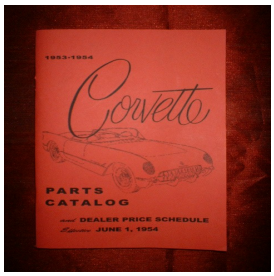
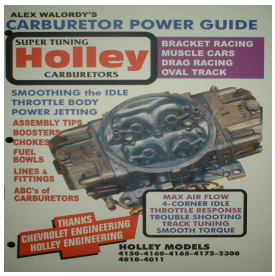


Corvette Service Manuals

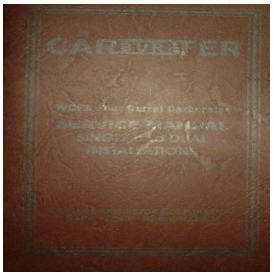


Holley Carb Manuals

Oldsmobile Service Manuals

Tri Power Carburetor Manuals

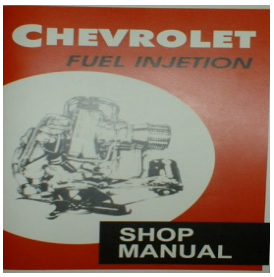
Dual Quad Carburetor Manuals



Carter Carburetor Manuals

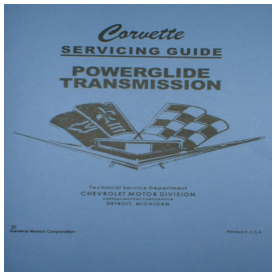
Rochester Carburetor Manuals

Rochester Quadrajet Manuals

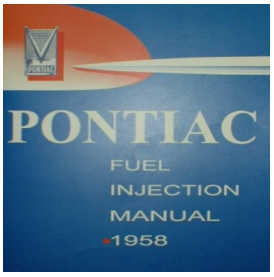


Fuel Injection Manuals

Misc Carbs and Marine Manuals



Transmission Manuals



Pontiac Manuals

General Information

General Information

VIN Plate Locations

1953-55:

Attached with Philips screws at the top of the left-hand door hinge pillar just below the courtesy lamp remote door switch is the VIN or the Vehicle Identification Serial Number plate, it also has a rounded corners. The very early 1953 VIN plates are of magnetic stainless steel, with attachment holes drilled by hand; later VIN plates are of aluminum with machine stamped attachment holes.

1956 through early-1960:

In the door hinge pillar, just below the upper hinge attached with Philips screws is the VIN plate with rounded corners.

Early-1960 through 1962:

VIN plate with rounded corners is spot welded to the top of the steering column mast jacket, about 13-inches toward the back of the steering gear housing in the engine compartment.

1963-1964:

Below the right-hand side glove compartment, the VIN plate with rounded corners is spot welded to the body hinge pillar brace. About June 15, 1963, a new design plate with rounded corners entered production, it contains the letter "DD" that indicates Delivery Date, the dealer is provided with a blank space where to stamp the delivery date of the vehicle. Note: Many VIN plates do not contain the delivery date stampings.

1965-67:

Under the glove compartment, VIN plates (with square corners) are riveted to the body hinge pillar brace. Due to the breaking of VIN plate attaching welds by dealers when stamping the delivery date it was necessary to change to rivets. Early-1965 VIN plates are attached with normal circular-head rivets; later rivet heads were rosette shaped. Again, not at all times the delivery dates stampings were done.

1968-82:

Through the windshield glass, the VIN plate that is affixed with rosette-head nail to the inside vertical surface of the left-hand windshield pillar is visible. VIN tampering would require glass removal for location.

Engine Identification

Code Location:

On a machined boss just to the rear of the ignition distributor opening on 1953-55 six-cylinder engines, the engine type identification and manufacturing serial code stamping is located while for the 1955 and later V-8 engines are at the right front top, on a pad just ahead of the cylinder head.

Note: The use of the die stamp resembling the alphabetical letter "I" is often the Roman numeral character for the number one.

1953:

Corvette's "LAY" engine prefix indicates "L" for the 1953 model-year; "A" for passenger car not truck type engine; and "Y" for Corvette 150 horsepower 235 engine with powerglide transmission manufactured at the Tonawanda, New York, engine plant. A six-digit engine serial number follows the engine code.

1954-1956:

Starting with 0001001 at the beginning of each model year, Engines were serial numbered in sequence. Other than the higher serial numbered cars tend to have a higher serial numbered engine, there is no correlation between this engine serial number and the vehicle identification serial numbers. The source designation letter "F" for Flint Engine Plant follows the 1954-56 engine serial numbers. For the vehicle model-year "54","55" or "56" and the engine type suffix code.

1957 & Later:

The discount for the continuous engine serial numbering, begins in 1957. Engines were prefixed with a source designation ("F" for 1955-66 Flint small blocks; "V" for 1967 and later Flint small blocks; and "T" for 1965 and later Tonawanda, New York, big blocks); three or four digits that represents the date of manufacture follows, [first one or two digits representing the month("1" through "12" used 1957-59; "01" through "12" used beginning sometime in 1960; the last two digits representing the date of the month ("01 through "31"")]; it ends with the engine type suffix code as indicated in the Engine Identification Codes section of this Spec Guide. A VIN derivative stamping was added to the engine pad, mating the engine to the vehicle in which it was installed beginning sometime during 1960.

Carburetor Identification

Carter:

On a triangular metal identification tag, appears the numbers shown in the Carburetor section. This triangular metal identification tag is attached to the bowl cover on YH models, or the air horn on WCFB and AFB models have carburetor identification information stamped into the throttle body base that is with or without the metal tag. A date code ("A" for January, "B" for February and so on and then followed by the last digit of the calendar year), and a number that indicates the Carter assembly line is also carried by Tags. Note: the letter "I" was not used to represent the month of September.

Holley:

In the forward vertical surface of the air horn, the model identification and date code are stamped. The normal Holley date code can be translated as: last digit of calendar year is 1st digit while the second digit indicates the month ('1" through "9" for January through September; "0" for October; "A" for November and "B" for December) and ends with the third digit that represents the week of the month. Four digits, can be use to decode some original equipment Holleys, the Julian Calendar date is indicated by the first three, and ends in the single digit that represents the last digit of the calendar year.

Rochester Carburetors:

Some Quadrajets were manufactured by Carter for Rochester and their castings are so identified. Stamped into the vertical boss on the left-hand side, on top of the secondary throttle shaft is the Quadrajet identification numbers. The Julian calendar date and an assembly line broad-cast code are also contained.

Rochester Fuel Injection:

A metal tag is a means for Unit identification, this metal tag is wrapped up to the forward left vertical side of the plenum. Included in the tag is the unit model number (refer to Fuel Injection section), and a serial number that ran "1001", "1002" and so on, with each unit series. It should be noted that in 1957, metal tags were not used in approximately the first 100 model 7014360 units that was used, but rather they have a serial number hand stamped onto the plenum. Mounted under a screw on the power enrichment diaphragm cover, is the fuel meters that also

have a triangular metal inspection tag. Contained in this tag are the unit model number and the date of manufacture code that indicates the month and year. The part numbers and serial numbers of both the Air meter and fuel meter were hand stamped into the components.

Rear Axle Identification

1953-62:

On the front, right-hand side of the differential carrier housing, the serial code will be stamped. One or two digits that represents the month of manufacture ("1" or "01" through "12") followed by two digits designating the date of the month ("01" through "31") will follow the prefix code (refer to Rear Axle Section).

1963 & Later:

On the bottom of the differential carrier housing just ahead of the cover, the axle codes will be stamped. Various numbers and letters which may indicate the date of manufacture, plant, and/or type of axle, follow the axle type and ratio identification prefix codes letters.

The Month Letter "I"

The month of September is represented with the letter "I" only on Chevrolet Central Foundry metal castings. Generally it is skipped over and not used to be a symbol of September on hand or machine die stamped components such as generators, alternators, distributors, carburetors, radiators, etc. The ninth month of body production on 1963 and later St. Louis body identification tags (see Body Build Date Codes section), is represented by the stamped letter "I".

1953-1967 Corvette Identification Serial Numbers

Corvette Vehicle Identification Serial Numbers

1953-1967 Corvette Production Quantities

1953-1967 Corvette Identification Serial Numbers

Model Year	Starting	Ending
1953	E53F001001	E53F001300
1954	E54S001001	E54S004640
1955	VE55S001001	VE55S001700
1956	E56S001001	E56S004467
1957	E57S100001	E57S106339
1958	J58S100001	J58S109168
1959	J59S100001	J59S109670
1960	00867S100001	00867S110261
1961	10867S100001	10867S110939
1962	20867S100001	20867S114531
1963	30867S100001	30867S121513
1964	40867S100001	40867S122229
1965	194675S100001	194675S123564
1966	194676S100001	194676S127720
1967	194677S100001	194677S122940

Corvette Vehicle Identification Serial Numbers

1953-1959:

The prefix character "E" for (1953-1957) or "J" for (1958-1959) indicates the Corvette model; The prefix "V" (1955 only) point to V-8 engine. A two-digit model year, follows the prefix; "F" for Flint, 1953 and "S" for St. Louis assembly plant code; and a six-digit build sequence number.

1960-1964:

The first digit indicates the last digit of the model year. (1963-64), the fourth digit "6" indicates coupe, and "3" indicates convertibles; the sixth character "S" points to the St. Louis assembly plant then follows a six-digit build sequence number.

1965-1967:

"1" points to Chevrolet Motor Division; "9" indicates Corvette model; "4" indicates V-8 engine; "67" or "37" indicates convertible or coupe respectively. The sixth digit indicates the last digit of the model year; "S" indicates St. Louis assembly; followed by a six-digit build sequence number.

1953-1967 Corvette Production Quantities

Year	Convertibles	Coupes	Total
1953	300	-	300
1954	3,640	-	3,640
1955	700	-	700
1956	3,467	-	3,467
1957	6,339	-	6,339
1958	9,168	-	9,168
1959	9,670	-	9,670
1960	10,261	-	10,261
1961	10,939	-	10,939
1962	14,531	-	14,531
1963	10,919	10,594	21,513
1964	13,925	8,304	22,229
1965	15,378	8,186	23,564
1966	17,762	9,958	27,720
1967	14,436	8,504	22,940

*** For 1965, originally there is a total of 23,562 Corvettes produced according to the Official Chevrolet production figures, but was changed to 23,564 in March of 1991. The last two cars were both convertible models, the only two cars built during the month of August 1965.**

1953-1967 Corvette Power Team Combinations

1953-1967 Corvette Power Team Combinations

1953-1954 Corvette Power Team Combinations

Engine	H.P.	Torque	Equip.	C.R	Trans.	Axle
235 L - 6	150 @ 4200*	223 @ 2400	3X1 bbl.	8.0:1	Powerglide	3.55:1

*** During 1954 model year, Camshaft change increases horsepower to 155.**

1955 Corvette Power Team Combinations

Engine	H.P.	Torque	Equip.	C.R	Trans.	Axle
235 L - 6	155 @ 4200	225 @ 2800	3X1 bbl.	8.0:1	Powerglide	3.55:1
265 V - 8	195 @ 5000	260 @ 3000	1X4 bbl.	8.0:1	Powerglide	3.55:1
					3-Speed	3.55:1

1956 Corvette Power Team Combinations

Engine	H.P.	Torque	Equip.	C.R	Trans.	Axle
265 V - 8	210 @ 5200	270 @ 3200	1X4 bbl.	9.25:1	3-Speed	3.70:1 3.27:1* 4.11:1*
					Powerglide	3.55:1
265 V - 8	255 @ 5200	270 @ 3600	2X4 bbl.	9.25:1	3-Speed	3.70:1 3.27:1* 4.11:1*
					Powerglide	3.55:1

265 V - 8	240	--	2X4 bbl. hi-lift cam	9.25:1	3-Speed	3.70:1 3.27:1* 4.11:1*

*** Optional axle ratios**

1957 Corvette Power Team Combinations

Engine	H.P.	Torque	Equip.	C.R	Trans.	Axle	Posi
283 V - 8	220 @ 4800	300 @ 3000	1x4 bbl. reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	- -
283 V - 8	245 @ 5000	300 @ 3800	2x4 bbl. reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	--
283 V - 8	250 @ 5000	305 @ 3800	F.I reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	--
283 V - 8	270 @ 6000	285 @ 4200	2 x 4 bbl. hi-lift cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1

283 V - 8	283 @ 6200	290 @ 4400	F. I. hi-lift cam	10.51:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1

1958-1959 Corvette Power Team Combinations

Engine	H.P.	Torque	Equip.	C.R.	Trans.	Axle	Posi
283 V - 8	230 @ 4800	300 @ 3000	1x4 bbl. reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	- -
283 V - 8	245 @ 5000	300 @ 3800	2x4 bbl. reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	- -
283 V - 8	250 @ 5000	305 @ 3800	F.I reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	- -
283 V - 8	270 @ 6000	285 @ 4200	2 x 4 bbl. hi-lift cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1

283 V - 8	290 @ 6200	290 @ 4400	F. I. hi-lift cam	10.51:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1

1960 Corvette Power Team Combinations

Engine	H.P.	Torque	Equip.	C.R.	Trans.	Axle	Posi
283 V - 8	230 @ 4800	300 @ 3000	1x4 bbl. reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	- -
283 V - 8	245 @ 5000	300 @ 3800	2x4 bbl. reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
					Powerglide	3.55:1	- -
283 V - 8	250* @ 5000	305 @ 3800	F.I reg. cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
283 V - 8	270 @ 6000	285 @ 4200	2 x 4 bbl. hi-lift cam	9.5:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1
283 V - 8	290* @ 6200	290 @ 4400	F. I. hi-lift cam	10.51:1	Manual	3.70:1	3.70:1 4.11:1 4.56:1

***250 and 290 horsepower (1959) engines with cast-iron heads were used even though promoted at 275 and 315 horsepower with aluminum cylinder heads**

1961 Corvette Power Team Combinations

Engine	Gross Horsepower	Gross Torque (lb.ft.)	Identifying Equipment	Comp. Ratio	Transmission	Axle Ratio	Positraction Axle Ratio
Base Prod. 283 Cu. In. V-8	230 at 4800 rpm	300 at 3000 rpm	4-bbl. carb.	9.5-to-1	3-speed	3.36	3-spd. trans. available with 3.36, 4.11 & 4.56. 4-spd. trans. available with 3.70, 4.11 & 4.56. None available with Powerglide
					4-speed	3.70	
					Powerglide	3.55	
Optional 283 Cu. In. V-8 .	245 at 5000 rpm	300 at 3800 rpm	2, 4-bbl. carbs.	9.5-to-1	3-speed	3.36	
					4-speed	3.70	
					Powerglide	3.55	
	270 at 6000 rpm	285 at 4200 rpm	2, 4-bbl. carbs and spec. com.	9.5-to-1	3-speed	3.36	
					4-speed	3.70	
	275 at 5200 rpm	305 at 4400 rpm	Fuel Injection	11.0-to-1	3-speed	3.36	
					4-speed	3.70	
	315 at 6200 rpm	295 at 47-5100 rpm	F.I and spec. com	11.0-to-1	3-speed	3.36	
					4-speed	3.70	

1962 Corvette Power Team Combinations

Engine	Gross Horsepower / Gross Torque	Compression Ratio	Identifying Equipment	Transmission	Std. Axle Ratio	Positraction Axle Ratios

327 Cu. In. V-8 Base Engine Bore--4.00" Stroke--3.75"	250 @ 4400	10.5:1	4-Barrel Carb. (Carter WCFB) Hydraulic Lifters	3-speed	3.36:1	3.36:1
	350 @ 2800			4-speed (2.54:1 Low)	3.36:1*	3.08:1 3.36:1
				Powerglide	3.36:1	3.36:1
327 Cu. In. V-8 RPO 583	300 @ 5000	10.5:1	4-Barrel Alum. Carb. (Carter AFB) Hydraulic Lifters	3-speed	3.36:1	3.36:1
	360 @ 3200			4-speed (2.54:1 Low)	3.36:1*	3.08:1 3.36:1
				Powerglide	3.36:1	3.36:1*
327 Cu. In. V-8	340 @ 6000	11.25:1	4-Barrel Alum. Carb. (Carter AFB) Spec.	3-speed	3.36:1	3.36:1

RPO 396	344 @ 4000		Camshaft Mech. Lifters	4-speed (2.20:1 Low)	3.70:1	3.08:1 3.55:1 3.70:1 4.11:1 4.56:1
327 Cu. In. V-8 RPO 582	360 @ 6000	11.25:1	Fuel Injection Spec. Camshaft Mech. Lifters	3-speed	3.36:1	3.36:1
	352 @ 4000			4-speed (2.20:1 Low)	3.70:1	3.08:1 3.55:1 3.70:1 4.11:1 4.56:1

1963 Corvette Power Team Combinations

Engine	Gross Horsepower Gross Torque	Compression Ratio	Identifying Equipment	Transmission	Std. Axle Ratio	Positraction Axle Ratios

327 Cu. In. V-8 Base Engine Bore--4.00" Stroke--3.25"	250 hp @ 4400 rpm ..... 350ft.lbs. @ 2800 rpm	10.5:1	4-Barrel Carb. (Carter WCFB) Hydraulic Lifters	3-speed	3.36:1	3.36:1
				4-speed (2.20:1 Low)	3.36:1*	3.08:1 3.36:1
				Powerglide	3.36:1	3.36:1

327 Cu. In. V-8 RPO L75	300 hp @ 5000 rpm ..... 360ft. lbs. @ 3200 rpm	10.5:1	4-Barrel Alum. Carb. (Carter AFB) Hydraulic Lifters	3-speed	3.36:1	3.36:1
					3.36:1*	3.08:1 3.36:1
				Powerglide	3.36:1	3.36:1
327 Cu. In. V-8 RPO L76	340 hp @ 6000 rpm ..... 344 ft. lbs.@	11.25:1	4-Barrel Alum. Carb. (Carter AFB) Spec. Camshaft	3-speed	3.36:1	3.36:1

	40000 rpm		Mech. Lifters	4-speed (2.54:1 Low)	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1
327 Cu. In. V-8 RPO L84	360 hp @ 6000 rpm ..... 352 ft. lbs. @ 4000 rpm	11.25:1	Fuel Injection Spec. Camshaft Mech. Lifters	3-speed	3.36:1	3.36:1
				4-speed (2.54:1 Low)	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1

1964 Corvette Power Team Combinations

Engine	Gross Horsepower	Compression Ratio	Identifying Equipment	Transmission	Std. Axle Ratio	Positraction Axle Ratios

	Gross Torque					
327 Cu. In. V-8 Base Engine Bore--4.00" Stroke--3.25"	250 hp @ 4400 rpm ..... 350ft.lbs. @ 2800 rpm	10.5:1	4-Barrel Carb. (Carter WCFB) Hydraulic Lifters	3-speed	3.36:1	3.36:1
				4-speed (2.56:1 Low)	3.36:1*	3.08:1 3.36:1
				Powerglide	3.36:1	3.36:1
327 Cu. In. V-8 RPO L75	300 hp @ 5000 rpm ..... 360ft. lbs. @ 3200 rpm	10.5:1	4-Barrel Alum. Carb. (Carter AFB) Hydraulic Lifters	3-speed	3.36:1	3.36:1

				4-speed (2.56:1 Low)	3.36:1*	3.08:1 3.36:1
				Powerglide	3.36:1	3.36:1
327 Cu. In. V-8 RPO L76	365 hp @ 6200 rpm ..... 350ft. lbs. @ 4000 rpm	11.0:1	4-Barrel Alum. Carb. (Holley 4150C) Spec. Camshaft Mech. Lifters	3-speed	3.36:1	3.36:1
				4-speed (2.20:1 Low)	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1
327 Cu. In. V-8 RPO L84	375 hp @ 6200 rpm ..... 350ft. lbs. @	11.0:1	Fuel Injection (Rochester) Spec. Camshaft Mech. Lifters	3-speed	3.36:1	3.36:1

	4600 rpm			4-speed (2.20:1 Low)	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1

1965 Corvette Power Team Combinations

AXLE RATIOS**

ENGINE	EQUIPMENT	TRANSMISSION	General Purpose Standard	Special Purpose or Mountain	Performance Cruise	High Performance
250 HP ENGINE 327 CUBIC INCH V-8 STANDARD	FOUR-BARREL CARBURETOR HYDRAULIC LIFTERS	3-SPEED (2.58:1 low) 4-SPEED (2.56:1 low) POWERGLIDE	3.36:1 3.36:1 3.36:1		3.08:1	
300 HP ENGINE 327 CUBIC INCH V-8 RPO - L75	LARGE 4-BARREL ALUMINUM CARB. HYDRAULIC LIFTERS	4-SPEED (2.56:1 low) POWERGLIDE	3.36:1 3.36:1		3.08:1	
350 HP ENGINE 327 CUBIC INCH V-8 RPO - L79	LARGE 4-BBL CARB. HIGH LIFT CAM HYDRAULIC LIFTERS	4-SPEED (2.20:1)	3.70:1	4.11:1*	3.55:1	
365 HP ENGINE 327 CUBIC INCH V-8 RPO - L76	LARGE 4-BBL CARB. SPECIAL CAMSHAFT MECHANICAL LIFTERS	4-SPEED (2.20:1 Low)	3.70:1	4.11:1*	3.08:1* 3.36:1* 3.55:1*	4.56:1*

375 HP ENGINE 327 CUBIC INCH V-8 RPO - L84	FUEL INJECTION SPECIAL CAMSHAFT MECHANICAL LIFTERS	4-SPEED (2.20:1 Low)	3.70:1	4.11:1*	3.08:1* 3.36:1* 3.55:1*	4.56:1*
425 HP ENGINE 396 CUBIC INCH V-8 RPO - L78	LARGE 4-BBL CARB. SPECIAL CAMSHAFT MECHANICAL LIFTERS	4-SPEED (2.20:1 Low)	3.36:1*	4.11:1*	3.08:1* 3.55:1* 3.70:1*	4.56:1*
ENGINE	**EQUIPMENT**	**TRANSMISSION**	**General Purpose Standard**	**Special Purpose or Mountain**	**Performance Cruise**	**High Performance**
250 HP ENGINE 327 CUBIC INCH V-8 STANDARD	FOUR-BARREL CARBURETOR HYDRAULIC LIFTERS	3-SPEED (2.58:1 low) 4-SPEED (2.56:1 low) POWERGLIDE	3.36:1 3.36:1 3.36:1		3.08:1	

1966 Corvette Power Team Combinations

Engine Bore & Stroke	Gross HP & Torque	Equipment	Comp. Ratio	Transmission	Rear Axle Ratio			
					General Purpose Standard	Mountain	Economy Cruise	Special Purpose
327 Cu. In. V-8 Base Engine 4.00 x 3.25	300 @ 5000 360 @ 3200	4-Barrel Carburetor Hydraulic Lifters	10.5:1	3-Speed (2.54:1 low)	3.36:1*	-	-	-
				4-Speed (2.52:1 low)			3.08:1+	

				Powerglide			-	
327 Cu. In. V-8 RPO L79 4.00 x 3.25	350 @ 5800 360 @ 3600	4-Barrel Carburetor Hydraulic Lifters	11.0:1	4-Speed (2.52:1 low)	3.36-1*	3.55:1+	-	-
				4-Speed (2.20:1 low)	3.70:1*	4.11:1+		
427 Cu. In. V-8 RPO L36 4.25 x 3.76	400 @ 5400 (390 hp.) 465 @ 3600	4-Barrel Carburetor Hydraulic Lifters	10.25:1	4-Speed (2.52:1 low)	3.08:1+	3.36:1+	-	-
				H.D. 4-Speed (2.20:1 low)	3.36:1+	3.70:1+	3.08:1+	
427 Cu. In. V-8 RPO L72 4.25 x 3.76	450 @ 6400 (425 hp.) 465 @ 4000	Large 4-Bbl. Carburetor Special Cam Mech. Lifters	11.0:1	4-Speed (2.20:1 low)	3.55:1+	3.70:1+	3.36:1+	4.11:1+
				H.D. 4-Speed (2.20:1 low)				** See Below

***--also available as positraction. --Not recommended for general use. High noise level. 3.08:1+ 3.55:1+ 4.11:1+**

+--Available as Positraction only --Customer to specify. See special purpose ratios listed. 3.36:1+ 3.70:1+ 4.56:1+

1967 Corvette Power Team Combinations

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS (Axle Ratios for Air Conditioning same as base unless indicated otherwise)				
			3.08:1	3.36:1	3.55:1	3.70:1	4.11:1

327 Cu. In. V-8 Turbo-Fire 327 300 HP Standard	3-Spd (2.54:1 low) & 4-spd(2.52:1 low)	All Models	Econ.**	Std.*			
	Powerglide			Std.*			

327 Cu. In. V-8 Turbo-Fire 327 350 HP RPO L79	4-spd(2.52:1 low)	All Models		Std.*	Perf.**		
	4-spd(2.20:1 low)					Std.*	Perf.**

427 Cu. In. V-8 Turbo-Jet 427 390 HP RPO L36	4-spd(2.52:1 low)	All Models	Std.**	Perf.**		
			Econ.**	Std.**	Perf.**	Spcl..**
	4-spd(2.20:1 low)	All Models	Econ.**	Std.**	Perf.**	Spcl.**
	Powerglide	With Air Conditioning	Std.**			

427 Cu. In. V-8 Turbo-Jet 427 400 HP RPO L68	4-spd(2.52:1 low)	All Models	Std.**	Perf.**		
			Econ.**	Std.**	Perf.**	Spcl..**
	4-spd(2.20:1 low)	All Models	Econ.**	Std.**	Perf.**	Spcl.**
	Powerglide	With Air Conditioning	Std.**			

427 Cu. In. V-8 Turbo-Fire 427 435 HP RPO L71	4-spd(2.20:1 low)	All Models (A)		Econ.**	Std.**	Perf.**	Spcl.**

(A) Air Conditioning not available.

*** Positraction axles available optionally.**

**** Available as positraction only**

Std. - Standard

Econ. - Economy (optional)

Perf. - Performance (optional)

Spcl. - Special (optional)

1953-1967 Engine Identification Codes

1953-1967 Engine Identification Codes

1953 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
LAY	235 L-6	Base	150	Carter YH 3x1 BC & Powerglide

1954 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
YG	235 L-6	Base	150*	Carter YH 3x1 BC & Powerglide

*** Mid-production camshaft change increased horsepower rating to 155.**

1955 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
YG	235 L-6	Base	155	Carter YH 3x1 BC & Powerglide
FG	265 V-8	Base	195	Carter WCFB 1x4BC & Powerglide
GR	265 V-8	Base	195	Carter WCFB 1x4BC & 3-Speed

1956 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
FK	265	Base	210	WCFB 1x4BC & Powerglide
GV	265	Base	210	WCFB 1x4BC & 3-Speed
FG	265	469	225	WCFB 2x4BC & Powerglide
GR	265	469	225	WCFB 2x4BC & 3-Speed
GU	265	449	240*	RPO 469 Engine w/Hi-Lift Cam & 3-Speed

Note: WCFB carburetion manufactured by Carter. (*) 240 rating is unofficial; the definite horsepower of the RPO 469 engine equipped with RPO 449 hi-lift camshaft was not believed to have been printed;

1957 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
EF	283	Base	220	WCFB 1x4BC & Manual Transmission
FH	283	Base	220	WCFB 1x4BC & Powerglide
EH	283	469A	245	WCFB 2x4BC & Manual Transmission
FG	283	469B	245	WCFB 2x4BC & Powerglide
EM	283	579A	250	FI & Manual Transmission
FK	283	579C	250	FI & Powerglide
EG	283	469C	270	WCFB 2x4BC, Hi-Lift Cam & Manual Transmission

EL	283	579B	283	FI, Hi-Lift Cam & Manual Transmission
EN*	283	579E	283	FI, Air Intake, Hi-Lift Cam & Manual Transmission

Note: WCFB carburetion manufactured by Carter; FI means Rochester Fuel Injection. (*) Existence of "EN" block is unverified; 579E equipped Corvettes may have been supplied with "EL" coded engines.

1958-1959 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
CQ	283	Base	230	WCFB 1x4BC & Manual Transmission
DG	283	Base	230	WCFB 1x4BC & Powerglide
CT	283	469A	245	WCFB 2x4BC & Manual Transmission
DJ	283	469B	245	WCFB 2x4BC & Powerglide
CR	283	579A	250	FI & Manual Transmission
DH	283	579B	250	FI & Powerglide
CU*	283	469C	270	WCFB 2x4BC, Hi-Lift Cam & Manual Transmission
CS	283	579D	290	FI, Hi-Lift Cam & Manual Transmission

Note: WCFB carburetion manufactured by Carter; FI means Rochester Fuel Injection. (*) Engine not accessible until around 1/20/58.

1960 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment

CQ	283	Base	230	WCFB 1x4BC & Manual Transmission
DG	283	Base	230	WCFB 1x4BC & Powerglide
CT	283	469A	245	WCFB 2x4BC & Manual Transmission
DJ	283	469B	245	WCFB 2x4BC & Powerglide
CR	283	579A	250	FI & Manual Transmission
CU	283	469C	270	WCFB 2x4BC, Hi-Lift Cam & Manual Transmission
CY*	283	579	275	FI, Alum. Heads & Manual Transmission
CS	283	579D	290	FI, Hi-Lift Cam & Manual Transmission
CZ*	283	579	315	FI, Alum. Heads, Hi-Lift Cam & Manual Trans.

Note: WCFB carburetion manufactured by Carter; FI means Rochester Fuel Injection. There is no recorded evidence of a 1960 "DH" engine (250 HP with fuel injection and Powerglide transmission).

*** Presented 275 and 315 horsepower engines with aluminum heads have never been confirmed as being delivered to a retail customer; 1959-type engines with cast iron heads ("CR" & "CS" codes) were replacement**

1961 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
CQ	283	Base	230	WCFB 1x4BC & Manual Transmission
DG	283	Base	230	WCFB 1x4BC & Powerglide

CT	283	469A	245	WCFB 2x4BC & Manual Transmission
DJ	283	469B	245	WCFB 2x4BC & Powerglide
CR*	283	353	275	FI & Manual Transmission
CU	283	468	270	WCFB 2x4BC, Hi-Lift Cam & Manual Transmission
CS*	283	354	315	FI, Hi-Lift Cam & Manual Transmission

Note: (*) "CR" and "CS" coded engines wereprepared with cast-iron cylinder heads.

1962 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
RC	327	Base	250	WCFB 1x4BC & Manual Transmission
RD	327	583	300	AFB 1x4BC & Manual Transmission
RE	327	396	340	AFB 1x4BC, Hi-Lift Cam & Manual Transmission
RF	327	582	360	FI, Hi-Lift Cam & Manual Transmission
SC	327	Base	250	WCFB 1x4BC & Powerglide
SD	327	583	300	AFB 1x4BC & Powerglide

Note: WCFB and AFB carburetion manufactured by Carter; FI means Rochester Fuel Injection.

1963 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
RC	327	Base	250	WCFB 1x4BC & Manual Transmission
RD	327	L75	300	AFB 1x4BC & Manual Transmission
RE	327	L76	340	AFB 1x4BC, Hi-Lift Cam & Manual Transmission
RF	327	L84	360	FI, Hi-Lift Cam & Manual Transmission
SC	327	Base	250	WCFB 1x4BC & Powerglide
SD	327	L75	300	AFB 1x4BC & Powerglide

Note: WCFB and AFB four-barrel carburetors manufactured by Carter; FI means Rochester Fuel Injection.

1964 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
RC	327	Base	250	WCFB 1x4BC & Manual Transmission
RD	327	L75	300	AFB 1x4BC & Manual Transmission
RE	327	L76	365	Holley 1x4BC, Hi-Lift Cam & Manual Transmission

RF	327	L84	375	FI, Hi-Lift Cam & Manual Transmission
RP	327	Base	250	WCFB 1x4BC, A/C & Manual Transmission
RQ	327	L75	300	AFB 1x4BC, A/C & Manual Transmission
RR	327	L76	365	Holley 1x4BC, Hi-Lift Cam, A/C & Manual Transmission
RT	327	L76	365	Holley 1x4BC, Hi-Lift Cam, T/I & Manual Transmission
RU	327	L76	365	Holley 1x4BC, Hi-Lift Cam, A/C, T/I & Man. Trans.
RX	327	L84	375	FI, Hi-Lift Cam, T/I & Manual Transmission
SC	327	Base	250	WCFB 1x4BC & Powerglide
SD	327	L75	300	AFB 1x4BC & Powerglide
SK	327	Base	250	WCFB 1x4BC, A/C & Powerglide
SL	327	L75	300	AFB 1x4BC, A/C & Powerglide

Note: WCFB and AFB four-barrel carburetors manufactured by Carter; FI means Rochester Fuel Injection; A/C means Air Conditioning (C60); T/I means Transistor Ignition (K66).

1965 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
HE	327	Base	250	WCFB 1x4BC & Manual Transmission
HF	327	L75	300	AFB 1x4BC & Manual Transmission
HG	327	L84	375	FI, Hi-Lift Cam & 4-Speed
HH	327	L76	365	Holley 1x4BC, Mech. Lifters, & 4-Speed
HI	327	Base	250	WCFB 1x4BC, A/C & Manual Transmission
HJ	327	L75	300	AFB 1x4BC, A/C & Manual Transmission
HK	327	L76	365	Holley 1x4BC, Mech. Lifters, A/C & 4-Speed
HL	327	L76	365	Holley 1x4BC, Mech. Lifters, T/I & 4-Speed
HM	327	L76	365	Holley 1x4BC, Mech. Lifters, A/C, T/I & 4-Speed
HN	327	L84	375	FI, Hi-Lift Cam, T/I & 4-Speed
HO	327	Base	250	WCFB 1x4BC & Powerglide
HP	327	L75	300	AFB 1x4BC & Powerglide
HQ	327	Base	250	WCFB 1x4BC, A/C & Powerglide
HR	327	L75	300	AFB 1x4BC, A/C & Powerglide

HT	327	L79	350	Holley 1x4BC, Hyd. Lifters, & 4-Speed
HU	327	L79	350	Holley 1x4BC, Hyd. Lifters, A/C & 4-Speed
HV	327	L79	350	Holley 1x4BC, Hyd. Lifters, T/I & 4-Speed
HW	327	L79	350	Holley 1x4BC, Hyd. Lifters, A/C, T/I & 4-Speed
IF*	396	L78	425	Holley 1x4BC, T/I & 4-Speed

Note: WCFB and AFB four-barrel carburetion manufactured by Carter; FI means Rochester Fuel Injection; A/C means Air Conditioning (C60); T/I means Transistor Ignition (K66). (*) The 396 engine entered Corvette production around February of 1965.

1966 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
HE	327	Base	300	Manual Transmission
HH	327	Base	300	K19 & Manual Transmission
HO	327	Base	300	Powerglide
HR	327	Base	300	K19 & Powerglide
HT	327	L79	350	Hi-Lift Cam & 4-Speed
HD	327	L79	350	Hi-Lift Cam, K19 & 4-Speed
HP	327	L79	350	Hi-Lift Cam, A/C, P/S & 4-Speed
KH	327	L79	350	Hi-Lift Cam, K19, A/C, P/S & 4-Speed

IL	427	L36	390	Special Cam, Hyd. Lifters, & 4-Speed
IM	427	L36	390	Special Cam, Hyd. Lifters, K19 & 4-Speed
IQ	427	L36	390	Special Cam, Hyd. Lifters, & Powerglide*
IR	427	L36	390	Special Cam, Hyd. Lifters, K19 & Powerglide*
IP	427	L72	425	Special Cam, Mech. Lifters & 4-Speed
IK	427	L72	425	Special Cam, Mech. Lifters & M22 4-Speed

Note: L79 engines contains hydraulic lifters. K19 is Air Injection Reactor equipment; A/C means Air Conditioning(C6); P/S means Power Steering (N40); M22 is Heavy-Duty Four-Speed Transmission. All engines use Holley four-barrel carburetion. Unlisted 1966 engine codes "IT" (heavy-duty 425 HP engine) and "IU" (425 HP with aluminum heads) were also allocated during the model year. (*) 390 horsepower engine with Powerglide combination was added during the 1966 model year.

1967 Engine Identification Codes

Engine Code	Cubic Inches	Order Code	H.P.	Applicable Equipment
HE	327	Base	300	1x4BC & Manual Transmission
HH	327	Base	300	1x4BC, K19 & Manual Transmission
HO	327	Base	300	1x4BC & Powerglide
HR	327	Base	300	1x4BC, K19 & Powerglide
HP	327	Base	300	1x4BC, P/S & Manual Transmission
HT	327	L79	350	1x4BC, Hi-Lift Cam & 4-Speed

HD	327	L79	350	1x4BC, Hi-Lift Cam, K19 & 4-Speed
HP	327	L79	350	1x4BC, Hi-Lift Cam, A/C, P/S & 4-Speed
KH	327	L79	350	1x4BC, Hi-Lift Cam, K19, A/C, P/S & 4-Speed
IL	427	L36	390	1x4BC, Spec.Cam, Hyd. Lifters & 4-Speed
IM	427	L36	390	1x4BC, Spec.Cam, Hyd. Lifters, K19 & 4-Speed
IQ	427	L36	390	1x4BC, Spec.Cam, Hyd. Lifters & Powerglide
IR	427	L36	390	1x4BC, Spec.Cam, Hyd. Lifters, K19 & Powerglide
JC	427	L68	400	L36 Engine w/3x2BC & 4-Speed
JF	427	L68	400	L36 Engine w/3x2BC, K19 & 4-Speed
JD	427	L68	400	L36 Engine w/3x2BC & Powerglide
JG	427	L68	400	L36 Engine w/3x2BC, K19 & Powerglide
JE	427	L71	435	3x2BC, Mech. Lifters & 4-Speed
JA	427	L71	435	3x2BC, Mech. Lifters, K19 & 4-Speed

IU	427	L89	435	3x2BC, L71 Engine w/Alum. Heads & 4-Speed
JH	427	L89	435	3x2BC, L71 w/Alum. Heads, K19 & 4-Speed
IT	427	L88	430*	1x4BC, Heavy-Duty Engine & M22 4-Speed

Note: The entire carburetion is Holley; either single four-barrel (1x4) or three two-barrels (3x2). M22 is Heavy-Duty Four-Speed Transmission. (*) The true 1967 L88 horsepower rating was never open in public; the horsepower figure was released for 1968.

1953-67 Rear Axle Ratios & Identification Codes

1953-67 Rear Axle Ratios & Identification Codes

1953 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
LW	3.55:1	Standard	Early
MW	3.55:1	Standard	Late

1954 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
MW	3.55:1	Standard	All

1955 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
AE	3.55:1	Standard	Powerglide
AH	3.55:1	Standard	3-Speed
AD	3.27:1*	Standard	3-Speed

***May not have been used on the 1955 Corvette.**

1956 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
AE	3.55:1	Standard	Powerglide
AH	3.70:1	Standard	3-Speed
AD	3.27:1	Standard	3-Speed
AJ	4.11:1	Standard	3-Speed

Note: Only some 1956 Corvettes used Positraction rear axles marked "3.70.1 HT" or "4.56.1 HT" signifying gear ratio and Hi-Tork.

1957-1958 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
AE	3.36:1	Standard	Powerglide
AH	3.70:1	Standard	Manual Transmission
AN	3.70:1	Positraction	Manual Transmission
AP	4.11:1	Positraction	Manual Transmission
AQ	4.56:1	Positraction	Manual Transmission
AS	3.70:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
AT	4.11:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
AU	4.56:1	Positraction	Manual Trans. & H.D. Brakes & Suspension

1959-1960 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
AE	3.55:1	Standard	Powerglide
AH	3.70:1	Standard	Manual Transmission
AN	3.70:1	Positraction	Manual Transmission
AP	4.11:1	Positraction	Manual Transmission
AQ	4.56:1	Positraction	Manual Transmission
AS	3.70:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
AT	4.11:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
AU	4.56:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
FJ	3.70:1	Standard	Manual Trans. & Mettalic Brakes
FK	3.70:1	Positraction	Manual Trans. & Mettalic Brakes
FL	4.11:1	Positraction	Manual Trans. & Mettalic Brakes
FM	4.56:1	Positraction	Manual Trans. & Mettalic Brakes

1961 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
AC	3.36:1	Standard	3-Speed
AE	3.55:1	Standard	Powerglide
AH	3.70:1	Standard	4-Speed
AN	3.70:1	Positraction	Manual Transmission
AP	4.11:1	Positraction	Manual Transmission
AQ	4.56:1	Positraction	Manual Transmission
AF	3.36:1	Positraction	Manual Transmission

AS	3.70:1	Positraction	4-Speed & H.D. Brakes & Suspension
AT	4.11:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
AU	4.56:1	Positraction	Manual Trans. & H.D. Brakes & Suspension
FJ	3.70:1	Standard	4-Speed & Metallic Brakes
FK	3.70:1	Positraction	4-Speed & Metallic Brakes
FL	4.11:1	Positraction	Manual Trans. & Metallic Brakes
FM	4.56:1	Positraction	Manual Trans. & Metallic Brakes

1962 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
CA	3.36:1	Standard	Manual Transmission or Powerglide
CB	3.36:1	Positraction	Manual Transmission or Powerglide
CC	3.55:1	Positraction	4-Speed
CD	3.70:1	Positraction	4-Speed
CE	4.11:1	Positraction	4-Speed
CF	4.56:1	Positraction	4-Speed
CG	3.70:1	Standard	4-Speed
CX*	3.70:1	Standard	Close-Ratio 4-Speed
CH	3.36:1	Standard	Manual Trans. & Metallic Brakes
CY	3.70:1	Standard	4-Speed & Metallic Brakes
CK	3.36:1	Positraction	4-Speed & Metallic Brakes
CL	3.55:1	Positraction	4-Speed & Metallic Brakes
CM	3.70:1	Positraction	4-Speed & Metallic Brakes

CN	4.11:1	Positraction	4-Speed & Metallic Brakes
CP	4.56:1	Positraction	4-Speed & Metallic Brakes
CQ	3.70:1	Positraction	4-Speed & H.D. Brakes & Suspension
CR	4.11:1	Positraction	4-Speed & H.D. Brakes & Suspension
CS	4.56:1	Positraction	4-Speed & H.D. Brakes & Suspension
CT	3.08:1	Standard	4-Speed
CU	3.08:1	Positraction	4-Speed
CV	3.08:1	Standard	4-Speed & Metallic Brakes
CW	3.08:1	Positraction	4-Speed & Metallic Brakes

*** 1962 "CX" code unverified**

1963-1964 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
CA	3.36:1	Standard	Manual Transmission or Powerglide
CB	3.36:1	Positraction	Manual Transmission or Powerglide
CC	3.55:1	Positraction	4-Speed
CD	3.70:1	Positraction	4-Speed
CE	4.11:1	Positraction	4-Speed
CF	4.56:1	Positraction	4-Speed
CJ	3.08:1	Positraction	4-Speed
CX	3.70:1	Standard	Close-Ratio 4-Speed
CZ	3.08:1	Standard	Wide-Ratio 4-Speed

1965-1967 Rear Axle Ratios & Identification Codes

Code	Ratio	Type	Application
AK	3.36:1	Standard	Manual Transmission or Powerglide (327)

AL	3.08:1	Positraction	4-Speed (327)
AM	3.36:1	Positraction	Manual Transmission (327)
AN	3.55:1	Positraction	4-Speed (327)
AO	3.70:1	Positraction	4-Speed (327)
AP	4.11:1	Positraction	4-Speed (327)
AQ*	4.56:1	Positraction	4-Speed (327)
AR*	3.08:1	Standard	Wide-Ratio 4-Speed (327)
AS	3.70:1	Standard	Close-Ratio 4-Speed (327)
AT	3.08:1	Positraction	4-Speed (396/427)
AU	3.36:1	Positraction	4-Speed (396/427)
AZ	3.55:1	Positraction	4-Speed (396/427)
FA	3.70:1	Positraction	4-Speed (396/427)
FB	4.11:1	Positraction	4-Speed (396/427)
FC	4.56:1	Positraction	4-Speed (396/427)

Note: All 1965-67 Corvette rear axles were manufactured at Warren and are suffixed "W". (*) Listed 1967 "AQ" and "AR" codes & ratios possibly have been used early in the 1967 model-year, or not at all.

1953-67 Transmission Identification Codes

1953-67 Transmission Identification Codes

1953-54 Transmission Identification Codes

LV	1953 Powerglide built at Cleveland, prior to June 30, 1953
C	Powerglide, built at Cleveland, after June 30, 1953

1955-61 Transmission Identification Codes

C	Cast-iron Powerglide, built at Cleveland
S	3-Speed, built at Saginaw
W	4-Speed, built at Warner Gear Division

1962 Transmission Identification Codes

SU	Corvette Close-Ratio 3-Speed, built at Saginaw
B	Aluminum Powerglide, built at Toledo
W	4-Speed, built at Warner Gear Division

Tag Code*	Gears Used			
K	2.54	1.92	1.51	1:1
J, L or M	2.20	1.66	1.31	1:1
J-J	2.54	1.89	1.51	1:1
B-B, C-C or D-D	2.20	1.64	1.51	1:1

***To identify internal gears, Tag positioned under the lower front side cover bolt on Warner 4-speed transmissions will be stamped with a letter or letters.**

1963 Transmission Identification Codes

S	3-Speed, built at Saginaw
P	4-Speed (late-1963), built at Muncie
T	Aluminum Powerglide, built at Toledo
W	4-Speed (early-1963), built at Warner Gear Division

Tag Code*	Gears Used			
Q-Q	2.54	1.89	1.51	1:1
R-R	2.20	1.64	1.31	1:1
S-S	2.20	1.64	1.31	1:1
T-T	2.20	1.64	1.31	1:1

***To identify internal gears, Tag positioned under the lower front side cover bolt on Warner 4-speed transmissions will be stamped with a letter or letters.**

1964-1967 Transmission Identification Codes

S	3-Speed, built at Saginaw
P	4-Speed , built at Muncie
T	Powerglide, built at Toledo

Transmission Production Code Locations

Unit Serial Number Identification

1953-67 Corvette Horns

Transmission Production Code Locations

Powerglide

1953-57:

Embossed on rear face of case in lower right corner.

1958-1961:

Embossed on rear flange of governor cover.

1962-1967:

Previous to November 11, 1961 on Aluminum Powerglide produced, the serial number is stamped on the right front corner of the case, ahead of the oil pan and lower than the converter underpan. At the bottom center of the oil pan, the serial numbers were transferred. Serial number stampings were transferred to the right side of the transmission oil pan, sometime during 1963.

3-speed

1955-1965:

Embossed on right rear face of case.

1965-1967:

Stamping was transferred to the machined surface on left side of case, just beneath and rear of cover, apparently during 1965.

Warner 4-speed

1957-1963:

On the left side of the case, on the machined surface in the upper rear corner, just behind the side cover.

Muncie 4-speed

1963-1967:

Embossed vertically on the right side of the case at lower rear, in advance of the transmission extension.

Unit Serial Number Identification

Powerglide

1953 (Early, prior to June 30, 1953):

Model-year 1953 is denoted by "L" code while code "V" points to Corvette Powerglide built at Cleveland. A sequential unit serial number follows the code. Regardless of transmission type either Chevrolet passenger car or Corvette, the production at Cleveland plant production began with the number "1001". The letters "D" or "N" that designates applicable day or night production shifts (when multiple shifts are in operation) may be the suffixed for the serial number.

1953-1959 (after June 30, 1953):

Cleveland plant is represented by the powerglide code "C" that was followed by one or two digits that indicates the month of production ("1" through "12" for January through December), followed by two numerals designating the date of the month ("01" through "31").

1960-1961:

Except for January through September month codes that is supposedly being altered from one to two digits ("01" through "9") , the unit production serial code must appear as just portrayed. Note: The suffix letter "W" that appears indicates a welded-type torque converter it follows the "D" or "N" shift code on some Powerglide transmissions.

1962-1966:

Except for aluminum Powerglide prefix codes "B" (1962) and "T" (1963-66) that indicates the Toledo plant, the unit serial codes will come out as just described. Note: Either one ("1" through "9") or two ("01" through "9") digits, the month codes for January through September may appear.

1967:

The prefix "T" for Toledo Powerglide was followed by the last digit of the vehicle model year ("7"); the month to transmission manufacture was represented by a letter (see month chart); followed by two digits assign to the date of the month ("1" through "31"). The unit coding method changed significantly.

Calendar Month Codes

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

Saginaw 3-speed & Muncie 4-speed

Except for the prefix codes "S", "SU", or "P" that is listed, the method of unit production serial coding for 1955-67 Corvette speed and 1963-67 Muncie 4-speed manual transmissions is similar as described for Powerglide transmissions.

Warner 4-speed

1957-1963:

A letter that indicates the month of manufacture ("A" for January, "B" for February, and so on) follows the transmission type suffix code "W"; one or two digits indicating the date of the month

("1" through "31"); followed by a single digit representing the calendar year of manufacture and "1", "2" or "3" indicating applicable work shift.

Note: In addition to the transmission unit serial number codes just described, during the 1960 model year, In the same way used for engines, Chevrolet started the practice of adding a (hidden) vehicle identification serial number (VIN) derivative stamping to every transmission installed in a Corvette at St. Louis Assembly Plant. This number was frequently stamped near the production code on manual transmissions; locations differ on automatic transmissions.

1953-67 Corvette Horns

Year	Low-Note	High-Note	Relay
1953	1999631	1999632	1116775
1954	1999687	1999688	1116775
1955	1999759	1999760	1116781
1956	1999759	1999760	1116913
1957*	1999759	1999760	1116913
1957**	9000339	9000340	1116913
1958	9000351	9000352	1116913
1959-60	9000351	9000352	1116781
1961-62	9000441	9000442	1116781
1963	9000455	9000456	1115824
1964-65	9000487	9000488	1115824
1966-67	9000487	9000488	1115837

*** 1st Design** ****2nd Design**

Note: 1955 listing replicate V8-equipped 12-volt models; 1955 6-cylinder models use same horn equipment as 1954 model. All 1953-1963 Low-note horns mounted on right-hand side; High-note on left-hand side. All 1964-1967 Low-note horns mounted on left-hand side; High-note on right-hand side.

1953-1967 Engine Block Casting Numbers

1953-1967 Engine Block Casting Numbers

1953 Engine Block Casting Numbers

Casting #	Cubic Inches	Description/Application
3701481	235	Six-Cylinder, 150 Horsepower, 1st Design
3835911	235	Six-Cylinder, 150 Horsepower, 2nd Design

Note: Changeover from 1st to 2nd design take place between block casting dates "J133" and "J163" (October 13-16, 1953).

1954 Engine Block Casting Numbers

Casting #	Cubic Inches	Description/Application
3835911	235	Six-Cylinder, 150 & 155Horsepower

1955 Engine Block Casting Numbers

Casting #	*Cubic Inches*	*Description/Application*
3835911	235	Six-Cylinder, 155 Horsepower
3703524	265	V-8, 195 Horsepower

1956 Engine Block Casting Numbers

Casting #	*Cubic Inches*	*Description/Application*
3720991	265	All V-8 Engines

1957 Engine Block Casting Numbers

Casting #	*Cubic Inches*	*Description/Application*
3731548	283	All V-8 Engines

1958-1961 Engine Block Casting Numbers

Casting #	*Cubic Inches*	*Description/Application*
3737739	283	1958 & Early-1959 engines
3756519	283	Mid-to-Late 1958 through Late-1961 Engines
3789935	283	Very Late 1961 Engines

1962-1964 Engine Block Casting Numbers

Casting #	Cubic Inches	Description/Application
3782870	327	All V-8 Engines

1965 Engine Block Casting Numbers

Casting #	Cubic Inches	Description/Application
3782870	327	250, 300, 350, 365 & 375 Horsepower
3858180*	327	Limited Quantity of Units
3855962	396	425 Horsepower

* In 1965 Corvettes, a limited number of these small block engines appear. Their casting origin was Tonawanda, New York; seemingly shipped to the Flint, Michigan, V-8 engine plant for machining and assembly. Their usage is believed to be a replacement that happens during a foundry shutdown at Saginaw, MI.

1966 Engine Block Casting Numbers

Casting #	Cubic Inches	Description/Application
3858174	327	300 & 350 Horsepower
3858180	327	300 & 350 Horsepower (unverified)
3892657	327	300 & 350 Horsepower (possible late)
3855961	427	300 & 350 Horsepower (possible early)
3869942	427	390 & 425 Horsepower

1967 Engine Block Casting Numbers

Casting #	Cubic Inches	Description/Application
3892657	327	300 & 350 Horsepower
3903352	327	300 & 350 Horsepower (late, unverified)
3869942	427	Early Big Block Engines
3904351	427	Majority of Big Block Engines
3916321	427	Late Big Block Engines

Corvette Engine Block Casting Notes

Located in a recess just below, and ahead of the fuel pump mounting boss, above the crankcase oil pan mounting lip, is the six-cylinder casting numbers. While the Block casting dates are located next to the starter motor solenoid , right at the rear side of the block.

On the top left surface of the flange formed at the rear of the block for engine flywheel attachment, is where all V-8 engine block both small and big block casting numbers are located. While the V-8 casting dates are located on the right-hand side of the block, opposite the casting number. It should be noted that the very limited use 1965 Tonawanda 327 cubic-inch block cast 3858180 has a casting date (ending in the two year digits "65") located adjacent to the block casting number.

The Flint engine plant are the supplier of small block V-8 engines to the St. Louis Corvette assembly plant, big block engines on the other hand were supplied by the Tonawanda facility.

The letter "A" for January, and "B" for February, and so on is the beginning for Engine block casting date codes the letter "I" representing the month of September was also used through "L" for December (see month chart); then follows the digit or digits that represents the date of the month ("1" through "31"); A single digit designating the last digit of the Calendar year is what follows. At the Chevrolet foundry in Saginaw, Michigan, the small block (265, 283 and 327 cubic-inch) engines were cast and then shipped to Flint for machining and assembly. The use of a single digit calendar-year code can normally differentiate the Saginaw cast small block V-8 engines; Normally, Tonawanda cast small block V-8 engines use the last two digits for example: "62" for 1962, and these castings were not used in Corvette production except for the 1965 example quoted.

Casting Month Code Chart

A - January	**E** - May	**I** - September
B - February	**F** - June	**J**- October
C - March	**G** - July	**K** - November
D - April	**H**- August	**L** - December

1953-1967 Cylinder Head Casting Numbers

1953-1967 Cylinder Head Casting Numbers

1953 Cylinder Head Casting Numbers

3836066*	6-Cylinder, 150 Horsepower

1954 Cylinder Head Casting Numbers

3836241*	6-Cylinder, 150/155 Horsepower

1955 Cylinder Head Casting Numbers

3836241*	6-Cylinder, 155 Horsepower
3703523	V-8, 195 Horsepower

*** The tapped hole for the 1953-55-6-cylinder temperature sender did not require an adaptor.**

1956 Cylinder Head Casting Numbers

3725306	All 210 & Early-255 Horsepower with 2-bolt Exhaust Manifolds
3731762**	Later- 225 & All 240 Horsepower with 3-bolt Exhaust Manifolds

**** Some carryover into early 1957 production take place.**

1957 Cylinder Head Casting Numbers

3740997	220, 245, 250 & 270 Horsepower

3731539	283 Horsepower, Fuel Injection

1958-1960 Cylinder Head Casting Numbers

3748770***	1958 & possibly very-early-1959; All Engines; Contains "X58" on Side
3755550***	Early-1959; All Engines
3767465	Late-1959; All Engines
3774692	All 1960 Engines

***** Staggered valve cover mounting holes.**

1961 Cylinder Head Casting Numbers

3774692	230, 245 & 270 Horsepower
3782461	275 & 315 Horsepower, Fuel Injection

1962 Cylinder Head Casting Numbers

3795896	250 Horsepower
3884520	250 Horsepower (unverified)
3782461	300, 340 & 360 Horsepower

1963-1964 Cylinder Head Casting Numbers

3795896	Base 250 Horsepower
3782461	All Optional Engines

1965 Cylinder Head Casting Numbers

3782461	All 327 Cubic-Inch Engines
3856208	425 Horsepower 396 Cubic-Inch Engines

1966 Cylinder Head Casting Numbers

3782461	All 327 Cubic-Inch Engines
3872702	390 Horsepower 427 Engines
3873858	427 Horsepower 427 Engines

1967 Cylinder Head Casting Numbers

3890462	300 & 350 Horsepower 327 Engines
3909802	390 & 400 Horsepower 427 Engines
3904391	435 Horsepower 427 Engines (Cast Iron)
3904392	L88 & L89 (Aluminum)

Corvette Cylinder Head Casting Information

On the left top of the head, between the valves of the #2 and #3 cylinders, directly above their exhaust port outlet, is where the six cylinder engine cylinder head casting number can be located. The number is visible with the valve rocker cover installed.

Located in the valve rocker area next to the #4 and #5 cylinder exhaust valves, the six cylinder head casting date can only be seen with the valve rocker cover removed. In the same manner as described for engine blocks, the casting date is deciphered.

When the valve cover is removed, the V-8 cylinder head casting numbers and casting dates can be seen. They are located in the valve rocker area. Casting dates for cast-iron cylinder heads are deciphered in the same manner as described for engine blocks. Not necessarily that an Aluminum cylinder heads may carry a normal casting date, but rather a mold date. A "W" within a snowflake, symbol of the Winters Aluminum Foundry Company is usually carried by Aluminum cylinder heads.

1953-1967 Intake Manifold Casting Numbers

1953-1967 Intake Manifold Casting Numbers

1953-1955 Intake Manifold Casting Numbers

(3707064)	Aluminum	Six-Cylinder
3711348	Cast Iron	1955 V-8

Note: No casting number is being carried by the original 1953-55 six-cylinder intake manifold; later service replacement manifold carries the casting number listed and a Winter's Foundry "snowflake" vendor's logo.

1956 Intake Manifold Casting Numbers

3735448	Cast Iron	210 Horsepower
3837109	Cast Iron	210 Horsepower(possible usage)
3728725	Aluminum	1st Design 255Horsepower
3731394	Aluminum	2nd Design, 255 & 240 Horsepower

1957 Intake Manifold Casting Numbers

3731398	Cast Iron	220 Horsepower
3739653	Aluminum	245 & 270 Horsepower

1958-1961 Intake Manifold Casting Numbers

3746829	Cast Iron	Single Four-Barrel Carburetor
3739653	Aluminum	Dual Four-Barrel Carburetor

1962 Intake Manifold Casting Numbers

3783244	Cast Iron	250 Horsepower
3799349	Aluminum	300 Horsepower
3795397	Aluminum	340 Horsepower

1963 Intake Manifold Casting Numbers

3783244	Cast Iron	250 Horsepower
3799349	Cast Iron	300 Horsepower
3844459	Cast Iron	300 Horsepower (very late)
3794129	Aluminum	340 Horsepower

1964 Intake Manifold Casting Numbers

3844457	Cast Iron	250 Horsepower
3799349	Cast Iron	300 Horsepower (early, usage unverified)
3844459	Cast Iron	300 Horsepower
3844461	Aluminum	365 Horsepower

1965 Intake Manifold Casting Numbers

3844457	Cast Iron	250 Horsepower 327 Engine
3866922	Cast Iron	Late 250 Horsepower 327 Engine

3844459	Cast Iron	300 Horsepower 327 Engine
3844461	Aluminum	350 & 365 Horsepower 327 Engines
3866963	Aluminum	450 Horsepower 427 Engine

1966 Intake Manifold Casting Numbers

3872783	Cast Iron	300 Horsepower 327 Engine
3890490	Aluminum	350 Horsepower 327 Engine
3866948	Cast Iron	390 Horsepower 427 Engine
3885069	Aluminum	425 Horsepower 427 Engine

1967 Intake Manifold Casting Numbers

3872783	Cast Iron	300 Horsepower 327 Engine
3890490	Aluminum	350 Horsepower 327 Engine
3866948	Cast Iron	390 Horsepower 427 Engine
3883948	Cast Iron	Late 390 Horsepower 427 Engine
3894382	Aluminum	400 Horsepower 427 Engine
3894374	Aluminum	435 Horsepower 427 Engine
3885069	Aluminum	L88 (3886093 also possible)

1953-1967 Exhaust Manifold Casting Numbers

1953-1967 Exhaust Manifold Casting Numbers

1953-55 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3836108		Six-Cylinder
3704791	3704792	1st Design V-8
3837069	3836968	2nd Design V-8

1956 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3725563	3725563	1st Design, All Engines
3731557	3731558	2nd Design, All Engines

1957 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3733975	3733976	All Engines

1958-61 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3749965	3750556	All Engines

1962 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3749965	3750556	250 Horsepower
3797901	3797902	300, 340 & 360 Horsepower

1963 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3749965	3750556	250 Horsepower 300 Horsepower with Powerglide
3797901	3797902	300 & 340 Horsepower with Manual Transmission
3797942	3797902	360 Horsepower Fuel Injection

1964 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application

3846559	3747038	250 Horsepower with Air Conditioning 300 Horsepower with Powerglide & Air Conditioning
3846559	3750556	250 Horsepower with Man. Trans. or Powerglide 300 Horsepower with Powerglide
3846563	3797902	300 Horsepower with Manual Transmission 365 Horsepower without Air Conditioning
3846563	3797942	365 Horsepower with Air Conditioning
3797942	3797902	375 Horsepower Fuel Injection

1965 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3846559	3747038	Early 250 Horsepower with Air Conditioning Early 300 Horsepower with Powerglide & A/C
3846559	3750556	250 Horsepower 300 Horsepower with Powerglide
3846563	3797902	300 Horsepower with Manual Transmission
3846559	3747042	250 Horsepower with Air Conditioning 300 Horsepower with Powerglide & A/C
3846563	3797902	350 & 365 Horsepower without Air Conditioning
3846563	3797942	300 Horsepower with Man. Trans. & A/C 350 & 365 Horsepower with Air Conditioning

3797942	3797902	375 Horsepower Fuel Injection
3856301	3856302	425 Horsepower 396 Engine

1966 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3846559	3747042	300 & 350 Horsepower 327 Engines
3872765	3872778	300 & 350 Horsepower with K19*
3880827	3880828	390 & 425 Horsepower 427 Engines

1967 Exhaust Manifold Casting Numbers

Left-Hand	Right-Hand	Application
3846559	3747042	300 & 350 Horsepower 327 Engines
3872765	3872778	300 & 350 Horsepower with K19*
3880827	3880828	390, 400, 435 Horsepower & L88 427 Engines

Note:(*) K19 is Air Injection Reactor.

Exhaust Manifold Notes

When manifold is installed, exhaust manifold casting dates may not be visible, and some manifolds may not include a casting date. Except that they do not normally carry a calendar-year reference, casting date codes are as described for engine blocks. The 1957-65 Fuel injection right-hand exhaust manifolds do not have a machined hole that is used for choked heat tube in carburetor applications while 1963-65 fuel injection left-hand exhaust manifolds do have a machined hole for heat tube.

1953-1967 Corvette Carburetors

1957-1965 Corvette Fuel Injection

1953-1967 Corvette Carburetors

1953 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
150	All	Carter	YH	2066S*	3706151
		Carter	YH	2066SA**	3706989

1954 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
150	All	Carter	YH	2066SA	3706989

1955 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
155	All	Carter	YH	2066SA	3706989
195	All	Carter	WCFB	2218S*	3717687
		Carter	WCFB	2351S**	3724158

1956 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
210	All	Carter	WCFB	2366SA	3733246
225	frt.	Carter	WCFB	2419S	3730599
	rr.	Carter	WCFB	2362S	3720953

*** 1st Design** **** 2nd Design**

1957 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #

220	All	Carter	WCFB	2366SA*	3733246
		Carter	WCFB	2655S**	3744925
245	frt.	Carter	WCFB	2419S*	3730599
	rr.	Carter	WCFB	2362S*	3720953
	frt.	Carter	WCFB	2626S**	3744002
	rr.	Carter	WCFB	2627S**	3744004
270	frt.	Carter	WCFB	2613S	3741089
	rr.	Carter	WCFB	2614S	3741090

1958 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
230	All	Carter	WCFB	2669S	3746384
245	frt.	Carter	WCFB	2626S	3744002
	rr.	Carter	WCFB	2627S	3744004
270	frt.	Carter	WCFB	2613S	3741089
	rr.	Carter	WCFB	2614S	3741090

1959 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
230	All	Carter	WCFB	2818S	3756676
245	frt.	Carter	WCFB	2626S	3744002
245	rr.	Carter	WCFB	2627S	3744004
270	frt.	Carter	WCFB	2613S	3741089
	rr.	Carter	WCFB	2614S	3741090

1960 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
230	All	Carter	WCFB	2818S*	3756676
		Carter	WCFB	3059S**	3779178
245	frt.	Carter	WCFB	2626S	3744002
	rr.	Carter	WCFB	2627S	3744004
270	frt.	Carter	WCFB	2613S	3741089
	rr.	Carter	WCFB	2614S	3741090

1961 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
230	All	Carter	WCFB	3059S	3779178
245	frt.	Carter	WCFB	2626S*	3744002
	frt.	Carter	WCFB	3181S**	3785554
	rr.	Carter	WCFB	2627S	3744004
270	frt.	Carter	WCFB	2613S*	3741089
	frt.	Carter	WCFB	3182S**	3785552
	rr.	Carter	WCFB	2614S	3741090

1962 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
250	PG (early)	Carter	WCFB	3190S	3788245
	All	Carter	WCFB	3191S	3788246
300	M.T.	Carter	AFB	3269S	3797699
	PG	Carter	AFB	3310S	3819207
340	All	Carter	AFB	3269S	3797699

1963 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
250	M.T.	Carter	WCFB	3501S	3826003
	PG	Carter	WCFB	3500S	3826005

300	M.T.	Carter	AFB	3461S	3826004
	PG	Carter	AFB	3460S	3826006
340	All	Carter	AFB	3461S	3826004

1964 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
250	M.T.	Carter	WCFB	3697S	3846247
	PG	Carter	WCFB	3696S	3846246
300	M.T.	Carter	AFB	3721S/SA/SB	3851761
	PG	Carter	AFB	3720S/SA/SB	3851762
365	All	Holley	4150	R2818A	3849804

1965 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
250	M.T.	Carter	WCFB	3697S	3846247
	PG	Carter	WCFB	3696S	3846246
300	M.T.	Carter	AFB	3721SB	3851761
	PG	Carter	AFB	3720SB	3851762
350	All	Holley	4150	R2818A	3849804
365	All	Holley	4150	R2818A	3849804
425	All	Holley	4150	R3124A	3868826

1966 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
300/350		Holley	4160	R3367A	3884505
300/350	K19	Holley	4160	R3605A	3890499
390		Holley	4160	R3370A	3882835
390	K19	Holley	4160	R3606A	3892341
425	All	Holley	4150	R3247A	3886101

1967 Corvette Carburetors

HP	Application	Mfg.	Model	Mfg. #	Chev. #
300/350		Holley	4160	R3810A	3906631
300/350	K19	Holley	4160	R3814A	3906635
390		Holley	4160	R3811A	3906633
390	K19	Holley	4160	R3815A	3906637
400	4-spd. ctr.	Holley	2300C	R3660A	3902355
	frt./rr.	Holley	2300	R3659A	3902353
400	PG ctr.	Holley	2300C	R3888A	3909872
	frt./rr.	Holley	2300	R3659A	3902353
430	L88	Holley	4150	R3418A	3886091
435	All ctr.	Holley	2300C	R3660A	3902355
	frt./rr.	Holley	2300	R3659A	3902353

*** First Design** **** Second Design**

Notes: Carburetor Model designations are - "YH" side draft; "WCFB" Wrought Cast Four Barrel; "AFB" Aluminum Four Barrel; "4150/4160" four-barrel; "2300C" primary two-barrel; "2300" secondary two-barrel. Abbreviations & Codes - "PG" Powerglide transmission; "M.T." Manual Transmission; :"frt., rr. & ctr." front, rear & center carburetor positions on engine block; "K19" Air Injection Reactor system; "L88" Heavy-Duty engine.

1957-1965 Corvette Fuel Injection

Unit #	Air Meter	Fuel Meter	Model Year Application
7014360	7014521	7014362	Early-1957 250 & 283 HP
7014520	7014521	7014522	Mid-1957 250 & 283 HP
7014800	(7014)801	(7014)802	Late-1957 & 1958 250 HP
7014800R*	(7014)801	(7014)802	Early 1958 290 Horsepower

7014900	(7014)901	(7014)902	1958 250 Horsepower
			1959 290 Horsepower
7014900R*	(7014)901	(7014)902	1958 290 Horsepower
			1959 290 Horsepower
7014960	(7014)801	(7014)962	Late-1957 283 Horsepower
			1958 290 Horsepower
7017200	(7017)201	(7017)202	Late-1958 250 Horsepower
			1959 1960 250 Horsepower
			1961 275 Horsepower
7017250	(7017)251	(7017)252	1959 1960 290 Horsepower
7017300***	(7017)301	(7014)802	1959 1960 290 Horsepower
		(7014)962	
		(7017)302	
7017300R***	(7017)301	(7014)802	1959 250 Horsepower
		(7014)962	
		(7017)302	
7017310	(7017)201	(7017)202	1959-1960 250 & 290 HP
			1961 275 Horsepower
7017320	(7017)251	(7017)252****	1960 290 Horsepower
			1961 315 Horsepower
7017355	no stamp	(7017)252	Very Early 1962 360 HP
7017360	no stamp	(7017)252 or no stamp	1962 360 Horsepower
7017375	cast 7017248	cast 7017277	1963 360 Horsepower
7017375R	cast 7017248	cast 7017277	Early-1964 375 Horsepower

7017380	cast 7017248	cast 7017277	Late-1964 375 Horsepower
			1965 375 Horsepower

*** Unit made from 714520 units**

**** Same as 4900 except calibrated richer**

*****Rebuilt 4800 & 4960 units using a single line air meter**

****** Correcting overstamp (5 over 0) found on some fuel meters**

Note: Numbers in parenthesis () omitted on various units.

1953-1967 Delco-Remy Ignition Distributors

1953-1967 Delco-Remy Ignition Distributors

1953-55 Delco-Remy Ignition Distributors

1112314	1953-1955 Six-Cylinder Engines
1110855	1955 V-8 Engines with vacuum advance
1110847	Some later 1955 V-8 Engines with no vacuum advance

1956 Delco-Remy Ignition Distributors

1110872	Early Engines
1110879	Late Engines

1957 Delco-Remy Ignition Distributors

1110891	220, 245 & 270 Horsepower Engines
1110889	Early 250 & 283 Horsepower Engines (with FI unit 4360)
1110905	Mid-to-End 250 & 283 Horsepower FI Engines with Manual Transmission (with FI units 4360, 4520, 4800 & 4960) Mid-to-Late 250 Horsepower FI Engine with Powerglide
1110906	Late 250 Horsepower FI Engine with Powerglide (with FI units 4520 & 4800)
1110908	Mid-to-End RPO 579E & Some Late 283 Horsepower (with FI unit 4960)

1958-1961 Delco-Remy Ignition Distributors

1110890	1958 230 Horsepower Engine
1110946	1959-61 230 Horsepower Engine
1110891	1958-61 245 & 270 Horsepower 2x4BC Engines
1110908	Early 1958 290 Horsepower FI Engine
1110914	Mid-1958 through 1960 290 Horsepower & 1961 315 HP FI Engines
1110915	1958-1960 250 HP & 1961 275 Horsepower FI Engines

1962 Delco-Remy Ignition Distributors

1110984	250 & 300 Horsepower Engines
1110985	340 Horsepower Engine

1110990	Early 360 Horsepower FI Engine
1111011	Mid-to-Late 360 Horsepower FI Engine

1963 Delco-Remy Ignition Distributors

1111024	250, 300 & 340 Horsepower Engines
1111022	360 Horsepower FI Engine

1964 Delco-Remy Ignition Distributors

1111024	250 & 300 Horsepower Engines
1111062	Early 365 Horsepower Engine
1111069	2nd Production 365 Horsepower Engine
1111060	365 Horsepower Engine with K66 Transistor Ignition
1111063	Early 375 Horsepower FI Engine
1111070	2nd Production 375 Horsepower FI Engine
1111064	375 Horsepower FI Engine with K66 Transistor Ignition

1965 Delco-Remy Ignition Distributors

1111076	250 & 300 Horsepower 327 Engines
1111087	350 Horsepower 327 Engine
1111088	350 Horsepower 327 Engine with K66 Transistor Ignition
1111069	365 Horsepower 327 Engine
1111060	365 Horsepower 327 Engine with K66 Transistor Ignition
1111070	375 Horsepower 327 Engine
1111064	375 Horsepower 327 Engine with K66 Transistor Ignition
1111093	425 Horsepower 396 Engine with K66 Transistor Ignition

1966 Delco-Remy Ignition Distributors

1111153	300 Horsepower 327 Engine
1111156	350 Horsepower 327 Engine

1111157	350 Horsepower 327 Engine with K66 Transistor Ignition
1111141	390 Horsepower 427 Engine
1111142	390 Horsepower 427 Engine with K66 Transistor Ignition
1111093	425 Horsepower 427 Engine with K66 Transistor Ignition

1967 Delco-Remy Ignition Distributors

1111194	300 Horsepower 327 Engine
1111117	300 Horsepower 327 Engine with Powerglide & K19 Air Injection Reactor
1111196	350 Horsepower 327 Engine
1111157	350 Horsepower 327 Engine with K66 Transistor Ignition
1111141	Early 390 Horsepower 427 Engine (1966 carryover)
1111247	390 & 400 Horsepower 427 Engines
1111248	Early 390 & 400 Horsepower 427 Engines with K66 Transistor Ignition
1111294	2nd Production 390 & 400 HP 427 Engines with K66 Transistor Ignition
1111240	L88 427 Engine with K66 Transistor Ignition
1111258	435Horsepower 427 Engine with K66 Transistor Ignition

Note: Delco-Remy Ignition coils are stamped with the last three digits of the part numbers listed.

1953-1967 Corvette Delco-Remy Ignition Coils

1953-1967 Corvette Delco-Remy Ignition Coils

1953-1955 Corvette Delco-Remy Ignition Coils

1115394	1953-55 Six-Cylinder Engines
1115086	1995 V-8 Engines

1956-1962 Corvette Delco-Remy Ignition Coils

1115091	All Carbureted Engines
1115107	All Fuel Injected Engines

1963 Corvette Delco-Remy Ignition Coils

1115091	Early; All Engines
1115087	Mid-to-Late; All Engines

1964 Corvette Delco-Remy Ignition Coils

1115087	250 & 300 Horsepower 327 Engines

1115091	365 & 375 Horsepower 327 Engines
1115196	K66 Transistor Ignition System (early; usage unverified)
1115176	K66 Transistor Ignition System

1965 Corvette Delco-Remy Ignition Coils

1115202	327 Engines with Standard Ignition
1115203	Early 350, 365 & 375 HP 327 Engines with K66 Transistor Ignition
1115207	Mid-to-Late 350, 365 & 375 HP with K66 Transistor Ignition
1115210	425 Horsepower 396 Engine with K66 Transistor Ignition

1966 Corvette Delco-Remy Ignition Coils

1115202	300 & 350 Horsepower 327 Engines with Standard Ignition
1115232 or 1115262	390 Horsepower 427 Engine with Standard Ignition
1115207	350 Horsepower 327 Engine with K66 Transistor Ignition
1115210	Early 390 HP 427 Engine with Manual Trans. & K66 Trans. Ignition
1115261	390 HP 427 Engine with Powerglide & K66 Transistor Ignition
1115231 or 1115261	Mid-to-Late 390 & 425 HP with Manual Trans. & K66 Trans. Ignition

1967 Corvette Delco-Remy Ignition Coils

1115202	300 & 350 Horsepower 327 Engines with Standard Ignition
1115207	350 Horsepower 327 Engine with K66 Transistor Ignition
1115264	390 & 400 Horsepower 427 Engine with Standard Ignition
1115263	390, 400, 435 HP & L88 427 Engines with K66 Transistor Ignition

Note: Delco-Remy ignition coils are embossed with the last three digits of the part numbers listed.

1953-1967 Delco-Remy Generators & Alternators

1953-1967 Delco-Remy Generators & Alternators

1953-1954 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102793	45	6-Cylinder

1955 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102793	45	6-Cylinder
1102025	30	V-8

1956 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102043	30	All Engines

1957 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102043	30	All Engines Except RPO 579E
1102059	30	With RPO 579E Engine

1958 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102043	30	All Engines Except 290 Horsepower
1102059	30	290 Horsepower

1959 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102043	30	All Engines Except 290 Horsepower
1102059	30	1st Design; with 290 Horsepower
1102173	35	2nd Design; with 290 Horsepower

1960 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102043	30	All Engines Except FI with Hi-Lift Cam (290 Horsepower)
1102173	35	Fuel Injection with Hi-Lift Cam (290 Horsepower)

1961 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102043	30	All Engines Except 315 Horsepower
1102173	35	1st Design; with 315 Horsepower
1102268	35	2nd Design; with 315 Horsepower

1962 Delco-Remy Generators & Alternators

Generator	Amps	Application
1102174	35	250 & 300 Horsepower
1102268	35	340 & 360 Horsepower

1963 Delco-Remy Generators & Alternators

Alternator	Amps	Application
1100628	37	Base Unit
1100633	52	With C60 Air Conditioning

1964 Delco-Remy Generators & Alternators

Alternator	Amps	Application
1100628	37	Early Base Unit (possible)
1100668	37	Base Unit, all Engines
1100665	55	250, 300 & 365 Horsepower with C60 Air Conditioning
1100669	42	365 & 375 Horsepower with K66 Transistor Ignition
1100684	60	365 HP with C60 Air Conditioning & K66 Transistor Ignition

1965 Delco-Remy Generators & Alternators

Alternator	Amps	Application
1100693	37	Base Unit; 327 Engines
1100694	55	250, 300, 350 & 365 Horsepower with C60 Air Conditioning
1100696	42	350, 365, 375 & 425 Horsepower with K66 Transistor Ignition
1100697	60	350 & 365 HP with C60 Air Conditioning & K66 Transistor Ignition

1966 Delco-Remy Generators & Alternators

Alternator	Amps	Application
1100693	37	Base Unit; 327 & 427 Engines
1100694*	55	300, 350 & 390 Horsepower with C60 Air Conditioning
1100696	42	350, 390 & 425 Horsepower with K66 Transistor Ignition
1100750*	61	350 & 390 HP with C60 Air Conditioning & K66 Transistor Ignition

*** 1100750 also emerge to have been used on vehicles equipped with Air Conditioning without K66 Transistor Ignition.**

1967 Delco-Remy Generators & Alternators

Alternator	Amps	Application
1100693	37	Base Unit; 327 & 427 Engines
1100694*	55	300, 350, 390 & 400 Horsepower with C60 Air Conditioning

1100696	42	350, 390, 400, 425 Horsepower & L88 with K66 Transistor Ignition
1100750*	61	350, 390 & 400 HP with C60 Air Conditioning & K66 Transistor Ignition

*** 1100750 also emerge to have been used on vehicles equipped with Air Conditioning without K66 Transistor Ignition.**

Generator/Alternator Notes

1953-1962: In a Delco-Remy identification tag, generator model numbers will be stamped (black for 6-volt 6-cylinder; red for 12-volt V-8) which is riveted to the generator housing. Manufacturing date code will also be stamped into the tag which is shown on the tag as a "SERIAL" number.

1963-1967: The model number, ampere rating, and date of manufacturing code in the Alternators are stamped directly to the alternator casting. On the flat surface of the rear housing, above the ground connection appears the early 1963 alternator stamped data; later alternators have the data embossed on top near the adjusting brace mount.

1953-1967 Date Coding: A calendar year prefix that consist of a single digit (the last digit of the calendar year) is included in the date of manufacture code used for generators and alternators; followed by the month and ends with the date of the month ("1" through "31").

Month Codes

A - January	E - May	J - September
B - February	F - June	K - October
C - March	G -July	L - November
D - April	H - August	M - December

1953-67 Windshield Wiper Motors

1953-55 6-Cylinder (vacuum type)	3706280
1955	5047799
1956	5047799*
	5047924**
1957	5047984*
	5047991**
1958-1961	5044266
1962	5044479
1936-1964	5044518
1965-1967	5044602

*** 1st Design** **** 2nd Design**

1953-67 Corvette Delco-Remy Starter Motors

1953-1967 Corvette Radiators

[1963-1966 Corvette Radiators]

[1967 Corvette Radiators]

[Radiator Notes]

1953-67 Corvette Delco-Remy Starter Motors

1953-1955 Corvette Delco-Remy Starter Motors

1107109	1953 & Early-1954; 6-Cylinder (2-coil design)
1108035	1954-55 6-Cylinder (4-coil design; entered production February 1954)
1107627	1st Design 1955 V-8
1107645	2nd Design 1955 V-8 (usage began between VIN 509 & 57)

1956-1960 Corvette Delco-Remy Starter Motors

1107627	1956; All Engines
1107664	1957-60; All Engines

1961 Corvette Delco-Remy Starter Motors

1107664	All Engines (possible early; usage unverified)
1107889	All Engines

1962 Corvette Delco-Remy Starter Motors

1107889	Early (usage unverified)
1107233	All with Manual Transmission
1107219	All with Powerglide Transmission
1107242	Late (usage unverified)

1963 Corvette Delco-Remy Starter Motors

1107242	All Engines

1964 Corvette Delco-Remy Starter Motors

1107320	All Engines

1965 Corvette Delco-Remy Starter Motors

1107320	All 327 Engines
1107352	All 396 Engines

1966 Corvette Delco-Remy Starter Motors

1107320	All 327 Engines
1107365	All 427 Engines

1967 Corvette Delco-Remy Starter Motors

1107320	All 327 Engines
1107365	All 427 Engines (except L88)
1107352	L88
1108351	L88 (possible late; usage unverified)

1953-1967 Corvette Radiators

1953-1955 Corvette Radiators

3130953	Copper	Six-cylinder engine
3133689	Copper	V-8 engine

1956-1957 Corvette Radiators

3133689	Copper	All

1958-59 Corvette Radiators

3139588	Copper	Very early 1958 only; may not have been used
3141674	Copper	All

1960 Corvette Radiators

3141674	Copper	230, 245 & 250 Horsepower
3147516	Aluminum	270 & 290 Horsepower; with top tank

Note: Some 270 & 290 HP 1960 models may have used the copper radiator listed.

1961 Corvette Radiators

3141674	Copper	230, 245 & 275 Horsepower to approximate VIN #1700
3151116	Aluminum	270 & 315 Horsepower to approximate VIN #1700
3150916	Aluminum	All engines after approximate VIN #1700; with 3151016 external supply tank

1962 Corvette Radiators

3150916	Aluminum	All engines; with 3151016 external supply tank

1963-66 Corvette Radiators

3155316	Aluminum	All 327 engines; with 3155416 supply tank
3007436	Aluminum	1965 396 engine; with 3155416 supply tank
3008566	Aluminum	1966 427 engines; with 3155416 supply tank

1967 Corvette Radiators

3155316	Aluminum	All 327 engines; with 3155416 supply tank
3007436	Aluminum	L88 engine; with 3155416 supply tank
3008566	Aluminum	427 engines with Powerglide
3008567	Aluminum	427 engines with Manual Transmission

Radiator Notes

Harrison Division of General Motors at Lockport, New York, manufactured the Corvette radiators. A Harrison Division identification tag soldered to the center, inlet side of the upper core tank, that contains the radiator part number and a manufacturing date code is what comprises the early 1953-61 copper radiator. 1960-62 aluminum radiators hold their part number and date code identification stamped into a tag which is locked with screws to the top of the radiator. The later 1963-67 aluminum radiators is consist of a Harrison identification tag, however the part number and date code of manufacture are directly stamped into the left of the radiator. Two digits that represents the calendar year ("53" through "67"), followed by a letter that represents the month ("A" for January, "B" for February and so on....) comprises the radiator date codes.

1953-1967 Corvette Radiators

1953-1967 Corvette Radiators

1953-1955 Corvette Radiators

3130953	Copper	Six-cylinder engine
3133689	Copper	V-8 engine

1956-1957 Corvette Radiators

3133689	Copper	All

1958-59 Corvette Radiators

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3141674	Copper	All

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3147516	Aluminum	270 & 290 Horsepower; with top tank

Note: Some 270 & 290 HP 1960 models may have used the copper radiator listed.

1961 Corvette Radiators

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3151116	Aluminum	270 & 315 Horsepower to approximate VIN #1700
3150916	Aluminum	All engines after approximate VIN #1700; with 3151016 external supply tank

1962 Corvette Radiators

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1963-66 Corvette Radiators

3155316	Aluminum	All 327 engines; with 3155416 supply tank
3007436	Aluminum	1965 396 engine; with 3155416 supply tank

3008566	Aluminum	1966 427 engines; with 3155416 supply tank

1967 Corvette Radiators

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1953-1967 Body Paint & Trim Combinations

1953-1967 Body Paint & Trim Combinations

1953 Color & Trim Combinations

EXTERIOR	
Body	Polo White
Wheels	Sportsman Red
Fabric Top	Black
Top Bows	
Headlamp Door Housings (buckets)	Flat Black
Rear License Cove	
INTERIOR	
Upper Instrument Panel	Red
Steering Column Mast	
Turn Signal Switch Housing	

Steering Wheel Hub & Spoke	
Park Brake Bracket	
Lower Instrument Panel	White
Door Trim Mouldings (pulls)	
Steering Wheel Rim	
Seat Cushions & Backs	Red/white stitching
Door Panel Trim	
Cowl Kick Panels	
Dash Crown Rail	Red
Door Top Roll	
Carpet	Red
Carpet Heel Pad	Red or Black

Top Storage Well	Red
Top Compartment Lid Underside	
TRUNK	
Rubber Mat #4636966	Red
Fiberboard Division Panel	
Trunk Lid Underside	
Luggage Area Paint	
Side Window Storage Bag	Black

1954 Color & Trim Combinations

Exterior	Top & Bows	Wheels	Interior	License Cove & Headlamp Housings
Polo White	Beige	Red	Red	Flat Black
Black	Beige	Red	Red	Flat Black
Sportsman Red	Beige	Red	Red	Flat Black
Pennant Blue	Beige	Red	Beige	Flat Black

INTERIOR

Item	Red	Beige
Upper Instrument Panel	Red	Metallic Blue
Steering Column Mast	Red	Metallic Beige
Turn Signal Switch Housing		
Steering Wheel Hub & Spoke		
Park Brake Bracket	Black	
Lower Instrument Panel		

Door Trim Mouldings (pulls)	White	Metallic Beige
Steering Wheel Rim	White	
Dash Crown & Door Top Roll	Red/white stitching	Beige/white stitching
Seats, Doors & Kick Panels	Red	Beige
Carpet	Red	Beige
Top Storage Well	Red	Metallic Beige
Top Compartment Lid Underside		
TRUNK		
Rubber Mat	Red	Metallic Beige
Fiberboard Division Panel		
Trunk Lid Underside		
Luggage Area Paint		
Side Window Storage Bag		

1955 Color & Trim Combinations

Comb. #	Exterior	Soft top***	Wheels	Interior
567	Polo White	Beige Canvas White Vinyl	Sportsman Red	Red
570	Pennant Blue*	Beige Canvas	Sportsman Red	Dark Beige
632	Harvest Gold**	Green Canvas Green Vinyl	Harvest Gold	Yellow
596	Gypsy Red**	Beige Canvas White Vinyl Beige Vinyl	Gypsy Red	Light Beige
573	Corvette Copper**	White Vinyl	Corvette Copper	Dark Beige

*** Discontinued April 1, 1955.**

**** New colors introduced April of 1955.**

***** In March/April 1955 the top material changed to a vinyl-coated fabric called Cotan. It's believed while the Polo White car began receiving the new white vinyl top, the Gypsy Red car continued to use beige canvas possibly until stock was depleted. The use of a white vinyl or tan vinyl top is possible probably on very late Gypsy Red cars.**

1955 Trim Colors

Item	Trim			
	Red	Yellow	Lt. Beige	Dk. Beige
Upper Dash	Sportsman Red	Woodland Green	Gypsy Red	Corvette Copper
Lower Dash & Door Pulls	Polo White	Harvest Gold	Shoreline Beige	Shoreline Beige*
Steering Wheel Hub, Spokes & Mast	Sportsman Red	Woodland Green	Shoreline Beige	Shoreline Beige*
Steering Wheel Rim	Polo White	Harvest Gold	Gypsy Red	Corvette Copper
Seats, Doors & Kick Panels	Red Vinyl	Yellow Vinyl	Lt. Beige Vinyl	Dk. Beige Vinyl
Dash Crown & Door Extension	Red Vinyl	Green Vinyl	Lt. Red Vinyl	Dk. Beige Vinyl
Carpets	Red	Green	Beige**	Beige
Top Storage Compartment	Sportsman Red	Woodland Green	Gypsy Red	Corvette Copper
Trunk Compartment	Sportsman Red	Harvest Gold	Gypsy Red	Corvette Copper
Trunk Division Panel & Trunk Mat	Red	Black	Black***	Beige
Window Storage Bag	Red Vinyl	Yellow Vinyl	Lt. Beige Vinyl	Dk. Beige Vinyl

*** Some Copper cars probably used Polo White paint in these areas.**

**** Red Carpeting may have been used.**

***** Some cars may have been with a Sportsman Red panel.**

Note: The Light Red Vinyl listed for Light Beige trim is coordinated to Gypsy Red and is different shade than associated with Sportsman Red, however Sportsman Red Vinyl may also have been used on some, possibly early, Gypsy Red Corvettes.

1956 Exterior & Interior Color Combinations

BODY COLOR	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Onyx Black	Silver	Black or White	Black	Red	Black	Red	Red
Aztec Copper	Beige	Beige or White	Copper	Beige	Copper	Beige	Beige
Cascade Green	Beige	Beige or White	Green	Beige	Green	Beige	Beige
Artic Blue	Silver	Beige or White	Blue	Red	Blue	Beige	Red
				Beige	Blue	Beige	Beige
Venetian Red	Beige	Beige or White	Red	Red	Red	Beige	Red
Polo White	Silver	Black or White	Red	Red	Red	White	Red

- Front fender depression is also available painted body color.

1956 Interior Colors & Fabrics

AREA		MATERIAL	TRIM COMBINATION	
			RED	BEIGE
Seats	Cushion	Waffle Pattern Vinyl		
	Backrest			

	Cushion Bolster	Leather Grain Vinyl	Red	Beige
	Backrest Bolster			
Sidewalls	Top Roll			
	Upper Panel	Waffle Pattern Vinyl		
	Decorative Molding	Metal	Bright	
	Lower Panel & Arm Rest	Leather Grain Vinyl	Red	Beige
	Scuff Pad	Textured Metal	Bright	
Cowl Side Kick Panels		Waffle Pattern Vinyl	Red	Beige
Windlace		Leather Grain Vinyl		
Floor Covering		Carpet	Red	Copper
Top Storage Well		Paint	Red	Beige
Rear Compartment	Mat	Rubber	Red	Black
	Trim Board	Composition Board	Red	Beige

1957 Exterior & Interior Color Combinations

Body Color	Dear & Frest Fender Depression*	Convertible Top	Wheels	Interior Trim	Upper Instrumental Panel	Lower Instrument Panel, Steering Column, Direction Signal Housing Steering Wheel Hub and Plastic Sidewall Panel	Steering Wheel
Onyx Black	Silver	Black, White or Beige	Black	Red Beige	Black Black	Red(1st des.) Beige (2nd des.) Beige	Red Beige
Aztec Copper	Beige	Beige or White	Copper	Beige	Copper	Beige	Beige

Cascade Green	Beige	Black, White or Beige	Green	Beige	Green	Beige	Beige
Artic Blue	Silver	Black, White or Beige	Blue	Red	Blue	Beige	Red
				Beige	Blue	Beige	Beige
Venetian Red	Beige	Black, White or Beige	Red	Red	Red	Beige	Red
				Beige	Red	Beige	Beige
Polo White	Silver	Black, White or Beige	Red	Red	Red(1st des.) White(2nd des.)	White (1st des.) Beige (2nd des.)	Red
			Silver	Beige	White	Beige	Beige
Inca Silver (Lucite)	Imperial Ivory (Lucite)	Black or White	Silver	Red Beige	Silver (Lucite) Silver (Lucite)	Beige Beige	Red Beige

*** Front fender depression is also available painted body color.**

NOTE: All paints are Duco unless identified otherwise.

1957 Interior Colors & Fabrics

AREA		MATERIAL	TRIM COMBINATION	
			RED	BEIGE
Seats	Cushion	Waffle Pattern Vinyl	Red	Beige
	Backrest			
	Cushion Bolster	Leather Grain Vinyl		
	Backrest Bolster			

Sidewalls	Top Roll			
	Upper Panel	Waffle Pattern Vinyl		
	Decorative Molding	Metal	Bright	
	Lower Panel & Armrest	Leather Grain Vinyl	Red	Beige
	Scuff Pad	Textured Metal	Bright	
Cowl Side Kick Panels		Waffle Pattern Vinyl	Red	Beige
Windlace		Leather Grain Vinyl		
Floor Covering		Carpet	Red	Copper
Top Storage Well		Paint	Red	Beige
Rear Compartment	Mat	Rubber	Red	Black
	Trim Board	Composition Board	Red	Beige

NOTE: Removable Hardtop provided with Vinyl headlining.

1958 Exterior & Interior Color Combinations

Body Color and Wheels*	Body Cove Area (Optional)	Folding Top	Interior Trim Instrument panel and cluster, steering wheel and hub, direction signal housing, heater cover panel, radio grill screen, defroster cacutchion, cockpit housing divider		
			Charcoal	Blue-Gray	Red
Charcoal	Inca Silver	Black or White	Charcoal	Blue-Gray	Red
Snowcrest White		Black White or Blue-Gray	Charcoal	Blue-Gray	Red
Silver Blue		White or Blue-Gray	Charcoal	Blue-Gray	
Regal Turquoise	Snowcrest White	Black or White	Charcoal		
Panama Yellow		Black or White	Charcoal		
Signet Red		Black or White	Charcoal		Red

*** - Includes hardtop when used.**

1958 Interior Colors & Fabrics

Item		Material	TRIM COMBINATION		
			Charcoal	Blue-Gray	Red
Seats	Cushion Backrest Cushion Bolster	Chatham Grain Vinyl	Charcoal	Blue-Gray	Red

	Backrest Bolster				
Headlining Hardtop only					
Sidewalls	Upper Panel				
	Lower Panel	Textured Metal	Bright		
	Divider Molding and Armrest End Insert	Metal			
	Armrest	Chatham Grain Vinyl	Charcoal	Blue-Gray	Red
	Scuff Pad	Paint			
Cowl Side Kick Panels		Chatham Grain Vinyl			
Step Plate		Metal	Bright		
Floor Covering		Carpet	Charcoal	Blue-Gray	Red
Top Storage Well		Paint			
Reflectors		Plastic	Red		
Rear Compartment	Mat	Rubber	Charcoal	Blue-Gray	Red
	Trim Board	Composition Board			

1958 Color & Trim

Note: All paints on Corvette are Acrylic Lacquer. **October 25, 1957**			**INTERIOR TRIM**			**FOLDING TOP**		
			- RED	**CHARCOAL**	**BLUE GRAY**	**- BLACK**	**WHITE**	**BLUE GRAY**
OPT.	**BODY COLOR**	**COVE INSERT AREA**	**STD.**	**490A**	**490B**	**STD.**	**470E**	**470G**
500	Charcoal	Same	x	x	x	x	x	
502	Silver Blue	Same		x	x		x	x
504	Regal Turquoise	Same		x		x	x	
506	Signet Red	Same	x	x		x	x	
508	Panama Yellow	Same		x		x	x	
510	Snowcrest White	Same	x	x	x	x	x	x
512	Charcoal	Inca Silver	x	x	x	x	x	
514	Silver Blue	Inca Silver		x	x		x	x
516	Regal Turquoise	Snowcrest White		x		x	x	
518	Signet Red	Snowcrest White	x	x		x	x	

520	Panama Yellow	Snowcrest White		x		x	x	
522	Snowcrest White	Inca Silver	x	x	x	x	x	x

Note: The following 1958 exterior body colors were also produced: Solid Silver; two-tone Silver with Black side coves; Solid Black; and two-tone Black with Silver side coves.

1959 Color & Trim

			INTERIOR TRIM				FOLDING TOP			
			BLACK	BLUE	TURQUOISE	RED	BLACK	WHITE	TURQUOISE	LT. BLUE
OPT.	OPTIONAL HARD TOP AND BODY COLOR	COVE INSERT AREA	STD.	490B	490C	490D	STD.	470E	470F	470G
503	TUXEDO BLACK	SAME	x	x		x	x	x		
508	CLASSIC CREAM	SAME	x				x	x		
502	FROST BLUE	SAME		x		x	x	x		x
504	CROWN SAPPHIRE	SAME			x		x	x	x	
506	ROMAN RED	SAME	x			x	x	x		
510	SNOWCREST WHITE	SAME	x	x	x	x	x	x	x	x
509	INCA SILVER	SAME	x			x	x	x		
507	TUXEDO BLACK	INCA SILVER	x	x		x	x	x		
520	CLASSIC CREAM	SNOWCREST WHITE	x				x	x		
513	FROST BLUE	SNOWCREST WHITE		x		x	x	x		x
516	CROWN SAPPHIRE	SNOWCREST WHITE			x		x	x	x	

518	ROMAN RED	SNOWCREST WHITE	x			x	x	x		
515	SNOWCREST WHITE	INCA SILVER	x	x	x	x	x	x	x	x
527	INCA SILVER	SNOWCREST WHITE	x			x	x	x		

1959 Exterior & Interior Color Combinations

Body Color	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM & INTERIOR OF TRUNK	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Tuxedo Black	Inca Silver	Black or White	Black	Black, Blue or Red	Black, Blue or Red	Black, Blue or Red	Black, Blue or Red
Classic Cream	Snowcrest White	Black or White	Black	Black	Black	Black	Black
Frost Blue	Snowcrest White	White or Light Blue	Black	Blue or Red	Blue or Red	Blue or Red	Blue or Red
Crown Sapphire	Snowcrest White	White or Turquoise		Turquoise	Turquoise	Turquoise	Turquoise
Roman Red	Snowcrest White	Black or White	Black	Black or Red	Black or Red	Black or Red	Black or Red

Snowcrest White	Inca Silver	Black or White, Turquoise or Light Blue	Black	Black, Blue, Turquoise or Red	Black, Blue, Turquoise or Red	Black, Blue, Turquoise or Red	Black, Blue, Turquoise or Red
Inca Silver	Snowcrest White	Black or White	Black	Black or Red	Black or Red	Black or Red	Black or Red

***Front fender depression is also available painted body color.**

Note: Early 1959 trunks were painted trim color as indicated on above Chevrolet chart; later trunks were painted exterior body color. A Black convertible top may have been available early with all exterior colors.

1959 Interior Colors & Fabrics

Area		Material	Trim Combinations
Seats	Cushion Backrest Cushion Bolster Backrest Bolster	Leather Grain Vinyl	Black, Blue, Turquoise or Red
Sidewalls	Top Roll Upper Panel Lower Panel & Arm Rest Decorative Molding Scuff Pad	Leather Grain Vinyl Leather Grain Vinyl Leather Grain Vinyl Anodized Aluminum Aluminum	Black, Blue, Turquoise or Red Black, Blue, Turquoise or Red Black, Blue, Turquoise or Red Medium
Cowl Side Kick Panels			Black, Blue, Turquoise or Red
Windlace			Black, Blue, Turquoise or Red
Floor Covering		Pile Rayon Carpet	Black, Blue, Turquoise or Red
Top Storage Well		Paint	Same as Body Colors
Rear Compartment	Mat	Rubber	Black, Blue, Turquoise or Red
	Trim Board	Embossed Foundation Board	Black, Blue, Turquoise or Red

Note: Early 1959 top storage wells were painted in interior trim color.

1960 Exterior & Interior Color Combinations

Body Color**	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM & INTERIOR OF TRUNK	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Tuxedo Black	Sateen Silver	Black, White or Light Blue	Tuxedo Black	Black, Blue, Red or Turquoise	Black, Blue, Red or Turquoise	Black, Blue, Red or Turquoise	Black, Blue, Red or Turquoise
Tasco Turquoise	Ermine White	Black, White or Light Blue	Tasco Turquoise	Black or Turquoise	Black or Turquoise	Black or Turquoise	Black or Turquoise
Horizon Blue	Ermine White	Black, White or Light Blue	Horizon Blue	Black, Blue or Red	Black, Blue or Red	Black, Blue or Red	Black, Blue or Red
Honduras Maroon	Ermine White	Black	Honduras Maroon	Black	Black	Black	Black
Roman Red	Ermine White	Black or White	Roman Red	Black or Red	Black or Red	Black or Red	Black or Red
Ermine White	Sateen Silver	Black, White or Light Blue	Ermine White	Black, Blue, Turquoise or Red	Black, Blue, Turquoise or Red	Black, Blue, Turquoise or Red	Black, Blue, Turquoise or Red
Sateen Silver	Ermine White	Black, White or Light Blue	Sateen Silver	Black, Red, Blue or Turquoise	Black, Red, Blue or Turquoise	Black, Red, Blue or Turquoise	Black, Red, Blue or Turquoise
Cascade Green	Ermine White	Black, White or Light Blue	Cascade Green	Black	Black	Black	Black

Note: 1960 trunk interior color painted same as exterior body color, rather than trim color as shown on above Chevrolet chart.

1960 Interior Colors & Fabrics

Area		Material	Trim Combinations
Seats	Cushion Backrest Cushion Bolster Backrest Bolster	Leather Grain Vinyl	Black, Blue, Turquoise or Red
Sidewalls	Top Roll Upper Panel Lower Panel Arm Rest Decorative Molding Scuff Pad	Leather Grain Vinyl Leather Grain Vinyl Leather Grain Vinyl Anodized Aluminum Aluminum	Black, Blue, Turquoise or Red Black, Blue, Turquoise or Red Black, Blue, Turquoise or Red Medium
Cowl Side Kick Panels			Black, Blue, Turquoise or Red
Windlace			Black, Blue, Turquoise or Red
Floor Covering		Pile Rayon Carpet	Black, Blue, Turquoise or Red
Top Storage Well		Paint	Same as Body Colors
Rear Compartment	Mat	Rubber	Black, Blue, Turquoise or Red
	Trim Board	Embossed Foundation Board	Black, Blue, Turquoise or Red

1960 Color & Trim Combinations

EXTERIOR COLOR		INTERIOR TRIM			
Body*, Wheels	Cove Area (Optional)	Black	Red	Turquoise	Blue
Tuxedo Black	Sateen Silver				
Ermine White	Sateen Silver				
Roman Red	Ermine White				
Sateen Silver	Ermine White				
Horizon Blue	Ermine White				
Tasco Turquoise	Ermine White				
Cascade Green	Ermine White				
Honduras Maroon	Ermine White				

*** - Includes hardtop, when**

used. **October 1959**

Convertible top colors (Black, White, Light Blue) available with any exterior color.

1961 Color & Trim

August 1, 1960			INTERIOR TRIM				FOLDING TOP	
			BLACK	BLUE	TURQUOISE	RED	BLACK	WHITE
OPT. NO.	OPTIONAL HARD TOP AND BODY COLOR	COVE INSERT AREA	STD.	490B	490D	490F	STD.	470E
501	FAWN BEIGE	SAME	x		x	x	BOTH TOPS AVAILABLE WITH ANY EXTERIOR COLOR	
502	JEWEL BLUE	SAME	x	x				
503	TUXEDO BLACK	SAME	x	x	x	x		
506	ROMAN RED	SAME	x		x			
509	SATEEN SILVER	SAME	x	x	x			
510	ERMINE WHITE	SAME	x	x	x	x		
523	HONDURAS MAROON	SAME	x			x		
507	TUXEDO BLACK	SATEEN SILVER	x	x	x	x		
513	JEWEL BLUE	ERMINE WHITE	x	x				
515	ERMINE WHITE	SATEEN SILVER	x	x	x	x		
518	ROMAN RED	ERMINE WHITE	x		x			
521	FAWN BEIGE	ERMINE WHITE	x		x	x		
527	SATEEN SILVER	ERMINE WHITE	x	x	x			
529	HONDURAS MAROON	ERMINE WHITE	x			x		

1961 Exterior & Interior Color Combinations

Body Color**	DOOR & FRONT FENDER DEPRESSION*	CONVERTIBLE TOP	WHEELS	INTERIOR TRIM & INTERIOR OF TRUNK	UPPER INSTRUMENT PANEL	LOWER INSTRUMENT PANEL, STEERING COLUMN, DIRECTION SIGNAL HOUSING, STEERING WHEEL HUB AND PLASTIC SIDEWALL PANEL	STEERING WHEEL
Tuxedo Black	Sateen Silver	Black or White	Tuxedo Black	Black, Red, Fawn or Blue	Black, Red, Fawn or Blue	Black, Red, Fawn or Blue	Black, Red, Fawn or Blue
Ermine White	Sateen Silver	Black or White	Ermine White	Black, Red, Fawn or Blue	Black, Red, Fawn or Blue	Black, Red, Fawn or Blue	Black, Red, Fawn or Blue
Roman Red	Ermine White	Black or White	Roman Red	Black or Red	Black or Red	Black or Red	Black or Red
Sateen Silver	Ermine White	Black or White	Sateen Silver	Black, Red or Blue	Black, Red or Blue	Black, Red or Blue	Black, Red or Blue
Jewel Blue	Ermine White	Black or White	Jewel Blue	Black or Blue	Black or Blue	Black or Blue	Black or Blue
Fawn Beige	Ermine White	Black or White	Fawn Beige	Black, Red or Fawn	Black, Red or Fawn	Black, Red or Fawn	Black, Red or Fawn
Honduras Maroon	Ermine White	Black or White	Honduras Maroon	Black or Fawn	Black or Fawn	Black or Fawn	Black or Fawn

Note: 1961 trunk interior painted same as exterior body color, rather than trim color as shown in above Chevrolet chart.

1961 Interior Colors & Fabrics

Area		Material	Trim Combinations
Seats	Cushion Backrest Cushion Bolster Backrest Bolster	Leather Grain Vinyl	Black, Blue, Fawn or Red
Sidewalls	Top Roll Upper Panel Lower Panel Arm Rest Decorative Molding Scuff Pad	Leather Grain Vinyl Leather Grain Vinyl Leather Grain Vinyl Leather Grain Vinyl Anodized Aluminum Aluminum	Black, Blue, Fawn or Red Black, Blue, Fawn or Red Black, Blue, Fawn or Red Black, Blue, Fawn or Red Medium
Cowl Side Kick Panels			Black, Blue, Fawn or Red
Windlace			Black, Blue, Fawn or Red
Floor Covering		Pile Rayon Carpet	Black, Blue, Fawn or Red
Top Storage Well		Paint	Same as Body Colors
Rear Compartment	Mat	Rubber	Black, Blue, Fawn or Red
	Trim Board	Embossed Foundation Board	Black, Blue, Fawn or Red

1962 Exterior & Interior Color Combinations

Body Color	Convertible Top	Wheels	Interior Trim & Interior of Trunk	Panel Instrument Panel, Steering Wheel & Garnish Mouldings
Tuxedo Black	Black or White	Tuxedo Black	Black, Red or Fawn	Black, Red or Fawn
Fawn Beige	Black or White	Fawn Beige	Red or Fawn	Red or Fawn
Roman Red	Black or White	Roman Red	Black, Red or Fawn	Black, Red or Fawn
Ermine White	Black or White	Ermine White	Black, Red or Fawn	Black, Red or Fawn
Almond Beige	Black or White	Almond Beige	Red or Fawn	Red or Fawn
Sateen Silver	Black or White	Sateen Silver	Black or Red	Black or Red
Honduras Maroon	Black or White	Honduras Maroon	Black or Fawn	Black or Fawn

Note: 1962 wheels were painted black with whitewall tires, and trunk interior painted same as body color, rather

than trim color as shown on above Chevrolet chart.

1962 Interior Colors & Fabrics

Area		Material	Trim Combinations
Seats	Cushion Backrest Cushion Bolster Backrest Bolster	Leather Grain Vinyl	Black, Fawn or Red
Sidewalls	Top Roll Upper Panel Lower Panel Arm Rest Decorative Molding Scuff Pad	Leather Grain Vinyl Leather Grain Vinyl Leather Grain Vinyl Leather Grain Vinyl Anodized Aluminum Aluminum	Black, Fawn or Red Black, Fawn or Red Black, Fawn or Red Black, Fawn or Red Medium
Cowl Side Kick Panels			Black, Fawn or Red
Windlace			Black, Fawn or Red
Floor Covering		Pile Rayon Carpet	Black, Fawn or Red
Top Storage Well		Paint	Same as Body Colors
Rear Compartment	Mat	Rubber	Black, Fawn or Red
	Trim Board	Embossed Foundation Board	Black, Fawn or Red

1963 Exterior & Interior Color Combinations

EXTERIOR		INTERIOR
Body Color, Wheels* and Optional Hardtop	**Convertible Top**	**Trim and Paint**
Tuxedo Black	Black, White, Beige	Black, Red, Saddle
Ermine White		Black, Red, Blue, Saddle
Riverside Red		Black, Red, Saddle
Sebring Silver		Black, Red, Blue
Silver Blue		Black, Blue
Daytona Blue		Red, Blue, Saddle
Saddle Tan		Black, Red, Saddle

*** Wheels were painted body color with standard blackwall tires; black with optional whitewalls.**

1963 Trim Codes

Black Vinyl

Coupe.....STD & BLK

Convertible.....STD & BLK

Dark Blue Vinyl (prefixed 490)

Coupe.....A, J, S, XE & XG

Convertible.....B, K, T, XF & XH

Red Vinyl (prefixed 490)

Coupe.....C, L, Q, XA & XC

Convertible.....D, M, R, XB & XD

Saddle Vinyl (prefixed 490)

Coupe.....E, N, U, XJ & XL

Convertible.....F, P, V, XK & XM

Saddle Leather (prefixed 898)

Coupe.....A, E, Q, G & S

Convertible.....B, F, R, H & T

The absence of Air Conditioning is specified by the vinyl trim codes (490 prefix) A, B, C, D, E, F, J, K, L, M, N, & P while vinyl codes Q, R, S, T, U & V can indicate with or without Air Conditioning. When a Vinyl code is preceded by an X, it indicate that the vehicle is supposed to be equipped the Air Conditioning. The absence of Air Conditioning is generally indicated by Leather (898) code suffixes A & B while leather codes G & H can indicate with, or without Air Conditioning, and the leather that indicates that the vehicle is supposed to be equipped with Air Conditioning is the leather codes E, F, Q, R, S & T.

1964 Exterior & Interior Color Combinations

INTERIOR TRIM COLORS - SOLID		Black	Red	Blue	Saddle
		Model 867			
	RPO - All Vinyl Interior	Reg. Prod.	490AB	490BB	490CB
	RPO - Genuine Leather Seat Trim	898A	898FA	898KA	898DA
		Model 837			
	RPO - All Vinyl Interior	Reg. Prod.	490AA	490BA	490CA
	RPO - Genuine Leather Seat Trim	898A	898EA	898JA	898CA

EXTERIOR COLORS						
RPO	Color	Sales Name				
900	Black-Reg. Prod.	Tuxedo Black	X	X		

912	Med. Blue	Silver Blue	X		X	
916	Dark Blue	Daytona Blue			X	
923	Red	Riverside Red	X	X		
932	Lgt. Saddle	Saddle Tan				X
936	White	Ermine White	X	X	X	X
940	Silver	Satin Silver	X	X	X	

			Black Instru. panel, med. gray carpet	**Dark blue instru. panel, med. gray carpet**	**Black instru. panel and carpet**	**Dark blue instru. panel and carpet**	**Red instru. panel and carpet**	**Saddle instru.panel and carpet**

INTERIOR TRIM COLORS - TWO-TONE		**Silver**	**Silver**	**White**	**White**	**White**	**White**
		Model 867					
	RPO - All Vinyl Interior	491AE	491BE	491CA	491GE	491DE	491HE
	RPO - Genuine Leather Seat Trim	899AE	899BE	899CA	899GE	899GE	899HE
		Model 837					
	RPO - All Vinyl Interior	491AA	491BA	491CA	491GA	491DA	491HA
	RPO - Genuine Leather Seat Trim	899AA	899BA	899CA	899GA	899DA	899HA

EXTERIOR COLORS							
RPO	Color	Sales Name					
900	Black-Reg. Prod.	Tuxedo Black	X		X			
912	Med. Blue	Silver Blue				X		
916	Dark Blue	Daytona Blue		X		X		
923	Red	Riverside Red					X	
932	Lgt. Saddle	Saddle Tan						X
936	White	Ermine White	X	X	X	X	X	X
940	Silver	Satin Silver	X	X	X			

Note: Additional interior trim suffix code letters than those appearing in the above Chevrolet chart as well as on the adjoining page were used during the 1964 model year; see chart on following page.

1964 Body Trim Codes

St. Louis Bodies											
Trim Colors		Black	Red	Blue	Saddle	Silver Black	Silver Dk Blue	White Black	White Dk Blue	White Red	White Saddle
convt.	Vinyl	STD	490AB	490BB	490CB	491AE	491BE	491CE	491GE	491DE	491HE
	Leather	898A	898FA	898KA	898DA	899AE	899BE	899CE	899GE	899DE	899HE
coupe	Vinyl	STD	490AA	490BA	490CA	491AA	491BA	491CA	491GA	491DA	491HA
	Leather	898A	898EA	898JA	898CA	899AA	899BA	899CA	899GA	899DA	899HA
A.O. Smith Bodies											
Trim Colors		Black	Red	Blue	Saddle	Silver Black	Silver Dk Blue	White Black	White Dk Blue	White Red	White Saddle
coupe	Vinyl	STD	490G	490J	490L	491AA	491M	491CA	491R	491P	491T
	Leather	898A	898L	898N	898G	899AA	899M	899CA	899R	899P	899T
convt.	Vinyl	STD	490H	490K	490M	491AE	491N	491CB	491S	491Q	491U
	Leather	898A	898M	898P	898H	899AE	899N	899CB	899S	899Q	899U

1965 Exterior & Interior Color Combinations

INTERIOR TRIM COLORS

			Black	Red	Blue	Saddle	Silver	Green	White	White	White	Maroon
RPO number for vinyl trim			Reg. Prod.	407	414	420	426	430	437	443	450	435
RPO number for leather seat trim			402	408	415	421	427	431	438	444	451	436
EXTERIOR COLORS												
Sales Name	Color	RPO										
Tuxedo Black	Black	AA	X	X	X	X	X	X	X	X	X	X
Ermine White	White	CC	X	X	X	X	X	X	X	X	X	X
Nassau Blue	Med. Blue	FF	X		X						X	
Glen Green	Dark Green	GG	X			X		X	X			

Milano Maroon	Maroon	MM	X	X		X			X			X
Rally Red	Red	UU	X	X					X	X		
Goldwood Yellow	Yellow	XX	X						X			
Silver Pearl	Silver	QQ	X	X			X					

Convertible top: Black, white or beige with any exterior color.

Instrument panel black, carpet gray for silver 426, 427 interiors.

Instrument panel and carpet are black for white 437,438; red for 443,444; medium blue for 450,451.

Note: 1965 St. Louis produced bodies have "900" prefixed to each exterior body color paint code suffix on their body identification tag. A. O. Smith built bodies do not contain a prefix to the exterior body color paint code letters. All interior trim codes contain a two-letter suffix; first letter "A" indicates coupe, "B" indicates convertible.

1966 Exterior & Interior Color Combinations

			INTERIOR TRIM COLORS AND RPO NUMBERS							
			Black	Red	Bright Blue	Med. Saddle	Silver	White Blue	Dark Blue	Green
			Models 19437-67							
EXTERIOR			Reg. Prod.	407	414	420	426	450	418	430
RPO	Color	Sales Name	402*	408*	415*	421*	427*	---	419*	---
900	Black	Tuxedo Black	x	x	x	x	x	x	x	x
972	White	Ermine White	x	x	x	x	x	x	x	x
974	Red	Rally Red	x	x						
976	Brt.Blue	Nassau Blue	x		x			x	x	
978	Dk. Teal Blue	Laguna Blue	x		x				x	
980	Silver Blue	Trophy Blue	x		x				x	
982	Silver Green	Mosport Green	x							x
984	Yellow	Sunfire Yellow	x							
986	Silver	Silver Pearl	x				x			

988	Maroon	Milano Maroon	x		x	

Convertible top: Black, white or beige with any exterior color.

*** - Genuine leather seat trim option.**

Note: 1966 exterior paint color code (on the body identification tag) will contain the suffix "AA". Interior trim code numbers will be suffixed by a two-letter code - first position suffix letters A, C, G & J indicate coupe; first letter codes B, D, H & K indicate convertible. Generally, the suffix code note refers to 1966 St. Louis built bodies only; A. O. Smith built bodies were not suffixed.

1967 Exterior & Interior Color Combinations

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

Note: Each 1967 exterior paint color code (on the body identification tag) will contain the suffix "AA". Interior trim code numbers will be suffixed by a two-letter code - first position suffix letters A, C, G & J indicate coupe; first letter codes B, D, H & K indicate convertible. Black is the standard convertible top color; optional White or Dark Teal Blue with any exterior color. *Genuine leather seat trim option

1967 427 Engine Hood Stripe Color Combinations

EXTERIOR		INTERIOR TRIM COLORS							
RPO	Color	Black	Red	Med Brt. Blue	Med. Saddle	White Med Brt. Blue	Dark Green	Dark Teal Blue	White Black
900	Black	Red	Red	Brt. Blue	White	Brt. Blue	White	Teal	White
972	White	Black	Red	Brt. Blue	Black	Brt. Blue	Black	Teal	Black
974	Red	Black	Black						White
976	Med. Brt. Blue	Black		Black		White			
977	Dk. Teal Blue	Black						Black	White
980	Silver Blue	Black						Teal	
983	Dk. Green	White			White		White		White
984	Yellow	Black							Black
986	Silver	Black						Black	
988	Maroon	Black			Black				Black

1953-1982 LOF Glass Date Codes

LOF Month Codes

LOF Calendar Year Codes

1953-1982 LOF Glass Date Codes

LOF Month Codes:

January 1953-1956	L
January 1957-1982	N
February 1953-1957	M
February 1958-1982	X
March 1953-1956	N
March 1957-1982	L
April 1953-1957	K
April 1958-1982	G
May 1953-1982	J
June 1953-1982	I
July 1953-1957	H
July 1958-1982	U
August 1953-1982	T
September 1953-1957	E
September 1958-1982	A
October 1953-1957	F
October 1958-1982	Y

November 1953-1982	C
December 1953-1982	V

Above year references are for Calendar Year, not Model Year.

LOF Calendar Year Codes:

1953, 1966, 1979	A
1954, 1967, 1980	Z
1955, 1968, 1981	X
1956, 1969, 1982	V
1957, 1970	T
1958, 1971	N
1959, 1972	Y
1960, 1973	U
1961, 1974	L
1962, 1975	I
1963, 1976	C
1964, 1977	G
1965, 1978	J

For their glass, the Libby-Owens-Ford (LOF) automobile glass date of manufacture codes is indicated in the charts. The code will be listed as month/year by the LOF logo for example: "KT" is April of 1957; "GX" could be April of 1968 or 1981. General Motors major supplier of glass was LOF and it is unlikely glass from other manufacturers was used on the assembly line. The American Standard specification rating codes for type and clarity would also be carrying by LOF glass -- "AS1" for windshields, "AS2" for side door/vent and coupe rear glass.

1953-1967 Final Monthly Serial Numbers

1953-1967 Final Monthly Serial Numbers

Taken from the official Chevrolet records, the following serial numbers represent the final monthly Corvette serial number reaching the final assembly at the St. Louis Corvette plant. However not all serial numbers for each year are presently available. A serial number obtained from service bulletin information is indicated by a (*).

1953 Final Monthly Serial Numbers

June '53	001002
December '53	001300

1954 Final Monthly Serial Numbers

May 18th*	002628

1955 Final Monthly Serial Numbers

January '55	001027
February	001110
March	001150
April	001200
May	001300
June	001389
July	001489
August	001555
September	001599
October	001634
November	001688
December '55	001700

1956 Final Monthly Serial Numbers

August 8th*	003844

1957 Final Monthly Serial Numbers

October '56	100580
November	101070
December	-
January '57	-
February	-
March 29th*	103098
April 9th*	103268
May	104331
June	104924
July	105584
August	106229
September '57 (final)	106339

1958 Final Monthly Serial Numbers

October '57	100486
November	101443
December	102511
January '58	103677
February	104789
March	105779
April	106544
May	107489
June	108192
July	108840
August '58 (final)	109168

1959 Final Monthly Serial Numbers

September '58	100409
October	100632
November	101587
December	102641
January '59	103962
February	104921
March	106033
April	107144
May	107934
June	108702
July	109437
August '59 (final)	109670

1960 Final Monthly Serial Numbers

October '59	101168
November	101454
December	102059
January '60	103158
February	104360
March	105711
April	107011
May	108167
June	109149
July	109846
August '60 (final)	110261

1961 Final Monthly Serial Numbers

September '60	101052
October	102301
November	103355
December	104306

January '61	105203
February	105966
March	106889
April	107804
May	108960
June	110160
July '61(final)	110939

1962 Final Monthly Serial Numbers

August '61	100443
September	100827
October	102065
November	103465
December	104766
January '62	106234
February	107585
March	109116
April	110519
May	112035
June	113459
July	114520
August '62 (final)	114531

1963 Final Monthly Serial Numbers

September '62	100675
October	102756
November	104047
December	105972
January '63	107976
February	109814
March	111833

April	114128
May	116409
June	118524
July	120990
August '63 (final)	121513

1964 Final Monthly Serial Numbers

September '63	101741
October	104045
November	106063
December	108091
January '64	110297
February	112322
March	114570
April	116865
May	118805
June	120920
July '64 (final)	122229

1965 Final Monthly Serial Numbers

August '64	100227
September	101425
October	(Labor Strike)
November	103347
December	105754
January '65	108442
February	111059
March	113936
April	116516
May	118753
June	121216

July	123562
August '65 (final)	123564

1966 Final Monthly Serial Numbers

September '65	102031
October	104384
November	107186
December	109892
January '66	112587
February	115283
March	118091
April	120664
May	123016
June	125469
July '66 (final)	127720

1967 Final Monthly Serial Numbers

September '66	102110
October	102685
November	104981
December	107110
January '67	109465
February	112264
March	115316
April	117395
May	119747
June	122214
July '67 (final)	122940

1963-1967 Body Build Date Codes

1963-1967 Body Build Date Codes

1963 - Body Build Date Codes

A	September '62
B	October
C	November
D	December
E	January '63
F	February
G	March
H	April
I	May
J	June
K	July
L	August

1964 - St. Louis Bodies

A	September '63
B	October

C	November
D	December
E	January '64
F	February
G	March
H	April
I	May
J	June
K	July

1964 - A. O. Smith Bodies

A	January '64
B	February
C	March
D	April
E	May
F	June
G	July

1965 - St. Louis & A. O. Smith Bodies

A	August '64
B	September
C	October
D	November
E	December
F	January '65
G	February
H	March
I	April
J	May
K	June
L	July

1966 - St. Louis Bodies

A	September '65
B	October
C	November
D	December

E	January '66
F	February
G	March
H	April
I	May
J	June
K	July

1966 - A. O. Smith Bodies

A	August '65
B	September
C	October
D	November
E	December
F	January '66
G	February
H	March
I	April
J	May
K	June
L	July

1967- St. Louis & A. O. Smith Bodies

A	August '66
B	September
C	October
D	November
E	December
F	January '67
G	February
H	March
I	April
J	May
K	June
L	July*

*** St. Louis only**