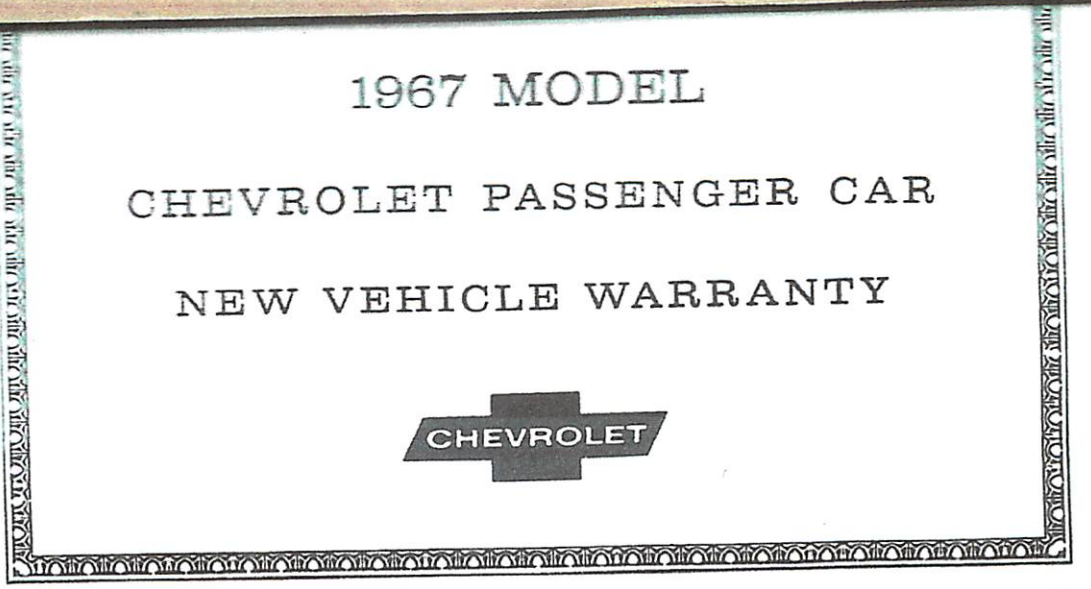
ORIGINAL OWNER'S MANUAL, NEW VEHICLE WARRANTY BOOKLET, ENVELOPES AND PLASTIC COVER + OTHER DOCUMENTATION AVAILABLE AT THE "PROPERTY OFFICE"





ENGINEERED and MANUFACTURED FOR ECONOMY RELIABILITY PERFORMANCE

CHEVROLET

IMPORTANT

REFER TO YOUR OWNER'S GUIDE OFTEN

SEE YOUR CHEVROLET DEALER FOR ALL YOUR AUTOMOTIVE NEEDS

OWNER'S MANUAL ENCLOSED

Here is your owner's manual containing your NEW CAR WARRANTY. For your protection, keep it in your NEW CAR at all times. **No warranty service performed without this manual.** Your new car is fully warranted as stated in this manual. Certain maintenance items as explained in the manual and listed hereunder will be at your expense when needed. So that Warranty Service may be handled properly, please contact our service department in advance for an appointment.

CHEVROLET

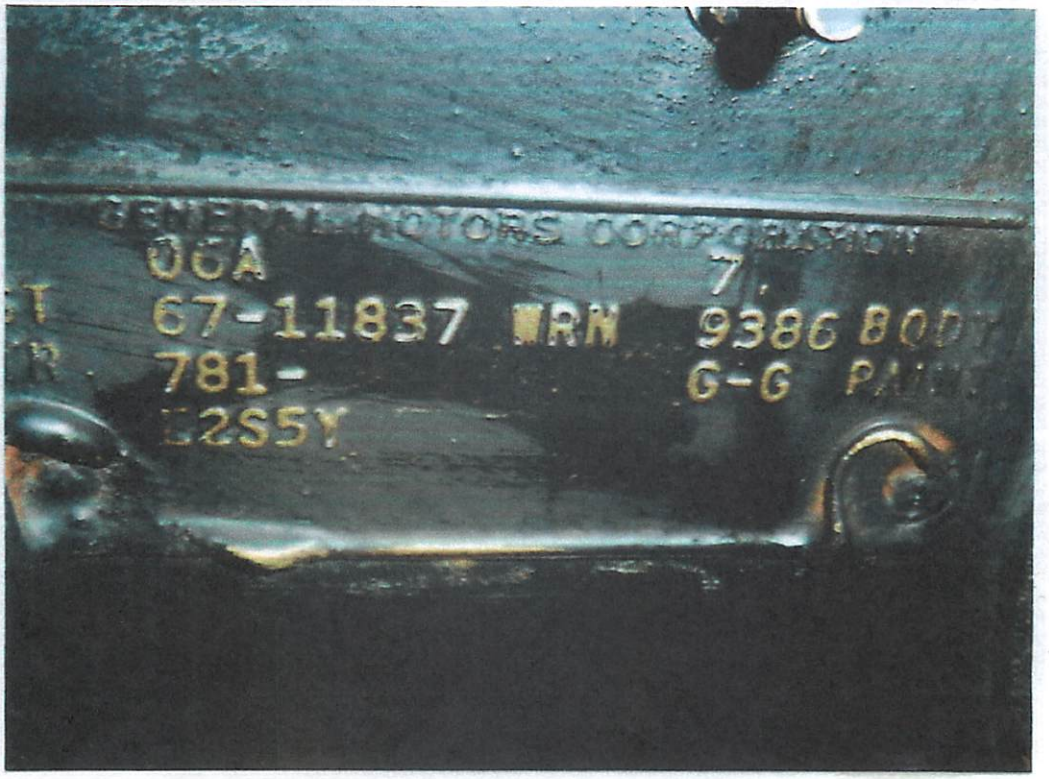
ITEMS NOT COVERED BY WARRANTY

1. Engine tune up.
2. Cleaning or replacement of spark plugs
3. Adjusting or replacement of ignition points.
4. Adjusting or cleaning of carburetor.
5. Adjusting valves and/or engine timing.
6. Front wheel alignment and wheel balancing.
7. Clutch or transmission adjustment.
8. Brake & clutch lining replacement.
9. Wiper blades replacement.
10. Lubrication and oil and filter change.
11. Tires or tubes (warranted by manufacturer, as stated in manual).
12. Brake cleaning, bleeding system, or shoe adjustment.
13. Adjustment for body rattles and squeaks due to normal road hazards.
14. Engine or chassis damage, due to weather and/or normal road hazards.
15. Paint, chrome and trim damage due to after delivery use.
16. Any modification other than factory recommendations to any unit so as to use for competition racing will void warranty.
17. Cooling system cleaning or replacing of coolant.
18. Positive crankcase ventilation valve cleaning.

Please keep in your glove compartment

Form 747 PRICE BOOKS and FORMS, Inc.
P.O. Box 675, Arcadia, Calif.,
also P.O. Box 616, Detroit 32, Mich.

- TRIM TAG -



LINE #1 06A = JUNE 1ST WEEK

7 = GOLD SHEETMETAL

LINE #2 67-11837 = 1967 V8 SUPER SPORT HARD TOP

WRN = WILLOW RUN, MI

9386 = SEQUENTIAL BUILD #

LINE #3 781 = GOLD BUCKETS

G – G = GRANADA GOLD (UPPER & LOWER PAINT)

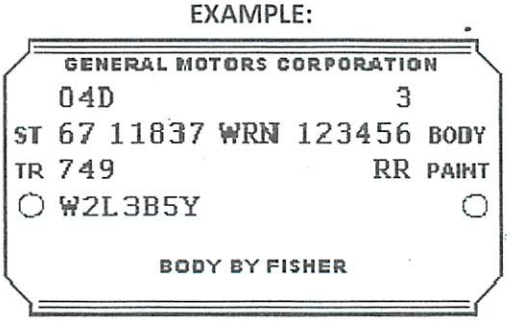
LINE #4 E2S5Y >> E = TINTED GLASS

S = REAR ANTENNA

Y = DELUXE SEAT BELTS

1967 Cowl Tags

EXAMPLE:



LINE 1: Build month and week / Interior Sheetmetal Color

Month	Week	Sheetmetal Color
01 = January	A = First Week	1 = Blue
02 = February	B = Second Week	3 = Red
03 = March	C = Third Week	4 = Black
04 = April	D = Fourth Week	5 = Fawn
05 = May	E = Fifth Week	6 = Bright Blue
06 = June		7 = Gold
07 = July		8 = Maroon
08 = August		
09 = September		
10 = October		
11 = November		
12 = December		

LINE 2: Year, Model and Body, Assembly Plant, Sequence Number

Year	GM Division	Model Series	Body Code	Assembly Plant	Sequence #
67 = 1967	1 = Chevrolet	11 = Chevy II 100, L4	11 = 2 door sedan	WRN = Willow Run, MI	Starts at 100001
		13 = Chevy II 100, L6	35 = 4 door wagon		
		14 = Chevy II 100, V8	37 = 2 door coupe		
		15 = Chevy II 400, Nova, L6	69 = 4 door sedan		
		16 = Chevy II 400, Nova, V8			
		17 = Chevy II Nova SS, L6			
		18 = Chevy II Nova SS, V8			

LINE 3: Trim and Paint

Interior Trim	Exterior Paint (Upper/Lower)
733 = Blue Standard	A = Tuxedo Black
734 = Blue Deluxe	C = Ermine White
735 = Blue Standard	D = Nantucket Blue
736 = Blue Deluxe	E = Deep Water Blue
737 = Blue Buckets	F = Marina Blue
749 = Red Buckets	G = Granada Gold
754 = Maroon Standard	H = Mountain Green
771 = Fawn Standard	K = Emerald Turquoise
772 = Fawn Deluxe	L = Tahoe Turquoise
773 = Fawn Standard	M = Royal Plum
774 = Fawn Deluxe	N = Madeira Maroon
780 = Black Buckets	R = Bolero Red
781 = Gold Buckets	S = Sierra Fawn
785 = Black Deluxe	T = Capri Cream
786 = Black Standard	Y = Butternut Yellow
791 = Black Deluxe	1 = Parchment Vinyl Roof
	2 = Black Vinyl Roof

LINE 4: Selected Options

1st Group	2nd Group	3rd Group	4th Group
E = A01 Tinted Glass (all)	H = C48 Heater Delete	B = C50 Rear Window Defogger	F = Z01/Z13 Comfort & Convenience Pkg (note 2)
G = A33 Power Tailgate (station wagon)	K = C60 Air Conditioning	C = B70 Padded Dash	
W = A02 Tinted Windshield	L = 4 Speed Trans	D = Special Lighting Grp (note 1)	
	M = M35 Powerglide Trans	Z = J65 Metallic Brakes	
	P = U63 Push Button Radio		
	R = U80 Rear Seat Speaker		
	S = U73 Rear Antenna		

5th Group
L = Seat Belts
O = Exterior Chrome Passenger Mirror
W = Passenger Side Exterior Mirror
Y = A49 Deluxe Seat Belts
Z = Shoulder Belts

(note 1) Special Lighting Group includes: trunk, under hood, floor lighting.
(note 2) Comfort and Convenience Package includes: Back-up lamps, inside day/night mirror, outside mirror, 2-speed windshield wipers and washers, glove box light.


3
V0520Z

- ENGINE BLOCK I.D. PAD -

196563 – V0520ZI



196563 – LAST 6 OF V.I.N. #

V = FLINT MICHIGAN PLANT

0520 = MAY 20TH BUILD DATE

ZI = 327 C.I. – 325/350 H.P. "L-79"

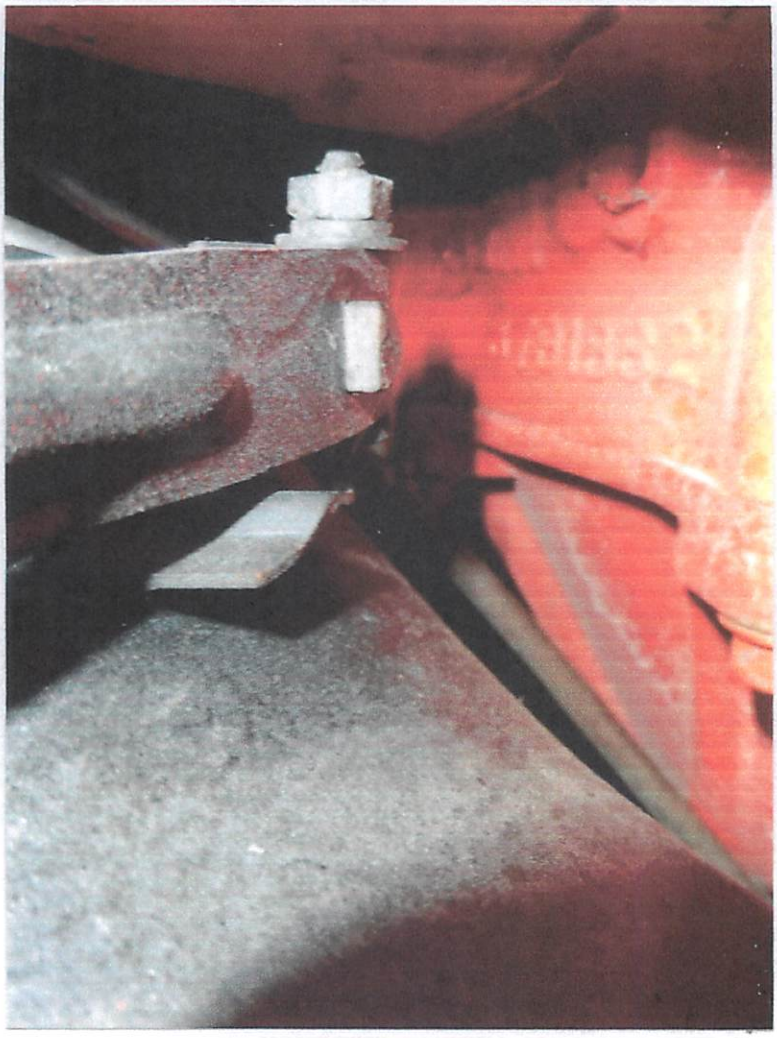
1967 Engine Code Suffix Identification (continued)

Model	Engine	Horsepower	Transmission, Options	Suffix
Corvette	327	300	Manual, 3-, 4-Speed, 4-BBL	HE
			Manual, 4-BBL, A.I.R.	HH
			Powerglide, 4-BBL	HO
			Powerglide, 4-BBL, A.I.R.	HR
		350	4-Speed, Hi-lift Cam, 4-BBL, A.I.R.	HD
			4-Speed, Hi-lift Cam, A/C, P/S, 4-BBL	HP
			4-Speed, Hi-lift Cam, 4-BBL	HT
			4-Speed, Hi-lift Cam, A/C, P/S, 4-BBL, A.I.R.	KH
	427	390	4-Speed, Hyd. Lifters, Spec. Cam, 4-BBL	IL
			4-Speed, Hyd. Lifters, Spec. Cam, 4-BBL, A.I.R.	IM
			Powerglide, Hyd. Lifters, Spec. Cam, 4-BBL	IQ
			Powerglide, Hyd. Lifters, Spec. Cam, 4-BBL, A.I.R.	IR
		400	4-Speed, 3X2-BBL	JC
			Powerglide, 3X2-BBL	JD
			4-Speed, 3X2-BBL, A.I.R.	JF
			Powerglide, 3X2-BBL, A.I.R.	JG
		430	*M22 4-Speed, 4-BBL, Spec. High Perf.	IT
		435	4-Speed, 3X2-BBL, L71 Engine, Alum. Heads	IU
			4-Speed, Mech. Lifters, 3X2-BBL, A.I.R.	JA
			4-Speed, Mech. Lifters, 3X2-BBL	JE
			4-Speed, 3X2-BBL, L71 Engine, Alum. Heads, A.I.R.	JH
*Note: The true 1967 L88 horsepower rating was never publicly disclosed; the 430 horsepower figure was released for 1968 and was a deflated rating.				
Chevy II	283	195	3-Speed or O.D.	PD
			3-Speed or O.D., A.I.R.	PE
			3-Speed, A/C	PF
			4-Speed	PL
			4-Speed, A/C	PM
			Powerglide	PN
			Powerglide, A/C	PP
			4-Speed, A.I.R.	PQ
			Powerglide, A.I.R.	PU
	327	275	Manual, 4-BBL	ZA
		275	Manual, A.I.R.	ZB
		275	Powerglide, A.I.R.	ZD
		275	Manual, A/C	ZE
		350	Spec. High Perf., A.I.R., A/C	ZG*
		350	Spec. High Perf.	ZI*
		350	Spec. High Perf., A/C	ZJ*
		275	Powerglide	ZK
		275	Powerglide, A/C	ZM
* Note: Only 6 cars are reported to have been built by Chevrolet accumulative production totals.				
Chevelle	283	195	3-Speed or O.D.	DA
			4-Speed	DB
			Manual, L.C.	DC
			Powerglide	DE
			Powerglide, L.C.	DF
			3-Speed or O.D., A.I.R.	DI
			Powerglide, A.I.R.	DJ
			4-Speed, A.I.R.	DK
			H.D. Clutch	DN

continued on next page

- CYLINDER BLOCK CASTING # -

"3791362"



327 C.I. 1965-1967 CHEVY II, NOVA

RECESSED OIL FILTER BOSS, SMALL JOURNAL

Block #3791362[Δ]

Year	Model	Engine	Horsepower	Main	Notes
1966 (late)	Chevy II	327	275, 350	2-bolt	All 350HP engines should have nodular main bearing caps. The 275HP engines could have had the nodular caps as an internal engine plant option. This block is identical with #3849852 except that the oil filter boss has been redesigned and raised 1-1/2" to reduce the interference of the oil filter and steering gear if a standard block was installed in the Chevy II. Also, the boss for the clutch linkage has been moved forward and down from the oil filter. 1965 Novas used the #3790721 block. [Δ]This block was used for 1962–63 Chevy II service conversions. There is no record of 1964 use.
1967	Chevy II	327	275, 350	2-bolt	

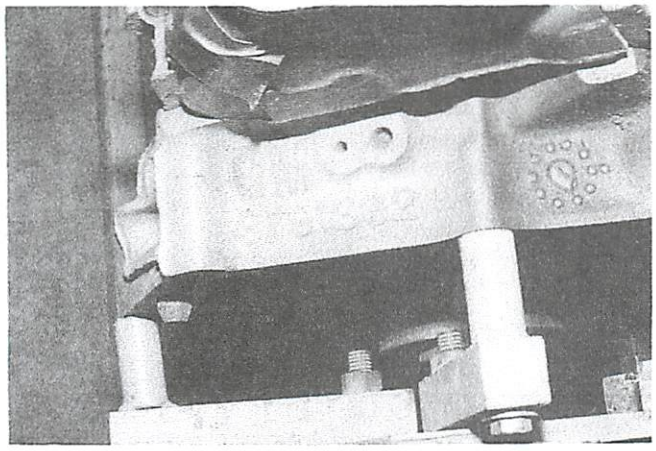


Fig. 3-6. Block #3791362. Note date clock immediately to right of casting number. Clock indicates time of day block was cast (in this case 9:00 AM, 1st shift). This clock was not uniformly used across all blocks.

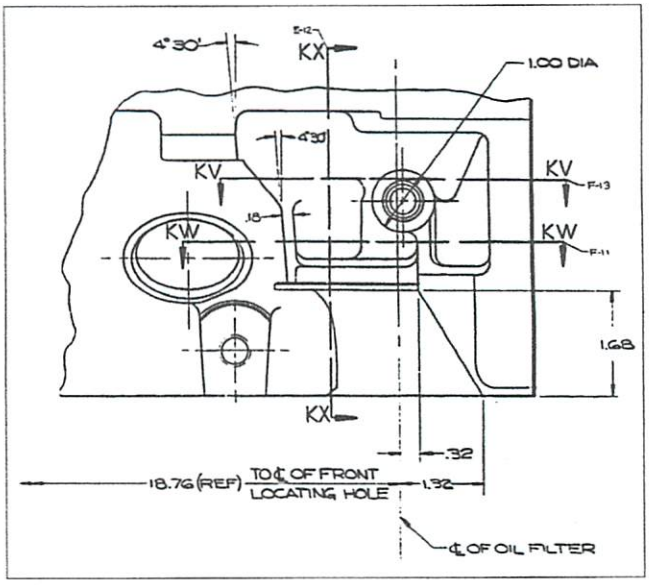


Fig. 3-8. Original blueprint of block #3791362 shows oil filter boss dimensions.

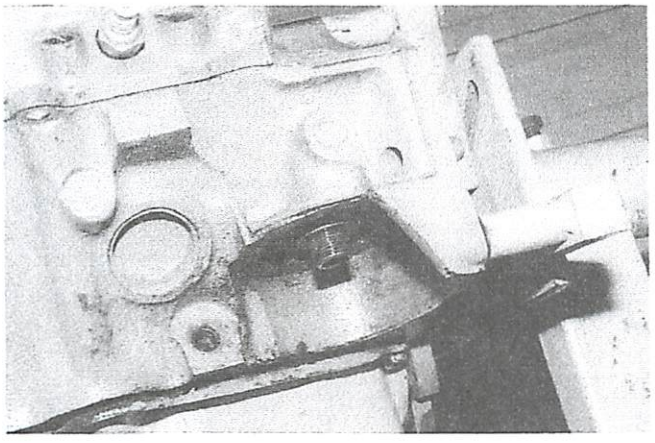
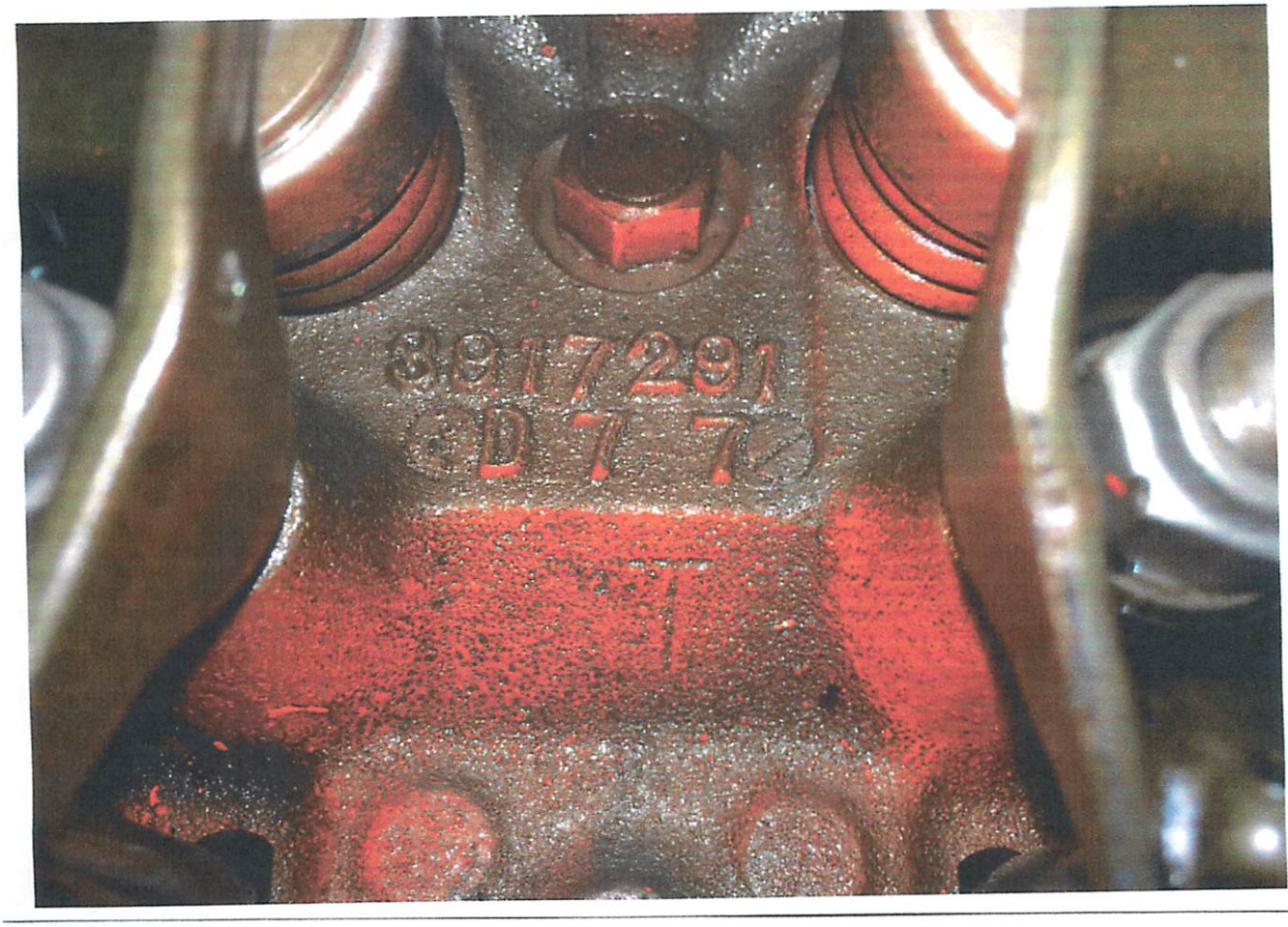


Fig. 3-7. Recessed oil filter boss on all Chevy II 283 and 327 blocks.

Block #3834810[Δ]

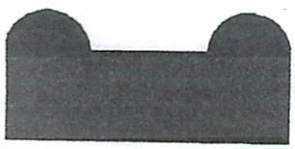
Year	Model	Engine	Horsepower	Main	Notes
1965 (1966 unver.)	Passenger	283	195	2-Bolt	This block was only used by the Tonawanda Engine Plant in Passenger, Chevelle, truck and marine applications. From all indications, this block was probably used through the 1966 model year. Sources do not designate which final assembly plants received this block. It is basically identical to #3849852. [Δ]This block was also used for 1964 applications.
	Chevelle	283	195, 220	2-Bolt	



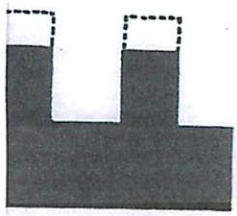
CORRECT 327/350HP CYLINDER HEADS

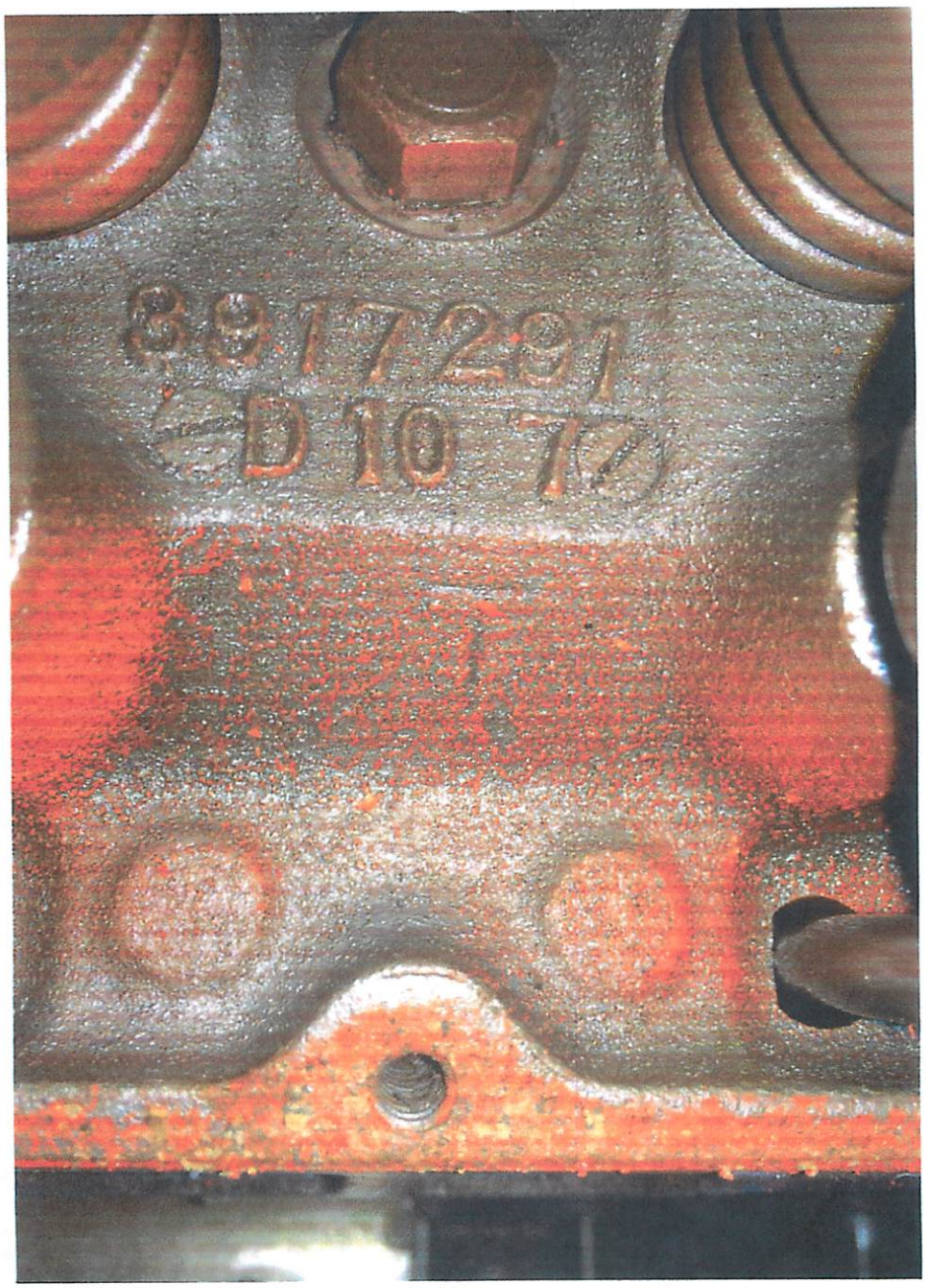
67-68 CAMARO, Z/28, NOVA, CHEVELLE
SPECIAL "HIGH PERFORMANCE"
PART # 3917291
DATE CODES D77 & D107, MAY 7 & 10, 1967

Head #3917291 (2)

Year	Model	Engine	Horsepower	Valve Size (in.) Intake/Exhaust	Combustion Chamber (cc.)	Notes
1967	Chevelle	327	325	2.02/1.60	63.995	This cylinder head is identical with #3890462 except it has a temperature sending unit. The combustion chamber was enlarged slightly over the 1.94 valve version of this head. The valve guide boss diameter was increased to 0.410 to accept the 2.02/1.60 valves. Casting symbol: 
	Camaro	302	290			
	Corvette	327	350			
	Chevy II	327	350			
1968	Chevelle	327	325			
	Camaro	302	290			
	Corvette	327	350			

Head #3917293

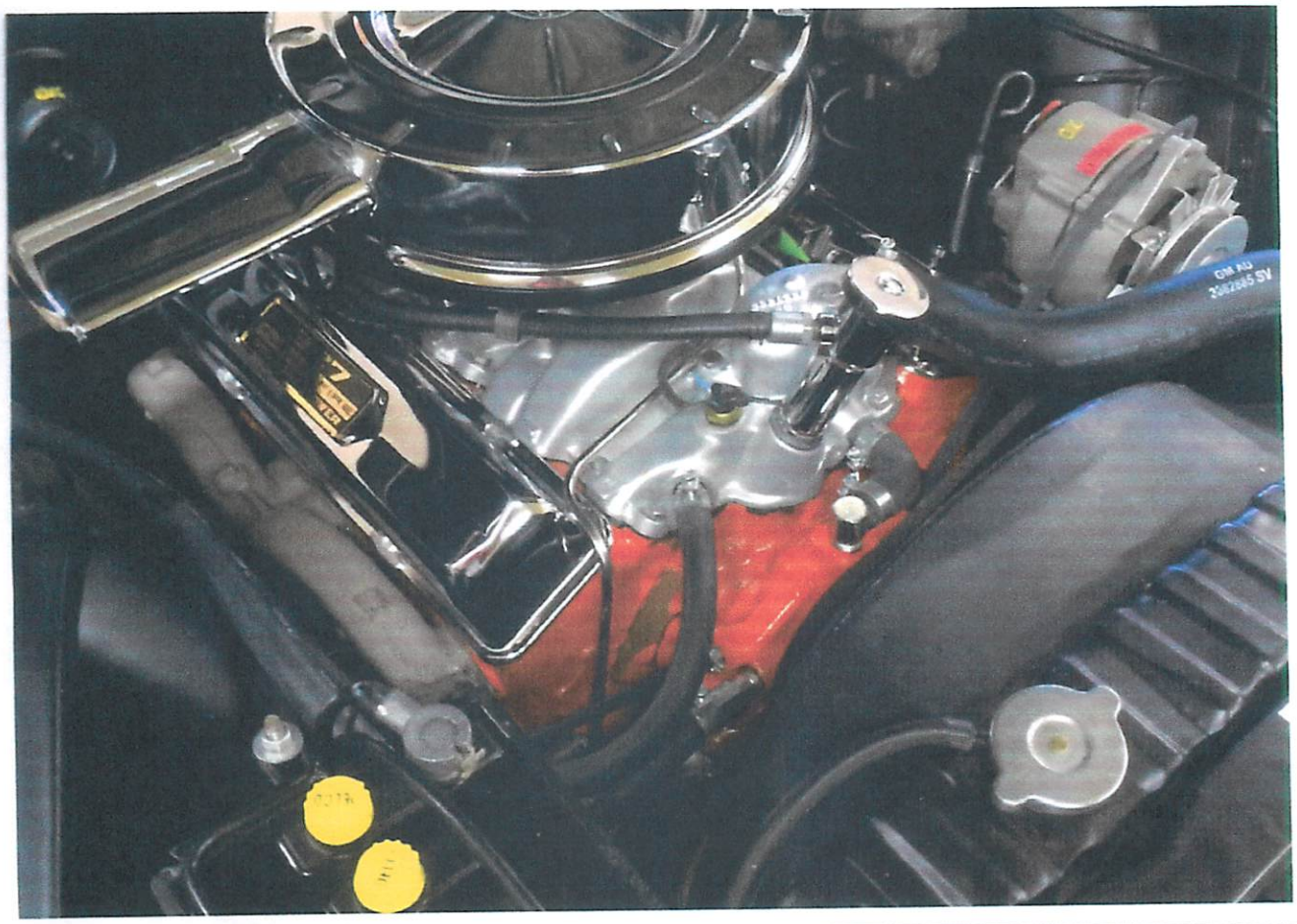
Year	
1968	imarily a low compression der head. It is similar to t is identical to #3884520 ombustion chamber . The external identification changed and two rectangular ıtification bosses were added side of inlet port #7 and near ıumber. It has the temperature boss. Casting symbol: 





CORRECT ROCKER ARMS

"O" STAMPING ON ROCKER ARMS
SPECIAL HIGH PERFORMANCE "ONLY"





CORRECT ALUMINUM 4BBL INTAKE MANIFOLD
1966/67 CORVETTE, CHEVY II, CHEVELLE
327/350HP
PART # 3890490

CHAPTER 9

Manifold #3890490

Carb Type	Year	Model	Engine	Horsepower
4BBL Holley	1966	Corvette	327	350
		Chevy II	327	350
		Chevelle	327	350 (March introduction)
	1967	Corvette	327	350
		Chevy II	327	350 (Limited production)
		Chevelle	327	325
This manifold is identical with #3877656 (not released into production) with the carburetor pad design the only major change. This manifold was used extensively as a service replacement and had four regular carburetor studs.				

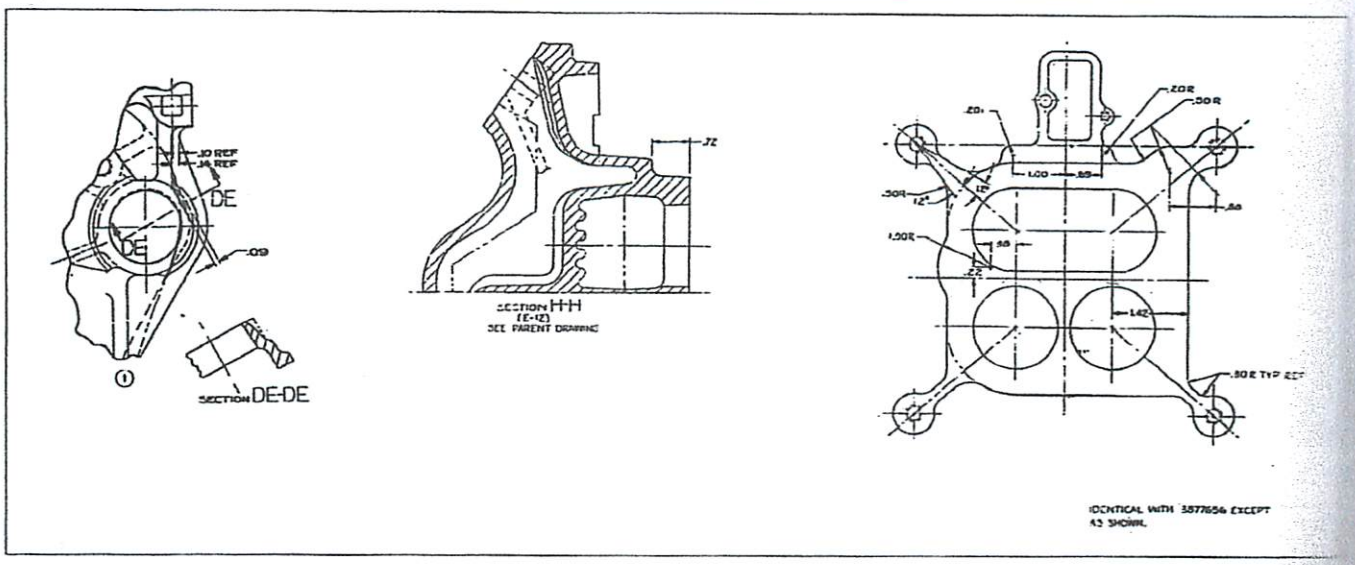


Fig. 9-6. Blueprint of #3890490 shows it is identical to #3877656 intake except as shown.

Manifold #3894374

Carb Type	Year	Model	Engine	Horsepower
3x2 Holley	1967	Corvette	427	435
This intake is similar to #3866961. On the right rear corner of the manifold, below the rear carburetor, there is a boss, which is plugged on non-A.I.R. applications. If this boss has a vacuum nipple, chances are the original engine application was A.I.R. equipped. The temperature sending unit boss is located on top of the intake and to the left of the thermostat housing. This intake has an oil splash shield.				

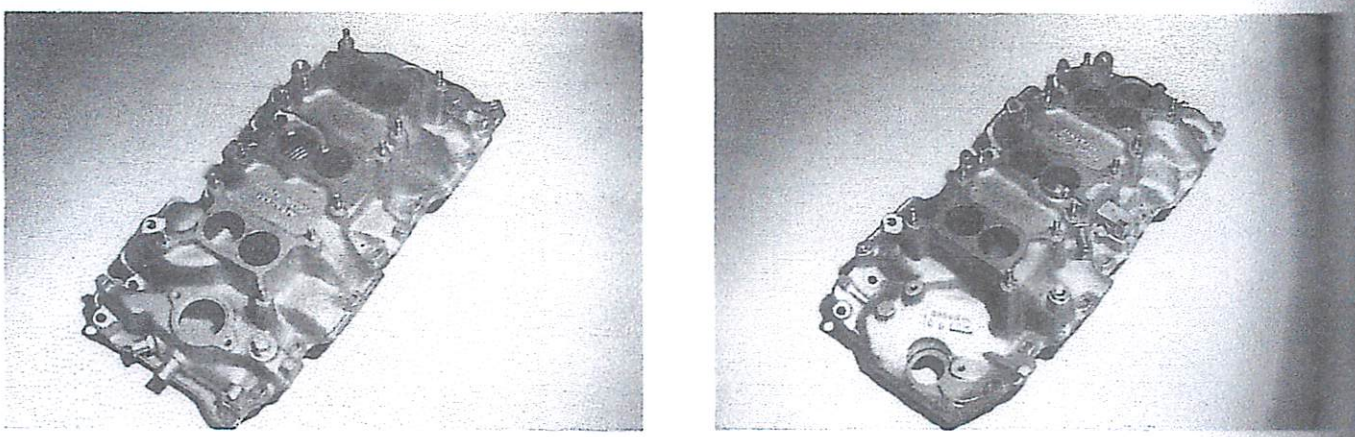
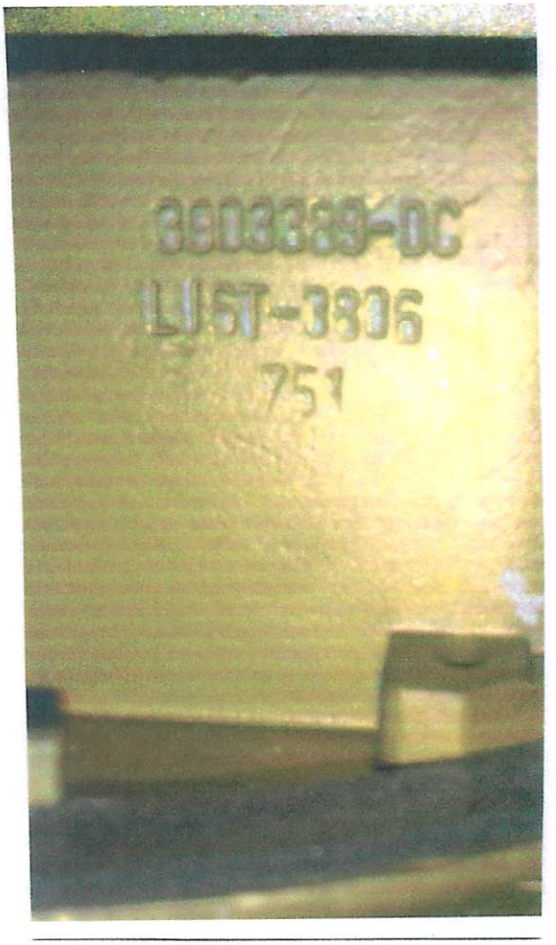


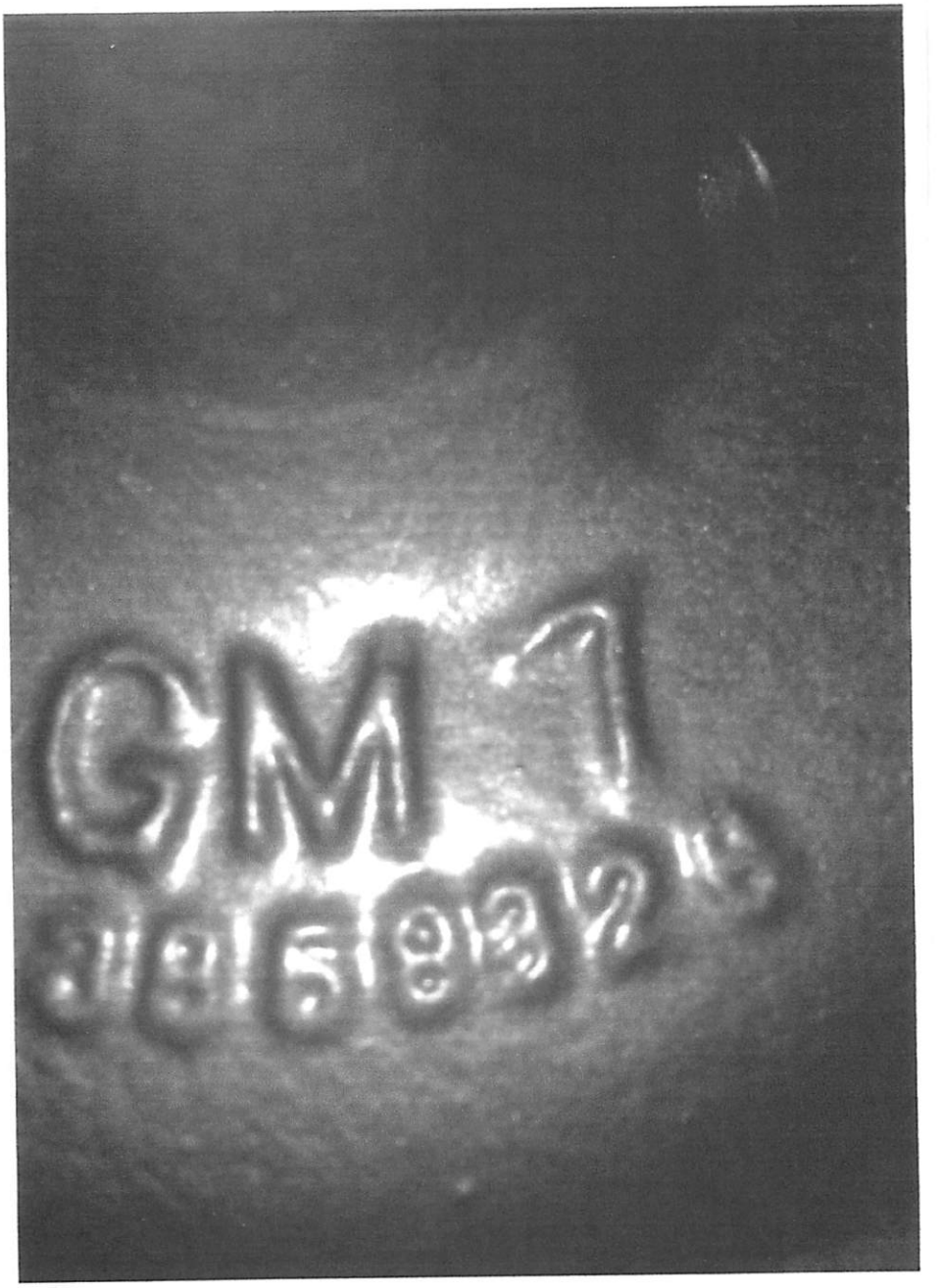
Fig. 9-7. Two views of #3894374 show front and rear.





CORRECT HOLLEY 4150

PART#3903389 DC
LIST # 3806
DATE CODE MAY 1, 1967



CORRECT BYPASS WATER PUMP

PART # 3859326
DATE CODE C167, MARCH 16, 1967

Holley 4BBL Carburetors (continued)

Carburetor List #	Year	Model	Engine	Horsepower	Transmission	Carb Model	Part #

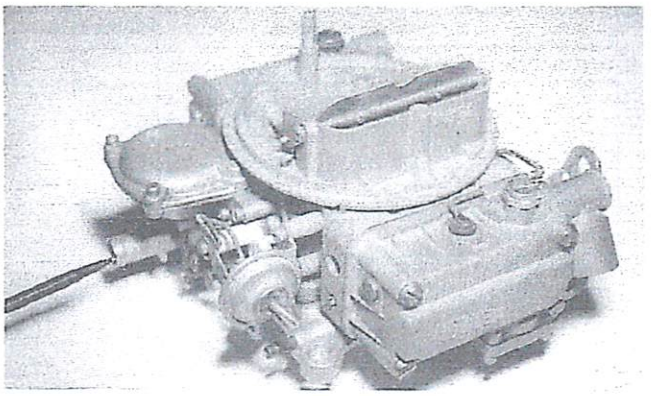


Fig. 8-23. List #3609 carburetor. Pointer indicates enlarged vacuum port that was used on A.I.R.-equipped cars.

3613*	1966	Chevelle	396	375	S/T	4150	3893229
3806* **	1967	Chevelle	327	325	S/T	4150	3903389 DC
3807* **	1967	Chevelle	327	325	S/T	4150	3903391 DV
3810*	1967	Corvette	327	300	w/o A.I.R.	4160	3906631 DA
			327	350	S/T w/o A.I.R.	4160	3906631 DA
3811*	1967	Corvette	427	390	w/o A.I.R.	4160	3906633 EO
	1967	Camaro (early)	396	375	S/T w/o A.I.R.	4160	3906633 EO
3814	1967	Corvette	327	300	A.I.R.	4160	3906635 DP
			327	350	S/T A.I.R.	4160	3906635 DP
3815	1967	Corvette	427	390	A.I.R.	4160	3906637 EC
	1967	Camaro (early)	396	375	S/T A.I.R.	4160	3906637 EC
3836	1967	Chevelle	396	350	A/T w/o A.I.R.	4160	3908956 EX
3837	1967	Chevelle	396	350	S/T w/o A.I.R.	4160	3908957 EJ
3838	1967	Chevelle	396	350	A/T A.I.R.	4160	3908958 EZ
3839	1967	Chevelle	396	350	S/T A.I.R.	4160	3908959 EY
3910*	1967	Camaro	302 (Z28)	290	S/T w/o A.I.R.	4150	3916143 CT
		Camaro (late)	396 (L78)	375	S/T w/o A.I.R.	4150	3916143 CT

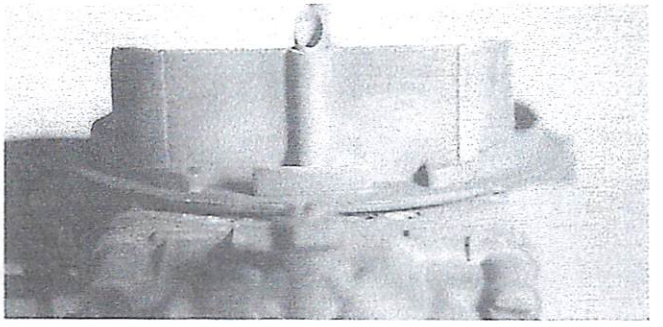


Fig. 8-24. Date code "864" for List #3910.

*This carburetor has recently been re-released by Holley due to the demand of the restoration industry.
**This carburetor is listed in Chevrolet parts books & N.H.R.A. specifications as being applicable to 1966 and 1967 Chevy IIs and Chevelles. This has not been verified through Holley sources to date

continued on next page



CORRECT DELCOTRON ALTERNATOR

PART#1100693 37amp

DATE CODE 7E1, MAY 1, 1967

1966 Delcotron Alternators (continued)

Model	Style	Engine	Type	Part No.	Notes
Chevy II	Std., Nova, Nova Super Sport	L4 153, L6 194 & 230, 283 & 327	37 Amp	1100693	14" tire
			37 Amp	1100695	13" tire
			42 Amp	1100696	A/C, all, Option K79
			61 Amp	1100750	Option K76
			62 Amp	1117765	Optional, K81
Chevelle	Std., Deluxe, Malibu, Malibu Super Sport	L6 194 & 230, 283, 327, 396	37 Amp	1100693	Base unit
			42 Amp	1100696	Optional, K79
			61 Amp	1100750	A/C, all, Option K76
			62 Amp	1117765	Optional, K81
Canada Passenger	Biscayne, Bel Air, Impala, Caprice	L6 250, 283, 327, 396, 427	37 Amp	1100693	Base unit
			42 Amp	1100696	Optional, K79
			63 Amp	1100742	396 or 427 Turbohydramatic, A/C
			61 Amp	1100750	A/C ex. 396, 427/Option K76
			62 Amp	1117765	Optional, K81
Canada Chevy II	100, Nova, Nova SS	L6 194, 283, 327	37 Amp	1100693	Base unit
			42 Amp	1100696	Optional, K79
			61 Amp	1100750	Optional, K76
			62 Amp	1117765	Optional, K81
Canada Chevelle	300 Deluxe, Malibu	L6 194, L6 230, 283, 327, 396	37 Amp	1100693	Base unit
			42 Amp	1100696	Optional, K79
			61 Amp	1100750	A/C all, Option K76
			62 Amp	1117765	Optional, K81

1967 Delcotron Alternators

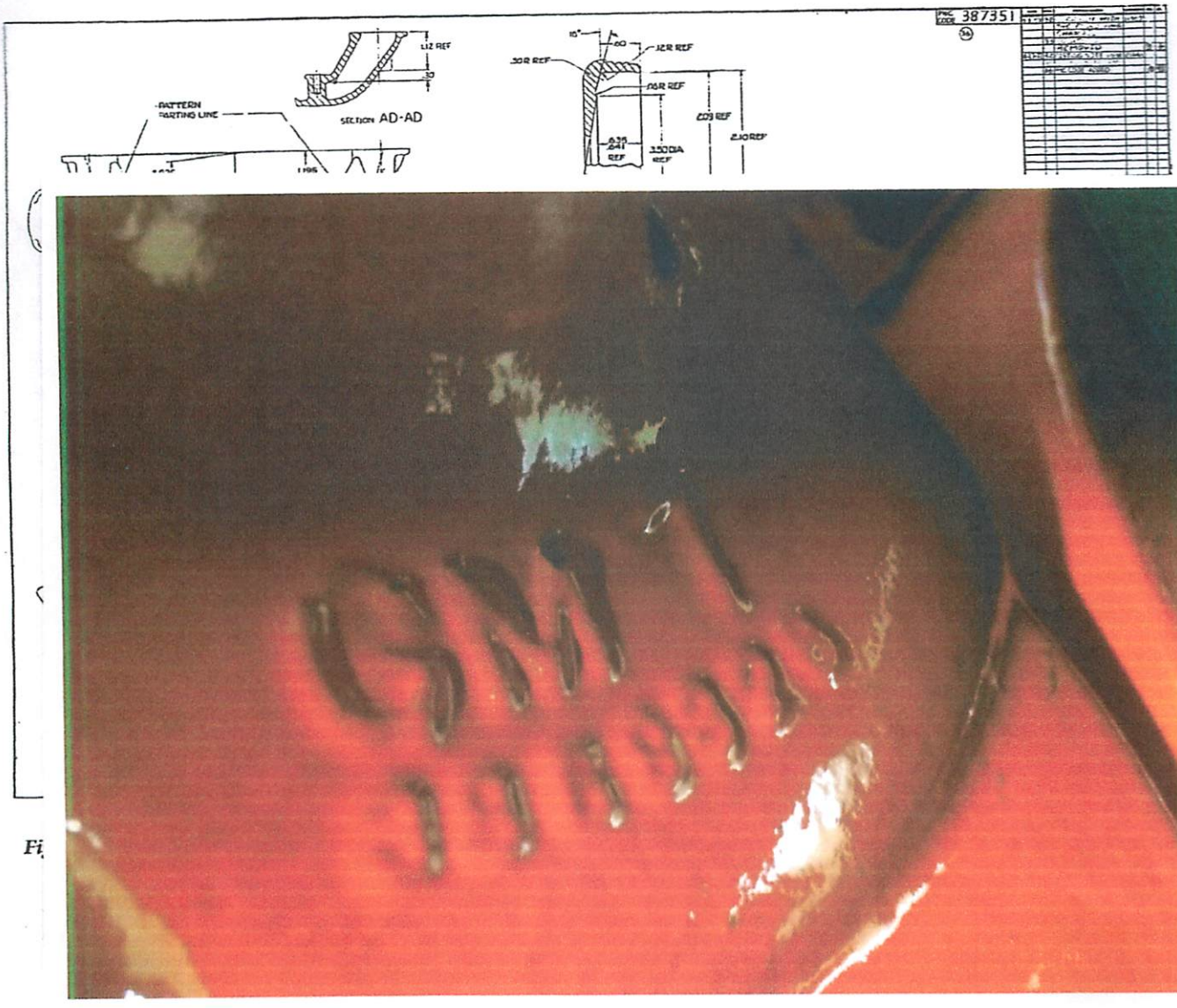
Model	Style	Engine	Type	Part No.	Notes
Passenger	Biscayne, Bel Air, Impala, Caprice	L6 250, 283, Opt. 327, 396,427	37 Amp	1100693	Base unit
			42 Amp	1100696	Turbohydramatic, option K79
			63 Amp	1100742	A/C, Turbohydramatic
			61 Amp	1100750	A/C: 1st Prod. Ex. Turbohydramatic, option K76; 2nd Prod. All, option K79
			61 Amp	1100793	Police
			62 Amp	1117777	Optional, K81
Corvette	Stingray	327 Std., Opt. 427	37 Amp	1100693	Base All 327
			55 Amp	1100694	300, 350, 390 & 400HP A/C
			42 Amp	1100696	Base 427/390, 400HP; 350, 390, 400, 425HP & L88 TI
			61 Amp	1100750	350,390 & 400HP A/C, W/ or W/O TI
Chevy II	Std. & Nova	L4 153, L6 194, L6 230, 283, 327	37 Amp	1100693	Ex. A/C
			42 Amp	1100696	Optional, K79
			61 Amp	1100750	A/C, optional, K76
			62 Amp	1117777	Optional
Chevelle	Std., Deluxe, Malibu, Super Sport	L6 230, L6 250, 283, 327, 396	37 Amp	1100693	Base unit
			42 Amp	1100696	Turbohydramatic, option K79
			61 Amp	1100750	A/C, option K76
			62 Amp	1117777	Optional
Camaro	Std., Deluxe	L6 230, L6 250, 302, 327, 350, 396	37 Amp	1100693	All Ex. A/C
			42 Amp	1100696	Optional, K79, w/o A/C
			61 Amp	1100750	A/C, optional K76
			62 Amp	1117777	Optional

continued on next page

Pump #3859326

Year	Application	Engine	Horsepower
1965	Corvette	327	350, 365, 375
	Chevelle	327	350
1966	Corvette	327	350
	Chevy II	327	350
	Chevelle	327	350
1967	Corvette	327	350
	Chevy II	327	350
	Chevelle	327	325
	Camaro	302	290
1968	Camaro	302	290

NOTE—
Date codes on the #3859326 water pump start in November 1965.



Fi

Certificate of Authenticity

DATED COMPONENTS

2549 Route 143
Kempton, PA 19529
610-756-6453 1-6PM
610-926-6141 7:30-10PM
dotterer@enter.net

Serial Number: 100109
January 18th, 2007

This certificate is presented to

Joe Sierra

This distributor has been inspected and found by Dated Components to be an authentic original. It conforms to all known applicable machining processes by Delco Remy to identify part number and date of production.



Distributor Part Number #1111195 = 1967 327/350 HP .

Distributor Production Date 7E11 = May 11th, 1967 .

President

1/18/07
Date

1967 Distributor Applications (continued)

Model	Distributor Number	Engine/HP/Application	Housing	Point	Notes
Chevy II	1111150	283/195HP All exc. 3-Speed	AE	S	12/V
	1111195	327/350HP All	AE	S	3/V
	1111249	327/275HP All	AE	S	10/V
	1111256	283/195HP 3-Speed	AE	S	6-12/V
Chevelle	1111150	283/195HP All exc. 3-Speed	AE	S	12/V
	1111169	396/325HP All	AE	S	V
		396/350HP All A.I.R.	AE	S	V
	1111170***	396/350HP All exc. A.I.R.	AE	S	V
		396/375HP All	AE	S	V
	1111195	327/325HP All	AE	S	3/V
	1111249	327/275HP All	AE	S	10/V
	1111256	283/195HP 3-speed	AE	S	6-12/V
	1111277	396/325HP (unverified)	CE	MP	LW 2-10/V
Camaro	1111101	327/210HP All	AE	S	13/V
	1111168	350/295HP All	AE	S	8/V
	1111169	396/325HP All	AE	S	V
	1111170	396/375HP All	AE	S	V
	1111249	327/275HP All	AE	S	10
	1111266	302/290HP	AE	S	1 (4 aft. 1/31/67)/V
	1111267	302/290HP	CE	MP	TD/LW 2-10/V
Canada Passenger	1111150	283/195HP All	AE	S	12/V
	1111169	396/325HP All	AE	S	V
	1111170	427/385HP All	AE	S	V
	1111249	327/275HP All	AE	S	10/V
Canada Chevy II	1111150	283/195HP All	AE	S	12/V
	1111249	327/All	AE	S	10/V
Canada Chevelle	1111150	283/195HP All	AE	S	12/V
	1111170	396/All	AE	S	V
	1111249	327/275HP All	AE	S	10/V

* Some sources state that distributor #1111117 applied to the 327/300HP Powerglide Transmission. This has not been verified to date.
** Brown cap until 5/74, then black cap. Special vacuum unit assembly.
***Some sources state that the following 1966 distributors were used on 1967 models:
#1111109 was used in place of #1111169 on approximately 700 passenger cars (except RPO K19);
#1111112 and #1111138 (1700 and 390 distributors respectively) were used in place of #1111170 on 396/350HP Chevelles (exc. RPO K19);
#1111141 was used in place of #1111247 on approximately 390 Corvettes (except RPO K19).

1968 Distributor Applications

Model	Distributor Number	Engine/HP/Application	Housing	Point	Notes
Passenger	1111150	327/250HP 4-BBL Regular Fuel	AE	S	12/V
	1111169	396/325HP All	AE	S	V
		427/390HP All	AE	S	V
	1111170	427/425HP All	AE	S	V
	1111257	307/200HP A/T	AE	S	7/V
		307/200HP S/T 2nd Design (unverified)	AE	S	NV
	1111277	396/325HP	CE	MP	LW 2-10/V
		427/390HP	CE	MP	LW 2-10/V
	1111278	427/425HP	CE	MP	LW 2-10/14/V
	1111297	327/275HP A/T	AE	S	10/V
	1111298	327/275HP S/T	AE	S	9/V

continued on next page

CORRECT MUNCIE
M-20 4SPEED
WIDE RATIO

MAINCASE #3885010
EXTENSION # 3857584





Muncie 4-Speed Aluminum Component Casting Numbers

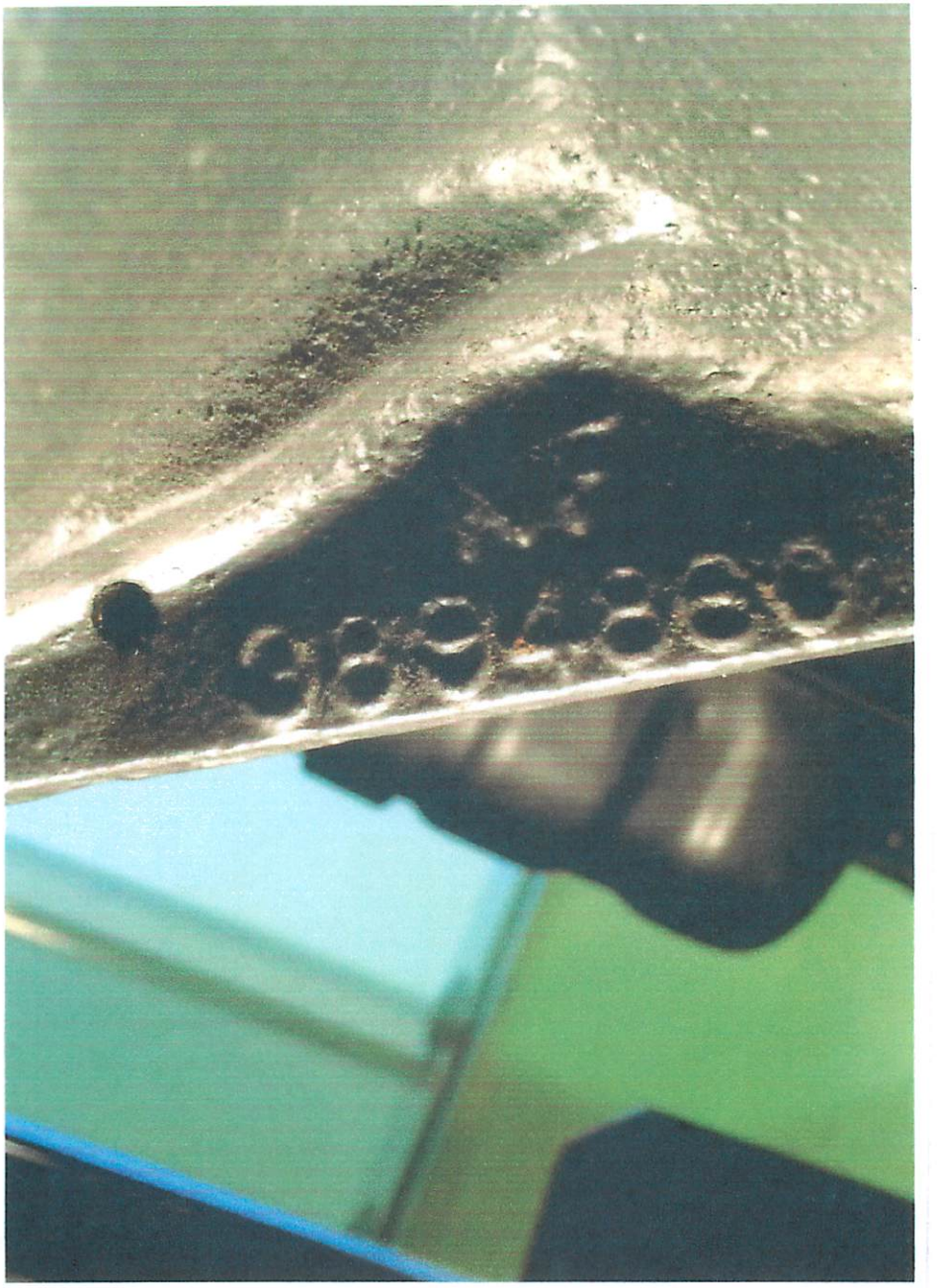
Year	Application	Maincase Casting #	Extension Housing Casting #	Sidecover Casting #	Front Bearing Retainer Casting #
1965	Passenger Corvette Chevy II Chevelle	3851325	3846429* (to 2/65) 3857584 (after 2/65)	3831707	3851326
1966, 1967	Passenger Corvette Chevy II Chevelle Camaro (1967)	3885010	3857584	3884685	3851326
1968, 1969	Passenger Corvette Chevy II Chevelle Camaro	3925660**	3857584	3884685 (1968) 3950306 (1969)	3915020

*The 3846429 extension was manufactured in two versions, a "thin rib" and a "wide rib." This application uses the wide rib. Please see the 1960–64 volume in this series for more information.
**Muncie data shows 1968 and 1969 M22 received maincase #3925661. All documented M22 transmissions have the #3925660 maincase. It is unclear why there is the discrepancy

Muncie 4-Speed Specifications

Type	RPO	Model Year	Gear Ratios				Input Splines		Output Spline Teeth	Countershaft pin dia.	Main Drive Teeth	Synch. Hub Width	Synch. Ring Shldr.	Cluster Gear Teeth	Helix Gear Angle
			1st	2nd	3rd	4th	Teeth	Grooves							
Wide ratio	M20	1963–65	2.56	1.91	1.48	1.00	10	None	27	7/8	24	Wide	No	29	39
		1966–70	2.52	1.88	1.46	1.00	10	2	27	1	21	Narrow	Yes	25	39
		1971–74	2.52	1.88	1.46	1.00	26	2	32	1	21	Narrow	Yes	25	39
Close ratio	M20	1963–65	2.20	1.64	1.28	1.00	10	1	27	7/8	26	Wide	No	27	39
	M21	1966–70	2.20	1.64	1.28	1.00	10	1	27	1	26	Narrow	Yes	27	39
		1971–74	2.20	1.64	1.28	1.00	26	1	32	1	26	Narrow	Yes	27	39
	M22	1965–70*	2.20	1.64	1.28	1.00	10	None	27	1	26	Narrow	Yes	27	21
		1970**	2.20	1.64	1.28	1.00	26	None	32	1	26	Narrow	Yes	27	21
		1971–72***	2.20	1.64	1.28	1.00	26	None	32	1	26	Narrow	Yes	27	21

*All M22 applications except 454 Chevelle. **454 Chevelle applications. ***M22 transmissions continued to be manufactured in 1973 and 1974 for other GM divisions and Chevrolet service applications only.
Please note that the RPO column in the Muncie 4-speed specifications chart designates how the transmission option was ordered. All Muncie wide ratio transmissions are considered M20s. All close ratio Muncies are considered either M21 or M22, depending on the gearset installed. Note that in 1963–65, the close ratio M21 had to be ordered under the RPO M20, with the factory deciding whether you received an M20 or M21 gearbox on the rear axle ratio specified. In 1966, the customer could designate transmission choice.



CORRECT 12 BOLT POSITRACTION REAR END

PART # 3894860 NF

REAR RATIO 3.07:1

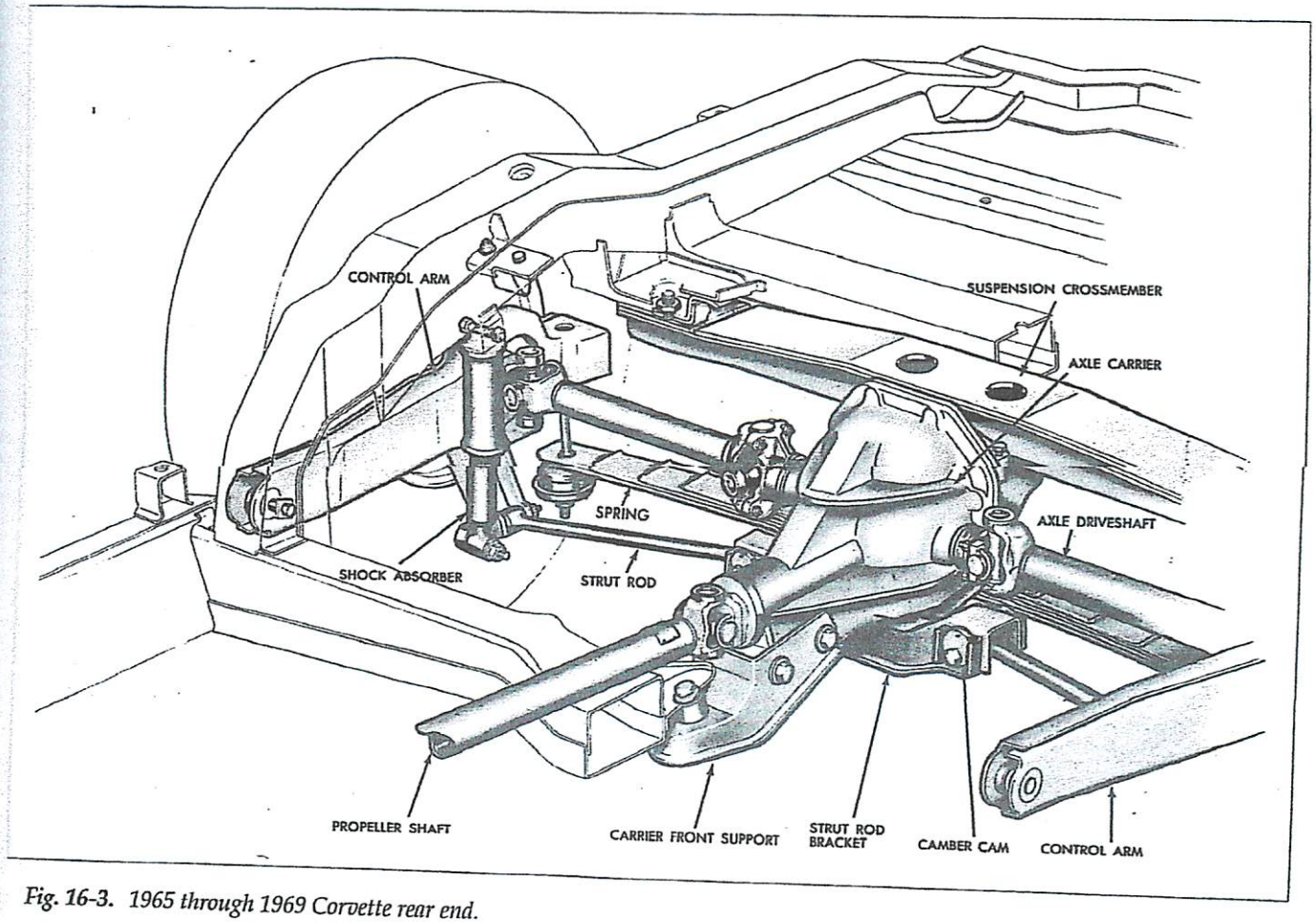


Fig. 16-3. 1965 through 1969 Corvette rear end.

1.3 Chevy II/Nova Rear Ends

1965 Through 1967 Chevy II

This rear end was a carry-over of the 1964 Chevy II rear axle. It is a Salisbury design similar to the Chevelle unit, though it does not have the upper control arm mounting "ears" that are cast into the Chevelle center section. Also, a pedestal type mounting plate is used to mount the mono-leaf springs with straight spring pads. The mono-leaf spring arrangement was used up until the 1968 model year when multi-leaf springs became an option. The differential is constructed of a cast iron carrier with pressed-in and welded axle tube housings. The axle shafts are forged and heat-treated steel with the wheel drive flange forged integral with the axle. The axle shaft lengths are the same for both the left and right side. This differential was produced in both 10- and 12-bolt versions.

In the 1965 and 1966 model years, most 327 equipped Chevy IIs were slated to receive a 12-bolt axle. All other engine combinations received the 10-bolt rear axle. According to Chevrolet documentation, during the 1967 model year, the 12-bolt was used for all 327 engines (as in 1965-66), but after January the 12-bolt was dropped. All Chevy IIs for the remainder of the model year received the 10-bolt differential. This has not been verified to date.

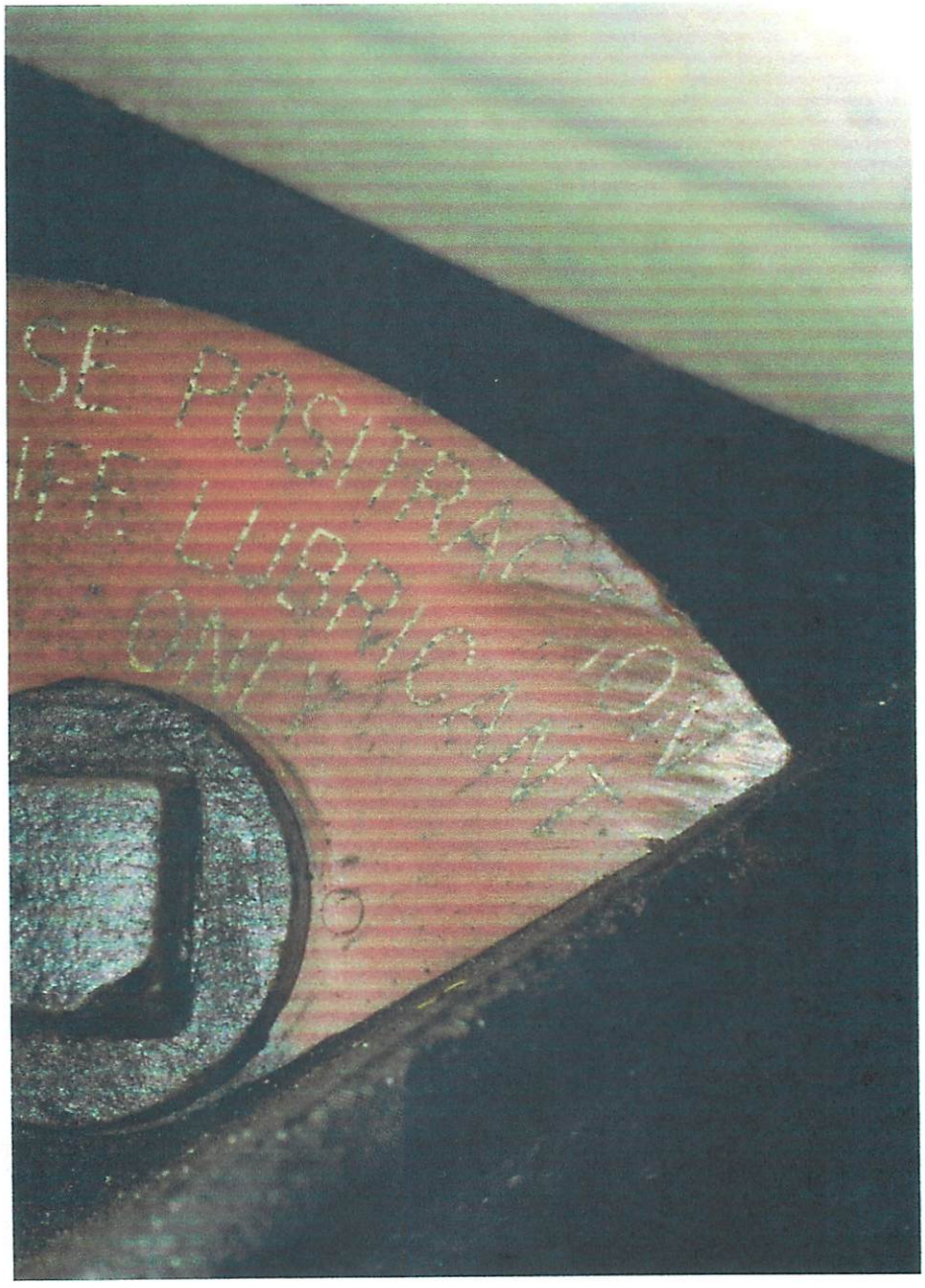
The specifications for the 1965 through 1967 Chevy II rear end are as follows:

Chevy II, 1965–67

	10-Bolt	12-Bolt
Bolt Diameter (in.)	3/8	3/8
Ring Gear Diameter (in.)	8.20	8.875
Pinion Diameter (in.)	1.438	1.625
Axle Splines	28	30
Overall Dimensions:		
Axle tube flange to axle tube flange	52 13/64	52 13/64
Between centerlines of spring seats	43 7/16	43 7/16
Axle shaft length	28 20/64	28 27/64

Chevy II Axle Center Section Casting Numbers

Model Year	Casting Number	
	10-Bolt	12-Bolt
1965–67	3833443X 3894859NF	3852980N 3894860NF
1968–69	3894859NF	3894860NF



CORRECT POSITRACTION REAR END FLUID FILL TAG



CORRECT POSI AXLES

BR 05 09 W "E"
BR = POSI 3.07:1
05 09 = MAY 9, 1967
W = WARREN, MI.PLANT
E = EATON POSITRACTION DIFFERENTIAL

1967 Corvette Rear Axle Codes (continued)

Gear Ratio	Code
427 Posi 3.70:1	FA
427 Posi 4.11:1	FB
Posi 4.56:1	FC

1967 Chevy II Rear Axle Codes

Gear Ratio	Code
3.08:1	BA
3.36:1	BC
Posi 3.08:1	BE
Posi 3.36:1	BF
Posi 3.55:1 (small ring gear)	BG
3.55:1	BH
A/C w/Spec. High Perf. 3.31:1	BQ
Posi 3.07:1	BR
Posi 3.31:1	BS
Metallic brakes 3.07:1	BT
Metallic brakes Posi 3.07:1	BU
Metallic brakes 3.31:1	BV
Metallic brakes Posi 3.31:1	BW
4-speed close ratio 3.55:1	FI
Metallic brakes 3.55:1 (large ring gear)	FJ
Metallic brakes Posi 3.55:1 (large ring gear)	FK
Posi 3.55:1 (large ring gear)	FL
3.73:1	FM
Metallic brakes 3.73:1	FN
Metallic brakes Posi 3.73:1	FO
Posi 3.73:1	FP
327 Spec. High Perf. 3.07:1	FQ

1967 Chevelle Rear Axle Codes

Gear Ratio	Code
3.08:1	CA
3.36:1	CB
3.73:1	CC
Posi 3.07:1	CD
Posi 3.08:1	CE
Posi 3.31:1	CF
Posi 3.36:1	CG
Posi 2.73:1	CH
Posi 3.73:1	CI
Metallic brakes 3.07:1	CJ
Metallic brakes Posi 3.07:1	CK
Metallic brakes Posi 2.73:1	CM
Metallic brakes 3.31:1	CN
Metallic brakes Posi 3.31:1	CO
2.73:1	CP
2.56:1	CQ
Posi 3.07:1	CR
Metallic brakes 2.56:1	CS
Metallic brakes 3.73:1	CT
Metallic brakes Posi 3.73:1	CU
3.70:1	CV
3.31:1	CW
3.07:1	CX

continued

1967 Chevelle Rear Axle Codes (continued)

Gear Ratio	Code
3.07:1	CY
2.73:1	CZ
3.55:1	KA
Posi 3.55:1	KB
Posi 2.73:1	KC
2.73:1	KD
Posi 2.56:1	KE
Posi 3.55:1	KF
Metallic brakes Posi 3.55:1	KG
Metallic brakes 3.55:1	KH
Metallic brakes Posi 2.56:1	KI
3.55:1	KJ
Posi 4.10:1	KK
Metallic brakes 4.10:1	KL
Posi 4.56:1	KM
Metallic brakes 4.56:1	KN
Posi 4.88:1	KO
Metallic brakes 4.88:1	KP
Metallic brakes 2.73:1	KQ
Metallic brakes 2.73:1	KR
Metallic brakes 3.07:1	KS
Metallic brakes 3.07:1	KT
Metallic brakes 3.31:1	KU
Posi 3.31:1	KV
Posi 2.73:1	KW
Posi 3.07:1	KX
Posi 3.31:1	KY
3.31:1	KZ

1967 Camaro Rear Axle Codes *

Gear Ratio	Code
3.08:1	PA
3.36:1 ratio	PB
4-speed 350 3.31:1	PC
Posi 3.07:1	PD
Posi 3.08:1	PE
Posi 3.31:1	PF
Posi 3.36:1	PG
Posi 3.55:1 (small ring gear)	PH
Posi 3.55:1 (large ring gear)	PI
Posi 3.73:1	PJ
4-speed 3.55:1	PK
4-speed close ratio 3.55:1	PL
3.73:1	PM
Metallic brakes 3.07:1	PN
Metallic brakes Posi 3.07:1	PO
Metallic brakes 3.31:1	PP
Metallic brakes 3.55:1 (large ring gear)	PQ
Metallic brakes Posi 3.31:1	PR
Metallic brakes Posi 3.55:1 (large ring gear)	PS
Metallic brakes 3.73:1	PT
Metallic brakes Posi 3.73:1	PU
3.07:1	PV
2.73:1	PW

* For additional 1967 Camaro rear axle codes, see end of chapter