

VETTE POWERTRAIN GUIDE

Being able to accurately identify Vette parts and components before buying them can save you a lot of grief. Here's the info you need



By C.J. Baker ■ Few things are more unpleasant than paying out hard-earned cash for a car or component parts that turn out to be less than what was represented at the time of sale. This is especially true when it comes to Corvettes, since the mystique that surrounds that name seems to automatically boost the price. Frequently, standard Chevrolet engines are represented to be special Corvette units or complete vehicles will be offered as completely stock when in actuality they've undergone engine or other power team conversions. So if you're in the market for a used Vette or some Vette pieces, take along this data listing so that you can accurately identify components before you buy.

We'll begin by listing the basic power teams offered since 1955. During that time, seven different displacement engines have been offered. The following is a list of these engines and their corresponding bore and stroke.

CID	SMALL-BLOCK		CID	BIG-BLOCK	
	Bore	Stroke		Bore	Stroke
265	3.75	3.00	396	4.09	3.76
283	3.88	3.00	427	4.25	3.76
327	4.00	3.25	454	4.25	4.00
350	4.00	3.48			

Following the power teams, we'll list the engine and rear axle identification codes by year and configuration. In all of these lists, you'll find various abbreviations. They are defined as follows: 3-SPD—three-speed manual transmission
4-SPD—four-speed manual transmission
P.G.—powerglide automatic transmission

T.H. or T.H. 400—turbohydro 400 automatic transmission
H.D.—heavy duty
4BC—four-barrel carburetor
A.I.R.—air injector reactor emission control system
C.A.C.—car air conditioning
N.A.—information not available

ENGINE	CID	CR	GROSS HP @ RPM	CARBURETOR	TRANSMISSION
1955					
Corvette	265	8.00	195 @ 5000 RPM	4-Barrel	3-SPD, P.G.
1956					
Corvette	265	9.25	210 @ 5200 RPM	4-Barrel	3-SPD, P.G.
Corvette	265	9.25	225 @ 5200 RPM	Dual 4-Barrel	3-SPD, P.G.
1957					
Corvette	283	9.50	220 @ 4800 RPM	4-Barrel	3-SPD, P.G.
Corvette	283	9.50	245 @ 5000 RPM	Dual 4-Barrel	3-SPD, P.G.
Corvette	283	9.50	250 @ 5000 RPM	Fuel Injection	3-SPD, P.G.
Corvette*	283	9.50	270 @ 6000 RPM	Dual 4-Barrel	3-SPD
Corvette*	283	10.50	283 @ 6200 RPM	Fuel Injection	3-SPD
1958					
Corvette	283	9.50	230 @ 4800 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	283	9.50	245 @ 5000 RPM	Dual 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette*	283	9.50	270 @ 6000 RPM	Dual 4-Barrel	3-SPD, 4-SPD
Corvette	283	9.50	250 @ 5000 RPM	Fuel Injection	3-SPD, 4-SPD, P.G.
Corvette*	283	10.50	290 @ 6200 RPM	Fuel Injection	3-SPD, 4-SPD
1959					
Corvette	283	9.50	230 @ 4800 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	283	9.50	245 @ 5000 RPM	Dual 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette*	283	9.50	270 @ 6000 RPM	Dual 4-Barrel	3-SPD, 4-SPD
Corvette	283	9.50	250 @ 5000 RPM	Fuel Injection	3-SPD, 4-SPD, P.G.
Corvette	283	10.50	290 @ 6200 RPM	Fuel Injection	3-SPD, 4-SPD
1960-1961					
Corvette	283	9.50	230 @ 4800 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	283	9.50	245 @ 5000 RPM	Dual 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette*	283	9.50	270 @ 6000 RPM	Dual 4-Barrel	3-SPD, 4-SPD
Corvette	283	11.00	275 @ 5200 RPM	Fuel Injection	3-SPD, 4-SPD
Corvette*	283	11.00	315 @ 6200 RPM	Fuel Injection	3-SPD, 4-SPD
1962					
Corvette	327	10.50	250 @ 4400 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	10.50	300 @ 5000 RPM	Large 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	11.25	340 @ 6000 RPM	Large 4-Barrel	3-SPD, 4-SPD
Corvette	327	11.25	360 @ 6000 RPM	Fuel Injection	3-SPD, 4-SPD
1963					
Corvette	327	10.50	250 @ 5000 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	10.50	300 @ 5000 RPM	Large 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	11.25	340 @ 6000 RPM	Large 4-Barrel	3-SPD, 4-SPD
Corvette	327	11.25	360 @ 6000 RPM	Fuel Injection	3-SPD, 4-SPD
1964					
Corvette	327	10.50	250 @ 4400 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	10.50	300 @ 5000 RPM	Large 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	11.25	365 @ 4000 RPM	Large 4-Barrel	3-SPD, 4-SPD
Corvette	327	11.25	375 @ 4800 RPM	Fuel Injection	3-SPD, 4-SPD
1965					
Corvette	327	10.50	250 @ 4400 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	10.50	300 @ 5000 RPM	Large 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	11.00	350 @ 5800 RPM	Large 4-Barrel	3-SPD, 4-SPD
Corvette*	327	11.00	365 @ N.A.	Large 4-Barrel	3-SPD, 4-SPD
Corvette*	327	11.00	375 @ N.A.	Fuel Injection	3-SPD, 4-SPD
Corvette	396	11.00	425 @ 6400 RPM	4-Barrel	4-SPD

ENGINE	CID	CR	GROSS HP @ RPM	CARBURETOR	TRANSMISSION
1966					
Corvette	327	10.50	300 @ 5000 RPM	Large 4-Barrel	3-SPD, 4-SPD, P.G.
Corvette	327	11.00	350 @ 5800 RPM	Large 4-Barrel	3-SPD, 4-SPD
Corvette	396	10.25	390 @ 5400 RPM	Large 4-Barrel	4-SPD, P.G.
Corvette*	396	11.00	425 @ 6400 RPM	Large 4-Barrel	4-SPD
1967					
Turbo-Fire	327	10.25	300 @ 5000 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Turbo-Fire	327	11.00	350 @ 5800 RPM	4-Barrel	3-SPD, 4-SPD
Turbo-Fire	427	10.25	385 @ 5200 RPM	4-Barrel	3-SPD, 4-SPD, T.H.
Turbo-Fire	427	10.25	385 @ 5200 RPM	4-Barrel	3-SPD, 4-SPD, P.G.
Turbo-Fire	427	10.25	400 @ 5400 RPM	3 x 2-Barrel	4-SPD, P.G.
Turbo-Fire*	427	11.00	435 @ 5800 RPM	3 x 2-Barrel	4-SPD
1968					
Turbo-Fire	327	10.00	300 @ 5000 RPM	4-Barrel	3-SPD, 4-SPD, T.H.
Turbo-Fire	327	11.00	350 @ 5800 RPM	4-Barrel	4-SPD
Turbo-Fire	427	10.25	385 @ 5200 RPM	4-Barrel	3-SPD, 4-SPD, T.H.
Turbo-Fire	427	10.25	400 @ 5400 RPM	3 x 2-Barrel	4-SPD, T.H.
Turbo-Fire*	427	11.00	435 @ 5800 RPM	3 x 2-Barrel	4-SPD
1969					
Turbo-Fire	350	10.25	300 @ 4800 RPM	4-Barrel	3-SPD, 4-SPD, P.G., T.H.
Turbo-Fire	350	11.00	350 @ 5600 RPM	4-Barrel	4-SPD
Turbo-Fire	427	10.25	390 @ 5400 RPM	4-Barrel	3-SPD, 4-SPD, T.H. 400
Turbo-Fire	427	10.25	400 @ 5400 RPM	3 x 2-Barrel	4-SPD, T.H. 400
Turbo-Fire	427	12.50	430 @ 5200 RPM	4-Barrel	4-SPD, T.H. 400
Turbo-Fire	427	11.00	435 @ 5800 RPM	3 x 2-Barrel	4-SPD, T.H. 400
1970					
Turbo-Fire	350	10.25	300 @ 4800 RPM	4-Barrel	3-SPD, 4-SPD, T.H.
Turbo-Fire	350	11.00	350 @ 5600 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), T.H.
Turbo-Fire	350	11.00	370 @ 6000 RPM	4-Barrel	4-SPD, H.D. 4-SPD, 4-SPD (close ratio)
Turbo-Fire	454	10.25	390 @ 4800 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), T.H. 400
Turbo-Fire	454	12.25	465 @ 5200 RPM	4-Barrel	H.D. 4-SPD
1971					
Turbo-Fire	350	8.50	270 @ 4800 RPM	4-Barrel	4-SPD, T.H.
Turbo-Fire	350	9.00	330 @ 5600 RPM	4-Barrel	4-SPD, H.D. 4-SPD 4-SPD (close ratio)
Turbo-Fire	454	8.50	365 @ 4800 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), T.H. 400
Turbo-Fire	454	9.00	425 @ 5600 RPM	4-Barrel	H.D. 4-SPD, T.H. 400
1972					
Turbo-Fire	350	8.50	270 @ 4800 RPM	4-Barrel	4-SPD, T.H. 400
Turbo-Fire	350	9.00	330 @ 5600 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), H.D. 4-SPD
Turbo-Fire	454	8.50	365 @ 4800 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), T.H. 400
1973					
Turbo-Fire	350	8.50	260 @ 4800 RPM	4-Barrel	4-SPD, T.H. 400
Turbo-Fire	350	9.00	320 @ 5600 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), T.H. 400
Turbo-Fire	454	8.25	370 @ 4800 RPM	4-Barrel	4-SPD, 4-SPD (close ratio), T.H. 400

*Denotes engines with special solid-lifter valvetrain.

(Continued)

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The following codes represent the two suffix letters at the end of the engine number which is stamped on a pad at the right front of the block. However, since some of these codes have been used to designate different engines in different years, it is necessary to determine the year of the engine. This can be done from the vehicle number, which is stamped either next to the engine number or on the left rear face of the clutch housing. This number will be something like 54F100789. The second digit of this number represents the year of manufacture. In the above example it would be 1964.

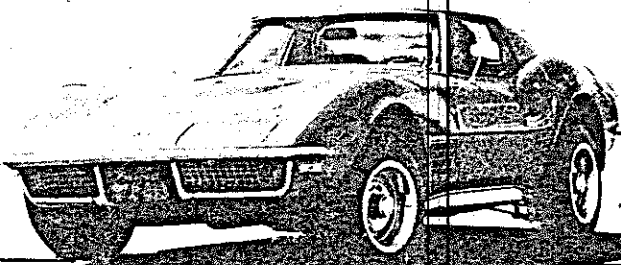
Configuration (horsepower)	Suffix	Configuration (horsepower)	Suffix
1956 (265 c.i.d.)			
3-Speed (210)	GR	Powerglide (210)	FG
1957 (283 c.i.d.)			
3-Speed, 4BC (220)	EF	Powerglide (220)	FH
Dual 4BC (245)	EH	3-Speed, Fuel Injection (250)	EM
Dual 4BC, Hi-Lift Cam (270)	EG	3-Speed, Fuel Injection, Hi-Lift Cam (283)	EL
Powerglide, Dual 4BC (245)	FG	Powerglide and Fuel Injection (250)	FK
1958 (283 c.i.d.)			
3-Speed (230)	CQ	3-Speed, Dual 4BC, Hi-Lift Cam (270)	CU
3-Speed, Fuel Injection (250)	CR	Powerglide (230)	DG
3-Speed, Fuel Injection, Hi-Lift Cam (290)	CS	Powerglide, Fuel Injection (250)	DH
3-Speed, Dual 4BC (245)	CT	Powerglide, Dual 4BC (245)	DJ
1959 (283 c.i.d.)			
3-Speed (230)	CQ	3-Speed, Dual 4BC, Hi-Lift Cam (270)	CU
3-Speed, Fuel Injection (250)	CR	Powerglide (230)	DG
3-Speed, Fuel Injection, Hi-Lift Cam (290)	CS	Powerglide, Fuel Injection (250)	DH
3-Speed, Dual 4BC (245)	CT	Powerglide, Dual 4BC (245)	DJ
1960 (283 c.i.d.)			
Manual Trans. (230)	CQ	Dual 4BC, Hi-Lift Cam (270)	CU
Fuel Injection (275)	CR	Powerglide (230)	DG
Fuel Injection, Hi-Lift Cam (315)	CS	Powerglide, Dual 4BC (245)	DJ
Dual 4BC (245)	CT		
1961 (283 c.i.d.)			
Manual Trans. (230)	CQ	Dual 4BC, Hi-Lift Cam (270)	CU
Fuel Injection (275)	CR	Powerglide (230)	DG
Fuel Injection, Hi-Lift Cam (315)	CS	Powerglide, Dual 4BC (245)	DJ
Dual 4BC (245)	CT		
1962 (327 c.i.d.)			
Manual Trans. (250)	RC	Manual Trans, Fuel Injection (360)	RF
Manual Trans, High Performance (300)	RD	Powerglide (250)	SC
Manual Trans, Spec. High Performance (340)	RE	Powerglide, High Performance (300)	SD
1963 (327 c.i.d.)			
Manual Trans. (250)	RC	Manual Trans, Fuel Injection (360)	RF
Manual Trans, High Performance (300)	RD	Powerglide (250)	SC
Spec. High Performance (340)	RE	Powerglide, High Performance (300)	SD
1964 (327 c.i.d.)			
Manual Trans. (250)	RC	Manual Trans, Transistor Ignition (250)	RT
Manual Trans, High Performance (300)	RD	Manual Trans, Transistor Ignition, C.A.C. (250)	RU
Special High Performance (365)	RE	Fuel Injection, Transistor Ignition (375)	RX
Manual Trans, Fuel Injection (375)	RF	Powerglide (250)	SC
Manual Trans, C.A.C. (250)	RP	Powerglide, High Performance (300)	SD
Manual Trans, High Performance, C.A.C. (300)	RQ	Powerglide, C.A.C. (250)	SK
Manual Trans, Spec. High Performance, C.A.C. (365)	RR	Powerglide, High Performance, C.A.C. (300)	SL
1965 (327 c.i.d.)			
Manual Trans. (250)	HE	Powerglide, High Performance (300)	HP
High Performance (300)	HF	Powerglide, C.A.C. (250)	HQ
Fuel Injection (375)	HG	Powerglide, High Performance, C.A.C. (300)	HR
Spec. High Performance (365)	HH	Spec. High Performance, Hyd Lifters (350)	HT
C.A.C. (250)	HI	Spec. High Performance, Hyd. Lifters, C.A.C. (350)	HU
High Performance, C.A.C. (300)	HJ	Spec. High Performance, Hyd. Lifters, Transistor Ignition (350)	HV
Spec. High Performance, C.A.C. (365)	HK	Spec. High Performance, Hyd. Lifters, Transistor Ignition, C.A.C. (350)	HW
Transistor Ignition (250)	HL		
Transistor Ignition, C.A.C. (250)	HM		
Fuel Injection, Transistor Ignition (375)	HN		
Powerglide (250)	HO		

Configuration (horsepower)	Suffix	Configuration (horsepower)	Suffix
1965 (396 c.i.d.)			
Spec. High Performance (425)	IF		
1966 (327 c.i.d.)			
Manual Trans. (300)	HE	Powerglide (300)	HO
A.I.R. (300)	HH	Spec. High Performance (350)	HT
A.I.R., Powerglide (300)	HR	Power Steering (350)	HP
Spec. High Performance, A.I.R. (350)	HD	Spec. High Performance, C.A.C., A.I.R. (350)	KH
1966 (396 c.i.d.)			
Spec. High Performance, Hyd. Lifters (390)	IK	Spec. High Performance (425)	IP
High Performance (390)	IL	Powerglide (390)	IQ
A.I.R. (390)	IM	Powerglide, A.I.R. (390)	IR
1967 (327 c.i.d.)			
Manual Trans. (300)	HE	Spec. High Performance (350)	HT
A.I.R. (300)	HH	Power Steering, Spec. High Performance, C.A.C. (350)	HP
A.I.R., Powerglide (300)	HR	Spec. High Performance, C.A.C., A.I.R. (350)	KH
Spec. High Performance, A.I.R. (350)	HD		
Powerglide (300)	HO		
1967 (427 c.i.d.)			
4-Speed or Powerglide (385)	IL	A.I.R., Aluminum Heads (435)	JH
Tri. Carb. (400)	JC	Powerglide (385)	IQ
Spec. High Performance, Tri. Carb. (435)	JE	Powerglide, Tri. Carb. (400)	JD
Heavy Duty (430)	IT	A.I.R., Powerglide (385)	IR
Aluminum Heads (435)	IU	A.I.R., Powerglide, Tri. Carb. (400)	JG
A.I.R. (385)	IM	A.I.R., Spec. High Performance, Tri. Carb. (435)	JA
A.I.R., Tri. Carb. (400)	JF		
1968 (327 c.i.d.)			
Manual Trans. (300)	HE	Hyd. Steering, C.A.C. (300)	HP
T.H. 400 (300)	HO	Spec. High Performance (350)	HT
1968 (427 c.i.d.)			
High Performance (385)	IL	Spec. High Performance, Tri. Carb. (435)	IR
High Performance, Tri. Carb. (400)	IM	Heavy Duty (430)	IT
High Performance, Tri. Carb, T.H. 400 (400)	IO	Special High Performance, Tri. Carb., Aluminum Heads (435)	IU
T.H. 400 (385)	IQ		
1969 (350 c.i.d.)			
High Performance (350)	HW	Manual Trans. (300)	HY
High Performance, C.A.C. (350)	HX	T.H. 400 (300)	HZ
1969 (427 c.i.d.)			
High Performance, T.H. 400 (390)	LL	Tri-Carb, Spec. High Performance, Heavy-Duty Clutch (435)	LT
High Performance (390)	LM	Aluminum Heads, Heavy-Duty Clutch (435)	LU
Tri-Carb, High Performance, T.H. 400 (400)	LN	T.H. 400 (385)	LV
Heavy Duty (430)	LO	Aluminum Heads, T.H. 400 (435)	LW
Aluminum Heads (435)	LP	Tri-Carb, Spec. High Performance, T.H. 400 (435)	LX
Tri-Carb, High Performance (400)	LQ		
Tri-Carb Spec. High Performance (435)	LR		
1970 (350 c.i.d.)			
Manual Trans. (300)	CTL	High Performance, Transistor Ignition, C.A.C. (350)	CTQ
T.H. 400 (300)	CTM	Spec. High Performance (370)	CTR
High Performance (350)	CTN	Spec. High Performance, Transistor Ignition (370)	CTU
High Performance, C.A.C. (350)	CTO	Spec. High Performance, Transistor Ignition, 4-Speed (370)	CTV
High Performance, Transistor Ignition (350)	CTP		
1970 (454 c.i.d.)			
High Performance, 4-BC, T.H. 400 (390)	CGW	4-BC, Heavy Duty, T.H. 400 (465)	CZN
High Performance, 4-BC (390)	CZU	High Performance, 4-BC, Transistor Ignition (390)	CRI
4-BC, Heavy Duty (465)	CZL		
1971 (350 c.i.d.)			
4-Speed (270)	CJL	T.H. 400 (330)	CJK
T.H. 400 (270)	CGT	H.D. 4-Speed (330)	CGY
4-Speed (330)	CGZ		
1971 (454 c.i.d.)			
T.H. 400 (365)	CPJ	4-Speed (425)	CPW
4-Speed (365)	CPH	T.H. 400 (425)	CPX
1972 (350 c.i.d.)			
4-Speed (270)	CKW	LTI, 4-Speed (330)	CKY

Configuration (horsepower)	Suffix	Configuration (horsepower)	Suffix	Configuration (horsepower)	Suffix	Configuration (horsepower)	Suffix
1972 (350 c.i.d.)				1973 (350 c.i.d.)			
4-Speed w/NB2 (270)	CDH	LT1, H.D. 4-Speed (330)	CKZ	Manual Trans. (L48) (260)	CKZ	T.H. 400 (L48) w/NB2* (260)	CLC
T.H. 400 (270)	CKX	LT1, 4-Speed w/A.I.R. (330)	CRT	T.H. 400 (260)	CLA	Manual Trans. (L82) w/NB2* (320)	CLS
T.H. 400 w/NB2* (270)	CDJ	LT1, T.H. 400 w/A.I.R. (330)	CRS	Manual Trans. (L82) (320)	CLR	T.H. 400 (L82) (320)	CLD
1972 (454 c.i.d.)				1973 (454 c.i.d.)			
LS5, 4-Speed (365)	CPH	LS5 w/A.I.R. (365)	CSR	Manual Trans. (L48) w/NB2* (260)	CLB	T.H. 400 (L82) w/NB2* (320)	CLH
LS5, T.H. 400 (365)	CPJ	LS5 w/A.I.R. (365)	CSS	T.H. 400 w/NB2* (370)	CWS	Manual Trans. (370)	CWM
Denotes California Emissions Package.				Manual Trans. w/NB2 (370)	CWT	T.H. 400 (370)	CWR

Axle identification is stamped on the differential carrier, along with the date of manufacture. The first two letters are the type designation identified below. The four digits following the type designation indicate the calendar month and year of manufacture, while the final letter designates the plant where the axle was produced. For example, CP0562W identifies a 4.56:1 positraction rearend assembly fitted with metallic brakes that was built in May, 1962, at the Warren, Michigan, plant.

Type	Identification	Type	Identification	Type	Identification	Type	Identification
1955-58				1964			
3-Speed (3.70 ratio)	AH	3-Speed (3.36 ratio)	AC	3-Speed (3.36 ratio)	CA	3-Speed (3.36 ratio)	AK
Powerglide (3.55 ratio)	AE	Powerglide (3.55 ratio)	AE	Positraction (3.08 ratio)	CJ	Positraction (3.08 ratio)	AL
3-Speed (3.27 ratio)	AD	4-Speed (3.70 ratio)	AF	Positraction (3.36 ratio)	CB	Positraction (3.36 ratio)	AM
3-Speed (4.11 ratio)	AJ	Positraction (3.70 ratio)	AN	Positraction (3.55 ratio)	CC	Positraction (3.55 ratio)	AN
3-Speed w/Positraction (3.70 ratio)	AN	Positraction (4.11 ratio)	AP	Positraction (3.70 ratio)	CD	Positraction (3.70 ratio)	AO
3-Speed w/Positraction (4.11 ratio)	AP	Positraction (4.56 ratio)	AQ	Positraction (4.11 ratio)	CE	Positraction (4.11 ratio)	AP
3-Speed w/Positraction (4.56 ratio)	AQ	Positraction (3.36 ratio)	AF	Positraction (4.56 ratio)	CF	Positraction (4.56 ratio)	AS
Heavy-Duty Brake & Suspension w/Positraction (3.70 ratio)	AS	Positraction w/H.D. Brake/Susp. (3.70 ratio)	AS	4-Speed (3.08 ratio)	CZ	Positraction (3.08 ratio) (H.D.)	AT
Heavy-Duty Brake & Suspension w/Positraction (4.11 ratio)	AT	Positraction w/H.D. Brake/Susp. (4.11 ratio)	AT	4-Speed (3.70 ratio)	CX	Positraction (3.36 ratio) (H.D.)	AU
Heavy-Duty Brake & Suspension w/Positraction (4.56 ratio)	AU	Positraction w/H.D. Brake Susp. (4.56 ratio)	AU	1965			
1959				3-Speed (3.36 ratio)	AK	Positraction (3.08 ratio)	AL
3-Speed or 4-Speed (3.70 ratio)	AH	3-Speed (3.70 ratio)	AK	Positraction (3.36 ratio)	AM	Positraction (3.36 ratio)	AM
Powerglide (3.55 ratio)	AE	Powerglide (3.55 ratio)	AE	Positraction (3.55 ratio)	AN	Positraction (3.55 ratio)	AN
3- or 4-Speed w/Positraction (3.70 ratio)	AN	Positraction (3.70 ratio)	AN	Positraction (3.70 ratio)	AO	Positraction (3.70 ratio)	AO
3- or 4-Speed w/Positraction (4.11 ratio)	AP	Positraction (4.11 ratio)	AP	Positraction (4.11 ratio)	AP	Positraction (3.55 ratio)	AN
3- or 4-Speed w/Positraction (4.56 ratio)	AQ	Positraction (4.56 ratio)	AQ	Positraction (4.56 ratio)	AQ	Positraction (3.70 ratio)	AO
3- or 4-Speed w/H.D. Brake/Susp. and Positraction (3.70 ratio)	AS	Positraction w/Metallic Brakes (3.70 ratio)	FK	Positraction (3.08 ratio)	AR	Positraction (4.11 ratio)	AP
3- or 4-Speed w/H.D. Brake/Susp. and Positraction (4.11 ratio)	AT	Positraction w/Metallic Brakes (4.11 ratio)	FL	4-Speed (3.70 ratio)	AS	Positraction (3.70 ratio)	AS
3- or 4-Speed w/H.D. Brake/Susp. and Positraction (4.56 ratio)	AV	Positraction w/Metallic Brakes (4.56 ratio)	FM	Positraction (3.08 ratio) "396"	AT	Positraction (3.08 ratio) (H.D.)	AT
3- or 4-Speed w/Metallic Brakes (3.70 ratio)	FJ	1962		Positraction (3.36 ratio) "396"	AU	Positraction (3.36 ratio) (H.D.)	AU
3- or 4-Speed w/Positraction and Metallic Brakes (3.70 ratio)	FK	3-Speed (3.36 ratio)	CA	Positraction (3.55 ratio) "396"	AZ	Positraction (3.08 ratio)	AV
3- or 4-Speed w/Positraction and Metallic Brakes (4.11 ratio)	FL	Positraction (3.36 ratio)	CB	Positraction (3.70 ratio) "396"	AU	Positraction (3.08 ratio) (H.D.)	AW
3- or 4-Speed w/Positraction and Metallic Brakes (4.56 ratio)	FM	Positraction (3.55 ratio)	CC	Positraction (4.11 ratio) "396"	FB	Positraction (2.73 ratio) (H.D.)	AY
1960				Positraction (4.56 ratio)	FC	Positraction (3.55 ratio) (H.D.)	AZ
3- or 4-Speed (3.70 ratio)	AH	Positraction w/Metallic Brakes (3.70 ratio)	CJ	Positraction (4.56 ratio) "396"	FC	Positraction (3.70 ratio) (H.D.)	FA
Powerglide (3.55 ratio)	AE	Positraction w/Metallic Brakes (3.55 ratio)	CK	1966			
Positraction (3.70 ratio)	AN	Positraction w/Metallic Brakes (4.11 ratio)	CN	(3.36 ratio)	AK	Positraction (4.11 ratio) (H.D.)	FB
Positraction (4.11 ratio)	AP	Positraction w/Metallic Brakes (4.56 ratio)	CP	Positraction (3.08 ratio)	AL	Positraction (2.73 ratio) (H.D.)	FA
Positraction (4.56 ratio)	AQ	Positraction w/H.D. Brake/Susp. (3.70 ratio)	CQ	Positraction (3.36 ratio)	AM	Positraction (4.11 ratio) (H.D.)	FB
3- or 4-Speed w/H.D. Brake/Susp. and Positraction (3.70 ratio)	AS	1963		Positraction (3.55 ratio)	AN	Positraction (4.56 ratio)	FC
3- or 4-Speed w/H.D. Brake/Susp. and Positraction (4.11 ratio)	AT	3-Speed (3.36 ratio)	CA	Positraction (3.70 ratio)	AO	1970	
3- or 4-Speed w/H.D. Brake/Susp. and Positraction (4.56 ratio)	AU	Positraction (3.08 ratio)	CJ	Positraction (4.11 ratio)	AP	Positraction (3.36 ratio)	CAK
3- or 4-Speed w/Metallic Brakes (3.70 ratio)	FJ	Positraction (3.36 ratio)	CB	4-Speed (3.70 ratio)	AS	Positraction (3.08 ratio)	CAL
3- or 4-Speed w/Positraction and Metallic Brakes (3.70 ratio)	FK	Positraction (3.55 ratio)	CC	Positraction (3.08 ratio) "396"	AT	Positraction (3.36 ratio)	CAM
3- or 4-Speed w/Positraction and Metallic Brakes (4.11 ratio)	FL	Positraction (3.70 ratio)	CD	Positraction (3.36 ratio) "396"	AU	Positraction (3.55 ratio)	CAN
3- or 4-Speed w/Positraction and Metallic Brakes (4.56 ratio)	FM	Positraction (4.11 ratio)	CE	Positraction (3.55 ratio) "396"	AZ	Positraction (3.70 ratio) 350 H/Perf., 4-Speed close ratio	CAO
1964				Positraction (4.56 ratio)	FC	Positraction (4.11 ratio) 350 H/Perf., 4-Speed close ratio	CAP
3-Speed (3.36 ratio)	CA	Positraction w/Metallic Brakes (3.36 ratio)	CH	Positraction (3.70 ratio) "396"	FB	Positraction (3.70 ratio)	CAS
Positraction (3.08 ratio)	CJ	Positraction w/Metallic Brakes (3.55 ratio)	CK	Positraction (4.11 ratio) "396"	FC	4-Speed close ratio	CAT
Positraction (3.36 ratio)	CB	Positraction w/Metallic Brakes (4.11 ratio)	CN	Positraction (4.56 ratio) "396"	FC	Positraction (3.08 ratio)	CAU
Positraction (3.55 ratio)	CC	Positraction w/Metallic Brakes (4.56 ratio)	CP	1967			
Positraction (3.70 ratio)	CD	Positraction w/H.D. Brake/Susp. (3.70 ratio)	CQ	(3.36 ratio)	AK	Positraction (3.08 ratio)	CAV
Positraction (4.11 ratio)	CE	1965		Positraction (3.08 ratio)	AL	4-Speed or Automatic	CAW
Positraction (4.56 ratio)	CF	3-Speed (3.36 ratio)	CA	Positraction (3.36 ratio)	AM	Positraction (2.73 ratio)	CAY
4-Speed (3.08 ratio)	CZ	Positraction (3.08 ratio)	CJ	Positraction (3.55 ratio)	AN	Positraction (3.36 ratio)	CAX
4-Speed (3.70 ratio)	CX	Positraction (3.36 ratio)	CB	Positraction (3.70 ratio)	AO	4-Speed or Automatic	CAZ
1966				Positraction (4.11 ratio)	AP	Positraction (3.55 ratio)	CFA
3-Speed (3.36 ratio)	CA	Positraction (3.55 ratio)	CC	Positraction (3.70 ratio)	AQ	Positraction (3.70 ratio)	CFB
Positraction (3.08 ratio)	CJ	Positraction (3.70 ratio)	CD	Positraction (4.11 ratio)	AR	Positraction (4.11 ratio)	CFC
Positraction (3.36 ratio)	CB	Positraction (4.11 ratio)	CE	4-Speed (3.70 ratio)	AS	Positraction (3.36 ratio)	CLR
Positraction (3.55 ratio)	CC	Positraction (4.56 ratio)	CF	Positraction (3.08 ratio) "427"	AT	1971	
Positraction (3.70 ratio)	CD	4-Speed (3.08 ratio)	CZ	Positraction (3.36 ratio) "427"	AU	Positraction (3.55 ratio)	AA
Positraction (4.11 ratio)	CE	4-Speed (3.70 ratio)	CX	Positraction (3.55 ratio) "427"	AZ	Positraction (3.70 ratio)	AB
Positraction (4.56 ratio)	CF	1967				Positraction (4.11 ratio)	AC
4-Speed (3.08 ratio)	CZ	(3.36 ratio)	AK	Positraction (3.70 ratio) "427"	FA	Positraction (4.56 ratio)	AD
4-Speed (3.70 ratio)	CX	Positraction (3.08 ratio)	AL	Positraction (4.11 ratio) "427"	FB	Positraction (3.08 ratio)	AW
1968				Positraction (4.56 ratio)	FC	Positraction (3.36 ratio)	AX
3-Speed (3.36 ratio)	CA	Positraction (3.08 ratio)	AM	1972-73			
Positraction (3.08 ratio)	AL	Positraction (3.36 ratio)	AN	Positraction (3.36 ratio)	AX	Positraction (3.36 ratio)	LR
Positraction (3.36 ratio)	AM	Positraction (3.55 ratio)	AO	Positraction (4.11 ratio)	AC	Positraction (4.11 ratio)	AC
Positraction (3.55 ratio)	AN	Positraction (3.70 ratio)	AP	Positraction (3.70 ratio)	AB	Positraction (3.55 ratio)	AA
Positraction (3.70 ratio)	AO	Positraction (4.11 ratio)	AQ	Positraction (4.56 ratio)	AD	Positraction (3.08 ratio)	AW
Positraction (4.11 ratio)	AP	Positraction (4.56 ratio)	AR	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.56 ratio)	AS	Positraction (3.08 ratio)	AT	Positraction (3.36 ratio)	AX	Positraction (3.08 ratio)	AW
4-Speed (3.08 ratio)	CZ	Positraction (3.36 ratio)	AU	Positraction (4.11 ratio)	AC	Positraction (3.36 ratio)	LR
4-Speed (3.70 ratio)	CX	Positraction (3.55 ratio)	AV	Positraction (3.70 ratio)	AB	Positraction (4.11 ratio)	AC
1969				Positraction (3.70 ratio)	AO	Positraction (3.70 ratio)	AB
3-Speed (3.36 ratio)	CA	Positraction (4.11 ratio)	AP	Positraction (4.56 ratio)	AD	Positraction (3.08 ratio)	AW
Positraction (3.08 ratio)	AL	Positraction (3.70 ratio)	AQ	Positraction (3.36 ratio)	AX	Positraction (3.08 ratio)	AW
Positraction (3.36 ratio)	AM	Positraction (4.11 ratio)	AR	Positraction (4.56 ratio)	AD	Positraction (3.08 ratio)	AW
Positraction (3.55 ratio)	AN	Positraction (3.70 ratio)	AS	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.70 ratio)	AO	Positraction (4.11 ratio)	AT	Positraction (3.36 ratio)	AX	Positraction (3.08 ratio)	AW
Positraction (4.11 ratio)	AP	Positraction (4.56 ratio)	AU	Positraction (4.56 ratio)	AD	Positraction (3.08 ratio)	AW
Positraction (4.56 ratio)	AS	Positraction (3.08 ratio)	AV	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.08 ratio)	CZ	Positraction (3.08 ratio) (H.D.)	AT	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.70 ratio)	CX	Positraction (3.36 ratio) (H.D.)	AU	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
1970				Positraction (3.55 ratio) (H.D.)	AZ	Positraction (3.08 ratio)	AW
3-Speed (3.36 ratio)	CA	Positraction (2.73 ratio) (H.D.)	AY	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.08 ratio)	AL	Positraction (3.55 ratio) (H.D.)	AZ	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.36 ratio)	AM	Positraction (3.70 ratio) (H.D.)	FA	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.55 ratio)	AN	Positraction (4.11 ratio) (H.D.)	FB	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.70 ratio)	AO	Positraction (4.56 ratio)	FC	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.11 ratio)	AP	Positraction (3.36 ratio)	AF	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.56 ratio)	AS	Positraction (4.11 ratio)	FB	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.08 ratio)	CZ	Positraction (4.56 ratio)	FC	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.70 ratio)	CX	Positraction (3.08 ratio)	AT	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
1971				Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
3-Speed (3.36 ratio)	CA	Positraction (3.08 ratio)	AT	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.08 ratio)	CJ	Positraction (3.36 ratio)	AU	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.36 ratio)	CB	Positraction (3.55 ratio)	AZ	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.55 ratio)	CC	Positraction (3.70 ratio)	FA	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.70 ratio)	CD	Positraction (4.11 ratio)	FB	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.11 ratio)	CE	Positraction (4.56 ratio)	FC	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.56 ratio)	CF	4-Speed (3.08 ratio)	CZ	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.08 ratio)	CZ	4-Speed (3.70 ratio)	CX	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.70 ratio)	CX	1972-73				Positraction (3.08 ratio)	AW
1972				Positraction (3.36 ratio)	AX	Positraction (3.08 ratio)	AW
3-Speed (3.36 ratio)	CA	Positraction (3.36 ratio)	LR	Positraction (3.36 ratio)	AX	Positraction (3.08 ratio)	AW
Positraction (3.08 ratio)	CJ	Positraction (4.11 ratio)	AC	Positraction (3.70 ratio)	AB	Positraction (3.08 ratio)	AW
Positraction (3.36 ratio)	CB	Positraction (3.70 ratio)	AB	Positraction (4.56 ratio)	AD	Positraction (3.08 ratio)	AW
Positraction (3.55 ratio)	CC	Positraction (4.11 ratio)	AC	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (3.70 ratio)	CD	Positraction (3.55 ratio)	AA	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.11 ratio)	CE	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
Positraction (4.56 ratio)	CF	Positraction (3.36 ratio)	AX	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.08 ratio)	CZ	Positraction (4.11 ratio)	AC	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW
4-Speed (3.70 ratio)	CX	Positraction (3.36 ratio)	LR	Positraction (3.08 ratio)	AW	Positraction (3.08 ratio)	AW





GENERAL SPECIFICATIONS

Year	Engine	Car- buretor	Bore and Stroke	Piston Dis- placement, Cubic Inches	Com- pres- sion Ratio	Maximum Brake H.P. @ R.P.M.	Maximum Torque Lbs. Ft. @ R.P.M.	Normal Oil Pressure Pounds
1953-55	150 Horsepower 6-235	1 Barrel	3.5625 x 3.94	235	8.00	150 @ 4200	223 @ 2400	35
1955	195 Horsepower V8-265	4 Barrel	3.750 x 8.00	265	8.00	195 @ 5000	260 @ 3000	35
1956	210 Horsepower V8-265	4 Barrel	3.750 x 8.00	265	9.25	210 @ 5200	270 @ 3200	35
	225 Horsepower V8-265	Two 4 Bar.	3.750 x 3.00	265	9.25	225 @ 5200	270 @ 3600	35
1957-59	230 Horsepower V8-283	4 Barrel	3.875 x 3.00	283	9.50	230 @ 4800	300 @ 3000	35
	245 Horsepower V8-283	Two 4 Bar.	3.875 x 3.00	283	9.50	245 @ 5000	300 @ 3800	35
	250 Horsepower V8-283	Fuel Inj.	3.875 x 3.00	283	9.50	250 @ 5000	305 @ 3800	35
	270 Horsepower V8-283	Two 4 Bar.	3.875 x 3.00	283	10.50	270 @ 6000	285 @ 4200	35
	290 Horsepower V8-283	Fuel Inj.	3.875 x 3.00	283	10.50	290 @ 6200	290 @ 4400	35
1960-61	230 Horsepower V8-283	4 Barrel	3.875 x 3.00	283	9.50	230 @ 4800	300 @ 3000	45
	245 Horsepower V8-283	Two 4 Bar.	3.875 x 3.00	283	9.50	245 @ 5000	300 @ 3800	45
	275 Horsepower V8-283	Fuel Inj.	3.875 x 3.00	283	11.00	275 @ 5200		45
	270 Horsepower V8-283	Two 4 Bar.	3.875 x 3.00	283	9.50	270 @ 6000	285 @ 4200	45
	315 Horsepower V8-283	Fuel Inj.	3.875 x 3.00	283	11.00	315 @ 6200		45
1962	250 Horsepower V8-327	4 Barrel	4.0000 x 3.25	327	10.50	250 @ 4400	350 @ 2800	45
	300 Horsepower V8-327	4 Barrel	4.0000 x 3.25	327	10.50	300 @ 5000	360 @ 3200	45
	340 Horsepower (Spec. Cam) V8-327	4 Barrel	4.0000 x 3.25	327	11.25	340 @ 6000	344 @ 4000	45
	360 Horsepower (Spec. Cam) V8-327	Fuel Inj.	4.0000 x 3.25	327	11.25	360 @ 6000	352 @ 4000	45
1963	250 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	10.50	250 @ 4400	350 @ 2800	45
	300 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	10.50	300 @ 5000	360 @ 3200	45
	340 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	11.25	340 @ 6000	344 @ 4000	45
	360 Horsepower V8-327	Fuel Inj.	4.001 x 3.25	327	11.25	360 @ 6000	352 @ 4000	45
1964	250 Horsepower V8-327	4 Barrel	4.0010 x 3.25	327	10.50	250 @ 4400	350 @ 2800	40
	300 Horsepower V8-327	4 Barrel	4.0010 x 3.25	327	10.50	300 @ 5000	360 @ 3200	40
	365 Horsepower V8-327	4 Barrel	4.0010 x 3.25	327	11.00	365 @ 6200	350 @ 4000	40
	375 Horsepower V8-327	Fuel Inj.	4.0010 x 3.25	327	11.00	375 @ 6200	350 @ 4600	40
1965	250 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	10.50	250 @ 4400	350 @ 2800	40
	300 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	10.50	300 @ 5000	360 @ 3200	40
	350 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	11.00	350 @ 5800	360 @ 3600	40
	365 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	11.00	365 @ 6200	350 @ 4000	40
	375 Horsepower V8-327	Fuel Inj.	4.001 x 3.25	327	11.00	375 @ 6200	350 @ 4600	40
1966	300 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	10.5	300 @ 5000	360 @ 3400	30-45
	325 Horsepower V8-396	4 Barrel	4.094 x 3.76	396	10.25	325 @ 4800	410 @ 3200	50-75
	350 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	11.0	350 @ 5800	360 @ 3600	30-45
	360 Horsepower V8-396	4 Barrel	4.094 x 3.76	396	10.25	360 @ 5200	420 @ 3600	50-75
	390 Horsepower V8-427	4 Barrel	4.251 x 3.76	427	10.25	390 @ 5200	470 @ 3600	50-75
	425 Horsepower V8-427	4 Barrel	4.251 x 3.76	427	11.0	425 @ 5600	460 @ 4000	50-75
1967	300 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	10.00	300 @ 5000	360 @ 3400	30-45
	350 Horsepower V8-327	4 Barrel	4.001 x 3.25	327	11.00	350 @ 5800	360 @ 3600	30-45
	390 Horsepower V8-427	4 Barrel	4.251 x 3.76	427	10.25	390 @ 5400	460 @ 3600	30-35
	400 Horsepower V8-427	3 Carbs.	4.251 x 3.76	427	10.25	400 @ 5400	460 @ 3600	30-35
	425 Horsepower V8-427	4 Barrel	4.251 x 3.76	427	N.A.	N.A.	N.A.	30-35
	435 Horsepower V8-427	3 Carbs.	4.251 x 3.76	427	11.00	435 @ 5800	460 @ 4000	30-35

Year	Engine	Carburetor	Bore and Stroke	Piston Displacement, Cubic Inches	Compression Ratio	Maximum Brake H.P. @ R.P.M.	Maximum Torque Lbs. Ft. @ R.P.M.	Normal Oil Pressure Pounds
	350 Horsepower..... V8-396	4 Barrel	4.094 x 3.76	396	10.25	350 @ 5200	415 @ 3400	30-35
	390 Horsepower..... V8-427	4 Barrel	4.251 x 3.76	427	10.25	390 @ 5400	460 @ 3600	30-35
	400 Horsepower..... V8-427	3 Carbs.	4.251 x 3.76	427	10.25	400 @ 5400	460 @ 3600	30-35
	435 Horsepower..... V8-427	3 Carbs.	4.251 x 3.76	427	11.00	435 @ 5800	460 @ 4000	30-35
1969	300 Horsepower..... V8-350	4 Barrel	4.001 x 3.48	350	10.25	300 @ 4800	380 @ 3200	30-45
	350 Horsepower..... V8-350	4 Barrel	4.001 x 3.48	350	11.00	350 @ 5600	380 @ 3600	30-45
	390 Horsepower..... V8-427	4 Barrel	4.251 x 3.76	427	10.25	390 @ 5400	460 @ 3600	30-35
	400 Horsepower..... V8-427	4 Barrel	4.251 x 3.76	427	10.25	400 @ 5400	460 @ 3600	30-35
	425 Horsepower..... V8-427	4 Barrel	4.251 x 3.76	427	11.00	425 @ 5600	460 @ 4000	30-35
	430 Horsepower..... V8-427	4 Barrel	4.251 x 3.76	427	12.00	430 @ 5200	450 @ 4400	30-35
	435 Horsepower..... V8-427	3 Carbs.	4.251 x 3.76	427	11.00	435 @ 5800	460 @ 4000	30-35
1970	300 Horsepower..... V8-350	4 Barrel	4.001 x 3.48	350	10.25	300 @ 4800	380 @ 3200	30-45
	350 Horsepower..... V8-350	4 Barrel	4.001 x 3.48	350	11.00	350 @ 5600	380 @ 3600	30-45
	370 Horsepower..... V8-350	4 Barrel	4.001 x 3.48	350	11.00	370 @ 6000	380 @ 4000	30-45
	390 Horsepower..... V8-454	4 Barrel	4.251 x 4.00	454	10.25	390 @ 4800	500 @ 3400	
	460 Horsepower..... V8-454	4 Barrel	4.251 x 4.00	454	11.25	460 @ 5600	490 @ 3000	
1971	270 Horsepower..... V8-350	4 Barrel	4.00 x 3.48	350	8.50	270 @ 4800	360 @ 3200	
	330 Horsepower..... V8-350	4 Barrel	4.00 x 3.48	350	9.0	330 @ 5600	360 @ 4000	
	365 Horsepower..... V8-454	4 Barrel	4.251 x 4.00	454	8.50	365 @ 4800	465 @ 3200	
	425 Horsepower..... V8-454	4 Barrel	4.251 x 4.00	454	9.0	425 @ 5600	475 @ 4000	
1972	200 Horsepowerⓐ..... V8-350	4 Barrel	4.00 x 3.48	350	8.50	200 @ 4400	300 @ 2800	
	255 Horsepowerⓐ..... V8-350	4 Barrel	4.00 x 3.48	350	9.0	255 @ 5600	280 @ 4000	
	270 Horsepowerⓐ..... V8-454	4 Barrel	4.251 x 4.00	454	8.50	270 @ 4000	390 @ 3200	
1973	190 Horsepowerⓐ..... V8-350	4 Barrel	4.00 x 3.48	350	8.50	190 @ 4400	270 @ 2800	
	250 Horsepowerⓐ..... V8-350	4 Barrel	4.00 x 3.48	350	9.0	250 @ 5200	285 @ 4000	
	275 Horsepowerⓐ..... V8-454	4 Barrel	4.251 x 4.00	454	8.50	275 @ 4000	395 @ 2800	
1974	195 Horsepowerⓐ..... V8-350	4 Barrel	4.00 x 3.48	350	8.50	195 @ 4400	275 @ 2800	
	250 Horsepowerⓐ..... V8-350	4 Barrel	4.00 x 3.48	350	9.0	250 @ 5200	285 @ 4000	
	270 Horsepowerⓐ..... V8-454	4 Barrel	4.250 x 4.00	454	8.50	270 @ 4400	380 @ 2800	

ⓐ—Marketed as 396 cu. in. but actually 402 cu. in.

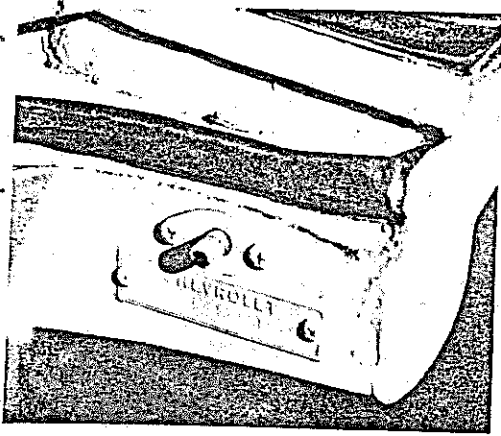
ⓑ—Ratings are net—As installed in the vehicle.



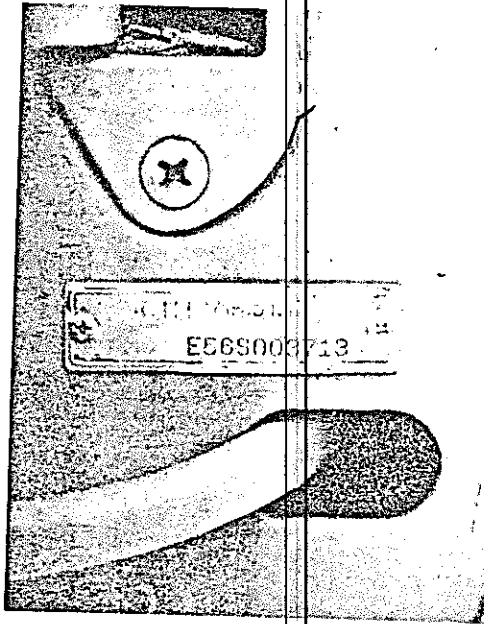
Year	Model	Cooling System Data				Fuel Tank Gals.	Refill Qts. ⓑ	Engine Oil		Transmissions			Rear Axle Pints	
		Quarts No Heater	Quarts With Heater	Rad. Cap Relief Pressure	Thermostat Opening Temp.			Summer Grade	Winter Grade	Std. Pints	With Over-drive Pints	Automatic Qts. Refill		
1953-54	All	17¾	18¼	4	180	160	17¼	5	20W	10W	None	None	8	3½
1955	Six	17¾	18¼	4	180	160	17¼	5	20W	10W	None	None	5	4
	V8	16	17	7	180	160	17¼	5	20W	10W	None	None	5	4
1956	All	16	17	7	180	160	17¼	5	20W	10W	2	None	5	4
1957	All	16	17	7	180	160	16.4	5	20W	10W	2	None	5	4
1958	All	16	17	7	180	160	16.4	5	20W	10W	2	None	4½	4
1959	All	15½	16½	7	180	160	16.4	5	20W	10W	2	None	4½	4
1960	All	15½	16½	7	180	160	16.4	5	20W	10W	2	None	4½	4
1961-62	All	15½	16½	13	170	170	16.4	5	20W	10W	2	None	4½	4

Year	Engine Model	Cooling System Data					Fuel Tank Gals.	Engine Oil			Transmissions		
		Quarts No Heater	Quarts With Heater	Rad. Cap Relief Pressure	Thermostat Opening Temp.			Refill Qts.	Summer Grade	Winter Grade	3 Speed Std. Pints	4 Speed Pints	Auto-matic Qts. Refill
1963	250, 300 H.P.	15½	16½	13	180	...	20	4	20W	10W	2	...	
	340, 360 H.P.	15½	16½	13	180	...	20	5	20W	10W	2	...	
1964	Std. Eng.	18	19	13	170	160	20	4	20W	10W	2	...	
	Hi Perf.	18	19	13	170	160	20	5	20W	10W	2	2½	
1965	250, 300 H.P.	18	19	13	180	...	20	4	20W	10W	2	2½	
	350, 365 H.P.	18	19	13	180	...	20	5	20W	10W	2	2½	
	375 H.P.	18	19	13	180	...	20	5	20W	10W	2	2½	

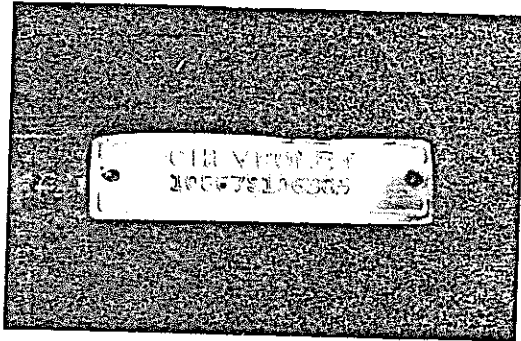
Year	Model or Engine	Cooling Capacity, Qts.			Radiator Cap Relief Pressure, Lbs.		Thermo. Opening Temp.	Fuel Tank Gals.	Engine Oil Refill Qts.	Transmission Oil		
		No Heater	With Heater	With A/C	With A/C	No A/C				3 Speed Pints	4 Speed Pints	Auto. Trans. Qts.
1966	8-327, 300 H.P.	15	16	16	15	15	180	20	4	2	2½	—
	8-327, 350 H.P.	15	16	16	15	15	180	20	5	—	2½	—
	8-427, 425 H.P.	22	23	23	15	15	180	20	5	—	2½	—
1967	V8-327—300 H.P.	15	16	16	15	15	180	20	4	2	3	—
	V8-327—350 H.P.	15	16	16	15	15	180	20	5	2	3	—
	V8-427	22	23	23	15	15	180	20	5	2	3	—
1968	8-327	14	15	15	15	15	195	20	4	3	3	—
	8-427	21	22	22	15	15	195	20	5	3	3	—
1969	8-350	14	15	15	15	15	195	20	4	3	3	—
	8-427	21	22	22	15	15	195	20	5	3	3	—
1970	8-350 Exc. 370 H.P.	14	15	21	15	15	195	20	4	—	3	—
	8-350, 370 H.P.	17	18	22	15	15	180	20	4	—	3	—
	8-454	21	22	—	15	15	195	20	5	—	3	—
1971	8-350 Exc. 330 H.P.	14	15	15	15	15	195	18	4	—	3	—
	8-350 Exc. 330 H.P.	17	18	18	15	15	195	18	4	—	—	—
	8-350, 330 H.P.	17	18	18	15	15	180	18	4	—	3	—
	8-454, 365 H.P.	21	22	22	15	15	195	18	5	—	3	—
	8-454, 425 H.P.	19	20	20	15	15	180	18	5	—	3	—
1972	8-454, 425 H.P.	21	22	22	15	15	180	18	5	—	—	—
	8-350, 200 H.P.	16	17	18	15	15	195	18	4	—	3	4
	8-350, 255 H.P.	16	17	18	15	15	180	18	4	—	3	—
1973	8-454	22	23	24	15	15	195	18	5	—	3	4
	8-350, 190 H.P.	17	18	18	15	15	195	18	4	—	3	4
	8-350, 250 H.P.	17	18	18	15	15	180	18	4	—	3	4
1974	8-454, 275 H.P.	23	24	24	15	15	195	18	5	—	3	4
	8-350, 195 H.P.	—	—	—	15	15	195	18	4	—	3	—
	8-350, 250 H.P.	—	—	—	15	15	180	18	4	—	3	—
1974	8-454, 270 H.P.	—	—	—	15	15	195	18	4	—	3	—



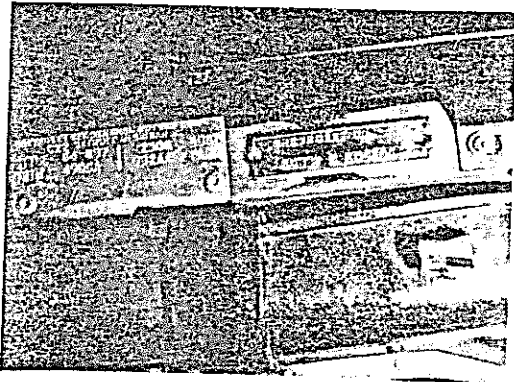
1954-55 data plate is placed just below the windshield on the left cowl dog-leg.



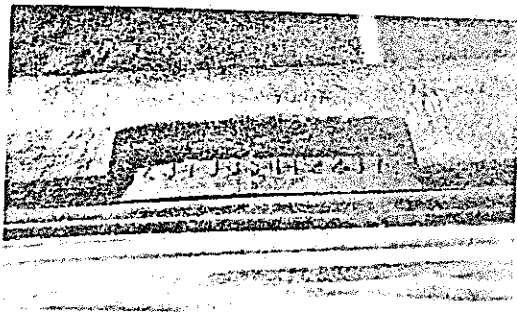
For 1956-1960, the data plate appears on the left door pillar.



In 1961 and 1962, the plate is found on the steering column, under the hood.



For 1963-67, the data plate, now bearing additional information, is located on the firewall under the glove box door.



Starting in 1968, the serial number is imbedded in the left side of the dashboard where it can be viewed from outside.

CORVETTE PRODUCTION BY MODEL YEAR

YEAR	PRODUCTION	YEAR	PRODUCTION
1953	300	1964	22,229
1954	3,640	1965	23,564
1955	700	1966	27,720
1956	3,467	1967	22,940
1957	6,339	1968	28,566
1958	9,168	1969	38,762
1959	9,437	1970	17,316
1960	10,261	1971	21,801
1961	10,939	1972	27,004
1962	14,531	1973	38,464
1963	21,513	1974	37,502

Production figures courtesy of Mr. J. P. Pike, Assistant Manager, Merchandising-Passenger Cars, Chevrolet Motor Division