

Modified Specifications

1965 Chevrolet Impala Sport Coupe 283 V-8 Turbo-fire Powerglide

Summary

Data for Chevrolet Impala Sport Coupe 283 V-8 Turbo-Fire Powerglide, model year 1965, version for North America U.S. (up to October) with 2-door coupe body type, RWD (rear-wheel drive) and automatic 2-speed gearbox.

Basic specs and characteristics: gasoline engine of 283 cubic inch (cu in) displacement with advertised power 235 hp @ 5400 and 325 lb-ft of torque @ 2600 rpm.

Dimensions: this model outside length is 213.1 in, it's 79.6 in wide, and has a wheelbase of 119 in.

The value of a drag coefficient, estimated by a-c, is $C_d = 0.55$

Reference vehicle weights are: official base curb weight 3499 lbs

Performance: top speed 104 mph (theoretical); accelerations 0- 60 mph 11.2 sec; 1/4 mile drag time 18.7 sec

Identification Data

Chevrolet Impala Sport Coupe 283 V-8 Turbo-Fire Powerglide as offered for the year 1965 until October in North America U.S.

Production/sales period of cars with this particular specs: September 1964 - October 1965

Model year: 1965

Country of Origin: USA

Make: Chevrolet (USA)

Model: Full-Size 07th generation 1965-1970

Submodel: Impala Sport Coupe 1965-1970

EEC segmentation: E (executive cars)

Subsegment: SCL (sport luxury coupe cars)

Class: full-size / executive car

Body style: hardtop coupe

Identification Data (cont'd)

Doors: 2

Traction: RWD (rear-wheel drive)

Dimensions and Capabilities

Length: 195.1 in

Width: 79.6 in

Height: 52.4 in

Wheelbase: 119 in

Front track: 62.5 in

Rear track: 62.4 in

Ground clearance: 3.8 in

Turning circle btw. walls: 44 ft

Turning circle btw. curbs: 40.8 ft

Drag coefficient estimated by a-c: 0.55

Weight

Curb weight (without a driver): 3499 lbs

Powertrain

Engine manufacturer: GM Chevrolet small-block V-8 283 cu in

Engine type: spark-ignition 4-stroke

Fuel type: leaded gasoline

Cylinders alignment: V 8

Displacement: 283 cu in

Bore: 3.875 in

Stroke: 3 in

Powertrain (cont'd)

Compression ratio: 9.25: 1

Power gross: 235 hp @ 5400 rpm

Torque gross: 325 ft-lb @ 2600 rpm

Fuel capacity: 20.1 U.S. gal

Ignition System

4 Pin Delco-Remy H.E.I (High Energy Ignition) electronic ignition system

MSD ignition amplifier

Accel H.E.I. distributor cap

Accel copper wire spark plug cables

AC 45 copper spark plugs gaped at 0.075

Fuel System

Charge system: naturally aspirated

Edelbrock Torker II aluminum intake manifold

Carter 4-barrel, 450 cfm with mechanical secondaries and electric choke

Custom made aluminum air box

Chrome cover paper air filter

Gas pedal operated water injection system

Holly fuel filtration system just after the fuel tank and before entering the Stewart Warner electric fuel pump

Stewart Warner electric fuel pump just after the Holly fuel filtration system

3/8-inch stainless steel fuel line from the Stewart Warner electric fuel pump running the length of the chassis to the Holly mechanical fuel pump

3/8-inch stainless steel fuel line from the Holly mechanical fuel pump to polished aluminum fuel cooling tank

3/8-inch braided steel fuel Line from the polished aluminum fuel-cooling tank to the 3/8 inch glass fuel filter

3/8-inch braided steel fuel line from the polished aluminum fuel-cooling tank running into a 3/8-inch glass fuel filter just before the Carter 4-barrel carburetor

Powertrain (cont'd)

Fuel System (cont'd)

3/8-inch braided steel fuel line from the 3/8-inch glass fuel filter to the Carter 4-barrel carburetor

Lubrication System

High volume oil pump

Polished aluminum oil pan with magnetic drain plug

Fram PH8A oil filter

10W-40 Mobile 1 synthetic oil

Slick 50 Teflon oil treatment

Engine block and heads oil galleys painted with Rust-Oleum to promote faster oil flow and return

Valvetrain

Valves per cylinder: 2

Edelbrock Torker Plus camshaft and lifter kit

Double-row timing chain and gear set

Chrome timing chain cover

Mickey Thompson polished aluminum valve covers

Wing tip valve cover screws

Long valve cover pressure clamps

Exhaust System

Edelbrock headers with 2 ½ inch collectors

Custom 2 ½ inch plumbing connecting headers to 80x3 inch chrome side pipes

80x3 inch chrome side pipes

Cooling System

1965 Chevy Impala station wagon towing package radiator

Fiberglass flex fan

High volume chrome water pump

Engine block and heads water galleys painted with Rust-Oleum to promote faster coolant flow and return

Powertrain (cont'd)

Charging System

Chrome alternator and alternator brackets including special alternator bracket for use with headers

Polished aluminum battery box cover

Drivetrain

Solid motor and transmission mounts

Transmission type: Powerglide automatic aluminum casing/Fairbanks race prepared plus shift kit

Transmission fluid type: Ford Type F automatic transmission fluid

B & M lock-out ratchet cable shifter

Transmission cooling lines: braided steel with aircraft fittings

Transmission cooling pan: polished cast aluminum/magnetic drain plug

Number of gears: 2

Gear ratios (overall): 1st gear 6.12; 2nd gear 1 3.36; reverse 1.82

Remanufactured torque converter with a torque converter factor: 2.1

Drive shaft loop safety cages: front and rear

Lakewood race hardened universal joints with grease fittings

Lakewood race hardened universal u-joint bolts

Final drive ratio optional: 3.55

Chrome differential cover

Suspension

Front and rear 1965 Chevy Impala coil springs lowered 1.5 inches by removing one coil from each spring

Front upper and lower control arm bushings replaced with polyurethane bushings

Front sway bar link bushings and sway bar links replaced with polyurethane bushings

Rear sway bar

Front shocks: Gabriel 3 setting adjustable shocks

Suspension (cont'd)

Rear shocks: Monroe tow package rear shocks with coil over

Steering

Power steering with Ackerman steering system with all wearing components replaced

Front Brakes

1968 Chevy Impala spindle, rotors, calipers, hoses, semi-metallic brake pads, wheel bearings, dust shields, vacuum assist unit (power brakes), dual master cylinder with chrome master cylinder cover, metering and proportioning valve, new brake lines throughout the vehicle

Rear Brakes: 1965 drum brakes, semi-metallic shoes

Wheels

Front Cragar SS (steel rims/aluminum hubs) 15 x 7 / 0 Offset

Rear: Cragar SS (steel rims/aluminum hubs) 15 x 8 / Deep dish offset

Tires

Front: Pro-Trac G60 x 15

Rear: Pro-Trac G60 x 15

Top speed: UNKNOWN

Acceleration: UNKNOWN

¼ Mile Drag times: UNKNOWN

Overtaking Factors

The times show how fast a car accelerates using the optimal gear or gears, in typical overtaking situations. It is an overtaking with gear reduction or kick-down, the best possible times. Not including the transmission reaction time.

UNKNOWN

Fuel Consumption

Highway: 23 mpg

City: 15.2 mpg

Average: UNKNOWN