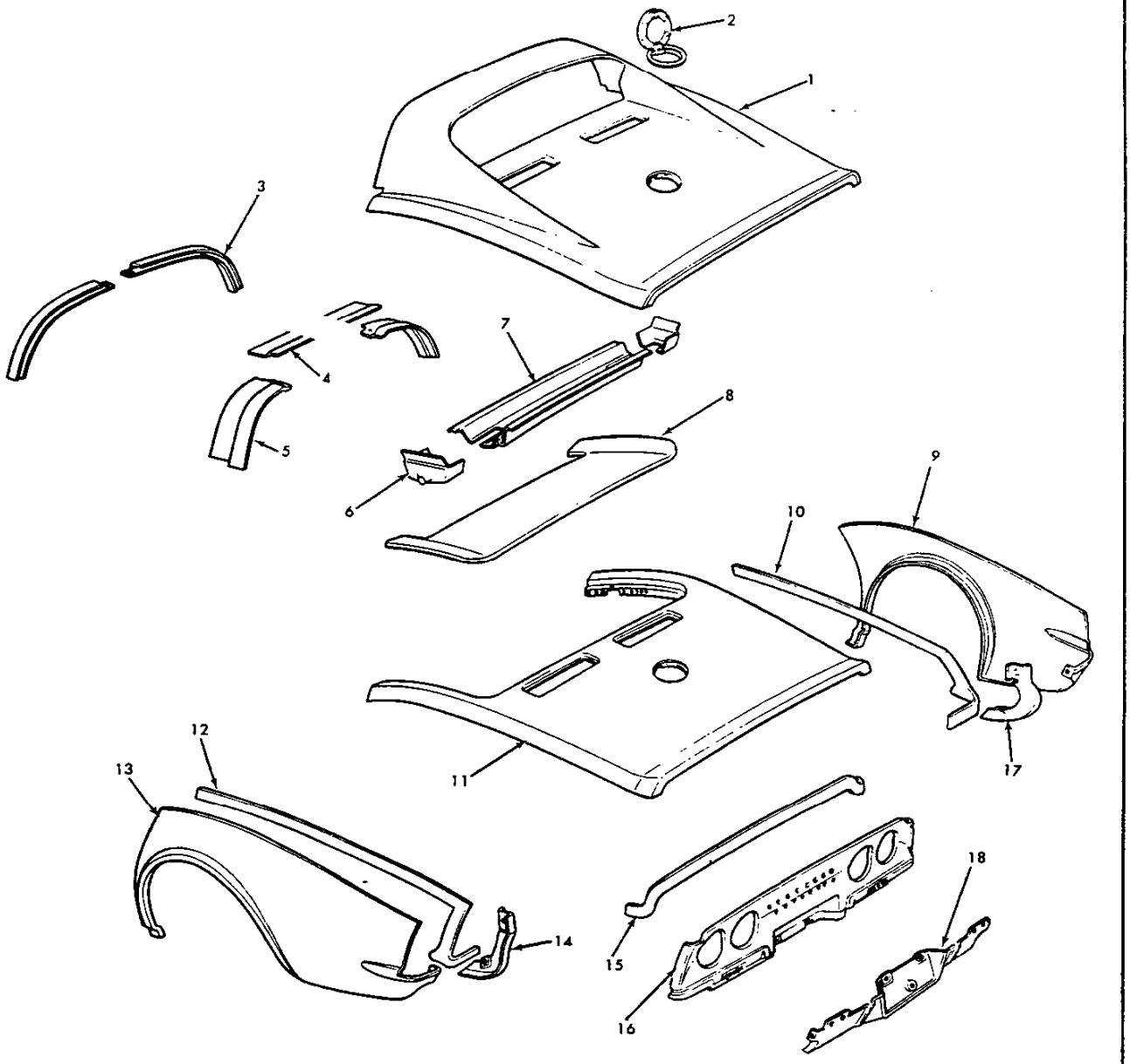
NOTE: For best results, temperature should be at least 70°-75°F.

1. In the case of a cracked panel, such as shown in Figure 63, cut along the break line with a hacksaw blade and removed broken portion of the panel.
2. Remove the paint down to the plastic from both portions of the panel with a Lacquer Remover or equivalent.
3. Remove dirt and deadener thoroughly, back approximately 2 to 3 inches from the fracture, on the under side of both portions of the panel. Also, remove paint and scuff area clean to provide a good bonding surface.
4. Remove all cracked and fractured material along the break. Bevel the attaching edges of the panels at approximately a 30° angle with a file or grinder and scuff plastic surfaces along edges of break.

NOTE: Mask surrounding panels using a nonstaining masking tape.

5. Use "C" clamps to align panel portions allowing approximately 1/8" between the panels or as necessary to provide proper alignment of panels, Figure 64.
6. Cut two pieces of woven glass fiber cloth for backup of sufficient size to overlap the fracture by approximately two inches.
7. Clean up repair area with Prep-Sol, then use tack rag for finish cleanup.
8. Use the Resin Repair Procedure previously described.

NOTE: In some cases it may be advantageous to provide additional reinforcements along a fracture. This may be accomplished by placing glass cloth strips in the panel break before applying the plastic mixture.



1. Panel—Body Rear Upper
2. Bezel—Fuel Tank Filler Door
3. Reinforcement Roof—Right Hand
4. Panel—Rear Roof Inner Center—Left Hand
5. Panel—Rear Roof Inner Rear—Left Hand
6. Extension—Body Rear Upper Panel
7. Support—Body Rear Upper Panel
8. Lid—Folding Top Compartment
9. Panel—Rear Quarter—Right Hand
10. Bonding Strip—Body Rear Upper Panel to Quarter Panel—Right Hand
11. Panel—Body Rear Upper
12. Bonding Strip—Body Rear Upper Panel
13. Panel—Rear Quarter—Left Hand
14. Bonding Strip—Body Lower Panel to Quarter Panel—Left Hand
15. Bonding Strip—Body Rear Upper
16. Body Rear Lower Panel
17. Shield—Rear Quarter Splash
18. Panel—Rear Filler

Fig. 52–Rear Body Construction

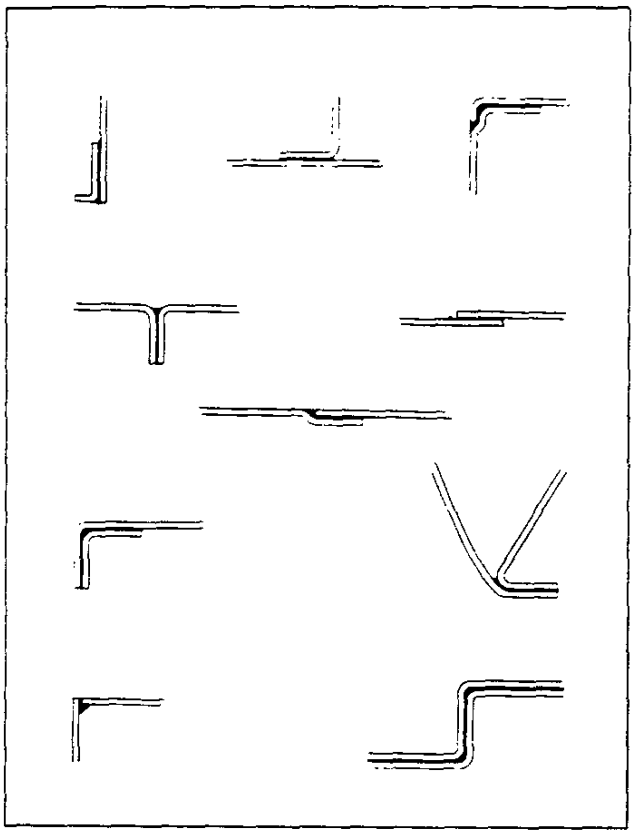


Fig. 53–Typical Body Bonds

Fractured Panels

Sometimes damage will occur to panels where the underside is inaccessible or for reasons of panel contour it is impractical to use back plies of fiberglass cloth. The following repair operations are typical of this type of damage.

1. Prepare the damaged area by grinding or filing all cracked and splintered material away from the fracture.

Fig. 54–Mixing Plastic (Epoxy) Solder Material

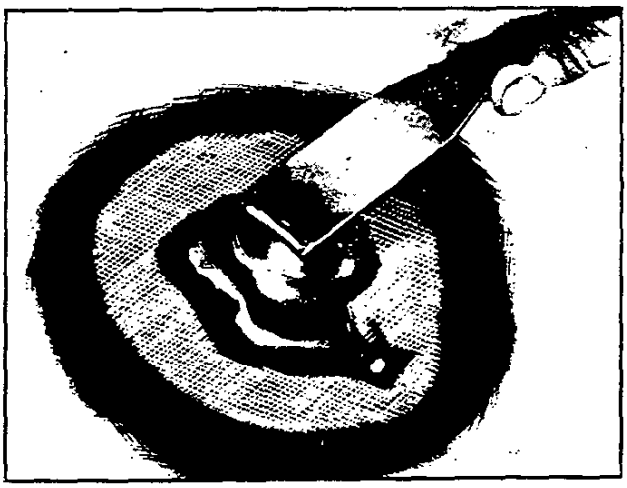


Fig. 55–Applying Plastic Solder

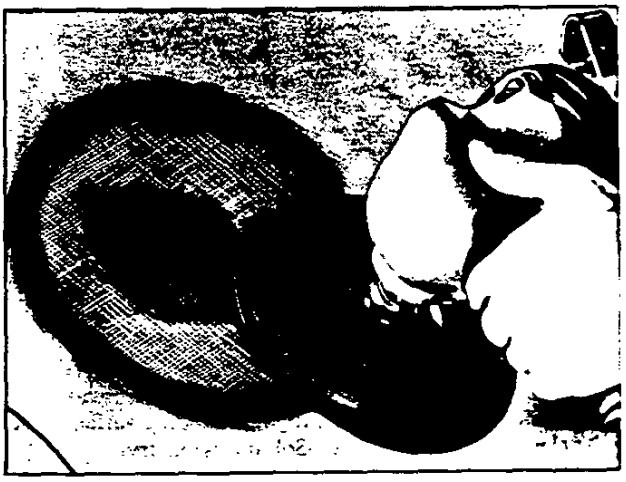


Fig. 56–Finishing Plastic Solder Repair

2. Bevel the edge of the fracture at approximately a 20° angle.
3. Remove paint from area surrounding fracture with Lacquer Solvent, or its equivalent.

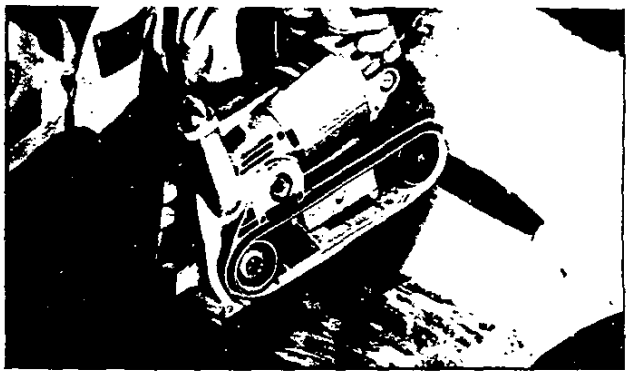


Fig. 57–Grind "V" at Damaged Area

Fig. 58–Applying Resin Mixture to Fiberglass

Fig. 59–Applying Laminate to Body

4. Scuff surface to provide a good bonding surface. Then, clean up area with Prep-Sol and wipe dry.
5. Protect adjacent panels by masking, use non-staining masking tape.
6. Cut a strip of fiberglass cloth of sufficient size, so the fracture will be lapped from 1 to 2 inches on all sides.

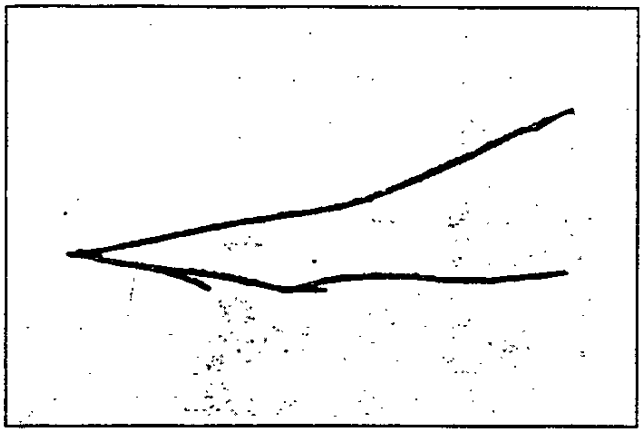


Fig. 60–Typical Scratched Panel

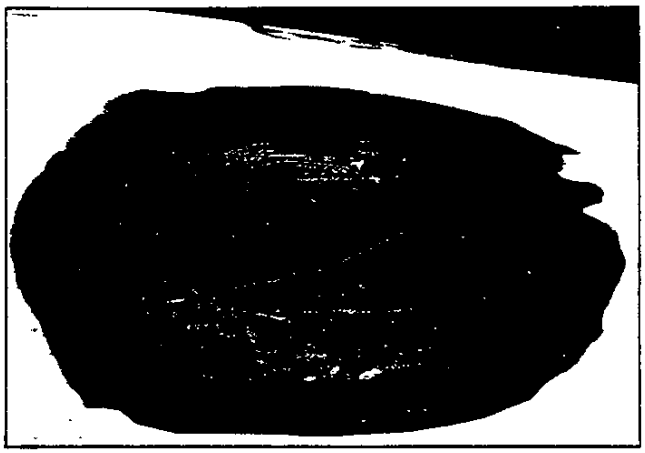


Fig. 61–Repair Area Finish Sanded

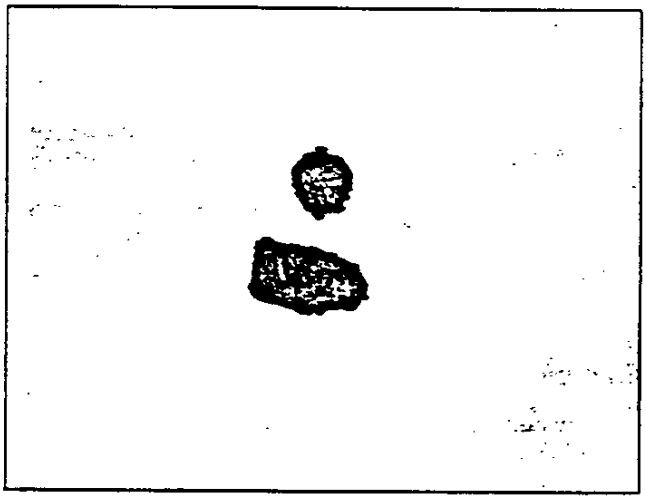


Fig. 62–Typical Pitted Panel

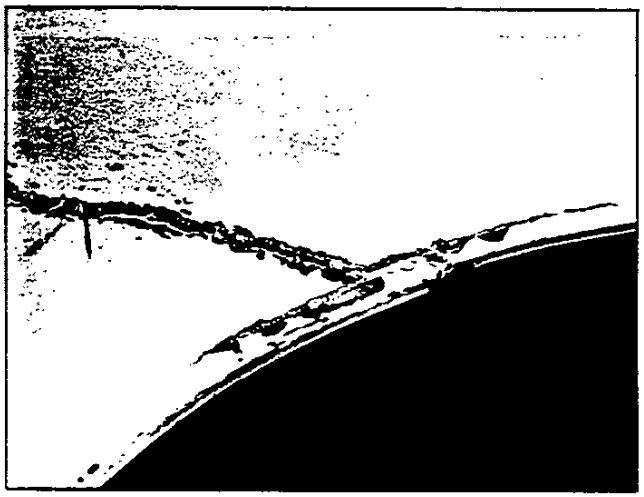


Fig. 63–Typical Cracked Panel

7. Prepare plastic mixture in an unwaxed paper cup. (See Resin Repair procedure.)
8. Impregnate glass fiber cloth by brushing or dipping in plastic mixture. Squeeze excess mixture from cloth.

   NOTE: Avoid over-rich plastic areas in the glass cloth, as the strength of the patch is directly proportional to the glass content of the patch.
9. Position plastic impregnated fiberglass over the fracture on the exterior of the panel, lap the break by 1 to 2 inches, and depress into fracture.
10. Carefully work excess plastic out of woven glass by sponging from the center of the break outward.

    NOTE: Hold woven glass in place until plastic resin "gels" with Saranwrap or some similar material.
11. Trim excess or loose strands of fiberglass from patch.
12. If low spots exist, prepare another plastic mixture of resin and hardener and mix thoroughly. To this mixture add short fibers cut from glass cloth to give the mixture a putty-like consistency.
13. Liberally apply the plastic mixture with a spatula to fracture and surrounding area. Deposit enough material build-up to allow for filing and sanding operations.
14. Allow the patch to harden.
15. File or grind patch to match the general contour of the panel. Exercise care when performing these operations to avoid gouging the patch or surrounding panel.
16. Use epoxy plastic solder as necessary to fill any imperfections.
17. Allow fill to harden, then sand finish preparatory to paint operation.

Panel Replacement

To install a replacement panel, the following method may be used. Various repair panels are available for service. See Repair Panels in general instructions at beginning of this section. These complete panels may be used or sections may be cut to accommodate the type of repair necessary. The panels should be fitted in and all attaching parts installed to insure proper alignment.

To replace panel, proceed as follows:

1. Cut out damaged panel with a hacksaw blade and thoroughly remove all dirt and paint from the underside of the old panel or panels for a distance of approximately 2 to 3 inches back from the attaching line.
2. Remove the paint from the finish side, for a distance of 2 to 3 inches on the panel adjacent to the replacement panel location with lacquer solvent or equivalent.
3. Scuff the surface on both the replacement panel and adjacent panel for a distance of 2 to 3 inches back from the attaching line and wipe clean.
4. Bevel all attaching edges at approximately 30° across the entire thickness of the plastic so a single "V" butt joint will be formed on the finish surface when the pieces are joined. If the replacement panel does not fit closely to the break, reshape to suit.

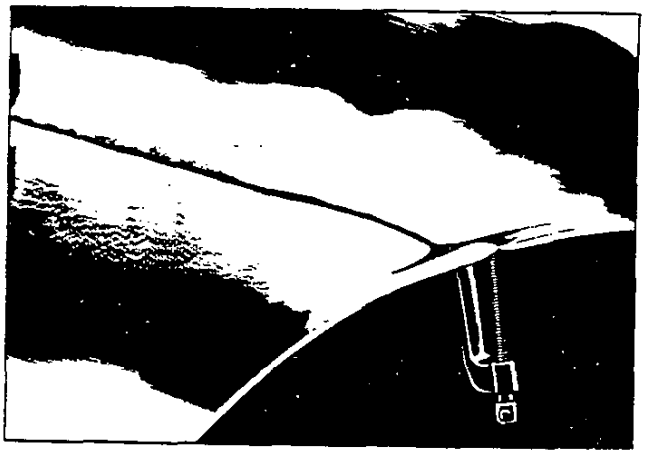


Fig. 64–Cracked Panel Preparation

5. Cut two backup pieces of woven glass fiber cloth to run the entire length of the joint or shorter lengths of fiber cloth may be lapped over entire length of joint, also cut wide enough to lap the junction line on either side by two or three inches.
6. Prepare a sufficient amount of liquid plastic in an unwaxed paper cup by mixing resin with hardener (See Resin Repair procedure).
7. Align replacement panel, then clamp panel in place to form a closed "V" butt joint at the panel junction. When panel cannot be clamped, use 3/16" bolts with large washer on inner and outer of panel to hold panels in alignment or use straps and sheet metal screws.
8. Impregnate backup plies of woven glass cloth with prepared plastic mixture by dipping or brushing. Remove excess plastic from cloth by squeezing.
9. Place impregnated backup plies on underside of panels. necessary, hold backup plies in place with paper until plastic "gels".
10. Prepare another plastic mixture of resin and hardener and mix thoroughly. To this mixture add cut glass fiber (1/2" lengths) until mixture has a puttylike consistency, or utilize glass cloth.
11. Fill "V" groove with reinforced plastic material or saturated glass cloth. Build up surrounding area with sufficient material to allow for finish operations.
12. Allow patch to harden.
13. File or sand (#80-D sandpaper) to general panel contour.
14. Allow plastic fill to harden, then sand, preparatory to paint operations.

HARD TOP

CARE AND STORAGE

The outside painted finish of the hard top should be cleaned in the same manner as the rest of the body. The inside headlining should be cleaned as outlined under Cleaning Soft Trim.

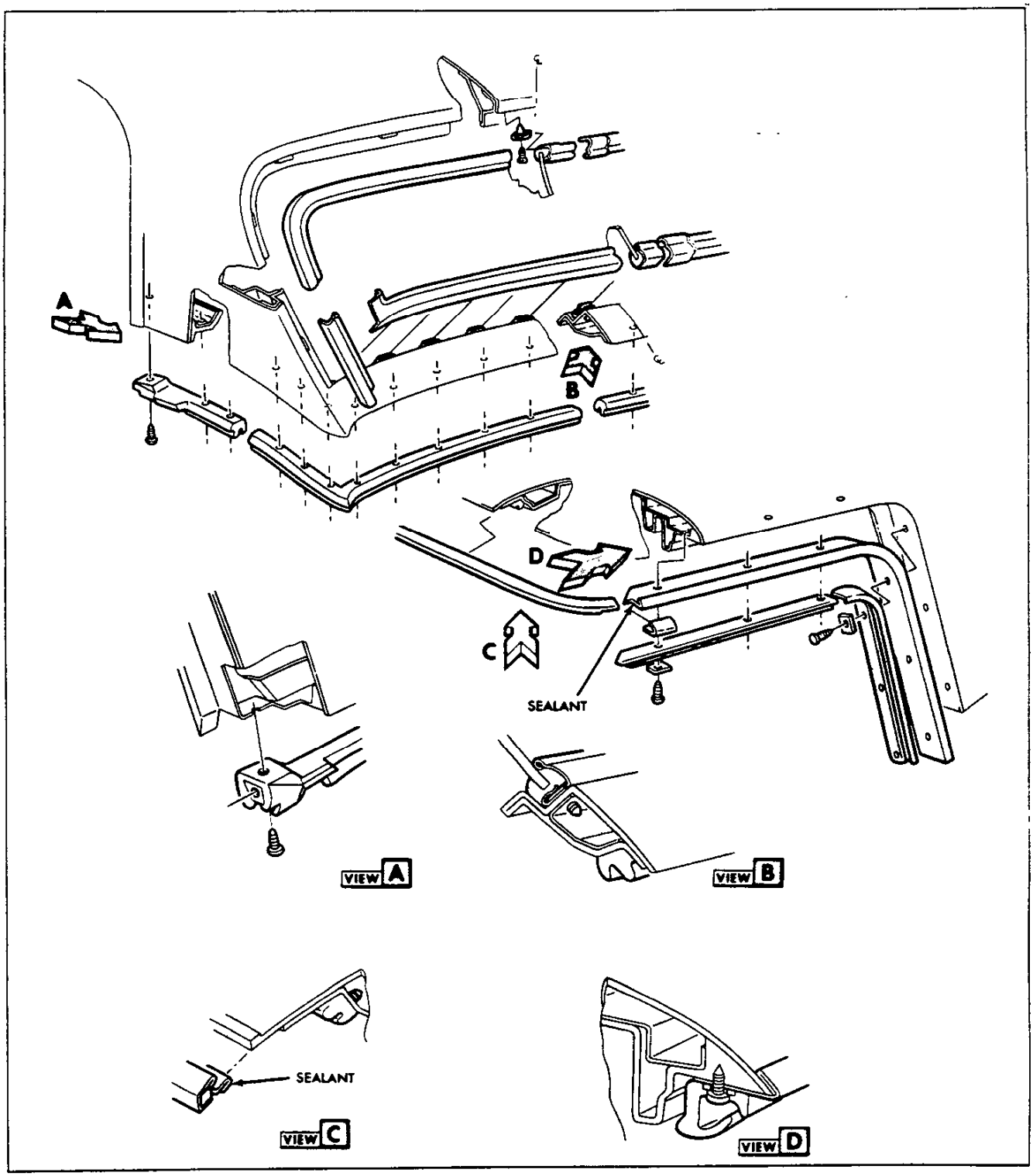


Fig. 65–Molding and Weatherstrip (Convertible Hardtop)

When hard top is not in use, it should be stored indoors where it can be kept clean and dry. If stored for a long period of time, keep covered to prevent dirt from settling on headlining and outside surface.

REAR WINDOW

Refer to Figures 65 and 66 for parts identification.

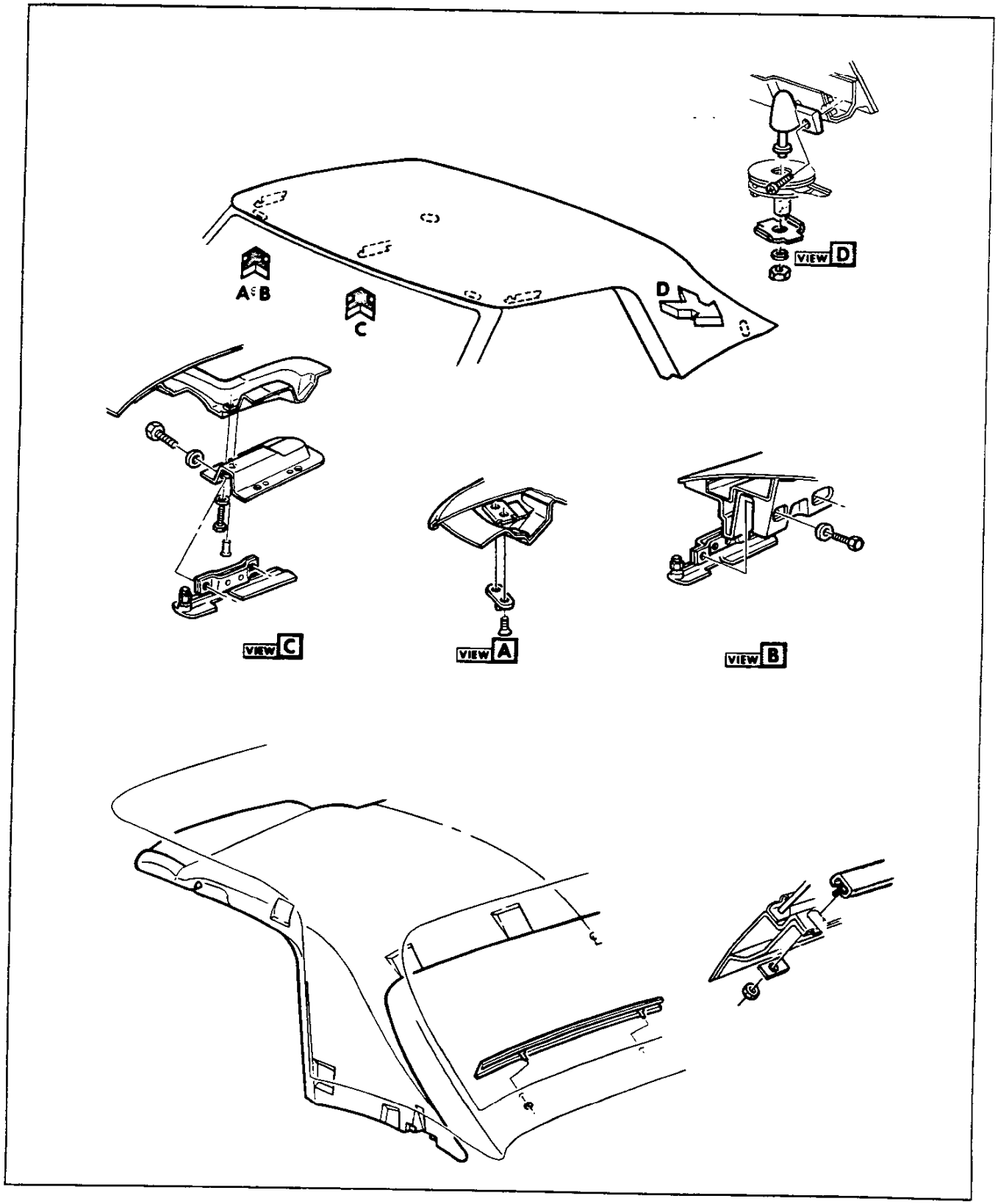


Fig. 66–Top Attachments and Headlining (Convertible Hardtop)

Removal

1. Remove hard top from vehicle and place protective covering over headlining.
2. Mark position of right-hand upper reveal molding end (fig.67) and pry out from retaining clips. Repeat for left-hand and lower molding assemblies.
3. Remove lower (inside) garnish molding by removing four (4) nuts from fixed studs and carefully pulling molding outward.
4. Follow Steps 8 through 13 as outlined in the section entitled FRONT END–WINDSHIELD for removal of glass.

Installation

CAUTION: Do not run a heavy stream of water directly on caulking material while the material is still soft.

1. Position replacement glass in opening and carefully check relationship of glass to flange completely around opening. Overlap of glass should be equal with a minimum overlap of 3/16 inches.
2. Where necessary, place shims under lower spaces to obtain required overlap of glass to upper and lower flanges.
3. After proper alignment is attained, mark position on glass and top surface with grease pencil.
4. Follow Steps 16-22 in the section entitled FRONT END–WINDSHIELD for installation of glass.
5. Press glass lightly to set caulking to window opening flanges. Paddle material where necessary to ensure proper seal.

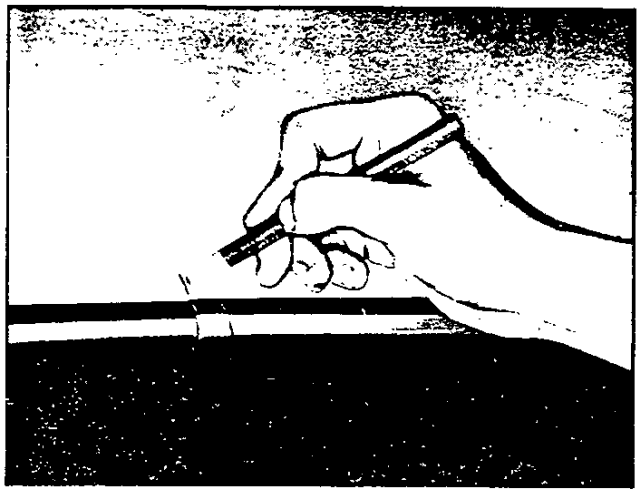


Fig. 67–Marking Molding Position

6. Water test immediately using a cold water spray. If water leaks are encountered, use flat bladed screw driver or splint, and from the inside, paddle caulking material into point of leakage.
7. Install previously removed moldings in reverse order of removal.

TOP ATTACHMENTS

Figure 66 illustrates location and installation of guides and lock mechanisms. With headlining removed as outlined in this section, to adjust left and right hand locks fore and aft, mark original position, loosen two (2) mounting bolts, and move in desired direction. Make certain that lock is engaged in serrations before tightening mounting screws.

Up-and-down adjustment is performed by turning hexagonal latch bolts clockwise and counter-clockwise respectively. Header guide pins and rear pin housings are retained by mounting screws located at flanges. Center trim plate is removed by first removing center lock, and then four (4) retaining screws.

HEADLININGS

The headlining assembly is secured to the top by plastic fasteners located around the periphery of the hard top inner panel. The headlining is removed by carefully disengaging fasteners by prying outward with fingers on flat-bladed instrument. After removal from plastic top, the headlining can be disassembled into three parts by removing retaining nuts at inside surface of headlining. For installation, make certain to align headlining to top before engaging plastic fasteners.

WEATHERSTRIP AND DRIP MOLDING

As shown in Figure 65, door window weatherstrip and drip molding are retained by screws to top assembly. Side outer and rear outer weatherstrip are mounted to body at ends by screw and around periphery by special plastic retaining clips. Weatherstrip is replaced by removing two (2) screws and carefully pulling outward at clip location.

Inner forward weatherstrip is replaced by removing mounting screws and disengaging special clips along length of weatherstrip. All drip molding must have pumpable sealer on underside and adhesive applied to weatherstrips.

VINYL COVERING

Removal

CAUTION: Apply heat by lamps held 18" (minimum) from fabric only until fabric is warm. If lamps are held too close, or fabric is heated over 200°F, the fabric may loose its grain, blister, or become very shiny.

1. Remove weatherstrip assemblies.
2. Remove reveal moldings.
3. Prior to removing fabric cover, application of heat to cemented areas will permit easier loosening of cemented edges.
4. Loosen cemented edges of fabric roof cover.

Installation

1. Wipe roof panel with a Xylol solvent such as 3M Adhesive cleaner or equivalent. Remove or smooth out excess old cemnet. Apply solvent and allow to soak before rubbing.
2. Where possible, install new cover at room temperature (approximately 72°) to permit easier fitting and removing of wrinkles from the cover assembly.
3. Determine center line of roof panel by marking center points on front of hard top and back window opening. Fold cover lengthwise. Lay cover on roof panel. Determine overhang (approximately 1").
4. Apply nitrile non-staining vinyl trim adhesive (such as 3M Vinyl Trim Adhesive) to the roof panel adjacent to center line of fabric roof cover.
5. Application of nitrile vinyl trim cement should be as thin as possible. An excessive amount of cement may result in trapped solvents (blisters) between fabric cover and roof panel. A mohair roller should be used for thin adhesive application.

   NOTE: If nitrile non-staining cement is not available, neoprene type non-staining weatherstrip cement (3M weatherstrip cement or equivalent) may be used.
6. Apply cement to entire fabric roof cover.

   NOTE: Allow approximately 15 minutes for cement to dry.
7. Fold vinyl cover back to contact adhesive on roof panel. Vinyl cover seam must be parallel to centerline of vehicle.
8. Repeat above steps for opposite side of roof.
9. Use suitable spatula or roller to remove wrinkles and/or bubbles from vinyl cover.
10. Trim excess vinyl around entire top to provide a minimum of 1/2" flange which will be cemented to substructure of removable hardtop with adhesive.
11. Reinstall reveal moldings and weatherstrips.

Vinyl Roof Cover Repairs

Certain types of fabric roof cover discrepancies can successfully be repaired without replacing or removing the cover.

Scuffs or Small Cuts Near Exterior Moldings

CAUTION: Be certain low heat is maintained to prevent discoloration of cover.

If a small cut is present, an attempt should be made to cement the loose ends prior to performing the following:

1. Obtain a scrap piece of fabric roof cover material, or material from a hidden area directly on complaint car (such as under reveal moldings).
2. Using an electric wood burning needle or low heat soldering gun, scrape off an appropriate amount of vinyl from scrap piece of material or from hidden area and immediately apply to scuffed or cut area on car.
3. Carefully blend applied vinyl to fabric roof cover, utilizing electric needle or soldering gun.

Wrinkles, Blisters and Bubbles

CAUTION: Do not continue to use iron after towel has become dry as excess heat may cause permanent damage to vinyl roof cover.

1. Pierce each wrinkle, blister and bubble on fabric roof cover with a small needle.
2. Completely saturate a clean shop towel with water and wring out.
3. Apply cloth to wrinkle or blistered area.
4. Apply a home type laundry iron over shop towel using back and forth strokes until towel is dry. (If iron has heat control settings, control should be set to "wool".
5. Remove towel and inspect area. If slight wrinkles or blisters are still present, perform the following steps:
6. Using a syringe and hypodermic needle filled with clear water, inject sufficient water into wrinkle or bubble to dampen fabric backing.
7. Repeat Steps 2 through 4.

FOLDING TOP

CARE OF THE FOLDING TOP

To avoid water stains, mildew, or possible shrinkage of the top material, do not keep the top folded for extended periods of time if it is damp or water soaked. Permit top to dry out in a raised position before stowing. Also avoid pasting advertising stickers, gummed labels or masking tape on the plastic back window. In addition to being difficult to remove, the adhesive on these stickers may also be injurious to the plastic composition of the window.

Care of Rear Window

The large plastic rear window in the folding top will remain in good condition for the life of the top if given proper care. Due to the texture of the plastic window, it is susceptible to

scratches and abrasions; therefore, when cleaning the window, follow the steps outlined below.

CAUTION: Never use solvents such as alcohol or volatile cleaning agents on plastic window. These liquids may have a deteriorating effect on the plastic and if spilled, may spot the painted finish on the rear body panels directly below the rear window.

1. To remove superficial dust, do not use a dry cloth. Use a soft cotton cloth moistened with water and wipe crosswise of the window.
2. To wash the rear window, use cold or tepid (not hot) water and a mild neutral soap suds. After washing, rinse with clear water and wipe with a slightly moistened clean soft cloth. A high quality plastic window cleaner is available from Chevrolet parts sources.
3. When removing frost, snow or ice from the plastic window, DO NOT USE A SCRAPER. In an emergency, warm water may be used. Use care that the warm water does not contact the glass windows or windshield.

ADJUSTMENTS

To correct variations in the top fit, adjustments are made at three locations shown in Figure 68. A combination of adjustments may be necessary to correct any given problem, including door and window adjustments which are covered elsewhere in this section.

The folding top adjustments are:

Header

After removing header trim panel, header assembly may be moved fore and aft when the two clamping screws are loosened. This will correct such conditions as header latch guide pin alignment with the holes in the windshield upper frame. Indications of misalignment are loose top trim when top is up and locked, and excessive effort required to engage header locks. Note that it will be necessary to remove side roof rail weatherstrip to gain access to header outer clamping screw. Refer to Weatherstrip portion of this section.

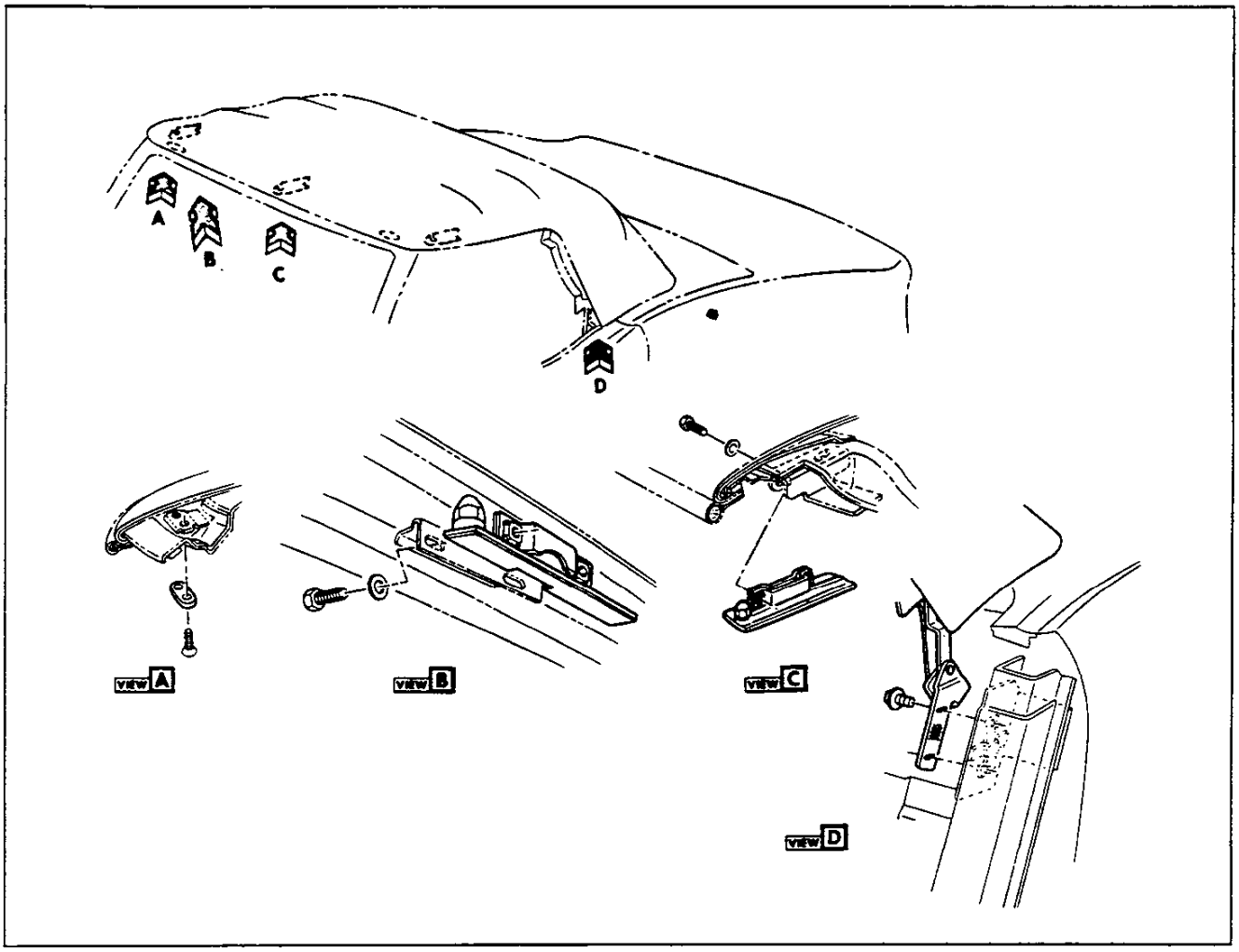


Fig. 68–Folding Top Adjustments

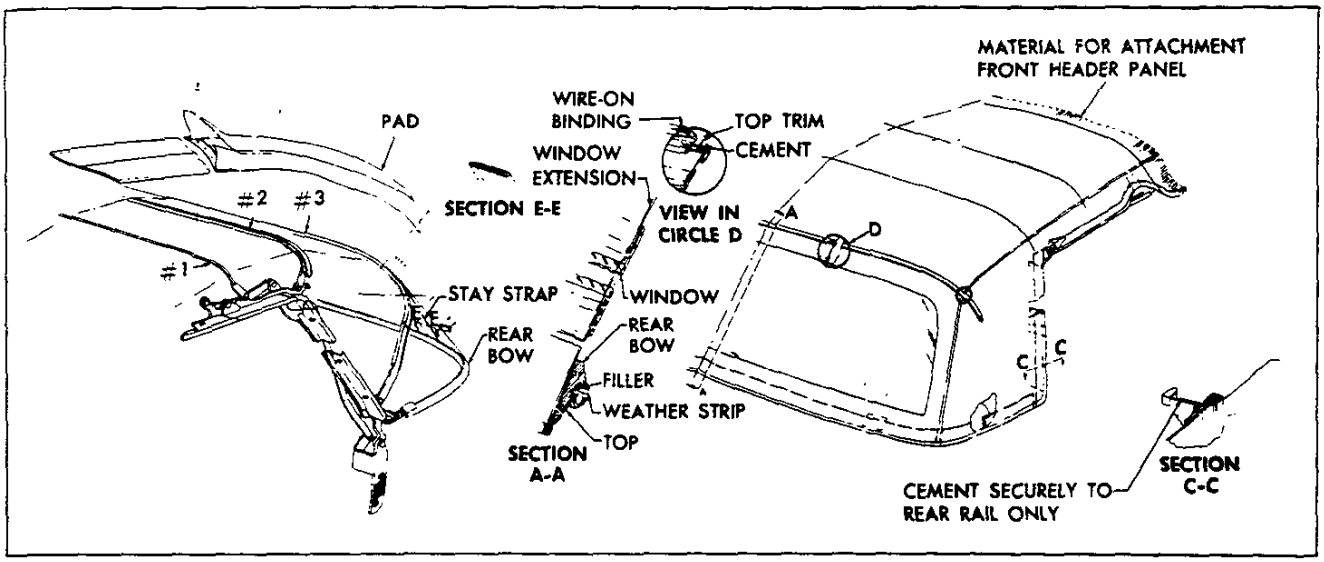


Fig. 69–Folding Top Trim Installation

Hinge

The hinges may be moved up and down and fore and aft to the limit of the slotted holes in hinge plate and body. To gain access to hinge, remove rigid plastic trim as explained in Interior Trim portion of this section. Repositioning hinge will correct conditions such as poor top fit at upper and rear edge of windows; faulty fore and aft engagements of rear bow hold-down pins in lock assemblies and loose or over-tight top rear panel when top is raised and properly locked in position.

Rear Bow Hold-Down Locks

Fore and aft adjustment is provided by slotted holes in lock housing. Turning of locating pins adjusts force that holds seal to folding top lid. The hold-down pins may be moved to left or right to center top on body in raised position; thus correcting poor alignment at windows and difficult entry of pins in locks.

TOP ASSEMBLY REMOVAL AND INSTALLATION

The entire top assembly (frame with trim attached) may be removed from vehicle as follows:

1. Raise top, but do not engage header or rear bow locks.
2. Remove rigid plastic trim as outlined in Interior Trim portion of this section.
3. Mark installed position of hinge by scribing outline of hinge plate on lock pillar surface.
4. Remove two screws retaining each hinge to lock pillar and remove top assembly from vehicle.
5. When installing top assembly, carefully match hinge plate with scribed marks on body lock pillar and install screws. If necessary, proceed as outlined under Top Adjustments.

TOP TRIM AND REAR WINDOW ASSEMBLY

The following information deals with removal and installation of the folding top trim and window assembly complete. Figure 69 may be referred to for parts identifications. Lettered sections (i.e. Section A-A) referred to in the instructions may also be found in Figure 77. Note that the sections are illustrated as they would appear if the parts were cut through on the lettered lines on the top assembly and the cut surface exposed. Arrows indicate direction in which you would have to look in order to see the view shown.

Before old trim assembly is removed, top should be thoroughly adjusted as outlined in this section. As loose parts are removed such as stay straps and pads, their installed positions should be marked as an aid to installation of replacements.

Removal

1. Remove rear side rail window sealing weatherstrip as explained further on in this section; also remove screws from ends of header inner weatherstrip. Note, however, that it is not necessary to remove header weatherstrip entirely and that header strip must be in place during final installation procedures of top trim so that correct tension of installed trim is achieved.
2. Remove tacks securing top and header outer weatherstrip to header (fig. 70).

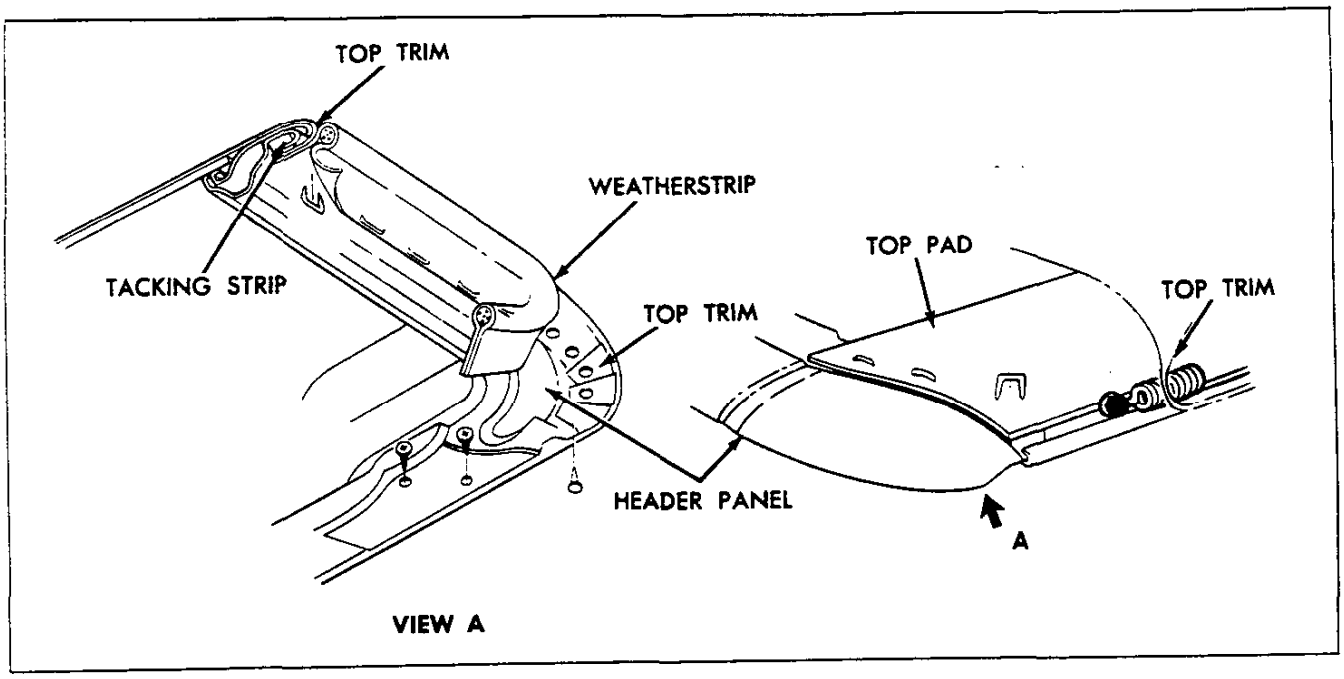


Fig. 70–Trim at Header

3. Remove screw securing trim hold cable and spring assembly to header.
4. Pull cemented trim from rear side rail (Section C-C).
5. Remove end caps from wire-on binding; remove tacks securing binding to #3 bow (View F.). See frame and linkage portion for bow identification.
6. Remove staples securing trim to #3 bow.
7. Remove tacks securing upper ends of stay straps to #3 bow. Pads may be removed at this time, if desired. Mark position of pads and straps on head and #3 bow before removal.
8. Disconnect rear bow from top frame assembly. Two screws retain at each side Figure 71.
9. Remove trim-rear bow assembly from vehicle to clean work bench or table.
10. Remove plastic filler from rear bow weatherstrip and pull

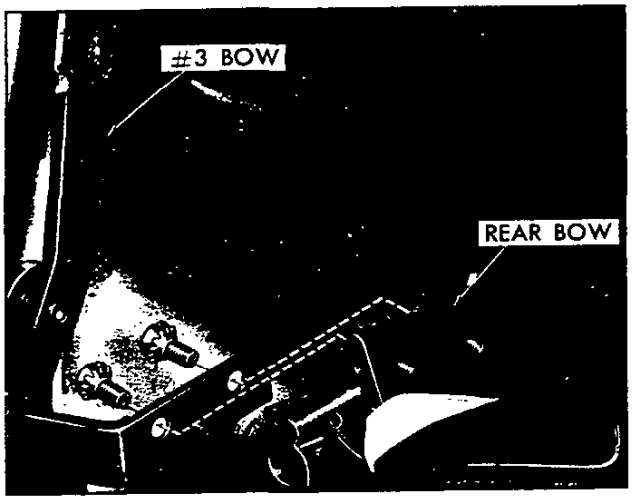


Fig. 71–Rear Bow Retaining Screws

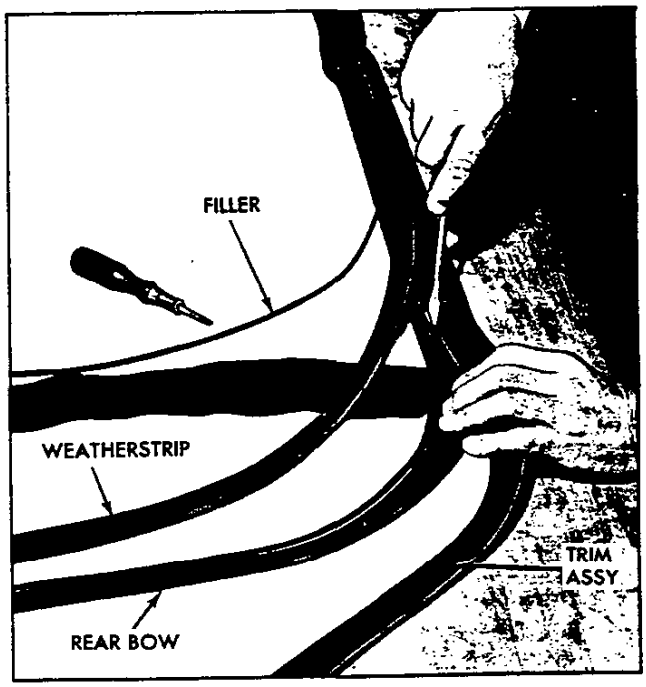


Fig. 72–Installing Trim and Weatherstrip to Rear Bow

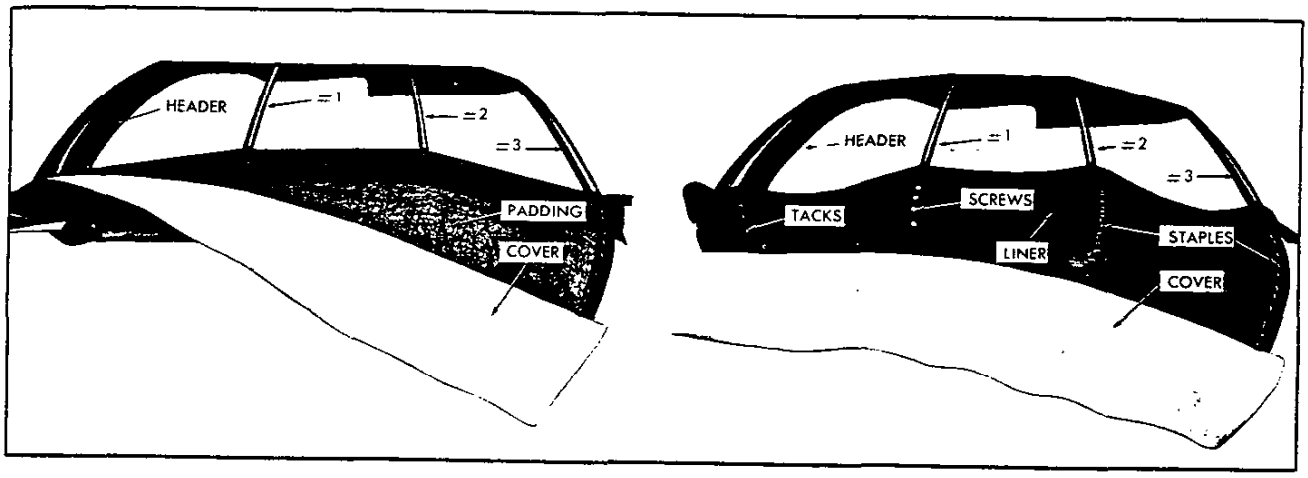


Fig. 73–Pad Construction

weatherstrip and trim from rear bow. Section A-A shows installed position of these components. Refer also to Figure 72.

Installation

1. Find and mark center of header, #3 bow, rear bow and leading and trailing edges of top trim. Align these marks during installation and recheck their alignment from time to time while installation is in progress, especially during tacking or stapling.
2. Assemble top trim and weatherstrip to rear bow, referring to Section A-A and Figure 72. Note that filler strip locks this assembly together and goes in last. Align center marks.
3. If new pads are required, install at this time, aligning with marks made when old pads were removed. Figure 73 shows pad construction; Figure 74 shows pad installed.
4. Install top trim-rear bow assembly on top frame with four screws removed at disassembly.
5. Lock down rear bow in desired "top up" position. Pull up stay straps and staple or tack to #3 bow (fig. 75).
6. Using a piece of mechanics wire, fish trim hold down cable assembly through top pocket and secure spring cable assembly to header with a screw.
7. Pull leading edge of trim up to header and align center marks. Smooth out fabric and clamp, tack or staple temporarily to header.
8. Draw window extension up to #3 bow, aligning centering marks. Turn an ample amount of fabric under and tack to #3 bow. Apply neoprene trim cement, GM Part #3695016 or equivalent, to area shown in View D of Figure 69. Follow directions on package.
9. Draw roof portion of trim over #3 bow, align marks and tack on staple.
10. Trim off excess material and install wire-on binding as shown in Figure 76 and View D of Figure 69. Install binding caps.
11. Remove temporary clamps or fastenings holding trim to header.

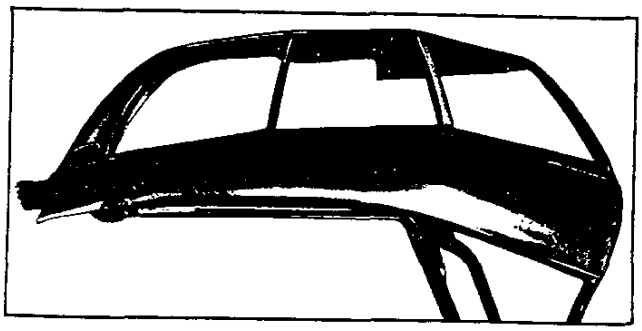


Fig. 74–Pad Installed

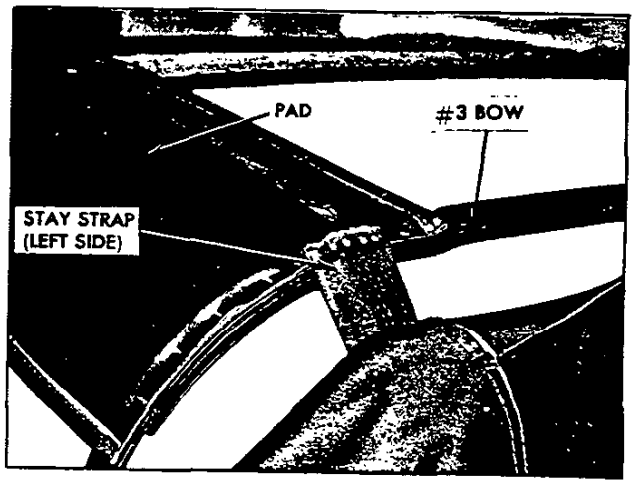


Fig. 75–Installing Stay Strap

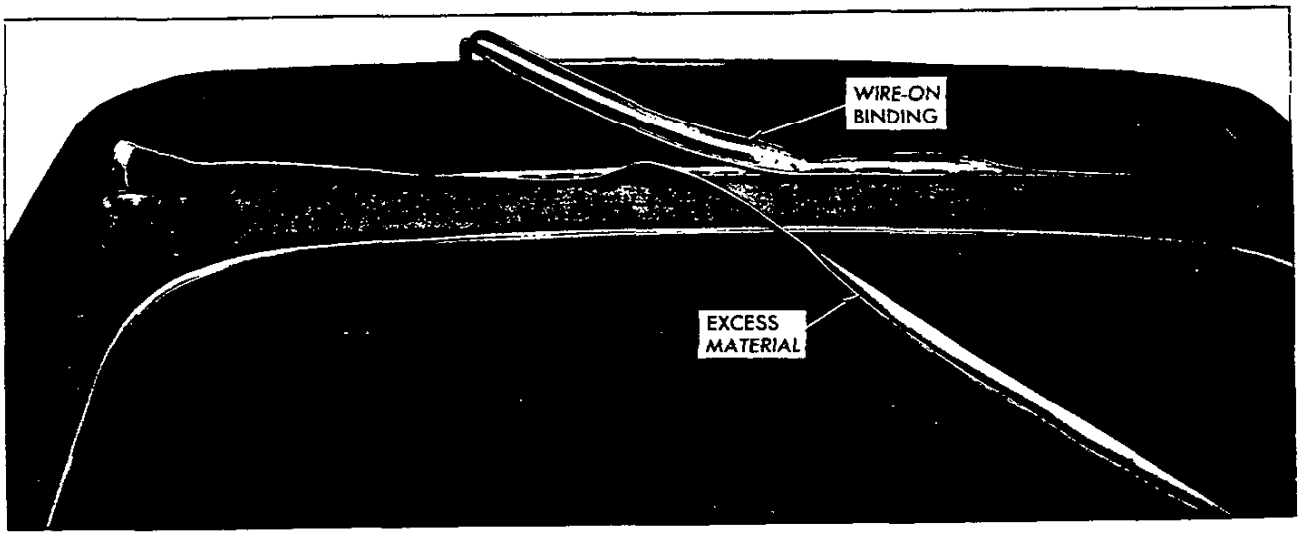


Fig. 76–Installing Binding

12. With header locked down, pull trim assembly up tight and mark for final installation.
13. Apply trim cement to header and rear side rail.
14. Release header from windshield. Tack or staple trim to header (fig. 70).
15. Apply trim to rear side frame, previously cemented.
16. Install weatherstrips which were removed at disassembly and install retaining screws in header weatherstrip.
17. Install header trim panel.

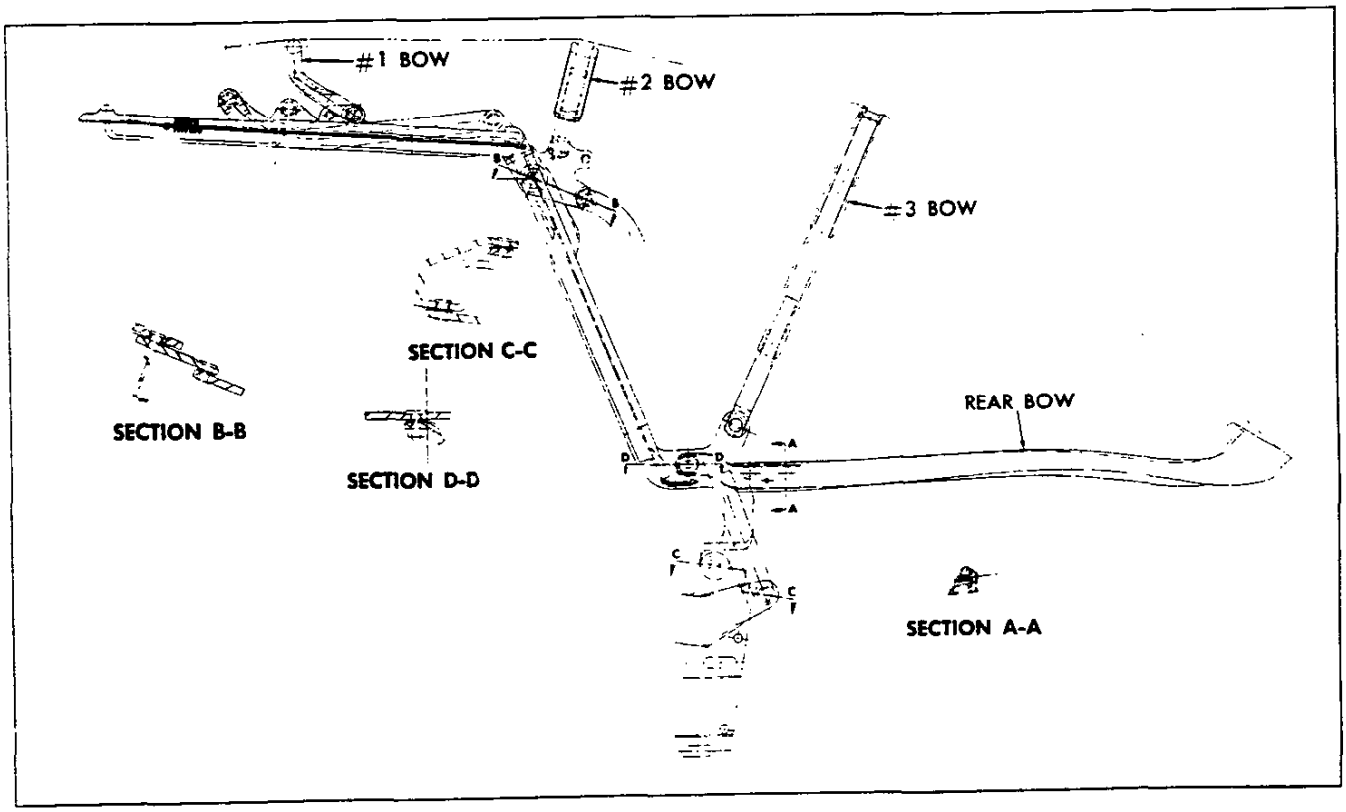


Fig. 77–Top Frame and Linkage

18. Make any adjustments necessary, following instructions listed under Folding Top–Adjustments.

FRAME AND LINKAGE

Figure 77 illustrates construction features of the folding top frame and linkage. Various cross sections in Figure 77 show the pivoting joints and their assembly.

If an operation is being performed which requires removal of folding top trim, follow directions in this section. The entire frame assembly may be removed and replaced as a unit. Follow instructions for Folding Top Trim and Rear Window Assembly and Top Assembly–Removal and Installation.

The pivoting joints should be lubricated with light machine oil once a year. Apply oil sparingly so as not to stain top trim.

WEATHERSTRIP

Side Rail Weatherstrip

Figure 78 illustrates installation of side rail weatherstrip which acts to seal window opening. The weatherstrip is held in place by loose screws which are part of the weatherstrip assembly, and by neoprene base cement which is applied between weatherstrip and side rail surface.

When replacing weatherstrip remove all rust, old cement and foreign material from the surfaces to be cemented, to assure successful bonding. Use only good quality neoprene cement suitable for weatherstrip application.

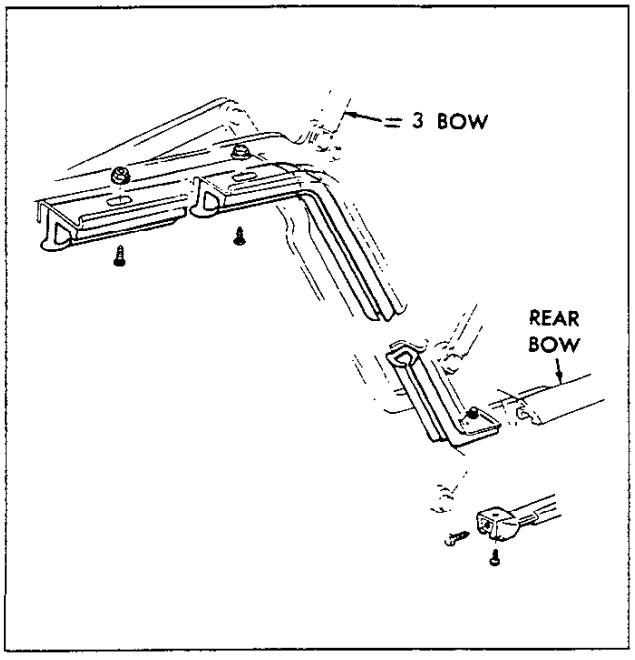


Fig. 78–Side Rail Weatherstrip

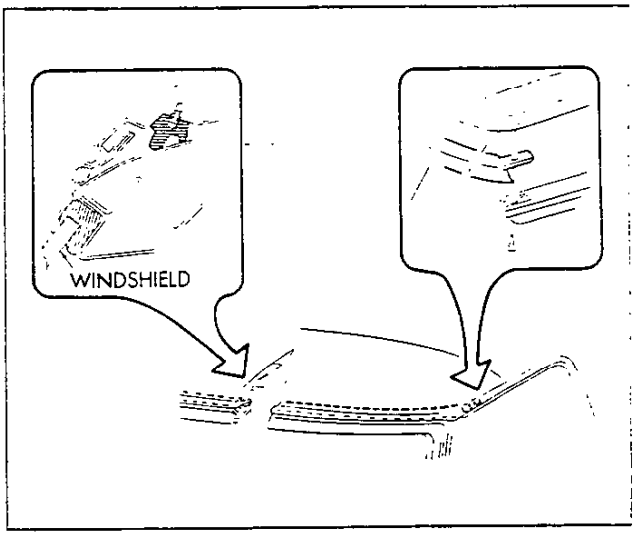


Fig. 79–Header Weatherstrip

Header Weatherstrip

Weatherstrip assembly is retained to the header panel by a combination of studs, and special fasteners as shown in Figure 79 along with neoprene base weatherstrip cement.

SPORT COUPE MODEL 19437

ROOF PANEL ADJUSTMENT (Fig. 80)

Each roof panel is adjusted in relationship to the other and to the header and roof crossover.

Roof panel inner edges are spaced parallel 1/16" to 3/16". The rear edges of the roof panel are spaced 1/8" to 1/4" side to side. The outboard edge of the roof panel to header spacing

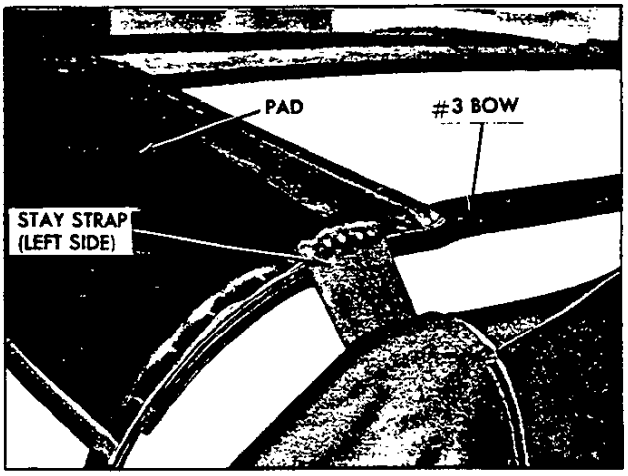


Fig. 80–Roof Panel Alignments

is determined by the triangular headed pin fastened to the roof crossover. The back edge of the triangular headed pin should measure 1/4" from the plate it screws into.

All latches and adjustments must be loose before starting the roof panel alignments. The only shimming possible is at the center guides.

Adjustment Procedure

1. Remove roof panel and place upside down on a clean soft surface.
2. Remove screw from each side of headlining panel and gently pry headlining loose from plastic retainers.
3. Loosen screws on underside of roof panel at forward (b) and center guides (c).
4. Repeat steps 1-3 for opposite roof panel.
5. Check dimension of triangular pin (a) on header panel at outer edges of the roof panel attachment locations. Refer to View A.
6. Reinstall roof panels and observe spacing. The roof halves should meet within 1/16"-3/16" in the center (dimension A) and within 1/8"-1/4" to the header (dimension B).

   NOTE: Contour of roof is controlled by shims (d) (no more than 4). It should be noted that the fewer shims used at this location, the more compression on the seating gasket.
7. Once dimensions A and B have been obtained by manipulating each roof panel with respect to one another and the header, tighten the screws securing the center and forward guides in the roof panels.

   NOTE: If compression at the lock locations is needed, adjust bolts (e) accordingly. If point of contact of latch bolt needs adjustment loosen bolts (f) and move latch assemblies fore or aft as necessary.
8. Align headlining with a 3/16" gap all around and push headlining panels upward with firm palm pressure at nylon retainers.
9. Remove panels, make sure all nylon fasteners are engaged and reinstall headlining screws.
10. Reinstall roof panels on vehicle.

Weatherstrip Replacement (Fig. 81)

1. Remove roof panel and place upside down on soft clean surface.
2. Remove screw on each side of headliner panel.
3. Pry headliner loose from nylon retainers at eight (8) locations. Remove headliner.
4. Pry out plastic buttons retaining weatherstrip to roof panel.
5. Clean old sealer off roof.

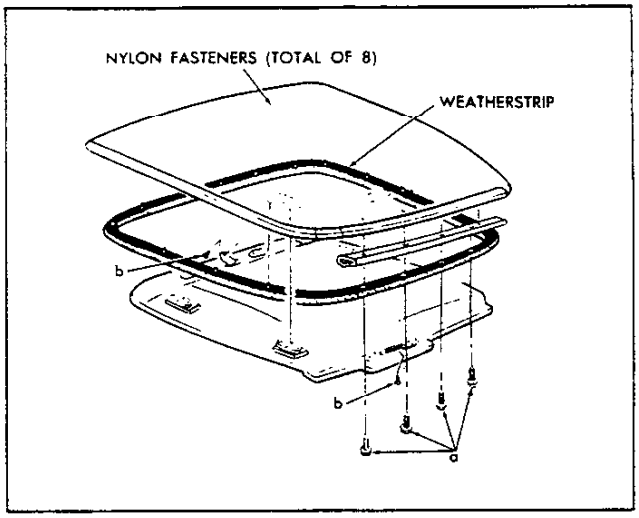


Fig. 81–Roof Panel Weatherstrips

6. Apply sealer to roof panel along the entire outline of the roof panel where the weatherstrip is to lie.
7. Install new weatherstrip at screw attachment end engaging all plastic retainers. Push down along strip to uniformly spread the sealer.
8. Secure weatherstrip to roof panel with four (4) screws.
9. Reinstall headliner panel.
10. Reinstall roof panel.

INTERIOR QUARTER PANEL TRIM REMOVAL (Fig. 82)

1. Remove rear window.
2. Gently pry off back window lower garnish molding (f) by pulling lower edge forward, then after unhooking nylon fasteners, lift up.
3. Remove (right or left) rear roof trim panel latch cover (a) secured by screws.
4. Remove (right or left) rear roof trim panel (b).
5. Remove (right or left) quarter trim panel secured by screws.

   NOTE: Four (4) screws retaining forward lip of interior quarter trim panel are removed and installed from inside door jamb.
6. Install interior trim and rear window in the reverse order of removal.

CENTER ROOF REINFORCEMENT TRIM REMOVAL (Fig. 77)

1. Remove both rear roof trim panel latch covers (a)–2 screws each.
2. Remove rear window.
3. Remove both rear roof panels (b) secured by screws.

4. Remove left and right sun visor assemblies. Remove windshield upper garnish molding (c) secured by screws.
5. Remove center roof trim screws. Pull assembly (d) downward to release the attachment stud (e).
6. Install interior trim in the reverse order of removal, then install rear window.

STORAGE TRAY

The storage tray which provides a means of storing rear window assembly when removed from vehicle, is replaced by removing hinge screws at rear body panel. The latch is adjusted by bending for proper engagement.

REAR WINDOW

Glass Replacement

To replace rear window glass, the following procedure is recommended.

1. Remove rear window assembly from vehicle and place on bench.
2. Remove lower frame member from old glass and frame assembly.
3. Remove glass from upper frame member and clean out sealer by carefully scraping from groove around entire perimeter of frame.
4. Apply bead of caulking material (polysulfide or equivalent) around slot of both frame components.
5. Insert replacement glass into curved frame member.
6. Assemble frame by aligning lower member with glass.
7. Clean excess caulking material from surface of glass.

Adjustment

The locks and lower receiving plates which determine the holding force are adjusted to the extent of slotted mounting holes to attain an even, adequate seal.

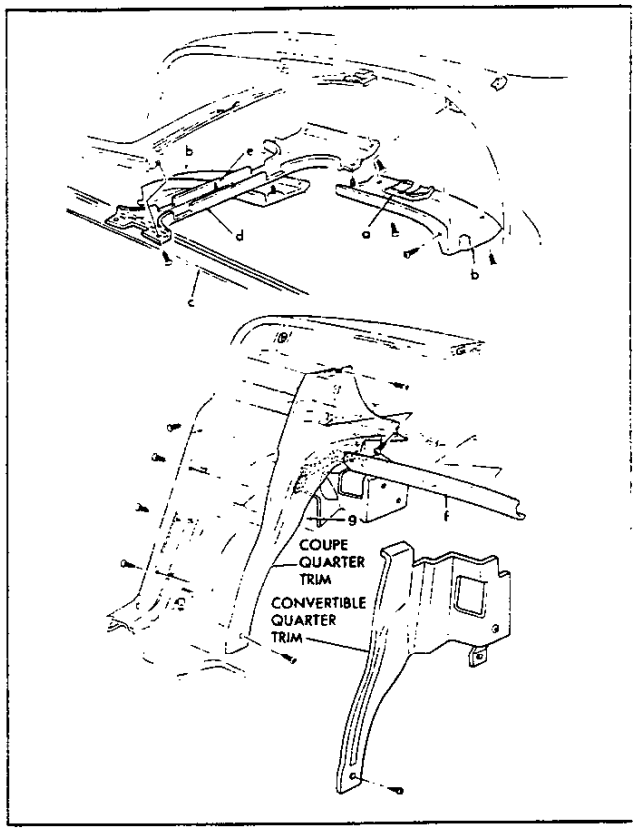
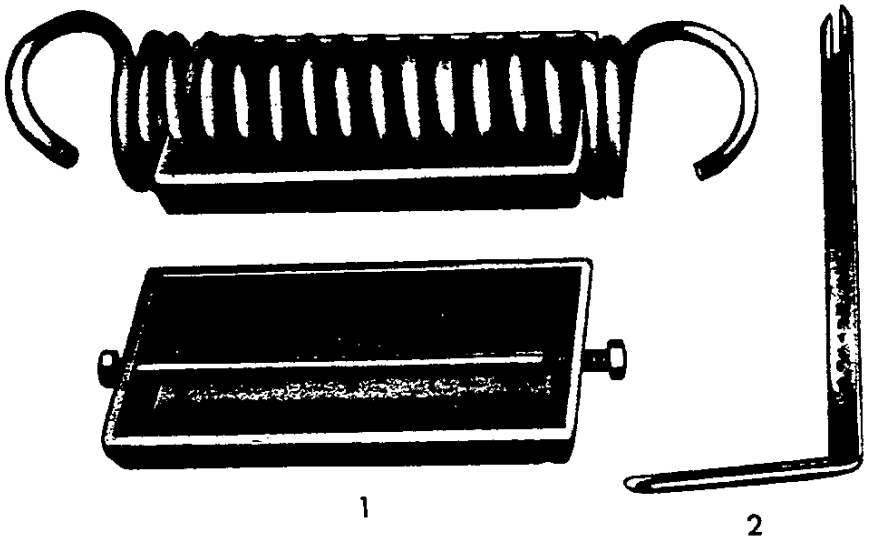


Fig. 82–Interior Quarter Trim

Weatherstrip

The weatherstrip between the rear window assembly and rear body opening is replaced by cementing to rear inner body surface around opening. The weatherstrip is then screwed in place.

SPECIAL TOOLS



1. J-9559 Deck Lid Spring Tool
2. J-7797 Door Handle Clip Remover
3. J-23457 Door Lock Striker Bolt Remover

Fig. 83-Special Tools

CORVETTE

1972 MODEL WITH STANDARD EQUIPMENT (98" Wheelbase)

Model Number and Description	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Sgt'd Retail Price★	Destination Group No.	Destination Charge	Total
■200-hp Turbo-Fire 350 Engine								
19437 Coupe—2-Passenger				$5380.00	$5672.00	13	_____	_____
19467 Convertible—2-Passenger with manually operated soft top				5154.00	5434.00	13	_____	_____

■Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.
★ Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
POWER TEAMS						
(See Power Teams Chart for availability and complete engine specifications)						
Engines:						
255-hp Turbo-Fire Special 350. Available only when 4-speed wide-range or 4-speed close-ratio transmission is ordered. Available for registration in the State of California	LT1				$470.00	$495.05
270-hp Turbo-Jet 454. Available only when 4-speed wide-range, 4-speed close-ratio or Turbo Hydra-matic transmission is ordered. Not available for registration in the State of California. Includes HD battery	LS5				287.00	302.30
Special Purpose Engine: 255-hp Special Purpose 350 engine. (Not recommended for normal traffic situations). Available for registration in the State of California. Not available when power windows, power steering, air conditioning, rear window defroster, wheel covers or radio is ordered. Includes special 4-speed close-ratio transmission, HD power brakes, full-transistor ignition system, aluminum radiator, special springs with matching shock absorbers, special front stabilizer bar and rear wheel spindle strut shafts	ZR1				983.00	1035.30
Transmissions: Replacing standard 4-speed wide-range transmission						
Turbo Hydra-matic. Available only when standard or 270-hp Turbo-Jet 454 engine is ordered						
With standard 200-hp engine	M40				N.C.	N.C.
With 270-hp Turbo-Jet 454 engine	M40				97.00	102.45
4-Speed Close-Ratio. Available only when 255-hp Turbo-Fire Special 350 or 270-hp Turbo-Jet 454 engine is ordered	M21				N.C.	N.C.
➔**Axle Ratios:** Replacing standard positraction rear axle ratio						
Economy	ZQ8				12.00	12.65
Performance	ZQ9				12.00	12.65
POWER ASSISTS						
Brakes, Power: Included when special purpose engine is ordered	J50				46.00	48.45
Steering, Power: Not available when special purpose engine is ordered	N40				113.00	119.05
Windows, Power: Electric. Not available when special purpose engine is ordered	A31				83.00	87.45

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
◇ State and local taxes not included.

➔Indicates Change

CORVETTE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
OTHER OPTIONS						
➔**Air Conditioning:** *Four-Season.* Not available when close-ratio 4-speed transmission or special purpose engine is ordered	C60				$452.00	$476.05
Battery, Heavy-Duty: Included when 270-hp Turbo-Jet 454 engine is ordered	T60				15.00	15.80
➔**Belts, 3-Point Seat:** Includes warning light	AV3		*Will Advise Price and Availability*			
Belts, Custom Deluxe Shoulder: Driver and passenger. Convertible model only. Standard on Coupe model	A85				41.00	43.20
California Assembly Line Emission Test: Released to conform with State of California registration requirements. Not available when 270-hp Turbo-Jet 454 engine is ordered	YF5				15.00	15.80
Defroster, Rear Window: (Forced-Air). Not available when special purpose engine is ordered	C50	31.98	31.16	2.20	41.00	43.20
Paint, Exterior: *Solid.* See Color Selection Chart	...	N.C.	N.C.	N.C.	N.C.	N.C.
Radio Equipment: *Pushbutton.* Includes 30" fixed height rear antenna. Not available when special purpose engine is ordered						
AM/FM Radio	U69				173.00	182.25
AM/FM/Stereo Radio	U69/U79				276.00	290.75
Roof Cover, Vinyl: *Black.* Convertible model with auxiliary top only	C08				62.00	65.30
Steering Wheel, Tilt-Telescopic	N37				82.00	86.40
Top, Auxiliary: Hard top; Convertible model only. In addition to folding top.	C07				267.00	281.25
Top, Folding: Manually operated. Convertible model only. All tops available with all exterior colors						
Black	BB	N.C.	N.C.	N.C.	N.C.	N.C.
White	AA	N.C.	N.C.	N.C.	N.C.	N.C.
Trim, Custom: Includes leather seat trim, special cut pile carpeting, door trim panels with wood-grained accents and lower carpeting plus console with wood-grained accents. *See Interior and Exterior Color Selection Chart for availability and ordering information*	...				154.00	162.20
Wheel Covers: *Custom.* Not available when special purpose engine is ordered	P02				62.00	65.30

FACTORY INSTALLED REGULAR PRODUCTION TIRES

Replaces (5) F70-15/B Special Nylon Blackwall						
(5) F70-15/B Special Nylon White Stripe	PT7				30.00	31.35
(5) F70-15/B Special Nylon White Lettered	PU9				43.00	44.65

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.

◈ State and local taxes not included.

➔Indicates Change

CORVETTE POWER TEAMS

Engine, Transmission and Positraction Rear Axle Combinations

(Engine horsepower ratings are reflected at "net" horsepower)

ENGINE		TRANSMISSION	POSITRACTION REAR AXLE RATIOS					
			Without Air Conditioning			With Air Conditioning		
Option Number	Description	Type (Std or Optional)	Std	Optional		Std	Optional	
				Econ	Perf		Econ	Perf
STANDARD ENGINE								
■ Standard	**200-hp Turbo-Fire 350 8-Cylinder** 350-cu-in displacement 4-barrel carburetor Hydraulic valve lifters 8.5:1 compression ratio	**4-Speed Wide-Range (Std) —ZW4**	3.36	3.08	—	3.36	3.08	—
		Turbo Hydra-matic—M40	3.08	—	3.36	3.08	—	3.36
OPTIONAL ENGINES								
→■ Option LT1	**255-hp Turbo-Fire Special 350 8-Cylinder** 350-cu-in displacement 4-barrel carburetor Mechanical valve lifters 9.0:1 compression ratio	**4-Speed Wide-Range (Std) —ZW4**	3.70	—	4.11	3.55	—	—
		4-Speed Close-Ratio—M21	3.70	—	4.11	*Air Conditioning Not Available*		
● Option LS5	**270-hp Turbo-Jet 454 8-Cylinder** 454-cu-in displacement 4-barrel carburetor High-lift camshaft Hydraulic valve lifters 8.5:1 compression ratio	**4-Speed Wide-Range (Std) —ZW4**	3.08	—	3.36	3.08	—	—
		4-Speed Close-Ratio—M21	3.36	3.08	3.55	*Air Conditioning Not Available*		
		Turbo Hydra-matic—M40	3.08	—	3.36	3.08	—	—
→■ Option ZR1	**255-hp Special Purpose 350 8-Cylinder** 350-cu-in displacement 4-barrel carburetor Mechanical valve lifters 9.0:1 compression ratio	**Special 4-Speed Close-Ratio (Std) —ZW4**	3.70	—	4.11	*Air Conditioning Not Available*		

■ Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.

● Not available for registration in the State of California

→Indicates Change

CORVETTE INTERIOR AND EXTERIOR SELECTION CHART

PLEASE NOTE: *The exterior and interior combinations for solid color paint shown in the chart below have been established as the combinations that would be attractive to the average customer. Orders for non-recommended solid color exterior and interior trim combinations on the Coupe model may be submitted, provided the dealer initials the appropriate order form block as verification that the requested combination is definitely desired.*

This procedure does not apply to the Convertible model as combinations shown are the only combinations that have been approved.

	Type of Seat		INTERIOR TRIM					
			Black		Blue (Dark)	Red	Saddle (Dark)	
			Vinyl	Custom Interior Leather	Vinyl	Vinyl	Vinyl	Custom Interior Leather
Coupe or Convertible	Bucket		400	404	412	407	417	421
EXTERIOR COLOR	CODE							
SOLID	Lower	Upper						
Blue, Bryar	37	37	X					
Blue, Targa	27	27	X		X			
➤Gray, Steel Cities	98	98	X					X
Green, Elkhart	47	47	X					X
Orange, Ontario	97	97	X					X
Red, Mille Miglia	76	76	X			X		X
Silver, Pewter	14	14	X		X	X		X
White, Classic	10	10	X		X	X		X
Yellow, Sunflower	52	52	X					X
Yellow, War Bonnet	91	91	X					X

➤Indicates Change

Corvette Coupe

19437—V8 6

Corvette Convertible

19467—V8 7

Interiors

8-9

Standard Equipment

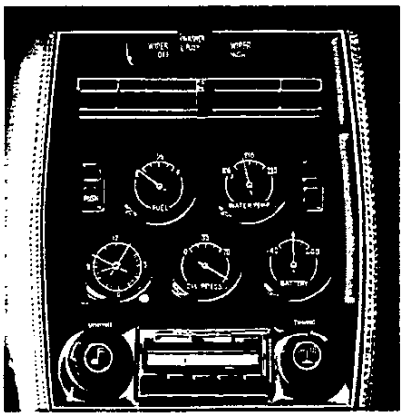
2-5

Color & Trim

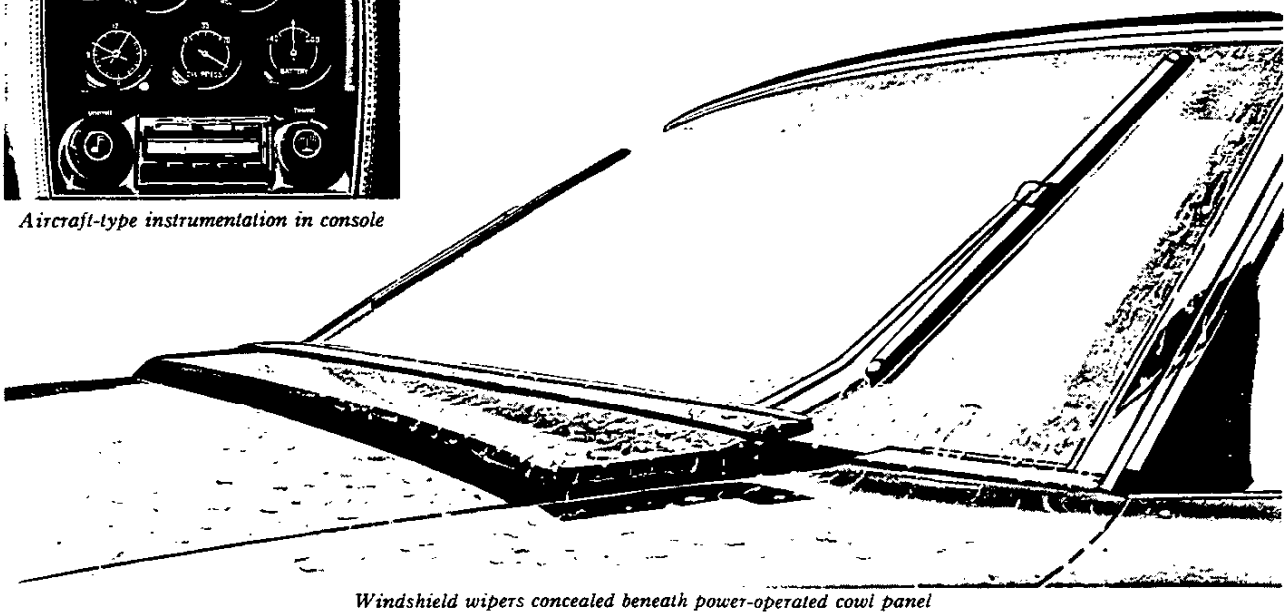
10-11

Standard Equipment

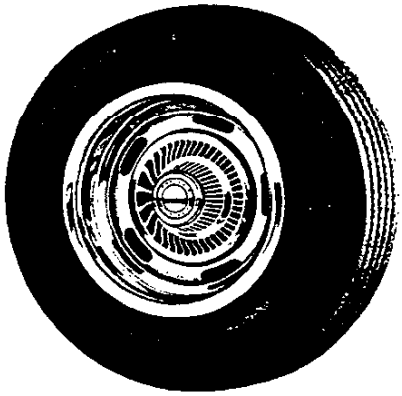
Power-operated retractable dual headlights o High-rise fenders with functional louvers o Unique Coupe roof styling with removable roof panels and rear window o Removable hardtop styling for Convertible o Tinted glass in all windows o Recessed outside door handles o Full door-glass styling o Concealed windshield wipers hidden beneath power-operated cowl panel o Wheel trim rings and center caps o Astro Ventilation system o Tapered high-back bucket seats with integral head restraints o Special sport-styled steering wheel o Tachometer o Rally-type electric clock o Ammeter, oil pressure, fuel and temperature gauges o Separate trip odometer o Warning lights for seat belt and door ajar o Console-mounted parking brake control o Deep twist floor carpeting o All-vinyl interior trim o Unitized seat and shoulder belt buckle design o Rear compartment stowage wells o Efficient valve-in-head design o Evaporation control system o Full dual exhaust system o 4-Speed fully synchronized transmission o Positraction rear axle o Special high-dome hood included with optional engines o Advanced accessory drive system o High-output Delcotron generator o Sealed side-terminal energizer-type battery o Positive-shift starter o Automatic choke o Built-in blended-air heater and defroster system o Curved side windows o Dual-speed electric windshield wipers o Front lower air spoiler o Rear deck air spoiler o Concealed Convertible top stowage o Removable hardtop (available for Convertible) with glass rear window o Separate spare tire stowage with key lock o Magic-Mirror acrylic lacquer finish o Full independent suspension system o Self-adjusting disc brakes at all four wheels o F70 x 15 wide oval tires o Wide 15" x 8" wheels



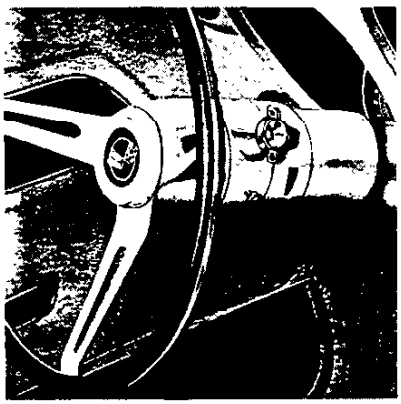
Aircraft-type instrumentation in console



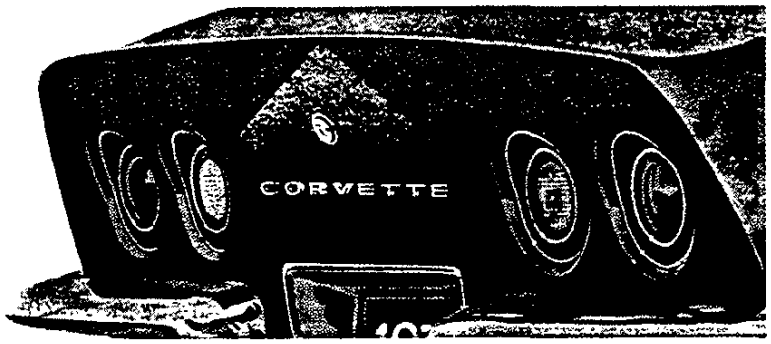
Windshield wipers concealed beneath power-operated cowl panel



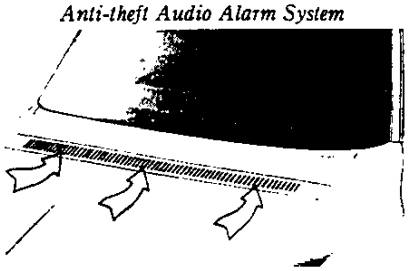
Wide 15 x 8 wheels and F70 x 15 wide oval tires with wheel trim rings and center caps



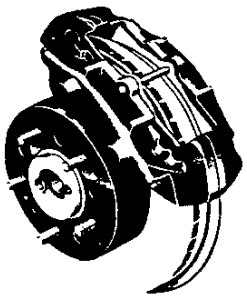
Anti-theft steering column lock



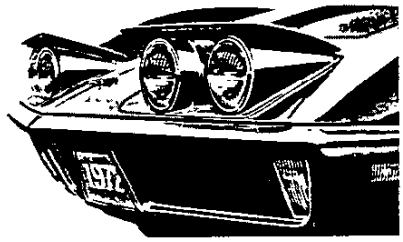
Anti-theft Audio Alarm System



Astro Ventilation System



Manual disc brakes at all four wheels



Power-operated retractable dual headlights

Corvette Safety and Security Features

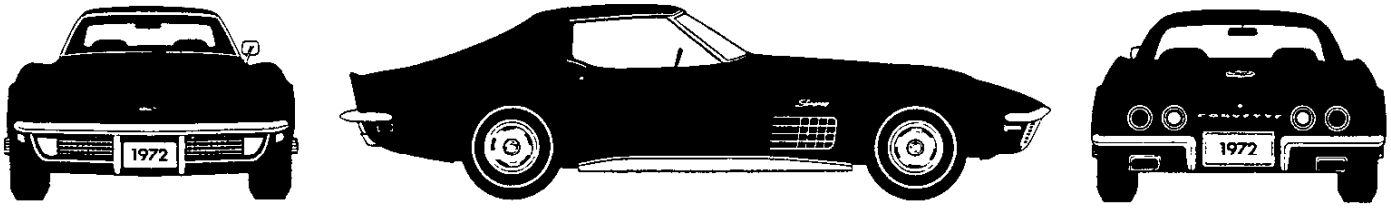
Occupant Protection Features
Seat belts and shoulder belts (except Convertible) with pushbutton buckles and retractors—driver and passenger o Built-in head restraints o Energy-absorbing steering column o Passenger-guard door locks o Safety door latches and hinges o Folding seat back latches o Energy-absorbing padded instrument panel o Thick-laminate windshield o Padded sun visors o Safety armrests o Safety steering wheel o Fuel tank impact security o Console door latch impact security o Yielding windshield pillar moldings o Smooth-contoured door and window regulator handles o Soft, low-profile window control knobs o Pressure lock radiator cap o High-strength seat anchorages and construction o Stamped steel door hinges

Accident Prevention Features
Side marker lights and reflectors (front side marker lights flash with direction signal) o Parking lights that illuminate with headlights o Four-way hazard warning flasher o Back-up lights o Lane-change feature in direction signal control o Windshield defroster, washers and dual-speed wipers o Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and deflecting support) o Outside rearview mirror o Dual master cylinder brake system with warning light o Starter safety switch o Headlight aiming access provision o Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces o Safety wheel rims o Uniform shift quadrant o No winged wheel nuts, covers, or caps o Self-adjusting brakes

Anti-Theft Features
Anti-theft ignition key warning buzzer o Anti-theft steering column lock o Anti-theft audio alarm system o Multiple key combinations o Visible vehicle identification o Tamper-resistant odometer with telltale feature

Corvette Features

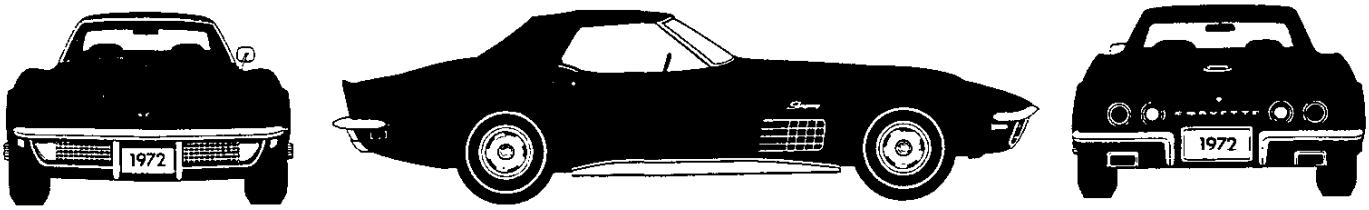
Coupe



Bright precision-cast grille ○ Front bumper guards ○ Bright front license plate frame ○ Bright windshield molding ○ Functional front fender louvers with bright accents ○ Bright roof drip molding ○ Body sill molding ○ Wide-oval F70 x 15 blackwall tires with 15″ x 8″ wheels ○ Bright wheel trim rings and center caps ○ Bright rear window molding ○ Removable rear window and roof panels ○ Twin-unit taillights and back-up lights with bright bezels ○ Bright dual exhaust outlets ○ Wraparound rear bumper with built-in bumper guards ○ Bright rear license plate frame ○ Tapered high-back bucket seats with integral head restraints ○ Luxurious all-vinyl interior (Custom interior with genuine leather seat panels available at extra cost) ○ Special sport-style steering wheel ○ Convenient stowage pockets in instrument panel ○ Aircraft-type center console ○ Rally-type electric clock ○ Ammeter, temperature, fuel and oil pressure gauges ○ 7,000-rpm tachometer ○ Separate trip odometer ○ Seat belt and door ajar warning lights ○ Console-mounted parking brake control ○ Custom deluxe color-matched seat and shoulder belts ○ Molded door panels with built-in armrests ○ Color-keyed deep-twist carpeting ○ Dual courtesy lights with automatic door switches ○ Carpeted rear compartment stowage wells

Appearance features available for the Corvette Coupe include: Custom Interior (genuine leather seat panels; plush cut-pile carpeting; special door trim with carpeted lower panels; wood-grain accents on doors and center console); Custom wheel covers; special nylon white stripe tires; special nylon white lettered tires.

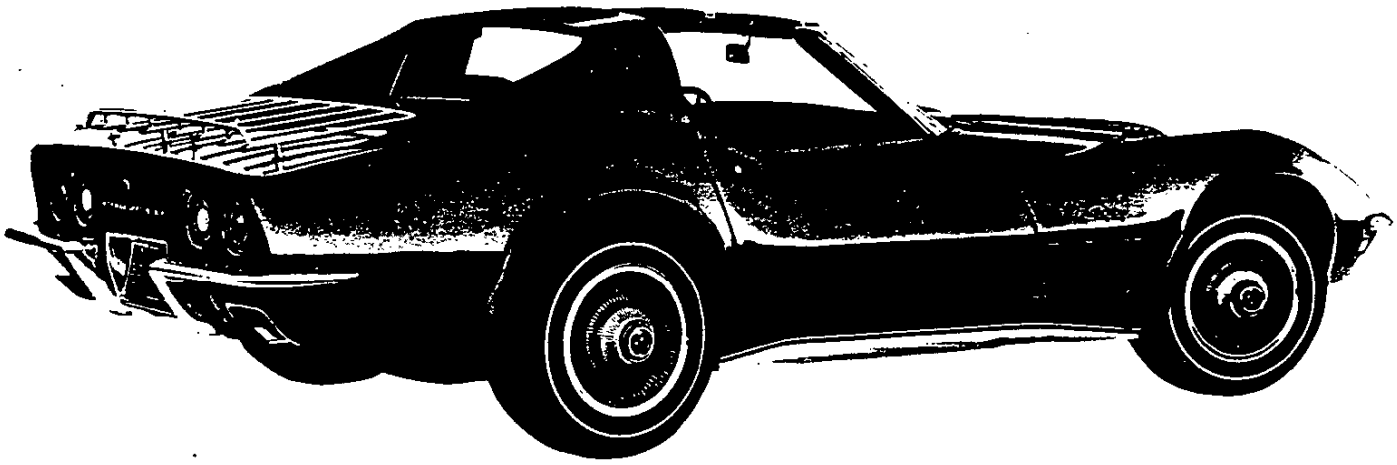
Convertible



Bright precision-cast grille ○ Front bumper guards ○ Bright front license plate frame ○ Bright windshield molding ○ Functional front fender louvers with bright accents ○ Body sill molding ○ Wide-oval F70 x 15 blackwall tires with 15″ x 8″ wheels ○ Bright wheel trim rings and center caps ○ Twin-unit taillights and back-up lights with bright bezels ○ Bright dual exhaust outlets ○ Wraparound rear bumper with built-in bumper guards ○ Bright rear license plate frame ○ Tapered high-back bucket seats with integral head restraints ○ Luxurious all-vinyl interior (Custom interior with genuine leather seat panels available at extra cost) ○ Special sport-style steering wheel ○ Convenient stowage pockets in instrument panel ○ Aircraft-type center console ○ Rally-type electric clock ○ Ammeter, temperature, fuel and oil pressure gauges ○ 7,000-rpm tachometer ○ Separate trip odometer ○ Seat belt and door ajar warning lights ○ Console-mounted parking brake control ○ Custom deluxe color-matched seat belts ○ Molded door panels with built-in armrests ○ Color-keyed deep-twist carpeting ○ Dual courtesy lights with automatic door switches ○ Carpeted rear compartment stowage wells

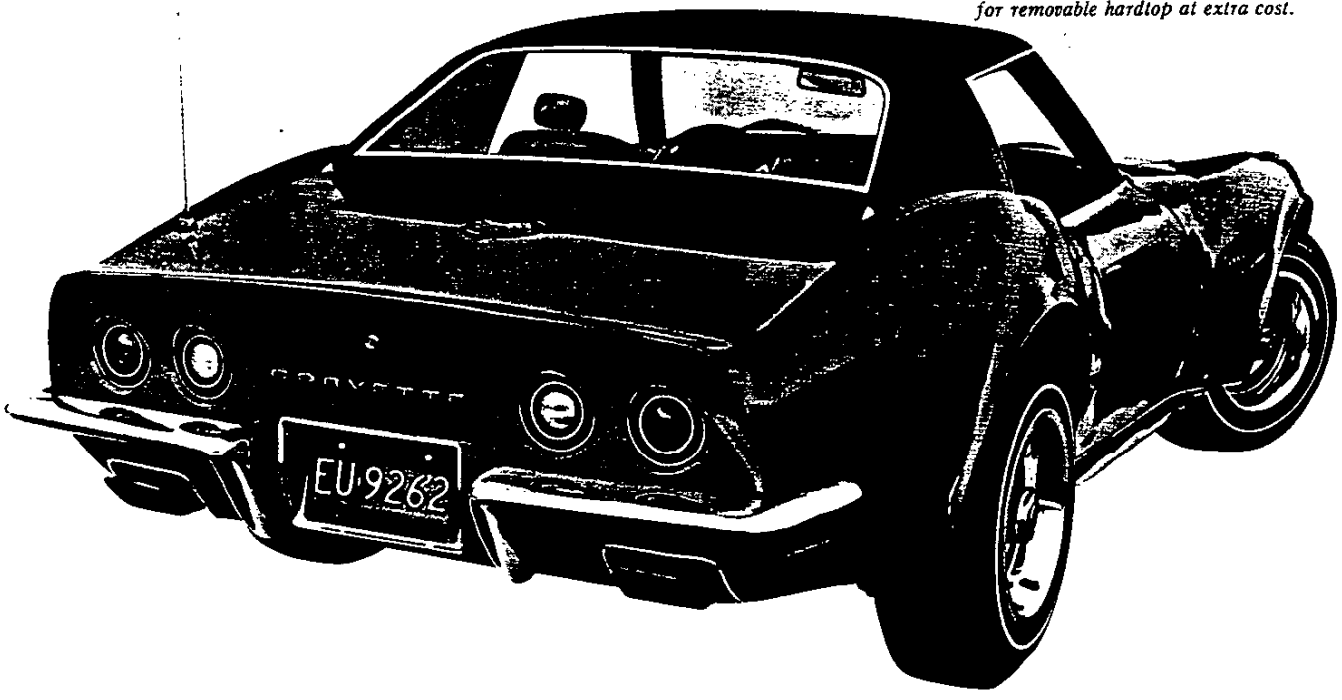
Appearance features available for the Corvette Convertible include: Custom Interior (genuine leather seat panels; plush cut-pile carpeting; special door trim with carpeted lower panels; wood-grain accents on doors and center console); Custom wheel covers; special nylon white stripe tires; special nylon white lettered tires.

Corvette Coupe



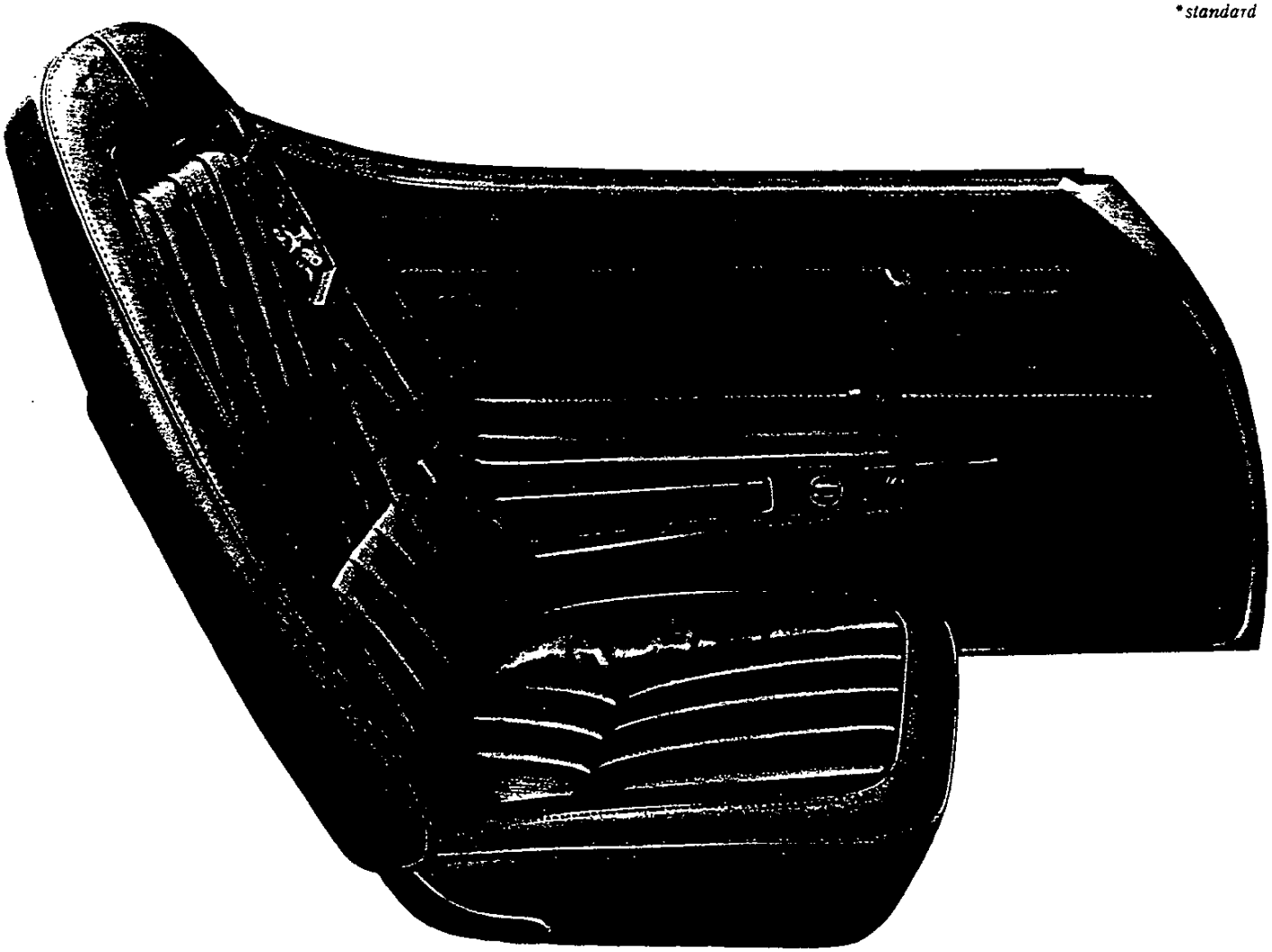
Corvette Convertible

Corvette Convertible with removable hardtop (RPO C07) available at extra cost. Black vinyl roof cover illustrated available for removable hardtop at extra cost.



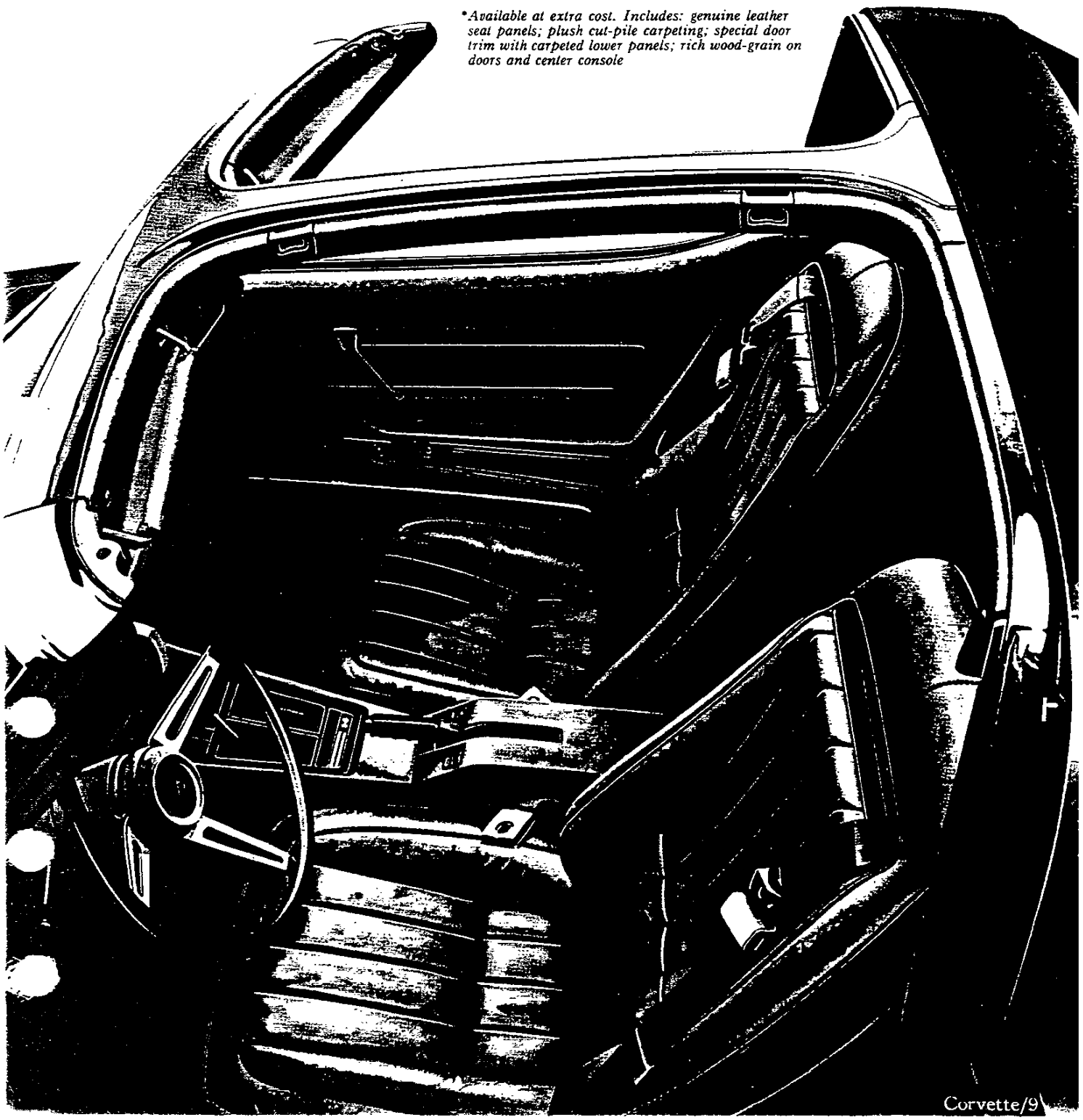
Corvette All-Vinyl Bucket Seat Interior*

**standard*



Corvette Custom Interior*

*Available at extra cost. Includes: genuine leather seat panels; plush cut-pile carpeting; special door trim with carpeted lower panels; rich wood-grain on doors and center console



Corvette Color & Trim

Interior Trim

models	seat style	Black		Blue	Red	Saddle	
		vinyl	leather*	vinyl	vinyl	vinyl	leather*
Coupe & Convertible	bucket	400	404	412	407	417	421

Exterior Colors

	code				
Bryar Blue	37	X			
Targa Blue	27	X	X		
Steel Cities Gray**	98	X		X	X
Elkhart Green	47	X			X
Ontario Orange**	97	X			X
Mille Miglia Red	76	X		X	X
Pewter Silver	14	X	X	X	X
Classic White	10	X	X	X	X
Sunflower Yellow	52	X			X
War Bonnet Yellow**	91	X			X

**Genuine leather seat panels included with extra cost Custom Interior. **Special firemist color.*

Vinyl Roof Cover Color Choice (RPO C08)

Available at extra cost for removable hardtop (RPO C07) in black only with all exterior colors.

Convertible Top Colors

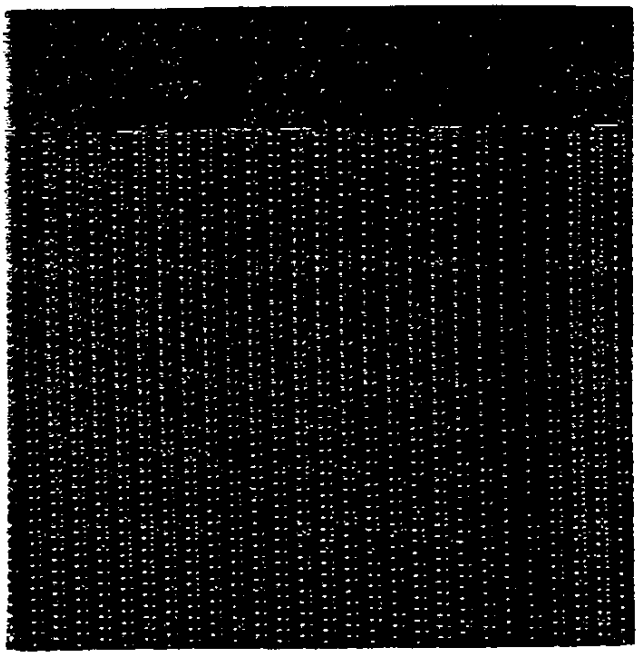
Choice of black or white convertible top available with all exterior colors.

Seat and Shoulder Belt Colors

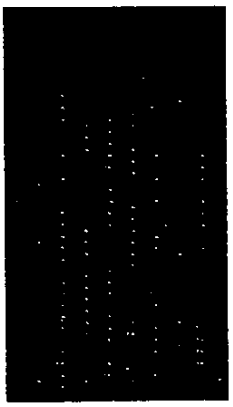
interior trim color	belt colors
Black	Black
Blue	Dark Blue
Red	Red
Saddle	Saddle

Corvette All-Vinyl Interior*

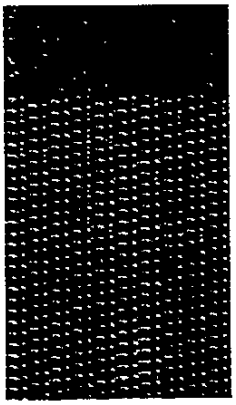
**standard*



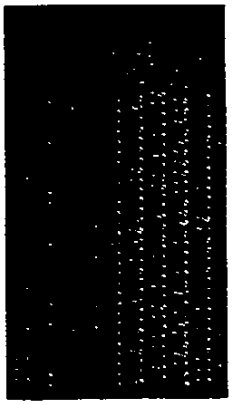
Red (407)



Black (400)



Saddle (417)



Blue (412)

Corvette Custom Interior*

**genuine leather and vinyl*

Black (404)

Saddle (421)

GENERAL

MODEL IDENTIFICATION 2

SERIAL NUMBERS AND IDENTIFICATION 3

EXTERIOR EQUIPMENT 4

INTERIOR EQUIPMENT 5-6

EXTRA COST EQUIPMENT 7

AIR CONDITIONING EQUIPMENT 8

MODEL IDENTIFICATION

CORVETTE 19437 SPORT COUPE

MODEL 19437 2-DOOR SPORT COUPE, 2-PASSENGER

CORVETTE 19467 CONVERTIBLE

MODEL 19467 2-DOOR CONVERTIBLE, 2-PASSENGER

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE IDENTIFICATION NUMBER

Vehicle Designation Interpretation

1 Z 37 W 2 S 500001

- 1 — Make ("1" for Chevrolet)
- Z — Car line and Series (***)
- 37 — Body Style (last two digits of model Number)
- W — Engine Type (**)
- 2 — Model Year 1972
- S — Assembly Plant (*)
- 500001 — Sequential Number

*S – St. Louis–Chevrolet

**K – V8-350 (200 H.P.) W – V8-454 (270 H.P.)
L – V8-350 (255 H.P.)

***Z – Corvette

EXAMPLE: The twenty-fifth Chevrolet vehicle built at Chevrolet–St. Louis if it were a 19437 model (Coupe) with a V8-454 (270 H.P.) engine would bear VIN Number 1Z37W2S500025.

Location . . . . . Stamped on plate attached to left hand windshield pillar.

TRANSMISSION IDENTIFICATION

● Example: WDP2E01

Type Designation	Source Designation	Model Year 1972	Production° Month & Date
WD	P (Muncie)	2	E01D*

WD	4-Speed	V-8 engine	P - Muncie
CK	Turbo Hydra-matic	V-8 engine	– - Ypsilanti

Location:
4-Speed . . . . . Stamped on the right side of the case at adapter.
Turbo Hydra-matic . . . . . Nameplate tag on right hand side of the case.

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

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

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

ENGINE IDENTIFICATION

Example: F1210CKW

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

350 Cubic Inch 8-Cylinder

CKW - Regular engine, 4-speed, 4-bbl. carb.
CKS - Regular engine, Turbo Hydra-matic

350 Cubic Inch 8-Cylinder (RPO LT1)

CKY - Optional engine, 4-speed, 4-bbl. carb.

454 Cubic Inch 8-Cylinder (RPO LS5)

CPH - Optional engine, 4-speed, 4-bbl. carb.
CPJ - Optional engine, Turbo Hydra-matic

Location:
8-Cylinder engine . . . . . Stamped on top front of RH bank of cylinder and case.

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

REAR AXLE IDENTIFICATION

Location, Identification Number

Bottom edge of differential carrier flange.

See Power Train Section for additional information.

STANDARD EXTERIOR EQUIPMENT

	AERO COUPE 19437	CONVERTIBLE 19467
FRONT		
Radiator Grille - Die Cast Chrome Plated Aluminum	X	X
Parking Lamps - Clear Lens	X	X
License Plate Frame, Bright	X	X
Retractable Headlamps, Painted Bezels	X	X
Hood Emblem, Cross-Flags	X	X
Windshield Reveal Moldings, Bright and Painted	X	X
Concealed Windshield Wipers with Integral Washers in Wiper Arms	X	X
Front Bumper and Grille Guards, Bright	X	X
SIDE		
Front Fender and Rear Quarter Marker Lamps	X	X
Front Fender Louver - Body Color Die Cast Aluminum – Chrome Accented	X	X
Front Fender Nameplate, "Stingray" Script	X	X
Outside Rear View Mirror	X	X
Rocker Panel Molding, Bright	X	X
Wheel Trim Ring and Hub Cap	X	X
Roof Drip Molding - Bright	X	–
Removable Roof Panels	X	–
Press-Flap Door Opening Handles–Bright	X	X
Key Locks–Bright	X	X
Door Belt Bead Molding–Bright	X	X
REAR		
Rear End Panel Block Letters "Corvette"	X	X
Single Outboard Tail Lamps	X	X
Single Inboard Back-Up Lamps	X	X
Gas Tank Filler Door Emblem, Cross Flags	X	X
License Plate Frame and Compartment Bezel, Bright	X	X
Exhaust Pipe Extensions and Bezels, Bright	X	X
Air Outlet Grilles, Painted	X	X
Rear Bumper and Integral Guards	X	X

STANDARD INTERIOR EQUIPMENT

	AERO COUPE 19437	CONVERTIBLE 19467
ROOF AND PILLARS		
Molded Headlining, Padded with Sun Visor Pockets	X	–
Windshield Pillars, Padded	X	X
Sunshades, Padded with Brushed Hardware	X	X
Rear View Mirror, Padded with Brushed Finish Support	X	X
Roof Center Strut, Padded with Bright Hardware	X	–
Top Header Release Latches, Bright	X	–
Removable Rear Window, Bright Frame	X	–
Door Jamb Light Switch	X	X
SEATS AND FLOOR COVERING		
Bucket Seats - All Vinyl with Integral Head Restraints	X	X
Passenger and Stowage Compartment Floor Carpet with Sound Blanket	X	X
Seat Back Latch, Bright	X	X
Seat Adjuster Handle, Bright	X	X
Seat Belts (2), Bright Buckles (Mini-Buckles)	X	X
Shoulder Harness and Retractors (Positive Control)	X	–
Floor Stowage Compartment - 3-Doors, Carpeted	X	X
Floor Stowage Compartment Door Trim Rings and Push Buttons - Painted–Bright	X	X
Body Sill Plates–Bright and Painted	X	X
Stowage Compartment Rear Wall Courtesy Lamp	X	X
Roof Panel Stowage Vinyl Bag and Tie-Down Straps, Color-Keyed	X	–
DOOR AND QUARTER PANEL		
Molded Door Trim Panel with Stitching and Built-In Armrest	X	X
Door Assist Handle - Vinyl	X	X
Door Remote Control Handle–Chrome and Painted	X	X
Door Locking Knobs and Escutcheons–Chrome and Painted	X	X
Door Trim Panel Applique	X	X
Door Locks - Free Wheeling	X	X
Window Control Handle–Bright, Plastic Knob	X	X

INTERIOR EQUIPMENT

STANDARD INTERIOR EQUIPMENT

INSTRUMENT PANEL, CONSOLE AND STEERING WHEEL	AERO COUPE 19437	CONVERTIBLE 19467
Instrument Panel Pad – Trim Color–With Stitching	X	X
160 MPH Speedometer with Trip-O-Dometer	X	X
7000 RPM Tachometer	X	X
Headlamp Rotation and Main Light Switch	X	X
Windshield Washer and Wiper Control–Black-Painted	X	X
"Astro-Ventilation" Air Outlets and Control Knobs–Bright	X	X
Instrument Panel Map Pocket – R.H.	X	X
Electric Clock	X	X
Ammeter, Temperature, Fuel and Oil Pressure Gauges	X	X
Headlamp Hi-Beam Indicator	X	X
Seat Belt, Door Ajar and Headlamp Indicators	X	X
Hood Release Lever–Black-Painted	X	X
Horn Alarm System	X	X
Rear Compartment Glove Box with Lamp–Carpeted Door	X	X
Ash Tray and Lighter	X	X
Parking Brake Warning Light	X	X
Heater Controls–Thumb Wheel	X	X
Air Vent Control Knobs–Black Plastic White Letters "Close"	X	X
Shift Quadrant–Black With Bright Lettering	X	X
Floor Center Console and Trim Plate–Padded, Morocco Finish	X	X
Floor Center Console Trim Plate "Crossed Flags" Emblem and Engine I.D.	X	X
Parking Brake Lever–Black–Bright	X	X
15" Black Vinyl Steering Wheel, Bright Trim	X	X
Hazard Warning Switch–Bright	X	X
Turn Signal Indicators and Control Lever–Bright, Painted	X	X
Steering Column Ignition Switch and Lock–5 Position Painted	X	X
Center Cluster, Morocco Finish	X	X
Center Cluster "Corvette" Nameplate	X	X
Floor Console – Vinyl Grain Covered	X	X
Seat Belt Warning Indicator and Alarm	X	X
Instrument Panel and Console Soft Knobs with Graphics	X	X
GLASS (TINTED)		
Windshield, Laminated Safety Plate	X	X
Door Windows with "Astro-Ventilation" Monogram, Safety Solid Plate	X	X
Removable Rear Window, Safety Solid Plate	X	–
Rear Window, Vinyl Plastic *	–	X

*Safety solid plate in optional auxiliary top.

EQUIPMENT	RPO	ACC
POWER TEAMS		
Turbo-Fire 350 V-8	LT1	
Turbo-Jet 454 V-8	LS5	
Off-road package, 350 V8 engine	ZR1	
Off-road package, 454 V8 engine (Not to be merchandised)	ZR2	
4-Speed manual transmission – close ratio	M21	
4-Speed manual transmission – H.D. close ratio	M22	
Turbo Hydra-Matic automatic transmission	M40	
Rear Axle:		
Economy ratios	ZQ8	
Performance ratios	ZQ9	
Special 3.70 ratio	YE1	
Special 4.11 ratio	YE2	
POWER ASSISTS		
Brakes, Power	J50	
Steering, power	N40	
Windows, power	A31	
OTHER OPTIONS		
Air conditioning, Four Season	C60	
Battery, heavy duty	T60	
Belts, shoulder – Convertible only	A85	
Brakes, heavy duty	J56	
Cap, locking gas filler		ACC
Carrier, rear deck		ACC
Compass		ACC
Defroster, rear window (forced air)	C50	
Door edge guard–vinyl		ACC
Fire extinguisher		ACC
Floor mats, clear vinyl twins		ACC
Highway emergency kit – fire extinguisher, tire inflater, fuses		ACC
Litter container		ACC
Radiator, heavy duty	V01	
Radiator overflow unit		ACC
Radio equipment: Radios, Pushbutton – Includes rear deck antenna		
AM/FM Radio	U69	ACC
AM/FM/Stereo Radio	U79	ACC
Roof cover, vinyl – Auxiliary top required	C08	
Safety seat – child		ACC
Safety seat – infant		ACC
Spotlight,-hand portable		ACC
Steering wheel, tilt and telescope	N37	
Suspension, special front and rear	F41	
Top, auxiliary – Convertible only	C07	
Top, Convertible (colors)	C05	
Wheel covers, special	P02	
FACTORY INSTALLED REGULAR PRODUCTION TIRES		
F70 x 15 B special nylon white stripe	PT7	
F70 x 15 B special nylon white letters	PU9	

AIR CONDITIONING

FOUR-SEASON (RPO C60)

Heater integrated; manually controlled by two thumb wheel controls on instrument control panel, plus a 4-speed fan switch. Left thumb wheel uses vacuum supply and electrical switches to operate mode doors and compressor. Right thumb wheel uses bowden cable to temperature door in selector duct assembly.

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	7 blade
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One
Generator	61 Ampere

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS 2

EXTERIOR DIMENSIONS 3

VEHICLE WEIGHTS 4

INTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	19437 COUPE	19467 SOFT TOP	19467 HARDTOP
H30	H point to heel point	6.8		
H37	Headlining to roof height	0.7	0.9	
H54	D point to tunnel	4.0		
H58	H point rise	0.4		
H61	Effective headroom	37.2	38.3	37.1
H67	Depressed floor covering thickness	0.2		
H70	Body zero line to H point (vert.)	7.0		
L17	H point travel	4.5		
L31	Body zero line to H point (horiz.)	44.7		
L34	Maximum effective leg room - accelerator	43.0		
L40	Back angle (degrees)	33.0		
L42	Hip angle (degrees)	107.0		
L44	Knee angle (degrees)	138.0		
L46	Foot angle (degrees)	88.0		
L53	H point to accelerator floor point	36.1		

SEAT AND ENTRANCE

H3	Seat chair height	8.8
H11	Entrance height	29.0
H26	Interior body height, M/M @ car centerline	33.4
H27	Interior body, M/M @ C/LO	40.0
H32	Seat cushion deflection	2.2
H50	Upper body opening to ground	43.6
W3	Shoulder room	46.9
W5	Hip room	48.8
W16	Seat width (each seat)	18.5
L14	Seat back thickness	3.7
L18	Entrance foot clearance	14.5

VISION AND CONTROL

H6	H point to W/S bottom DLO	19.8
H13	Steering wheel thigh clearance	4.2
H18	Steering column angle (degrees) horizontal	14.1
H25	Belt height	17.5
H49	H point to top of steering wheel	1.0
W7	Steering wheel center to car centerline	12.7
W9	Steering wheel maximum O.D.	15.0
W122	Tumble-home (degrees)	26.5
L7	Steering wheel torso clearance	12.4
L13	Brake pedal knee clearance	24.5
L52	Brake pedal to accelerator	3.9

LUGGAGE COMPARTMENT

V1	Luggage Capacity - Usable (Cu.Ft.)	6.1	5.0

LENGTHS

CODE	DESCRIPTION	19437 COUPE	19467 SOFT TOP	19467 HARDTOP
L101	Wheelbase	98.0		
L102	Tire size (standard)	F70-15		
L103	Overall length	182.5		
L104	Overhang - front	40.6		
L105	Overhang - rear	43.9		
L123	Body upper structure length at car C/L	55.6		
L127	Body O line to C/L of rear wheels	72.0		
L128	Hood length at centerline	77.5		
L129	Deck length @ car C/L	46.7		
L130	Body zero line to W/S cowl point	13.1		
● L30	Vertical O line to actual front of dash	1.5		

WIDTHS

W101	Tread - front	58.7	
W102	Tread - rear	59.4	
W103	Maximum overall width of car (W106)	69.0	
W106	Front fender overall width	69.0	
W107	Rear fender overall width	68.8	
W120	Overall car width, front doors open	107.4	

● HEIGHTS

H101	Overall height (design)	47.8	47.9
H102	Front bumper to ground	19.2	
H104	Rear bumper to ground	13.2	13.0
H111	Rocker panel to ground - rear	7.1	7.0
H112	Rocker panel to ground - front	7.4	7.5
H114	Hood at rear to ground	33.9	34.0
H115	Step height - front (design)	13.1	
H122	W/S slope angle (degrees)	57.0	
H125	Headlamp to ground	25.4	
H126	Tail lamp to ground	27.1	26.9
H136	Body O line to ground - front	7.6	
H137	Body O line to ground - rear	7.6	
H158	Roof thickness	4.3	4.4
H159	DLO height	11.9	
H160	Body thickness	24.4	

● CLEARANCES

H106	Angle of approach (degrees)	22.0	
H107	Angle of departure (degrees)	21.0	
H147	Ramp breakover angle (degrees)	22.0	
H148	Front suspension to ground	8.8	
H149	Oil pan to ground	4.9	
H150	Flywheel housing to ground	5.3	
H151	Frame to ground	7.8	
H152	Exhaust system to ground	4.8	4.5
H153	Rear axle to ground	6.0	
H155	Tire well to ground	5.1	
H156	Minimum ground clearance	4.8*	4.5*

*–Position on car – exhaust system to ground.

VEHICLE WEIGHTS

CORVETTE

Model Symbol	VEHICLE TYPE Description	SHIPPING WEIGHT Front	Rear	Total	CURB WEIGHT Front	Rear	Total
19437	2-Door Sport Coupe	1641	1574	3215	1623	1682	3305
19467	2-Door Convertible	1611	1605	3216	1593	1713	3306

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

CURB WEIGHT: Shipping weight plus gasoline to capacity.

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

RPO	OPTION		WEIGHT
C60	Air Conditioning	Base and LT1 with 4-Speed Transmission Base with Turbo Hydra-matic Optional LS5	+ 98 + 82 + 88
C07	Auxiliary Top	With Folding top Only	+ 57
A31	Power Windows		+ 7
J50	Power Brakes		+ 9
--	350 Cu.In. V8 Engine	With Turbo Hydra-matic Transmission	+ 70
LT1	350 Cu.In. V8 Engine	With 4-Speed Transmission	+ 42
LS5	454 Cu.In. V8 Engine	With 4-Speed Transmission With Turbo Hydra-matic Transmission	+222 +278
N40	Power Steering	With Base Engine and LT1 With LS5 Engine	+ 26 + 28
P02	Deluxe Wheel Covers		+ 18
U69	Radio, AM/FM Pushbutton	With 350 Cu.In. Engine With 454 Cu.In. Engine	+ 14 + 11

BODY

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

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.

	Interior Trim	INTERIOR TRIM COLORS AND CODE NUMBERS			
		Black	Dark Saddle	Red	Dark Bright Blue
Standard	Vinyl	400	417	407	412
Custom**	Leather	404	421		

COLOR CODE	EXTERIOR COLOR				
10	Classic White	X	X	X	X
14	Pewter Silver	X	X	X	X
27	Targa Blue	X			X
37	Bryar Blue	X			
47	Elkhart Green	X	X		
52	Sunflower Yellow	X	X		
76	Mille Miglia Red	X	X	X	
91*	War Bonnet Yellow	X	X		
97*	Ontario Orange	X	X		
98*	Atlanta Gray	X	X	X	

*–Special "Firemist" color

Convertible top: black or white with any exterior color.

Vinyl top, used with auxiliary top only, black with any exterior color.

Wheels: Argent with hub caps and wheel covers.

**–Includes leather seat trim, special cut pile carpeting on floor and lower door side walls. Wood grain insert on floor console. Wood grain insert with bright die cast molding on door side wall.

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 and hinge pillars are bonded, riveted, or bolted together and to each other. Hood is plastic with bonded plastic reinforcement. Coupe: two removable roof panels and removable rear window.

DOORS AND LOCKS

Construction . . . . . Plastic, double paneled, reinforced with steel at hinge and lock locations. Front hinged.

Door handles . . . . . Press-flap handles with fork-type latches. Inside door locking knob on each door, free-wheeling 2-position inside door handles.

HOOD

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

VENTILATION

Type . . . . . Astro Ventilation 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.

GRILLE . . . . . Die cast aluminum chrome plated.

SEATS

Type and construction . . . . . Bucket with integral head restraints; leather grained vinyl covering over polyurethane padding. Leather optional.

WINDSHIELD WIPERS

Type . . . . . Concealed, dual, two-speed, electric vacuum operated cowl panel; integral washers provided in wiper arms.

HEADLIGHTS

Type . . . . . Dual retractable. Headlamp door retraction system vacuum operated.

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 passenger seat; carpeted door over well.

BODY GLASS VISIBILITY AREA

	MODELS	
LOCATION	37	67
Windshield	977.4	
Door window	800.8	
Back window	392.5	418.0*
Total area (sq.in.)	2170.7	2196.2*

Windshield – Laminated safety plate (tinted)
Doors and Removable Rear Window on hardtop – solid safety plate (tinted).
Rear window on convertible – vinyl plastic.
(*) Removable auxiliary top – 620.1; total – 2398.3.

CHASSIS

FRAME AND FRONT SUSPENSION 2

STEERING, DRIVELINE, WHEELS AND TIRES 3

REAR AXLE AND SUSPENSION 4

BRAKES 5

BULBS AND LAMPS 6

FUSES AND CIRCUIT BREAKERS 7

FRAME AND FRONT SUSPENSION

FRAME
- Description . . . . . All welded, full length, ladder constructed frame with (5) cross-members. Side rails and intermediate cross-members box section; front crossmember box girder section. Eight body mounting points.

FRONT SUSPENSION
- Description . . . . . Independent, SLA type, coil springs with center mounted shock absorbers, spherical joint steering knuckle pivots.
- Wheel travel (design)
  - Total 7.84
  - Jounce . . . . . Coupe 3.82, Convertible 3.97
  - Rebound . . . . . Coupe 4.02, Convertible 3.87
- 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 brake caliper mounting pads and detachable steering knuckle arm
- Spindle diameters
  - Inner bearing 1.3743-1.3748
  - Outer bearing 0.8428-0.8433
- Spindle thread size . . . . . 27/32-20 NEF-3 (modified)
- Wheel bearings
  - Type . . . . . Taper roller

SPHERICAL JOINTS
- Type . . . . . Ball stud
  - Upper . . . . . Compression
  - Lower . . . . . Compression
- Bearing surfaces
  - Upper . . . . . Teflon-coated phenolic
  - Lower . . . . . Teflon-coated phenolic

SHOCK ABSORBERS
- Type . . . . . Direct, double-acting, hydraulic
- Piston diameter 1.00

STABILIZER BAR
- Type . . . . . Link
- Material . . . . . HR steel
- Diameter . . . . . 350 V-8, .750; 454 V-8, .9375
- Bushing material . . . . . Rubber

FRONT WHEEL ALIGNMENT (CURB)
- Camber (degrees) . . . . . 0 to P1-1/1
- Caster (degrees) . . . . . 0 to P2
- Toe-in (total) . . . . . 3/16 to 5/16
- Steering Axis Inclination (degrees) . . . . 6-1/2 to 7-1/2

GENERAL SUSPENSION PROVISIONS
- Car leveling . . . . . Front stabilizer bar
- Anti-drive control . . Angle of front upper control arm

FRONT SPRINGS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Heights	
						Free	Working (In. @ Lbs.)
3931823	HS	138.25	.600	10.0	250	12.08	9.99 @ 1395
3931824	HT	138.50	.605	10.0	264	12.08	9.99 @ 1475
3931825	HU	138.75	.618	10.0	284	12.08	9.99 @ 1540
3931826	HV	139.25	.645	10.0	325	12.08	9.99 @ 1620
3832518	EA	100.16	.680	7.09	550	12.40	10.0 @ 1290

MANUAL STEERING, regular production

- Description . . . . . Semi-reversible gear with ball-nut driven by recirculating anti-friction bearings, energy absorbing steering column, steering damper attached to relay rod; two-position steering knuckle arm attachment for street and fast ratio steering. Adjustable steering column 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 39
  - Outside front, curb to curb 37
- 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) 27.34
- Linkage . . . . . Parallelogram type, rear of front wheels, two tie rods
- Steering wheel
  - Standard and optional telescoping wheel . . . . Deep dished, 15.0 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 propeller shaft
- Number used . . . . . One
- Diameter (OD)
  - Manual 2.0
  - Turbo Hydra-matic 2.0
- Length (C/L of U-joints)
  - Manual 29.90
  - Turbo Hydra-matic 29.50
- Wall thickness
  - Manual 120
  - Turbo Hydra-matic 095
- Universal joints
  - Type . . . . . Cross
  - Number used . . . . . Two
  - Bearings . . . . . Prepack, anti-friction
- Drive and torque forces . . . . . 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 N-0.50
- Rim size . . . . . 15 x 8.00

TIRES

- Construction . . . . . Nylon – 2-ply
- Size and ply rating F70-15B-4PR
- Specifications
  - Static Loaded Radius 12.6
  - Loaded rev/mi @ 45 MPH 751
  - Capacity (lb @ psi) . . . . . 1280 @ 24
  - Recommended inflation, all tires, psi
    - Cold 24
    - Hot 30

REAR AXLE AND SUSPENSION

REAR AXLE

Description . . . . . Fixed differential housing hypoid ring and pinion gear set, tubular articulating inner axle shafts and short solid outer shafts with integral drive flange, independently sprung rear wheels

Pinion offset 1.5

Pinion bearing adjustment . . . . . Shim

Hypoid gear PD all 8.375

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

Viscosity . . . . . SAE 80

Filler plug . . . . . 1-3/8 hex, 1-20 AN thread

Capacity (pts) 4.0

RING AND PINION GEARS

Axle Ratio	Tooth Combination
3.08	37,12
3.36	37,11
3.55	32,9
3.70	37,10
4.11	37,9

AXLE SHAFTS

Inner . . . . . Welded steel tubing with universal joint attachments to short shafts at each end.

Outer . . . . . Short, splined high-alloy steel with integral wheel mounting flange

Axle bearings

Type . . . . . Inner and outer tapered roller, steel encased rubber bearing seals

REAR SUSPENSION

Description . . . . . Full independent with frame-anchored differential. Position of each wheel established by 3 links: tubular axle drive shafts, transverse strut rods, torque control arms. Vertical suspension loads taken by transverse leaf spring. Built-in camber adjustment at strut rod inner ends.

Wheel travel (design height)

	Coupe	Conv.
Total	6.86	6.86
Jounce	2.87	2.76
Rebound	3.99	4.10

SHOCK ABSORBERS

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

Piston diameter 1.00

STRUT

Material . . . . . Forged steel

Diameter 75

STABILIZER BAR (454 V8)

Diameter 562

REAR WHEEL ALIGNMENT

Curb

Camber (degrees) . . . . . N1-3/8 to N 3/8

Toe-in (total) . . . . . 1/32 to 3/32

TORQUE CONTROL ARMS

Description . . . . . Welded steel box construction

REAR SPRING

Type . . . . . Variable rate, 9-leaf

Material . . . . . Chrome carbon steel, heat treated

Length (developed) between eye centers 48.60

Width 2.25

Design load, lb @ camber . . . . . 1325 @ .290

Deflection rate, lb per inch, @ design load

@ Spring 85

@ Wheel (wheel rate) 121

Spring liners

Number 7

Location . . . . . Between all leaves except numbers 6 and 7

Material . . . . . Polyethylene with graphite

SERVICE BRAKES (Regular Production)

- Type . . . . . 4-wheel hydraulic caliper disc brakes; dual-circuit brake system, pressure differential and parking brake warning light
- Line pressure; psi, @ 100 lb pedal load 576
- Braking ratios
  - Pedal 5.23
  - Hydraulic 43.3
  - Overall 196.0
- Brake disc
  - Construction . . . . . Double faced disc spaced by integrally cast radial cooling passages
  - Material . . . . . Cast iron
  - Diameter, front & rear 11.75
  - Width 1.25
  - Swept drum area (sq.in.) 639.4
- 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.) 74.9
  - 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 5.75

POWER BRAKES (RPO J50)

(Same as standard service brakes except as follows)

- Type . . . . . Vacuum power unit added to assist standard master cylinder.
- Brake Pedal Ratio 3.51
- Brake Pedal Travel 4.00
- Master Cylinder
  - Diameter 1.125
  - Piston Travel 1.14

PARKING BRAKE

- Type . . . . . Drum; cast integral with each rear rotor. Internal expanding shoes, mechanically actuated.
- Control . . . . . Lever; floor mounted in center 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
  - Gross lining area (sq.in.) 33.9

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Back-up	2-1156	21
Cigarette lighter	1-1445	1
Clock	1-1895	2
Courtesy		
Instrument panel	2-631	6
Rear compartment	1-90	6
Direction signal indicator	2-1895	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	1-1895	2
Headlamp warning indicator	1-1895	2
Heater or air conditioning control	1-1816	2.5
Instrument cluster	12-1895	2
License plate rear	1-97	4
Parking		
Park	2-1157NA	3
Turn		32
Parking brake alarm & warning light	1-1895	2
Radio	1-1893	2
Compartment Storage Box	1-1895	2
Side Marker - Front	2-168	3
Side Marker - Rear	2-168	3
Spot lamp, portable	1-4416	30W
Tail		
Stop and turn	2-1157	32
Tail		3
Stereo indicator	1-2182	0.3
Door ajar indicator	1-1895	2
Seat belt warning indicator	1-1895	2
Transmission indicator	1-1895	2
Washer fluid level indicator	1-168	3
Seat belt warning	1-194	2

	CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
	Air conditioning	SAE 30 amp	In line
		3AG 25 fuse	Fuse panel (f)
●	Air conditioning lamp	3AG 10 fuse	Fuse panel (d)
	Back-up lamps	SAE 20 fuse	Fuse panel (b)
●	Cigarette lighter	SAE 20 fuse	Fuse panel (c)
●	Cigarette lighter lamp	3AG 10 fuse	Fuse panel (d)
●	Clock	SAE 20 fuse	Fuse panel (c)
	Clock lamps	AGC 5 fuse	Fuse panel (d)
●	Courtesy lamps	SAE 20 fuse	Fuse panel (c)
●	Defogger, rear window	SAE 20 fuse	Fuse panel (c)
	Direction signal indicator lamp	SAE 20 fuse	Fuse panel (d)
	Fuel gage	3AG 10 fuse	Fuse panel (b)
	Glove compartment lamp	AGC 25 fuse	Fuse panel (c)
●	Headlamp hi-beam indicator lamp	1AG 5 amp	Light switch (g)
●	Headlamp warning indicator lamp	1AG 5 amp	Hinge pillar (h)
	Headlamps	Circuit Breaker	Light switch (g)
	Heater	3AG 25 fuse	Fuse panel (f)
●	Heater lamp	3AG 10 fuse	Fuse panel (d)
●	Ignition switch lamp	3AG 10 fuse	Fuse panel (d)
	Instrument cluster lamps	1AG 5 fuse	Fuse panel (d)
	License plate, rear	AGC 20 fuse	Fuse panel (a)
	Brake warning lamp	3AG 10 fuse	Fuse panel (b)
	Parking lamps	SAE 20 amp fuse	Fuse panel
	Power windows	30 amp CB	Firewall
	Radio	3AG 10 fuse	Fuse panel (c)
●	Radio lamp	AGC 5 fuse	Fuse panel (d)
	Side Marker lamp - Front	SAE 20 fuse	Fuse panel
	Side Marker lamp - Rear	SAE 20 fuse	Fuse panel
	Spot lamp, portable	AGC 15 fuse	In line
	Tail lamps	SAE 20 fuse	Fuse panel (a)
	Temperature gage	3AG 10 fuse	Fuse panel (b)
	Traffic hazard indicator	SAE 20 fuse	Fuse panel (c)
	Windshield wiper	3AG 25 amp fuse	Fuse panel
●	Seat belt warning lamp	AG 10 amp fuse	Fuse panel

* Letter suffix indicates same circuit

POWER TRAINS

POWER TEAM COMBINATIONS 2
POWER TEAM MULTIPLICATION FACTORS 2
ENGINE DATA AND RATINGS 3
ENGINE SPEED AND PISTON TRAVEL 3
VEHICLE PERFORMANCE FACTORS 4
PRINCIPAL COMPONENTS 5
FUEL SYSTEM 10
EXHAUST AND VENTILATION SYSTEM 10
LUBRICATION SYSTEM 11
COOLING SYSTEM 12
ELECTRICAL SYSTEM 13
CLUTCHES 14
THREE AND FOUR SPEED TRANSMISSIONS 14
TURBO HYDRA-MATIC TRANSMISSION 15

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	POSITRACTION AXLE RATIOS (*)					
			2.73:1	3.08:1	3.36:1	3.55:1	3.70:1	4.11:1
Turbo-Fire 350 350 Cu.In. V-8 Standard	4-Spd (2.52:1 low)	All Models		(Econ.)	(Std.)			
	Turbo Hydra-Matic			(Std.)	(Perf.)			
Turbo-Fire 350 350 Cu.In. V-8 RPO LT1	4-Spd (2.52:1 low)	All Models			Econ.	Std.	Perf.	
	4-Spd (2.20:1 low)					Econ.	Std.	Perf.
	H.D. 4-Spd (2.20:1 low)			Econ.	Std.	Perf.	Spcl.	Spcl.
Turbo-Jet 454 454 Cu.In. V-8 RPO LS5	4-Spd (2.52:1 low)	All Models		(Std.)	Perf.			
	4-Spd (2.20:1 low)			Econ.	Std.	Perf.	Spcl.	
	Turbo Hydra-Matic		Econ.	Std.	Perf.			

(*) Air conditioning available only with combination, as indicated by parenthesis ( ).
Std.–Standard Econ.–Economy (optional) Perf.–Performance (optional) Spcl.–Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSION

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
350 Cu.In. V-8 Standard	4-Barrel	4-Speed (2.52:1)	8.47	6.32	4.91	3.36	8.70	3.36
350 Cu.In. V-8 RPO LT1	4-Barrel	4-Speed (2.52:1)	8.95	6.67	5.18	3.55	9.19	3.55
		4-Speed (2.20:1)	8.14	6.07	4.70	3.70	8.36	3.70
		H.D. 4-Spd (2.20:1)	7.39	5.51	4.27	3.36	7.59	3.36
454 Cu.In. V-8 RPO LS5	4-Barrel	4-Speed (2.52:1)	7.76	5.79	4.50	3.08	7.98	3.08
		4-Speed (2.20:1)	7.39	5.51	4.27	3.36	7.59	3.36

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE* MULTIPLICATION	AXLE RATIO
350 Cu.In. V-8 Standard and 454 Cu.In. V-8	Turbo Hydra-Matic	Drive	16.05:1 - 3.08:1	3.08:1
		Low	16.05:1 - 7.64:1	
		Second	16.05:1 - 4.56:1	
		Reverse	13.46:1 - 6.41:1	

*–Axle ratio x transmission ratio

NOTE: TURBO-JET V8-454 ENGINE IS NOT AVAILABLE IN THE STATE OF CALIFORNIA. ANY SPECIFICATIONS THAT ARE SPECIFIC TO ENGINES RESTRICTED TO CALIFORNIA ARE INDICATED ACCORDINGLY.

GENERAL DATA

Engine Type		V-8 OHV		
Piston Displacement (Cu.In.)		350		454
Availability		Standard	RPO LT1	RPO LS5
Number of cylinders		Eight		
Bore and Stroke (nominal)		4.00 x 3.48		4.251 x 4.00
Compression Ratio		8.5:1	9.00:1	8.5:1
Taxable (SAE) Horsepower		51.2		57.8
Firing Order		1-8-4-3-6-5-7-2		
Idling Speed	Manual Trans. (In Neutral)	800	900	800
	Automatic Trans. (In Drive)	600		600
Compression Press. (PSI) @ Cranking Speed, Engine Hot		150		160
Power Plant Mounting		Two front and one rear, compression type		
Measurements	*Fan to rear of engine block*	*30.16*		*33.96*
	Top air cleaner to bottom oil pan	26.79		27.62
	Exhaust manifold to generator (width)	*27.97*		*30.00*

ADVERTISED ENGINE RATING

Engine	350 Cu.In.		454 Cu.In.
Availability	Standard	RPO LT1	RPO LS5
Net Brake HP @ RPM	200 @ 4400	255 @ 5600	270 @ 4000
Net Torque @ RPM (lb-ft)	300 @ 2800	280 @ 4000	390 @ 3200

ENGINE SPEED AND PISTON TRAVEL

Engine		350 Cu.In. Std.		350 Cu.In. LT1			454 Cu.In.	
Transmission		4-Speed	Trb/Hyd.		4-Speed		4-Speed	Trb/Hyd
Rear Axle Ratio		3.36:1	3.08:1	3.36:1	3.55:1	3.70:1	3.08:1 (a)	3.08:1
Tire Size		F70 x 15B						
Crankshaft Revolutions per Mile		2523.4	2313.1	2523.4	2666.1	2778.7	2313.1	
Crankshaft RPM @ MPH	Low	106.0	95.6	92.5	112.0	101.9	97.1	95.6
	Second	79.1	57.1	69.0	83.5	75.9	72.5	57.1
	Third	61.4	38.5	53.4	64.9	58.8	56.3	38.5
	Fourth	42.1		42.1	44.4	46.3	38.6	
	Reverse	108.9	80.2	95.1	115.1	104.7	99.8	80.2
Piston Travel (Ft/Mile)		1463.8	1341.6	1463.6	1546.3	1611.6	1542.1	

(a) Available with close ratio (2.20:1) transmission and 3.36:1 axle ratio.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 350 CU.IN.	RPO LT1 350 CU.IN.	RPO LS5 454 CU.IN.
4-SPEED TRANSMISSION			
Performance Weight (pounds)	3605	3630	3827
Pounds per Net Horsepower	18.02	14.23	14.17
Pounds per Cu.In. Displacement	10.30	10.37	8.43
Net HP per Cu.In. Displacement	.571	.728	.771
Power Displacement (cu.ft./mile)	255.55	270.00	303.86
Displacement Factor (cu.ft./ton mile)	141.97	148.35	159.09
4-SPEED TRANSMISSION – CLOSE RATIO			
Performance Weight (pounds)		3620	3827
Pounds per Net Horsepower		14.23	14.17
Pounds per Cu.In. Displacement		10.37	8.43
Net HP per Cu.In. Displacement		.728	.771
Power Displacement (cu.ft./mile)		281.41	331.49
Displacement Factor (cu.ft./ton mile)		155.47	173.55
TURBO HYDRA-MATIC			
Performance Weight (pounds)	3675		3883
Pounds per Net Horsepower	18.37		14.38
Pounds per Cu.In. Displacement	10.50		8.55
Net HP per Cu.In. Displacement	.571		.771
Power Displacement (cu.ft./mile)	234.25		303.86
Displacement Factor (cu.ft./ton mile)	127.31		156.62

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

CYLINDER BLOCK

Material	Cast alloy iron
Bore Diameter	
V8-350 Cu.In.	3.9995-4.0025
V8-454 Cu.In.	4.2496-4.2524
Bore Spacing (Centerline to Centerline)	
V8-350 Cu.In.	4.4
V8-454 Cu.In.	4.84
Bearing Caps (Number, material & attachment)	
V8-350 Cu.In.	5, cast iron; 2-bolt
V8-350 Cu.In. (LT1)	No. 1 & 5, cast iron; 2-bolt No. 2, 3 & 4, nodular iron; 4-bolt
V8-454 Cu.In.	5, cast iron; 2-bolt
Water Jackets	Full length around each cylinder

CYLINDER HEAD

Material	High chrome cast alloy iron
Bolt Number	34 (350 Cu.In.); 32 (454 Cu.In.)
Bolt Size	.4375 dia.; 14 threads/inch

COMBUSTION CHAMBER VOLUME

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

V8-350 Cu.In. (Base)	6.08 Cu.In.
V8-350 Cu.In. (LT1)	5.54 Cu.In.
V8-454 Cu.In.	7.79 Cu.In.

INLET MANIFOLD

Material	Cast alloy iron Cast aluminum with LT1
Type	8 port, double deck

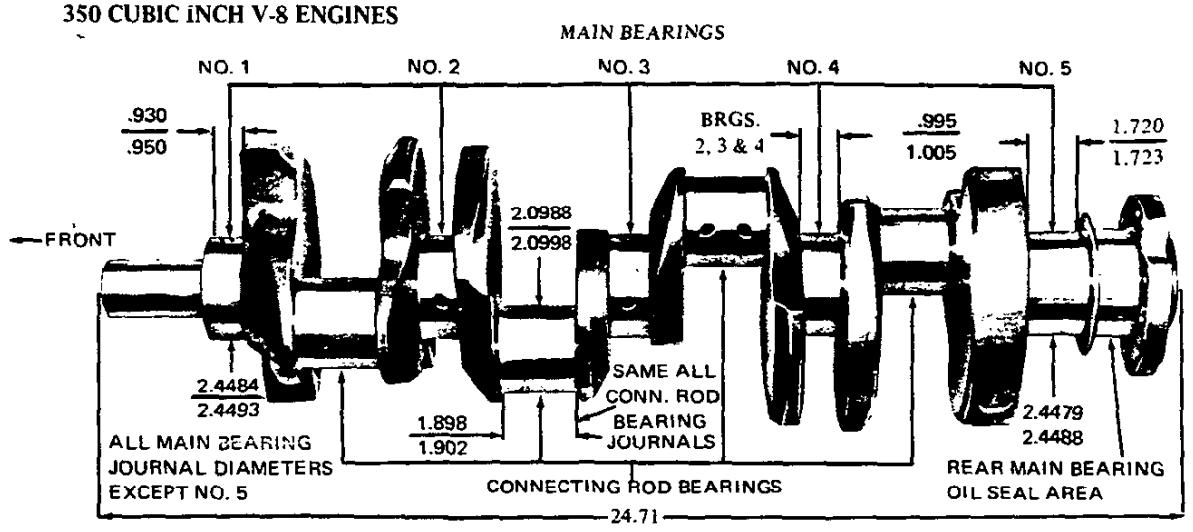
EXHAUST MANIFOLD

Material	Cast alloy iron
Type	
V8-350 Cu.In.	Dual, 4 port, exhaust emission *to a single runner with center takedown collector*
V8-454 Cu.In.	Dual, 4 port, *extended runners from each port converging to* a rear takedown collector
Outlet Diameter (Nominal)	
V8-350 Cu.In.	2.00
V8-454 Cu.In.	2.50

CRANKSHAFT

Material	
V8-350 Cu.In. (Base)	Nodular iron
V8-350 Cu.In. (LT1)	Forged steel
V8-454 Cu.In.	Forged steel
End Play	
V8-350 Cu.In.	.002-.006
V8-454 Cu.In.	.006-.010
Counter Weights	6
Crank Arm Length	
V8-350 Cu.In.	1.74
V8-454 Cu.In.	2.00
Torsional Damper	Rubber mounted inertia
Timing Gear	Steel; sprocket & chain
Pulley Pitch Diameter	6.64

350 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS

MAIN BEARINGS
- Material . . . . . Premium aluminum
- Type . . . . . Precision removable
- Thrust Against Bearing No. 5
- Clearance
  - V8-350 Cu.In. . . . . (No. 1) .0008–.0020; (No. 2, 3 & 4) .0011–.0023; (No. 5) .0017–.0033
  - V8-454 Cu.In. . . . . (No. 1) .0007–.0019 (No. 2-3-4) .0013–.0025 (No. 5) .0019–.0035

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
V8-350 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.180	2.8919
V8-454 Cu.In.			
Bearing No. 1	2.7492	.992	2.7272
Bearing No. 2-4	2.7504	.992	2.7284
Bearing No. 5	2.7499	1.2556	3.4528

CAMSHAFT
- Material . . . . . Cast alloy iron
- Drive . . . . . Sprocket & chain; steel
- Lobe Lift
  - V8-350 Cu.In. (Base) . . .2600 Inlet; .2733 Exhaust
  - V8-350 Cu.In. (California) . . . . . .2671 Inlet; .2733 Exhaust
  - V8-350 Cu.In. (LT1) . . .3057 Inlet; .3234 Exhaust
  - V8-454 Cu.In. . . . . .2714 Inlet; .2824 Exhaust
- Bearings . . . . . 5; steel backed babbitt

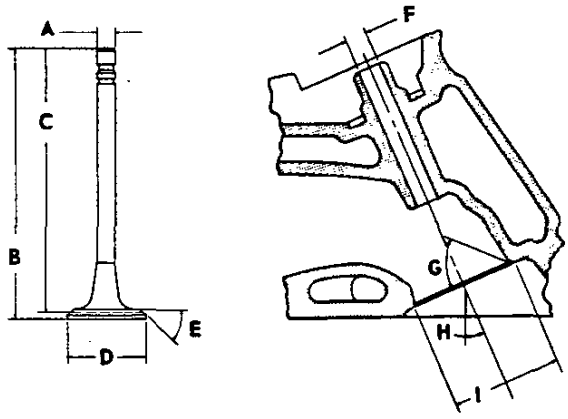
VALVE LIFT
- V8-350 Cu.In. (Base) . . . . .3900 Inlet; .4100 Exhaust
- V8-350 Cu.In. (California) . . . . . .4006 Inlet; .4100 Exhaust
- V8-350 Cu.In. (LT1) . . . . .4586 Inlet; .4850 Exhaust
- V8-454 Cu.In. . . . . .4614 Inlet; .4800 Exhaust

VALVE TRAIN
- Type . . . . . Individually mounted overhead rocker arms, push rod actuated
- Lifters . . . . . Hydraulic
  - V8-350 Cu.In. (LT1) . . . . . Mechanical
- Push Rods
  - Type . . . . . Hollow steel
  - Ends
    - V8-350 Cu.In. (Base) . . . . . Hardened
    - V8-350 Cu.In. (LT1) . . . . . Hardened steel insert on rocker arm ends
    - V8-454 Cu.In. . . . . Hardened steel inserts
- Rocker Arms
  - Material . . . . . Stamped steel
  - Ratio
    - V8-350 Cu.In. 1.50:1
    - V8-454 Cu.In. 1.70:1
- Rotators (V8-350) . . . . . Exhaust

VALVE SPRINGS
- Diameter (I.D.)
  - V8-350 Cu.In. 868–.884
  - V8-454 Cu.In. 1.080–1.094
- Installed Length (lb. @ in.)
  - Valves Closed
    - V8-350 Cu.In. . . . . 76-84 @ 1.70
    - V8-454 Cu.In.
      - Outer spring . . . . . 69-81 @ 1.88
      - Inner spring . . . . . 26-34 @ 1.78
  - Valves Opened
    - V8-350 Cu.In. . . . . 194-206 @ 1.25
    - V8-454 Cu.In.
      - Outer spring . . . . . 228-252 @ 1.38
      - Inner spring . . . . . 81-99 @ 1.28
  - Free Length
    - V8-350 Cu.In. 2.03
    - V8-454 Cu.In.
      - Outer spring 2.12
      - Inner spring 2.06
  - Valve Spring Damper
    - V8-350 Cu.In. . . . . Flat steel, 4 coils

VALVES – INLET

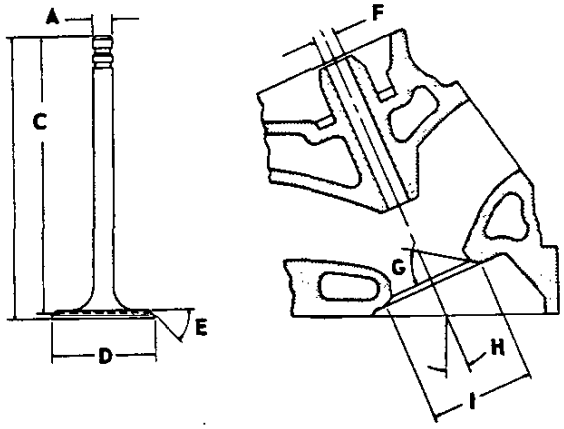
Material . . . . . Alloy steel
Coating
V8-350 Cu.In. . . . . None
V8-454 Cu.In. . . . . Face and head aluminized
Valve Guide Inserts (V8-454) . . . . . Cast alloy iron



A – Stem Diameter
V8-350 Cu.In. 3.410-.3417
V8-454 Cu.In. 3715-.3722
B – Overall Length
V8-350 Cu.In. 4.870-4.889
V8-454 Cu.In. 5.215-5.235
C – Gage Length
V8-350 Cu.In. 4.785-4.795
V8-454 Cu.In. 5.115-5.125
D – Overall Head Diameter
V8-350 Cu.In.(Base) 1.935-1.945
V8-350 Cu.In. (LT1) 2.017-2.023
V8-454 Cu.In. 2.060-2.070
E – Angle of Face . . . . . 45°
F – Guide Diameter
V8-350 Cu.In. 3427-.3437
V8-454 Cu.In. 3732-.3742
G – Angle of Seat . . . . . 46°
H – Valve Angle
V8-350 Cu.In. . . . . 23°
V8-454 Cu.In. . . . . 4°
I – Valve Seat (Cutter) Diameter
V8-350 Cu.In. (Base) 1.990-2.010
V8-350 Cu.In. (LT1) 2.080
V8-454 Cu.In. 2.150

VALVE – EXHAUST

Material . . . . . High alloy steel
Coating
V8-350 Cu.In. . . . . Aluminum face
V8-454 Cu.In. . . . . Face and head aluminized
Valve Guide Inserts (V8-454) . . . . . Cast alloy iron



A – Stem Diameter
V8-350 Cu.In. 3410-.3417
V8-454 Cu.In. 3713-.3720
B – Overall Length
V8-350 Cu.In. (Base) 4.913-4.933
V8-350 Cu.In. (LT1) 4.891-4.910
V8-454 Cu.In. 5.345-5.365
C – Gage Length
V8-350 Cu.In. 4.781-4.791
V8-454 Cu.In. 5.235-5.245
D – Overall Head Diameter
V8-350 Cu.In. (base) 1.495-1.505
V8-350 Cu.In. (LT1) 1.595-1.605
V8-454 Cu.In. 1.715-1.725
E – Angle of Face . . . . . 45°
F – Guide Diameter
V8-350 Cu.In. 3427-.3437
V8-454 Cu.In. 3732-.3742
G – Angle of Seat . . . . . 46°
H – Valve Angle
V8-350 Cu.In. . . . . 23°
V8-454 Cu.In. . . . . 4°
I – Valve Seat (Cutter) Diameter
V8-350 Cu.In. (Base) 1.550-1.570
V8-350 Cu.In. (LT1) 1.600
V8-454 Cu.In. 1.625

PRINCIPAL COMPONENTS

PISTONS
- Material
  - V8-350 Cu.In. (Base) . . . . . Cast aluminum alloy
  - V8-350 Cu.In. (LT1) . . . . Alum. impact extruded
  - V8-454 Cu.In. . . . . Cast aluminum alloy
- Head Type
  - V8-350 Cu.In. (Base) . . . . . Sump
  - V8-350 Cu.In. (LT1) . . . . . Flat, notched
  - V8-454 Cu.In. . . . . Flat head, valve cutout
- Skirt Type . . . . . Slipper
- Top Land Clearance
  - V8-350 Cu.In. (Base) 0235–.0325
  - V8-350 Cu.In. (LT1) 0305–.0395
  - V8-454 Cu.In. 0350–.0410
- Skirt Clearance
  - V8-350 Cu.In. (Base) 0007–.0013
  - V8-350 Cu.In. (LT1) 0036–.0046
  - V8-454 Cu.In. 0024–.0034
- Compression Ring Groove Depth
  - V8-350 Cu.In. 2218–.2284
  - V8-454 Cu.In. 2348–.2412
- Oil Ring Groove Depth
  - V8-350 Cu.In. 2038–.2103
  - V8-454 Cu.In. 2183–.2247
- Pin Bore Offset
  - V8-350 Cu.In. (Base) 055–.065
  - V8-350 Cu.In. (LT1) . . . . . On center
  - V8-454 Cu.In. 055–.065
- Compression Height
  - V8-350 Cu.In. (Base) 1.558–1.562
  - V8-350 Cu.In. (LT1) 1.553–1.567
  - V8-454 Cu.In. 1.691–1.699

PISTON PINS
- Material . . . . . Chromium steel
- Length
  - V8-350 Cu.In. 2.990–3.010
  - V8-454 Cu.In. 2.930–2.950
- Diameter
  - V8-350 Cu.In. 9270–.9273
  - V8-454 Cu.In. 9895–.9898
- Clearance in Piston
  - V8-350 Cu.In. (Base) 00015–.00025
  - V8-350 Cu.In. (LT1) 00045–.00055
  - V8-454 Cu.In. 00030–.00040
- Pin Mounting . . . . . Locked in rod by shrink fit

VALVE TIMING (Crankshaft Degrees)

V8-350 Cu.In.- Base	Excluding Ramps	
	Standard	California
Inlet Valve (Zero lash)		
Opens - BTC	28°	44°
Closes - ABC	72°	96°
Duration	280°	320°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	66°
Duration	288°	320°

V8-350 Cu.In. (LT1)	Excluding Ramps
Inlet Valve (opens with .020 lash)	
Opens - BTC	42°40'
Closes - ABC	94°20'
Duration	317°
Exhaust Valve (opens with .025 lash)	
Opens - BBC	112°50'
Closes - ATC	53°23'
Duration	346°13'

V8-454 Cu.In.	Excluding Ramps
Inlet Valve (Zero lash)	
Opens - BTC	56°
Closes - ABC	114°
Duration	350°
Exhaust Valve (Zero lash)	
Opens - BBC	110°
Closes - ATC	62°
Duration	352°

COMPRESSION RING – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
V8-350 Cu.In. (Base)	Chrome plate
V8-350 Cu.In. (LT1)	Molybdenum inlay
V8-454 Cu.In.	Molybdenum inlay
Width	
V8-350 Cu.In. (Base)	.0775–.0780
V8-350 Cu.In. (LT1)	.0770–.0775
V8-454 Cu.In.	.0770–.0775
Wall Thickness	
V8-350 Cu.In.	.190–.200
V8-454 Cu.In.	.202–.212
Gap	.010–.020

COMPRESSION RINGS – LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for V8-350; $28^{O} - 52^{O}$ for V8-454
Face	Tapered
Coating	
V8-350 Cu.In. (Base)	Wear resistant
V8-350 Cu.In. (LT1)	Chrome plate
V8-454 Cu.In.	Chrome plate
Width	
V8-350 Cu.In. (Base)	.0770–.0775
V8-350 Cu.In. (LT1)	.0775–.0780
V8-454 Cu.In.	.0770–.0775
Wall Thickness	
V8-350 Cu.In.	.190–.200
V8-454 Cu.In.	.202–.212
Gap	
V8-350 Cu.In. (Base)	.013–.025
V8-350 Cu.In. (LT1)	.013–.028
V8-454 Cu.In.	.010–.020

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	
V8-350 Cu.In.	.1870–.1890
V8-454 Cu.In.	.1870–.1890
Wall Thickness	
V8-350 Cu.In.	.150–.156
V8-454 Cu.In.	.137–.143
Gap	
V8-350 Cu.In.	.015–.055
V8-454 Cu.In.	.010–.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
V8-350 Cu.In.	5.695–5.705
V8-454 Cu.In.	6.130–6.140

CONNECTING ROD BEARINGS

Material	Premium aluminum
Type	Precision removable
Clearance	
V8-350 Cu.In.	.0013–.0035
V8-454 Cu.In.	.0009–.0025
Theoretical I.D.	
V8-350 Cu.In.	2.1019
V8-454 Cu.In.	2.2012
Effective Length	
V8-350 Cu.In.	.797
V8-454 Cu.In.	.847
End Play	
V8-350 Cu.In.	.008–.014
V8-454 Cu.In.	.015–.023

FUEL SYSTEM

FUEL TANK
- Capacity (Gal) . . . . . 18 (approximately)
- Location . . . . . In body cavity at rear of deck area
- Filler Location . . . . . Center of rear deck area

FUEL FILTERS, DUAL
- In Fuel Tank . . . . . Mesh strainer
- Carburetor Inlet . . . . . Paper
- V8-454 Cu.In. (addition) . . . . . In-line paper element with vacuum return fuel line

FUEL PUMP
- Type
  - V8-350 (Base) & 454 Cu.In. . . . . Deep cover with vapor return lines.
  - V8-350 Cu.In. (LT1) . . . . . Diaphragm
- Drive . . . . . Camshaft eccentric
- Location . . . . . Lower right front of engine
- Pressure Range (shut off pressure at 1800 RPM)
  - All Engines . . . . . 7.50–9.00 PSI at pump outlet

AIR CLEANER
- Type
  - V8-350 Cu.In. (Base) . . . . . Dual snorkel chrome plated.
  - V8-350 (LT1) & 454 Cu.In. . . . . Full circle intake, chrome plated.
- Filter Element . . . . . Oil-wetted paper

CHOKE
- Type . . . . . Automatic

CARBURETORS
- Make & Type
  - V8-350 Cu.In. (Base) . . . . . Rochester, Quadrajet
  - V8-350 Cu.In. (LT1) . . . . . Holley, 4-barrel
  - V8-454 Cu.In. . . . . Rochester, Quadrajet
- SAE Flange Size 1.50
- Throttle Bore
  - V8-350 Cu.In. (Base)
    - Primary 1.38
    - Secondary 2.25
  - V8-350 Cu.In. (LT1)
    - Primary & Secondary 1.69
  - V8-454 Cu.In.
    - Primary 1.38
    - Secondary 2.25
- Venturi
  - V8-350 Cu.In. (Base)
    - Primary 1.04
    - Secondary 625
  - V8-350 Cu.In. (LT1)
    - Primary 1.38
    - Secondary 1.44
  - V8-454 Cu.In.
    - Primary 1.04
    - Secondary 625
- Secondary Throttle Actuation . . . . . By linkage approximately when primary valves are opened half between closed and open

EVAPORATION CONTROL SYSTEM
- Operation . . . . . System is designed to minimize the escape of fuel vapors into the atmosphere

EXHAUST AND VENTILATION SYSTEM

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 . . . . . .060 sheet steel aluminum coating
- Baffles . . . . . 3; .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. & WALL THICKNESS
  - Front Pipes
    - V8-350 Cu.In. (Base) . . . . . 2.00 x .067-.081
    - V8-350 (LT1) & 454 Cu.In. . . . 2.50 x .072-.092
  - Rear Pipes - Laminated
    - V8-350 Cu.In. (Base) . . . . . 2.00 x .072-.092
    - V8-350 (LT1) & 454 Cu.In. . . . 2.50 x .084-.104

TAIL PIPES
- Type . . . . . Two inch tube with rectangular chrome plated extensions.

EXHAUST EMISSION CONTROLS
- Positive Crankcase Ventilation . . . . Utilizes manifold vacuum to draw off engine crankcase vapors through a metered PCV valve and ultimately to the intake system for engine reburn
- Controlled Combustion System . . . . . Increases combustion efficiency through leaner carburetor adjustments and revises distributor calibration
- Combination Emission Control Valve . . . . . Controls vacuum supply to the distributor vacuum spark advance and positions the carburetor throttle blade during vehicle deceleration.
- Air Injection Reactor . . (Used on V8-350 (LT1) & 454 and also on engines used in California) Air pump injects air into exhaust manifold which burns unburned portion of exhaust fumes.

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	Electric
Oil Filler	
Cap	Positive seal
Location	
V8-350 Cu.In.	Top rear of left rocker cover
V8-454 Cu.In.	Top center of right rocker cover

OIL PUMP

Type	Gear
Normal Oil Pressure	
V8-350 Cu.In.	40 PSI @ 2000 RPM
V8-454 Cu.In.	40 PSI @ 2000 RPM
Intake Type	Fixed
Capacity (GPM @ Eng. RPM)	
V8-350 Cu.In.	4.3 @ 2000
V8-454 Cu.In.	6 @ 2000
Regulator Valve	Opens between 40–45 lbs

OIL DIP STICK - LOCATION

V8-350 Cu.In.	Left side, rear of engine block
V8-454 Cu.In.	Right side, center, direct to oil pan

OIL PAN CAPACITY (Quarts)

Refill	
V8-350 Cu.In.	4.0
V8-454 Cu.In.	5.0
Refill with Filter Change	
V8-350 Cu.In.	4.5
V8-454 Cu.In.	5.5

OIL FILTER

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

LUBRICANT GRADES AND TEMPERATURES

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

OIL PAN

Type of Drain Plug	Hex head
Location	Lower rear face of oil pan sump
Size Hex Head	.860–.875
Thread	1/2-20 UNF 2A
Length	0.81
Diameter	.410–.430

COOLING SYSTEM

GENERAL
- Type . . . . . Liquid, pressurized
- V8-350 Cu.In. . . . . Internal by-pass
- V8-454 Cu.In. . . . . External by-pass
- Capacity (with Heater)
  - V8-350 Cu.In. (Base) . . . . . 15 Qts.
  - V8-350 Cu.In. (LT1) . . . . . 18 Qts.
  - V8-454 Cu.In. . . . . 22 Qts.

RADIATOR
- Type
  - V8-350 Cu.In. (Base) . . . . . Aluminum, cross-flow
  - V8-350 (LT1) & 454 . . . . Copper-brass, cross-flow
- Core Constant and Thickness
  - Distance between Fins
  - V8-350 Cu.In. (Base) . . . . . .18 Syn.; .16 auto.
  - V8-350 Cu.In. (LT1) 16
  - V8-454 Cu.In. 16
  - Distance between Tubes 55
  - Thickness of Core
  - V8-350 Cu.In. (Base) . . . . . 2.88 Syn.; 2.70 auto.
  - V8-350 Cu.In. (LT1) 2.70
  - V8-454 Cu.In. 2.70
- Frontal Area (Sq.In.)
  - V8-350 Cu.In. (Base) . . . . . 315 Syn.; 441 auto.
  - V8-350 Cu.In. (LT1) 441
  - V8-454 Cu.In. 467

SURGE TANK (350 Cu.In. Base engine 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 17.50
- Fan Pulley Pitch Diameter 7.00
- Fan Cutout . . . . . Thermomodulated fluid coupling

THERMOSTAT
- Type . . . . . Pellet
- Begins to Open at
  - V8-350 (Base) & 454 Cu.In.) . . . . . 192^{o}-198^{o}
  - V8-350 Cu.In. (LT1) . . . . . 177^{o}-183^{o}
- Fully opened at
  - V8-350 (Base) & 454 Cu.In. . . . . 227^{o}
  - V8-350 Cu.In. (LT1) . . . . . 202^{o}
- Thermostat By-Pass Hose (V8-454) . . . . . .745 I.D.

RADIATOR HOSE
- Outlet, Lower (Radiator to Water Pump)
  - V8-350 Cu.In. . . . . 1.75 I.D.
  - V8-454 Cu.In. . . . . 1.88 I.D.
- Inlet, Upper (Thermostat Housing to Radiator)
  - V8-350 Cu.In. . . . . 1.50 I.D.
  - V8-454 Cu.In. . . . . 1.50 I.D.

BELTS; CRANKSHAFT, FAN AND GENERATOR
- Number Used . . . . . Two
- Angle of "V" . . . . . 38^{o}-42^{o}
- Pitch Line
  - Fan, Generator and Water Pump Belt
    - V8-350 Cu.In. 52.75
    - V8-454 Cu.In. 53.75
  - Fan and Water Pump Belt
    - V8-350 Cu.In. 32.46
    - V8-454 Cu.In. 31.86
  - Width 380

WATER PUMP
- Type . . . . . Centrifugal
- Capacity (GPM @ Engine RPM)
  - V8-350 Cu.In. . . . . 25 @ 2000
  - V8-454 Cu.In. . . . . 23 @ 2000
- Bearing . . . . . Permanently lubricated double row ball
- Drive . . . . . Fan belt
- Ratio (Pump to Engine RPM) 949:1

DRAIN LOCATIONS AND TYPE
- Radiator . . . . . Left hand, rear lower face
- Engine Block . . . . . Plug; right and left center

SUPPLY SYSTEM
BATTERY
Type . . . . . Sealed side terminal
Voltage 12
Cranking Power @ 0° F
V8-350 Cu.In. . . . . 3250 watts
V8-454 Cu.In. . . . . 3750 watts
Total number of plates
V8-350 Cu.In. 78
V8-454 Cu.In. 90
Capacity (SAE) @ 20 hr. rate
V8-350 Cu.In. . . . . 62 amp. hr.
V8-454 Cu.In. . . . . 80 amp. hr.
Number of Cells 6
Terminal Grounded . . . . . Negative
Location . . . . . In passenger compartment behind driver

GENERATOR
Type . . . . . Diode rectified with integral regulator
Rating
Amps 42
Volts 12
Drive . . . . . By fan belt
Pulley Pitch Diameter 2.70
Ratio (Gen to Engine Speed)
V8-350 (base & V8-454 Cu.In. 2.53:1
V8-350 Cu.In. (LT1) 2.15:1

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

STARTING SYSTEM
STARTING MOTOR
Rotation (Drive End View) . . . . . Clockwise
Test Conditions . . Engine at operating temperature
No Load Test
Amps 70-99
Volts 12
RPM 7800-12000
Motor Drive
Engagement . . . . . Solenoid
Pinion Meshes at . . . . . Rear
Pinion Tooth No. 9
Flywheel Tooth No. . . . . 153; V8-454 – 168
Mounting . . . . . Bolted to clutch housing

IGNITION SYSTEM
DISTRIBUTORS . . . . . Refer to chart below

COIL
Type . . . . . 12 Volt
Amperes Drawn
Engine Stopped 4.0
Engine Idling 1.8

SPARK PLUGS
Make & Type
V8-350 Cu.In. ACR44T
V8-454 Cu.In. ACR44T
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	V8-350 270 HP	V8-454 365 HP	V8-350 330 HP
	Manual & Automatic Transmission		Manual Transmission
Model	1112050	1112051	1112101
Type	Single breaker		
Cam Angle	29-31	28-30	29-31
Breaker Gap	.019 (new)		
Breaker Arm Tension	19-23 oz.	28-32 oz.	19-23 oz.
Centrifugal Advance Begins (RPM)	1335	1145	1200
Max Degrees @ RPM	18 @ 4200	22 @ 3000	22 @ 2300
Vacuum Advance Begins (In. Hg.)	8.00	8.00	8.00
Max Degrees @ In. Hg.	15 @ 15.5	20 @ 17	15 @ 15.5
Timing (Initial Design Setting) Crankshaft Degrees @ RPM (with vacuum spark line disconnected)	8 BTC @ 800 Manual 600 Automatic		4 BTC @ 900
Timing Mark Location	Torsional Damper		

CLUTCHES

Engine	Type		V8-350 Cu.In.	V8-454 Cu.In.	V8-350 Cu.In.
	Availability		Standard	RPO LS5	RPO LT1
Clutch for			4-Speed		
Type			Single dry disc centrifugal		Dual dry disc centrifugal
Clutch cover & pressure plate	Eff. plate load, lbs.			2450-2750	2900-3100
	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		Dual disc, alum. back facing
	Cushions		Flat spring steel between friction rings		
	Dampers		10 coil springs (5 sets of two) each plate		
	Friction rings	OD	11.00		10.34
		ID	6.50		6.50
		Total area sq. in.	123.70		207.06
		Material	Woven type asbestos		
Flywheel	Flywheel	Material	Nodular iron		
	Ring gear	Material	Heat treated HR steel		
		No. of teeth	168		
		PD	14.00		
		Attachment	Shrink fit		
Bearings	Release	Type	Single row ball		
		Lubrication	None, prepacked		
	Pilot	Type	Bronze bushing		
		Lubrication	None, sintered and oil impregnated		
Controls	Clutch fork		Drop forged steel, pivot mounted on ball		
	Pedal mounting		Pendant, from brace on dash		
	Lubrication		Crossover shaft		
Clutch housing material			Aluminum alloy		

4-SPEED TRANSMISSIONS

Transmission Type			4-Speed RPO M20		4-Speed RPO M21 & M22	
Engine Application	Type		V8-350 Cu.In.	V8-454 Cu.In.	V8-350 Cu.In.	V8-454 Cu.In.
	Availability		Base & LT1	LS5	LT1	LS5
Case material			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 forward gears			
	Sliding gears		Reverse			
	Ratios	First	2.52		2.20	
		Second	1.88		1.64	
		Third	1.46		1.27	
		Fourth	1.00		1.00	
		Reverse	2.59		2.26	
Lubricant	Type		Meeting Military Specification MIL-L-2105-B			
	Capacity (pts)		3			
Extension	Material		Aluminum			
	Oil Seal		Steel encased double seal of spring loaded rubber or felt			

TURBO HYDRA-MATIC

General Data	Type		Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.
	Selector lever	Location	Floor mounted
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump
		Quadrant pattern	P-R-N-3-2-1
	Parking Lock	Type	Locking pawl
		Operation	Applied by selector lever through manual linkage
	Method of cooling		Water
	Flywheel assembly		Steel stamping with welded on ring gear
	Oil pressure pump		Supplies hydraulic pressure from an engine driven gear type pump
Hydraulic System	Type		Steel spool
	Valves	Manual	Establishes range of transmission operation
		Pressure Reg.	Controls main line pressure
		Shift (1-2)	Controls oil pressure for transmission shift from 1-2 or 2-1
		Shift (2-3)	Controls oil pressure for transmission shift from 2-3 or 3-2
	Modulator		Regulates line pressure with modulator oil pressure that varies with torque to transmission
	Accumulator		To obtain greater flexibility in attaining desired shift curve for various engine requirements
	Pressure @ Idle (a)	3	70
		2	150
		1	150
		Reverse	107.5
Converter Assembly	Pump (Drive member)		Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing
	Turbine (Driven member)		Steel axial flow blades assembled between inner & outer steel shells
	Stator assembly		Aluminum multivane type blades mounted on a one way (overrunning) roller clutch
	Stall ratio		2.10
	Stall speed (RPM)		2110
	Diameter (nominal)		12.20
Planetary Gear Set	Reaction carrier assembly		4 steep pinion gears
	Output carrier assembly		4 steel pinion gears
	Front band		Circular steel with organic lining
	Rear band		Double wrap circular steel
	Range	D (2.48 1st)	2.48:1 - 1.48:1 - 1.00:1
		L2 (1.48 2nd)	2.48:1 - 1.48:1
		L1 (1.00 3rd)	2.48:1
		R (2.08 Reverse)	2.08:1
	Servo Unit		Piston with release spring and inner cushion spring
Case	Material		Aluminum
Clutches	Type		Three, multiple disk
	Material	Drive plates	Steel with bonded organic facings
		Driven plates	Flat steel
	Forward Clutch		5 each drive & driven plates
	Direct clutch		5 each drive & driven plates
	Intermediate clutch		3 each drive & driven plates
	Release spring		Radial row steel coil
Torque Multiplication	Drive (maximum)		5.21:1 to 1.00
	Low 2		5.21:1 to 1.48
	Low 1		5.21:1 to 2.48
	Reverse		4.37:1 to 2.08
Governor	Type		Cross-axis centrifugal
	Operation		Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves
Lubricant	Type		A suffix A
	Capacity (pints)	Dry	22
		Refill	8

(1) 450 RPM input @ 25 in. Hg. vacuum

1972
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CORVETTE	
MAILING ADDRESS FILE COPY ONLY	MODEL YEAR 1972	ISSUED: September 1971 REVISED (●)

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NOTES:

1. The General 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.
   c. All dimensions are in inches.

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Page 1

MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

BODY MODEL	Body Series, Type and Number. (Use mfgr's. code for identification)	Number of Passengers (Indicate Front/Rear)
	V-8 Engine Models	Front
CORVETTE		
2-Door Sport Coupe	19437	2
2-Door Convertible	19467	2

NOTE:
ANY SPECIFICATIONS ON THE FOLLOWING PAGES THAT ARE SPECIFIC TO CALIFORNIA ARE INDICATED ACCORDINGLY.

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Page 2

MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for:
4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	Sport Coupe	Convertible
WIDTH			
Track – Front	W101	58.7	
Track – Rear	W102	59.4	
Maximum overall car width	W103	69.0	
Body width at No. 2 pillar	W117	66.2	
Max. front doors open	W120	107.4	
Max. rear doors open	W121	---	
LENGTH			
Body "O" to front of dash	L 30	-1.5	
Wheelbase	L101	98.0	
Overall car length	L103	182.5	
Overhang – front	L104	40.6	
Overhang – rear	L105	43.9	
Body upper structure length	L123	55.6	
Body "O" line to ℄ of rear wheel	L127	72.0	
Body "O" line to w/s cowl point	L130	13.1	
HEIGHT			
Passenger Distribution (front & rear)		2-0	
Trunk/Cargo load (lbs.)		---	
Overall height	H101	47.8	47.9
Cowl height	H114	33.9	34.0
Deck height	H138		
Rocker panel – front: To ground	H112	6.7	
Rocker panel – front: From front wheel ℄	H112	21.0	
Bottom of front door to ground	H133	9.5	
Rocker panel – rear: To ground	H111	6.7	
Rocker panel – rear: From rear wheel ℄	H111	16.6	
Bottom of rear door to ground	H135	---	
Windshield slope angle	H122	57.0	
GROUND CLEARANCE			
Bumper to ground – front	H102	19.2	
Bumper to ground – rear	H104	13.2	13.0
Angle of approach	H106	22.0	
Angle of departure	H107	21.0	
Ramp breakover angle	H147	22.0	
Rear axle differential to ground	H153	6.0	
Min. running clearance (Specify)	H156	4.8 (a)	4.5 (a)

(a) Exhaust system to ground/

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Page 3

MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

CAR AND BODY DIMENSIONS

See Pages 27, 29 for SAE Dimension Definitions

MODEL	SAE Ref. No.	Sport Coupe	Convertible
FRONT COMPARTMENT			
H Point to body "O" line	L31	44.7	
Effective head room	H61	37.2	38.3
Max. eff. leg room – accelerator	L34	43.0	
H Point to Heel point	H30	6.8	
H Point travel	L17	4.5	
Shoulder room	W 3	46.9	
Hip room	W 5	48.8	
Upper body opening to ground	H50	43.6	
REAR COMPARTMENT			
H Point couple distance	L50		
Effective head room	H63		
Min. effective leg room	L51		
H Point to Heel point	H31	NOT APPLICABLE	
Min. knee room	L48		
Rear Compartment room	L 3		
Shoulder room	W 4		
Hip room	W 6		
Upper body opening to ground	H51		
LUGGAGE COMPARTMENT			
Usable luggage capacity (cu. ft.)	V1	6.1	5.0
Liftover height	H195	---	
Position of spare tire storage		In well under body at rear	
Method of holding lid open		---	
STATION WAGON – THIRD SEAT			
Shoulder Room	W85		
Hip room	W86		
Effective leg room	L86	NOT APPLICABLE	
Effective head room	H86		
Seat facing direction			
STATION WAGON – CARGO SPACE			
Cargo length at floor – front seat	L202		
Cargo length at belt – front seat	L204		
Cargo width – Wheelhouse	W201		
Opening width at belt	W204	NOT APPLICABLE	
Maximum cargo height	H201		
Rear opening height	H202		
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2		

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Page 4

MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

POWER TEAMS

(Indicate whether standard or optional)

Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.
Net bhp (brake horsepower) and net torque corrected to 85° F and 29.38 in. Hg atmospheric pressure.

MODEL AVAILABILITY	ENGINE							TRANSMISSION		AXLE RATIO ** (Std. first) (Indicate A/C ratio)		
	Displ. cu. in.	Carb.	Compr. Ratio	Gross @ RPM BHP	Gross @ RPM Torque	Net @ RPM BHP	Net @ RPM Torque			A	B	C
19400	Turbo-Fire 350 V8 (base)	One; 4-bbl	8.5:1			200 @ 4400	300 @ 2800	4-speed manual (2.52:1 low)	Base & A/C	3.36	3.08	----
								3-speed automatic*	Base & A/C	3.08	----	3.36
	Turbo-Fire 350 V8 (LT1)*	One; 4-bbl	9.0:1			255 @ 5600	280 @ 4000	4-speed manual (2.52:1 low)	Base only	3.55	3.36	3.70
								4-speed manual* (2.20:1 low)	Base only	3.70	3.55	4.11
								HD 4-speed manual (2.20:1 low)	Base only	3.36	3.08	3.55#
	Turbo-Jet 454 V8 (LS5)*	One; 4-bbl	8.5:1			270 @ 4000	390 @ 3200	4-speed manual (2.52:1 low)	Base	3.08		3.36
									A/C	3.08	--	--
								4-speed manual (2.20:1 low)	Base Only	3.36	3.08	3.55§
								3-speed automatic	Base	3.08	----	3.36
									A/C	3.08	----	----

* - Optional
** - Positraction standard with all axle applications
A - Standard
B - Economy option
C - Performance option
- Ratios 3.70 and 4.11 also available as a special option
§ - Ratio 3.70 also available as a special option

NOTE: V8 454 ENGINE IS NOT AVAILABLE IN CALIFORNIA.

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

MODEL	Turbo-Fire 350 Standard	Turbo-Fire 350 Standard	Turbo-Jet 454 RPO LS5

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° OHV	
Bore and stroke (nominal)		4.00 x 3.48	4.251 x 4.00
Piston displacement, cu. in.		350	454
Bore spacing (℄ to ℄)		4.40	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	
Cylinder Head Material		Cast alloy iron	
Cylinder Block Material		Cast alloy iron	
Cyl. Sleeve-Wet, dry, none		None	
Number of mtg. points	Front	One	
	Rear	Two	
Engine installation angle		3°	
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		51.2	57.8
Recommended fuel regular – premium		Regular (unleaded or low lead)	
Cylinder Head Volume (cc)		75.47	113.06
Head Gasket Thickness (Compressed)		.021	.028
Head Gasket Volume (cc)		4.58	7.10
Deck Clearance (minimum) (above or below block)		.025 (below)	.020 (below)
Minimum Combustion Chamber Volume (cc)		74.47	112.06

ENGINE – PISTONS

Material		Cast alum. alloy	Alum. impact extruded	Cast alum. alloy
Description and finish		Sump head; slipper skirt	Flat head, notched; slipper skirt	Flat head; valve cutout
Weight (piston only) oz.		21.17	20.40	30.85
Clearance (limits)	Top land	.0235-.0325	.0305-.0395	.0350-.0410
	Skirt Top	.0007-.0017 (a)	.0036-.0046 (a)	.0024-.0034 (b)
	Skirt Bottom			
Ring groove diameter	No. 1 ring	3.546-3.556		3.770-3.780
	No. 2 ring	3.546-3.556		3.770-3.780
	No. 3 ring	3.582-3.592		3.803-3.813
	No. 4 ring			

(a) Measured 1.56 from top of piston
(b) Measured 1.69 from top of piston

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

MODEL		V8-350 Standard	V8-350 LT1	V8-454 LS5
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; barrel face (a)		
	Description - material, coating, etc. Lower	Cast alloy iron; inside bevel; tapered face (b)		
	Width	(c)	(d)	Upr & lwr .0770-.0775
	Gap	Upper .010-.020; lower .013-.025		.010-.020
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; Expander - stainless steel		
	Width	.1870-.1890 (assembled)		
	Gap	.015-.055		.010-.020
Expanders		In oil ring assembly		
ENGINE – PISTON PINS				
Material		Chromium steel		
Length		2.990-3.010		2.930-2.950
Diameter		.9270-.9273		.9895-.9898
Type	Locked in rod, in piston, floating, etc.	Locked in rod		
	Bushing: In rod or piston	None		
	Bushing: Material			
Clearance	In piston	.00015-.00025	.00045-.00055	.00030-.00040
	In rod			
Direction & amount offset in piston		Major thrust side .060	None	Major thrust side .060
ENGINE – CONNECTING RODS				
Material		Drop forged steel		
Weight (oz.)		20.80		27.84
Length (center to center)		5.695-5.705		6.130-6.140
Bearing	Material & Type	Premium aluminum		
	Overall length	.797		.847
	Clearance (limits)	.0013-.0035		.0009-.0025
	End play	.008-.014		.015-.023

(a) Chrome plated on V8-350 (270 HP), molybdenum inlay other engines
(b) Wear resistant coating V8-350 (270 HP), chrome plated other engines
(c) Upper .0775-.0780; lower .0770-.0780
(d) Upper .0770-.0780; lower .0775-.0780

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	V8-350 Standard	V8-350 LT1	V8-454 LS5

ENGINE – CRANKSHAFT

Material			Cast nodular iron	Forged steel	
Vibration damper type			Rubber mounted inertia		
End thrust taken by bearing (No.)					
Crankshaft end play			.002-.006		.006-.010
Main bearing	Material & type		Premium aluminum		
	Clearance		(a)		(b)
	Journal dia. and bearing overall length	No. 1	2.4502 x .752		2.7492 x .992
		No. 2	2.4502 x .752		2.7504 x .992
		No. 3	2.4502 x .752		2.7504 x .992
		No. 4	2.4502 x .752		2.7504 x .992
		No. 5	2.4508 x 1.177		2.7499 x 1.256
		No. 6	None		
		No. 7	None		
	Dir. & amt. cyl. offset		None		
	No. bolts/main brg. cap		10 & 5	16 & 5	10 & 5
Crankpin journal diameter			2.099-2.100		2.199-2.200

ENGINE – CAMSHAFT

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

(a) No. 1 - .0008-.0020
No. 2, 3 & 4 - .0011-.0023
No. 5 - .0017-.0033

(b) No. 1 - .0007-.0019
No. 2, 3 & 4 - .0013-.0025
No. 5 - .0019-.0035

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL			V8-350 Standard	V8-350 LT1	V8-454 LS5
ENGINE – VALVE SYSTEM					
Hydraulic lifters (Std., opt., NA)			Standard	NA	Standard
Valve rotator, type (intake, exhaust)			Exhaust		None
Rocker ratio			1.50:1		1.70:1
Operating tappet clearance (indicate hot or cold)	Intake		Zero	.020	Zero
	Exhaust		Zero	.025	Zero
Timing (based on top of ramp points)	Intake	Opens (°BTC)	28° (44°)	42°40'	56°
		Closes (°ABC)	72° (96°)	94°20'	114°
		Duration (deg.)	280° (320°)	317°	350°
	Exhaust	Opens (°BBC)	78° (88°)	112°50'	110°
		Closes (°ATC)	30° (66°)	53°23'	62°
		Duration (deg.)	288° (334°)	346°13'	352°
	Valve open overlap (deg.)		58° (110°)	96°03'	118°
Intake	Material		Alloy steel (aluminized face & head on V8-454)		
	Overall length		4.870-4.889		5.215-5.235
	Actual overall head dia.		1.935-1.945	2.017-2.023	2.060-2.070
	Angle of seat & face (deg.)		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		.3715-.3722
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.3900 (.4006)	.4586	.3983
	Outer spring press. & length	Valve closed (lb. @ in.)	76-84 @ 1.70		69-81 @ 1.88
		Valve open (lb. @ in.)	194-206 @ 1.25		228-252 @ 1.38
	Inner spring press. & length	Valve closed (lb. @ in.)	Spring damper		26-34 @ 1.78
		Valve open (lb. @ in.)	Spring damper		81-99 @ 1.28
Exhaust	Material		High alloy steel, aluminized face (a)		
	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 (deg.)		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410-.3417		.3713-.3720
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.4100 (.4100)	.4850	.4800
	Outer spring press. & length	Valve closed (lb. @ in.)	76-84 @ 1.70		69-81 @ 1.88
		Valve open (lb. @ in.)	194-206 @ 1.25		228-252 @ 1.38
	Inner spring press. & length	Valve closed (lb. @ in.)	Spring damper		26-34 @ 1.78
		Valve open (lb. @ in.)	Spring damper		81-99 @ 1.25

(a) Head also aluminized on V8-350 (330 HP) and V8-454

NOTE: Items bracketed ( ) pertain to data on components used in engines for California only.

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

MODEL	V8 - 350 Standard	V8 - 350 LT1	V8 - 454 LS5

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	
Oil pump type		Gear	
Normal oil pressure (lb. - engine rpm)		40 PSI @ 2000 RPM	
Oil press. sending unit (elect. or mech.)		Electric	
Type oil intake (floating, stationary)		Stationary	
Oil filter system (full flow, part., other)		Full flow	
Filter replacement (element, complete)		Complete	
Capacity of c/case, less filter-refill (qt.)		4	5
Oil grade recommended (SAE viscosity and temperature range)		20° and above - 20W, 10W-30, 10W-40, 20W-40 0° to 60°F - 10W, 5W-30, 10W-40 Below 20°F - 5W, 5W-20, 5W-30	
Engine Service Reqmt. (MM, MS, etc.)		MS	

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 thick.)	Branch	2.00 x .074	2.50 x .082
	Main	2.00 x .082 (a)	2.50 x .092 laminated
Tail pipe dia. (O.D. & wall thickness)		Chrome plated extension; 2.00 at connection - .048	

(a) Laminated

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	V8-350 Standard	V8-350 LT1	V8-454 LS5

ENGINE – FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		18 approximately		
	Filler location		Center of rear deck		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Location		Lower right front of engine		
	Pressure range *		7.50-9.00 PSI		
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gas tank		
	Location		and paper filter element in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil wetted paper element		
		Optional	---		
	Idle speed (spec. neutral or drive)	Manual = N	800	900	800
		Automatic = D	600	---	600
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
19400	350 Std.	Manual	Rochester	7042203 (7042903)	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7042202 (7042902)		
	350 LT1	Manual	Holley	3999263	One; 4-bbl	1.69 Prim 1.69 Sec
	454 LS5	Manual	Rochester	7042205	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7042204		

* Shut off pressure - 1800 RPM at pump outlet

NOTE: Items bracketed ( ) are used in engines required for California.
No difference in carburetion for California on V8-350 (LT1).

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

MODEL	V8-350 Standard	V8-350 LT1	V8-454 LS5

ENGINE – COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure		
Radiator cap relief valve pressure			15 ± 1 PSI		
Circulation thermostat	Type (choke, bypass)		Choke		
	Starts to open at (°F)		192°-198°	177°-183°	192°-198°
Water pump	Type (centrifugal, other)		Centrifugal		
	GPM 1000 pump rpm		26.0 @ 1900		24.3 @ 1900
	Number of pumps		One		
	Drive (V-belt, other)		V-belt		
	Bearing type		Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)			Internal		External
Radiator core type (cellular, tube and fin, other)			Tube and center		
			Aluminum	Copper-brass	
Cooling system capacity	With heater (qt.)		15	18	22
	Without heater (qt.)		14	17	21
	Opt. equipment-specify (qt.)		18	18	24
Water jackets full length of cyl. (yes, no)			Yes		
Water all around cylinder (yes, no)			Yes		
Radiator hose	Lower	Number and type (molded, straight)	1.75		1.88
		Inside diameter	One, molded		
	Upper	Number and type (molded, straight)	1.50		
		Inside diameter	One, molded		
	By-pass	Number and type (molded, straight)	None		One, molded
		Inside diameter	None		.725-.765
Fan	Number of blades & spacing		5 - staggered		
	Diameter		17.50		
	Ratio-fan to crankshaft rev.		1.15:1		1.23:1
	Fan cutout type		Thermo-modulated viscous		
	Bearing type		Double row ball		
*Drive belts (indicate belt used by letter)	Fan		A B		F G
	Generator or alternator		A		F
	Water Pump		A B		F G
	Power Steering		C	--	H
	Air Conditioning		D	--	I
	Air Injection *		E		--

* Used on California Engines

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←				38°-42°					→	
Nominal length (SAE)	52.75	32.46	43.50	58.00	32.50	53.75	31.86	43.50	45.75		
Width	←				.380				→		

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MODEL	V8-350 (standard equipped engines)	V8-350 (California equipped engines)

VEHICLE EMISSION CONTROL * Also used on optional equipped engines V8-350 (LT1) & 454.

				Engine modifications	Air injection *
Exhaust Emission Control	Type (Air injection, engine modifications, other)				
	Air Injection Pump	Type			Semi-articulated vane type
		Displacement			19.3 cubic inch
		Drive ratio			1.15:1
		Drive type			Crankshaft pulley
		Relief valve (type)		NOT APPLICABLE	Diverter valve
		Filter (describe)			Centrifugal air cleaner
	Air Injection System	Air distribution (head, manifold, etc.)			Manifold
		Point of entry			Exhaust ports
		Injection tube i.d.			.2565
		Check valve type			Pressure plate type
		Backfire protection (type)			Diverter valve
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard		Induction system
			Optional		---
	Control Unit	Make and model			AC Spark Plug - 6484541
		Location			Left front of rocker cover
		Energy source (manifold vacuum, carburetor, other)			Manifold vacuum
		Control method (variable orifice, fixed orifice, other)			Variable orifice
	Complete system	Discharges (to intake manifold, other)			Intake manifold
		Air inlet (breather cap, other)			Carburetor air cleaner
		Flame arrestor (screen, other)			Screen
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)			18 approximately
		Thermal expansion volume (cu. ft.)			Approximately 10% of refill capacity
		Pressure relief location (lbs.)			1.1 PSI
		Vacuum relief location (lbs.)			3 PSI
		Vapor-liquid separator type			Stand pipe
		Vapor vented to (crankcase, canister, other)			Canister

	Carburetor	Vapor vented to (crankcase, canister, other)			No vents
					---
	Vapor Storage	Storage provision (crankcase, canister, other)			Canister
					---
		Volume (cu. ft.) or capacity (grams)			Approximately 50 grams storage capacity
		Control valve type			Vacuum controlled staged purge valve

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL	V8 - 350 Standard	V8 - 350 LT1	V8 - 454 LS5

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980147	Delco-Remy 1980150
	Voltage Rtg. & Total Plates		12 volts - 78 plates	12 volts - 90 plates
	SAE Designation & Amp. Hr. Rtg.		62 amp. hr. @ 20 hr. rate	80 amp. hr. @ 20 hr. rate
	Location		Behind drivers seat in storage compartment	
	Terminal grounded		Negative	
Generator or Alternator	Make		Delco-Remy	
	Model		1100950	1100543
	Type and rating		Diode rectified with integral regulator - 42 amps.	
	Output at engine idle (neutral)		13 amps.	
	Ratio-Gen. to Cr's rev.		2.15:1	2.27:1
Regulator	Make		Delco-Remy	
	Model		---	
	Type		Micro circuit unit; integral with generator	
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open	None	
	Regulated	Voltage	13.8-14.8 @ 85°F	
		Current	---	
	Voltage test conditions	Temperature	Operating	
		Load	3-8 amperes	
		Other	None	

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make			Delco-Remy	
	Model			1108418	1108400
	Rotation (drive end view)			Clockwise	
Motor control	Switch (solenoid, manual)			Solenoid	
	Starting procedure			Manual - place gearshift in neutral and depress clutch Automatic - place control lever in "N" or "P" position Initial start - press accelerator to floor and release. Turn ignition to START, release as soon as engine starts.	
Motor Drive	Engagement type			Positive shift solenoid	
	Pinion meshes (front, rear)			Rear	
	Number of teeth	Pinion		9	9
		Flywheel	Manual	153	168
			Auto.	153	168
	Flywheel tooth face width		Manual	.4010-.4130	.4100-.4220
			Auto.	.4010-.4130	.4100-.4220

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MODEL	V8 - 350 Standard	V8 - 350 LT1	V8 - 454 LS5

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.019		
Cam angle (deg.)		29-31		28-30
Brkr. arm tension (oz.)		19-23		28-32
Distributor	Manual	1112050	1112101	1112051
	Automatic	1112050	---	1112051
Timing (RPM)	Manual	8° BTC @ 800	4° BTC @ 900	8° BTC @ 800
	Automatic	8° BTC @ 600	---------	8° BTC @600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. at In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1112050	1335	11 @ 2400	18 @ 4200	8.00	15 @ 15.5
1112051	1145	14 @ 2000	22 @ 3000	8.00	20 @ 17
1112101	1200	14 @2000	22 @2300	8.00	20 @17

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

MODEL	V8 - 350 Standard	V8 - 350 LT1	V8 - 454 LS5

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard	
	Transistorized – Std., Opt., N.A.		Not available	
	Other (specify)		None	
Coil	Make		Delco-Remy	
	Model		1115270	1115287
	Amps	Engine stopped	4.0	
		Engine idling	1.8	
Spark Plug	Make		AC Spark Plug	
	Model		AC R44T	
	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		Neoprene	

ELECTRICAL – SUPPRESSION

Locations & type	

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Circular dial with pointer
	Trip odometer (std. opt., N.A.)	Standard
Charge indicator – type		Ammeter
Temperature indicator – type		Electric gage
Oil pressure indicator – type		Bourdon tube gage
Fuel indicator – type		Electric gage
Windshield wiper	Type – Standard	Electric, two-speed
	Type – Optional	None
Windshield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	One
	Amp draw (each)	4.5-6.5 @ 12.5 V (low note)
Other		Mechanical tachometer

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL	V8-350 Standard	V8-454 LS5	V8-350 LT1 WITH 4-SPEED HEAVY DUTY TRANSMISSION

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet, single dry - disc semi-centrifugal	Chevrolet, dual dry disc Centrifugal
Type pressure plate springs		Circular plate diaphragm, bent finger design	
Total spring load (lb.)		2450 - 2750	2900 - 3100
No. of clutch driven discs		One	Two
Clutch facing	Material	Woven type asbestos	Asbestos; alum. back facing
	Outside & inside dia.	11.00 x 6.50	10.34 x 6.50
	Total eff. area (sq.in.)	123.70	207.06
	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	

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std., opt. N.A.)	Not available
Manual 4-speed (std., opt. N.A.)	Standard
Automatic (std., opt. N.A.)	Optional*

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds			4-Speed (a)	4-Speed (b)
Transmission ratios	In first		2.52:1	2.20:1
	In second		1.88:1	1.64:1
	In third		1.46:1	1.27:1
	In fourth		1.00:1	1.00:1
	In reverse		2.59:1	2.26:1
Synchronous meshing, specify gears			All forward gears	
Shift lever location			Floor mounted with console	
Lubricant	Capacity (pt.)		3	
	Type recommended		Meeting Military Specs. MIL-L-2105B	
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
		Extreme cold	SAE 80	

(a) Available all engine combinations

(b) Available all engine combinations except V8 - 350 (Std.)

* Not available with V8-350 LT1

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL

DRIVE UNITS – AUTOMATIC TRANSMISSION - (Available all engines except V8 - 350 (LT1)

Trade name		Turbo Hydra-Matic
Type describe		Torque converter with compound planetary gear set
Selector location		Lever (floor mounted)
List gear ratios Selector Pattern and indicate which are used in each selector position		P - Park R - 2.08 N - Neutral 3 - 2.48-1.48-1.00 2 - 2.48-1.48 1 - 2.48
Max. upshift speed–drive range		*
Max. kickdown speed–drive range		*
Torque convertor	Number of elements	3
	Max. ratio at stall	2.10
	Type of cooling (air, liquid)	Water
	Nominal diameter	12.20
Lubricant	Capacity–refill (pt.)	8
	Type recommended	A suffix A
Special transmission features		

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube
Outer diam. x length* x wall thickness	Manual 3-speed trans.	Not available
	Manual 4-speed trans.	2.00 x 29.90 x 0.120
	Overdrive transmission	Not available
	Automatic transmission	2.00 x 29.50 x 0.095

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

(Continued)

* Upshift - V8-350-200 HP (1-2 46; 2-3 77) V8-454 (1-2 54; 2-3 89)

Downshift - V8-350-200 HP (2-1 22; 3-2 56) V8-454 (2-1 26; 3-2 63)

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

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

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.50
No. of differential pinions			Two
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Taper roller
Lubricant	Capacity (pt.)		4.0
	Type recommended		Meeting Military Specs MIL-L-2105-B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		3.08	3.36	3.55	3.70	4.11	
No. of teeth	Pinion	12	11	9	10	9	
	Ring gear	37	37	32	37	37	
Ring Gear O.D.		8.375					

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL

DRIVE UNITS — TIRES AND WHEELS (STANDARD)

TIRES	Size, load range, ply		F70 x 15B (2+2)
	Type (bias, radial, etc.)		Bias belted
	Normal max. load inflation pressure (cold)	Front	24
		Rear	24
	Rev./mile @ 45 mph		751
WHEELS	Type & material		Short spoke spider; steel
	Rim (size & flange type)		15 x 8
	Attachment	Type (bolt or stud)	Stud
		Circle diameter	4.75
		Number & size	5 hex nuts 7/16-20 UNF 2-B
	Spare wheel (same or other)		Same

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		
Type (bias, radial, etc.)		
Normal max. load inflation pressure (cold)	Front	
	Rear	
Rev./mile @ 45 mph		
Wheel type & material		
Rim (size & flange type)		

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		
Type (bias, radial, etc.)		
Normal max. load inflation pressure (cold)	Front	
	Rear	
Rev./mile @ 45 mph		
Wheel type & material		
Rim (size & flange type)		

BRAKES — PARKING

Type of control		Grip handle control
Location of control		In floor console between seats
Operates on		Rear wheels
If separate from service brakes	Type (internal or external)	Internal
	Drum diameter	6.50
	Lining size (length x width x thickness)	6.78 x 1.25 x 0.175

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)				Caliper disc, 4 per wheel, hydraulic
Self adjusting (std., opt., N.A.)				Standard
Special Valving	Type (proportion, delay, metering, other)			Metering
Power brake make & type (remote, int., etc.)		Std.		---
		Opt.		Delco Moraine, vacuum power unit, integral
Effective area (sq. in.) *				74.9
Gross lining area (sq. in.) **				86.3
Swept area (sq. in.) ***				639.4
Effectiveness		Front		
		Rear		
Drum	Diameter (nominal)	Front		---
		Rear		---
	Type and material			---
Disc	Outer working diameter			11.75
	Inner working diameter			8.0
	Thickness			1.25
	Material & type (vented/solid)			Cast iron, vented
Wheel cylinder bore	Front			1.875
	Rear			1.375
Master Cylinder	Bore			1.00 production; 1.125 p/brakes
	Stroke			1.10 production; 1.14 w/power brakes
Pedal arc ratio				5.23 (3.51 with power brake)
Line pressure at 100 lb. pedal load				576
Shoe Clearance	Front			Self-adjusting
	Rear			Self-adjusting
Anti-skid device type (std., opt., N.A.)				Not available
Brake lining	Bonded or riveted			Riveted
	Front Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	5.96 x 2.21 x 0.41
			Second. or inboard	5.96 x 2.21 x 0.41
		Segments per shoe		One
	Rear Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	5.96 x 2.21 x 0.41
			Second. or inboard	5.96 x 2.21 x 0.41
		Segments per shoe		One

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

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

AMA Specifications Form—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (a)

MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	All welded, full length, ladder constructed frame with (5) crossmembers

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors	Front	
	Rear doors	---	
Type of finish (lacquer, enamel, other)		Lacquer	
Hood counterbalanced (yes, no)		No	
Hood release control (internal, external)		Internal	
Vehicle Indent. No. location		Left hand windshield pillar	
Engine No. location		Front right side of cylinder block	
Theft protection - type		Lock mounted on steering column: locks steering wheel, transmission shift lever and ignition	
Vent window control method (crank, friction pivot)	Front	None	
	Rear	---	
Seat cushion type	Front	Bucket, polyurethane padding	
	Rear	---	
	3rd seat	---	
Seat back type	Front	Bucket, polyurethane padding	
	Rear	---	
	3rd seat	---	
Windshield glass type (i.e., single curved - laminated plate)		Curved - laminated plate - tinted	
Side glass type (i.e., curved - tempered plate)		Curved - tempered plate - tinted	
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Flat, tempered plate, removable, tinted	Vinyl plastic (soft top) curved, tempered plate (Aux. H. T.)
Windshield glass exposed surface area		977.4	
Side glass exposed surface area		600.8	
Backlight glass exposed surface area		392.5	418.0 (a)
Total glass exposed surface area		2170.7	2196.2

(a) Removable auxiliary hardtop - 620.1

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	Optional
	Vent windows	NA
	Backlight or tailgate	NA
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard-integral
Radios (specify type as well as availability)		Optional - AM-FM Push-button, AM-FM Stereo
Rear seat speaker		NA
Power antenna		NA
Clock		Standard
Air conditioner (specify type and availability)		Optional - Four-season (manual control)
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard Coupes, NA - Convertible
Glove compartment lamp		Standard
Luggage compartment lamp		Standard
Underhood lamp		NA
Courtesy lamp		Standard
Map lamp		Standard
Auto. trans. quad. lamp		NA
Cornering light lamp		NA
Rear window defroster electrically heated		NA
Rear window defogger		Optional

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp (H125)	Highest *	27.79
		Lowest	22.45
	Tail (H126)	Highest	27.20
		Lowest	22.22
	Sidemarker	Front	18.0
		Rear	19.0
Distance from C L of car to center of bulb	Headlamp	Inside	11.3
		Outside *	18.0
	Tail	Inside	13.95
		Outside	21.22
	Directional	Front	22.52
		Rear	21.22

* If single headlamps are used enter here.

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

MODEL

STEERING

Manual (std., opt., NA)				Standard - energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt and telescopic steering wheel; 3" adjustment
		(std., opt., NA)		Optional
Wheel diameter		Manual		15.0
		Power		15.0
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		39.0
		Curb to curb (l. & r.)		37.0
	Inside rear	Wall to wall (l. & r.)		---
		Curb to curb (l. & r.)		---
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw Steering
		Ratios	Gear	16.0:1
			Overall	20.2:1 Standard; 17.6:1 - FAST Stg.
	No. wheel turns (stop to stop)			3.4 - Standard; 2.92 - FAST Stg.
Power	Type (coaxial, linkage, etc.)			Linkage, power pump assisted
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1
			Overall	17.6:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			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.)			7 ± 1/2
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with non-metallic bearing surface
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			Standard: +1 ±1; Power steering: +2.25 ±1
	Camber (deg.)			+3/4 ±3/4 (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		1.37455 ± .00025
		Outer bearing		0.84305 ± .00025
	Thread size			27/32-20 NEF-3 (modified)
	Bearing type			Taper roller

(a) Rear wheel alignment: Camber -7/8 ± 1/2
Toe-in 1/32 to 3/32

AMA Specifications Form—Passenger Car

MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer shaft
Provision for brake dip control		Mounting angle of front upper control arm
Provision for acc. squat control		None
Special provisions for car jacking		Front: 5" forward of front 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		

SUSPENSION – FRONT

Type and description		Independent: SLA with coil springs 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.)	350 CID engines: 15.85 x 3.80; 138.25 x 0.600 454 CID engines: 15.77 x 3.80; 138.75 x 0.618
	Spring rate (lb. per in.)	350 CID engine: 250; 454 CID engine: 284
	Rate at wheel (lb. per in.)	350 CID - 89; 454 CID - 97
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	350 CID engine: 0.75; 454 CID engine: 0.9375

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.)		48.60 x 2.25
	Spring rate (lb. per in.)		85
	Rate at wheel (lb. per in.)		121
	Mounting insulation type		Rubber mounted at differential, vertical loading only at shackle
	If leaf	No. of leaves	Nine
		Shackle (comp. or tens.)	Tension
Stabilizer	Type (link, linkless, frameless)		Link (with 454 CID engine)
	Material & bar diameter		0.5625
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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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (*)

VEHICLE WEIGHTS

Model	CURB WEIGHT* (Pounds)			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT** (Pounds)
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	TOTAL
2-Door Sport Coupe	1623	1682	3305	28.0	72.0			3215
2-Door Convertible	1593	1713	3306	28.0	72.0			3216

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

**Shipping weight definition – Weight of basic vehicle with regular equipment, including grease, oil and (3) gallons of gasoline, and engine coolant to capacity.

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MAKE OF CAR CORVETTE MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT (Pounds) Front	Rear	Total	Remarks
Air Conditioning	+ 78	+ 20	+ 98	With manual trans. and V8-350
	+ 66	+ 16	+ 82	With Turbo Hydra-matic and V8-350
	+ 71	+ 17	+ 88	With V8-454 all transmissions
Power windows	+ 40	+ 3	+ 7	
Power brakes	+ 8	+ 1	+ 9	
Power steering	+ 25	+ 1	+ 26	With V8 base engine and LT1
	+ 27	+ 1	+ 28	With LS5
Auxiliary top	+ 8	+ 49	+ 57	
Spec Perf frt & rear susp	+ 4	+ 2	+ 6	
Deluxe wheel trim covers	+ 9	+ 9	+ 18	
Radio AM/FM pushbutton	+ 7	+ 7	+ 14	With 350 V8 engines
	+ 6	+ 5	+ 11	With 454 V8 engines
350 Cu.In. V8 LT1	+ 22	+ 3	+ 25	
454 Cu.In. V8 LS5	+199	+ 23	+222	
4-Speed transmission	- 30	.0	- 30	V8 350 LT1
Turbo Hydra-matic	+ 58	+ 12	+ 70	V8 350 Base engine
	+ 38	+ 18	+ 56	V8 454 LS5

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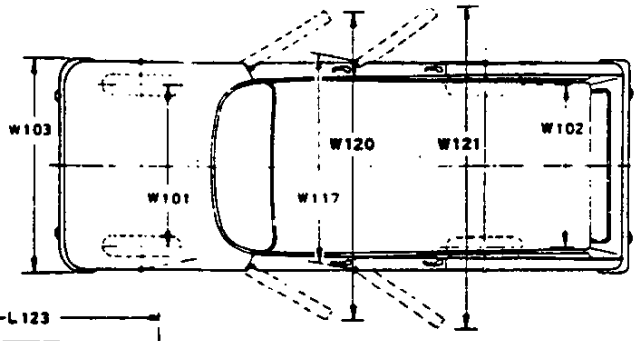
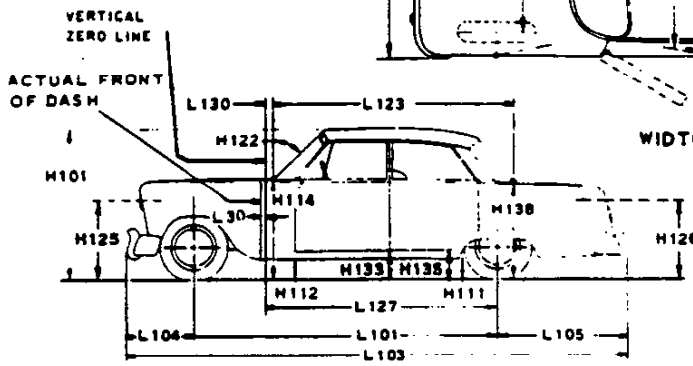
CAR AND BODY DIMENSIONS

KEY SHEET

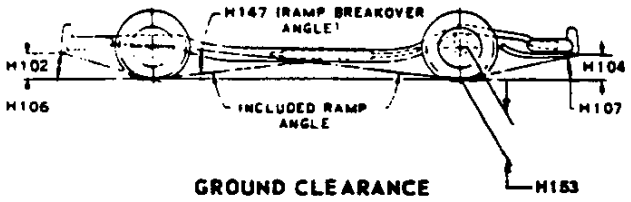
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

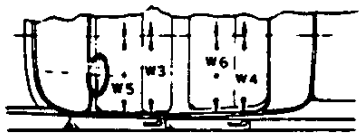


LENGTH & HEIGHT

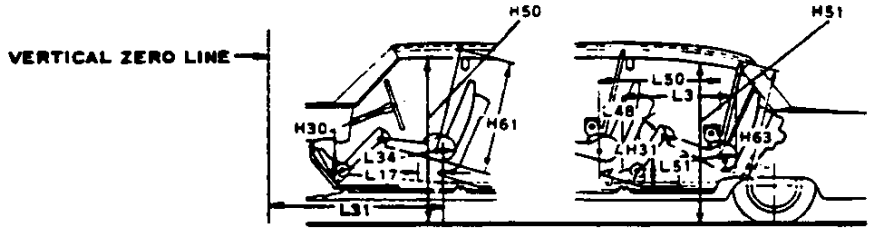


GROUND CLEARANCE

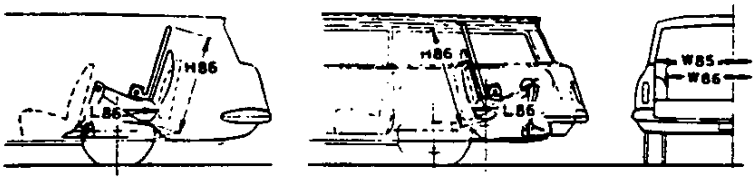
INTERIOR CAR AND BODY DIMENSIONS



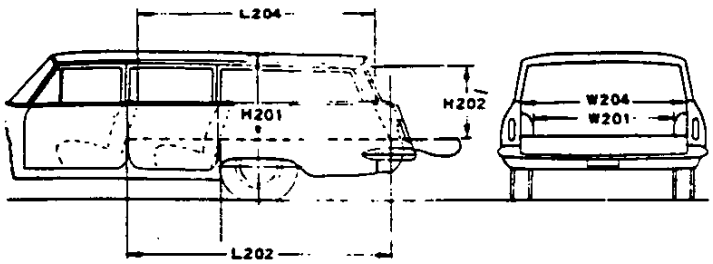
WIDTH



FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

Form Rev. 3-71

EXTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

WIDTH DIMENSIONS.

W101 WHEEL TREAD – FRONT. Measured at centerline of tires, with nominal camber, at ground.

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

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

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

W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN is measured to outside of sheet metal with front doors in maximum hold-open position.

W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN is measured in same manner as W120.

LENGTH DIMENSIONS.

L30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

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

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

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

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

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

HEIGHT DIMENSIONS

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

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

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

H133 BOTTOM OF DOOR TO GROUND, CLOSED – FRONT is the same point on the door as H132 dimension, with door closed.

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

H135 BOTTOM OF DOOR TO GROUND, CLOSED – REAR is measured in same manner as H133.

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

H125 HEADLAMP CENTERLINE TO GROUND is measured vertically to the center of the upper lamp.

H126 TAILLAMP CENTERLINE is measured vertically from ground to the centerline of the upper bulb.

GROUND CLEARANCE DIMENSIONS

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

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

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

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

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND is a minimum clearance.

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

AMA Specifications Form—Passenger Car

INTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

FRONT COMPARTMENT DIMENSIONS

L31 H POINT TO VERTICAL ZERO LINE – FRONT is a horizontal dimension.

H61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L34 MAXIMUM EFFECTIVE LEG ROOM–ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

W3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

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

STATION WAGON – THIRD SEAT DIMENSIONS

W85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

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

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

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

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

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

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail and liftgates fully open.

V2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W4 \times L204 \times H201}{1728}$$

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