

Brief Summary of Changes Made Since the 1st Printing

Corrections made for 2nd printing:

Page	Correction
x	Date code chart. Distributor, Alternator Month Codes changed to "A to M"
5, 7, 9, 11, 13	VIN Plant Codes. G: Framingham, <i>Massachusetts</i>
18	1968, 1969 Body Build Date Codes. Delete "& A. O. Smith"
21	1965 Model Designations chart, Model column, Malibu. Delete "396"
38	Engine Development sidebar, 1967. "...the 350/295HP engine on all SS Camaros"
46	Addition to note at bottom of chart. Engines were for export cars, disassembled and shipped from Bloomfield, MI, then reassembled at final destination
55	1st paragraph. Delete sentence that begins "In addition, all Tonawanda..."
57	Block #3782870. Additional information added to Notes. There are documented blocks that used small casting numbers. Stamping pad length changed during production: short up to date G34; long verified to H274
62	Block #3869942. 1967 Corvette, 427/390", 400" 2-bolt; 430", 435" 4-bolt
64	Block #3904351. 1967 Corvette, 427/390, 400 2-bolt; 430, 435 4-bolt
67	Block #3932388. 1969 Camaro. 302/290 4-bolt application added. Addition to Notes: There are 2 documented Flint-built engines for Z-28s; SS 350 casting dates range from L208 to C119
71	Block #3956618. 1969 Passenger 350/300 4-bolt. Delete "(HH, HK, HN only)"
77	283 Crankshaft. Δ should read "...1957 through 1964..."
81	396 Crankshaft. Width of third counterweight should be 3/4" wide
89	Head #3782461. Last sentence in Notes should read "...back to March 1966:"
112	348/409 Rods. Text changed
132	1st paragraph under Carter WCFB Carburetor. Should read "...1955 through 1965"
134	Carter AFB Chart. Note added for 3720 and 3721: SA suffix added Nov. 1964, used most of model year; SB suffix very late in model year
136	Under 3.1 Holley Identification. 2nd sentence. "These numbers are usually found..."
153	Fig. 8-36 to read "...used on early Rochester Carburetors."
164	Manifold #3885069. New application added, 1967 Passenger 427/425HP. 17 engines built, no record of installation
183	Manifold #3856289. Chevelle application should read "396/325 w/A.I.R."
193	Under 1. Introduction. 1st paragraph. Small block manifolds do not usually carry a year designation. Most 2" outlet small block manifolds have a casting date; most 2-1/2" outlet manifolds do not
200	Manifold #3846563. Δ text added to Notes: Manifold also used in 1964
201	Manifold #3849288 (2). Δ text added to Notes: Manifold also used in 1964
207	Manifold #3868874. New application: 1967 Chevelle 396/325, 350, 375 (Aug.-Dec. cars only); #3909880 manifold used thereafter
212	Manifold #3883999. Application is until June 1966; #3902401 used for rest of '66
215	Manifold #3893608. Outlet size added: 1.96
215	New Manifold added, #3902401, 2.526 outlet, Chevelle 396/325, 350, 375 engines, A.I.R. and non-A.I.R., from June 1966 through March 1967
216	Manifold #3909879. Addition to Notes to effect that use on Camaro probably began with January 1967 production, on Chevelle with March 1967 production
216	Manifold #3909880. Application clarified, used from approximately January through early June 1967
217	Manifold #3916178. New 1967 (very late) applications added for Camaro 396/325, 375 and Chevelle 396/325, 350, 375. Manifold entered prod. in early June 1967
246	Vacuum units deleted: 1111437, 1111464, 1111492, 1111494, 1111496
248	1st paragraph, next to last sentence. Change "crankshafts" to "camshafts"
253	1st paragraph, 1st sentence, should read "...alternator model numbers"
253	Alternator Month Chart. Codes "I, J, K, L" changed to "J, K, L, M"
258	1969 Alternators chart. New Chevelle application to 1100837, 427/425HP COPO
286	Fig. 15-32. Was incorrect art. Correct art inserted
292	Borg-Warner 3-Speed Chart. All numbers now verified
296	Passenger Car Center Casting Number chart. 10-bolt number added, 3833443
305	1965 Rear Axle Codes. New code, GA, H. D. 3.31:1, Z16 only
307	1966 Chevy II Rear Axle Codes. New code, BS, posi 3.31:1; BU, add Metallic brakes; FJ, add ratio 3.55:1
307	1966 Chevelle Rear Axle Codes. Add Metallic brakes to KL, KN, KP
309	1967 Chevelle Rear Axle Codes. Change to CR, should read "3.07:1"; add Metallic brakes to KQ, KR, KS, KT, KU; add Posi to KV, KW, KX, KY; new codes CM, CP, CQ, CS, CY, CZ, KA KB, KC, KD, KE, KI
309	1967 Camaro Rear Axle Codes. Delete code PA; new codes PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ
310	1968 Passenger Rear Axle Codes. Delete Posi for FW; new codes FS, FU, GF
311	1968 Chevelle Rear Axle Codes. Add Posi to KW; new code KI
311	1968 Chevy II Rear Axle Codes. Delete BK and PL; change BU ratio to 3.73:1; new codes BL, BO
311	1968 Camaro Rear Axle Codes. Delete PO; change BT ratio to 3.55:1, BU ratio to 3.73:1; new codes BC, BM, BO, PY, PZ

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Page	Correction
312	1969 Passenger Rear Axle Codes. Delete DL; new codes DS, DS, DU, DV, DW, EH, EI, EJ, ER, FF
313	1969 Chevy II Rear Axle Codes. New codes PB, PC, PD, PF, PG, PH, PK, PN, PP, PS, PX, PY, PZ
313	1969 Chevelle Rear Axle Codes. Delete CC, CJ, CK; new codes CQ, CS, CT, KE, KG, KH, KI, KN, KP
313	1969 Camaro rear Axle Codes. New codes PB, PC, PD, PF, PG, PH, PK, PN, PP, PS, PX, PY, PZ, QN, QS, QT, QU, QV, QW, QX, QY, QZ
319	Wheel Application chart, notation added that second letter in "Construction" column is optional wheel construction
324	"1965 Fuel Injection Casting Numbers" chart changed to "1965 Fuel Injection Identification Numbers"; note to effect that numbers for Air and Fuel Meters are stamping numbers; number for Intake is casting number

Corrections made for 3rd printing:

no changes

Corrections made for 4th printing:

Page	Correction
55	Last paragraph, sentences one and two should read, "On 4-bolt blocks, the front hold (toward the front of the engine) has a 1/2" pipe thread hold drilled into the oil galley. The center hold has a 3/4" pipe thread hole drilled through to the top of the oil galley."
58	Add block #3834810, 1965, (1966 unver.); Passenger; 283; 195; 2-Bolt; Chevelle; 283; 195; 220; 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 #38449852. This block was also used for 1964 applications.
63	Block #3896944. First sentence of Notes should read, "This Tonawanda cast block was used only for the 1967 model year on all Passenger and Chevelle engines." Add block #3896948, 1967; Passenger, Chevelle; 283; 195; 2-bolt; I have very little information on this block. I do know that it was a Flint cast block only. From all indications, it looks to be identical with block #3834810. It is possible that this block could carry a #3834810 casting number in some cases. Block not verified to date. Block #3902406. Add 1966 Chevelle; 396; 360, 396, 375; 4-bolt. Notes first sentence should read, "This block was used for the very late 1966 and 1967 model year only." Add "A documented #3902406 block has been found in a very late 1966 Chevelle VIN # 138176A194396. This block was a 4-bolt block cast June 18, 1966 and with a build date of June 28, 1966. Block #3903352. Notes should read, "This block was used mid to late in the 1967 model year." This block was not used in truck applications, although it is possible that it could have had service usage. All above applications are unverified except the 1967 275HP Camaro application." Add * I now know this block was a Tonawanda casting and has been verified/ documented by a 1967 Camaro with a casting date of December 16, 1966 and a build/engine code stamping of T1219MK.
65	Block #3914660. Last line of Notes should read, "All applications above excluding the 1968 Camaro have not been verified. *There is now a verifiable 1968 Camaro found with this block. The block build stamp reads T0102EA, with the VIN of the car #124378L325597.
66	Block #3916323. Notes, 5th sentence, should read, "This block began to be replaced by the #3935440 block around January 1968." Add *There is a definite overlap of production of the #3916323 and #3935440 blocks. Please see #3935440 for more information.
67	Block #3932386. For Camaro, add 327/210 HP; 2 bolt
69	Block #3935440. For 1968, replace "(late)" with "(mid to late)". Add * Earlier research on this block was based on original #3916323 blocks found. At that time, there seemed to be a break in production of the #3916323 block but now further research has shown that the #3935440 block production began as early as A218 or January 21, 1968. This finding proves there was an overlap of production of both blocks. This is verified by a 1968 #3935440 block cast A218 with an assembly code of T0131MT.
100	Head #3919842. Valve Size should be 1.84
101	Head #3927185. Notes should not read, "unverified"
154	DG=Customer Code should read, "Sometimes referred to as a broadcast code. The 2 or 3 letters that usually follow the stamping numbers designate the code Chevrolet assigned to that carburetor which refers to the original final assembly plant.
226	Pump #3856284. For 1965 Passenger add 396; 425
233	1965 Distributor Applications. The Housing for all Distributor Numbers should read, "CE", with the exception of #1111064 and #1111070 which are "CE/2".

continued

Brief Summary of Changes Made Since the 1st Printing (continued)

Corrections made for 4th printing (continued):

Page	Correction
234	1965 Distributor Applications. The Housing for all Distributor Numbers should read, "CE".
	1966 Distributor Applications. The Housing for all Distributor Numbers should read, "CE", with the exception of #1111150, #1111152 and #1111154 which are "AE".
235	1966 Distributor Applications. The Housing for all Distributor Numbers should read, "CE", with the exception of #1111154 which is "AE" and #1830135 and #1830960 which are unknown.
	1967 Distributor Applications. The Housing for Distributor Numbers 1111277 and 1111278 should read, "CE".
238	1967 Distributor Applications. The Housing for Distributor Number 1111277 should read "CE".
	1968 Distributor Applications. The Housing for Distributor Numbers 1111277 and 111278 should read "CE".
333	Add Appendix 2, Unique Chevrolet Parts. Description of a 1965-67 Chevy II bolt rear axle shaft with unique taper near axle spline.
art credits	Add Art courtesy of Chuck Hanson, 1965-67 Chevy II 12 bolt axle spline/axle provided by Joe Smith
339	Chevrolet Clubs. Add American Chevelle Enthusiasts Society, 4626 Lebanon Pike, Suite 195, Nashville, TN 37076-1316, 615-773-ACES, Chuck Hanson, President/Editor. Add Classic Chevy Club, International, P.O. Box 607188, Orlando, Florida, 32860-7188, 800-456-1957

Corrections made for 5th printing:

no changes

Corrections made for 6th printing:

Page	Correction
34	1968 Trim Combinations. The chart showing Camaro color combos is replaced by a new chart showing Rallye Green, Corvette Bronze, LeMans Blue, and British Green added by GM on 1/2/68. Old color combos Black, Dark Blue, Medium Green, and Ivory were deleted on the same date.
45	1967 Engine Code Suffix Identification. The four entries under Corvette/427/400 Horsepower/ Transmission Options should read "4-Speed, 3X2-BBL; Powerglide, 3X2-BBL; 4-Speed, 3X2-BBL, A.I.R.; Powerglide, 3X2-BBL, A.I.R."
48	1968 Engine Code Suffix Identification. Camaro/396: add entry under Horsepower for "No HP Rating"; under Transmission, Options add "COPO Option 9737 (YENKO)"; under Suffix add "MV."
52	1969 Engine Code Suffix Identification. Camaro/427: add entry under Horsepower for "No HP Rating"; under Transmission, Options add "COPO Option 9567"; under Suffix add "MV." Below this entry: add entry under Horsepower for "No HP Rating"; under Transmission, Options add "COPO Option 9567"; under Suffix, add "MX."
66	Block #3916323, Notes, first sentence should read: "This block was released by early June of 1967 and was in production until June of 1968. It has been verified that some very late 1967 production Camaros received this block." *Note under this table should read: "There is a definite overlap of production of the #3916323 and #3935440 blocks. A 1967 Camaro (s/n #N252630) has been documented with a #3916323 block that was cast on June 8, 1967 (F87) and had a pad stamping of T0705MQ. This proves that at least one and probably more cars were built with this block later in the year than was earlier suspected. Please see #3935440 for more information.
79	327 Crankshaft, 1965 Through 1967. Entry under Rod Journal should read: "2.00."
83	Crankshaft Casting Numbers, Crankshaft Specifications, 1965-1969. Casting # 1182, Notes should read: "SS 350 Camaro Only." Casting# 2680, Rod Journ. should read: "2.00." Casting# 4577, Rod Journ. should read: "2.00." Casting# 3782680, Rod Journ. should read: "2.00." Casting # 3884577, Rod Journ. should read: "2.00."
194	Exhaust Manifold Casting Numbers, Manifold #3747038. Add note at bottom of table: "Note: It seems that some 1966 Passenger Cars with the Tonowanda-built 327/275 HP engine used this manifold in RH applications. This usage is not documented by Flint build records and all other GM documentation shows the #3747042 manifold as correct for 1966 applications. Most likely, the Tonowanda engine plant was using up old stock from the 1965 model year on 1966 engines. This would have been a very easy choice due to the fact that both manifolds are almost identical with one another."
301	Rear Axle/Differential Identification. In first paragraph, the first 3 sentences should read: "From all indications, the 1967-68 rear axle applications are as follows. All 6-cylinder and 327 cars, including the early 327/275HP 4-speed until Jan. 1967, were 10-bolt. All 302, 327/275HP 4-speed after Jan. 1967, 350, and 396 cars had the 12-bolt."
314	1967 Camaro Rear Axle Codes. Gear Ratio 4.10:1 should be changed to "Metallic brakes Posi 4.10:1. Gear Ratio 4.56:1 should be changed to "Metallic brakes Posi 4.56:1. Gear Ratio 4.86:1 should be changed to "Metallic brakes Posi 4.86:1."

eleventh printing

Corrections made for 7th printing:

no changes

Corrections made for 8th printing:

Page	Correction
136	In Fig. 8-9, eliminate reference to "Right: Holley 2300 secondary."

Corrections made for 9th printing:

no changes

Corrections made for 10th printing:

no changes

Corrections made for 11th printing:

Page	Correction
ix	In table, change "Sting Ray" to "Stingray"
86	Second paragraph, third line, change "block" to "head"
122	First table, change Engine to "427/390 & 400HP"
136	Second paragraph, third line, change to "will make up that carburetor and its CFM rating."
167	Manifold #3894382, note, change #3894373 to #3894374
181	Replace line drawing of Manifold #3844457 with photos of Manifold #38944457
226	Table, Pump #3856284, Year - 1966, Application - Corvette, change Horsepower to 390, 400, 425
253	Fig. 14-1. caption, change amp rating to (42 A)
288	Table, 3-speed Saginaw, Special Information, change to "Carry-over from 1968 model year. This was the last year a Saginaw 3-speed was installed in the Corvette."
292	Table, Saginaw 3-Speed Component Casting Numbers, Year - 1965, Application - Corvette, Maincase Casting #, change to 3854726 or 3864740
292	Table, Saginaw 3-Speed Component Casting Numbers, Year - 1967, Application - Corvette, Sidecover Casting #, change to 3858992 or 3919365
304	1965 Rear Axles, 3rd paragraph, after "...the differential code" insert words "and assembly date"
306	1966 Rear Axles, 3rd paragraph, after "...the differential code" insert words "and assembly date"
308	1967 Rear Axles, 3rd paragraph, after "...the differential code" insert words "and assembly date"
310	1968 Rear Axles, 3rd paragraph, after "...the differential code" insert words "and assembly date"
312	1969 Rear Axles, 3rd paragraph, after "...the differential code" insert words "and assembly date"
315	First column, fourth paragraph, change first two sentences to read "Most obvious at the lower right of the photo is the Tire & Rim Association stamp indicating the wheel was made to their rim dimension specs. Immediately to the left of the Tire & Rim Assoc. logo is..."
315	Fig. 17-1. caption, add "The 'bug' stamping on the right is the logo for the Tire & Rim Association."
319	Table, 1965 Through 1969 Wheel Applications, Year - 1965, Model - Corvette, change Size to 15x5-1/2 K
319	Table, 1965 Through 1969 Wheel Applications, Year - 1966, Model - Corvette, Regular, change Size to 15x5-1/2 K
320	Table, 1965 Through 1969 Wheel Applications, Year - 1967, Model - Corvette, Aluminum, change Size to 15x6 JK
320	Table, 1965 Through 1969 Wheel Applications, Year - 1968, delete Corvette Rally Chrome information



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