



1956 Corvette Original Facts

There were 3,467 Corvettes made in 1956. All were Convertibles.

Serial Numbers

E56S001001 through E56S004467

The final serial number was 00384 on August 8th, 1956. (This came from service bulletin information). Body build date information codes were not placed on the Corvette until 1963

The E is the Chevrolet indicator for Corvette. The 56 is the year. The S is the Assembly Plant Code for St. Louis. And the last 6 digits is the sequence manufacture number. There is no clear link to engine numbers and the serial numbers for 1956. Engine numbers were followed by the Plant identifier and the engine suffix code. The code can be found on a pad just in front of the cylinder head on the right front top of the engine. The VIN Plate is attached to the door hinge pillar just below the upper hinge.

Block Numbers

All blocks of this year have the same number 3720991. It is located as above.

All engines are V-8 and are 265 cubic inches.

Engine Suffix Identification

FG - 256ci, 225hp, 2X4BC, automatic transmission, Powerglide with an axle ratio of 3.55:1

FK - 265ci, 210hp, 1X4BC, automatic transmission, Powerglide with an axle ratio of 3.55:1

GR - 265ci, 225hp, 2X4BC manual transmission, 3 speed with an axle ratio of 3.70:1 or option of 3.27:1 or 4.11:1

GU - 265ci, 240hp, manual transmission, 3 speed with an axle ratio of 3.70:1 or option of 3.27:1 or 4.11:1.

Note, RPO 469 w/Hi-Lift camshaft was not believed to have had the horsepower published and the rating of 240 is not official.

GV - 265ci, 210hp, 1X4BC, manual transmission, 3 speed with an axle ratio of 3.70:1 or option of 3.27:1 or 4.11:1

Rear Axle Codes

Rear axle codes are located by the use of a stamp on the front right side of the differential carrier housing. The code will be followed by the month of manufacture, (1-12 or 01-12) and then the day of manufacture, (01-31). There may also be a HT stamped, along with the gear ratio, which would stand for Hi-Tork used for Positraction Rear axles. These were rare and were only used on the 3.70:1 and 4.11:1 rear ends.

AE 3.55:1, Powerglide

AH 3.70:1, 3-Speed

AD 3.27:1, 3-Speed

AJ 4.11:1, 3-Speed

Carbureted Intake Manifold Numbers

3735448 Cast Iron 20 Horsepower

3837109 Cast Iron 20 Horsepower

3728725 Aluminum 1st design 225 Horsepower

3731394 Aluminum 2nd design 225 Horsepower and 240 Horsepower

Exhaust Manifold Numbers

1st design, all engines 3725563 Left side and 3725563 Right side

2nd design, all engines 3731557 Left side 3731558 Right side

Head numbers

For the 265ci, 210hp and the 225hp, this is a 2 bolt exhaust, the number is 3725306

For the 265cu, 225hp and the 240hp, this is a 3 bolt exhaust, the number is 3731762

Carburetors

The identification number will be found on a triangular metal tag attached to the air horn. There will also be a manufacture date code. It will appear with a letter, A-M, (I was not used), signifying the month followed by the last digit of the year of manufacture. This was followed by the number of the assembly line.

220 hp, All - Carter WCFB 2366SA - 3733246

225 hp, front - Carter WCFB 2419S - 3730599

rear - WCFB 2362S - 3720953

Transmissions

Located by a stamp located on the rear face of the case in the lower right corner. The C is for the Cleveland Plant. There would be 1 or 2 digits for the month of production, (January through December). There may be a suffix of D or N (for day or night shift). Note: for six-cylinder Powerglide Transmissions, there may be a VC as a prefix for a Powerglide instead of the C. (The VC is the Chevrolet code for Corvette Cleveland Transmission.)

Starter Motors

The identification number is stamped on to a Delco-Remy tag. The tag is riveted to the starter motor housing.

1107627 All engines.

Generators and Alternators

A red tag that has been riveted to the housing will have the serial number, which is a date code. Date coding for this year is 6 followed by the month code (A-M, no I was used) and the day 1-31.

1102043 30 Amps - All engines.

Ignition Distributors

1110872 Early Engines

1110879 Late Engines

Ignition Coils

1115091 All Carbureted Engines

1115107 All Fuel Injected Engines

Radiators

Corvette radiators were manufactured by the Harrison Division of GM in Lockport, New York. This radiator has a Harrison Division identification tag soldered to the center, inlet side, of the upper core tank. The tag has the part number and a date code of the year and a letter A-L.

3133689 Copper - All Engines

Colors

Exterior	Quantity	Soft Top	Wheels	Interior
Onyx Black	810	White/Black	Black	Red
Aztec Copper	402	Beige/White	Copper	Beige
Cascade Green	290	Beige/White	Green	Beige
Arctic Blue	390	Beige/White	Blue	Beige/Red
Venetian Red	1,043	Beige/White	Red	Red
Polo White	532	Black/White	Red	Red

The cushion and backrest were a waffle pattern vinyl. The bolsters were a leather grain vinyl. The upper instrument panel matched the exterior color on all Corvettes except the Polo White as it was red. The lower instrument panel, steering column, directional signal housing, steering wheel hub and plastic side panel were red on the Onyx Black Corvette and White in the Polo White Corvette and Beige for all of the other Corvette exterior colors. The Steering Wheel was Beige on the copper, green, and blue Corvette and was Red for all other Corvette exteriors.

Price and Production

Code	Description	Quantity	Price
2934	Base Corvette Convertible	3,467	\$3,467.00
101	Heater	Unknown	123.65
102	AM Radio	2,717	198.90
107	Parking Brake Alarm	2,685	5.40
108	Courtesy Lights	2,775	8.65
109	Windshield Washers	2,815	11.85
290	Whitewall Tires	Unknown	32.30
313	Powerglide Transmission	Unknown	188.50
419	Auxiliary Hardtop	2,076	215.20
426	Power Windows	547	64.60
440	Two Tone Paint	1,259	19.40
449	Hi-Lift Camshaft	111	188.30
469	265ci 225hp Engine 2 4Bbl Carbs.	3,080	172.20
471	Rear Axle 3.27 Ratio	Unknown	0.00
473	Power Operated Folding Top	2,682	107.60

Glass

Libby-Owens-Ford Glass Date Codes V is the code for 1956 and would be the 2nd letter in the code. The month code is below. As an example, if the code on the glass was JV the glass was manufactured in May 1956. It is possible that GM used glass from other manufacturers, however, it would not be likely, (according to the NCRS Pocket Spec Guide) . Safety Plate glass was used for all of the windows. There will also be the American Standard specification code AS1 for windshields and the code AS2 for the rest of the glass.

Month	Year	Code
January	1953 to 1956	L
January	1957 to 1972	N
February	1953 to 1957	M
February	1958 to 1972	X
March	1953 to 1956	N
March	1957 to 1972	L
April	1953 to 1956	K
April	1958 to 1972	G
May	1953 to 1972	J
June	1953 to 1972	I
July	1953 to 1957	H
July	1958 to 1972	U
August	1953 to 1972	T
September	1953 to 1957	E
September	1958 to 1972	A
October	1953 to 1957	F
October	1958 to 1972	Y
November	1953 to 1972	C
December	1953 to 1972	V