

5C2: About February/March 1965, all the manifolds were changed to remove the thermostat pocket from the manifold (**a**) and make it part of the thermostat housing (see **5G9**, page 5-38). The newly released 2V and 4V intake manifolds carried the casting numbers *C50E-9425-B* (**b**) and *C50E-9425-C* (**c**), respectively. Note that the stamped letters were *B* (**d**) and *C* (**e**) for the 2V and 4V, respectively, and matched the last letter of the casting number. Before the end of the model year, even these manifolds were replaced by new 1966 castings (**f**), as evidenced by the *5F11* date code on this *C60E-9425-B* 4V intake manifold. This June 11, 1965 date was still two months before the end of 1965 production. However, as on the *C50E-9425-C* manifold it replaced, the stamped letter was also *C* (**g**), as opposed to the letter *B* used in 1966 production. Virtually identical to their 1965 counterparts, these *C60E* manifolds could generally be distinguished from their 1966 counterparts because they lacked the machining in the rear PCV area (**h**); although, at the very end of 1965 production, even these manifolds yielded to the PCV area machining. This machined area would eventually mount the 1966 California smog control backfire suppression valve.

