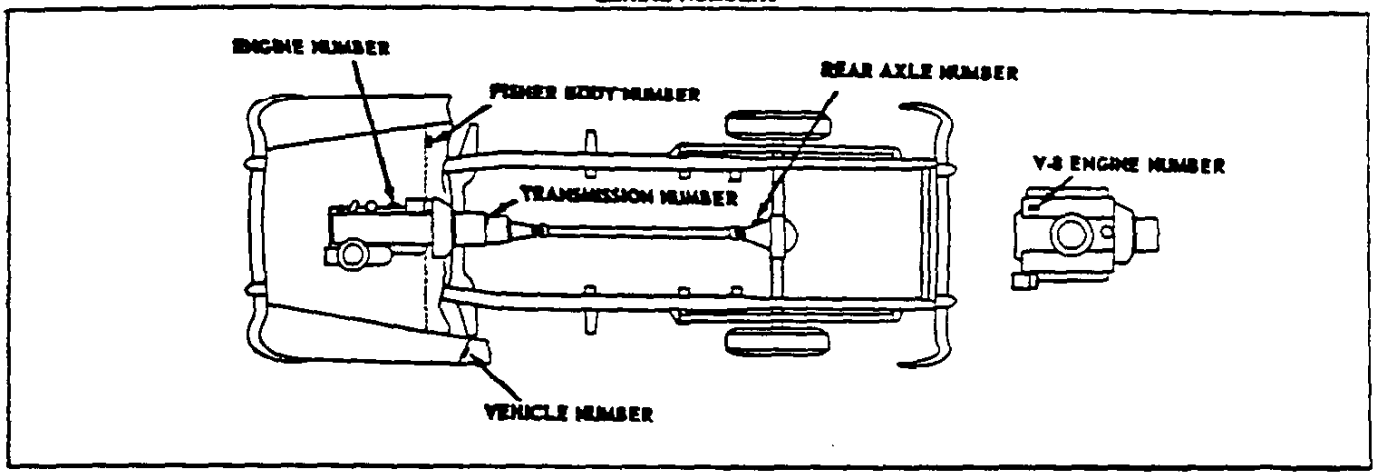
SERIAL NUMBERS



VEHICLE SERIAL NUMBER

Example: A 55 T 001025

Series | Model Year | Assembly Plant | Unit Number

With 6 cyl engine	T-Tarrytown
A "One-Fifty"	F-Flint
B "Two-Ten"	S-St. Louis
C Bel Air	K-Kansas City
D Sedan Delivery	O-Oakland
With 8 cyl engine	A-Atlanta
VA "One-Fifty", except model 1508	N-Norwood
	B-Baltimore
VB "Two-Ten"	L-Los Angeles
VC Bel Air	J-Janesville

Starting unit number----------1001 and up, at each assembly plant regardless of series.
Location----------Stamped on plate attached to left front body hinge pillar.

ENGINE SERIAL NUMBER

Example: 001001 F 55 Z

Unit Number | Plant Designation | Model Year | Type Designation

Plant: T-Tonawanda; F-Flint
Type:

6-Cyl
- Z - Regular Engine
- ZC - RPO Z27 (HD clutch) or RPO 330 (Taxicabs with HD clutch)
- ZH - RPO Z19A (For fleet users; aluminum camshaft gear)
- ZJ - RPO Z19B (For fleet users; aluminum camshaft gear and HD clutch)
- Y - RPO 313 (Automatic transmission)

8-Cyl
- F - RPO 223 (8 cylinder with auto. trans.)
- FB - RPO 410 (8 cylinder with auto. trans.)
- FC - RPO 450 (8 cylinder with auto. trans.)
- *FD - RPO 410 (8 cylinder with automatic transmission and air conditioning)
- G - RPO 221 (8 cyl with 3-Speed trans.)
- GC - RPO 222 (8 cyl with overdrive trans.)
- GD - RPO 410 (8 cyl with 3-Speed trans.)
- GF - RPO 450 (8 cyl with 3-Speed trans.)
- *GG - RPO 410 (8 cyl with 3-Speed transmission and air conditioning)
- GJ - RPO 227 (8 cyl with HD clutch & 3-Spd trans)
- GK - RPO 450 (8 cyl with HD clutch & 3-Spd trans)
- GL - RPO 410 (8 cylinder with HD clutch and 3-Speed transmission)
- GM - RPO 410 (8 cyl with HD clutch, air conditioning and 3-Speed transmission)
- *GL - RPO 410 & 411 (8 cyl with Overdrive
- *GM - RPO 410 & 411 (8 cyl with Overdrive and Air Conditioning
- *GQ - RPO 450 (8 cyl with Overdrive)

Starting unit number (6 & 8 Cyl engines are numbered separately) starting with 1001 and up, at each engine plant.
Location: 6 Cylinder -------- Stamped on pad on right hand side of cylinder block at rear of distributor
8 Cylinder ---------- Stamped on pad at front right hand side of cylinder block

TRANSMISSION IDENTIFICATION

Example: M 11 26

Plant & type desig. Prefix | Month Plant | Day of Month Type

M	Muncie	3-Speed *
S	Saginaw	3-Speed *
C	Cleveland	Powerglide

Location: Conventional---------- Stamped on rear face of case in the upper right hand corner
Powerglide---------- Stamped on rear face of case in the lower right corner.
*-Overdrive----------Have the same identification as the conventional 3-speed trans; the difference being distinguished by physical appearance.

REAR AXLE SERIAL NUMBER

Example: BB Z12

Plant & Type Designation | Unit Number Type

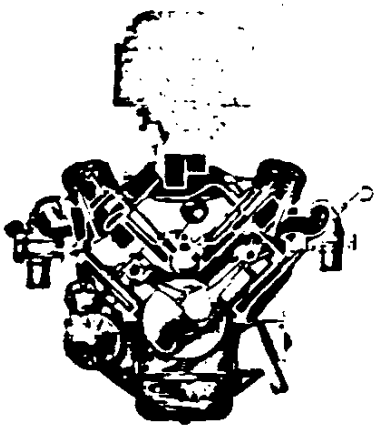
Gear & Axle	Plant Buffalo	
AA	BA	3-Speed
AB	BB	Powerglide
AC	BC	3-Speed, Overdrive

Unit number----------The first one of two digits represent the month; the last two, the day of the month
Location-Stamped on fr. right side of differential carrier

FISHER BODY NUMBER

Description---------- Consists of separate numbers and symbols for body style, body number, trim type, and paint combination. Controlled by body source.
Location ----------Stamped on plate on right hand shoulder of cowl, under the hood.

10-29-54. Revised 6-10-55, * - New data added.



BASIC ENGINE DATA

Engine		8 Cylinder Engine with Conventional or Powerglide transmission	
Piston displacement (cu. in.)		265.0	
Type		Valve-in-head	
Number of cylinders		8	
Bore and stroke (Nominal)		3.75 x 3.00	
Compression ratio		8.0:1	
Taxable (SAE) horsepower		45	
Idling speed (RPM)		475 In Neutral	425 In Drive
Compression pressure @ cranking speed, engine hot (PSI)		160 (or better)	
Dry Weights (Pounds)	Engine	●566 ■	●506
	Engine and transmission	●631 ●; ●659 ♦	●735 ▶
Lubrication		Full pressure	
Power plant mounting		4-Point rubber-cushioned, strut-type front mounts & shear-type rear mounts	

ADVERTISED MAXIMUM ENGINE PERFORMANCE

Carburetor		Double barrel	RPO (4-Barrel)
Brake horsepower	Gross	162 @ 4400 RPM	180 @ 4600 RPM
	Net	137 @ 4000 RPM	160 @ 4200 RPM
Torque (ft lb)	Gross	257 @ 2200 RPM	260 @ 2800 RPM
	Net	235 @ 2200 RPM	240 @ 2600 RPM

ENGINE SPEED AND PISTON TRAVEL

Transmission		Conv 3-Speed	3-Speed with overdrive		Powerglide
			O.D. locked out	O.D. locked in	
Rear axle ratio		3.70:1	4.11:1		3.55:1
Tire size		6.70-15-4 Ply			
Crankshaft revs/mile		2790.0	3099.0	2169.0	2677.0
Crankshaft RPM at one MPH	Low & reverse	136.6	151.7	106.1*	81.1
	Second	78.1	86.7	60.6	
	Direct ¢	46.4	51.6	36.1	44.6
Piston travel (ft/mile)		1395.0	1550.0	1085.0	1339.0

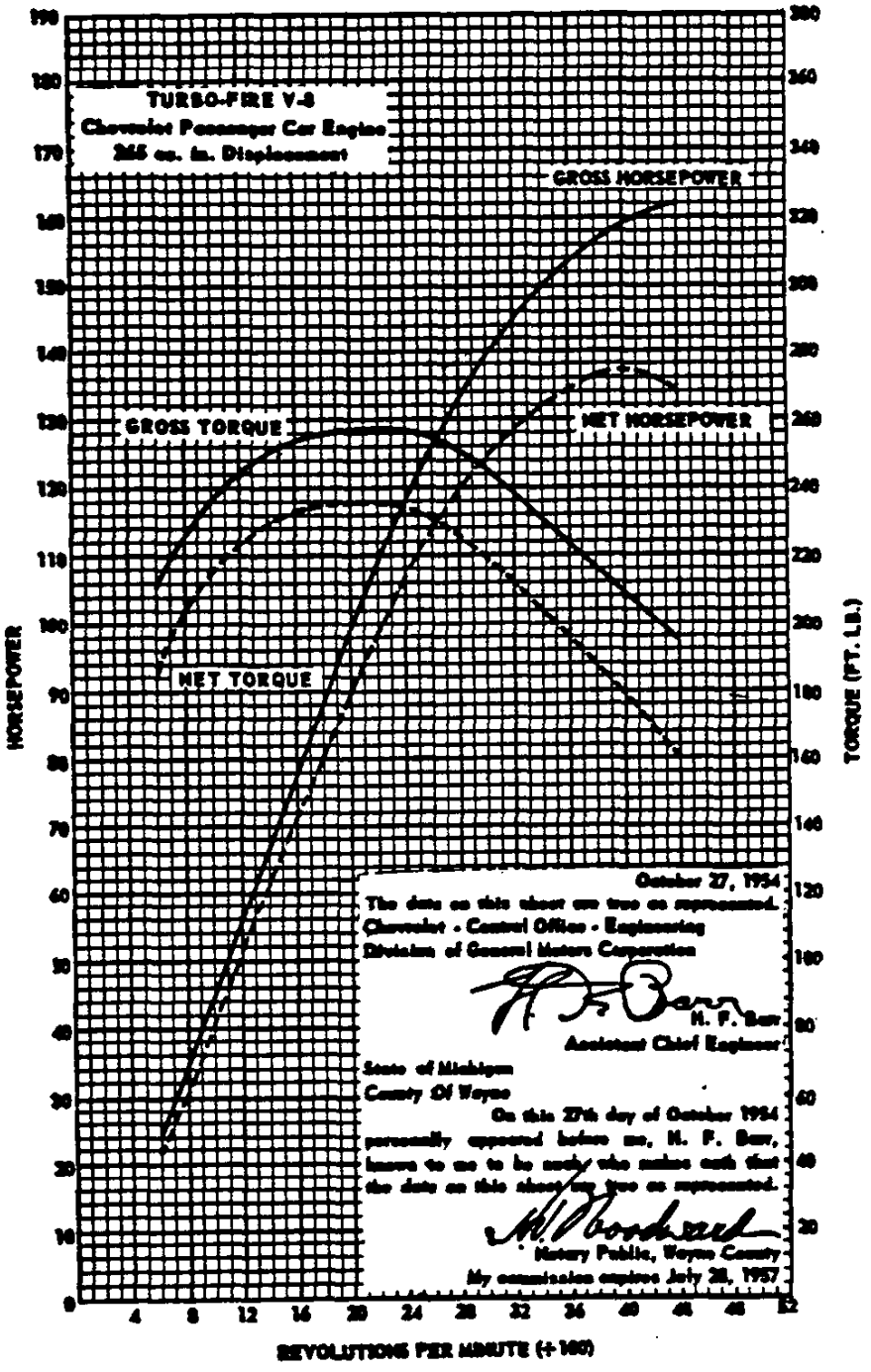
ADVERTISED CAR PERFORMANCE

The following information is based on Model 2103, 4-Door Sedan (with and without Powerglide and with a double barrel carburetor) at performance weight (curb weight plus 600 lbs to represent four passengers)

Models	2103	2103 PG
Performance weight (Pounds)	3880 ●	3975 ●
Pounds/gross horsepower	23.95●	24.54●
Pounds/cu. in. displacement	14.64●	15.00●
Gross horsepower/cu. in. displacement	.611●	
Power displacement (cu. ft. /mile) §	213.76●	205.27 %●
Displacement factor (cu. ft. /ton mile) §	110.18●	103.28 %●

* - Applicable to low gear only. Overdrive does not function in reverse.
■ - Including clutch with Conventional or Overdrive transmission.
● - Including clutch with 3-Speed transmission. ♦ - Including clutch with Overdrive transmission
▶ - Engine and Powerglide transmission. ¢ - Also known as N/V factor.
§ - $\frac{\text{Crankshaft rev/mile x piston displacement}}{1728 \times 2}$
§ - Power displacement divided by performance weight in tons.
% - These data are computed assuming zero slippage in the torque converter.
10-29-54. Revised: 6-10-55. ● - Data revised.

ENGINE PERFORMANCE

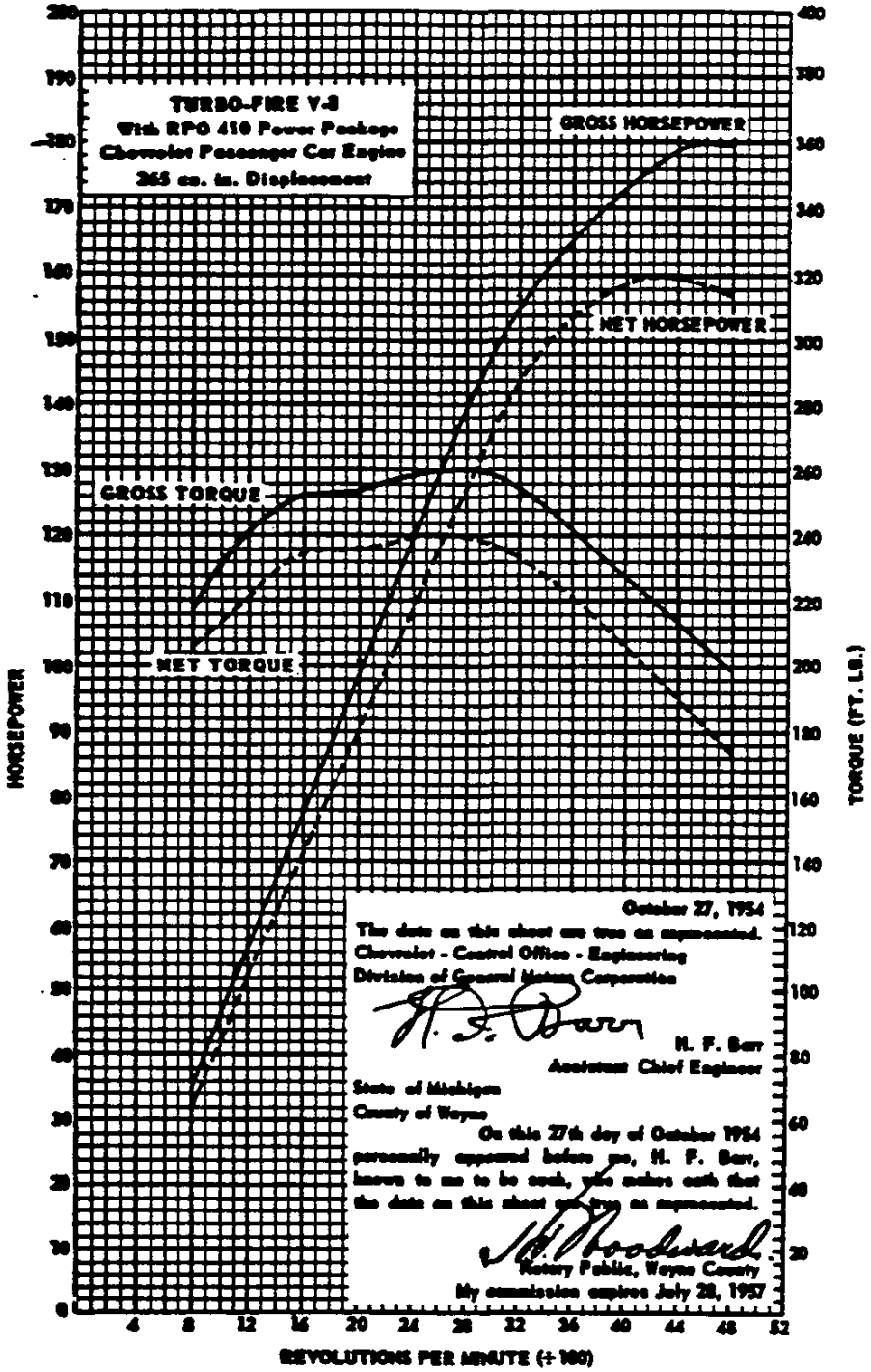


The engine performance curves shown on this sheet are taken from Chevrolet engine test report 16965-89. They represent the full throttle performance of a Turbo-Fire V-8 Chevrolet passenger car engine (265 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" Hg. and the standard temperature of 60°F.

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

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 16965-89. They represent the full throttle performance of a Turbo-Fire V-8 Chevrolet passenger car engine with RPO 410 power package (265 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92"Hg. and the standard temperature of 60°F.

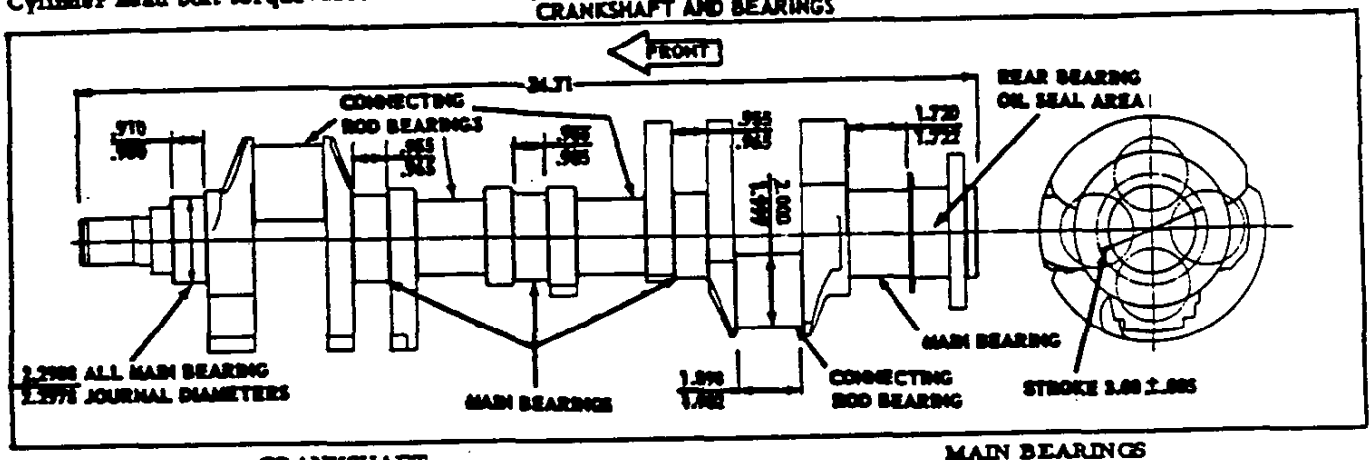
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

CYLINDER CASE AND HEAD

Material----------Cast alloy iron
Cylinder head bolt torque----------60-70 ft lbs
Offset----------None
Bore diameter----------3.7495-3.7515

CRANKSHAFT AND BEARINGS



CRANKSHAFT

Material----------Drop-forged steel
Weight (crankshaft & pilot bearing assembly)--47.75 lbs
End play----------.002-.006
Counter weights----------6
Stroke----------3.00±.005

HARMONIC BALANCER
(Vibration damper)

Type----------Oscillating (Rubber-floated)
Crankshaft pulley:
Pitch diameter----------6.64

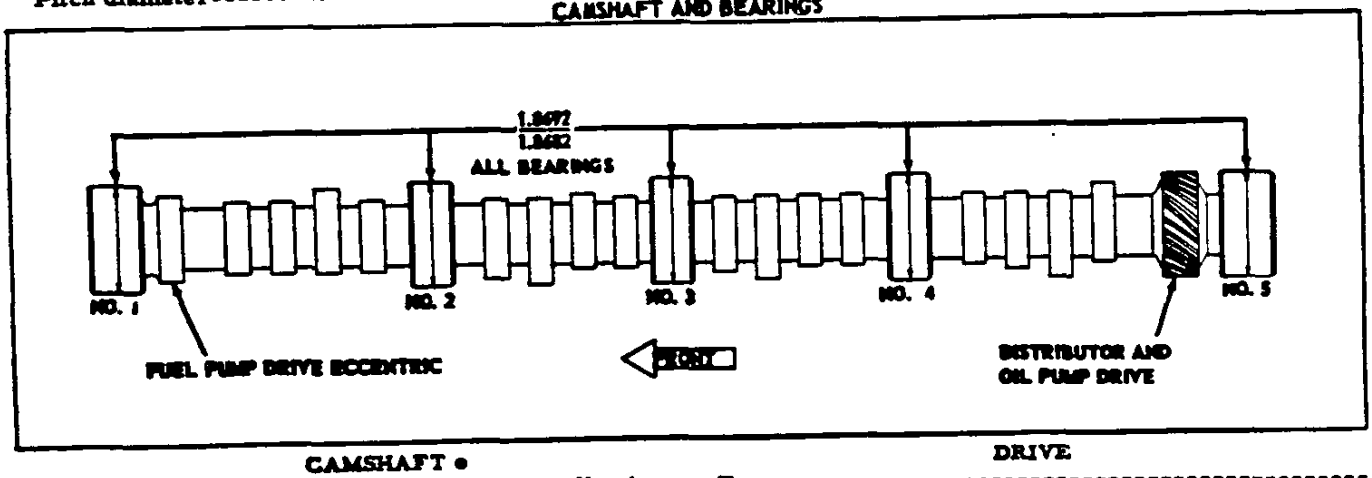
MAIN BEARINGS

Type----------Precision, removable
Necessary to align ream----------No
Vertical oil clearance----------.0008-.0034
End thrust against----------#5 bearing
Bearing cap bolt torque----------60-70 ft lb
Material----------.003-.006 babbitt on steel shell

Brg	Theo. I.D.*	Eff length ¢	Proj Area §
#1-4	2.3004	.702	1.615 sq. in. each
#5	2.3004	1.160	2.667

* - Journal diameter plus oil clearance.
¢ - Overall length minus chamfers.
§ - Based on effective length and theoretical I.D.

CAMSHAFT AND BEARINGS



CAMSHAFT •

Material----------Cast alloy iron
Thrust----------Rearward, carried against the face of the crankcase at the front bearing
Ramp, Inlet:
(With 3-Speed and Powerglide transmission):
Opening----------.00300, 7.5° long
Closing----------.00600, 24° long
Ramp, Exhaust:
(With 3-Speed and Powerglide transmission):
Opening----------.00400, 10° long
Closing----------.00600, 15° long

DRIVE

Type----------Chain and sprocket, driven from crankshaft

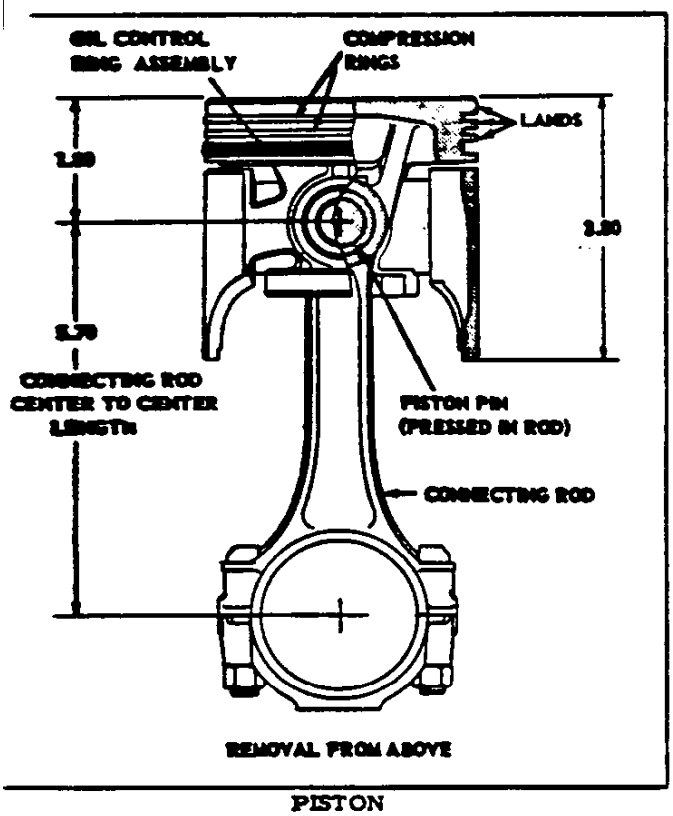
BEARINGS

Material----------Steel-backed babbitt
Clearance on diameter----------.0015-.0035

Brg	Ream dia	Overall length	Proj Area ⊙
1-4	1.8712	.740	1.385
5	1.8712	.940	1.759

⊙ - Based on ream diameter and overall length shown above.

PISTON-PIN-RINGS



PISTON

Make and type---------- Own, slipper skirt
Features---------- Flat head, tin plated, oval with controlled thermo expansion.
Material---------- Cast alloy aluminum with steel struts
Skirt clearance in cylinder bore---------- .0005-.0011
Top land clearance in cylinder bores ---------- .035-.042x
Lower land clearance in cylinder bore ---------- .025-.032x
Compression ring groove depth ---------- .2116-.2180x
Oil ring groove:
  Depth ---------- .2041-.2105x
  Holes, number and size ---------- 8, .156 drill
Minimum head thickness at center ---------- .25
Piston pin bushings ---------- None
Weight of piston ---------- 1.173
Weight of piston, rings, pin and connecting rod upper end x 8 (Units/engine) ---------- 15.536x

PISTON PIN

Type---------- Rod shrunk fit to pin
Material---------- Chromium steel (file hard case)
Diameter---------- .9270-.9273
Length---------- 3.110-3.130
Taper limit in full length---------- .0001
Weight ---------- .310
Clearance in piston ---------- .00011-.00029x

COMPRESSION RINGS

Material ---------- Cast alloy iron, surface treated with a wear-resistant coating.
Type ---------- Thick-wall, twist, inside bevel or counter bored, taper-faced.
Number per piston ---------- 2
Flash chrome plating ------ Top compression ring only
Width ---------- .077-.078
Wall thickness ---------- .177-.187
Gap clearance ---------- .009-.018
Ring clearance in groove ---------- .0012-.0032
Weight (Each) ---------- .039

OIL CONTROL RING

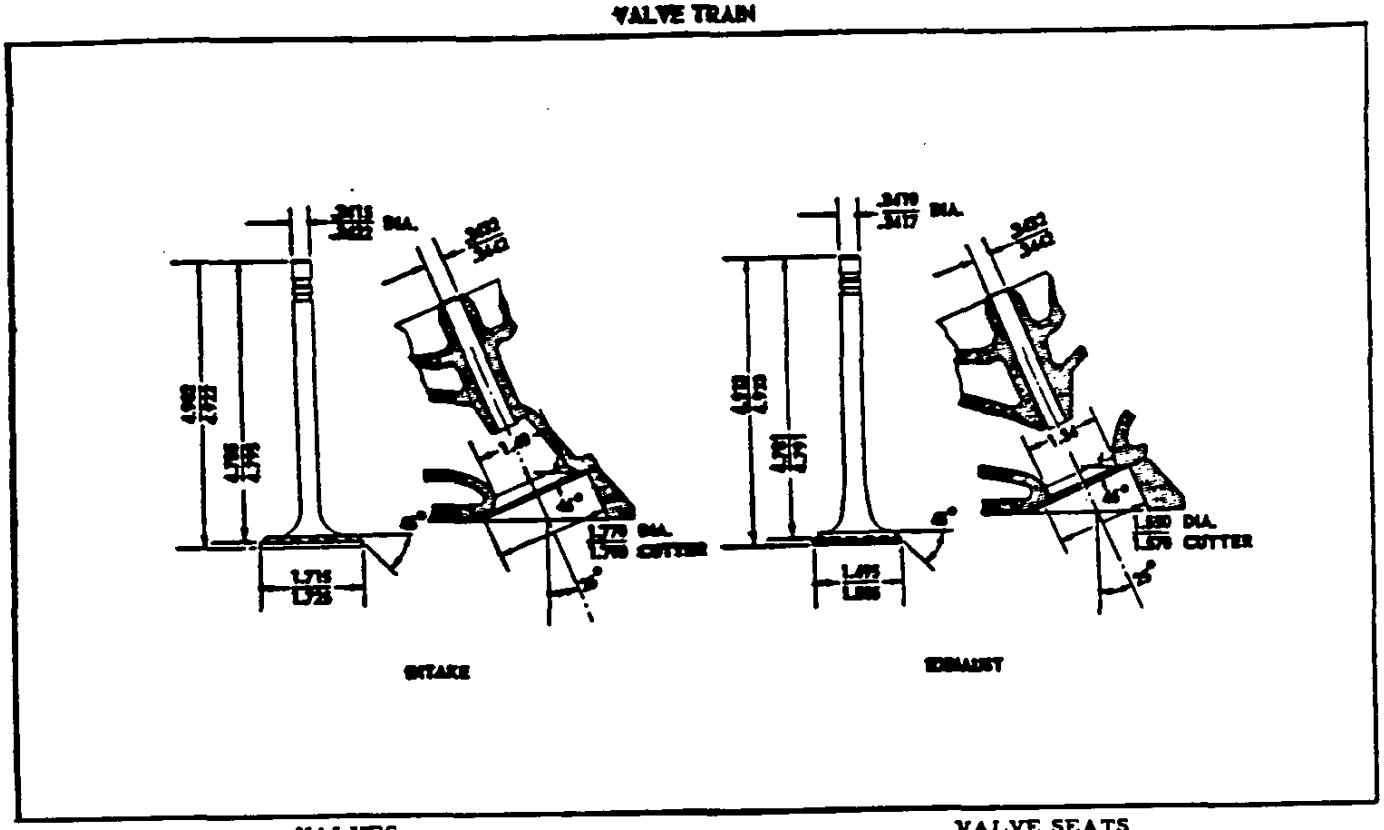
Material and type -- Steel, multi-piece, 2 rails & spacer
Upper and lower rails ---------- Flat spring or scaleless temper steel, full chrome plated O.D.
Spacer (between rails) ---------- Flat spring steel
Gap clearance (On rails) ---------- .015-.005
Ring clearance in groove ---------- .0006-.0084
Weight including expander ---------- .025
Width ---------- .181-.188
Maximum wall thickness (Rails) ---------- .168
Weight:
  Spacer ---------- .023●
  Segment (Each) ---------- .025●

CONNECTING RODS

Material---------- Drop forged steel
Rod width at piston pin---------- 1.007-1.011
Rod width at crankpin---------- .944-.945
Crankpin bearing:
  Type---------- Precision, interchangeable insert
  Material---------- Steel backed with babbitt overlay
  I.D. (Theoretical)---------- 2.0013 ∮
  Effective length---------- .817 ⊖
  Clearance in diameter---------- .0007-.0028
Projected area per rod---------- 1.635¢
Assembly weight (Machined)---------- 1.189
  Upper end---------- .333
  Lower end---------- .856
Total rotating weight of connecting rods (weight of lower end x 8)---------- 6.848
End play---------- .008-.014
Recommended nut torque, with oiled threads---------- 30-35 ft lbs

∮ - Crankpin diameter plus clearance.
⊖ - Overall length minus chamfers.
¢ - Based on theoretical I.D. and effective length.
10-29-54: Revised: 6-10-55, ● - Data added. x - Data revised.

VALVE TRAIN



VALVES

Make ---------- Own
Material:
Exhaust valve ----------
----- Silchrome, XCR with aluminum dipped seats
Inlet valve ---------- Silchrome steel
Stem end style ---------- Grooved for keys & oil seal
Lift: With Conventional & Powerglide transmission
Inlet and Exhaust ---------- .3336
Face angle (Exhaust and inlet valve) ---------- 45°
Distance between valve centers (Measured along centerline of engine) ---------- 1.86
Valve lash (engine normalized)*
Conventional & Powerglide ---------- Self-adjusting

* - To normalize engine, run it at fast idle (approximately 600 RPM) until a constant oil temperature is maintained for a period of five minutes.

VALVE STEM GUIDES

Type ---------- Integral with cylinder heads
Clearance with stem:
Exhaust ---------- .0015-.0032
Inlet ---------- .0010-.0027

VALVE ROCKER ARMS

Type --- Hollow arm with semi-spherical pivot bearing
Material ---------- Hardened pressed steel
Mounting ---------- Bolted to individual studs
Adjusting nut ---------- Tighten to zero axial movement of push rod plus 3/4 of a turn.
Rocker arm ratio (valve lift to cam lift) ----------1.5:1

VALVE SEATS

Material ---------- Cast alloy iron (cylinder head)
Inserts ---------- None
Inlet and exhaust seat angle (in head) ---------- 46°x
Width in head:
Exhaust seat ---------- .062-.093
Inlet seat ---------- .035-.060

VALVE SPRINGS

Length and pressure:
Valve closed ---------- 1.696 @ 71-79 lbs
Valve open ---------- 1.366 @ 145-155 lbs
Free (out of engine) ---------- 2.03 approximately

PUSH RODS

Type and material ---------- Hollow, welded steel tubing
Push rod seats ----------
----------Contained in lifter cylinders.

HYDRAULIC VALVE LIFTERS

Make ---------- GM Diesel
Material: Lifter body ---------- Cast iron
Lifter plunger & push rod seat ---------- Steel
Lift: Exhaust & Inlet ---------- .2224
Oil flow - Oil centers the valve lifter oil galleries through a drilled passage from the camshaft rear bearing where it flows to the hydraulic lifters. Oil enters the hydraulic lifters through holes in the side of the lifter body and plunger. Oil enters the ram chamber around the steel ball and is delivered to the disc valve which meters the oil into the hollow push rods.

10-29-54. Revised: 6-10-55, o - Data revised. x - Data corrected.

ENGINE LUBRICATION SYSTEM

GENERAL DATA

Type ---------- Controlled, full pressure
Oil passages ---------- Centralized main gallery, two lifter galleries, various drillings; all integral with block.
Oil source ---------- Main oil gallery fed by pump
Main bearings ---------- Direct pressure fed from main oil gallery through drilled passages in the cylinder case to the bearings.
Rod bearings ---------- Individually fed by oil from main bearings through drilled passages in the crankshaft.
Cylinder walls and piston pins ---------- Cross sprayed by pressurized jets of oil from spit holes in connecting rod caps.
Camshaft bearings ---------- Direct pressure fed by vertical drillings from main oil gallery.
Timing chain ---- Oil supplied through camshaft bearing and centrifugally fed through slots on sprocket hub
Hydraulic lifters ---------- Oil equally distributed by slot at rear camshaft bearing to both lifter galleries which pass through the centerlines of the lifter cylinder bores.
Rocker arms ---------- Individually lubricated by oil from lifter cylinders through hollow push rods. A hole in the rocker arm allows oil to enter and lubricate the pivot area. Excess oil spills over the outside lip and onto the valve spring which atomizes it for distribution upon the working surfaces.

OIL PUMP

Type and drive ---------- Gear, from camshaft
Mounting ---------- On rear main bearing cap; attached with one bolt and two dowels.
Intake "Floto-type" with 16 mesh galvanized wire screen
Relief valve ---------- In pump cover
Width of gears ---------- 1.198-1.200
Capacity (gal/min) -- 4.01-4.22 @ 1170-1200 engine RPM e
Normal oil pressure -- 30 PSI @ 1170-1200 engine RPM e

OIL PAN

Type ---------- Rear sump with welded in baffle
Capacity ---------- 4.5 qt dry; 4 qt refill
Drain ---------- Plug in rear of pan
Torque, corner bolts ---------- 12.5 to 15 ft lb
Torque, flange screws ---------- 6 to 7.5 ft lb

MISCELLANEOUS

Oil filler ---------- Through tube attached to front end of intake manifold.
Crankcase oil level gauge type ---------- Rod
Oil pressure gauge "Tell tale" light in instrument cluster
Crankcase ventilation: Inlet ---------- Through breather type oil filler cap on filler tube.
Outlet ----- Through road draft pipe at rear of engine
Oil filter (RPO 237): Make ---------- AC
Capacity (dry) ---------- 1 quart
Flow ---------- Approximately 39.5 gal/hr
Oil cooler ---------- None

LUBRICANT RECOMMENDED

Temperature:	Grade
Not lower than 32°F	SAE 20W or SAE 20
As low as 10°F	SAE 20W
As low as minus 10°F	SAE 10W
Below minus 10°F	SAE 5W

FUEL AND EXHAUST SYSTEM

FUEL TANK

Type ---------- 2 stamped pans, seam welded together
Capacity: Station Wagon & Sedan Delivery ---17 gallons
All others ---------- 16 gallons
Mounting ---------- Supported by two straps attached to underbody between rear axle and rear cross member of frame; all models.
Filler: Location and access ---------- Through door in left rear fender; all models.
Fuel gauge (tank unit): Make & type ---------- AC, electric; riser pipe & filter integral with unit.
Filter ---------- 40 mesh metal filter cloth tube mounted on end of riser pipe.

FUEL PUMP

Make and model ---------- AC, model EN
Type ---------- Mechanical (diaphragm) "high reserve"
Drive ---------- From camshaft through pump push rod to rocker arm.
Arm movement ---------- .34 @ camshaft
Air dome ---------- Yes (inlet and outlet)
Pressure at carburetor ---------- 4-5.25 PSI
Filter ---------- None (See fuel tank)

CARBURETOR

Make ---------- Rochester
Model: Regular ---------- 7008005e
Powerglide ---------- 7008004e
Type ----- Individually adjusted double barrel, downdraft
SAE flange size ---------- 1.25
Size: Venturi throat I.D. ---------- 1.16
Throttle body I.D. ---------- 1.44
Choke ---------- Automatic
Basic idle adjustment, number of turns ---------- 1-1/2

EXHAUST MANIFOLD

Manifold heat control ---------- Automatic (thermostat)

AIR CLEANER & SILENCER

Make & type ---------- AC, oil bath
Flame arrester ---------- Yes
Filter element ---------- Cactus Fibere

EXHAUST SYSTEM

Capacity ---------- 1 Pint
Used with governor ---------- No
Muffler: Make ---------- Various
Type -------- Diffusion and resonance, reverse flow
Size (body outside) ---------- Model 2434 (4 x 7.75 Oval) x 24; all others, (4 x 7.5 oval) x 30
Cross under pipe ---------- Flanged for attachment to exhaust manifolds; approximately 2 diameter
Exhaust pipe: Type ---------- Unitized, welded to muffler; all except 2434
Outside diameter ---------- 2
Tail pipe inside diameter ---------- 1.81
Mounting ---------- 2 Point rubber suspension

HIGH PERFORMANCE PACKAGE (RPO 410)

Carburetor: Make ---------- Carter
Model ---------- WCFB 2351Se
Type ------- Four barrel downdraft, climatic control
Venturi throat I.D.: Primary side ---------- 1.06
Secondary side ---------- .937
Throttle body I.D.: Primary side ---------- 1.31
Secondary side ---------- 1.31
Choke ---------- Automatic
Basic idle adjustment, number of turns --- 1/2 to 1-1/2
Intake manifold:
Manifold heat control ----- Automatic (thermostatic)
Dual exhaust system:
Muffler: Make ---------- 2-Various
Type ------ Diffusion and resonance, reverse flow
Size (Body outside) ---------- 4.25 x 8 x 24
Exhaust pipe O.D. ---------- 2 (each)
Tail pipe I.D. ---------- 1.81 (each)
Suspension -- Individually rubber insulated mountings
Air cleaner & silencer:
Make and type -- AC oil bath, high air intake capacity e
(Other information same as regular)

10-29-54. Revised: 6-10-55, e - Data revised.

ENGINE COOLING SYSTEM

METHOD OF COOLING

Cylinder Cooling ---------- Full stroke length water jacket around each cylinder.
Cooling system capacity -----16 qts: with heater 17 qts
Pressurized cooling system ----------Yes
By-pass for recirculation ----------Integral with right hand water pump distribution arm.

WATER PUMP

Type and Drive -------- Centrifugal, driven by fan belt
Location ----------At front center of cylinder and case
Distribution arms ---------- One per bank
Capacity ---------- 44.5 gals/min @ 4000 Engine RPM
Impeller type ----------Vane
Water pump and fan bearing and shaft assembly:
Lubrication ---------- Permanent
Bearing, anti-friction ---------- See pages 171, 172
Seal assembly ----------Spring-loaded brass encased synthetic rubber and plastic.

RADIATOR CORE

Usage	Regular	Powerglide
Make & type	Harrison; cellular	
Model	3133044	3133045
Material	All copper	
Cell constant & core thickness	.25 x .56; 2	.22 x .56; 2
Frontal area	357 sq. in.	355 sq. in.
Radiator Pressure cap	7.5 lbs/sq. in. (Max.)	
Radiator drain cock	Size .25; location, at bottom left front side	

WATER THERMOSTAT

Make ---------- Harrison
Type ----------Bellows operated poppet valve
Thermostat housing ----------At front center of intake manifold
By-pass for recirculation ----------None
Thermostat action at 29"Hg. barometric pressure.
Starts to open ----------157°-163°F
Fully open ----------183°F

RADIATOR HOSE

Function	Inlet	Outlet
Location	Cylinder Head To radiator	Radiator to Water pump
Quantity	1	1
Type	Molded elbow	Compound curve
ID	1.50	1.75
Material	Fabric reinforced rubber	
Spring reinforcement	None	Brass coil spring

ENGINE FAN AND BELT

Make and type ---------- Own, 4 staggered blades
Diameter ---------- 17
Pulley size ----------7PD, 36°V
Fan to engine speed ratio ----------.949:1
Fan belt:
Material ---------- One-piece reinforced rubber with wrapped or cut molded sides.
Size ---------- .38 width, 54.22 approximate pitch length
Angle of V ----------37°-44°

ENGINE ELECTRICAL SYSTEM

GENERATOR

Make and model ----------Delco-Remy, 1100310
Type ----------Two brush, shunt-wound
Rating
Amperes ---------- 25
Volts ----------12-15
Ventilation ---------- By pulley fan
Drive ---------- By fan belt
Pulley size ----------2.88PD x 36°V
Armature shaft bearings:
Commutator end ----------Plain bushings
Drive end-Anti-friction bearing, see pages 171, 172
Brush spring tension ----------24-32 ounces
Rotation (drive end) ----------Clockwise
Generator RPM/MPH ---------- 107 approximately♦
Car MPH (High gear) ---------- 26.5 approximately
Maximum Generator Output RPM (Hot) ---- 2750 and up
Maximum Engine Output RPM (Hot) ---------- 1190●
Speed ratio (Generator to engine) ----------2.31:1

RPO 325 GENERATOR EQUIPMENT

Rating	Delco-Remy Model Number	
	Generator	Regulator
30 amp	1102014	1118826
40 amp (Low cut-in)	1106981	1118948

BATTERY

Make and model ----------Delco, 25M50-W
Size ----------10.19 long x 6.75 wide x 8.81 high
Rated voltage ---------- 12
Capacity ---------- 50 amp hours @ 20 hour rate
Bench normal charging rate ----------3.5 amps
Cell arrangement ---------- 6, side by side
Plates per cell ---------- 9
Terminal grounded ---------- Negative
Location ----------
----------On right hand side of dash under hood

VOLTAGE AND CURRENT REGULATOR

Make and model ---------- Delco-Remy, 1118945
Location ---------- Front fender skirt, LH
Type ---------- Vibrator
Voltage regulator:
Volts ----------14.5
Temperature ----------Operating
Average air gap ----------.075
Current regulator:
Amperes ---------- 25
Temperature ----------Operating
Average air gap ----------.075
Cutout relay:
Point closing: Volts ----------12.8
Generator armature speed (Hot) ---------- 1300 RPMx
Car MPH (high gear) ---------- 11 approximately
Average air gap and point gap ----------.020

STARTING MOTOR

Make and model ---------- Delco-Remy, 1107627x
Number of field coils ---------- 4
Rotation (drive end view) ----------Clockwise
Brush spring tension ----------30 ounces
Armature shaft bushings:
Drive and commutator end ----------
----------Graphite lubricated, bronze

Testing	Lock Test	No load test
Amperage draw	415	65
Volts	5.8	10.4
Torque	12 ft lb	
RPM		8900x

Continued

10-29-54. Revised: 6-10-55, ● - Data added x - Data revised. ♦ - Data corrected.

STARTING

Motor control:
Ignition switch, 4 positions: locked off, unlocked off, on, start
Starting operation ---------- Turn ignition key to extreme right
Neutral safety switch (Powerglide only) ---------- Wired in series with ignition switch and permits operation of motor with transmission control in "Neutral" or "Park" positions only.
Motor drive:
Engagement type ---------- Positive shift solenoid
Start pinion meshes ---------- From front of flywheel
No. of teeth ---------- 9, starter pinion; 168 flywheel
Gear ratio (starter to flywheel) ---------- 18.67:1

SPARK PLUGS

Make and model ---------- AC, 44-5
Thread size ---------- 14mm
Recommended gap ---------- .033-.038
Recommended torque ---------- 20-25 ft lb

DISTRIBUTOR

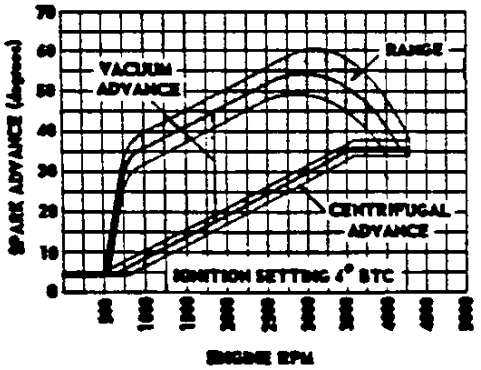
Make and model ---------- Delco-Remy, 1110847
Current source ---------- Generator or battery
New breaker contact opening ---------- .016-.021
Cam angle @ .016 setting ---------- 26°-33°
Breaker arm tension ---------- 19-23 ounces
Vacuum control ---------- Integral with distributor

COIL

Make and model ---------- 1115083e
Resistor type ---------- External
Location ---------- At rear of intake manifold

SPARK ADVANCE CURVE

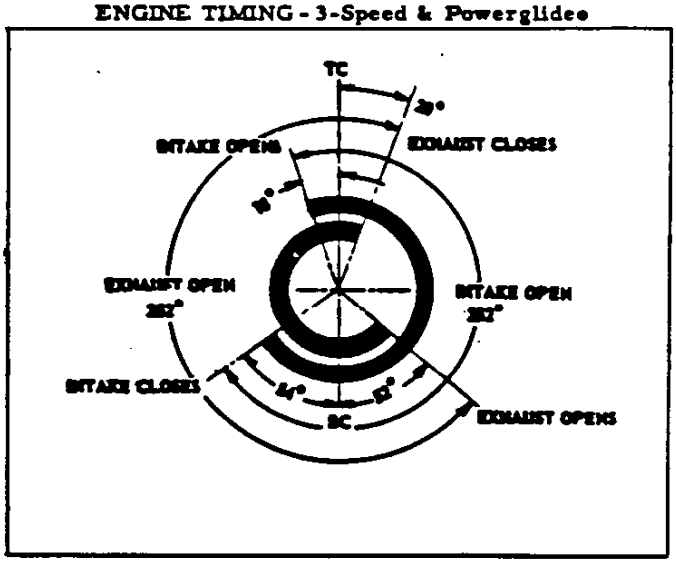
Automatic spark advance	Advance begins	Full advance
Vacuum control	5" to 7" Hg	25.5° to 29.5° at 13.5" to 16.25" Hg
Centrifugal	450 to 800 RPM	30° to 34° at 3600 RPM and up



ENGINE TIMING

Timing spark advance (initial setting):
Engine with 3-speed or PG transmission ------- TC
Timing indicator ---------- Pointer on crankcase front cover aligns with mark on damper.
Firing order ----------
1-8-4-3-6-5-7-2 (Cylinders are numbered from front of engine, odd numbers to left (driver's) bank and even numbers to right (driver's) bank)

ENGINE TIMING - 3-Speed & Powerglide



IDENTIFICATION CODES

THIS LIST OF ENGINE, PAINT AND SERIES CODES WILL HELP TO IDENTIFY YOUR '55-'57 AS CHEVROLET ORIGINALLY BUILT IT

As a special service for our readers, here is a handy guide to exterior paint combinations, engine identification, and series identification for '55, '56, and '57 Chevys. The paint combination numbers correspond with the paint number stamped on the firewall tag. The original Duco numbers refer to acrylic lacquer, while the Dulux is acrylic enamel. With this information, you can identify the original paint scheme on your '55-'57, particularly if it's one of the multitude of two-tone combinations offered during those three years.

The engine I.d. codes indicate the original engine and transmission combination. Plus, the casting numbers will help tell whether or not the engine is original. This can be extremely helpful, especially if you're buying a car the seller claims is original.

Finally, the series I.d. indicates what model the car is. Since it's relatively easy to transform a 150 into a Bel Air with the right exterior trim and upholstery upgrades, this is helpful information in determining a car's origins. *All info is courtesy of* Danchuk Manufacturing and is compiled from various Chevy sources. •

ENGINE IDENTIFICATION

1955

Source Designation: F—Flint, T—Tonawanda
Model Year Designation: '55
(Model Year Designation for 8-Cylinder, 3-Speed Corvette is 255)
Example of engine identification: The 65th 2400 Series six-cylinder engine built at Flint to be used with Powerglide would be stamped 0001065F55Y. If built at Tonawanda, it would have serial No. 0001065T55Y

Model	Engine Type	Serial No. Suffix
15-21-2400	"235" 6-Cylinder—3-Speed and Overdrive	Z
Tao-Cab	"235" 6-Cylinder—H.D. Clutch	ZC
15-21-2400	"235" 6-Cylinder—3-Speed—Aluminum Camshaft Gear	ZH
15-21-2400	"235" 6-Cylinder—H.D. Clutch Aluminum Camshaft Gear	ZJ
15-21-2400	"235" 6-Cylinder—Powerglide	Y
15-21-2400	"265" 6-Cylinder—3-Speed	G
15-21-2400	"265" 8-Cylinder—Overdrive	GC
15-21-2400	"265" 8-Cylinder—3-Speed Air Conditioning	GF
15-21-2400	"265" 8-Cylinder—Overdrive—Air Conditioning	GQ
15-21-2400	"265" 8-Cylinder—H.D Clutch	GJ
15-21-2400	"265" 8-Cylinder—H.D. Clutch Air Conditioning	GK
15-21-2400	"265" 8-Cylinder—3-Speed Dual Exhaust—4-bbl.	GL
15-21-2400	"265" 8-Cylinder—3-Speed Dual Exhaust—4-bbl.—Air Conditioning	GM
15-21-2400	"265" 8-Cylinder—Overdrive Dual Exhaust—4-bbl.	GE
15-21-2400	"265" 8-Cylinder—Overdrive Dual Exhaust—4-bbl. Air Conditioning	GN
15-21-2400	"265" 8-Cylinder—Powerglide	F
15-21-2400	"265" 8-Cylinder—Dual Exhaust—4-bbl.	FB
15-21-2400	"265" 8-Cylinder—Powerglide—Air Conditioning	FC
15-21-2400	"265" 8-Cylinder—Powerglide—Dual Exhaust—4-bbl.—Air Conditioning	FD
2900	"235" 6-Cylinder—Powerglide	YG
2900	"265" 8-Cylinder—Powerglide	FG
2900	"265" 8-Cylinder—3-Speed	GR

1956

Source Designation: F—Flint, T—Tonawanda
Model Year Designation '56
Example of engine identification: The 50th 2100 Series eight-cylinder engine for overdrive transmission built at Flint would be stamped 0001050F56GC. If built at Tonawanda, it would have serial No. 0001050T56GC.
NOTE: After October 1, 1956, past model series engines will show the latest year of application immediately preceding the source letter.

Model	Engine Type	Serial No. Suffix
15-21-2400	"235" 6-Cylinder—3-Speed and Overdrive	Z
15-21-2400	"235" 6-Cylinder—H.D. Clutch	ZC
15-21-2400	"235" 6-Cylinder—Powerglide	Y
15-21-2400	"265" 8-Cylinder—3-Speed	G
15-21-2400	"265" 8-Cylinder—Overdrive	GC
15-21-2400	"265" 8-Cylinder—4-bbl.	GL
15-21-2400	"265" 8-Cylinder—Dual 4-bbl.	GS
15-21-2400	"265" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	GT
15-21-2400	"265" 8-Cylinder—4-bbl.—Air Conditioning	GM
15-21-2400	"265" 8-Cylinder—H.D Clutch	GJ
15-21-2400	"265" 8-Cylinder—H.D. Clutch—Air Conditioning	GK
15-21-2400	"265" 8-Cylinder—Overdrive—4-bbl.	GE
15-21-2400	"265" 8-Cylinder—Overdrive—Air Conditioning—4-bbl.	GN
15-21-2400	"265" 8-Cylinder—Powerglide	F
15-21-2400	"265" 8-Cylinder—Powerglide—4-bbl.	FB
15-21-2400	"265" 8-Cylinder—Powerglide—4-bbl.	FH
15-21-2400	"265" 8-Cylinder—Air Conditioning	FC
15-21-2400	"265" 8-Cylinder—Air Conditioning—4-bbl.	FD
2900	"265" 8-Cylinder—3-Speed	GV
2900	"265" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	GU
2900	"265" 8-Cylinder—Dual 4-bbl.	GR
2900	"265" 8-Cylinder—Powerglide	FK
2900	"265" 8-Cylinder—Powerglide Dual 4-bbl.	FG

1957

Source Designation: F—Flint, T—Tonawanda
C—Canada
Starting Unit Number: The three- or four-digit number following the source designation marks the month and date produced. The last two digits designate the date, i.e. (01) for the first day of the month, (10) for the tenth day, etc. The digits preceding the date produced designate the month, i.e. (1) for January, (11) for November.
Example of engine identification: A standard 2400 series type engine built at Flint on March 1st would be stamped F301A. If built at Tonawanda on October 19, it would have serial No. T1019A.

Model	Engine Type	Serial No. Suffix
15-21-2400	"235" 6-Cylinder—3-Speed and Overdrive	A
15-21-2400	"235" 6-Cylinder—H.D. Clutch	AD
15-21-2400	"235" 6-Cylinder—Powerglide	B
15-21-2400	"265" 8-Cylinder—3-Speed	C
15-21-2400	"265" 8-Cylinder—Overdrive	CD
15-21-2400	"265" 8-Cylinder—3-Speed	CE
15-21-2400	"283" 8-Cylinder—4-bbl.	E
15-21-2400	"283" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	EB
15-21-2400	"283" 8-Cylinder—Fuel-Injection	EJ
15-21-2400	"283" 8-Cylinder—Fuel-Injection w/Hi-Lift Camshaft	EK
15-21-2400	"283" 8-Cylinder—Overdrive—4-bbl.	EC
15-21-2400	"283" 8-Cylinder Powerglide	F
15-21-2400	"283" 8-Cylinder Powerglide—Air Conditioning	FA
15-21-2400	"283" 8-Cylinder Powerglide—4-bbl.	FC
15-21-2400	"283" 8-Cylinder Powerglide—Dual 4-bbl.	FD
15-21-2400	"283" 8-Cylinder Powerglide—Fuel-Injection	FJ
15-21-2400	"283" 8-Cylinder Powerglide—4-bbl.—Air Conditioning	FE
15-21-2400	"283" 8-Cylinder—Turboglide	G
15-21-2400	"283" 8-Cylinder—Turboglide—4-bbl.	GC
15-21-2400	"283" 8-Cylinder—Turboglide—Dual 4-bbl.	GD
15-21-2400	"283" 8-Cylinder—Turboglide—Fuel-Injection	GF
2900	"283" 8-Cylinder—3 Speed—4-bbl.	EF
2900	"283" 8-Cylinder—Dual 4-bbl. w/Hi-Lift Camshaft	EG
2900	"283" 8-Cylinder—Dual 4-bbl.	EH
2900	"283" 8-Cylinder—Fuel-Injection w/Hi-Lift Camshaft—Air Conditioning	EL
2900	"283" 8-Cylinder—Fuel-Injection with Hi-Lift Camshaft	EN
2900	"283" 8-Cylinder—Fuel-Injection	FM
2900	"283" 8-Cylinder—Powerglide—Dual 4-bbl.	FG
2900	"283" 8-Cylinder—Powerglide	FH
2900	"283" 8-Cylinder—Powerglide—Fuel-Injection	FR

No.	Model Usage Style No.
585	1011-11A-19
585	1011D-19D-3
586	1011-11A-19
586	1011D-19D-6
587	1011-11A-19 1200 Series
587	1011-19D-37
588	1011-11A-19
588	1011D-19D-6
589	1011-11A-19 11B-19-71
589	1011-19D-37
590	1011-19-121
590	1011D-19D
591	1011-19-62F 11B-19
591	Bel Air
592	1011-19-62F 19-63F
592	1067D
593	1011-11A-19
593	1011D-19D
594	1011-19-121
594	1011D-19D
596	Convertible
596	1062DF-67D
626	Convertible
630	Sport Coupe
683	1011-11A-19
683	1011D-19D

No.	Model Usage Style No.
599	1011-19-62F 1211-19-63F
599	1011D-19D
600	1011-19-1211-19
600	1011D-19D
601	Sport Coupe
602	1011-11A-19 1211-1219
602	1011D-19D-37D
603	1062F-63F
604	1062DF-67D
605	1011-11A-19
606	1011-19-1263F
606	1011D-19D-37D-62DF
607	1011-11A-19
608	1011A
608	1011D-19D-37D-67D
610	1062F-63F
610	Convertible
612	1011D-19D-37D-67D
613	1011-19-121 11B-19
613	1011D-19D-37D
614	1011-11A-19-62F-63F-1211-19
614	1011D-19D-37D-62DF
615	1037D-62DF 67D
617	1011A
624	1011-19-121 11B-19
624	1011D-19D
627	1011D-19D-37D-64DF-67D
628	1011A
628	1011D-19D-37D
629	Convertible

Because of various color separations on the '57 models, the following chart serves only as an indicator to the color combinations and their respective identification numbers.

'57 TWO-TONE COLOR COMBINATIONS

No.	Model Usage Style No.	Upper Body Color	Duco No.	Lower Body Color	Duco No.	Wheel Color	Dulux No.
807	150 (exc. 1508), 210, Bel Air (exc. Conv.)	India Ivory	25358458	Onyx Black	2532247	Onyx Black	505
808	150 (exc. 1508), Bel Air (exc. Conv.)	Imperial Ivory	88559931	Inca Silver	88756303	Inca Silver	759
809	150 (exc. 1508), Bel Air (exc. Conv.)	—	—	Harbor Blue	28158812	Harbor Blue	719
809	210	Harbor Blue	28158812	Larkspur Blue	25390114	Larkspur Blue	808
810'	150 (exc. 1508), 210, Bel Air (exc. Conv.)	India Ivory	25358458	Larkspur Blue	25390114	Larkspur Blue	808
811	150 (exc. 1508), 210 Bel Air (exc. Conv.)	India Ivory	25358458	Tropical Turquoise	25359787	Tropical Turquoise	757
812	150 (exc. Conv.)	—	—	Surf Green	25390147	Surf Green	807
812	210	Surf Green	25390147	Highland Green	28659775	Surf Green	807
812	Bel Air (exc. Conv.)	Surf Green	25390147	Highland Green	28659775	Highland Green	822
813	150 (exc. 1508), 210, Bel Air (exc. Conv.)	India Ivory	25358458	Surf Green	25390147	Surf Green	807
814	210, Bel Air (exc. Conv.)	India Ivory	25358458	Coronado Yellow	25390620	Coronado Yellow	819
815	150 (exc. 1508), Bel Air (exc. Conv.)	—	—	Colonial Cream	25358094	Colonial Cream	809
815	210	Colonial Cream	25358094	Onyx Black	2532247	Onyx Black	505
816	150 (exc. 1508), Bel Air (exc. Conv.)	—	—	Colonial Cream	25358094	Colonial Cream	809
816	210	Colonial Cream	25358094	India Ivory	25358458	Colonial Cream	809
817	210, Bel Air (exc. Conv.)	India Ivory	25358458	Canyon Coral	25390645	Canyon Coral	821
818	2124-09-19-29, Bel Air (exc. Conv.)	Adobe Beige	25359895	Sierra Gold	28659894	Sierra Gold	742
819	150 (exc.1508), Bel Air (exc. Conv.)	India Ivory	25358458	Matador Red	25359446	Matador Red	738
820	210	Colonial Cream	25358094	Laurel Green	28190596	Colonial Cream	809
820	Bel Air (exc. conv.)	—	—	Laurel Green	28190596	Laurel Green	806
822	210	Dusk Pearl	88790354	Imperial Ivory	88559931	Dusk Pearl	812
822	Bel Air (exc. Conv.)	—	—	Dusk Pearl	88790354	Dusk Pearl	812

SERIES IDENTIFICATION
'55-'57 MODEL/SERIES CHART

Series "A" Model "150"			
1502	1211	Sedan, 2-Door	'55, '56, '57
1503	1219	Sedan, 4-Door	'55, '56, '57
1512	1211B	Utility Sedan	'55, '56, '57
1529	1263F	Station Wagon, 2-Door, 6-Passenger	'55, '56, '57
Series "B" Model "210"			
2102	1011	Sedan, 2-Door	'55, '56, '57
2103	1019	Sedan, 4-Door	'55, '56, '57
2109	1062F	Station Wagon, 4-Door, 6-Passenger	'55, '56, '57
2113	1039	Sport Sedan, 4-Door Hardtop	'56, '57
2119	1062FC	Station Wagon, 4-Door, 9-Passenger	'56, '57
2124	1011A	Club Coupe (Del Ray)	'55, '56, '57
2129	1063F	Station Wagon, 2-Door, 6-Passenger	'55, '56, '57
2154	1037	Sport Coupe, 2-Door Hardtop	'55, '56, '57
Series "C" Model "Bel Air"			
2402	1011D	Sedan, 2-Door	'55, '56, '57
2403	1019D	Sedan, 4-Door	'55, '56, '57
2409	1062DF	Station Wagon, 4-Door, 6-Passenger	'55, '57
2413	1039D	Sport Sedan, 4-Door Hardtop	'56, 57
2419	1062DF	Station Wagon, 4-Door, 9-Passenger	'56
2429	1064DF	Station Wagon, 2-Door, 6-Pass. (Nomad)	'55, '56, '57
2434	1067D/or DTX	Convertible	'55, '56, '57
2454	1037D	Sport Coupe, 2-Door Hardtop	'56, '56, '57
Series "D" Model "150"			
1508	1271	Sedan Delivery	'55, '56, '57

'55-'57 PASSENGER REAR AXLE IDENTIFICATION

Series	Type	G & A	Buffalo	Series	Type	G & A
Pass.	3-Speed	AA	8A	Pass.	3-Speed w/posi. (3.55 ratio)	AK
Pass.	Automatic	AB	8B	Pass.	Overdrive w/posi. (4.11 ratio)	AL
Pass.	Overdrive	AC	8C	Pass.	Automatic w/posi. (3.36 ratio)	AM

Axle identification is stamped on differential carrier along with the date of manufacture.

CASTING NUMBERS

BLOCK	CAST NO.
'55-'57 6-Cyl. w/Dual Hole W. Pump	3835811
'55-'57 6-Cyl. w/Dual Hole W. Pump	3733949
'55-'57 6-Cyl. w/Dual Hole W. Pump	3833949
'55-'57 6-Cyl. w/Single Hole W. Pump	3739716
'55-'57 6-Cyl. w/Single Hole W. Pump	3836233
'55-'57 6-Cyl. w/Single Hole W. Pump	3837004
'55 V8	3703524
'55 V8	3720991
'55-'57 V8 265 and 283	3731548
'57 V8 w/Fuel-Injection	3867802
Replacement: casting No. 3731548 can be found on 265 or 283 '55-'57 blocks.	
CYLINDER HEADS	**CAST NO.**
'55-'57 6-Cyl.	3836848
'55 All V8 Engines	3703523
Same 1955 2-bbl. Engines	3837064
'56 V8 2-bbl.	3837064
'56 V8 4-bbl.	3725308
'56 V8 2-4-bbl.	3731782
'57 V8 2-bbl.	3731554
'57 V8 4-bbl. 2-4-bbl. and F.I.	3731639
'57 V8 4-bbl. 2-4-bbl. and F.I.	3740997
INTAKE MANIFOLDS	**CAST NO.**
'55-'57 6-Cyl.	383559
'55 V8 2-bbl.	3704790
'55 V8 4-bbl.	3711348
'56 V8 2-bbl.	3735444
'56 V8 4-bbl.	3735448
'56 V8 2-4-bbl.	3731394
'57 V8 2-bbl.	3732880
'57 V8 4-bbl. Early No. 3731396	3742829
'57 V8 2-4-bbl.	3739653
EXHAUST MANIFOLDS	**CAST NO.**
'55-'57 6-Cyl.	3835587
'55 V8 Right Side	3704792
'55 V8 Left Side	3704791
'56 V8 Right Side	3836968
'56 V8 Left Side	3837069
'56 V8 w/2-4-bbl. Right Side	3731558
'56 V8 w/2-4-bbl. Left Side	3731557
'57 V8 w/2-4-bbl. Right Side	3733978
'57 V8 Left Side	3733975
WATER PUMPS	**CAST NO.**
'55-'56 V8	3704911
'57 V8	3782606
'55-'57 2nd Design 6-Cyl.	3741033
BELLHOUSINGS	**CAST NO.**
'55-'57 Std. Trans. 6-Cyl.	3739585
'55-'57 Std. Trans. V8	3704922
'55-'56 V8 w/Powerglide	3836142
'57 V8 w/Powerglide	3733365
'55-'57 6-Cyl. w/Powerglide	3836601
HARMONIC BALANCERS	**CAST NO.**
'55-'57 All V8 Engines	3836196
'55-'57 All 6-Cyl. Engines	3836160
CARBURETORS	**TAG NO.**
'55-'57 6-Cyl. 1-bbl. Carter	2008
'55-'57 6-Cyl. 1-bbl. Carter	2046
'55-'57 6-Cyl. 1-bbl. Carter	2101
'55 6-Cyl. 1-bbl. Rochester	7007180
'55 6-Cyl. 1-bbl. Rochester	7007161
'56 6-Cyl. 1-bbl. Rochester	7009251
'56 6-Cyl. 1-bbl. Rochester	7009255
'57 6-Cyl. 1-bbl. Rochester	7009656
'57 6-Cyl. 1-bbl. Rochester	7009657
'55-'56 V-8 2-bbl. Carter (WGD)	2286
'55 V8 2-bbl. Rochester	7005810
'55 V8 2-bbl. Rochester	7006825
'55 V8 2-bbl. Rochester	7008004
'55 V8 2-bbl. Rochester	7008005
'56 V8 2-bbl. Rochester	7008387
'56 V8 2-bbl. Rochester	7008388
'57 V8 2-bbl. Rochester	7010647
'57 V8 2-bbl. Rochester	7010648
'57 V8 2-bbl. Rochester	7011224
'57 V8 2-bbl. Rochester	7011131
'55 V8 4-bbl. Carter (WCFB)	2218
'55 V8 4-bbl. Carter (WCFB)	2351
'56 V8 4-bbl. Carter (WCFB)	2366
'57 V8 4-bbl. Carter (WCFB)	2505
'57 V8 4-bbl. Carter (WCFB)	2565
'55-'57 V8 Dual 4-bbl. Carter, Front	2419
'55-'57 V8 Dual 4-bbl. Carter, Front	2613
'55-'57 V8 Dual 4-bbl. Carter, Front	2626
'55-'57 V8 Dual 4-bbl. Carter, Front	3181
'55-'57 V8 Dual 4-bbl. Carter, Front	3182
'55-'57 V8 Dual 4-bbl. Carter, Rear	2362
'55-'57 V8 Dual 4-bbl. Carter, Rear	2614
'55-'57 V8 Dual 4-bbl. Carter, Rear	2627
'56 V8 4-bbl. Rochester	7008737
'57 V8 4-bbl. Rochester	7009646
'57 V8 4-bbl. Rochester	7012128