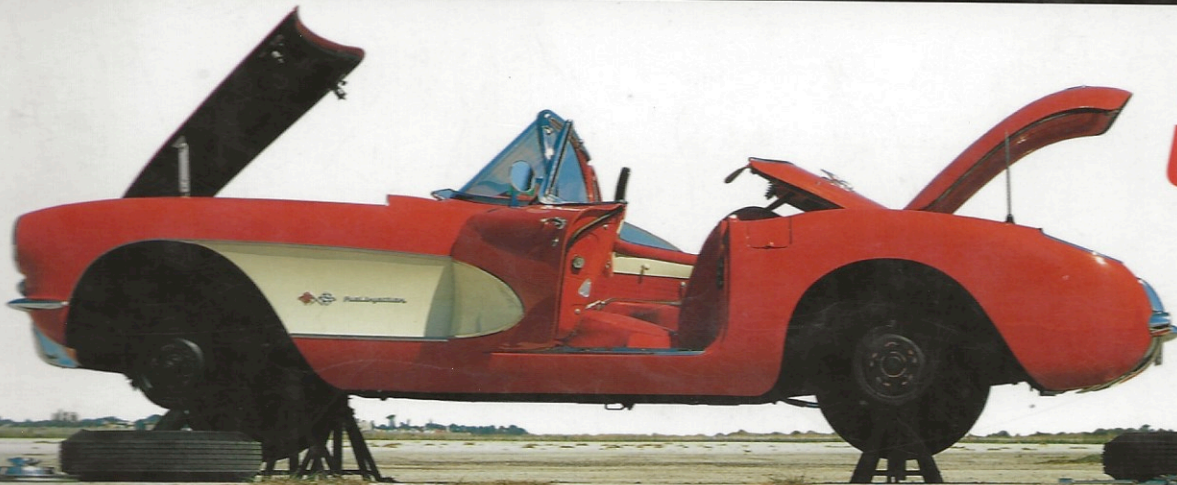


# THE COMPLETE CORVETTE RESTORATION & TECHNICAL GUIDE – VOL. 1 1953 THROUGH 1962

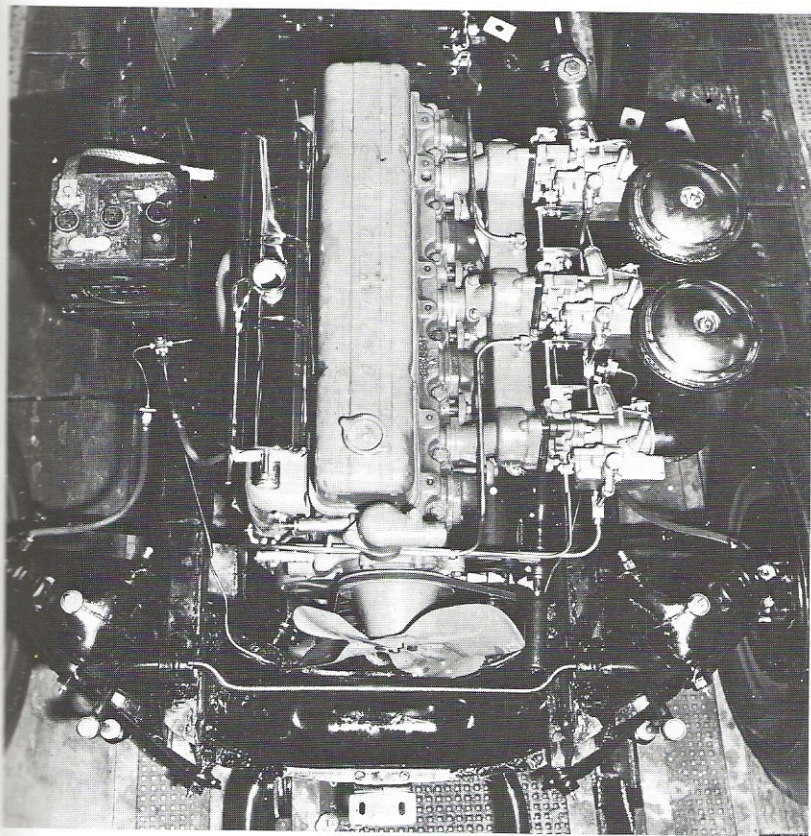
The ultimate Corvette reference manual for the enthusiast • owner • collector • restorer • connoisseur • judge • investor

BY NOLAND ADAMS ★★ ★ PRODUCED BY  
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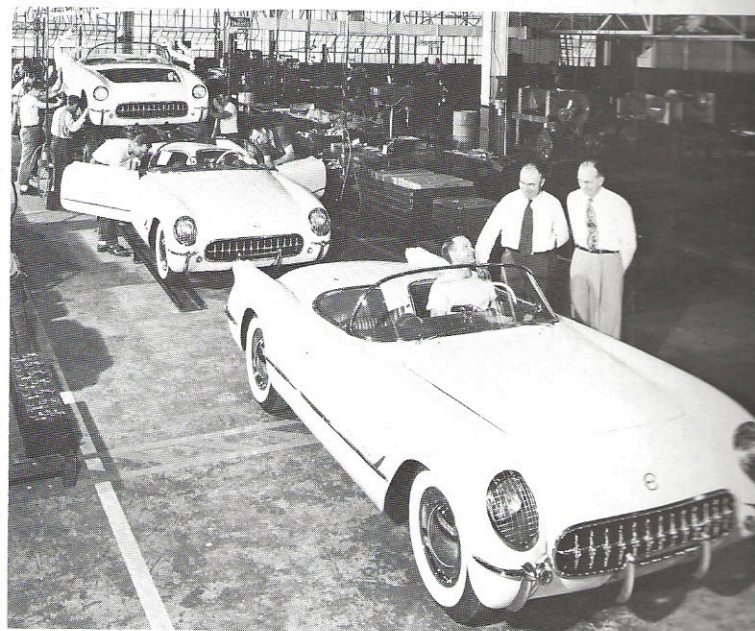
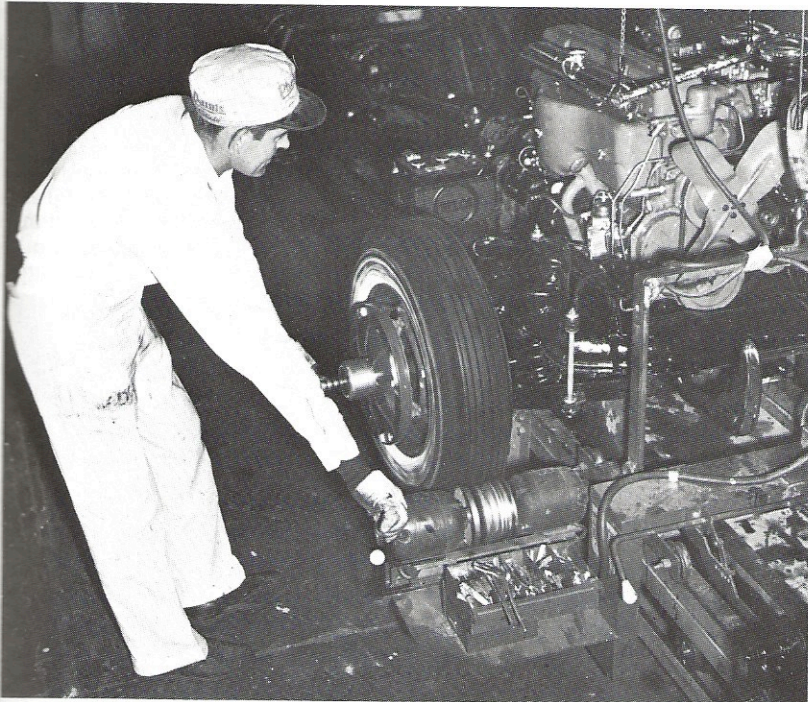


**REVISED,  
UPDATED  
EDITION**





Left: Second type 1954 engine installed in chassis; note brake and fuel lines inside the frame, body mounts in place on left side only, and unpainted rear few inches of transmission housing which was covered with a shipping cover; serial number appears to be E54S003508. Above: 1954 engine overhead view; note painted intake manifold, unpainted generator pulley blades, black fan blade retaining bolts and head casting number 3836241. Below: 1954 Corvette reportedly was first American production car to have wheels balanced on the assembly line. Right: Body secured to frame in late June 1953, probably Corvette number two; wiring and mechanical connections are completed; bright firewall-mounted hood catch indicates installation after painting of firewall. First Corvette being driven off line, photo taken June 30th, 1953.



The chassis was assembled on its own portion of the assembly line. The frame arrived from the supplier painted black, with its part number and date of manufacture stenciled on the side. It was put in a fixture upside down while the front and rear suspension assemblies were installed. The partially assembled frame was then turned upright and placed on a conveyor. The exhaust system, fuel and brake lines and all the clips, brackets and bolts holding them in place were fitted. Then the engine and transmission were dropped in place, and the driveshaft installed, linkages hooked up and fuel lines connected to the engine. Four wheels were added—and the chassis was ready to roll by itself.

The body was installed on the completed chassis in an operation known as the "body drop." Usually this is the first part of the assembly line procedure to receive serious attention from observers, because it is now that the growing assembly of parts begins resembling an automobile. The body was bolted onto the chassis and the many electrical and mechanical connections were completed. After one