

## Summary of Changes Since the 1st Printing

### Summary of changes for 2nd Printing

Page	Correction
2	5th paragraph, after 1st sentence, "It is unknown at this time why some cars built in 1961 had these VIN plates as shown in Fig. 1-11, page 6."
3	Fig. 1-4, caption to read, "the 114,110th car built"
6	Fig. 1-11, caption. Add "Note 'DD' stamping on plate which should not appear until 1963-64. Also this tag has an extra digit '1', which is a factory stamping error."
8	1962 VIN Begin Sequence Numbers table. Add "Chevy II 10001 All"
12	1964 VIN Assembly Plant Codes table. Add " " to last line of table. 1964 VIN Begin Sequence Numbers. Chevelle should read "100001"
18	3rd paragraph, 5th sentence on to read, "In 1964 there were sometimes double and triple letter paint codes used on the trim tag. The first letter would indicate the lower body color. The second letter would indicate the upper body color for non-convertibles or wheel color for convertibles. If a third letter is present, it will designate the wheel color for non-convertible cars."
81	Head #379586. Add "Chevelle 283 220"
146	Manifold #3747038 to read "#3747038 (1)"
147	Manifold #3747042. Replace to read "#3747038 (2)" Notes to read "Straight outlet, no heat tube, manifold, 'Ram's Horn' design."
149	Manifold #3767583. Outlet Size to read "2.50±" Manifold #3767584. Outlet Size to read "2.50±"
178	Fig. 12-13. 2nd sentence of caption to read "This particular model was used on all special high performance 348 engines (excluding the 250 HP & 280 HP engines)."
181	1963 Distributor Applications table. For Passenger #1111015 and #1111016 change Housing to "CE". Add Corvette 1111011** 327/360 HP (2nd Design) CE/2 D NO/NV/TD. For Chevy II #1111015 and #1111016 change Housing to "CE". For Canada-Passenger #1111015 and #1111016 change Housing to "CE". Add *** Delco Remy application lists and production totals indicate that one (1) #1111011 distributor was used in a 1963 Corvette application."
182	1964 Distributor Applications table. For Passenger #1111015, #1111016, #1111066 and #1111067; Chevy II #1111015; Chevelle #1111015, #1111051 and #1111071; Canada-Passenger #1111016; Canada-Chevy II #1111015; Canada Chevelle #1111015 change Housing to "CE"
190	Figure of cross-sectional view of Delcotron 20-DN generator deleted. New Figs. 14-4, 14-5, 14-6, 14-7 added, showing different views of #1102174 generator, and generator date code stamping decoder.
192	1960 Generators table. For Passenger, add "35 Amp 1102173 Optional, 2nd Design All HP w/solid cam.**". For No. 1102174, Notes to read "Optional, 1st Design, All HP w/solid cam." Under table add "See notes on page 194, **See notes on page 194" 1961 Generators table. For Passenger add "35 Amp 1102268 1st Design, Non-Tach Drive, 315 HP (Race only, very late only)", "35 Amp 1102173* 1st Design, Non-Tach Drive, 325 HP (Race only). Passenger 35 Amp 1102174* Notes to read "Optional, 1st Design, All HP w/solid cam." Under table add "All 1961 High Performance 348 engines used #1102174/1102173 except very late cars which used the #1102268 generator. The #1102268 generator also uses the 3-5/8" deep groove pulley used on the 174/173."
193	1962 Generators table. For Passenger add "35 AMP 1102268 All 409 Applications"
194	Under table add, "Notes for page 192/1960 Generators. *This generator used a heavy duty ball bearing rear main frame (as opposed to the standard generator's pressed bushing) with a rubber mount front main frame. **This generator (2nd design) utilizes the same heavy ball bearing rear main frame as the #1102174, but also uses a solid mount front main frame similar to the Corvette applications. Both the #1102174 and #1102173 use the 3-5/8" deep groove pulley (part #3711766). The pulley is a two-piece design (pulley & fan) which are spot welded together in six equal locations. Note: Although research on the #1102174 & #1102173 designates 1st/2nd design, there seems to be little documentation on why or when either generator was used during the model years as presented. In other words, either generator could be correct."
255	1960 through 1964 Wheel Applications table. For 1960 and 1961 Corvette add "Corvette 15X15-1/2 K 5 4-3/4 7/16 2.786 .44 R 12.648 KH"
277	Bottom right picture caption to read, "Intake side of Z11 head"
294	Add "Art courtesy of Jim Krons for Chapter 14, Fig 14-4, 14-5, 14-6"

### Summary of changes for 3rd Printing

no changes

### Summary of changes for 4th Printing

no changes

### Summary of changes for 5th Printing

no changes

### Summary of changes for 6th Printing

no changes

### Summary of changes for 7th Printing

Page	Correction
67	image 0022075 of crankshaft flange replaced with image from GCCN pg 114
72	left column, 2nd paragraph, 3rd line, word "block" replaced with "head"
111	table at the bottom, added 5th row with a note *2818-1
147	2nd table, 4th column, 6th row split into 2 portions, bottom saying Corvette
186	1st paragraph, 7th line, word "crankshafts" replaced with "camshafts"
211	Fig. 15-36 replaced with photos from GC69 page 268
251	Image caption for Fig. 17-1 with wording from GC69 page 315
253	top image has asterisk added to 2nd note on top-left, and a note added below Fig. 17-4 text; bottom image was replaced with better version from GCCN pg 466, Fig. 16-5
290	updated About Author page



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