

CORVETTE

by the numbers™
1955-82

Summary of Changes Since the 1st Printing

Summary of changes for the 2nd Printing

Page Correction

- 155 #3973487 head; change 1972 350 Engine Horsepower from 175 to 200
- 157 #3973487X head; change 1972 350 Engine Horsepower from 175 to 200
- 159 #3998993 head; change 1972 350 Engine Horsepower from 175 to 200
- 270 #3750556 manifold; change Notes to read 'Straight outlet. "Ram's Horn" design.'
- 404 Insert 4-speed Muncie M20 (Wide Ratio) info. box
- 438 First paragraph under Positraction Rear Axles, change date from April 1, 1957 to March 27, 1957. Change sentence "Some 1957 model year "P" cases were also used as open rear ends. These open "P" cases have an extra reinforcement rib inside the case that will not allow a posi-unit to be installed. This "P" case was used through the 1964 model year in Passenger car and Corvette models."
- 506 Under Casting #3858403, additional box under the 1964-1972 Small block box that reads: 1967-1969 L88 427 Applications—All.

Summary of changes for the 3rd Printing

Page Correction

- 58 Second paragraph, beginning second sentence to read "Most V-8 engine..."
- 58 In sidebar, 1955, end of third sentence to read "two motor mount holes on each side of the block."
- 58 In sidebar, 1956, end of fourth sentence to read "passenger side of the engine to the oil pan."
- 58 In sidebar, 1957, end of second sentence to read "two motor mount holes on each side of the block."
- 74 1973 Engine Code Suffix Identification, change 454 engine horsepower to 275
- 88 In notes, beginning of third sentence to read "This block was the first small block to have three motor mount holes..."
- 93 #3858180 block, change 1967 Corvette horsepower to 390", 400" for 2-bolt main and 430", 435" for 4-bolt main
- 96 #3904351 block; change 1967 427 Engine 2-bolt Main, Horsepower from 390 to 390, 400
- 96 #3904351 block; change 1967 427 Engine 4-bolt Main, Horsepower from 400, 430, 435 to 430, 435
- 122 Second paragraph, end of second sentence to read "...the head was cast."
- 136 #3774692 head; change 1960 283 Engine Horsepower to 230, 245, 250, 270, 275, 290
- 137 #3782461 head; change year 1968 to 1966 and Engine 427 to 327
- 147 #3919840 head; change year 1967 to 1967 (Late)
- 148 #3919842 head; change Valve Size (in.) Intake / Exhaust from 2.19/1.72 to 2.19/1.84
- 174 Carter WCFB Carburetors, Carb 3059 S, change year 1959 to 1961
- 217 #3894382 manifold, change description, end of first sentence to read "same as #3894374, but almost all other aspects are different."
- 270 #3750556 manifold; change Notes to read 'Manifold identical with #374042 except for additional mounting bracket. Bracket mounts generator (1958-62), alternator or A/C compressor (1963-65) dependent on application, "Ram's Horn" design, straight outlet, heat tube.'
- 281 #3872778 manifold, Notes, change last sentence to begin "See Fig. 9-29..."
- 319 1963 Distributor Applications, add Distributor Number 1111011**, Engine / HP / Application 327/360HP (2nd Design), Housing CE/2, Point D, Notes NO/NV/TD
- 319 1963 Distributor Applications, add note ***Delco Remy application lists and production totals indicate that one (1) #1111011 distributor was used in a 1963 Corvette application."
- 336 Second paragraph, third sentence - change "crankshafts" to "camshafts"
- 349 1960 Generators, 35 Amp, change Notes to read " Optional, Non-Tach Drive Fuel Injected 315HP (Race only)"
- 350 1966 Delcotron Alternators, change Type 52 Amp to 55 Amp
- 377 Fig 14-48. Photo on bottom right, change M20 1963-65 to M20 1966-74
- 378 Fig 14-50. Change caption, third photo, to "M22 1971-72 26 teeth Fine spline"
- 388 4-Speed (Close Ratio), change Maincase No. from T-10 to T-10-1

Page Correction

- 396 4-Speed Borg-Warner T10 (Close Ratio) change text for Maincase No. to "T-10-1B until 1/61, T-10-1C after 1/61**
- 438 Change end of first paragraph under Positraction Rear Axles starting with "After March 25, 1957..." to "After March 27, 1957, all factory posi cases have a "P" (designating positraction) cast into the carrier adjacent to casting number; the former "X" designation is now gone. Some 1957 model year posi "P" cases were also used as open (non-posi) rear ends. These specific "P" cases have an extra reinforcement rib inside the case that will not allow a positraction unit to be installed into the case. There have been three of these "P" cases discovered (dated December 56, March 57, & May 57) that have been verifiably used as non-posi reas axle assemblies. This "P" case was used through the 1964 model year in Passenger car and Corvette models. "
- 463 Second paragraph under Interior Wheel Stampings, change first two sentences to read "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 is the code K-1-1 (upside down in the photo), stamped in a triangular pattern. "
- 463 Fig. 16-1 caption, add "The logo stamping on the lower right is the logo for the Tire & Rim Association."
- 465 Fig. 16-4. Add note - *This double projection is for wheel cover anti-rotation. If you look at 15" x 5 1/2" original 1957-62 heavy duty wheels, it will be absent as small hubcaps were used for HD applications.
- 467 For 1965 Corvette and 1966 Corvette Regular, change wheel size 15x5_JR to 15x5_1/2 K. For 1967 Corvette Aluminum, change wheel size 15x6_JR to 15x6_JK.
- 467 For model year 1968, delete Corvette Rally Chrome wheel information
- 468 For the following models and years, change Mfg. from KH (Mexico) to AM Racing: Corvette (Y-J8) - model years 1976, 1977, 1978, Corvette (N90) - model years 1979, 1980, 1981, 1982, Corvette Collector Edition Wheels - 1982
- 468 For 1978 Corvette, change Code XN*** to AZ and Mfg. to AM Racing
- 468 For 1978 Corvette (YJ8), change Code from XN to XN***
- 468 For 1982 Collector Edition Wheels, change Code to BH
- 468 In notes, remove last sentence that reads: "The actual wheel code is not known at this time."
- 468 In notes, add GM parts book wheel info
- 468 In special mention, delete last sentence and replace with "I would also like to express my gratitude to Joe Gusek, formally of Motor Wheel Corporation, for his recent clarifications on the 1955-1982 Wheel Applications. This chapter would not have been completed without their help."
- 490 1957-62 Fuel Injection Identification Chart, Model # 7014800, change Two-Line System Without Cranking Signal Valve to Yes and Two-Line System With Cranking Signal Valve to No



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