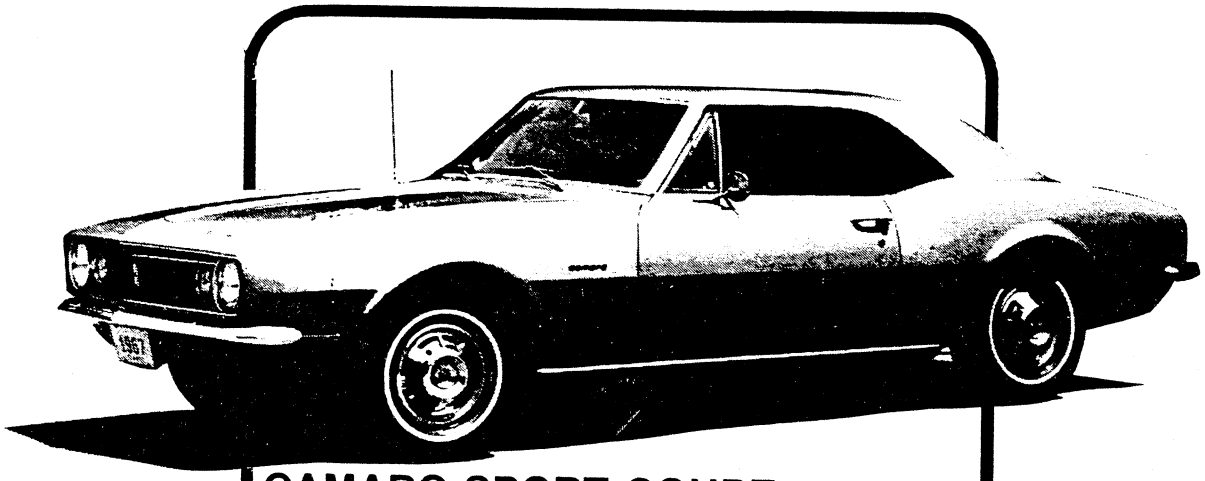
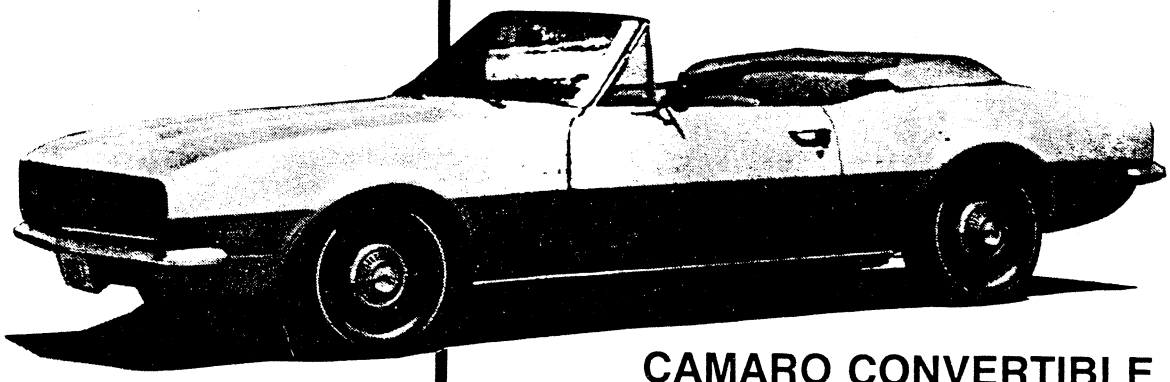
2731CAMA-67

1967 CHEVROLET CAMARO



CAMARO SPORT COUPE

MODEL 123-12437 2-DOOR SPORT COUPE, 4-PASSENGER



CAMARO CONVERTIBLE

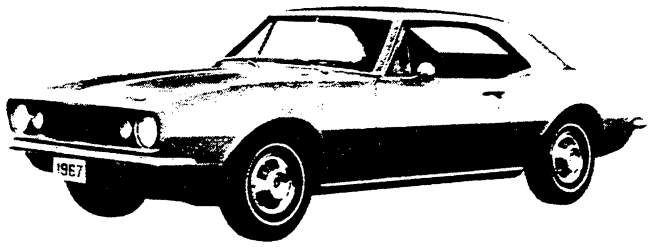
MODEL 123-12467 2-DOOR CONVERTIBLE, 4-PASSENGER

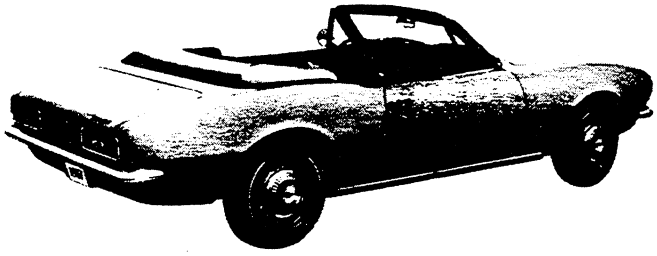
CHEVROLET
CUSTOMER ASSISTANCE CENTER

MODEL IDENTIFICATION

CAMARO SPORT COUPE

MODEL 123-12437 2-DOOR SPORT COUPE, 4-PASSENGER





CAMARO CONVERTIBLE

MODEL 123-12467 2-DOOR CONVERTIBLE, 4-PASSENGER

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1967	(Los Angeles)	(25th unit)
12337	7	L	100025

Thus: The 25th model built at Los Angeles would be serial number 123377L100025

8-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1967	(Norwood)	(26th unit)
12437	7	N	100026

Thus: The 26th model built at Norwood would be serial number 124377N100026

ASSEMBLY PLANTS

L - Los Angeles
N - Norwood

Starting unit number ---------- 100001 and up at each assembly plant

Location ---------- Stamped on plate attached to left front body hinge pillar

● TRANSMISSION IDENTIFICATION

Example: S7E01

Plant and Type Designation	Production Month & Date-o
S	501D*

Prefix	Plant	
S	Saginaw	3-speed
R	Saginaw	4-speed
P	Muncie	4-speed
C	Cleveland	Powerglide
T	Toledo	Powerglide

Location:

3-Speed & 4-speed ---------- Stamped on right hand side of the case in the upper forward corner.

4-Speed ---------- Stamped on the top right side of the case.

Powerglide ---------- Stamped on right hand side of pan.

o - Month: 5 denotes May; 01 denotes 1st day.
* - The letter "D" or "N" following the date numerals, indicates day or night shift.

ENGINE IDENTIFICATION

Example: F 1210 OA

Source Designation	Production* Month and Date	Type Designation
F (Flint)	1210	LA

230 Cubic inch 6-cylinder

LA - Regular production engine, 3-speed
LE - Regular engine, Powerglide

250 Cubic inch 6-cylinder (RPO L22)

LN - Optional engine, 3 or 4-speed trans.
FM - Optional engine, Powerglide

327 Cubic inch 8-cylinder

MA - Regular production engine, 3 or 4-speed
ME - Regular engine, Powerglide

327 Cubic inch 8-cylinder (RPO L30)

MK - Optional engine, 3 or 4-speed, 4-bbl. carb.
MM - Optional engine, Powerglide

350 Cubic inch 8-cylinder (RPO L48)

MS - Optional engine, 3 or 4-speed, 4-bbl. carb.
MU - Optional engine, Powerglide

● 396 Cubic inch 8-cylinder (RPO L35)

MW - Optional engine, 3 or 4-speed, 4-bbl. carb.
MY - Optional engine, Hydra-Matic

Location:

6-cylinder ---------- Stamped on pad on right side of cylinder block to rear of distributor

8-cylinder ---------- Stamped on pad at front right side of cylinder block

* - Month: December, 12; 10th day of December, 10

REAR AXLE IDENTIFICATION

Example: BA 0212 B

Type Designation	Production* Month and Day	Source¢ Designation
PW	0212	B

PW ---------- 2.73 ---------- 3 or 4-speed and Powerglide transmission

● QL ---------- 3.31 ----- (RPO L48) 3 or 4-speed and Powerglide transmission

● QT ---------- 2.73 --- (RPO L35) Turbo Hydra-Matic

Location ---------- Bottom left or right of axle tube adjacent to carrier housing

* - Month: February, 02; 12th day of February, 12
¢ - G - Gear & Axle, B - Buffalo, W - Warren

REGULAR EQUIPMENT—EXTERIOR

Bright Metal Trim & Moldings	Stainless Steel	Back window reveal molding	123-12437
		Belt molding rear	123-12467
		Hub caps	All
		Windshield reveal molding	All
		Windshield pillar molding	123-12467
	Anodized Aluminum	Body sill molding - slender	All
		Grille mounted headlight bezels - single unit	All
		Radiator grille opening molding	All
	Chrome Plated Metal	Fender series emblem - "Camaro"	All
		Front door vent window frame assembly	All
		Front door vent channel and post	All
		Front fender engine emblem (V8 & opt. L6)	All
		Front header panel nameplate- "Chevrolet Camaro"	All
		Outside L.H. rear view mirror	All
		Radiator grille emblem	All
		Rear deck lid nameplate- "Chevrolet Camaro"	All
		Rear quarter glass channel - front	All
		Tail light bezels	All
Back-up lamps			All
Black plastic radiator grille			All
Grille mounted parking lights			All
Gas filler cap - rear end panel			All
Lamp - rear license			All
Wipers, windshield - 2-speed with washers, satin-chrome hardware			All

Bright Metal Trim & Moldings	Armrest front door - bright base	All
	Door and window control handles - colored plastic knobs	All
	Door sill plates	All
	Rear view mirror, day-night padded frame	All
	Rear view mirror support, "break-away" - bright	All
	Seat adjuster handle - bright	All
	Sunshade supports - bright	All
	Windshield header molding - bright	123-12467
	Front seat back lock handles	All
Instrument Panel	Ash tray	All
	Cigarette lighter	All
	Control knobs -chrome -"mushroom" type	All
	Courtesy lamps	123-12467
	Glove box lock	All
	Ignition lock and starter switch-"4 position"	All
	Instrument cluster bezel	All
	Instrument panel trim plate - black texture	All
	Brake system failure indicator, parking brake alarm	All
Interior Lights	Glove box	All
	Roof center dome	123-12437
Steering Wheel	Steering wheel, 3-spoke, horn button	All
Vent control knobs - colored plastic		All
Coat hooks (2) - soft plastic, colored		123-12437
Door lock button - painted		All
Four-way hazard flasher		All
Freeway lane change signal		All
Heater - deluxe		All
Luggage compartment spatter paint		All
Padded instrument panel and sunshades		All
Passenger compartment floor covering-carpet		All
Rear armrest with ash trays		123-12467
Seat belts, push-button front and rear seats		All
Seats - front bucket		All
Switch - front door jamb		All
Ventipanes - friction type front		All

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	/ACC	Models
Air conditioning, Comfort-Car		ACC	12000
Air conditioning, Four-Season	C60		12000
Air injection reactor equipment	K19		12000
Appearance Guard Group (Items available as a group or as separate options)			
Custom deluxe front and rear seat belts (with front retractors)			12000
Door edge guards			12000
Front bumper guards			12000
Rear bumper guards			12000
Rubber twin front and rear floor mats			12000
Auxiliary Lighting Group (Items available as a group or as separate options)			
Ash tray lamp			12000
Glove box lamp			123-12400
Instrument panel courtesy lamps			123-12437
Luggage compartment lamp			12000
Underhood lamp			12000
Battery, heavy duty	T60		12000
Brake linings, sintered-metallic	J65		12400
● Brake, heavy duty	J56		12400
Brakes, disc	J52		12000
Brakes, power	J50	ACC	12000
Carrier, deck lid luggage		ACC	12000
Carrier, ski equipment (deck lid)		ACC	12000
Clock, electric	U35	ACC	12000
Compass, auto		ACC	12000
Console, front compartment floor	D55		12000
Cruise control	K30	ACC	12400
Defroster, rear window	C50	ACC	123-12437
Emergency road kit		ACC	12000
Engines			
155 hp Turbo-Thrift 250 cu.in. L-6	L22		12300
275 hp Turbo-Fire 327 cu.in. V-8	L30		12400
295 hp Turbo-Jet 350 cu.in. V-8	L48		12400
● 325 hp Turbo-Jet 396 cu.in. V-8	L35		12400
Engine ventilation, closed positive	K24		12000
Exhaust system, deep-tone muffler dual	N61		12400
Exhaust system, dual	N10		12400
Fan, temperature controlled	K02	ACC	12400
Fire extinguisher		ACC	12000
Floor mats, rubber twin front and rear	B37	ACC	12000
Generator, Delcotron (12-42 amp)	K79		12000
Generator, Delcotron (61 amp)	K76		12000
Glass, tinted window	A01		12000
Glass, tinted windshield	A02		12000
Guards, door edge	B93	ACC	12000
Guards, front bumper	V31	ACC	12000
Guards, rear bumper	V32	ACC	12000
Headrest, special contour type seat	AS2		12000
Heater-defroster deletion	C48		12000
Horn, low "D" note	U03	ACC	12000
Instrument panel gauges, front compartment console	U17		12400
Special interior group	Z23		123-12400
Custom interior option	Z87		123-12400
Lamp, ash tray	U28	ACC	12000
Lamp, glove box	U27	ACC	123-12400
Lamp, luggage compartment	U25	ACC	12000
Lamps, instrument panel courtesy	U29		123-12437
Lamp, underhood	U26	ACC	12000
Litter container, instrument panel mounted		ACC	12000
Litter container, saddle type		ACC	12000
Lock, gas filler cap		ACC	12000
Lock, spare wheel		ACC	12000
Mirror, remote control outside rear view	D33		12000
Mirror, visor vanity		ACC	12000
Style trim group	Z21		12000

Equipment	RPO	/ACC	Models
Operating Convenience Group (Items available as a group or as separate options)			
Rear window defroster			123-12437
Remote control outside rear view mirror			12000
Radiator, heavy duty	V01		12000
Radio and front antenna, manual AM		ACC	12000
Radio and front antenna, push-button AM	U63	ACC	12000
Radio and front antenna, push-button AM-FM	U69	ACC	12000
Radio antenna, front fixed height		ACC	12000
Radio antenna, front manual		ACC	12000
Radio antenna, rear manual	U73	ACC	12000
Foundation Group (Items available as a group or as separate options)			
Electric clock			12000
Push-button AM radio with front antenna			12000
Radio speaker, rear seat	U80	ACC	12000
Radio stereo		ACC	12000
Rally Sport package	Z22		12000
Rear Axle			
2.73 ratio	G97		12400
3.07 ratio	H01		12400
3.31 ratio	G94		12400
3.55 ratio	G96		12000
3.73 ratio	H05		12400
Positraction	G80		12000
Roof cover, vinyl	C08		123-12437
Seat belts, custom deluxe front and rear (with front retractors)	A39		12000
Seat, folding rear	A67		12000
Seat, front strato-back	AL4		12000
Seat pad, ventilated		ACC	12000
Shoulder harness, front seat - used with custom deluxe seat belts	A85		12000
Shoulder harness, front seat - used with standard seat belts	AS1		12000
● Space saver spare tire and wheel assy.	N65		12000
Speed warning indicator	U15		12000
Spotlamp, hand portable		ACC	12000
Steering, power	N40		12000
Steering, special	N44		12000
Steering wheel, deluxe	N30		12000
Steering wheel, tilt	N33		12000
Steering wheel, wood-grained plastic	N34		12000
Stereo tape equipment	U57	ACC	12000
Suspension, special performance front and rear	F41		12400
Tachometer		ACC	12437-67
Tires			
7.35-14-4pr whitewall rayon	P58		12000
7.35-14-4pr special nylon - white stripe	PQ2		12000
D70-14-4pr special nylon - white stripe	PW6		12000
Tissue dispenser, instrument panel mounted		ACC	12000
Top, folding convertible	C05		123-12467
Top, power convertible	C06		123-12467
Transmissions			
3-speed transmission, heavy duty (2.41:1 low ratio)	M13		12400
4-speed transmission (3.11:1, 2.54:1, 2.52:1 low ratio)	M20		12000
Powerglide transmission (1.82:1 low ratio for L-6 & 283 V-8, 1.76:1 for 327 & 350 V-8)	M35		12000
● 3-speed automatic transmission - Turbo Hydra-Matic (2.48:1 low ratio)	M40		12000
Wheel trim covers	P01	ACC	12000
Wheel trim covers, mag-style	N96	ACC	12000
Wheel trim covers, simulated wire	P02	ACC	12000
Wheels, 14x6JK	P12		12000
Windows, power	A31		12000

AIR CONDITIONING EQUIPMENT

FOUR-SEASON (RPO C60)

Heater integrated; manually controlled by knobs on instrument control panel, that operate bowden cables to activate various doors and switches to operate system.

BASIC COMPONENTS

Evaporator, blower, condenser, receiver-dehydrator, refrigerant (freon) tank, air intake assembly and duct assembly for both systems.

EQUIPMENT (Used in addition to or in place of base equipment)

CHASSIS

Front and Rear Springs	Heavy duty
Rear Axle Ratio - Refer to Power Trains Section	

POWER TRAINS

Fan Blade	5 blade
Fan Clutch	Thermomodulated fluid coupling*
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One*
Generator	61 Ampere
Radiator	Heavy duty
Radiator Shroud, Fan Opening	Steel; 21.84 dia.*

* Additional equipment; also brackets, supports, braces, hoses, etc. as required for installation.

Heavy duty cooling equipment must be used on V-8 powered vehicles. It is recommended that this equipment also be used on all other vehicles for securing maximum air conditioning performance.

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	COUPE	CONVERTIBLE
H3	Seat cushion height	9.3	9.3
H11	Entrance height	29.3	29.3
H13	Steering wheel thigh clearance	4.0	4.0
H30	H point to heel point	7.6	7.6
H32	Seat cushion deflection	3.3	3.3
H50	Upper body opening to ground	46.6	46.6
H58	H point rise	.6	.6
H61	Effective headroom	37.1	37.5
H70	H point to body O line	12.9	12.9
H75	Effective headroom	37.7	38.1
W3	Shoulder room	56.7	56.7
W5	Hip room	56.3	56.3
L7	Steering wheel torso clearance	12.2	12.2
L17	H point travel	4.0	4.0
L34	Effective leg room	42.5	42.5

REAR COMPARTMENT

H8	Seat cushion height	10.8	10.8
H31	H point to heel point	9.3	9.3
H33	Seat cushion deflection	4.6	4.6
H63	Effective headroom	36.7	36.8
H71	H point to body O line	11.8	11.8
H76	Effective headroom	36.5	36.7
W4	Shoulder room	53.8	47.3
W6	Hip room	54.5	47.5
L3	Rear compartment room	22.7	22.7
L50	H point couple distance	27.4	27.1
L51	Effective leg room	29.9	29.6

LUGGAGE COMPARTMENT

---	Compartment opening width	49.0	49.0
---	Compartment interior height	17.2	17.2
---	Compartment interior width	65.2	65.2
---	Compartment interior length	41.5	40.1(A)
H195	Compartment loading height	30.0	30.0
V1	Usable luggage capacity (cu.ft.)	8.3	5.6
---	Total compartment volume (cu.ft.)	19.6	17.4

(A) Approx. length with top down 30.0

LENGTHS

CODE	DESCRIPTION	COUPE	CONVERTIBLE
L101	Wheelbase	108.0	
L102	Tire size (standard)	7.35 x 14(A)	
L103	Overall length	184.7	
L104	Overhang - front	36.6	
L105	Overhang - rear	40.1	
----	Overall length - less bumpers	181.6	
L127	Body O line to C/L of rear wheels	90.0	
● L128	Hood length at centerline	63.5	

WIDTHS

W101	Tread - front	59.0	
W102	Tread - rear	58.9	
W103	Maximum overall width of car	72.5	
W106	Front fender overall width	71.6	
W107	Rear fender overall width	72.3	
W120	Overall car width, front doors open	146.6	

HEIGHTS

H101	Overall height (design)	51.4	
----	Overall height (curb)	53.0	
H102	Front bumper to ground	17.2	
H104	Rear bumper to ground	17.6	
H111	Rocker panel to ground - rear	7.0	
H112	Rocker panel to ground - front	7.6	
H114	Hood at rear to ground	36.2	
H115	Step height - front (design)	13.0	
H125	Headlamp to ground	25.5	
H126	Tail lamp to ground	24.3	
H130	Step height - front (curb)	14.3	
H136	Body O line to ground - front	5.4	
H137	Body O line to ground - rear	4.4	

CLEARANCES

H106	Angle of approach (degrees)	22	
H107	Angle of departure (degrees)	19	
H147	Ramp breakover angle (degrees)	13	
H148	Front suspension to ground	9.7	
H149	Oil pan to ground	6.3	
H150	Flywheel housing to ground	6.4	
H151	Frame to ground	5.5	
H152	Exhaust system to ground	5.7	
H153	Rear axle to ground	6.8	
H154	Fuel tank to ground	8.2	
H155	Tire well to ground	Over axle	Rt. rr. qtr.
H156	Minimum ground clearance (H151)	5.5	

● (A) D70 x 14 tire on all models equipped with 350 V-8 & 396 V-8

VEHICLE WEIGHTS

CAMARO

	VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
Model	Description	Front	Rear	Total	Front	Rear	Total
12337	2-Door Sport Coupe 6-cylinder	1605	1165	2770	1605	1305	2910
12437	2-Door Sport Coupe 8-cylinder	1730	1190	2920	1740	1330	3070
12367	2-Door Convertible 6-cylinder	1725	1300	3025	1725	1440	3165
12467	2-Door Convertible 8-cylinder	1850	1330	3180	1860	1465	3325

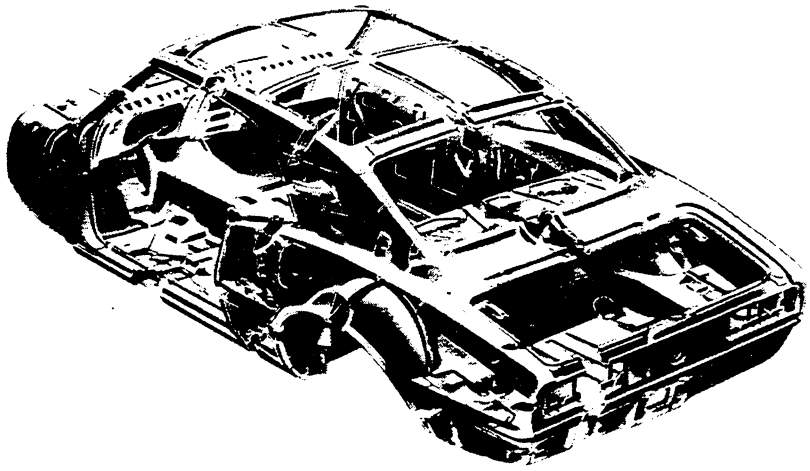
SHIPPING WEIGHT: Weight of basic vehicle with regular equipment and grease and oil. Weight of gasoline and water not included.

CURB WEIGHT: Weight of empty vehicle ready to drive. Shipping weight plus the weight of gasoline and water.

For total shipping, and curb, weights of vehicles equipped with the following options, add to, or deduct from, the base vehicle weight (lbs).

RPO	Option	Weight
A31	Power Windows	+ 21
A67	Folding Rear Seat	+ 20
C48	Less Heater	- 24
C60	Air Conditioning	+ 86
J50	Power Brakes	+ 9
J52	Front Disc Brakes	+ 33
L22	250 Cu.In. L-6	+ 10
L30	327 Cu.In. V-8	+ 39
● L35	396 Cu.In. V-8	+ 258
L48	350 Cu.In. V-8	+ 72
M13	Heavy Duty 3-Spd. Trans. with L48	+ 22
M20	Four-Speed Transmission	+ 7
M35	Powerglide Transmission	+ 14
● M40	3-Spd. Turbo Hydra-Matic Trans.	+ 56
N10	Dual Exhaust	+ 38
N40	Power Steering	+ 29
T60	Heavy Duty Battery	+ 15
U63	Radio - Push-Button	+ 8
U69	Radio - AM-FM Push-Button	+ 9
Z22	Rally Sport Package	+ 17

BODY



EXTERIOR PAINT PROCESS

1. RUSTPROOFING. Assembled car bodies are chemically sprayed to clean and etch the metal surfaces for corrosion resistance and paint adhesion. Unassembled sheet metal parts follow the same process.

2. BODY AND SHEET METAL PRIMERS. Four corrosion resistant primers, specially formulated, are hand sprayed on the body in areas where rust might develop. Lower areas considered especially vulnerable are coated with another rust inhibiting compound.

3. PRIMER COAT is applied to all outside and inside surfaces of front fenders and hoods. The parts are mechanically dipped or flow-coated to insure coating in all seams and secluded areas, and baked at 390 degrees F. for 30 minutes. A coat of sealer is then applied by hand spray to all surfaces requiring another coat of lacquer.

4. FLASH PRIMER AND PRIMER-SURFACER COATS. An air-dry flash primer coat is hand sprayed on surfaces below the body belt line. Then a gray primer-surfacer coat is hand sprayed on all outside surfaces of the body and oven baked for 45 minutes at 285 degrees F.

5. INITIAL SANDING. Power wet sanding, followed by hand sanding, is done on all body surfaces requiring lacquering. This insures a smooth surface for the lacquer finish. To remove the water, the body is wiped and run through an infra-red oven.

6. LACQUERING. Three coats of acrylic lacquer are spread on the exterior surfaces of the body and sheet metal parts to build up a finish of the required thickness for each color.

7. INITIAL BAKING. To harden the paint for final sanding, the body and sheet metal parts are baked for approximately 10 minutes at 200 degrees F.

8. FINAL SANDING. To remove body surface defects, power and hand sanding is done with fine grit sandpaper and mineral spirits as a wetting agent. Sanded areas are wiped to insure a clean surface before final baking.

9. FINAL BAKING. To assure a durable, hard, high luster finish the lacquer is baked for 30 minutes at 275 degrees F. Reheating the lacquer after final sanding permits paint film to soften, allowing surface blemishes and sanding scratches to disappear during the thermo-reflow process.

10. UNDERCOATING. To block out road noise, an asbestos fiber sound deadener with asphalt base is sprayed inside the wheel housings and on the bottom of the underbody at designated areas.

●11. PAINT REPAIR AND PROTECTION. Mars, nicks, or scratches that occur during final assembly are corrected at the factory before shipment. When required, light "slush" polishing brings painted surfaces to a high luster finish. Wax is applied to all horizontal surfaces of each vehicle and polished out for protection during shipment. The wax contains no silicones, thus eliminating any paint contamination problem.

CAMARO

EXTERIOR RPO	EXTERIOR COLOR		INTERIOR TRIM COLORS AND RPO NUMBERS: Gold	Blue	Black	Turq.	Red	Brt. Blue	Parch-ment/ Black	Yellow
			Models 12437-67							
			709	717	760	---	741	---	---	---
			Deluxe Bucket Seat Option							
			711	---	765	779	742	732	797	707
			Sport Coupe Standard Interior Bench Seat Option							
			796	739	756	---	---	---	---	---
			Sport Coupe Deluxe Interior Bench Seat Option							
			712	---	767	---	---	716	---	---
AA	Black	(W)	X	X	X	X	X	X	X	X
CC	White	(B)	X	X	X	X	X	X	X	X
DD	Med. Blue	(W)		X	X			X	X	
EE	Dk. Blue	(W)		X	X			X	X	
FF	Brt. Blue	(a) (W)		X	X			X	X	
GG	Gold	(B)	X		X				X	X
HH	Med. Green	(B)			X				X	
KK	Med. Turquoise	(B)			X	X			X	
LL	Dk. Turquoise	(W)			X	X			X	
MM	Plum	(W)			X				X	
NN	Maroon	(W)	X		X		X		X	
RR	Red	(a) (W)			X		X		X	
SS	Fawn	(B)	X		X				X	X
TT	Cream	(B)	X		X				X	X
YY	Yellow	(B)			X	X			X	X

Convertible top: White (regular production), black or medium blue (RPO C05) with any exterior color.

Vinyl top option (RPO C08): Black or lt. fawn with any exterior color.

Body side and front header panel paint stripe color for SS 350 option, Rally Sport Option and the optional Style Trim Group; (W) White, (B) Black.

(a) Red and Bright Blue vehicles with black vinyl or black convertible tops will have black paint stripes.

BODY CONSTRUCTION AND GLASS AREA

● GENERAL

Type -------- Separate partial front frame and bolt-on front end sheet metal, with protective inner fender skirts. Doors, front and rear lids are of double-panel construction.

DOORS AND LOCKS

Door construction ------- Double panel, hinged at front
Door handles ---------- Push-button with rotary type latches, and 2-position free-wheeling inside door handles
Door ventipanes ---------- Friction pivot

HOOD AND TRUNK LID

Type ---------- Counterbalanced, with strap type hinges actuating torsion rods on trunk lid and spring loaded toggle-type hinges on rear of hood
Hood release ---------- External

VENTILATION

High level ---------- with double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at ends of rocker inner panels

SEAT CONSTRUCTION

Type ------ Front seat cushion
1.50 poly foam ---------- 123-12400
------ Rear seat cushion
Jute and cotton ---------- 123-12400

WINDSHIELD WIPERS

Type ---------- Dual 2-speed electric
Linkage ---------- Parallel acting

SPARE TIRE AND TOOLS

Location ---------- Right side of trunk on floor. Tools consist of bumper jack and socket end type "L" wrench stored beneath tire

BODY GLASS

		MODELS	
LOCATION	TYPE	12337 12437	12367 12467
Windshield		1032.6	990.5
Front Door	Ventipane	88.5	
	Window	769.8	
Rear Quarter	Window	225.4	235.5
Back Window		819.2	834.0
Total Visibility Area		2935.5	2918.3

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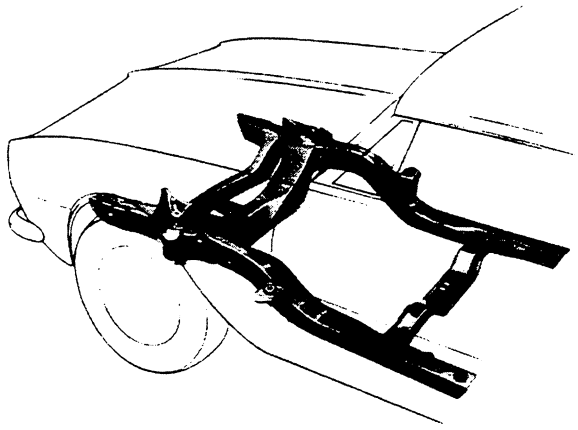
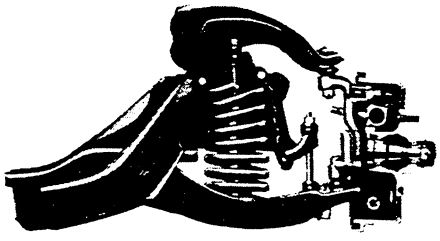




FRAME AND FRONT SUSPENSION

FRAME

● Description ---------- The extended rail front partial frame consists of deep sectioned, double channeled side members joined by three flanged, hat-section cross members.

FRONT SUSPENSION

Description ---------- Independent, SLA type with coil springs and concentric shock absorbers, and spherically jointed steering knuckles for each wheel.

Wheel travel (design)

Total	8.10
Jounce	3.81
Rebound	4.29
Wheel to spring travel ratio	1.84

CONTROL ARMS

Description ---------- Reinforced steel stamping with pre-loaded, steel encased rubber bushings at pivots.

STEERING KNUCKLES

Description ---------- Forged steel with integral brake cylinder mounting, and detachable steering knuckle arm.

Spindle diameters

Inner bearing	1.2493-1.2498
Outer bearing	.7493-.7498
Spindle thread size	3/4-20 NEF-3 (modified)

Wheel bearings

Type	Taper roller
Number	Two per spindle

SPHERICAL JOINTS

Type ------- Ball studs, lower self-adjusting for wear

Bearing surfaces

Upper	Teflon-cotton composite on phenolic
Lower	Sintered iron

SHOCK ABSORBERS

Type	Direct, double acting, hydraulic
Piston diameter	1.00

STABILIZER BAR

● Type	Link
Material	HR steel
Diameter	.6875

FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees)	N1/4 to P3/4
Caster (degrees)	O to P1
Toe-in (total)	1/8 to 1/4
SAI (degrees)	8-1/4 to 9-1/4

GENERAL SUSPENSION PROVISIONS

Car leveling	Front stabilizer bar
Anti-dive control	Angle of front upper control arm
● Anti-squat control	Rear suspension geometry

FRONT SPRINGS

	Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lb per inch)	
								Free	Working (in. @ lbs)	@ Spring	@ Wheel
	3908380	A	Coil Right Hand Helix	AISI A-5160	108.25	.604	3.63	15.10	11.09@1385	345	124
	3895228	B			121.12	.591	3.63	16.17	11.09@1410	278	101
	3895231	C			121.79	.615	3.63	16.06	11.09@1590	320	112
●	3912532	D			122.77	.650	3.63	15.87	11.09@1840	390	131
	3895229	E			121.48	.604	3.63	15.26	11.09@1550	300	107
	3905577	F			121.79	.615	3.63	16.35	11.09@1665	320	112
●	3912544	G			123.04	.659	3.63	15.99	11.09@1985	410	136

ENGINE	230 and 250 Cu.In. L-6 Engine		327 Cu.In. V-8 Engine		327 Cu.In. RPO L30 V-8 Engine		350 Cu.In. RPO L48 V-8 Engine		396 Cu.In. RPO L35 V-8 Engine	
MODELS	12300		12400							
	37	67	37	67	37	67	37	67	37	67
Ref.	A	B	C	F	C	E	● C	E	G	D

MANUAL STEERING (Standard)

Description ---------- Semi-reversible, recirculating ball nut gear, with energy absorbing steering column. Tilt steering wheel optional

● Ratios

Coupes & convertibles ---- Gear 28:1, overall 28:1

RPO N44 (manual) ------- Gear 24:1, overall 21.6:1

● Turning diameters (ft)

Outside front, wall to wall ---------- 39.7

Outside front, curb to curb ---------- 37.0

Inside rear, wall to wall ---------- 20.6

Inside rear, curb to curb ---------- 21.1

●Number of wheel turns, lock to lock ---------- 4.7

Outside wheel angle with inside wheel

@ 15 degrees ---------- 14.2

@ 20 degrees ---------- 18.5

@ 36.1 degrees (limit of turn) ---------- 29.0

Linkage ---------- Parallelogram, rear of wheels,2 tie rods

Steering wheel

Type ---------- Deep dished, 16.25 dia.

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

Type ---------- Integral gear, with vane type pump driven by crankshaft pulley providing hydraulic pressure

Ratios ---------- Gear 17.5:1, overall 17.5:1

● RPO N44 fast ratio ----- Gear 17.5:1, overall 15.6:1

Number of wheel turns, lock to lock ---------- 3.0

DRIVELINE

Type ---------- Tubular, exposed

Number used ---------- One

Diameter (OD) ---------- 2.75

Wall thickness ---------- .065

● Length (C/L of U-joints)

All except RPO L35 ---------- 49.96

RPO L35

3 & 4 speed transmission ---------- 50.46

Turbo Hydra-matic ---------- 49.96

Universal joints ---------- 2, cross type with prepack anti-friction bearings

Drive and torque ----- Through rear mono-leaf springs

WHEELS

Type ---------- Short spoke spider

Attachment to hub ----- 5 hex nuts, 7/16-20 UNF 2-B, arranged on a 4.75 diameter bolt circle

Rim size

Base ---------- 14x5.00J

● 350 V-8 & 396 V-8 ---------- 14x6.00

Offset

5.00J ---------- .56

6.00 ---------- .26

TIRES

Construction ---------- 2 ply

Rating ---------- 4 ply

Size

Base, RPO L22 & RPO L30 ---------- 7.35x14

● RPO L48 & RPO L35 ---------- D70x14

● TIRE SPECIFICATIONS

		7.35 x 14	D70 x 14
Static loaded radius .		12.2	11.8
Loaded rev/mi @ 45 MPH		791	815
Capacity (lbs @ PSI)		1190 @ 24	1170 @ 26*
Recommended pressure (cold)	Front	24	26*
	Rear	24	26*

●* Coupes equipped with RPO L48 & RPO L35 carry 24 PSI, front and rear; rated at 1120 # @ 24 PSI

REAR AXLE AND SUSPENSION

REAR AXLE
- Description ---------- Semi-floating; rear beam consisting of cast iron differential carrier and pressed-in axle shaft housings. Differential carrier contains an overhung pinion and hypoid ring gear supported by two taper roller bearings.
- Pinion offset ---------- 1.50
- Pinion bearing adjustment ---------- Shim
- Lubricant
  - Type ---------- Military Spec. MIL-L-2105-B
  - Viscosity ---------- SAE 80
  - Filler plug ----- 5/8 sq. hd., 3/4-14 PTF SAE short
  - Capacity (pts) ----- 8.125 hypoid gear ------ 3.5
    8.875 hypoid gear ------ 4.0
- Ratios (standard)
  - L-6 engines, 327 V-8
    - 3 & 4-speed ---------- 3.08
    - ● Powerglide
      - Base ---------- 2.73S
      - Rally sport ---------- 3.08
  - 350 V-8
    - 3 & 4-speed, Powerglide ---------- 3.31
  - ● 396 V-8
    - 3 & 4-speed ---------- 3.07
    - Turbo Hydra-Matic
      - Base ---------- 2.73L
      - Rally sport ---------- 3.07

AXLE SHAFT
- Description ---------- Forged and hardened steel with integral drive flange
- Wheel bearings ---------- Single row cylindrical roller, one per wheel
- Oil seal ---------- Steel encased, spring loaded synthetic rubber

● HYPOID AND PINION GEAR TOOTH COMBINATIONS
- 2.73S (8.125 hypoid gear) ---------- 41,15
- 3.08 (8.125 hypoid gear) ---------- 37,12
- 2.73L (8.875 hypoid gear) ---------- 41,15
- 3.07 (8.875 hypoid gear) ---------- 43,14
- 3.31 (8.875 hypoid gear) ---------- 43,13

POSITRACTION DIFFERENTIAL (see POWER TRAINS)
- Type ---------- 2 pinion with dual disc clutches

REAR SUSPENSION
- Description ---------- Hotchkiss; 2 semi-elliptical single leaf springs support rear beam. Drive and torque taken through rear leaf springs
- Wheel travel (design)
  - Total ---------- 7.85
  - Jounce ---------- 2.32
  - Rebound ---------- 5.43
- Wheel to spring, travel ratio ---------- 1:1

SHOCK ABSORBERS
- Type ---------- Direct, double acting, hydraulic
- Piston diameter ---------- 1.00

● RADIUS ROD (a)
- Material ---------- Steel
- Dimensions ---------- .082 x .98 dia. x 20.62
- Bushing material ---------- Rubber

REAR SPRINGS

Part Number	Ref.	Type	Material	Length C/L Eye centers	Width C/L of axle	Design load @ C/L of axle (lb @ camber)	Deflection rate (lb per inch)	
							@ Spring	@ Wheel
3901395	A	Single leaf	AISI A-5160	56.0	2.25	535 @ 1.50	115	121
3901397	B			56.0	2.25	530 @ 1.50	125	131
3909940	C			56.0	2.25	575 @ 1.50	115	121
3909941	D			56.0	2.25	595 @ 1.50	125	131
3909942	E			56.0	2.25	595 @ 1.50	100	106

●

ENGINE	230 and 250 Cu.In. L-6 Engine		327 Cu.In. V-8 Engine		327 Cu.In. RPO L30 V-8 Engine		350 Cu.In. RPO L48 V-8 Engine		396 Cu.In. RPO L35 V-8 Engine	
MODELS	12300		12400							
	37	67	37	67	37	67	37	67	37	67
Ref.	A	E	A	C	A	D	B	D	B	D

● (a) Used only on models equipped with 327 Cu.In. V-8 Engine with 4-speed transmission and on all 350 & 396 Cu.In. V-8 Engines. RPO L35 with Turbo Hydra-matic transmission uses a rectangular steel bar 1.00 x 1.25 x 20.62.

SERVICE BRAKES (Standard)

- Type ---------- Dual-circuit; brake system warning and parking brake light, and reverse self-adjusting brakes.
- Line pressure, psi, @ 100 lb pedal load ---------- 790
- Braking ratios
  - Pedal ---------- 6.20
  - Hydraulic ---------- 4.06
  - Overall ---------- 25.2
- Distribution of braking effort
  - Front wheels (theoretical, percent) ---------- 62
- Brake drum
  - Diameter, front & rear ---------- 9.5
  - Construction -------- Composite, web cast into rim
  - Material
    - Web ---------- HR steel
    - Rim ---------- Cast iron alloy
  - Swept drum area (sq.in.) ---------- 268.6
- Brake lining
  - Material ------- Full molded asbestos composition
  - Length
    - Primary shoe, front & rear ---------- 9.01
    - Secondary shoe, front & rear ---------- 9.75
  - Width
    - Front wheels, primary & secondary -------- 2.50
    - Rear wheels, primary & secondary --------- 2.00
  - Thickness, minimum @ centerline
    - Primary ---------- .17
    - Secondary ---------- .20
  - Method of attachment ---------- Bonded
  - Total effective area (sq.in.) ---------- 168.9
  - Gross lining area (sq.in.) ---------- 168.9
- Master cylinder
  - Piston diameter ---------- 1.00
  - Piston travel (available pedal travel) --------- 1.00
- Wheel cylinders
  - Piston diameter
    - Front ---------- 1.125
    - Rear ---------- .875
  - Foot pedal travel ---------- 6.5

PARKING BRAKE

- Type ---------- Mechanical; pull rods and cables operate two rear service brakes
- Total effective area (sq.in.) ---------- 75.0
- Control ---------- Pendulum foot pedal; release by T handle located below instrument panel to left of steering column

POWER BRAKES (RPO J50)

(Same as standard SERVICE BRAKES except as follows)

- Type ---------- Vacuum power unit added to assist standard master cylinder; integral
- Braking ratios
  - With standard production service brake linings
    - Pedal ---------- 3.60
    - Hydraulic ---------- 4.06
    - Overall ---------- 14.6
  - With metallic service brake linings
    - Pedal ---------- 3.60
    - Hydraulic ---------- 4.46
    - Overall ---------- 16.05
  - With front disc brakes
    - Pedal ---------- 3.60
    - Hydraulic ---------- 23.5
    - Overall ---------- 84.5
- Master cylinder
  - Piston travel ---------- 1.46
- Foot pedal travel ---------- 4.50

SERVICE BRAKES, METALLIC (RPO J65)

(Same as standard production SERVICE BRAKES except as follows)

- Line pressure, psi @ 100 lb pedal load ---------- 1031
- Braking ratios
  - Pedal ---------- 6.20
  - Hydraulic ---------- 4.63
  - Overall ---------- 28.7
- Brake lining
  - Material ---------- Sintered iron segments
- Size
  - Front wheel segments
    - Primary ---------- 1.64 x 2.50 x .150
    - Secondary ---------- 1.64 x 2.50 x .265
  - Rear wheel segments
    - Primary ---------- 1.64 x 2.00 x .150
    - Secondary ---------- 1.64 x 2.00 x .265
  - Segments per shoe, front & rear
    - Primary ---------- 3
    - Secondary ---------- 5
  - Method of attachment ---------- Welded
  - Total effective area (sq.in.) ---------- 118.1
- Master cylinder
  - Piston diameter ---------- .875

FRONT DISC BRAKES (RPO J52)

(Same as standard production SERVICE BRAKES on rear only)

- Type ---------- Hub mounted front discs, with self-adjusting caliper units mounted on the steering knuckle. A metering valve is provided for balance between front and rear brakes.
- Line pressure, psi @ 100 lb pedal load ---- Manual 790

- Braking ratios (manual)
  - Pedal ---------- 6.20
  - Hydraulic ---------- 29.7
  - Overall ---------- 184.0
- Brake disc
  - Construction ---------- Caliper type with radial cavities for heat dissipation
  - Material ---------- Cast iron
  - Diameter ---------- 11.00
- Swept disc & drum area ---------- 332.4
- Brake lining
  - Material ---------- Molded asbestos
  - Size, disc segment ---------- 5.96 x 2.21 x .41
  - Method of attachment ---------- Riveted
  - Total effective area (sq.in.) ---------- 114.0
  - Gross lining area (sq.in.) ---------- 118.1
- Master cylinder
  - Piston diameter ---------- 1.00
  - Piston travel ---------- 1.16
- Wheel cylinders (front)
  - Number ---------- 4 per wheel
  - Piston diameter ---------- 1-7/8
- Foot pedal travel ---------- Manual 7.18
  Power 4.50

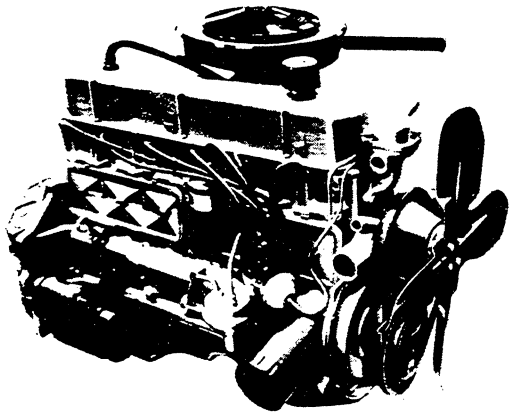
BULBS AND LAMPS

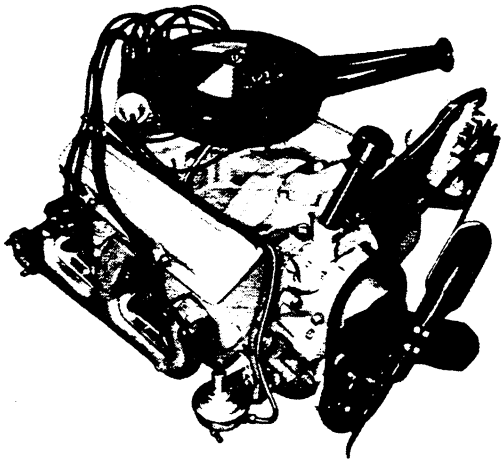
BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Column, 1-1445	.7
	Floor console, 2-1445	
Back-up	2-1156	32
Brake warning	1-194	2
Clock	1-1895	2
Courtesy		
Instrument panel	2-631	6
Rear seat separator	1-212	6
Direction signal indicators	2-1895	2
Dome		
Center	1-211	12
Side rail	2-211	12
Generator indicator	1-1895	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W
		Low beam 45W
Headlamp hi-beam indicator	1-1445	.7
Heater control	1-1895	2
Instrument cluster		
Dash panel	4-1895	2
Floor console	4-1895	2
License plate	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-1895	2
Parking		
Park	2-1157	4
Turn		32
Radio	1-1893	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	4
Stop and turn		32
Temperature indicator	1-1895	2
Underhood lamp	1-93	15

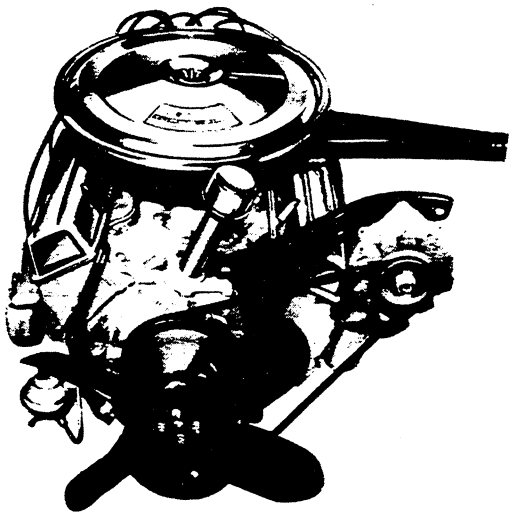
CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	AGC 25 fuse	In line
	AGC 25 fuse	Fuse panel (f)
Ash tray lamp	AGC 4 fuse	Fuse panel (c)
Auto. trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 10 fuse	Fuse panel (d)
Cigarette lighter	AGC 20 fuse	Fuse panel (b)
Clock	AGC 20 fuse	Fuse panel (b)
Clock lamp	AGC 4 fuse	Fuse panel (c)
Courtesy lamps	AGC 20 fuse	Fuse panel (b)
Defogging unit	AGC 10 fuse	Fuse panel (d)
Direction signal indicator lamps	AGC 4 fuse	Fuse panel (c)
Dome lamp	AGC 20 fuse	Fuse panel (b)
Folding top motor	40 amp CB	Hinge pillar
Fuel gage	AGC 10 fuse	Fuse panel (d)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 20 fuse	Fuse panel (b)
Headlamps	15 amp CB	Light switch
Headlamp hi-beam indicator lamp	15 amp CB	Light switch
Headlamp cover motors	10 AMP CB	Left front fender
Heater	AGC 25 fuse	Fuse panel (f)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)
License lamp	AGC 20 fuse	Fuse panel (a)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (a)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Parking lamps	15 amp CB	Light switch
Brake warning lamp	AGC 10 fuse	Fuse panel (d)
Radio and radio lamp	AGC 20 fuse	Fuse panel (e)
Seat separator compartment lamp	AGC 20 fuse	Fuse panel (b)
Speed cruise control	AGC 20 fuse	Fuse panel (b)
Speed warning device	AGC 20 fuse	Fuse panel (b)
Spot lamp — Inside operated	AGC 20 fuse	In line
Spot lamp — Portable	AGC 20 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (a)
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	SAE 20 fuse	Fuse panel (g)
	14 amp CB	Switch

* Letter suffix indicates same circuit

POWER TRAINS







POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS*								
			2.73:1	3.07:1	3.08:1	3.31:1	3.55:1	3.73:1	4.10:1	4.56:1	4.88:1
230 Cubic Inch L-6 Turbo-Thrift 230 140 HP Standard	3-Spd (2.85:1 low) & 4-Spd (3.11:1 low)	All Models	Econ.		Std.		Perf.				
		With Air Conditioning			Std.		Perf.				
	Powerglide	All Models ●	Std.(a)				Perf.				
		With Air Conditioning			Std.		Perf.				

(a) - 3.08:1 when Rally Sport option offered

250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low) & 4-Spd (3.11:1 low)	All Models	Econ.		Std.		Perf.				
		With Air Conditioning			Std.		Perf.				
	Powerglide	All Models ●	Std.(a)				Perf.				
		With Air Conditioning			Std.		Perf.				

(a) - 3.08:1 when Rally Sport option offered

327 Cubic Inch V-8 Turbo-Fire 327 210 HP Standard	3-Spd (2.54:1 low) & 4-Spd (2.54:1 low)	All Models	Econ.		Std.		Perf.				
		With Air Conditioning			Std.		Perf.				
	Powerglide	All Models ●	Std.(a)				Perf.				
		With Air Conditioning			Std.		Perf.				

(a) - 3.08:1 when Rally Sport option offered

327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low) & 4-Spd (2.54:1 low)	All Models	Econ.		Std.		Perf.				
		With Air Conditioning			Std.		Perf.				
	Powerglide	All Models ●	Std.(a)				Perf.				
		With Air Conditioning			Std.		Perf.				

(a) - 3.08:1 when Rally Sport option offered

350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	3-Spd (2.54:1 low)	All Models		Econ.		Std.	Perf.				
		With Air Conditioning		Econ.		Std.	Perf.				
	●H.D. 3-Spd (2.41:1 low)	All Models		Econ.		Std.	Perf.	Spcl.			
		With Air Conditioning		Econ.		Std.	Perf.				
	●Powerglide	All Models	Econ.	Std.		Perf.	Spcl.	Spcl.			
		With Air Conditioning	Econ.	Std.		Perf.					
	●4-Spd (2.52:1 low)	All Models		Econ.		Std.	Perf.	Spcl.	Spcl.	Spcl.	Spcl.
		With Air Conditioning		Econ.		Std.	Perf.				

● 396 Cubic Inch V-8 Turbo-Jet 396 325 HP RPO L35	H.D. 3-Spd (2.41:1 low)	All Models	Econ.	Std.		Perf.					
	4-Spd (2.52:1 low)	All Models	Econ.	Std.		Perf.					
	Turbo Hydra-Matic	All Models	Std.(a)	Perf.							

(a) - 3.07:1 when Rally Sport option offered

* Positraction required for 4.10:1, 4.56:1, and 4.88:1, optional for all other ratios.

Std. - Standard
Econ. - Economy (optional)
Perf. - Performance (optional)
Spcl. - Special (optional)

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
140 HP L-6 Turbo-Thrift Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.08	3.08
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08
155 HP L-6 Turbo-Thrift RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.08	3.08
		4-Speed	9.58	6.78	4.53	3.08	9.58	3.08
210 HP V-8 Turbo-Fire Standard	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.82	5.54	4.44	3.08	7.82	3.08
275 HP V-8 Turbo-Fire RPO L30	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.82	5.54	4.44	3.08	7.82	3.08
295 HP V-8 Turbo-Fire RPO L48	4-Barrel	3-Speed	8.41	4.96	3.31		8.71	3.31
		H.D. 3-Speed	8.41	4.96	3.31		8.71	3.31
		4-Speed	8.34	6.22	4.86	3.31	8.57	3.31
● 325 HP V-8 Turbo-Jet RPO L35	4-Barrel	H.D. 3-Speed	7.40	4.82	3.07		7.40	3.07
		4-Speed	7.74	5.77	4.51	3.07	7.95	3.07

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
140 HP L-6 Turbo-Thrift Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
155 HP L-6 Turbo-Thrift RPO L22	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
210 HP V-8 Turbo-Fire Standard	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
		Low & Reverse	10.10:1 - 4.81:1	
275 HP V-8 Turbo-Fire RPO L30	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
		Low & Reverse	10.10:1 - 4.81:1	
295 HP V-8 Turbo-Fire RPO L48	Powerglide ●	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	
● 325 HP V-8 Turbo-Jet RPO L35	Turbo Hydra-Matic	Drive	13.81:1 - 2.73:1	2.73:1
		Low	13.81:1 - 6.77:1	
		Second	13.81:1 - 4.04:1	
		Reverse	11.58:1 - 5.68:1	

* Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV		V-8 OHV			
Piston Displacement		230 Cu.In.	250 Cu.In.	327 Cu.In.	327 Cu.In.	350 Cu.In.	396 Cu.In.
Availability		Standard	RPO L22	Standard	RPO L30	RPO L48	RPO L35
Number of Cylinders		Six		Eight			
Bore (nominal)		3.875		4.00			4.094
Stroke (nominal)		3.25	3.53	3.25		3.48	3.76
Compression Ratio		8.5:1		8.75:1	10.0:1	10.25:1	
Taxable (SAE) Horsepower		36.0		51.2			53.6
Firing Order		1-5-3-6-2-4		1-8-4-3-6-5-7-2			
Idling Speed	Synchromesh (in neutral)	500					
	Automatic (in drive)	500					
Comp. Press. (PSI) @ Cranking Speed, Engine Hot		140		150			160
Power Plant Mountings	Front	Two; combination compression and shear type					
	Rear	One; full shear type					
Measurements	Fan to rear of engine block	32.67	34.96	30.64			32.59
	Top of a/clnr to bottom of oil pan	26.67	26.67	29.96			29.73
	Width - including generator	28.37		28.92			30.71

ADVERTISED ENGINE RATING

Engine Designation	L-6, 140 HP 230 Cu.In.	L-6, 155 HP 250 Cu.In.	V-8, 210 HP 327 Cu.In.	V-8, 275 HP 327 Cu.In.	V-8, 295 HP 350 Cu.In.	V-8, 325 HP 396 Cu.In.
Availability	Standard	RPO L22	Standard	RPO L30	RPO L48	RPO L35
Carburetor	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	140 @ 4400	155 @ 4200	210 @ 4600	275 @ 4800	295 @ 4800	325 @ 4800
Gross Torque @ RPM (lb-ft)	220 @ 1600	235 @ 1600	320 @ 2400	355 @ 3200	380 @ 3200	410 @ 3200

ENGINE SPEED AND PISTON TRAVEL

230 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3		2159.4
Crankshaft RPM @ 1 MPH	Low	115.7	126.3	65.5
	Second	68.2	89.3	
	Third	40.6	59.7	36.0 (direct)
	Fourth		40.6	
	Reverse	119.8	126.3	65.5
Piston Travel (ft/mile)		1319.7		1169.7

250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3		2159.4
Crankshaft RPM @ 1 MPH	Low	115.7	126.3	65.5
	Second	68.2	89.3	
	Third	40.6	59.7	36.0 (direct)
	Fourth		40.6	
	Reverse	119.8	126.3	65.5
Piston Travel (ft/mile)		1433.3		1270.5

327 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3		2159.4
Crankshaft RPM @ 1 MPH	Low	103.1	103.1	63.4
	Second	60.9	73.1	
	Third	40.6	58.5	36.0 (direct)
	Fourth		40.6	
	Reverse	106.8	103.1	63.4
Piston Travel (ft/mile)		1319.6		1169.7

350 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	H.D. 3-Speed	4-Speed	● Powerglide
Rear Axle Ratio		3.31:1			3.07
Tire Size		D70-14			
Crankshaft Revolutions per Mile		2697.7			2502.1
Crankshaft RPM @ 1 MPH	Low	114.2	108.4	113.3	73.4
	Second	67.4	70.6	84.5	
	Third	45.0	45.0	66.1	41.7 (direct)
	Fourth			45.0	
	Reverse	70.9	108.4	116.4	73.4
Piston Travel (ft/mile)		1798.4			1668.0

● 396 CUBIC INCH V-8 ENGINE

Transmission		H.D. 3-Speed	4-Speed	Turbo Hydra-Matic
Rear Axle Ratio		3.07:1		2.73:1
Tire Size		D70-14		
Crankshaft Revolutions per Mile		2502.0		2225.0
Crankshaft RPM @ 1 MPH	Low	100.5	105.1	92.0
	Second	65.5	78.4	54.9
	Third	41.7	61.3	37.1 (direct)
	Fourth		41.7	
	Reverse	100.5	108.0	77.1
Piston Travel (ft/mile)		1567.9		1394.3

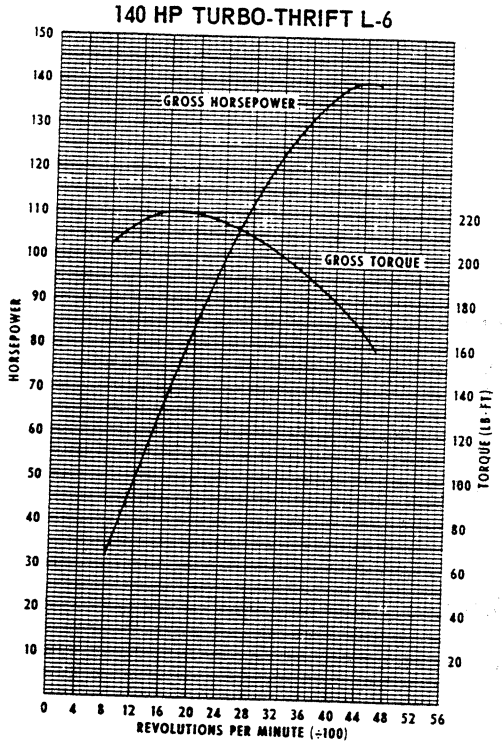
VEHICLE PERFORMANCE FACTORS

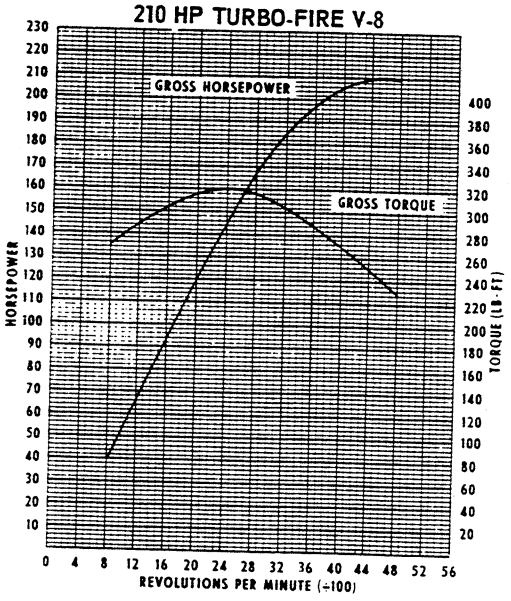
ENGINE	BASE 230 CU.IN. 140 HP	RPO L22 250 CU.IN. 155 HP	BASE 327 CU.IN. 210 HP	RPO L30 327 CU.IN. 275 HP	RPO L48 350 CU.IN. 295 HP	● RPO L35 396 CU.IN. 325 HP
MODEL	12337	12337	12437	12437	12437	12437
3-SPEED TRANSMISSION						
Performance Weight (pounds)	3508	3518	3670	3709	3744	3950
Pounds per Gross Horsepower	25.06	22.70	17.48	13.49	12.69	12.15
Pounds per Cu.In. Displacement	15.25	14.07	11.22	11.34	10.70	9.97
Gross HP per Cu.In. Displacement	.609	.620	.642	.841	.843	.821
Power Displacement (cu.ft./mile)	162.14	176.23	230.52	230.52	273.20	286.69
Displacement Factor (cu.ft./ton mile)	92.44	100.79	125.62	124.33	145.94	145.16
4-SPEED TRANSMISSION						
Performance Weight (pounds)	3515	3525	3677	3716	3746	3935
Pounds per Gross Horsepower	25.11	22.74	17.51	13.51	12.68	12.11
Pounds per Cu.In. Displacement	15.50	14.10	11.24	11.36	10.69	9.94
Gross HP per Cu.In. Displacement	.609	.620	.642	.841	.843	.821
Power Displacement (cu.ft./mile)	162.14	176.23	230.52	230.52	273.20	286.36
Displacement Factor (cu.ft./ton mile)	92.28	100.02	125.35	124.07	146.10	145.58
POWERGLIDE*					●	
Performance Weight (pounds)	3518	3528	3684	3723	3758	
Pounds per Gross Horsepower	25.13	22.76	17.54	13.54	12.74	
Pounds per Cu.In. Displacement	15.30	14.11	11.27	11.39	10.74	
Gross HP per Cu.In. Displacement	.609	.620	.642	.841	.843	
Power Displacement (cu.ft./mile)	143.71	156.21	204.32	204.32	253.40	
Displacement Factor (cu.ft./ton mile)	81.70	88.75	110.92	109.79	134.86	
● **TURBO HYDRA-MATIC**						
Performance Weight (pounds)						3984
Pounds per Gross Horsepower						12.26
Pounds per Cu.In. Displacement						10.06
Gross HP per Cu.In. Displacement						.821
Power Displacement (cu.ft./mile)						254.94
Displacement Factor (cu.ft./ton mile)						129.61

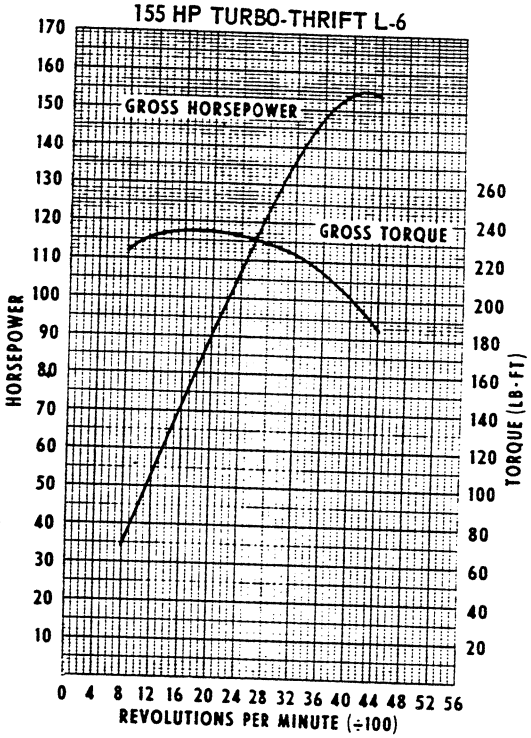
* Data computed assuming zero slippage in torque converter.

GLOSSARY

Performance Weight	Curb Weight plus 600 Lb (weight of four 150 lb passengers)
Power Displacement	$\frac{\text{Crankshaft Revs/Mi} \times \text{Piston Displacement}}{2 \times 1728}$
Displacement Factor	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$





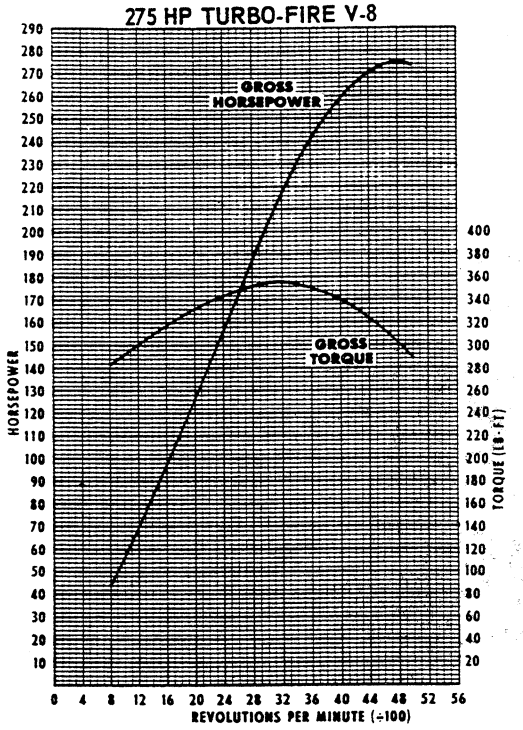


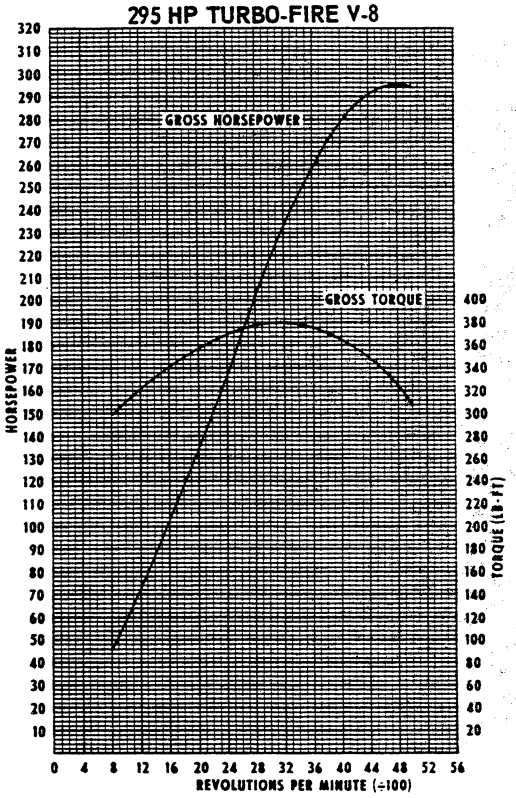
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

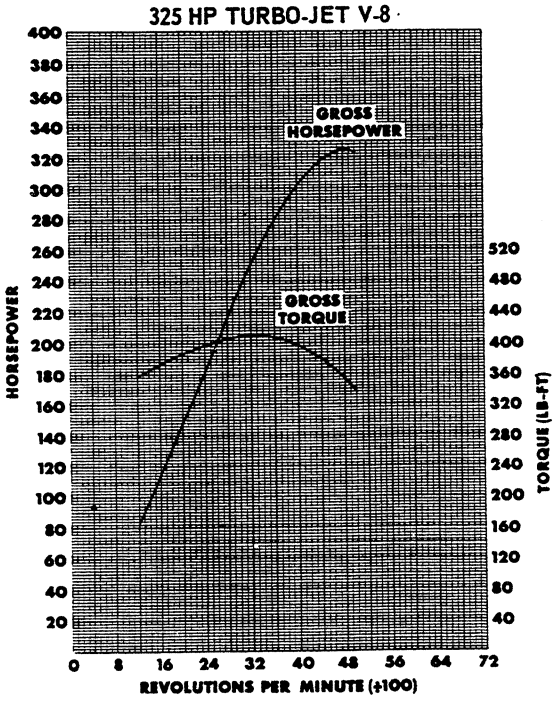
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, optimum spark advance, and optimum fuel setting.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

ENGINE OUTPUT CURVES—Cont'd.







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NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

CYLINDER BLOCK
- Material ---------- Cast alloy iron
- Bore Diameter
  - L6-230 & 250 Cu.In. ---------- 3.8745-3.8775
  - V8-327 Cu.In. ---------- 3.9995-4.0025
  - V8-350 Cu.In. ---------- 3.9995-4.0025
  - V8-396 Cu.In. ---------- 4.0925-4.0955
- No. of Bulkheads
  - L6 ---------- 7
  - V8 ---------- 5
- Water Jacket -------- Full length around each cylinder
- Cylinder Numbering Arrangement
  - L6 ---------- 1-2-3-4-5-6
  - V8 ---------- Left bank 1-3-5-7
    Right bank 2-4-6-8
- Bore Spacing (Centerline to Centerline)
  - L6-230 & 250 Cu.In. ---------- 4.4
  - V8-327 Cu.In. ---------- 4.4
  - V8-350 Cu.In. ---------- 4.4
  - V8-396 Cu.In. ---------- 4.84

CYLINDER HEAD
- Material ---------- High chrome cast alloy iron
- Bolt No. & Size
  - L6-230 & 250 Cu.In. ---------- 10; .500 dia. 13 threads/in.
  - V8-327 Cu.In. --------- 34; .4375 dia. 14 threads/in.
  - V8-350 Cu.In. --------- 34; .4375 dia. 14 threads/in.
  - V8-396 Cu.In. --------- 32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME
(Total chamber volume of assembled engine with piston at top center)
- L6-230 Cu.In. ---------- 5.37 Cu.In.
- L6-250 Cu.In. ---------- 5.72 Cu.In.
- V8-327 Cu.In. (Base) ---------- 5.38 Cu.In.
- V8-327 Cu.In. (RPO L30) ---------- 4.69 Cu.In.
- V8-350 Cu.In. ---------- 4.79 Cu.In.
- V8-396 Cu.In. ---------- 5.46 Cu.In.

INLET MANIFOLD
- Material ---------- Cast alloy iron
- Type
  - L6-230 & 250 Cu.In. ------ 3 port, rectangular section
  - V8-327, 350 & 396 Cu.In. -------- 8 port, double deck
- Heat Provision ---------- Exhaust gas crossover at carburetor mounting pad

EXHAUST MANIFOLD
- Material ---------- Cast alloy iron
- Type
  - L6-230 & 250 Cu.In. --------- 4 port, center downtake
  - V8-327 & 350 Cu.In. ----- Dual, 4 port, rear downtake
  - V8-396 ---------- Tuned, Dual, 4 port, rear downtake
- Outlet Diameter
  - L6-230 & 250 Cu.In. ---------- 2.0
  - V8-327 & 350 Cu.In. ---------- 2.0
  - V8-396 Cu.In. ---------- 2.5

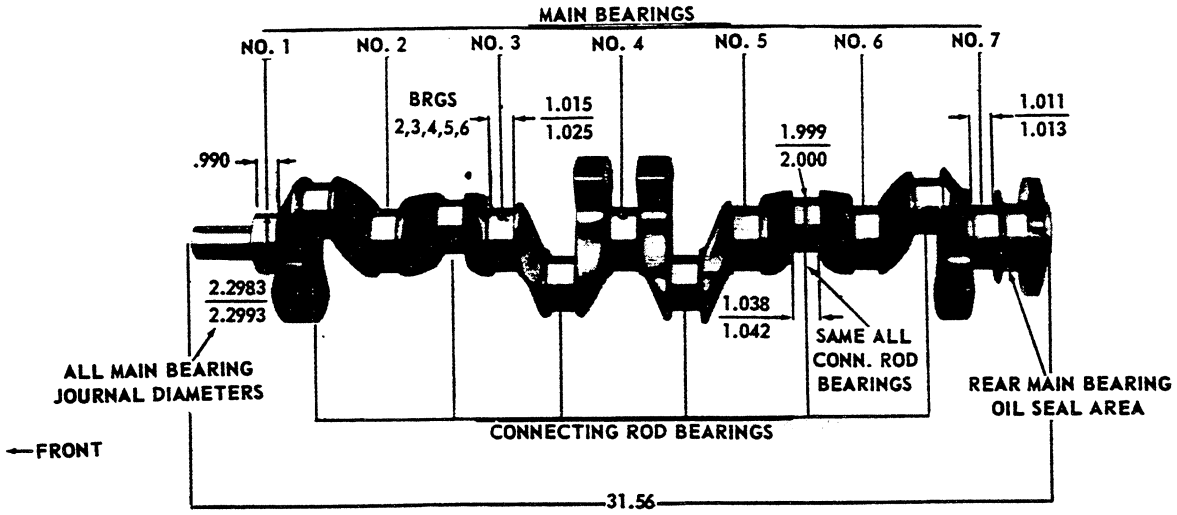
●CRANKSHAFT
- Material
  - L6-230 & 250 Cu.In. ---------- Cast nodular iron
  - V8-327 (L30) & 350 Cu.In. ---------- Forged steel
  - V8-327 (Base) & 396 Cu.In. -------- Cast nodular iron
- End Play ---------- .002-.006
- Counter Weights
  - L6-230 Cu.In. ---------- 4
  - L6-250 Cu.In. ---------- 12
  - V8-327, 350 & 396 Cu.In. ---------- 6
- Crank Arm Length
  - L6-230 Cu.In. ---------- 1.625
  - L6-250 Cu.In. ---------- 1.765
  - V8-327 Cu.In. ---------- 1.625
  - V8-350 Cu.In. ---------- 1.74
  - V8-396 Cu.In. ---------- 1.88
- Torsional Damper ---------- Rubber mounted inertia
- Timing Gear
  - L6 ---------- Steel; helical cut
  - V8 ---------- Steel; sprocket & chain
- Pulley Pitch Diameter ---------- 6.64

MAIN BEARINGS
- Material ---------- Steel; backed insert (bearing material - copper lead alloy or premium aluminum - for intended engine operation and application)
- Type ---------- Precision removable
- Thrust Against Bearing No. ---- L6 - No. 7; V8 - No. 5
- Clearance
  - L6-230 & 250 Cu.In. ---------- .0003-.0029
  - V8-327 & 350 Cu.In. ---------- (#1) .0008-.0020; (#2-4) .0008-.0024; (#5) .0015-.0031
  - V8-396 Cu.In. ---------- (#1 & 2) .0010-.0022; (#3 & 4) .0013-.0025; (#5) .0015-.0031

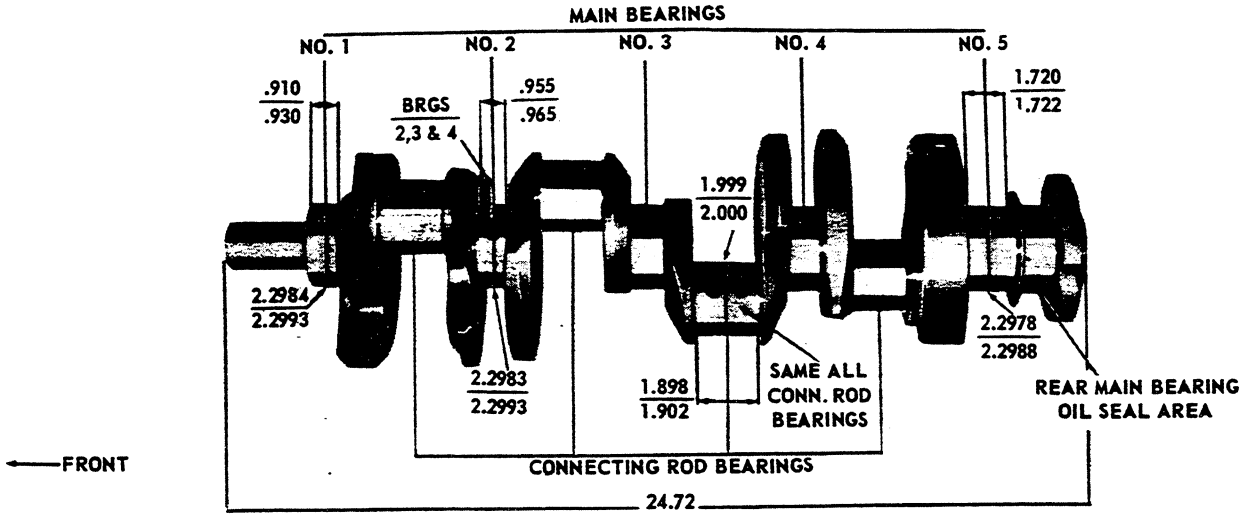
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-230 & -250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-327 Cu.In.			
Bearing #1	2.3003	.752	1.7298
Bearing #2-4	2.3004	.752	1.7299
Bearing #5	2.3009	1.177	2.7081
V8-350 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4504	.752	1.8427
Bearing #5	2.4506	1.177	2.4506
V8-396 Cu.In.			
Bearing #1-2	2.7505	.992	2.7285
Bearing #3-4	2.7505	.992	2.7285
Bearing #5	2.7506	1.2525	3.4451

CRANKSHAFTS AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE



327 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material	Cast alloy iron
Drive	
L6	Gear; bakelite and fabric composition
V8	Sprocket & chain; steel
Lobe Lift	
L6-230 & 250 Cu.In.	.2217 Inlet & Exhaust
V8-327 & 350 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-396 Cu.In.	.2343 Inlet & Exhaust
Camshaft Bearings	Steel backed babbitt

VALVE TRAIN

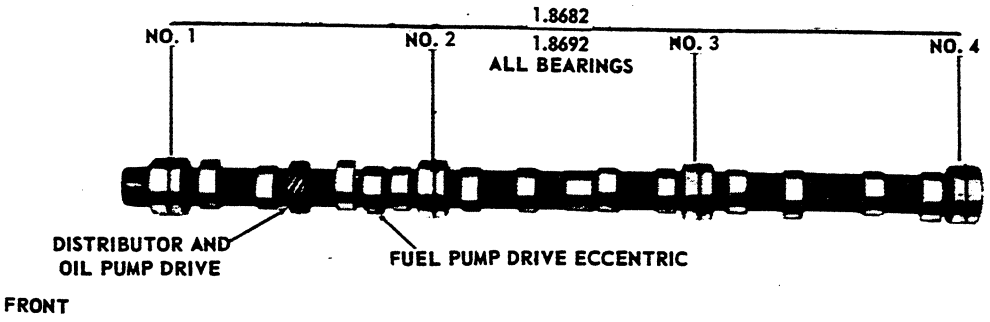
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Rocker Arms	Stamped steel
Ratio	
L6-230 & 250 Cu.In.	1.75:1
V8-327 & 350 Cu.In.	1.50:1
V8-396 Cu.In.	1.70:1
Push Rods	
Type	Hollow steel
Ends	Hardened

VALVE SPRINGS

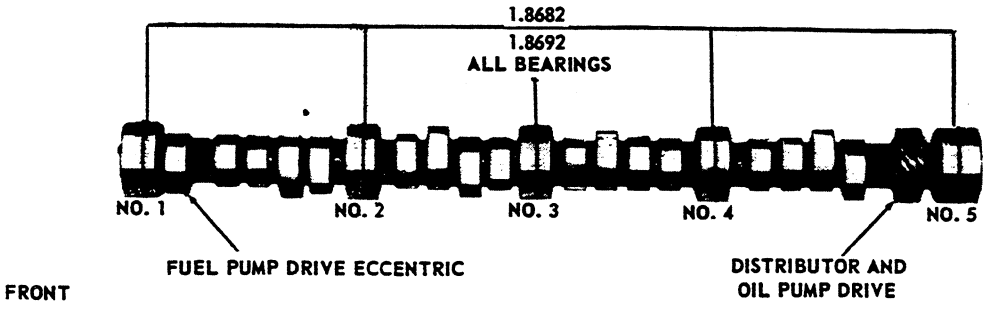
Diameter	
L6-230 & 250 Cu.In.	.872-.888
V8-327 & 350 Cu.In.	.868-.884
V8-396 Cu.In.	1.082-1.098
Installed Length (in. @ lb.)	
Valves closed	
L6-230 & 250 Cu.In.	1.66 @ 56-64
V8-327 & 350 Cu.In.	1.70 @ 76-84
V8-396 Cu.In.	1.88 @ 94-106
Valves opened	
L6-230 & 250 Cu.In.	1.27 @ 180-192
V8-327 & 350 Cu.In.	1.25 @ 194-206
V8-396 Cu.In.	1.38 @ 303-327
Free Length	
L6-230 & 250 Cu.In.	1.90
V8-327 & 350 Cu.In.	2.03
V8-396 Cu.In.	2.09
Valve Spring Damper	
L6-230 & 250 C u.In.	None
V8-327 & 350 Cu.In.	Flat steel, 4 coils
V8-396 Cu.In.	Flat steel, 3.62 coils
Oil Shield	Steel cup

CAMSHAFT AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE



327 CUBIC INCH V-8 ENGINE



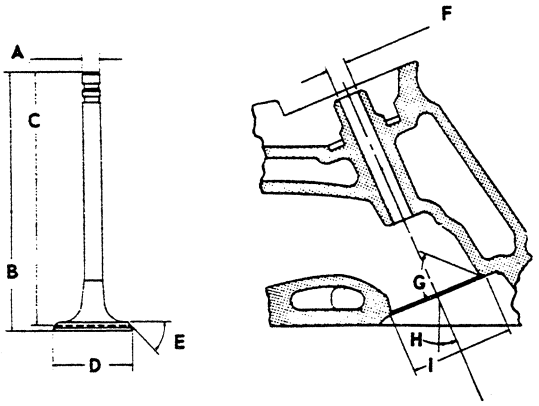
PRINCIPAL COMPONENTS—Cont'd.

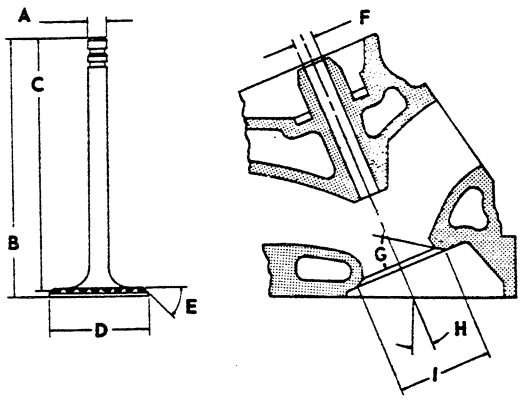
INLET VALVES

Material	Alloy steel
Coating	
L6, V8-327 & 350 Cu.In.	None
V8-396 Cu.In.	Face and head aluminized
Valve Guide Inserts (V8-396)	Cast alloy iron

EXHAUST VALVES

Material	High alloy steel
Coating	
L6-230 & 250 Cu.In.	None
V8-327 & 350 Cu.In.	Aluminized face
V8-396 Cu.In.	Face and head aluminized
Valve Guide Inserts (V8-396)	Cast alloy iron





A - Stem Diameter		
L6-230 & 250 Cu.In.	.3410-.3417	
V8-327 & 350 Cu.In.	.3410-.3417	
V8-396 Cu.In.	.3715-.3722	
B - Overall Length		
L6-230 & 250 Cu.In.	4.902-4.922	
V8-327 Cu.In. (Base)	4.902-4.922	
V8-327 (RPO L30) & 350 Cu.In.	4.870-4.889	
V8-396 Cu.In.	5.215-5.235	
C - Gage Length		
L6-230 & 250 Cu.In.	4.785-4.795	
V8-327 & 350 Cu.In.	4.785-4.795	
V8-396 Cu.In.	5.115-5.125	
D - Overall Head Diameter		
L6-230 & 250 Cu.In.	1.715-1.725	
V8-327 Cu.In. (Base)	1.715-1.725	
V8-327 (RPO L30) & 350 Cu.In.	1.935-1.945	
V8-396 Cu.In.	2.060-2.070	
E - Angle of Face	45°	
F - Guide Diameter		
L6-230 & 250 Cu.In.	.3427-.3437	
V8-327 & 350 Cu.In.	.3427-.3437	
V8-396 Cu.In.	.3732-.3742	
G - Angle of Seat	46°	
H - Valve Angle		
L6-230 & 250 Cu.In.	9°	
V8-327 & 350 Cu.In.	23°	
V8-396 Cu.In.	4°	
I - Valve Seat (Cutter) Diameter		
L6-230 & 250 Cu.In.	1.770-1.790	
V8-327 Cu.In. (Base)	1.770-1.790	
V8-327 (RPO L30) & 350 Cu.In.	1.990-2.010	
V8-396 Cu.In.	2.150	

A - Stem Diameter		
L6-230 & 250 Cu.In.	.3410-.3417	
V8-327 & 350 Cu.In.	.3410-.3417	
V8-396 Cu.In.	.3713-.3720	
B - Overall Length		
L6-230 & 250 Cu.In.	4.913-4.933	
V8-327 & 350 Cu.In.	4.913-4.933	
V8-396 Cu.In.	5.345-5.365	
C - Gage Length		
L6-230 & 250 Cu.In.	4.781-4.791	
V8-327 & 350 Cu.In.	4.781-4.791	
V8-396 Cu.In.	5.235-5.245	
D - Overall Head Diameter		
L6-230 & 250 Cu.In.	1.495-1.505	
V8-327 & 350 Cu.In.	1.495-1.505	
V8-396 Cu.In.	1.715-1.725	
E - Angle of Face	45°	
F - Guide Diameter		
L6-230 & 250 Cu.In.	.3427-.3437	
V8-327 & 350 Cu.In.	.3427-.3437	
V8-396 Cu.In.	.3732-.3742	
G - Angle of Seat	46°	
H - Valve Angle		
L6-230 & 250 Cu.In.	9°	
V8-327 & 350 Cu.In.	23°	
V8-396 Cu.In.	4°	
I - Valve Seat (Cutter) Diameter		
L6-230 & 250 Cu.In.	1.550-1.570	
V8-327 & 350 Cu.In.	1.550-1.570	
V8-396 Cu.In.	1.625	

VALVE LIFT

L6-230 & 250 Cu.In. ---------- .3880 Inlet & Exhaust
V8-327 Cu.In. ---------- .3900 Inlet; .4100 Exhaust
V8-350 Cu.In. ---------- .3900 Inlet; .4100 Exhaust
V8-396 Cu.In. ---------- .3983 Inlet & Exhaust

VALVE TIMING (Crankshaft degrees)

L6-230 & 250 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	16°	62°
Closes - ABC	48°	94°
Duration	244°	336°
Exhaust Valve (Zero lash)		
Opens - BBC	46°30'	92°30'
Closes - ATC	17°30'	63°30'
Duration	244°	336°

V8-327 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

V8-350 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

V8-396 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve (Zero lash)		
Opens - BTC	28°	40°
Closes - ABC	78°	102°
Duration	286°	322°
Exhaust Valve (Zero lash)		
Opens - BBC	75°	87°
Closes - ATC	31°	55°
Duration	286°	322°

PISTONS

Material
L6-230 & 250 Cu.In. ---------- Cast aluminum alloy
V8-327 & 350 Cu.In. ---------- Cast aluminum alloy
V8-396 Cu.In. ---------- Cast aluminum alloy
Head Type
L6-230 & 250 Cu.In. ---------- Flat, notched
V8-327 & 350 Cu.In. ---------- Flat, notched
V8-396 Cu.In. ---------- Domed head, valve cutout
Skirt Type ---------- Slipper
Top Land Clearance
L6-230 & 250 Cu.In. ---------- .0345-.0435
V8-327 Cu.In. ---------- .0365-.0455
V8-350 Cu.In. ---------- .0175-.0285
V8-396 Cu.In. ---------- .0305-.0375
Skirt Clearance
L6-230 & 250 Cu.In. ---------- .0005-.0011
V8-327 Cu.In. ---------- .0005-.0011
V8-350 & 396 Cu.In. ---------- .0007-.0013
Compression Ring Groove Depth
L6-230 & 250 Cu.In. ---------- .2153-.2218
V8-327 Cu.In. ---------- .2217-.2283
V8-350 Cu.In. ---------- .2218-.2288
V8-396 Cu.In. ---------- .2253-.2318
Oil Ring Groove Depth
L6-230 & 250 Cu.In. ---------- .2093-.2158
V8-327 Cu.In. ---------- .2038-.2103
V8-350 Cu.In. ---------- .2038-.2103
V8-396 Cu.In. ---------- .2098-.2168
Pin Bore Offset ---------- .055-.065
Compression Height
L6-230 Cu.In. ---------- 1.799-1.801
L6-250 Cu.In. ---------- 1.658-1.662
V8-327 Cu.In. ---------- 1.674-1.676
V8-350 Cu.In. ---------- 1.563-1.567
V8-396 Cu.In. ---------- 1.953-1.957

PISTON PINS

Material ---------- Chromium steel
Length
L6, V8-327 & 350 Cu.In. ---------- 2.990-3.010
V8-396 Cu.In. ---------- 2.930-2.950
Diameter
L6, V8-327 & 350 Cu.In. ---------- .9270-.9273
V8-396 Cu.In. ---------- .9895-.9898
Clearance in Piston
L6-230 & 250 Cu.In. ---------- .00015-.00025
V8-327 Cu.In. ---------- .00015-.00025
V8-350 Cu.In. ---------- .00045-.00055
V8-396 Cu.In. ---------- .00025-.00035
Pin Mounting ---------- Locked in rod by shrink fit

PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

- Material ---------- Cast alloy iron
- Type ---------- Inside bevel (bottom of ring 30 degrees to piston vertical axis). No inside bevel on L6-250, V8-350 & V8-396
- Face
  - L6-230 & V8-327 Cu.In. ---------- Tapered
  - L6-250, V8-350 & 396 Cu.In. ---------- Barrel
- Coating ---------- Chrome plate face
  - V8-350 & 396 Cu.In. ---------- Molybdenum inlay
- Width
  - L6-230 & V8-327 Cu.In. ---------- .0775-.0780
  - L6-250 Cu.In. ---------- .0628-.0633
  - V8-350 & 396 Cu.In. ---------- .0770-.0775
- Wall Thickness
  - L6-230 Cu.In. ---------- .179-.194
  - L6-250 Cu.In. ---------- .184-.194
  - V8-327 Cu.In. ---------- .190-.200
  - V8-350 Cu.In. ---------- .190-.200
  - V8-396 Cu.In. ---------- .194-.204
- Gap
  - L6-230 & 250 Cu.In. ---------- .010-.020
  - V8-327 Cu.In. ---------- .013-.023
  - V8-350 & 396 Cu.In. ---------- .010-.020

COMPRESSION RINGS - LOWER

- Material ---------- Cast alloy iron
- Type ---------- Inside bevel (top of ring 30 degrees to piston vertical axis for L6-230 & 250; 50 degrees for V8-327, 350 & 396
- Face ---------- Tapered
- Coating ---------- Wear resistant
  - V8-350 & 396 Cu.In. ---------- Chrome plated
- Width
  - L6-230 Cu.In. ---------- .0770-.0780
  - L6-250 Cu.In. ---------- .0623-.0625
  - V8-327 (Base) & 396 Cu.In. ---------- .0775-.0780
  - V8-327 Cu.In. (RPO L30) ---------- .0770-.0775
  - V8-350 Cu.In. ---------- .0775-.0780
- Wall Thickness
  - L6-230 & 250 Cu.In. ---------- .184-.194
  - V8-327 Cu.In. (Base) ---------- .184-.194
  - V8-327 Cu.In. (RPO L30) ---------- .164-.170
  - V8-350 Cu.In. ---------- .190-.200
  - V8-396 Cu.In. ---------- .194-.204
- Gap
  - L6-230 & 250 Cu.In. ---------- .010-.020
  - V8-327 Cu.In. ---------- .013-.025
  - V8-350 Cu.In. ---------- .013-.033
  - V8-396 Cu.In. ---------- .010-.020
- Expander (used with V8-327 only)
  - Material ---------- Steel
  - Width ---------- .068-.074
  - Wall Thickness ---------- .0180

OIL CONTROL RINGS

- Type ---------- Multi-piece (two rails and one spacer)
- Material
  - Rails ---------- Steel
  - Spacer ---------- Alloy steel
- Width (assembled)
  - L6-230 & 250 Cu.In. ---------- .1870-.1890
  - V8-327 & 350 Cu.In. ---------- .1870-.1890
  - V8-396 Cu.In. ---------- .1820-.1890
- Wall Thickness
  - L6-230 Cu.In. ---------- .150-.156
  - L6-250 Cu.In. ---------- .152-.158
  - V8-327 & 350 Cu.In. ---------- .150-.156
  - V8-396 Cu.In. ---------- .137-.143
- Gap
  - L6-230 & 250 Cu.In. ---------- .015-.055
  - V8-327 & 350 Cu.In. ---------- .015-.055
  - V8-396 Cu.In. ---------- .010-.030
- Rail Coatings ---------- Chrome plated

CONNECTING RODS

- Material ---------- Drop forged steel
- Length (center to center)
  - L6-230, 250 & V8-327 Cu.In. ---------- 5.699-5.701
  - V8-350 Cu.In. ---------- 5.695-5.705
  - V8-396 Cu.In. ---------- 6.130-6.140

CONNECTING ROD BEARINGS

- Material
  - L6-230, 250 & V8-327 Cu.In. (Base) ---------- Copper lead alloy or sintered copper nickel backed babbitt on steel
  - V8-327 (L30), 350 & 396 Cu.In. -- Premium aluminum
- Type ---------- Precision removable
- Clearance
  - L6-230 & 250 Cu.In. ---------- .0007-.0027
  - V8-327 & 350 Cu.In. ---------- .0007-.0028
  - V8-396 Cu.In. ---------- .0009-.0029
- Theoretical I.D.
  - L6-230 & 250 Cu.In. ---------- 2.0016
  - V8-327 Cu.In. ---------- 2.0017
  - V8-350 Cu.In. ---------- 2.1002
  - V8-396 Cu.In. ---------- 2.2014
- Effective Length
  - L6, V8-327 & 350 Cu.In. ---------- .807
  - V8-396 Cu.In. ---------- .857
- End Play
  - L6, V8-327 & 350 Cu.In. ---------- .009-.013
  - V8-396 Cu.In. ---------- .016-.020

FUEL TANK

Capacity	18 (approximately)
Fuel Tank Location	Behind rear axle
Filler Location	Center of rear end panel

●FUEL FILTERS, DUAL

In Fuel Tank	Mesh strainer
In Carburetor Inlet	
L6-230, 250 & V8-327 (Base) Cu.In.	Sintered bronze
V8-327 (L30), 350 & 396 Cu.In.	Paper

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (at Carburetor)	
L6-230 & 250 Cu.In.	3.50-4.50 PSI
V8-327 & 350 Cu.In.	5.00-6.50 PSI
V8-396 Cu.In.	5.00-6.50 PSI

AIR CLEANER

L6-230 & 250 Cu.In.	Cylindrical, single air horn
V8-327 Cu.In.	Cylindrical, single air horn
V8-350 & 396 Cu.In.	Cylindrical, single air horn, chrome plated cover
Diameter	
L6-230 & 250 Cu.In.	13.00
V8-327 Cu.In. (Base)	13.00
V8-327 Cu.In. (RPO L30)	16.78
V8-350 & 396 Cu.In.	14.16
Filter Element	Oil-wetted paper

CARBURETORS

Make & Type	
L6-230 & 250 Cu.In.	Rochester single barrel, downdraft
V8-327 Cu.In. (Base)	Rochester 2-barrel, downdraft
V8-327 Cu.In. (RPO L30)	Rochester, Quadrajet
V8-350 & 396 Cu.In.	Rochester, Quadrajet
SAE Flange Type	
L6-230 & 250 Cu.In.	1.50
V8-327 Cu.In. (Base)	1.25
V8-327 Cu.In. (RPO L30)	1.50
V8-350 & 396 Cu.In.	1.50
Throttle Bore	
L6-230 & 250 Cu.In.	1.56
V8-327 Cu.In. (Base)	1.44
V8-327 (RPO L30)	
Primary	1.38
Secondary	2.25
V8-350 & 396 Cu.In.	
Primary	1.38
Secondary	2.25
Secondary Throttle Actuation	By linkage approximately when primary valves are opened half way between closed and open
Venturi Diameter	
L6-230 & 250 Cu.In.	1.34
V8-327 Cu.In. (Base)	1.09
V8-327 (RPO L30)	
Primary	1.09
Secondary	Air valve
V8-350 & 396 Cu.In.	
Primary	1.09
Secondary	Air valve

CHOKE

Type	Automatic

EXHAUST AND VENTILATION SYSTEM

TYPE
- L6-230 & 250 Cu.In. ---------- Single
- V8-327 Cu.In. ---------- Single with crossover pipes
- V8-350 & 396 Cu.In. ---------- Dual exhaust and resonators; single muffler

MUFFLERS
- Type ---------- Oval, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Head ---------- .048 sheet steel, aluminized
- Shell ---------- .036 sheet steel, aluminized
- Wrap ---------- .030 indented asbestos sheet
- Cover ---------- .018 sheet steel, aluminized
- Baffles ---------- 4; .036 sheet steel, aluminized
- Length, Body
  - L6-230 & 250 Cu.In. ---------- 21.00
  - V8-327 & 350 Cu.In. ---------- 24.00
  - V8-396 Cu.In. ---------- 24.00
- Width (I.D.) ---------- 4.00
- Height (I.D.) ---------- 9.75

RESONATORS (350 & 396 Cu.In.)
- Type ---------- Diverter
- Head ---------- .048 sheet steel, aluminized
- Shell ---------- .036 sheet steel, aluminized
- Wrap ---------- .030 indented asbestos sheet
- Cover ---------- .018 sheet steel, aluminized
- Baffles ---------- 2; .036 sheet steel, aluminized

EXHAUST CROSSOVER PIPE (V8-327 Cu.In.)
- Dimension (O.D.) ---------- 2.00
- Wall Thickness ---------- .057-.071

EXHAUST PIPE
- Dimensions (O.D.)
  - L6-230 & 250 Cu.In. ---------- 2.00
  - V8-327, 350 & 396 Cu.In. ---------- 2.25
- Wall Thickness
  - L6-230 & 250 Cu.In.
    - Front ---------- .057-.071
    - Rear ---------- .062-.076
  - V8-327 Cu.In. ---------- .075-.091
  - V8-350 & 396 Cu.In.
    - Front ---------- .073-.091 laminated
    - Rear ---------- .075-.091

TAIL PIPES
- Dimensions (O.D.)
  - L6-230 & 250 Cu.In. ---------- 1.875
  - V8-327, 350 & 396 Cu.In. ---------- 2.00
- Wall Thickness ---------- .062-.076

ENGINE VENTILATION
- Type ---------- Positive; fresh air metered into the engine through the oil filler cap. Unburned fumes drawn into the induction system, controlled by a regulating valve, and burned in combustion chamber and expelled through the exhaust system.

AIR INJECTION REACTOR (California vehicles only)
- Injection System
  - Point of Entry ---------- Exhaust ports
  - Check Valve ---------- Pressure (plate type)
  - Backfire Protection ---------- Vacuum actuated anti-backfire valve
- Air Injection Pump
  - Type ---------- Semi-articulated vane type
  - Drive ---------- Crankshaft pulley
  - Drive Ratio ---------- 1.25:1
  - Relief Valve ---------- Pressure (plate type)

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6	Main and connecting rod bearing throw off
V8	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6	Nozzle sprayed
V8	Centrifugally oiled from camshaft bearing
Oil Pressure Sending Unit	
Type	Electric
Actuation	Opens or closes circuit @ 2 to 6 PSI
Oil Filler	
Cap	Oil wetted crimped aluminum breather V8-396 -- Positive seal
Location	
L6	Forward end of rocker cover
V8-283 & 327 Cu.In.	Left front of intake manifold
V8-396 Cu.In.	Top center of right rocker cover

CRANKCASE CAPACITIES (Quarts)

Refill	
L6-230 & 250 Cu.In.	4
V8-327 & 350 Cu.In.	4
V8-396 Cu.In.	4
Refill with Filter Change	
L6-230 & 250 Cu.In.	5
V8-327 & 350 Cu.In.	5
V8-396 Cu.In.	5

●LUBRICANT GRADES AND TEMPERATURES

32° F and Above	SAE20W or SAE10W-30
0° F to 32° F	SAE10W or SAE10W-30
Below 0° F	SAE5W or SAE5W-20
Alternate	SAE5W-30 may be used at temperatures below freezing

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
Oil Pressure (No Flow Conditions)	
L6-230 & 250 Cu.In.	30-45 PSI @ 1500 RPM
V8-327 & 350 Cu.In.	30-45 PSI @ 1500 RPM
V8-396 Cu.In.	50-75 PSI @ 2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L6-230 & 250 Cu.In.	4.3 @ 2000
V8-327 & 350 Cu.In.	4.3 @ 2000
V8-396 Cu.In.	6.0 @ 2000

OIL FILTER

Type	
L6	Full flow, throw away canister
V8	Full flow, replaceable element
Location	
L6	Right side front of engine
V8	Left rear side of engine
Capacity	
L6	One quart
V8	One quart
Bypass Valve	Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

Type	Hex head
●Location	
L6	Front lower face of oil pan
V8	Left lower face of oil pan
Size of Hex Head	.860-.875
Thread	1/2-20 UNF 2A
Length	0.81
Diameter	.410-.430

OIL DIPSTICK - LOCATION

L6-230 & 250 Cu.In.	Right side rear of engine block
V8-327 & 350 Cu.In.	Left side, rear of engine block
V8-396 Cu.In.	Right side, center, direct to oil pan

COOLING SYSTEM

GENERAL
- Type ---------- Liquid, pressurized
- ● Capacity with Heater (Standard Equipment)
  - L6-230 Cu.In. ---------- 13 qts
  - L6-250 Cu.In. ---------- 13 qts
  - V8-327 Cu.In. ---------- 16 qts
  - V8-350 Cu.In. ---------- 16 qts
  - V8-396 Cu.In. ---------- 23 qts

RADIATOR
- Make and Type ---------- Harrison, tube and center
- Core Constant and Thickness
  - Distance between Fins
    - L6-230 Cu.In. ---------- .28 Syn., .25 P/Gld
    - L6-250 Cu.In. ---------- .22 Syn., .25 P/Gld
    - V8-327 Cu.In. ---------- .20 Syn., .16 P/Gld
    - V8-350 Cu.In. ---------- .20 Syn., .16 P/Gld
    - V8-396 Cu.In. ---------- .16 Syn. & Auto.
  - Distance between Tubes ---------- .55
  - Thickness of Core ---------- 1.26
  - Frontal Area (Sq.In.) ---------- 353; (V8-396) 390

RADIATOR HEAVY DUTY (RPO V01)
- Core Constant and Thickness
  - Distance between Fins
    - L6-230 & 250 Cu.In. ---------- .16 Syn. & P/Gld
    - V8-327 Cu.In. (Base) ---------- .16 Syn. & P/Gld
    - V8-327 Cu.In. (RPO L30) ----- .18 Syn., .16 P/Gld
    - V8-350 Cu.In. ---------- .18 Syn., .16 P/Gld
  - Distance between Tubes ---------- .55
  - Thickness of Core
    - L6-230 & 250 Cu.In. ---------- 1.26
    - V8-327 & 350 Cu.In. ---------- 1.98
  - Frontal Area (Sq.In.)
    - L6-230 & 250 Cu.In. ---------- 353
    - V8-327 & 350 Cu.In. ---------- 391

RADIATOR CAP RELIEF VALVE
- Opens at ---------- Approximately 15 PSI

THERMOSTAT
- Type ---------- Pellet
- Begins to Open at ---------- 192°-198° for L6
  177°-183° for V8
- Fully Opened at ---------- 227° for L6
  212° for V8

RADIATOR HOSE
- Outlet, Lower (Radiator to Water Pump)
  - L6-230 & 250 Cu.In. ---------- 1.75 ID
  - V8-327 & 350 Cu.In. ---------- 1.75 ID
  - V8-396 Cu.In. ---------- 1.88 ID
- Inlet, Upper (Thermostat Housing to Radiator)
  - L6-230 & 250 Cu.In. ---------- 1.50 ID
  - V8-327, 350 & 396 Cu.In. ---------- 1.50 ID

FAN
- Number of Blades ---------- 4
- Diameter ---------- 17.62
- Fan Pulley Pitch Diameter ---------- 7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number Used ---------- One
- Angle of "V" ---------- 38°-42°
- Pitch Line
  - L6-230 Cu.In. ---------- 39.00
  - L6-250 Cu.In. ---------- 39.00
  - V8-327 Cu.In. ---------- 53.50
  - V8-350 Cu.In. ---------- 53.50
  - V8-396 Cu.In. ---------- 56.20
- Width ---------- .380

WATER PUMP
- Type ---------- Centrifugal
- Capacity
  - L6-230 Cu.In. ---------- 60 GPM @ 4400 Engine RPM
  - L6-250 Cu.In. ---------- 60 GPM @ 4400 Engine RPM
  - V8-327 Cu.In. ---------- 57 GPM @ 4400 Engine RPM
  - V8-350 Cu.In. ---------- 57 GPM @ 4400 Engine RPM
  - V8-396 Cu.In. ---------- 82 GPM @ 5200 Engine RPM
- Bearing ---------- Permanently lubricated double row ball
- Drive ---------- Fan belt
- Ratio (Pump to Engine RPM) ---------- .949:1

DRAIN LOCATIONS AND TYPE
- Radiator - Plug ---------- Bottom left side, rear of radiator tank
- Engine Block - Plug
  - L6-230 Cu.In. ---------- Left side rear
  - L6-250 Cu.In. ---------- Left side rear
  - V8-327 Cu.In. ---------- Right and left center
  - V8-350 Cu.In. ---------- Right and left center
  - V8-396 Cu.In. ---------- Left side - rear of block
    Right side - center of block

SUPPLY SYSTEM
BATTERY
Voltage Rating ---------- 12
Capacity (SAE)
L6-230 & 250 Cu.In. ------- 45 Amp hr @ 20 hr rate
V8-327, 350 & 396 Cu.In. -- 61 Amp hr @ 20 hr rate
Heavy Duty (RPO T60) ----- 70 Amp hr @ 20 hr rate
Total Number of Plates
L6-230 & 250 Cu.In. ---------- 54
V8-327, 350 & 396 & Hvy. Dty. ---------- 66
Number of Cells ---------- 6
Terminal Grounded ---------- Negative
Location ---------- Right front engine compartment

GENERATOR
Type ---------- Diode rectified
Rating
Amps ---------- 9-37
Volts ---------- 12-15
Drive ---------- By fan belt
Pulley Pitch Diameter ---------- 2.70
Ratio (Gen. to Engine Speed) ---------- 2.46:1

REGULATOR
Type ---------- Two unit, vibrator
Voltage Regulator
Voltage ---------- 13.8-14.8 @ 85 degrees F
Field Relay (Combination Light and Field Relay)
Closing Voltage ---------- 1-3 volts @ 80 degrees F
Location ---------- Left side front engine compartment

STARTING SYSTEM
STARTING MOTOR
Rotation (Drive End View) ---------- Clockwise
●Test Conditions -------- Engine at operating temp.
No Load Test
Amps
L6-230,250 & V8-327 (Base) Cu.In. ----- 58-87
V8-327 (L30) & 350 Cu.In. ---------- 65-100
V8-396 Cu.In. ---------- 70-99
Volts ---------- 10.6
RPM
L6-230,250 & V8-327 (Base) Cu.In. -- 8450-10700
V8-327 (L30) & 350 Cu.In. ---------- 3600-5100
V8-396 Cu.In. ---------- 7800-12000
Motor Drive
Engagement ---------- Solenoid
Pinion Meshes at ---------- Rear
Pinion Tooth No. ---------- 9
Flywheel Tooth No. ---------- 153; V8-396 --- 168
Mounting ---------- Bolted to cylinder block flange

IGNITION SYSTEM
DISTRIBUTORS ---------- Refer to chart below

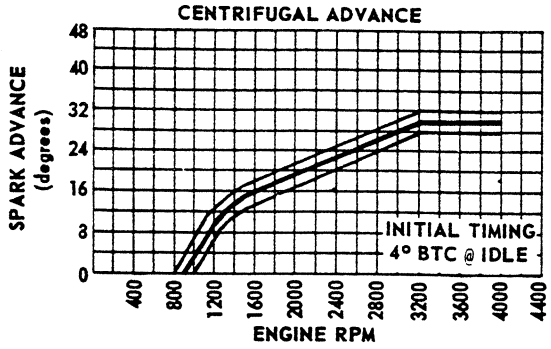
COIL
Type ---------- 12-Volt
Amperes Drawn
Engine Stopped ---------- 4.0
Engine Idling ---------- 1.8

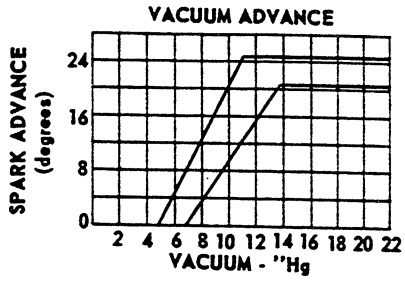
SPARK PLUGS
Type
L6-230 & 250 Cu.In. --------- AC46N (long reach)
V8-327 & 350 Cu.In. ---------- AC44
V8-396 Cu.In. ---------- AC43N
Thread Size (mm) ---------- 14
Gap ---------- .033-.038
Torque ---------- 25 lb ft

CABLE ---------- Linen core impregnated with electrical conducting material and insulation of rubber with neoprene jacket

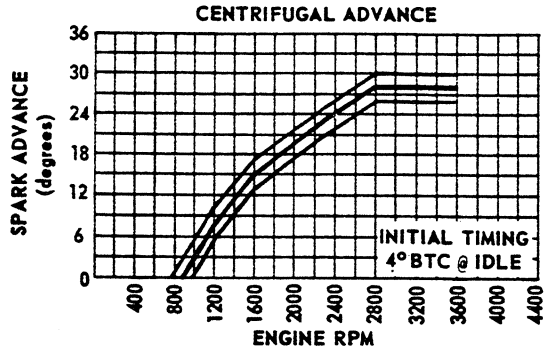
DISTRIBUTORS	L-6 230 Cu.In. 140 HP	L-6 250 Cu.In. 155 HP	V-8 327 Cu.In. 210 HP	V-8 327 Cu.In. 275 HP	V-8 350 Cu.In. 295 HP	V-8 396 Cu.In. 325 HP
Model	1110362	1110351	1111101	1111249	1111168	1111169
Type	Single Breaker					
Cam angle	31°-34°		28°-32°			
Breaker gap	.019 (new)					
Breaker arm tension	19-23 oz					
Centrifugal advance begins (RPM)	900					
Max degrees @ RPM	30 @ 3200	28 @ 2800	32 @ 3950	26 @ 4100	26 @ 4700	32 @ 5000
Vacuum advance begins (In. Hg)	6.00	6.00	8.00	8.00	10.00	8.00
Max degrees @ In. Hg	21 @ 14.5	21 @ 14.5	15 @ 15.5	15 @ 15.5	15 @ 17	15 @ 15.5
Timing (inital design setting) Crankshaft degrees at RPM (with vacuum line disconnected)	4° BTDC @ 500	4° BTDC @ 500	2° BTDC @ 500	8° BTDC @ 500	4° BTDC @ 500	4° BTDC @ 500
Timing mark location	On harmonic balancer					

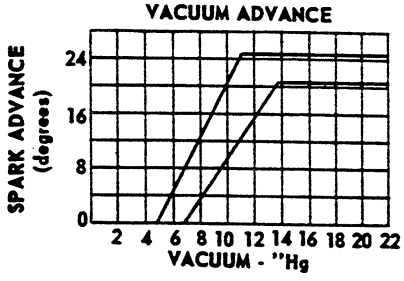
230 CUBIC INCH L-6 ENGINE



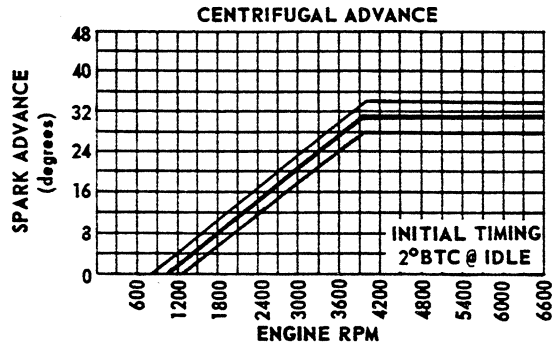


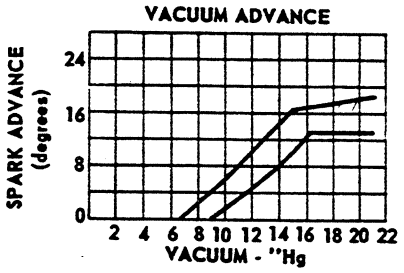
250 CUBIC INCH L-6 ENGINE



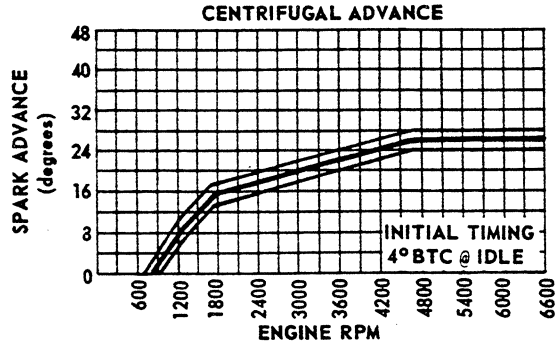


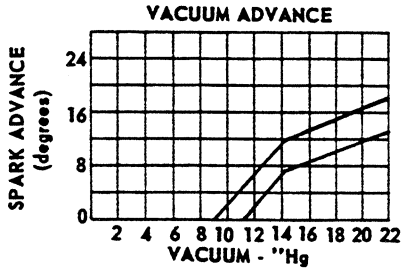
327 CUBIC INCH V-8 ENGINE





350 CUBIC INCH V-8 ENGINE





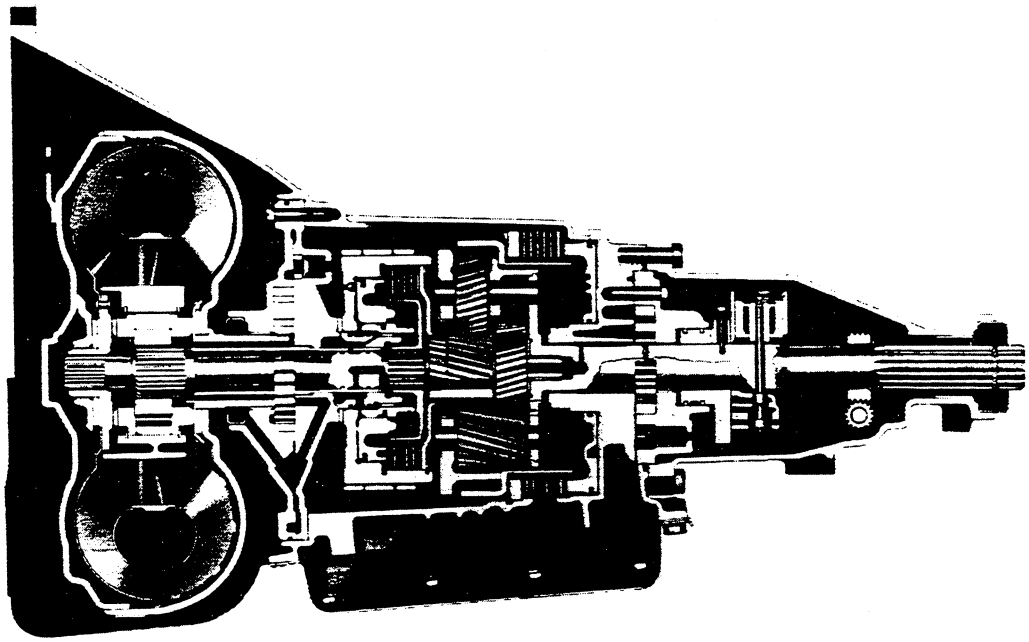
CLUTCHES

Engine	Type		L6-230	L6-250	V8-327		V8-350	V8-396
	Availability		Standard	RPO L22	Standard	RPO L30	RPO L48	RPO L35
Clutch for			3-Speed & 4-Speed					
Type			Single dry disc		Single dry disc, centrifugal			
Clutch cover & pressure plate	Eff. plate load, lbs.		1650-1850		2100-2300		2300-2600	2450-2750
	Press. plate matl.		Cast iron		Nodular iron			
	Clutch spring type		Diaphragm		Diaphragm, bent finger design			
	Clutch spring matl.		Heat treated spring steel					
Driven plate	Type		Single disc with two friction surfaces					
	Cushions		Flat spring steel between friction rings					
	Dampers		6 outer coil springs and 3 inner coil springs equally spaced		10 coil springs (5 sets of two)			
	Friction rings	OD	9.12		10.40		11.00	
		ID	6.12		6.50		6.50	
		Total area sq.in.	71.82		103.53		123.70	
		Material	Woven type asbestos					
Flywheel & Ring Gear	Flywheel	Material	Cast iron					
	Ring gear	Material	Heat treated HR steel					
		No. of teeth	153					168
		PD	12.75					14.00
		Attachment	Shrink fit					
Bearings	Release	Type	Single row ball					
		Lubrication	None, prepacked					
	Pilot	Type	Bronze bushing					
		Lubrication	None, sintered and oil impregnated					
Controls	Clutch fork		Drop forged steel, pivot mounted on ball					
	Pedal mounting		Pendant from brace on dash					
	Lubrication		Crossover shaft					
Clutch housing material			Aluminum alloy					

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed					HD 3-Spd.		4-Speed				
Engine	Type		L6 230	L6 250	V8-327		V8 350	V8 350	V8 396	L6 230	L6 250	V8-327		V8 350	V8 396
Application	Availability		Std.	L22	Std.	L30	L48	L48	L35	Std.	L22	Std.	L30	L48	L35
Case material			Cast iron												Aluminum
Gear Shift	Type		Remote												
	Control		Lever												
	Location		Steering column (a)							Floor					
Gears	Type		Helical												
	Material		Forged steel, hardened												
	Synchronization		All forward gears												
	Constant mesh gear		All gears							All forward gears					
	Sliding gears		None							Reverse					
	Ratios	First	2.85		2.54			2.41		3.11		2.54			2.52
		Second	1.68		1.50			1.57		2.20		1.80			1.88
		Third	1.00		1.00			1.00		1.47		1.44			1.47
		Fourth								1.00		1.00			1.00
		Reverse	2.95		2.63			2.41		3.11		2.54			2.59
Lubricant	Type		Meeting Military Specification MIL-L-2105B												
	Capacity (pts)		3					3.5		3					
Extension	Material		Cast iron												Aluminum
	Oil seal		Steel encased double seal of spring loaded rubber or felt												

(a) Floor controls optional.



AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type		L-6 230 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.
	Availability		Standard	RPO L22	Standard	RPO L30	RPO L48
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse				
	Selector lever	Location	Steering column (b)				
		Operation	Actuates manual valve in hydraulic control system				
		Quadrant pattern	P-R-N-D-L				
	Parking lock	Type	Pawl and gear (on planetary)				
		Operation	Applied by selector lever thru spring loaded linkage				
	Method of cooling		Water				
	Flywheel assembly		Steel stamping with welded on ring gear				
Hydraulic ●	Manual valve type		Spool				
	Press. regulator valve type		Spool				
	Pressure @ Idle (a)	Drive	51	51	51	51	51
		Low	132	112	122	132	132
		Reverse	85	86	85	85	85
Converter assembly	Type		Three element				
	Pump		Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.				
	Turbine		Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover.				
	Stator		Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.				
	Stall torque ratio		2.10				
	Stall speed (RPM)		1560	1620	1610	1680	1810
	Diameter (nominal)		11.0		11.75		
Planetary gear set	Type		Compound planetary				
	Range	Drive	1.82 to 1.00		1.76 to 1.00		
		Low	1.82		1.76		
		Reverse	1.82		1.76		
	Low band		Three linked circular segments				
	Low band servo		Piston with release spring and inner cushion spring				
Case	Material		Aluminum (one piece)				

(a) Conditions: 450 RPM input @ 25 inches Hg vacuum
(b) Floor mounted when used with optional console

AUTOMATIC TRANSMISSION (RPO M35) —CONTINUED

Engine	Type		L-6 230 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.
	Availability		Standard	RPO L22	Standard	RPO L30	RPO L48
Output shaft RPM and vehicle speed (MPH) ●	N/V factor		36.7	36.7	36.7	36.7	44.9
	Upshift	Closed throttle	650(18)	650(18)	646(18)	661(18)	661(15)
		Throttle at detent	1970(54)	1970(54)	2195(60)	2341(64)	2340(52)
		Full throttle	2284(62)	2284(62)	2577(70)	2742(75)	2742(61)
	Downshift	Closed throttle	604(17)	604(17)	604(16)	614(17)	614(14)
		Throttle at detent	1198(33)	1216(33)	1420(39)	882(24)	893(20)
		Full throttle	2124(58)	2134(59)	2448(67)	2584(70)	2600(58)
High clutch	Type		Multi-disk				
	Drive plates	Description	Waved steel with bonded organic facings				
		Number	3		4		
	Driven plates	Description	Flat steel				
		Number	4		5		
Reverse clutch	Type		Multi-disk				
	Drive plates	Description	Flat steel with bonded organic facings				
		Number	4		5		6
	Reaction plates	Description	Flat steel				
		Number	4		5		6
Torque multiplication	Maximum overall ratio		3.82:1		3.70:1		
	Low and reverse		3.82:1 to 1.82:1		3.70:1 to 1.76:1		
Lubricant	Type		A suffix A				
	Capacity (pts)	Dry	17		19		
		Refill	6		6.5		
Governor	Type		Centrifugal				
	Operation		Regulates pump oil pressure to automatic shift control valve				
	Drive		Mounted on output shaft				
	Location		In extension				
Oil pump	Type		Internal-external gear				
	Number		One; front				
	Function		To supply pressure				
	Drive		Converter pump				

TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

(Available with 396 Cu.In. Engine only)

GENERAL DATA

Type ---------- Three element automatic hydraulic torque converter with a compound planetary gear set that produces three forward speeds and reverse

Selector Lever

Location ---------- Steering column; floor mounted on models using bucket seats

Operation ---------- Actuates automatic controls by a hydraulic system from a pressurized gear type pump

Quadrant Pattern ---- Six positions: P-R-N-D-L2-L1

External Control Connections

Manual Linkage ---------- Selects desired operating range by means of selector lever

Vacuum Modulator ---------- Senses change in the torque input to the transmission and assures smooth shifts

Detent Solenoid ------ Actuated by electric switch or the carburetor causing the transmission to downshift under full throttle conditions at car speeds below 70 miles per hour

Parking Lock

Type ---------- Locking pawl

Operation ---------- Applied by selector lever through manual linkage

Method of Cooling ---------- Water

TORQUE CONVERTER

Driving Member (Pump) ---------- Multivane type, sheet metal blade, spot welded to steel pump housing that is an integral part of the converter housing

Driven Member (Turbine) ---------- Steel axial flowblades assembled between inner and outer steel shells

Stator Assembly ---------- Aluminum multivane type blades mounted on a one way roller clutch

Stall Ratio ---------- 2.04

Stall Speed (RPM) ---------- 2100

Diameter (Nominal) ---------- 12.83

CLUTCHES

Type ---------- Three, multiple disk

Material

Drive plates ---------- Waved steel with bonded organic facings

Driven plates ---------- Flat steel

Forward clutch ---------- Five each drive and driven plates

Direct clutch ---------- Five each drive and driven plates

Intermediate clutch ---------- Three each drive and driven plates

Release spring ---------- Radial row steel coil

(Available with 396 Cu.In. Engine only)

PLANETARY GEAR UNIT

Front ------ Reaction carrier assy ---------- Four steel pinion gears
Rear ------ Output carrier assy ---------- Four steel pinion gears

Gear Ratios
- D (Drive) ---------- 2.48:1, 1.48:1, 1.00:1
- L2 (Low two) ---------- 2.48:1, 1.48:1
- L1 (Low one) ---------- 2.48:1
- R (Reverse) ---------- 2.08:1

Front Band
- Type -------- One, circular steel with organic lining
- Function ---------- Provides engine braking in 2nd gear with selector lever in L2 and L1 range

Rear Band
- Type ---------- Double wrap circular steel with organic lining
- Function ---------- Provides engine braking Lo range 1st gear; also in reverse range the band holds the reaction carrier to apply reverse gear ratio
- Servo units ---------- Piston with release spring and inner cushion spring that activates the bands

HYDRAULIC SYSTEM

Oil pressure pump ---------- Supplies hydraulic pressure by gear type pump which is engine driven

Pump pressure (450 RPM input @ 25 in. Hg vacuum)
- Park ---------- 70 PSI
- Neutral ---------- 70 PSI
- Drive (First, second, third) ---------- 70 PSI
- L2 (First, second) ---------- 150 PSI
- L1 ---------- 150 PSI
- Reverse ---------- 107.5 PSI

Valves
- Type ---------- Steel spool
- Manual ---------- Establishes range at transmission operation
- Pressure regulator ---------- Controls main line pressure
- Shift (1-2) ---------- Controls oil pressure for trans. shift from 1-2 or 2-1
- Shift (2-3) ---------- Controls oil pressure for trans. shift from 2-3 or 3-2
- Modulator ---------- Regulates line pressure with modulator oil pressure that varies with torque to transmission
- Accumulator ---------- To obtain greater flexibility in attaining desired shift curve for various engine requirements

Governor
- Type ---------- Cross-axis centrifugal
- Operation ---------- Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift valves and modulator valve

LUBRICANT

- Type ---------- A suffix A
- Capacity ---------- 22 pts
- Refill ---------- 8 pts
- Oil cooler ---------- Integral with radiator assembly and connected to transmission by inlet and outlet pipes

TORQUE MULTIPLICATION

- Drive (maximum) ---------- 5.06:1 to 1.00
- Low 2 ---------- 5.06:1 to 1.48
- Low 1 ---------- 5.06:1 to 2.48
- Reverse ---------- 4.24:1 to 2.08

1967 MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

Model Description	List Price Less Invoice Discount (19%)♣	List Price Less Base Discount (21%)	Factory D & H	List Price	Mfr's Sgt'd Dealer D&H	Mfr's Sgt'd Retail Price★	Destination Charge	Total
6-Cylinder Models								
140-hp Turbo-Thrift 230 Engine								
12337 Sport Coupe—4-Passenger	$1867.05	$1820.95	$136.00	$2305.00	$25.00	$2466.00	.....	.....
12367 Convertible—4-Passenger	2049.30	1998.70	149.00	2530.00	25.00	2704.00	.....	.....
8-Cylinder Models								
210-hp Turbo-Fire 327 Engine								
12437 Sport Coupe—4-Passenger	1948.05	1899.95	142.00	2405.00	25.00	2572.00	.....	.....
12467 Convertible—4-Passenger	2130.30	2077.70	154.00	2630.00	25.00	2809.00	.....	.....

♣ Base discount is 21% with the 2% difference retained for dealers account in accordance with Terms of Sale Bulletin.
★ Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D&H	List Price	Mfr's Suggested Retail Delivered Price◈
MODEL OPTIONS						
Custom Interior: Includes color-keyed accent bands on seats, molded front door armrests with recessed door handles, glove compartment light, molded luggage compartment mat, and deluxe-styled steering wheel. Also includes roof sail panel lamps, rear armrests with ashtray on Sport Coupe model	29-2	Z87	$ 68.40	$ 4.80	$ 90.00	$ 94.80
➔**Camaro SS:** Includes special hood and ornaments, front header panel paint stripes, underhood insulation, special nylon red stripe tires, 14 x 6.00 wheels, suspension features, fender SS emblems and SS emblems on radiator grille and gas filler cap						
295-hp Turbo-Fire 350 engine	30-3	L48	152.00	10.65	200.00	210.65
325-hp Turbo-Jet 396 engine	30-4	L35	190.00	13.30	250.00	263.30
375-hp Turbo-Jet 396 engine	30-L	L78	361.00	25.30	475.00	500.30
Rally Sport: Includes front valance-mounted parking lights, electrically operated headlight doors, body lower side moldings, body side paint stripes, front and rear wheel opening moldings, roof drip gutter moldings (Sport Coupe only), black painted tail-light bezels, rear valance-mounted back-up lights, special grille styling and "RS" emblems on radiator grille, fender and gas filler cap	29-3	Z22	76.00	5.35	100.00	105.35
Style Trim Group: Included with rally sport option. Includes body side paint stripes, front and rear wheel opening moldings						
Convertible	29-6	Z21	21.28	1.50	28.00	29.50
Sport Coupe; also includes bright roof drip gutter moldings	29-6	Z21	28.88	2.05	38.00	40.05
Special Interior Group: Includes bright trimmed pedal pads and bright windshield pillar moldings						
Convertible	30-5	Z23	3.80	.30	5.00	5.30
Sport Coupe; also includes bright roof rail moldings	30-5	Z23	7.60	.55	10.00	10.55
➔**Special Performance Package:** Model 12437 only. Includes 302-cu.-in. V8 engine, closed positive ventilation, dual exhaust with deep-tone mufflers, special front and rear suspension, heavy-duty radiator and temperature-controlled fan, quick ratio steering, 15 x 6.00 wheels, 7.35 x 15 NF nylon red stripe tires, 3.73 ratio axle and special paint stripes on hood and rear deck. Available only when 4-speed close-ratio transmission, power brakes, front disc brakes or heavy-duty front disc brakes with metallic rear brakes are ordered. Positraction rear axle recommended	48-3	Z28	258.40	18.10	340.00	358.10
➔**Special Performance Package Plus Plenum Air Intake:** Includes special air cleaner and duct system, furnished loose	48-4	Z28	315.40	22.10	415.00	437.10
➔**Special Performance Package Plus Exhaust Headers:** Includes special tuned exhaust headers, furnished loose	48-5	Z28	562.40	39.40	740.00	779.40
➔**Special Performance Package Plus Plenum Air Intake and Exhaust Headers**	48-6	Z28	619.40	43.40	815.00	858.40

◈ State and local taxes not included.

CAMARO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
FEATURE GROUPS						
Appearance Guard Group: Includes color-keyed (2) front & (2) rear floor mats, front and rear bumper guards, door edge guards and deluxe seat belts	69-1	...	$30.40	$ 2.25	$40.00	$42.25
Auxiliary Lighting Group: Includes three or more of the following items (1) Courtesy lights (2) Underhood light (3) Ashtray light (4) Luggage light (5) Glove compartment light						
Convertible:						
With custom interior, includes items (2), (3) & (4)	70-1	...	4.94	.40	6.50	6.90
Without custom interior, includes items (2), (3), (4) & (5)	70-1	...	6.84	.55	9.00	9.55
Sport Coupe:						
With custom interior, includes items (1), (2), (3) & (4)	70-1	...	7.98	.65	10.50	11.15
Without custom interior, includes items (1), (2), (3), (4) & (5)	70-1	...	9.88	.80	13.00	13.80
Foundation Group: Includes pushbutton radio and electric clock	67-1	...	52.82	3.70	69.50	73.20
Operating Convenience Group: Includes LH outside remote-control rearview mirror and rear window defroster Sport Coupe models only	68-1	..	22.04	1.60	29.00	30.60
All items contained in the above groups may be ordered separately and are shown in the following options list.						
POWER TEAMS						
Engines: See Power Teams chart for complete engine specifications, model and transmission availability						
155-hp Turbo-Thrift 250 6-cyl	30-1	L22	19.00	1.35	25.00	26.35
275-hp Turbo-Fire 327 V8	30-2	L30	66.88	4.70	88.00	92.70
➔ 295-hp Turbo-Fire 350 V8 (See Camaro SS model option for price and ordering information)						
➔ 325-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information)						
➔ 375-hp Turbo-Jet 396 V8 (See Camaro SS model option for price and ordering information)						
Transmission: See Power Teams chart for availability						
Special fully synchronized 3-speed	33-6	M13	57.00	4.00	75.00	79.00
4-speed wide-range	33-3	M20	133.00	9.35	175.00	184.35
4-speed close-ratio	33-5	M21	133.00	9.35	175.00	184.35
Powerglide						
6-cyl models	33-1	M35	133.00	9.35	175.00	184.35
V8 models	33-1	M35	140.60	9.85	185.00	194.85
➔ Turbo Hydra-Matic	33-7	M40	163.40	11.45	215.00	226.45
Axle, Positraction Rear	31-B	G80	30.40	2.15	40.00	42.15
Axle Ratios: See Power Teams chart for available combinations						
Economy	32-1	...	1.52	.15	2.00	2.15
Performance	32-2	...	1.52	.15	2.00	2.15
Special (If axle ratio other than standard, economy or performance is desired, refer to Power Teams chart for availability —then list ratio on order form in box under "Special Ratio")	...	...	1.52	.15	2.00	2.15
POWER ASSISTS						
Brakes: Vacuum power	39-2	J50	30.40	2.15	40.00	42.15
Steering, Power	39-1	N40	60.80	4.30	80.00	84.30
Windows, Power	58-1	A31	72.20	5.10	95.00	100.10
EXTERIOR FEATURES						
Antenna, Rear: Manual; not available with AM-FM radio	47-1	U73	6.84	.50	9.00	9.50
➔ **Band, Front-End Accent:** Included when 295-hp, 325-hp, or 375-hp engines are ordered	64-2	D91	10.64	.75	14.00	14.75
Guards:						
Front bumper	60-1	V31	9.12	.65	12.00	12.65
Rear bumper	60-2	V32	6.84	.50	9.00	9.50
Door edge	58-4	B93	2.28	.20	3.00	3.20

◈ State and local taxes not included.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
EXTERIOR FEATURES (Continued)						
Mirror: LH outside remote-control	45-2	D33	$ 6.84	$ .50	$ 9.00	$ 9.50
Paint, Exterior: Solid colors	....	...	N.C.	N.C.	N.C.	N.C.
Roof Cover, Vinyl: Sport Coupe models only						
Black	55-2	C08	53.20	3.75	70.00	73.75
Beige	55-6	C08	53.20	3.75	70.00	73.75
Tops, Convertible:						
Manual:						
White	55-1	C05	N.C.	N.C.	N.C.	N.C.
Black	55-2	C05	N.C.	N.C.	N.C.	N.C.
Blue	55-4	C05	N.C.	N.C.	N.C.	N.C.
Power:						
White	55-1/56-2	C05/C06	38.00	2.70	50.00	52.70
Black	55-2/56-2	C05/C06	38.00	2.70	50.00	52.70
Blue	55-4/56-2	C05/C06	38.00	2.70	50.00	52.70
Wheel Covers: (4) Bright metal. Not available when disc brakes are ordered	51-1	P01	15.20	1.10	20.00	21.10
Wheel Covers: (4) Simulated wire. Not available when disc brakes are ordered	51-2	P02	53.20	3.75	70.00	73.75
Wheel Covers: (4) Mag-style. Not available when disc brakes are ordered	51-3	N96	53.20	3.75	70.00	73.75
INTERIOR FEATURES						
➔**Air Conditioning:** (Not available when 325-hp or 375-hp engine is ordered) Includes 61-amp Delcotron, heavy-duty radiator and temperature-controlled radiator fan. Power steering recommended (See Power Teams chart for rear axles)	54-1	C60	256.88	18.00	338.00	356.00
Belts, Seat: Custom deluxe front & rear	53-2	A39	4.56	.35	6.00	6.35
Belts, Front Shoulder: (Driver and passenger)						
Standard Type—For use with standard seat belts	45-4	AS1	16.72	1.20	22.00	23.20
Custom Deluxe—Available only when custom deluxe seat belts or appearance guard group is ordered	45-1	A85	19.00	1.35	25.00	26.35
Clock, Electric: Floor mounted (included when special instrumentation is ordered). Not available when stereo tape system is ordered	57-3	U35	11.40	.80	15.00	15.80
➔**Console:** Includes floor-mounted shift lever, compartment and ashtray. Not available on 295-hp engine with standard transmission	49-1	D55	34.20	2.40	45.00	47.40
Defroster, Rear Window: Sport Coupe models only	59-1	C50	15.20	1.10	20.00	21.10
Glass, Soft Ray Tinted:						
All windows	50-1	A01	22.04	1.55	29.00	30.55
Windshield only	50-2	A02	15.20	1.10	20.00	21.10
➔**Head Restraints:** Driver and passenger	57-1	AS2	38.00	2.70	50.00	52.70
Instrumentation, Special: 8-cylinder models only. Available only when console is ordered. Includes ammeter, temperature, oil pressure, fuel gauges and electric clock mounted on console, fuel level indicator light and tachometer mounted in instrument panel cluster. Not available when stereo tape system is ordered	49-2	U17	57.00	4.00	75.00	79.00
Lights:						
Ashtray	66-2	U28	1.14	.10	1.50	1.60
Courtesy; Sport Coupe models only	66-4	U29	3.04	.25	4.00	4.25
Glove compartment; included when custom interior is ordered	66-1	U27	1.90	.15	2.50	2.65
Luggage	65-2	U25	1.90	.15	2.50	2.65
Underhood	65-4	U26	1.90	.15	2.50	2.65
Mats, Floor: Color-keyed; (2) front & (2) rear	59-3	B37	7.60	.55	10.00	10.55
Radios: Includes front antenna. Rear antenna must be ordered separately (See Exterior Features)						
Pushbutton control	46-3	U63	41.42	2.90	54.50	57.40
Pushbutton control and rear seat speaker	46-4	U63/U80	50.92	3.60	67.00	70.60
AM-FM pushbutton control	46-5	U69	96.52	6.80	127.00	133.80
AM-FM pushbutton control and rear seat speaker	46-6	U69/U80	106.02	7.50	139.50	147.00

◇ State and local taxes not included.

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
INTERIOR FEATURES (Continued)						
Seats: *Folding rear*	61-2	A67	$22.80	$ 1.60	$ 30.00	$ 31.60
➔*Strato-back front.* Sport Coupe models only. Not available when center console is ordered	62-5	AL4	19.00	1.35	25.00	26.35
Shift Lever, Floor Mounted: Available only with standard 3-speed transmission with 6 cylinder or 327 V8 engines. Included when center console is ordered	49-4	M11	7.60	.55	10.00	10.55
Speaker, Rear Seat: For use with foundation group	46-1	U80	9.50	.70	12.50	13.20
Speed Warning Indicator	43-2	U15	7.60	.55	10.00	10.55
➔**Speed and Cruise Control:** (Cruise-Master) V8 engines only. Available only when automatic transmission is ordered	43-4	K30	36.10	2.55	47.50	50.05
Steering Wheel, Comfortilt: Available only when optional transmission or console is ordered	52-2	N33	30.40	2.15	40.00	42.15
Steering Wheel: Sports-styled, walnut-grained plastic ring	52-1	N34	22.80	1.60	30.00	31.60
Steering Wheel, Deluxe:						
With custom interior	52-4	N30	3.04	.25	4.00	4.25
Without custom interior	52-4	N30	5.32	.40	7.00	7.40
Stereo Tape System: Mounted below heater controls. Includes 4 speakers. Not available when air conditioning or radio with rear speaker is ordered	47-3	U57	92.72	6.50	122.00	128.50
HEAVY-DUTY AND OTHER EQUIPMENT						
Battery, Heavy-Duty	36-1	T60	5.32	.40	7.00	7.40
➔**Brakes, Front Disc:** Not available when metallic brakes are ordered; includes special hub caps and trim rings	37-3	J52	57.00	4.00	75.00	79.00
➔**Brakes, Special Metallic Facing:** Available only when 295-hp, 325-hp or 375-hp engines are ordered	43-1	J65	26.60	1.90	35.00	36.90
➔**Brakes, HD Front Disc With Metallic Rear Brakes:** Available only when Special Performance Package is ordered	37-9	J52/J56	76.00	5.35	100.00	105.35
➔**Exhaust System:** Dual; available only with 327 engine	41-2	N10	15.20	1.10	20.00	21.10
Dual; with deep-tone mufflers						
With 210-hp or 275-hp engines only	41-3	N61	15.20	1.10	20.00	21.10
With 295-hp, 325-hp or 375-hp engines only	41-3	N61	N.C.	N.C.	N.C.	N.C.
➔**Fan, Temperature-Controlled:** 210-hp, 275-hp, 295-hp, 325-hp or 375-hp engines only. Included when air conditioning is ordered	44-1	K02	11.40	.80	15.00	15.80
GM Air Injection Reactor: *Approved by the State of California for vehicle registration.* Available only when closed engine positive ventilation is ordered	40-2	K19	32.30	2.25	42.50	44.75
Generator:						
42-amp Delcotron. Not available when air conditioning is ordered	42-1	K79	7.60	.55	10.00	10.55
61-amp Delcotron. Included when air conditioning is ordered	42-2	K76	15.20	1.10	20.00	21.10
➔**Heater and Defroster Deletion:** Not available when air conditioning is ordered	54-4	C48	23.70 CR	1.65 CR	30.00 CR	31.65 CR
Horn, Tri-Volume: Sport Coupe models only	63-3	U03	9.88	.70	13.00	13.70
➔**Radiator, Heavy-Duty:** Included when air conditioning is ordered. Not available when 325-hp or 375-hp engine is ordered	36-2	V01	7.60	.55	10.00	10.55
➔**Steering, Special:** Includes quick-response steering; requires power steering when air conditioning or 325-hp engine is ordered	38-4	N44	11.40	.80	15.00	15.80
➔**Suspension, Special Purpose Front & Rear:** Available only with 210-hp, 275-hp, 295-hp, 325-hp or 375-hp engines. Includes special front and rear springs and matching shock absorbers.	37-2	F41	7.60	.55	10.00	10.55
Ventilation, Closed Engine Positive	40-1	K24	3.80	.25	5.00	5.25
➔**Wheels:** (5) 14 x 6JK. Included when 295-hp, 325-hp or 375-hp engines, PQ2 or PW6 tires are ordered	48-2	P12	3.80	.30	5.00	5.30
FACTORY INSTALLED REGULAR PRODUCTION TIRES						
Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwall						
(5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall	34/35-21	P58	22.80	1.35	30.00	31.35
(5) 7.35-14/2-ply (4-ply rating) Special Nylon White Stripe	34/35-20	PQ2	38.00	2.00	50.00	52.00
(5) D70-14/2-ply (4-ply rating) Special Nylon Red Stripe	34/35-10	PW6	45.60	2.50	60.00	62.50
➔**Replaces (5) D70-14/2-ply (4-ply rating) Special Nylon Red Stripe (295-hp engine, 325-hp or 375-hp engine)**						
(5) 7.35-14/2-ply (4-ply rating) Special Nylon White Stripe	34/35-20	PQ2	N.C.	N.C.	N.C.	N.C.

State and local taxes not included.

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION	MODEL APPLICATION	REAR AXLE RATIOS★							
				Without Air Conditioning				With Air Conditioning			
Option Number	Description			Std	Optional			Std	Optional		
					Econ	Perf	Spec		Econ	Perf	Spec
Std on Models 12337 12367	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Full-Synchro	All Models	3.08:1	2.73:1	3.55:1	—	3.08:1	—	3.55:1	—
		4-Speed Wide-Range									
		Powerglide	All Models	◆2.73:1	—	3.55:1	—	3.08:1	—	3.55:1	—
L22 on Models 12337 12367	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Full-Synchro	All Models	3.08:1	2.73:1	3.55:1	—	3.08:1	—	3.55:1	—
		4-Speed Wide-Range									
		Powerglide	All Models	◆2.73:1	—	3.55:1	—	3.08:1	—	3.55:1	—
Std on Models 12437 12467	210-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Two-barrel carburetor 8.75:1 compression ratio Hydraulic valve lifters Single exhaust	Std 3-Speed Full-Synchro	All Models	3.08:1	2.73:1	3.55:1	—	3.08:1	—	3.55:1	—
		4-Speed Wide-Range									
		Powerglide	All Models	◆2.73:1	—	3.55:1	—	3.08:1	—	3.55:1	—
→ L30 on Models 12437 12467	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Four-barrel carburetor 10.0:1 compression ratio Hydraulic valve lifters Single exhaust	Std 3-Speed Full-Synchro	All Models	3.08:1	2.73:1	3.55:1	—	3.08:1	—	3.55:1	—
		4-Speed Wide-Range	All Models	3.31:1	2.73:1	3.55:1	—	3.31:1	—	3.55:1	—
		Powerglide	All Models	◆2.73:1	—	3.55:1	—	3.08:1	—	3.55:1	—
→Camaro SS Option L48 on Models 12437 12467	295-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Std 3-Speed Full-Synchro	All Models	3.31:1	3.07:1	3.55:1	—	3.31:1	3.07:1	3.55:1	—
		4-Speed Wide-Range	All Models	3.31:1	3.07:1	3.55:1	3.73:1 4.10:1 4.56:1 4.88:1	3.31:1	3.07:1	3.55:1	
		Powerglide & Special 3-Speed Full-Synchro	All Models	3.31:1	307:1	3.55:1	3.73:1	3.31:1	3.07:1	3.55:1	3.73:1
→Camaro SS Option L35 on Models 12437 12467	325-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed Full-Synchro & 4-Speed Wide-Range	All Models	3.07:1	2.73:1	3.31:1		Air Conditioning not available			
		Turbo Hydra-Matic	All Models	●2.73:1	—	3.07:1					
→Camaro SS Option L78 12437 12467	375-hp Turbo-Jet 396 8-Cylinder 396 cu. in. displacement Large four-barrel carb. 11.0:1 compression ratio Mechanical valve lifters Dual exhausts	Special 3-Speed Full-Synchro	All Models	3.07:1	—	—	2.73:1 3.31:1 3.55:1 3.73:1				
		4-Speed Close-ratio	All Models	3.07:1	—	—	2.73:1 3.31:1 3.55:1 3.73:1 4.11:1 4.56:1 4.88:1				
→Z28 on Model 12437	302-cu-in engine (RPO Z28 Special Performance Package)	4-Speed close-ratio	Model 12437 only	3.73:1	—	—	3.07:1 3.31:1 3.55:1 4.10:1 4.56:1 4.88:1				

★ All ratios available as positraction *(4.10:1, 4.11:1, 4.56:1 and 4.88:1 available as positraction only)* See ordering information on page 26.

◆ 3.08:1 when (RPO Z22) Rally Sport Option is ordered. ● 3.07:1 when (RPO Z22) Rally Sport Option is ordered.

CAMARO

IMPORTANT

Dealer Note: Exterior and interior combinations shown in chart below are those *recommended* by Chevrolet; however, any solid exterior color may be ordered with any **available** interior color if the particular combination is desired by a customer.

To protect against ordering errors with the resultant production of undesirable color combinations, procedures have been established to reject any exterior-interior color not in the recommended category until such orders are verified with the dealer involved. We wish to eliminate this potential delaying factor and ask your cooperation in **circling the color code on the order form when a non-recommended combination is desired.** This will permit processing the order for production without further verification.

INVOICE INTERIOR TRIM IDENTIFICATION				
Black	756	760	765	767
Blue	717	739		
Bright Blue	716	732		
Gold	709	711	712	796
Parch./Black	797			
Red	741	742		
Turquoise	779			
Yellow	707			

EXTERIOR SELECTION CHART

EXTERIOR COLOR AVAILABILITY	Code	INTERIOR TRIM COLORS (SEE INTERIOR SELECTION CHART FOR MODEL AVAILABILITY)							
		Black	**Blue**	**Bright Blue**	**Gold**	**Parchment/ Black**	**Red**	**Turquoise**	**Yellow**
SOLID									
Tuxedo Black	AA	X	X	X	X	X	X	X	X
Ermine White	CC	X	X	X	X	X	X	X	X
Nantucket Blue (Med)	DD	X	X	X		X			
Deepwater Blue (Dk)	EE	X	X	X		X			
Marina Blue (Brt)	FF	X	X	X		X			
Granada Gold	GG	X			X	X			X
Mountain Green (Med)	HH	X				X			
Emerald Turquoise (Med)	KK	X				X		X	
Tahoe Turquoise (Dk)	LL	X				X		X	
Royal Plum	MM	X				X			
Madeira Maroon	NN	X			X	X	X		
Bolero Red	RR	X				X	X		
Sierra Fawn	SS	X			X	X			X
Capri Cream	TT	X			X	X			X
Butternut Yellow	YY	X				X		X	X

INTERIOR SELECTION CHART

TYPE OF SEAT	Material	Extra Cost	INTERIOR TRIM AVAILABILITY							
			Black	**Blue**	**Bright Blue**	**Gold**	**Parchment/ Black**	**Red**	**Turquoise**	**Yellow**
SPORT COUPE AND CONVERTIBLE										
Strato-Bucket	**Vinyl**	**No**	E	B		G		D		
Strato-Bucket & Optional Custom Interior (RPO Z87)	**Vinyl**	**Yes**	E		R	G	K	D	T	Y
SPORT COUPE ONLY										
Optional Strato-Back (RPO AL4)	**Vinyl**	**Yes**	E	B		G				
Optional Strato-Back (RPO AL4) & Optional Custom Interior (RPO Z87)	**Vinyl**	**Yes**	E		R	G				

Black—Carpet, Instrument Panel & Steering Wheel only

Camaro Factory-Installed Optional* Equipment

for all Camaro models except as otherwise specified

RPO

MODEL OPTIONS

RALLY SPORT — Includes special black grid grille with center "RS" emblem, concealed headlights, wide lower body side molding, color-keyed body side accent stripes, roof drip cap molding (Sport Coupe), wheel opening moldings, "RS" emblem on front fenders, steering wheel, and fuel filler cap, black-accented taillight bezels, parking lights and direction signals located below front bumper, and back-up lights mounted below rear bumper Z22

SS 350—Includes 295-hp Turbo-Fire 350 V8 engine, special hood, special wide paint bands, red stripe wide oval nylon tires and 6JK wheels and SS identification on grille, front fenders, steering wheel, and fuel filler cap L48

STYLE TRIM GROUP (included with Rally Sport option)—Front and rear wheel opening moldings and color-keyed body side accent stripes. Also includes roof drip cap molding on Sport Coupe.. Z21

CUSTOM INTERIOR—Includes color-keyed accent bands on seats, molded vinyl door panels with integral armrests and carpeted lower panel, deluxe-styled steering wheel, molded luggage compartment mat, glove compartment light, underhood insulation, plus rear quarter roof lights, and rear armrests with ashtrays on Sport Coupe.. Z87

SPECIAL INTERIOR GROUP—Bright trimmed pedals, bright windshield pillar moldings and bright roof rail moldings on Sport Coupe Z23

POWER TEAMS

ENGINES:

155-hp Turbo-Thrift 250 6-cyl. L22

275-hp Turbo-Fire 327 V8 — Includes heavier springs, heavier duty clutch, 61-ampere-hour battery and higher performance starting motor L30

295-hp Turbo-Fire 350 V8—Available only as part of SS 350 model option. Includes heavier springs, dual exhausts, special rear shock absorbers for coupes; heavier duty clutch, 61-ampere-hour battery and higher performance starting motor L48

RPO

TRANSMISSIONS:

Powerglide—Available with all engines..... M35

4-Speed Fully Synchronized — Available with all engines M20

Special 3-Speed Fully Synchronized—SS 350 only.. M13

AXLE, POSITRACTION REAR—Available in same ratios as regular axle plus special ratios for SS 350, see Power Teams chart G80

AXLE RATIOS—For availability of optional Economy, Performance, or Special axle ratios consult Power Teams chart.

POWER ASSISTS

BRAKES, POWER J50

STEERING, POWER N40

WINDOWS, POWER A31

FEATURE GROUPS

(All items in Groups may be ordered separately.)

APPEARANCE GUARD GROUP—Includes the following items: Front and Rear Floor Mats, Door Edge Guards, Front and Rear Bumper Guards, and Custom Deluxe Seat Belts.

AUXILIARY LIGHTING GROUP—Includes three or more of the following items: 1. Courtesy Lights 2. Underhood Light 3. Ashtray Light 4. Luggage Compartment Light 5. Glove Compartment Light.

Sport Coupe .....(1, 2, 3, 4, 5)

Sport Coupe with Custom Interior (1, 2, 3, 4)

Convertible .....(2, 3, 4, 5)

Convertible with Custom Interior ....(2, 3, 4)

FOUNDATION GROUP—Includes Pushbutton Radio and Electric Clock.

OPERATING CONVENIENCE GROUP—Includes Outside Remote Control Rearview Mirror and Rear Window Defroster. Sport Coupes only.

EXTERIOR FEATURES

GUARDS, DOOR EDGE B93

GUARDS, FRONT BUMPER V31

GUARDS, REAR BUMPER V32

MIRROR, OUTSIDE REMOTE CONTROL D33

ROOF COVER, VINYL—Sport Coupe only. Black or beige with any exterior color. Includes roof drip cap molding. C08

*Extra cost

Camaro Factory-Installed Optional* Equipment (Cont.)

for all Camaro models except as otherwise specified

RPO

TIRES:

Note: 7.35 x 14 2-ply (4-ply rating) tires standard. For additional information, see Tires in Feature Details section.

7.35 x 14—Whitewall, original equipment 2-ply tubeless P58

7.35 x 14—White Stripe, special nylon 2-ply tubeless PQ2

D70 x 14—Red Stripe, special nylon 2-ply tubeless PW6

TOP, CONVERTIBLE—Choice of white, black or blue. See Sales Album, Colors and Fabrics section C05

TOP, POWER-OPERATED CONVERTIBLE C05/C06

WHEEL COVERS—Set of four. Not available with Disc Brakes P01

WHEEL COVERS, MAG-STYLE—Set of four. Not available with Disc Brakes N96

WHEEL COVERS, SIMULATED WIRE – Set of four. Not available with Disc Brakes P02

INTERIOR FEATURES

AIR CONDITIONING, FOUR-SEASON – Includes Heavy-Duty Radiator, Temperature-Controlled Fan, and 61-ampere Delcotron Generator C60

BELTS, SEAT – Custom Deluxe. Front (2) and rear (2) A39

BELTS, FRONT SHOULDER
Standard Type—For use with standard seat belts. AS1
Custom Deluxe (color-matched)—Requires RPO A39 ..... A85

CLOCK, ELECTRIC – Floor mounted on transmission tunnel without console, or at rear of optional center console. Not available with Stereo Tape System U35

CONSOLE—Not available with SS 350 equipped with standard 3-Speed Transmission. Includes shift lever, locking compartment, ash tray and rear seat courtesy light D55

DEFROSTER, REAR WINDOW—Sport Coupe only .. C50

GLASS, SOFT-RAY TINTED—All Windows A01
Windshield only A02

HEADRESTS, STRATO-EASE—Front seat only AS2

RPO

INSTRUMENTATION, SPECIAL – Available for V8 models with optional center console. Includes ammeter, temperature, oil pressure and fuel gauges plus electric clock mounted on console. Also includes instrument panel mounted tachometer and fuel level indicator light. Not available with Stereo Tape System U17

LIGHTS

Ashtray U28

Courtesy—Sport Coupe only U29

Glove Compartment U27

Luggage Compartment U25

Underhood U26

MATS, FLOOR—Color-keyed front (2) and rear (2) B37

RADIO EQUIPMENT

Radios, Pushbutton—With front antenna:
AM Radio U63
AM Radio and Rear Seat Speaker U63/U80
AM/FM Radio U69
AM/FM Radio and Rear Seat Speaker.....U69/U80

Antenna, Rear—For AM Radio only U73

Speaker, Rear Seat—For use with Foundation Group. Not available with Stereo Tape System.. U80

SEATS

Fold-Down Rear A67

Strato-Back—Requires Custom Interior. Not available with Console AL4

SPEED CONTROL, CRUISE-MASTER—Available on V8 models when Powerglide is ordered K30

SPEED WARNING INDICATOR U15

STEERING WHEEL, COMFORTILT—Available with Console or any optional transmission N33

STEERING WHEEL, DELUXE..... N30

STEERING WHEEL, SPORTS-STYLED N34

STEREO TAPE SYSTEM—Includes four speakers. Not available when Radio with Rear Speaker is ordered U57

*Extra cost

Camaro Factory-Installed Optional* Equipment (Cont.)
for all Camaro models except as otherwise specified

HEAVY-DUTY AND OTHER EQUIPMENT

	RPO
BATTERY, HEAVY-DUTY—70-ampere-hour rating	T60
BRAKE LININGS, SINTERED METALLIC—Available only with SS 350 model option	J65
BRAKES, FRONT DISC—Not available with Sintered-Metallic Brake Linings. Includes special hub caps and trim rings	J52
ENGINE VENTILATION, CLOSED POSITIVE-TYPE	K24
EXHAUST, DUAL—For 327 V8 engine models	N10
EXHAUST, DUAL—Deep tone. For all V8 models.	N61
FAN, TEMPERATURE-CONTROLLED — V8 models only. Included when Air Conditioning is ordered	K02
GENERATORS, DELCOTRON — 12-42-Ampere. Included with Air Conditioning	K79
GM AIR INJECTION REACTOR — Requires Closed Engine Positive Ventilation. California registered vehicles only	K19
HEATER AND DEFROSTER DELETION—Credit option. Not available with Air Conditioning	C48
HORN, TRI-VOLUME	U03
RADIATOR, HEAVY-DUTY—Included when Air Conditioning is ordered	V01
STEERING, SPECIAL — Quick response steering ratio. Requires Power Steering when Air Conditioning also ordered	N44
SUSPENSION, SPECIAL-PURPOSE FRONT AND REAR Includes special front and rear springs	F41
WHEELS, 14 x 6JK—Included with SS 350 option.	P12

*Extra cost

Camaro Dealer-Installed Custom Feature Accessories*
for all Camaro models except as indicated

	Part No.
AIR CONDITIONING, COMFORT-CAR	
6-cylinder	987016
327-cu.-in. V8	987017
AIR CONDITIONING ADAPTER For use with 987017 and GM Air Injection Reactor	987097
ANTENNAS, MANUAL	
Right Front—For AM-FM radio	986822
Right Front—For AM radio	986819
Right Rear—For AM radio	986825
BRAKES, POWER	986928
CAP, LOCKING GAS FILLER	986970
CARRIER, DECK LID	986914
CLOCK, ELECTRIC	987035
COMPASS	987092
DEFROSTER, REAR WINDOW	986906
EMERGENCY ROAD KIT	986792
EXTINGUISHER, FIRE—2¾-lb. dry chemical	985592
EXTINGUISHER, REFILL CARTRIDGE	985593
FAN, TEMPERATURE-CONTROLLED	
6-cylinder	986067
327-cu.-in. V8	985355
FLOOR MAT, CONTOUR RUBBER—Front	
Turquoise	986987
Black	986986
Gold	986989
Blue	986988
Red	986985
Maroon	986990
FLOOR MAT, CONTOUR RUBBER—Rear	
Turquoise	986993
Black	986992
Gold	986995
Blue	986994
Red	986991
Maroon	986996
GUARDS, FRONT BUMPER	986806
GUARDS, REAR BUMPER	986805
GUARDS, DOOR EDGE	986875
HORN, TRI-VOLUME	986966

*Extra cost

Camaro Dealer-Installed Custom Feature Accessories* (Cont.)

for all Camaro models except as indicated

	Part No.
LIGHTS	
Ashtray	986958
Glove Compartment	986916
Luggage Compartment	986876
Underhood	987028
Courtesy	986938
LITTER CONTAINER—Instrument Panel Mounted	986670
LOCK, SPARE WHEEL	987048
MIRROR—Vanity Visor	987029
RACK, SKI—Requires Deck Lid Carrier	987066
RADIO	
Manual AM, Front Antenna	986834
Manual AM, Rear Antenna	986855
Pushbutton AM, Front Antenna	986848
Pushbutton AM, Rear Antenna	986820
Pushbutton AM-FM, Front Antenna	986821
SPEAKER, REAR SEAT—Except Convertible	986931
SPEED CONTROL, CRUISE-MASTER	
With Powerglide	987060
SPEED CONTROL ADAPTER	
For use with 987060 and 3- or 4-Speed transmission	987061
SPOTLIGHT, HAND PORTABLE	987112
STEREO MULTIPLEX SYSTEM	
Multiplex	986932
Front Speaker	987065
Rear Speakers (2)	986931
Convertible speaker housings (2)	987056
STEREO SWITCH	
For use when both Multiplex and Tape Systems installed	987072
STEREO TAPE SYSTEM	
Tape player	987071
Front speaker	987065
Rear speakers (2)	986931
Convertible speaker housings (2)	987056
TACHOMETER	987099
TISSUE DISPENSER	986965
WHEEL COVERS—Set of four	986878
WHEEL COVERS, MAG-STYLE	
Set of four	986067
WHEEL COVERS, SIMULATED WIRE	
Set of four	987100

*Extra cost

CAMARO HEADLAMP DOORS

The material presented here supplements the coverage given in the 1967 Chassis Service Manual on Camaro headlamp doors. The Camaro headlamp door system consists of the following components (Fig. 6) :

1. **The Main Light Switch** turns the headlamps on and actuates the door opening motor circuit.
2. **The Ignition Switch** actuates the door closing circuit. The doors will not close with the ignition switch off.
3. **A One-Way Diode** in the ignition switch door relay actuating circuit, limits current flow to one direction.
4. **A Circuit Breaker** to protect the motor circuits is located on a panel under the left front fender.
5. **Three Identical Relays** to reverse the direction of door motor circuit as needed for opening or closing, are mounted on a panel under the left front fender.
6. **Two Reversible Motors** that operate each door. Each motor is equipped with an integral circuit breaker.
7. **Limit Switches** to turn off the motors as the doors reach full travel in either direction. Two switches are mounted at each door location.

The operation of the headlamp doors is as follows:

IN GENERAL

The doors open anytime the main light switch is pulled on headlamp position. The doors will close only when the ignition switch is in the "ON" or "ACC" position and the main light switch is "OFF."

THEORY OF OPERATION

Two separate electrical circuits are used to operate the headlamp doors. The two circuits are:

The headlamp door motor *Operating Circuit* which consists of:

1. Power source at horn relay junction block.
2. A 10 amp circuit breaker.
3. Three switching relays.
4. Two limit switches at each door.
5. A motor at each door.
6. A harness connecting the above.

The *Control Circuit*, used to switch the operating relays, which consists of:

1. Main light switch.
2. Ignition switch.
3. The energizing coils of the three relays.
4. The harness between the above.
5. A one-way diode in the ignition switch side of the harness.
6. The headlamp filaments to ground.

A. The doors open as follows:

1. The *Control Circuit* is energized when the headlamps are turned on (through the light blue wire). Relay coil R1 is energized to ground at headlamp ground wire. Relay coils R2 and R3 are not energized because the one-way diode prevents a complete ground path.
2. The motor *Operating Circuit* is as follows:
   a. From power source at horn relay junction to
   b. Circuit breaker on mounting plate, to
   c. Relay R1 lower contacts (relay energized) to
   d. Limit switches on radiator support, to
   e. Door motor, to
   f. Limit switches on door assemblies, to
   g. Relay R3 upper contacts (relay not energized), to
   h. Ground at radiator support.
3. The doors move from closed to open and bottom against the limit switches on the radiator support. The limit switch movement breaks the circuit and the door motors stop in the open position.

B. The doors close as follows:

1. The *Control Circuit* is energized when the headlamp switch is "OFF" and the ignition switch is "ON." Relay R1 is not energized. Relays R2 and R3 are energized from the ignition switch, through the one-way diode, the relay coils, the headlamp switch terminal, the dimmer switch, and finally through the sealed beam filaments to ground.
2. The motor *Operating Circuit* is as follows:
   a. Power from source at horn relay junction to
   b. Circuit breaker on mounting plate, to
   c. Relay R1 upper contacts (relay not energized), to
   d. Relay R2 lower contacts (relay energized), to
   e. Limit switches at door assemblies, to
   f. Door motors, to
   g. Limit switches at radiator support, to
   h. Relay R3 lower contacts (relay energized), to
   i. Ground at radiator support.
3. When doors move to closed position they bottom against the limit switches on the lamp assemblies. This limit switch movement breaks the circuit and the door motor stops in the closed position.

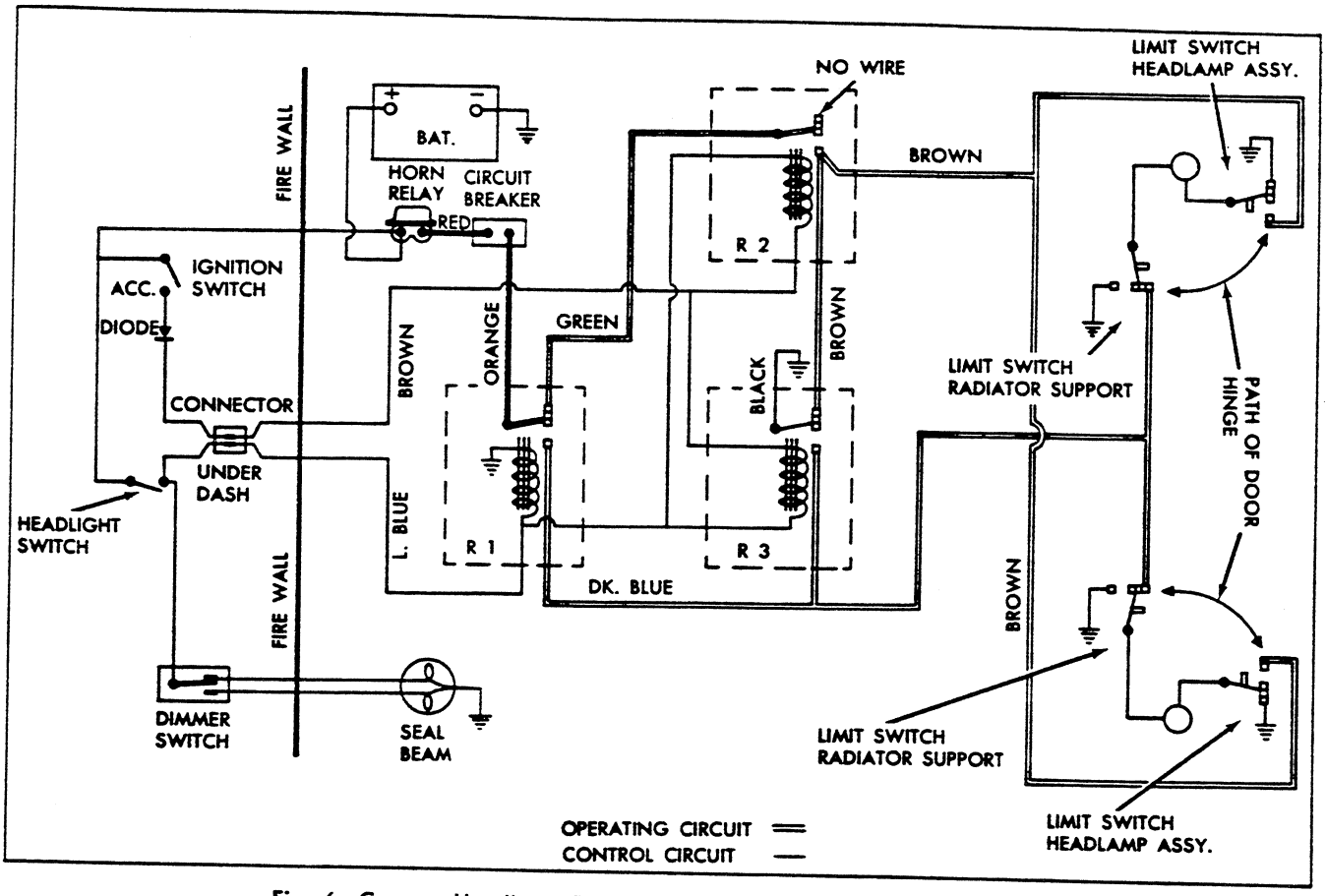


Fig. 6—Camaro Headlamp Door Wiring—System in "Closed" Position

HEADLAMP DOOR DIAGNOSIS

FUNCTIONAL TEST

The following three steps should be performed during new car preparation or before any detailed diagnosis is performed.

I. Start with ignition switch and headlamp switch both "OFF."

II. Pull headlamp switch to headlamp position and check to see that:

A. Headlamps come on. This circuit is needed to close the doors.

B. Headlamp doors open—

1. If they open, one-half of the control circuit is okay—go to step III.

2. If they don't open, the add-on harness for this option may not be connected at:
   a. Double connector under dash.
   b. Main light switch (light blue wire).

3. If they don't open (and step (2) is okay) turn the ignition key to "ON" and observe the doors.

   a. If they open, the one-way diode is shorted or,

   b. There may be a short in the brown wire to the ignition switch or,

   c. The circuit breaker may be defective (possibly caused by shorted diode or low relay voltage).

III. Start the engine and operate the light switch a number of times to test the lamp and door operation. This eliminates a possible marginal voltage condition at the relays if the battery is slightly low. Listen for relay click noise as the headlamp switch is operated from on to off. Also listen for circuit breaker click if the doors fail to function in either direction. A circuit breaker click noise indicates a short in the system.

DETAILED DIAGNOSIS

If the above mentioned steps do not pinpoint the problem, continue diagnosis as follows:

If neither door opens; look for a defect in an area common to both motors:

A. Check black ground wire from relay R3 to ground at radiator support. This is the motor ground path.

B. Check to see that Relay R1 *is* energized by unplugging the two-wire connector. The relay should click as connector contact is broken and made. If not, use a test lamp between the two terminals of the two-wire

connector. The lamps should light up if wiring is okay and headlamp switch is on. If it does, replace relay R1.

C. Check to see that relay R3 *is not* energized by unplugging the two-wire connector. The relay should not click when connector contact is broken and made. If the relay does click, there is a possible short in the brown wire to the ignition switch in combination with a broken wire such as might occur in a pinch condition. Check with a test light between ground and each terminal of the two-wire connector. The test light should light both times.

D. Use a test light and check from ground to the following terminals (test light should light up):

Terminal	Problem if test light does not light.
Horn relay junction	Open circuit between battery and horn relay.
Circuit breaker red wire terminal	Bad red wire or connector.
Circuit breaker orange wire terminal	Bad circuit breaker.
Relay R1 orange wire	Bad orange wire.

If neither door closes when lights are turned off, check for voltage at the green wire terminal on relay R1 (use test lamp to ground). Note: Ignition switch must be "ON" to energize system and the engine should be running during checking operation.

A. If there is voltage at green terminal, check for voltage further along the harness towards the motors. If there is no voltage at the brown wire terminal of relay R2, then R2 and R3 (they are wired in parallel) are not actuated. Check for 12 volts across the two-terminal connectors of both relays (use one test light lead at each terminal of connector).

1. If voltage is present, replace R2.
2. If no voltage, check wiring back to the ignition switch making sure that the diode is not open or in backwards.

B. If voltage is pulsating, due to action of circuit breaker, then R2 has pulled in but R3 has not. Check for 12 volts across the two-terminal connector of R3 (one test light lead at each terminal of connector). If voltage is present, replace R3. If no voltage, check wiring.

C. If there is no voltage at green wire terminal of relay R1 (use test light to ground), check for voltage at orange wire terminal of R1.

a. If voltage is present, replace R1.

b. If voltage is not present, check for open circuit breaker or wiring.

If one door does not operate the same as the other, look for a malfunction in that particular door's motor, switches, or wiring.

Door does not open

A. Check for a mechanical binding. If motor is being prevented from turning, a flashing blue light in its terminal housing will indicate that the motor's thermal overload switch is operating.

B. Check for voltage between limit switch (on radiator support) and motor. Use test light from top limit switch terminal to ground.

1. If no voltage is present:
   a. Check connections at top and bottom of limit switch.
   b. Check wiring from relay R1 to bottom of limit switch using test light at bottom terminal of limit switch. Test light should light.
   c. Replace limit switch if bad.
2. If there is voltage present, check for voltage between motor and limit switch on headlamp assembly. If voltage is present:
   a. Check connections at top and bottom of limit switch.
   b. Check wiring between bottom of limit switch and ground at relay R3.
   c. Replace limit switch on headlamp assembly if bad.

Door does not close

A. Check for mechanical binding.

B. Check for voltage between limit switch at headlamp assembly and motor:

1. If no voltage is present:
   a. Check limit switch connections top and bottom.
   b. Check wiring from relay R2 to bottom of limit switch. Use test lamp from terminal to ground.
   c. Replace switch if bad.
2. If there is voltage present, check for voltage between motor and limit switch at radiator support. If voltage is present:
   a. Check limit switch connections—top and bottom.
   b. Check wiring from bottom of limit switch to ground at relay R3.
   c. Replace limit switch if bad.

Motor does not stop running at end of door travel.

After a few seconds of stall, the motor's thermal overload will start flashing in the terminal housing of the motor. Check for sufficient contact between

the door mechanism and the appropriate limit switch for proper switch operation. Push in the switch button to insure operation; if motor continues to flash (operate) replace switch.

Door moves jerkily.

A. Check for loose connection in circuit.
B. Check for mechanical bind in the door mechanism (the motor's thermal overload will probably be flashing).

HEADLIGHT DOOR ADJUSTMENT

The headlight door adjustment is proper when:

A. There is clearance all the way around the door in the closed position.
B. The limit switch is actuated to shut off the door motor.
C. The door is flush in the opening.

Adjustment can be made as follows:

A. The door cover is retained by 4 screws threaded into caged nuts. These nuts have up to .090" movement for door cover adjustment when the screws are loosened. Use this adjustment to square the door in the opening by measuring clearance (.025"—.050") all the way around.
B. If the door assembly is cocked at an angle (down or up) in the opening, shim the assembly at its radiator support mounting screws.
C. Adjustment of the limit switch, if needed, can be obtained by slotting the mounting bracket holes with a round file. This should be used only when the other adjustments fail to provide better than marginal clearance around the door.

Normal Operation of Accessories on 1967 Vehicles

There have been several questions raised as to the proper operation of various accessories on the 1967 vehicles. In order to answer some of these questions and to curtail unneeded replacement, the following summary will describe proper operation of the accessories in question.

Headlamp Switch—The headlamp switch has been redesigned for 1967 so that an effort of six to eight pounds is required to depress the knob. This feature was incorporated to insure that an accidental bump would not turn the lights off, or so that the owner would not mistake the light switch for the windshield washer and wiper switch.

Air Conditioner—The All-Weather and Four Season Air Conditioning blower motor will operate continously on low speed until the temperature lever is through the detent in the "OFF" direction. The detent is in the last 1/8 to 1/4 inch of lever travel.

Hazard Flasher—The hazard flasher will operate with the ignition switch in any position as long as the brakes are not applied (actuating stop lamps).

Power Windows—Power windows will operate only with the ignition switch "ON".

Power Tail Gate Window—The power tail gate "dash" switch operates the window only with the ignition switch "ON". The tail gate "key operated" switch operates the window any time.

Rear Window Defroster—The rear window defroster operates with ignition switch in "ON" or "ACC" position.

Front Fender Lights—The Chevrolet front fender lights operate with the light switch in parking or headlamp position.

Luggage Compartment Lamp—The luggage compartment lamp on Camaro, Chevelle, and Chevy II operates only when the headlamp switch is in the ON (parking or headlamp) position and the luggage compartment lid is raised. On Chevrolet and Corvair, the lamp is operative whenever the luggage compartment lid is raised.

Turn Signal—Hazard Flasher System

The turn signal and hazard flasher systems have been integrated in 1967 vehicles. The system is composed of:

1. Two Flashers—
   a. Turn signal flasher which is clip mounted on the lower lip of dash.
   b. Hazard flasher which is plugged into the fuse panel.
2. Four feed wires to the switch area (top of steering column). The feeds are:
   a. White wire—from the stop light switch. This wire is energized only when the brakes are applied.
   b. Purple wire—from the turn signal flasher. This wire is energized when the ignition switch is in the "ON" or "ACC" position.
   c. Brown wire—from the hazard flasher switch. This wire is energized at all times.
   d. Black wire—from the horn relay. This wire is energized at all times.
3. Four (4) wires to the stop and parking lamps. These same four wires are also used when the turn signals are actuated.

The Hazard Flasher portion of the switch has three outputs or signal terminals. One of the output wires (white) leads to the stop lamp switch terminal. The remaining two, lead to each of the front parking lamp signal terminals.

Diagnosis of problems in the Turn Signal-Hazard Flasher system is aided as follows:

1. Wiring from turn signal switch to the rear of the vehicle is probably "ok" if the stop, turn and/or hazard system works.

1967 Z-28 CAMARO OPTION

Z-28 Option Package includes 302 cu. in. V-8 engine; closed positive ventilation; dual exhaust with deep tone mufflers; special front and rear suspension; heavy duty radiator and temperature controlled fan; quick ratio steering; 15 X 6.00 wheels; 7.35 X 15 NF nylon red stripe tires; 3.73 ratio axle; and special paint stripes on hood and rear deck.

Z-28 Option Package with Plenum Air Intake includes the Z-28 Option Package plus special air cleaner and duct system, furnished loose.

Z-28 Option Package with Exhaust Headers includes the Z-28 Option Package plus special tuned exhaust, furnished loose.

Z-28 Option Package with Plenum Air Intake and Exhaust Headers includes the Z-28 Option Package plus special air cleaner and duct system and special tuned exhaust headers, furnished loose.

The following additional equipment is required when the Z-28 Option is ordered:

M-21 - Four Speed Transmission, Close Ratio
J-50 - Power Brakes
J-52 - Disc Brakes or
J-56 - Heavy Duty Front Discs with Metallic Lining Drum Rear

SUBJECT: CAMARO OPTION Z28 TUNE-UP CHART

	Engine	302 Z-28
	Horsepower	290
	Compression	190
Spark Plug	Make Standard and Number Colder	AC43 AC42-1 Comm.
	Gap	.035
	Point Dwell	28°-32°
	Point Gap	.016 (Used) .019 (New)
Distributor	Arm Spring Tension	28-32 Ounces
	Condenser	.18-.23 Microfarad
	Timing Nominal (BTDC) Part No.	6° 1111266
	Fan Belt	75# (Used) 125# (New)
	Air Cleaner	Paper Element
Valve Lash	Inlet Exhaust	.030 .030
Idle RPM	Synchronized Automatic	750 None
Fuel Pump	Pressure Lbs. Volume	5-6 1/2 One pint in 30-45 Sec.
	Compression Ratio	11.0:1
Crankcase Ventilation	Positive Closed Positive	None 12,000 Miles

SUBJECT: CAMARO OPTION Z28 WITH 2X4
CAMARO CONVERSION

TUNE-UP CHART

	Engine	Reference 327 L-79	302 Z-28	302 Service Opts.	302 2X4 bbl Manifold
Spark Plug	Horsepower	350	290	Not Avail.	NA
	Compression	150	190	Not Avail.	NA
	Make Standard and Number Colder	AC44 AC43	AC43 AC42-1 Comm.	AC 43 AC42-1 Comm.	AC42 AC41
	Gap	.035	.035	.035	.030
Distributor	Point Dwell	28°- 32°	28°- 32°	Transistorized	Transistorized
	Point Gap	.016 (Used) .019 (New)	.016 (Used) .019 (New)	Ignition	Ignition
	Arm Spring Tension	19-23 Ounces	28-32	———	———
	Condenser	.18-.23 Microfarad	.18-.23 Microfarad	———	———
	Timing Nominal (BTDC) Part No.	10° 1111196	6° 1111266	12° Initial 1111267	16° Initial 1111345
	Fan Belt	75#(Used) 125#(New)	75#(Used) 125#(New)	75#(Used) 125#(New)	75#(Used) 125#(New)
	Air Cleaner	Paper Element	Paper Element	Paper Element	Paper Element
Valve Lash	Inlet	Hydr. 1 Turn	.030	.022 (AM #3927140)	.022
	Exhaust	Hydr. 1 Turn	.030	.024	.024
Idle RPM	Synchronized	700	750	1000	1000-1200
	Automatic	None	None	None	None
Fuel Pump	Pressure Lbs.	5-6 ½	5-6 ½	5-6 ½	5-6 ½
	Volume	One pint in 30 sec.	30-45 one pint in 30-45 Sec.	One pint in 30-45 Sec.	One pint in 30-45 Sec.
	Compression Ratio	11.0;1	11.0:1	11.0:1	11.0:1
Crankcase Ventilation	Positive Closed	None	None	None	None
	Positive	12,000 Miles	12,000 Miles,	12,000 Miles	NA

1965-67 CHEVROLET PROTECT-O-PLATE

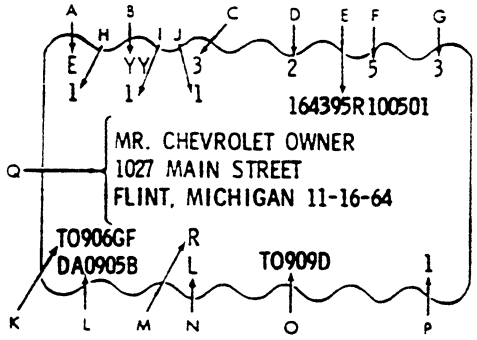
The Chevrolet Protect-O-Plate furnished with all vehicles is imprinted at the plant with identifying information covering the majority of standard and RPO equipment. The exact type of engine, transmission, and rear axle with which a vehicle is equipped may be obtained from the plate, as well as exterior color, month of vehicle production and basic vehicle identification. All passenger cars have interior trim information and all passenger models except Corvette include information on major extra cost RPO equipment.

Information is stamped on the plate in two forms;

1. Production identification numbers, such as engine production code number.
2. RPO numbers which are coded with a single digit (passenger except Corvette).

The type of information available on the plate furnished with a given vehicle is shown in the following chart.

1965



INFORMATION AVAILABILITY CHART

Location	Description	Location	Description
A	Interior Trim	J	Seat Equipment
B	Body Exterior Paint	K	Engine Number
C	Power Steering and/or Power Brakes	L	Rear Axle Number
D	Generator	M	Carburetor Source Code
E	Vehicle Identification Number	N	Vehicle Build Month Code
F	Radio	O	Transmission Number
G	Windshield Wiper	P	Chevrolet Trade Mark
H	Air Conditioning	Q	Dealer Supplied Owner Information as Shown in Dealer Policy and Procedures Manual
I	Power Window		

LOCATION A

Interior Trim

Passenger Except Corvette

Code	Color	Code	Color
A	Aqua	H	White-Aqua
B	Blue	L	Black-Vinyl
C	Saddle	S	White/Black
D	Red	V	Fawn-Vinyl
E	Black	W	Slate
F	Fawn	X	Slate/Gun Metal
G	Green		

Corvette

Code	Color	Code	Color
B	Blue-Vinyl	N	Blue-Leather
C	Saddle-Vinyl	P	Silver & Black-Leather
D	Red-Vinyl	Q	White/Red-Vinyl
E	Black-Vinyl	S	White & Black-Leather
F	White/Black-Vinyl	T	White & Red-Leather
H	White/Black-Vinyl	U	White & Blue-Leather
J	Saddle-Leather	V	Maroon-Leather
K	Black-Leather	X	Green-Vinyl
L	Green-Leather	Y	Silver & Black-Vinyl
M	Red-Leather	Z	Maroon-Vinyl

LOCATION B

Exterior Colors

All Passenger Models will have RPO designation stamped in this location. See Paint Combination Chart in supplementary Section of Catalog.

LOCATION C

Power Brakes and/or Steering

Option	Code	RPO
Power Steering Only	1	N40
Power Brakes Only	2	J50
Both Power Steering and Brakes	3	N40 & J50

LOCATION D

Generator Option

Vehicle	Code	RPO
Chevrolet, Chevelle & Chevy II	1	K79
	2	K77
	3	K81
Corvair	1	K84

LOCATION E

Vehicle Identification Number

See Location C of the 1966 - 1967 Protect-O-Plate Identification.

LOCATION F

Radio Option

Vehicle	Code	RPO
Chevrolet, Chevelle, Chevy II & Corvair	2	U60
	3	U63
	4	U63 & U80
	5	U69
	6	U69 & U80

LOCATION G

Windshield Wiper Option

Vehicle	Code	RPO
Chevrolet	1	Z01
	2	Z13
	3	C14
Chevelle, Chevy II & Corvair	1	Z01
	2	Z13

LOCATION H

Air Conditioning

Vehicle	Code	RPO
Chevrolet, Chevelle & Chevy II	1	C60
	5	C60 & C50
	2	C64
Corvair	5	C64 & C48

LOCATION I

Power Window Equipment

Vehicle	Code	RPO
Chevrolet	1	A31
	2	A33
	3	A31 & A33
Chevelle	1	A31
	2	A33
	3	A31 & A33
	5	A31 & C06
Chevy II	2	A33

LOCATION J

Seat Equipment

Vehicle	Code	RPO
Chevrolet	1	A42
	2	A66
	3	A42 & A66
	4	B50
	6	A66 & B50
Chevelle	1	A41
	2	A66
	3	A41 & A66
Chevy II	2	A66
Corvair	7	A67

LOCATION K & L

K Engine Production Code Number Explanation

L Rear Axle Number

See location E & F of the 1966 - 1967 Protect-O-Plate Identification.

LOCATION M

Carburetor Source

Code	Plant
B	Bay City
C	Carter
H	Holley
R	Rochester

LOCATION N

Month of Vehicle Build

Code	Month	Code	Month
Z	January	S	July
Y	February	R	August
X	March	P	September
W	April	N	October
V	May	L	November
T	June	K	December

LOCATION O

Transmission Production Code Number Explanation

Chevrolet - 3 Speed, 4-Speed and Powerglide transmissions built at Chevrolet Plants will carry a production code number consisting of a prefix letter, production date and a shift suffix letter where day and night shifts are in operation.

EXAMPLE: M701

(M)	(7)	(01)
3-Speed Muncie	Month - July	Day - 1st

EXAMPLE: C1116N

(C)	(11)	(16)	(N)
Powerglide Cleveland	Month - November	Day - 16th	Night Shift

Prefix	Plant	Description
C	Cleveland	Powerglide - 230" L-6 and 283" V-8
P	Muncie	4-Speed Chevrolet, Chevelle, Chevy II and Corvette
T	Toledo	Powerglide (Incl. Corvair) 164" HO-6, 194" and 230" L-6, 283" - 327" - 409" V-8
S	Saginaw	3-Speed - All
R		4-Speed - Corvair

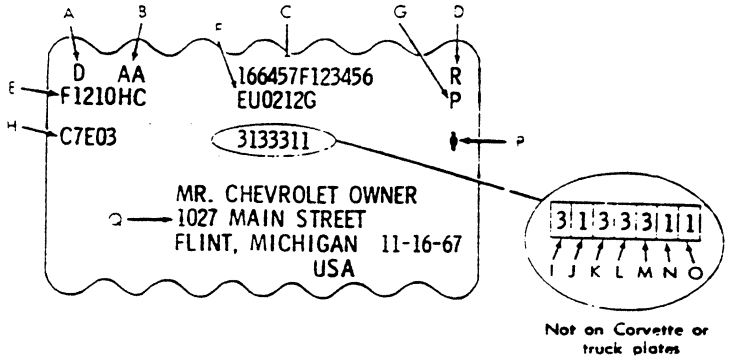
Turbo Hydra-Matic

Production code number contains model year, model identification and production date. Below the production code is the source serial number.

EXAMPLE: 65A372

(65)	(A)	(372)
Model Year	Model Identification	Date code unique for date represented.

1966-68 CHEVROLET PROTECT-O-PLATE



INFORMATION AVAILABILITY CHART

Location	Description
A	Interior Trim
B	Body Exterior Paint
C	Vehicle Identification Number
D	Carburetor Source Code
E	Engine Number
F	Rear Axle Number
G	Vehicle Build Month Code
H	Transmission Number
I	Power Steering and/or Power Brakes
J	Generator (1966)
J	Radio - Clock Group (1967-68)
K	Radio Code
L	Windshield Wiper (1966)
L	Disc Brake Code (1967-68)
M	Air Conditioning
N	Power Window Code
O	Power Seat Code
P	Chevrolet Trade Mark
Q	Dealer Supplied Owner Information as Shown in Dealer Policy and Procedures Manual
R	Carburetor Usage on certain Engines (1966 Only)

The following charts explain codes used on Chevrolet plates instead of RPO numbers. Note that general option headings are also related to the location of that option on the Protect-O-Plate.

1966 LOCATION A

Interior Trim

Passenger Except Corvette				Code Leather/Vinyl		Corvette
Code	Color	Code	Color			Color
B	Blue	L	Black Vinyl	J	C	Saddle
C	Saddle	R	Bright Blue	K	E	Black
D	Red	S	White/Black	L	X	Dark Green
E	Black	T	Turquoise	M	D	Red
F	Fawn	V	Fawn Vinyl	N	B	Dark Blue
G	Green	Z	Bronze	P	Y	Silver
				T	R	Bright Blue
				V	Z	Maroon
					W	Blue/White

1966-68 CHEVROLET PROTECT-O-PLATE (Continued)

1967 LOCATION A

Passenger Except Corvette				Corvette			
Code	Color	Code	Color	Code	Color	Code	Color
A	Red Vinyl	M	Maroon	B	Dark Teal Blue-Vinyl	N	Dark Teal Blue-Leather
B	Blue	N	Black Cloth	C	Saddle-Vinyl	R	Bright Blue Vinyl
C	Black Vinyl	P	Plum	D	Red-Vinyl	S	White/Black Vinyl
D	Red	R	Bright Blue	E	Black-Vinyl	T	Bright Blue Leather
E	Black	S	Blue Cloth	J	Saddle-Leather	W	White/Blue Vinyl
F	Fawn	T	Turquoise	K	Black-Leather	X	Dark Green-Vinyl
G	Golf	U	Blue Vinyl (Opt.)	M	Red Leather		
H	Blue Vinyl	V	Fawn Vinyl				
K	Parchment Black	W	Gold Cloth				
L	Black Vinyl (Opt.)	Y	Yellow				

1968 LOCATION A

Passenger (Except Corvette)				Corvette			
Code	Color	Code	Color	Code	Color	Code	Color
B	Blue - Cloth & Vinyl	Q	Black & White Vinyl	B	Dark Blue Vinyl	R	Bright Blue Vinyl
D	Red - Cloth & Vinyl	R	Gray Green - Cloth & Vinyl	D	Red Vinyl	T	Bright Blue Leather
E	Black - Cloth & Vinyl	T	Turquoise - Cloth & Vinyl	E	Black Vinyl	W	Dark Orange Vinyl
G	Gold - Cloth & Vinyl	U	Blue Vinyl (Opt.)	G	Gun Metal Vinyl	X	Dark Orange Leather
J	Saddle Vinyl	X	Teal Vinyl	K	Black Leather	Y	Tobacco Vinyl
P	Gold Vinyl (Opt.)			M	Red Leather	Z	Tobacco Leather

LOCATION B

Exterior Colors

All Passenger models will have RPO letter designation stamped in this location. On two tone combinations, the first letter indicates the lower color, second letter the upper color. See Paint Combination Chart in supplementary section of catalog.

LOCATION C

Passenger Car Identification Number Explanation

A five digit numbering system will be used on all 1967-69 passenger cars. The basic number groups are:

10000 Series - Corvair
11000 Series - Chevy II
12000 Series - Camaro
13000 Series - Chevelle
15000 Series
16000 Series - Chevrolet
19000 Series - Corvette

The first two digits denote the vehicle series. The third indicates base engine equipment, and the two remaining numbers identify the body style. When the third digit is odd (1, 3, 5, 7), the base engine is an L-4 or L-6. When the third number is even (2, 4, 6, 8), the base engine is a V-8.

The complete serial number consists of the above model identification, year of manufacture, plant designation, and sequence number.

EXAMPLE: 164397F100500

(16439)	(7)	(F)	(100500)
Impala V-8 4-Dr. Sport Sedan	1967 Model	Flint Built	500th 1967 Chevrolet built at Flint

Each passenger vehicle will have a build sequence number.

ASSEMBLY PLANT DESIGNATIONS:

A Atlanta - Chevelle
B Baltimore - Chevelle*
C Southgate - Chevrolet
D Doraville - Chevrolet
F Flint - Chevrolet
G Framingham - Chevelle
J Janesville - Chevrolet
K Kansas City - Chevelle*
L Los Angeles - Chevrolet, Camaro
N Norwood - Camaro
R Arlington - Chevrolet
S St. Louis - Chevrolet, Corvette
T Tarrytown - Chevrolet
U Lordstown - Chevrolet
W Willow Run - Corvair, Chevy II
Y Wilmington - Chevrolet
Z Fremont - Chevelle*
2 St. Therese - Chevrolet

*Includes El Camino

1966-1968 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION D

Carburetor Source

Code	Plant	Code	Plant
B	Bay City	H	Holley
C	Carter	R	Rochester

LOCATION E

Engine Production Code Number Explanation

EXAMPLE: F1210FA

(F)	(12)	(10)	(FA)
Flint Motor	Month December	Day - 10th	153-155-163-16500 Series "230" 6-Cyl.

(F) Flint Motor (T) Tonawanda Engine Plant (K) McKinnon Industries (V) Flint Engine (S) Saginaw Service Engine plants, will stamp a source, production date and engine suffix on all engines.

Assembly plants will stamp assembly plant designation and continuous sequence number portion of the vehicle identification number on all 327, 350, 396, 409, and 427 cubic inch engines, except Corvette. Since all Corvettes are built at St. Louis, the assembly plant designation is not required. Here, only the continuous sequence number will be used.

Engine Production Code Number Locations

PASSENGER 4 or 6-Cyl. - Stamped on pad right side of engine at rear of distributor.

CORVAIR - Stamped on top of engine block immediately forward of generator - oil filter adapter.

PASSENGER V-8 - Stamped on pad immediately forward of right hand cylinder head.

LOCATION F

Rear Axle Number

Number will contain prefix letters, production date numbers and suffix letter.

EXAMPLE: BH0212G

(BH)	(02)	(12)	(G)
Chevy II	Month February	Day - 12th	Axle Plant*

*G - Chevrolet Gear & Axle W - Warren B - Buffalo K - McKinnon Industries

LOCATION G

Month of Vehicle Build

1966

Code	Month	Code	Month
H	January	A	July
B	February	D	August
M	March	U	September
E	April	F	October
J	May	Q	November
G	June	C	December

1967

Code	Month	Code	Month
V	August, 1966	P	February, 1967
L	September, 1966	W	March, 1967
R	October, 1966	N	April, 1967
K	November, 1966	Y	May, 1967
Z	December, 1966	T	June, 1967
S	January, 1967	X	July, 1967

1968

Code	Month	Code	Month
8	August, 1967	2	February, 1968
9	September, 1967	3	March, 1968
0	October, 1967	4	April, 1968
N	November, 1967	5	May, 1868
D	December, 1967	6	June, 1968
1	January, 1968	7	July, 1968

1966-68 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION H

Transmission Number

Code number identifies the source, model year, month and day produced.

EXAMPLE: P7E03

(P)	(7)	(E)	(03)
4-Speed Muncie	Model Year	Month - May	Day - 3rd

Source Designations

3-Speed
S - Saginaw - Overdrive (1966)
D - Saginaw (3 Speed w/Overdrive
O - Saginaw (3 Speed w/Overdrive (1968)
M - Muncie
K - McKinnon Industries
H - Muncie - Heavy Duty

4-Speed
K - McKinnon Industries
R - Saginaw
P - Muncie (Exc Corvair)

Torque Drive
A - Cleveland

Powerglide
C - Cleveland (Exc. Corvair)
T - Toledo
E - McKinnon Industries

Turbo Hydra-Matic 350
X - Cleveland*
B - Cleveland
Y - Toledo
*Prior to 8/12/68

Calendar Month

Calendar month produced are as follows:

A - January	D - April	K - July	R - October
B - February	E - May	M - August	S - November
C - March	H - June	P - September	T - December

1966

Turbo Hydra-Matic - Production Code number contains model year, model identification, and production date. Below the production code is the source serial number.

EXAMPLE: 66 CA 372

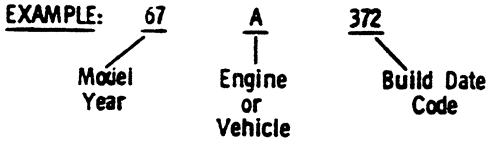
(66)	(CA)	(372)
Model Year	Model Identification	Date code unique for day represented

CA - 396 Cu. In. Engine.

CB - 427 Cu. In. Engine.

1967-68

Turbo Hydra-matic - code number contains model year, model identification, and production date. Below the production code is the source serial number.



The engine or vehicle designations are as follows:

A - 396 cu. in. engine
B - 427 cu. in. engine
C - 396 cu. in. engine (Chevelle & Camaro
D - 327 cu. in. engine
E - 396 cu. in. (High Per.) (1968)
H - 396 cu. in. (1968)
K - 327 cu. in. (Corvette) (1968)
L - 327 cu. in. (Corvette) (1968)

The build date code for the 1967 model year starts with the first day of the calendar year 1966 and continues through the 1967 calendar year.

The build date code for the 1968 model year starts with the first day of the calendar year 1967 and continues through the 1968 calendar year.

Example: Build date code 234 is for August 22, (August 22 is the 234th day of the year). Build date code 367 is January 2.

1966-68 CHEVROLET PROTECT-O-PLATE (Continued)

LOCATION I

Power Brakes and/or Steering

Option	Code	RPO
Power Steering Only	1	N40
Power Brakes Only	2	J50
Both Power Steering and Power Brakes	3	N40 & J50

1966 LOCATION J

Generator Option

Vehicle	Code	RPO
Chevrolet	1	K79
Chevelle and Chevy II	4	K76
	3	K81
Corvair	1	K84

1967 LOCATION J

Radio-Clock Group

Vehicle	Code
Chevrolet, Chevelle, Chevy II, Corvair & Camaro	1

1966-67 LOCATION K

Radio Option

Vehicle	Code	RPO
Chevrolet, Chevelle, Chevy II, Corvair & Camaro	3	U63
	4	U63/U80
	5	U69
	6	U69/U80
Chevrolet Only	2	U79
	7	U69/U79

1968 LOCATION K

Radio Option

Vehicle	Code	RPO
Chevrolet, Chevelle, Chevy II, Corvair & Camaro	1	U80
	3	U63
	4	U63/U80
Chevrolet, Chevelle, & Camaro	2	U79
	7	U69/U79
All (Except Chevy II)	5	U69
All (Except Chevy II)	6	U69/U80

1966 LOCATION L

Windshield Wiper Option

None

1967 LOCATION L

Disc Brake Option

Vehicle	Code	RPO
Chevrolet, Chevelle, Chevy II & Camaro	3	J52
Chevrolet, Chevelle & Chevy II	4	F40/J52
Corvette	5	F41/K56
Chevrolet, Camaro	5	F41/J52

1968 LOCATION L

Disc Brake Option

Vehicle	Code	RPO
Chevrolet, Chevelle, Chevy II & Camaro	3	J52
Chevrolet, Chevelle, & Chevy II	4	F40/J52
Chevrolet, Camaro	5	F41/J52
Corvette, Camaro	6	J56
Corvette, Camaro	8	F41/J56
Camaro	9	J52/J56

1966-67 LOCATION M

Air Conditioning

Vehcile	Code	RPO
Chevrolet	1	C60
	3	C60/C75
	4	C48
Chevelle, Chevy II & Camaro	1	C60
	1	C60
	4	C48
Corvair	1	C64
	4	C48

(C48 is heater delete)

1968 LOCATION M

Air Conditioning

Vehicle	Code	RPO
Chevrolet, Chevelle, Chevy II, Corvair, & Camaro	1	C60
Chevrolet	3	C60/C75
All (Except Corvette)	4	C48

(C48 is Heater Delete)

1966-67 LOCATION N

Power Window Equipment

Vehicle	Code	RPO
Chevrolet, Chevelle	1	A31
	2	A33
	3	A31/A33
	5	A31/B93
	6	A33/B93
Chevy II	7	A31/A33 B93
	2	A33
Corvette	6	A33/B93
	1	A31
Camaro	1	A31
	5	A31/B93

1968 LOCATION N

Power Window Equipment

Vehicle	Code	RPO
Chevrolet, Chevelle, Corvette & Camaro	1	A31
Chevrolet & Chevelle	2	A33
Camaro	5	A31/N65

LOCATION O

Power Seat Equipment

Vehicle	Code	RPO
Chevrolet	1	A42
	2	A46
Chevelle	2	A41

LOCATION R

Carburetor Usage (1966)

Code	Plant
R	Rochester
H	Holley or Carter

SOCIETY OF AUTOMOTIVE ENGINEERS, INC.
485 Lexington Avenue, New York, N. Y. 10017

THE CHEVROLET CAMARO

DONALD H. MC PHERSON

CHARLES M. RUBLY

VICTOR D. VALADE

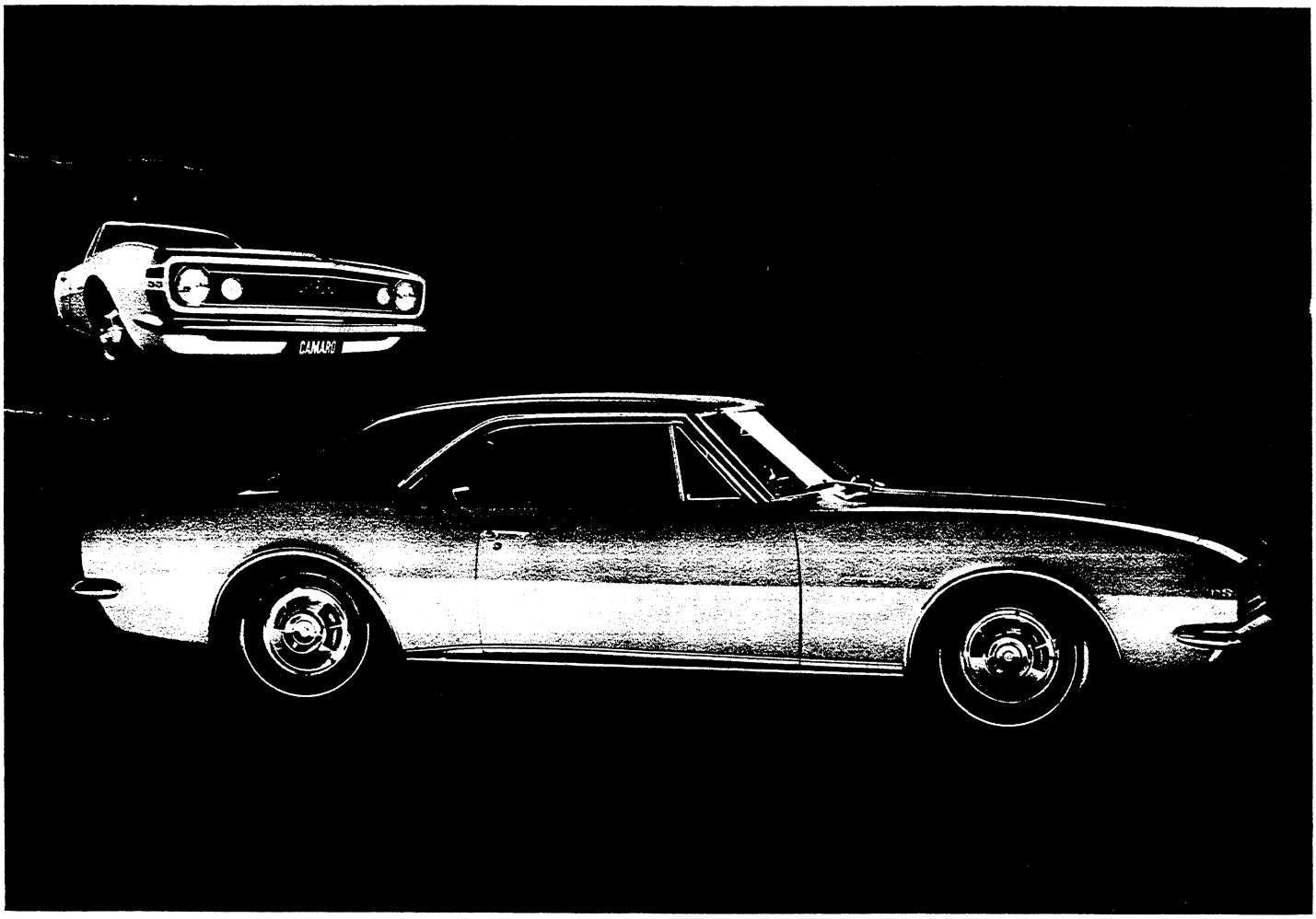
CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION

SOCIETY OF AUTOMOTIVE ENGINEERS

Automotive Engineering Congress
Detroit, Mich.
January 9-13, 1967

670016

THE CHEVROLET CAMARO



Until recent years, the concept of a personalized car has been associated with expensive vehicles. The very late Fifties and early Sixties saw the introduction of the American "small" car with utilitarian orientation. Preferences in these vehicles quickly evolved for higher performance capability with sports flair styling at a modest price.

In the Corvair "Monza" versions, first of the sports flair vehicles in the lower price bracket, power potential became the limiting factor. The 2-passenger limit and the necessary high cost of the Corvette, a true sports car, restricts the number of buyers. The Camaro then was developed to provide a 4-passenger package with sports flair styling, adaptability to a range of available power trains, and sports feeling roadability.

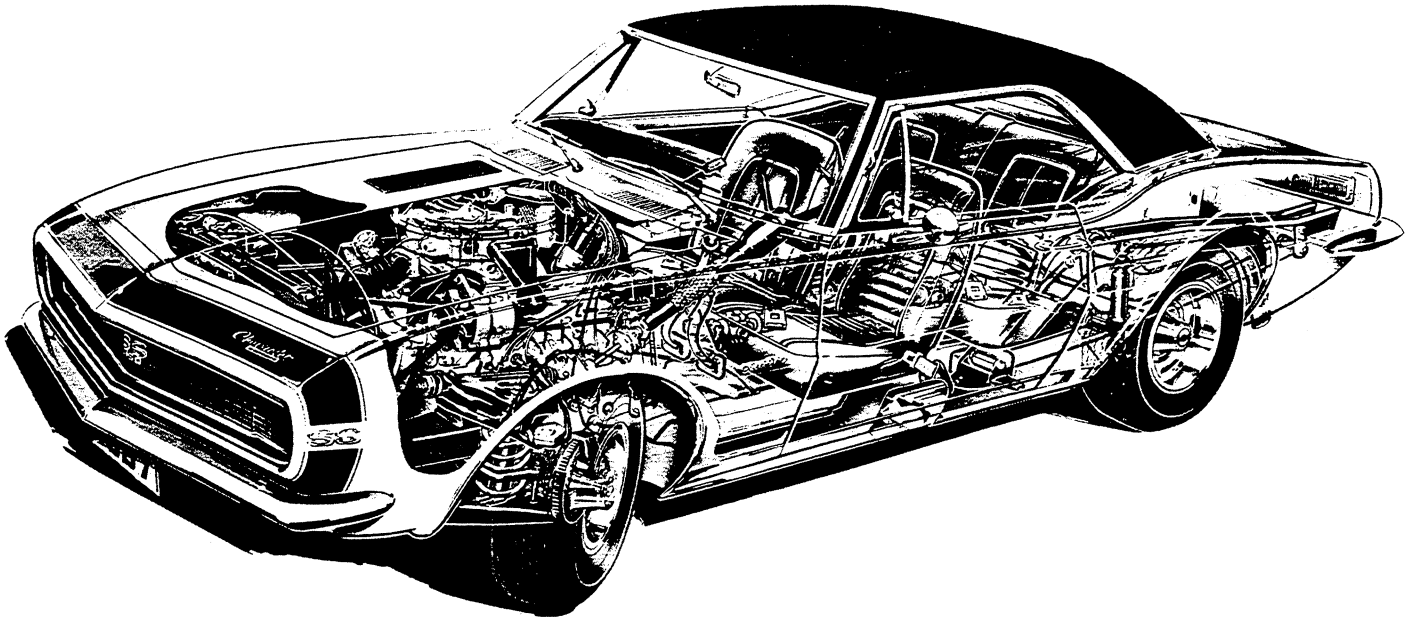
THE CONCEPT

The Chevrolet Camaro is a relatively small, sports-like car designed to be highly personalized transportation of its owner-driver. As a definition, this description fits a wide range of vehicles, and it becomes necessary to be much more specific to appreciate what a Camaro is, what it will do and why there is such a new car at all.

A personal car, one that reflects the tastes, preferences, attitudes, and other personality facets of its owner, has always been a part of the American automobile scene. Until recent years however, such a car has been closely associated with very expensive luxury vehicles, smaller all-out road machines, or elaborate hand customizing. Significantly, each of these types or a combination of them enjoyed an enthusiastic following consisting of relatively few owners and a great many "sure-would-like-to-have" observers.

In the 1950's, the industry greatly expanded the availability of models and equipment, colors, trim and ornamentation, giving the auto buyer a wider range of selection from which to choose or tailor his car. At the same time, mechanical advancements resulted in better ride, easier steering, and more comfort. With the then "state-of-the-art" and the developing styling theme, American cars generally became longer, lower, wider and heavier; all contributing to more and more motoring mobility for an ever increasing, very large segment of the population. These years also saw the large expansion of the suburbs, a population explosion, and increased numbers of cars on an expanding road system. Short frequent car trips over busy streets became the rule of the day, a circumstance contradictory to the traditional characteristics of regular size passenger cars.

To satisfy customer demand, the very late fifties and early sixties saw the introduction of the American "small" car with a distinct utilitarian orientation. With the increasing standard of living, emerging multiple car families and the growing "sports car" interests, these "basic transportation" vehicles quickly acquired more luxurious and higher performing versions. Preferences evolved for sports feeling roadability and higher performance capability, packaged in sports-flair interior and exterior styling, all at a relatively modest price.



This attitude or feeling of a large portion of the car buying public in 1964-65 continues today and can be translated into the following, more specific terms:

- Distinctively modern aerodynamic styling for a clean functional appearance
- Small, highly maneuverable size with packaging for four passengers
- A very broad range of available performance capability
- Quick, sharply defined roadability with a firm, yet comfortable ride
- "Cockpit-type" interiors for close driver identification
- An evolutionary, rather than revolutionary, basic design approach to maintain maximum value to the customer
- Wide selection of mechanical and appearance equipment to allow customer tailoring to his needs and desires.

These terms define the Camaro specifically and were the baselines from which Chevrolet started the car's final design in late 1964.

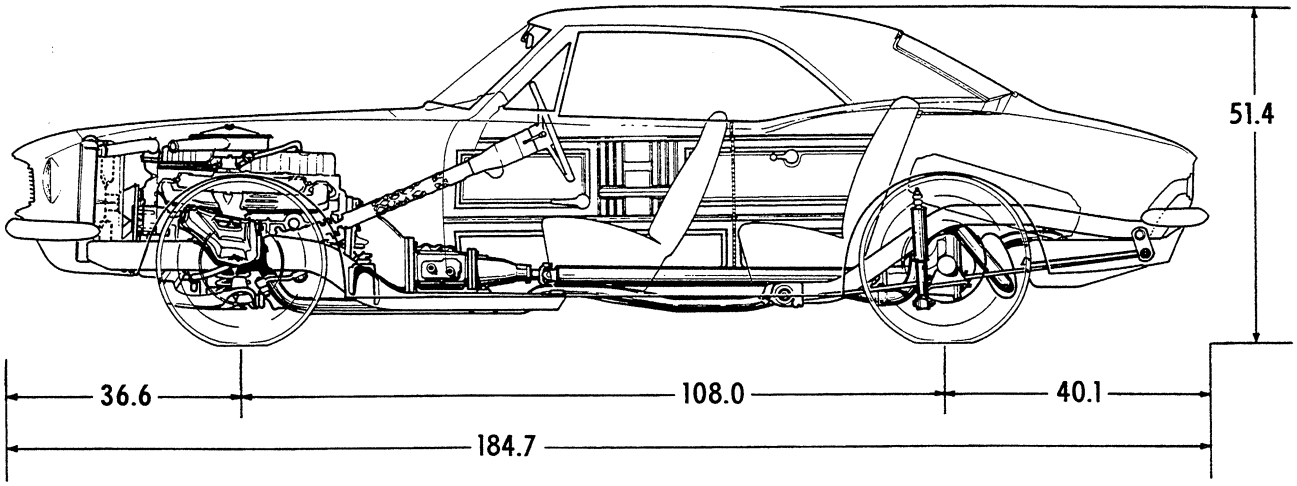
How does the Camaro fit into the other Chevrolet passenger car lines? Doesn't the definition also describe the Corvair and Corvette?

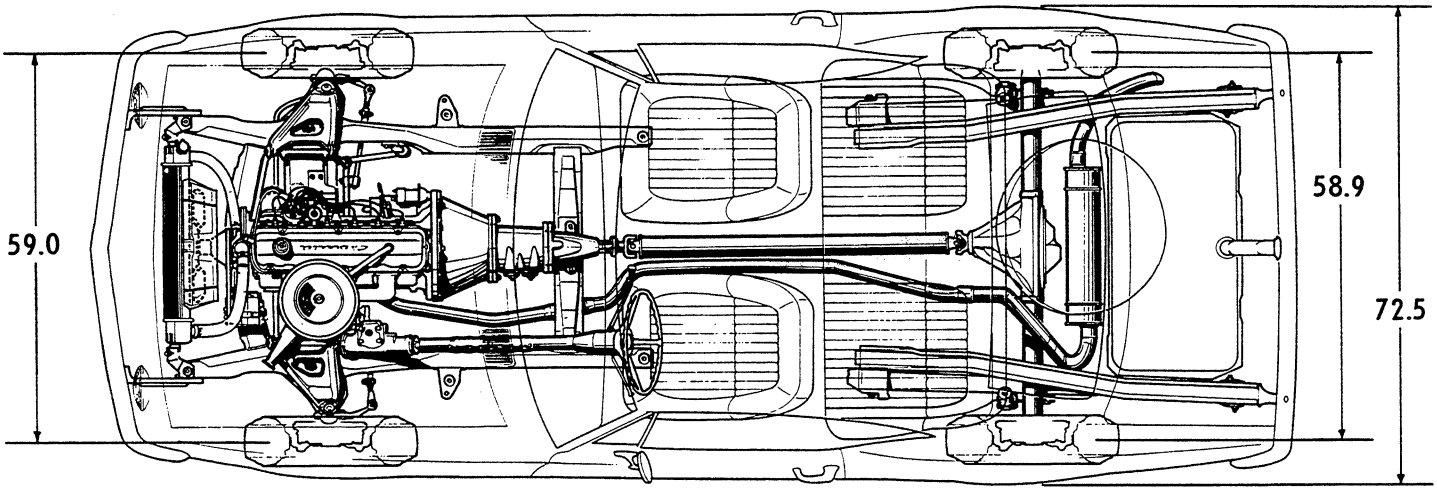
The Corvair was introduced as a basic transportation vehicle with powerplant requirements designed accordingly. The car, or the "Monza" versions, soon became the first of the sports-flair vehicles in the lower price bracket. It reached significant acceptance as its design evolved, but power potential became the limiting factor, to be changed only at an unrealistic cost. The car continues in a more selective market, one in which limited power potential is less important than economy and design individuality.

The Corvette is an entirely different matter. While it is the "dreamed of" car of many Americans, the Corvette is a true sports car and built to be a road machine. Its two passenger limit, its size and its necessary higher cost obviously restricts buyers.

Translating the broad definitive guidelines into specific design parameters became the next step:

1. Four passenger packaging in a low silhouette where tunnel requirements do not impose severe spatial restrictions.
2. Long hood-short deck styling on a short wheelbase with the passenger envelope placed more to the rear.
3. Use of conventionally arranged and readily available powerplants and drivelines to include the following:
   - A full range of engines from currently used engine families
   - Standardized manual and automatic transmissions with column and floor shift controls





INTERIOR DIMENSIONS

Sport Coupe (Inches)

Head Room, Effective	Front	37.7
	Rear	36.5
Leg Room, Effective	Front	42.5
	Rear	29.9
Shoulder Room	Front	56.7
	Rear	53.8
Entrance Height		29.3
Luggage Capacity (Cubic Feet)	Total	19.6
	Usable	8.3

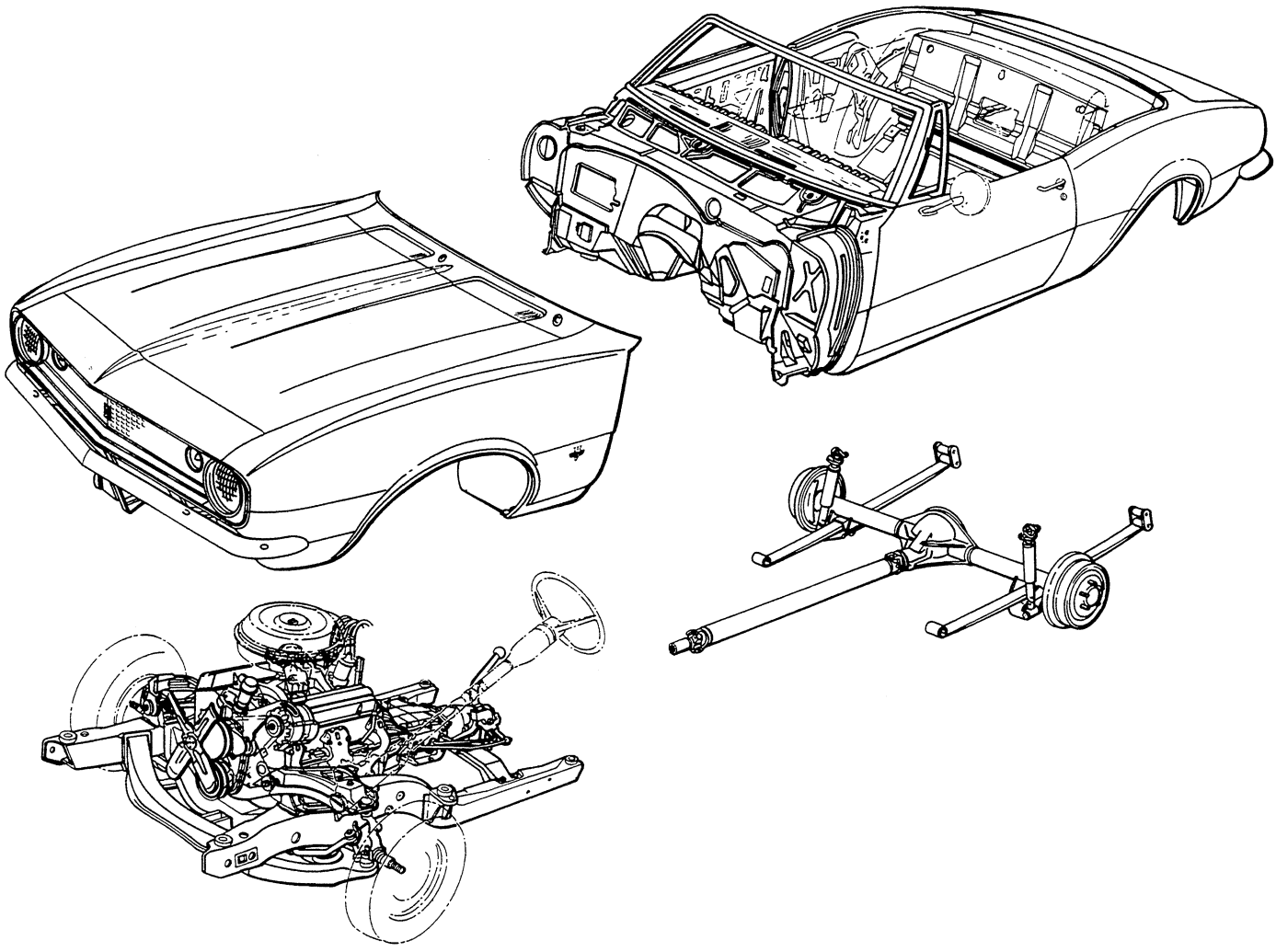
- Solid driving rear axle with full complement of ratios from economy to performance combinations

4. Conventional but compatible chassis design that would:
   - have sharply defined, sports feeling roadability and maneuverability
   - have superior ride quality for a vehicle of this type with improved road, engine and driveline isolation
5. Full complement of optional comfort and convenience equipment to be available
6. Full range of "dress-up" interior and exterior packages to allow the customer to tailor the appearance as well as the performance of his Camaro
7. The complete car design to embody all traditional Chevrolet safety, convenience, maintenance and serviceability features
8. To be offered at competitive prices

THE CAR

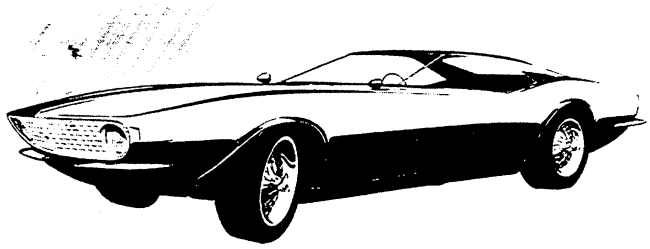
The sixth distinctively different car line for Chevrolet is specifically designed to meet the special needs and preferences of American buyers.

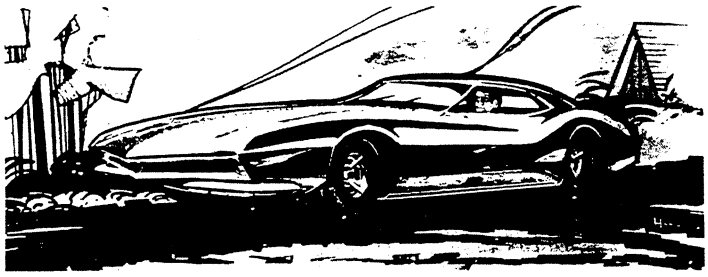
A 2-door Sport Coupe and a 2-door Convertible make up the Camaro Line. With front bucket seats and bench type rear seat as standard equipment, both models are rated as 4-passenger vehicles. The overall length is 184.7 inches on a wheelbase of 108 inches, placing the Camaro in the general Corvair class. This new car, however, is slightly lower than the Corvair, and is proportioned in a long low silhouette featuring a long hood line and relatively short rear deck. These proportions are attained by shifting the wheelbase to give a long 36.6 inch front overhang and a relatively short rear projection. In a similar manner, the instrument panel, cowl, and front seats are positioned more to the rear than in the other Chevrolet car lines, except Corvette.

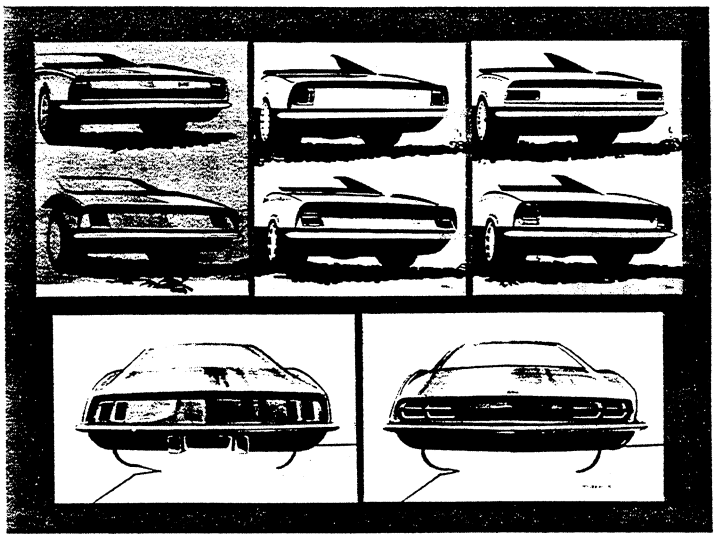


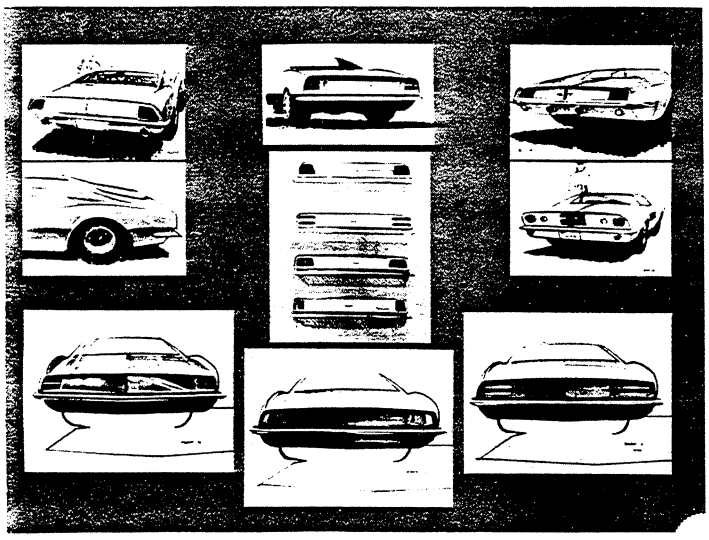
The mechanical equipment of the car is conventionally arranged with front mounted engine and rear wheel drive. Body-frame and isolated separate frame construction are combined in a practical new approach for a car of this size, to give the stipulated ride quality and manufacturing flexibility. The Camaro is, in effect, divided into four major construction groups:

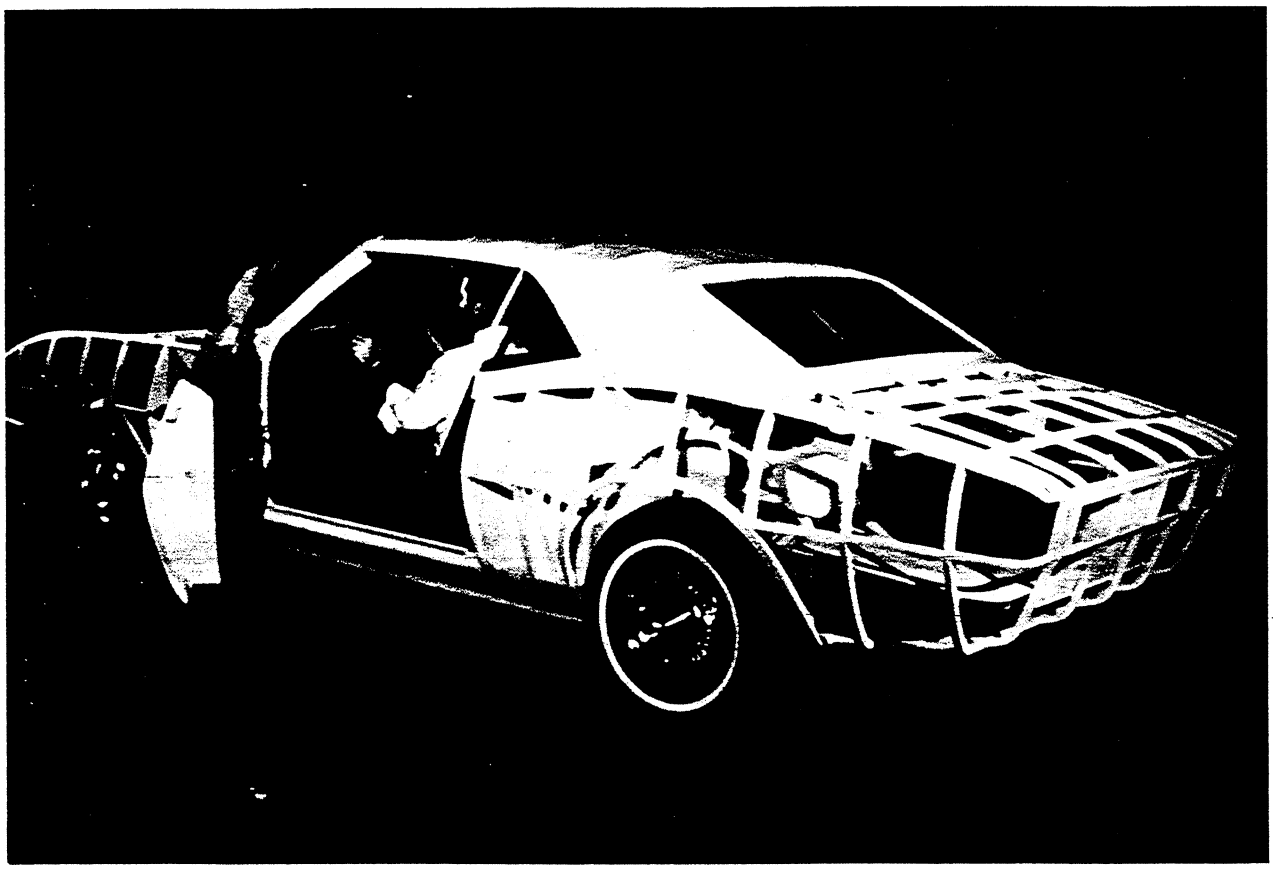
- Bolted-on front end sheetmetal
- Unitized body construction with the rear framing elements incorporated into the underbody
- Driveline, solid driving rear axle and single leaf rear suspension combined into a simple and efficient Hotchkiss drive system
- A front chassis unit consisting of the engine, transmission, front suspension, front brakes, and steering gear and linkage mounted on a separate, extended rail partial front frame.









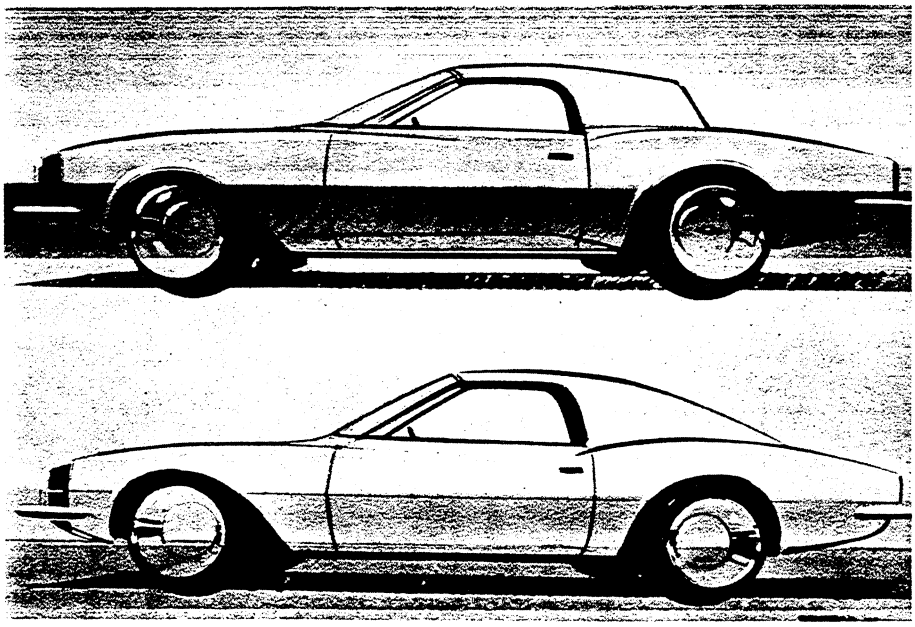


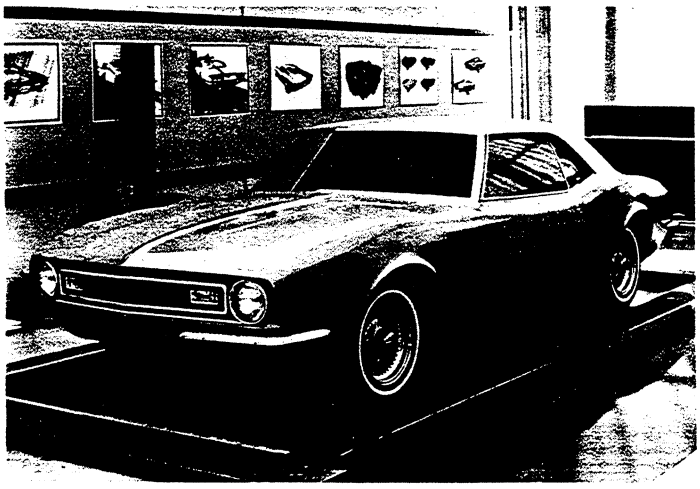
STYLING

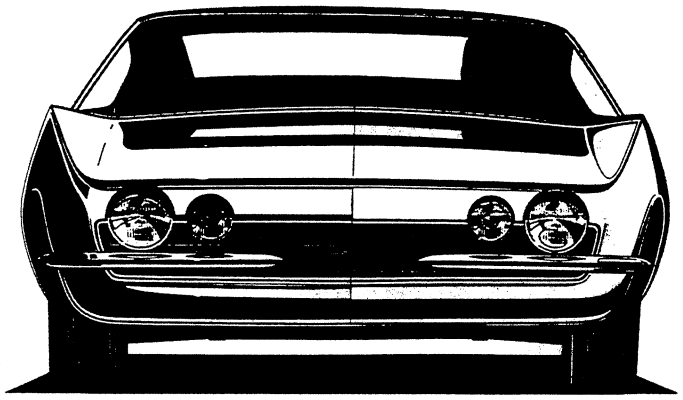
Camaro styling began, as it does for all new cars, with dreaming and sketching; a great deal of ceiling gazing and a great many artist's drawings.

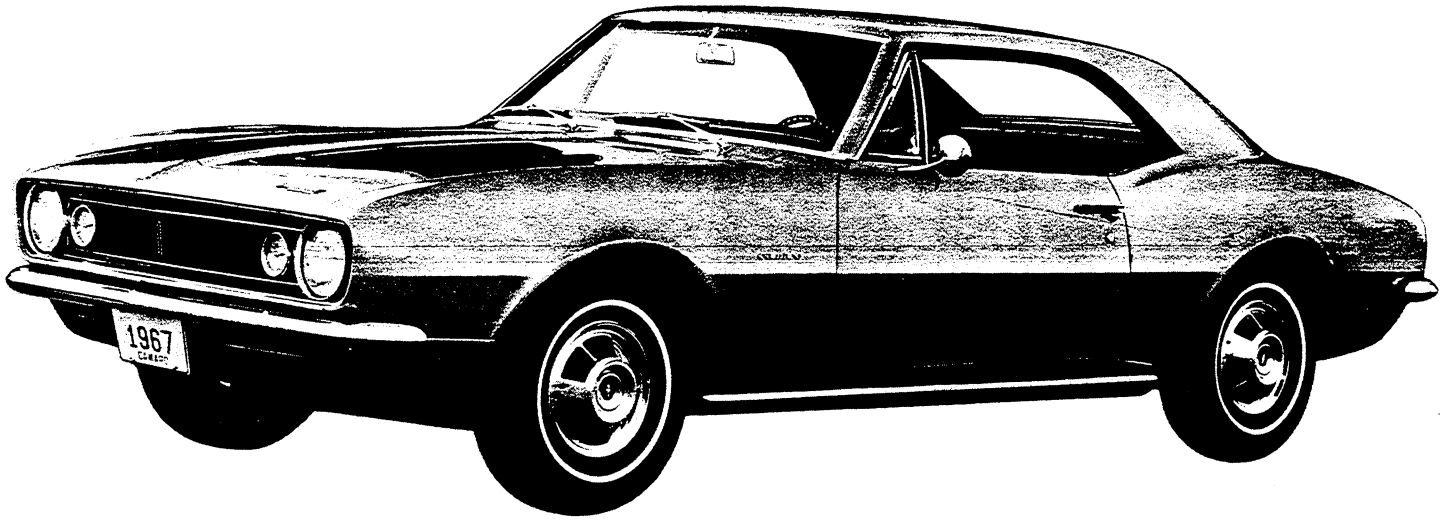
Ideas from everywhere, from past and current cars to the "way-out" futuristic were considered, mulled over, and drawn from every angle by Styling. However, before commitment to a firm styling approach, a more practical design determination was made — that of the passenger envelope. Since the basic specification of the Camaro prescribed a four passenger vehicle, the dimensions of such a seating package were developed to meet anthropometric, comfort and operational standards.

Essential spatial requirements of the primary passenger carrying function were worked out, first on paper and then in a full size buck. As the three dimensional passenger package took a definite firm direction, it was married with the developing styling theme. A full size clay model of the more promising ideas was sculptured. Many approaches to the front, side, rear, and green house areas were tried, then rejected or tentatively approved. As the general beauty surfaces were developed and approved, more and more attention was focused on details. Various front grille and headlamp treatments were tried along with similar rear lamp details. As the more promising considerations were accepted, the clay model began to appear more and more as it would be offered to the customer. This process continued through consultation after consultation with design, production, and research engineers; manufacturing specialists; and sales representatives, until the model acquired a polish and detail that would deceive the uninformed eye as to how much of a real car it is.

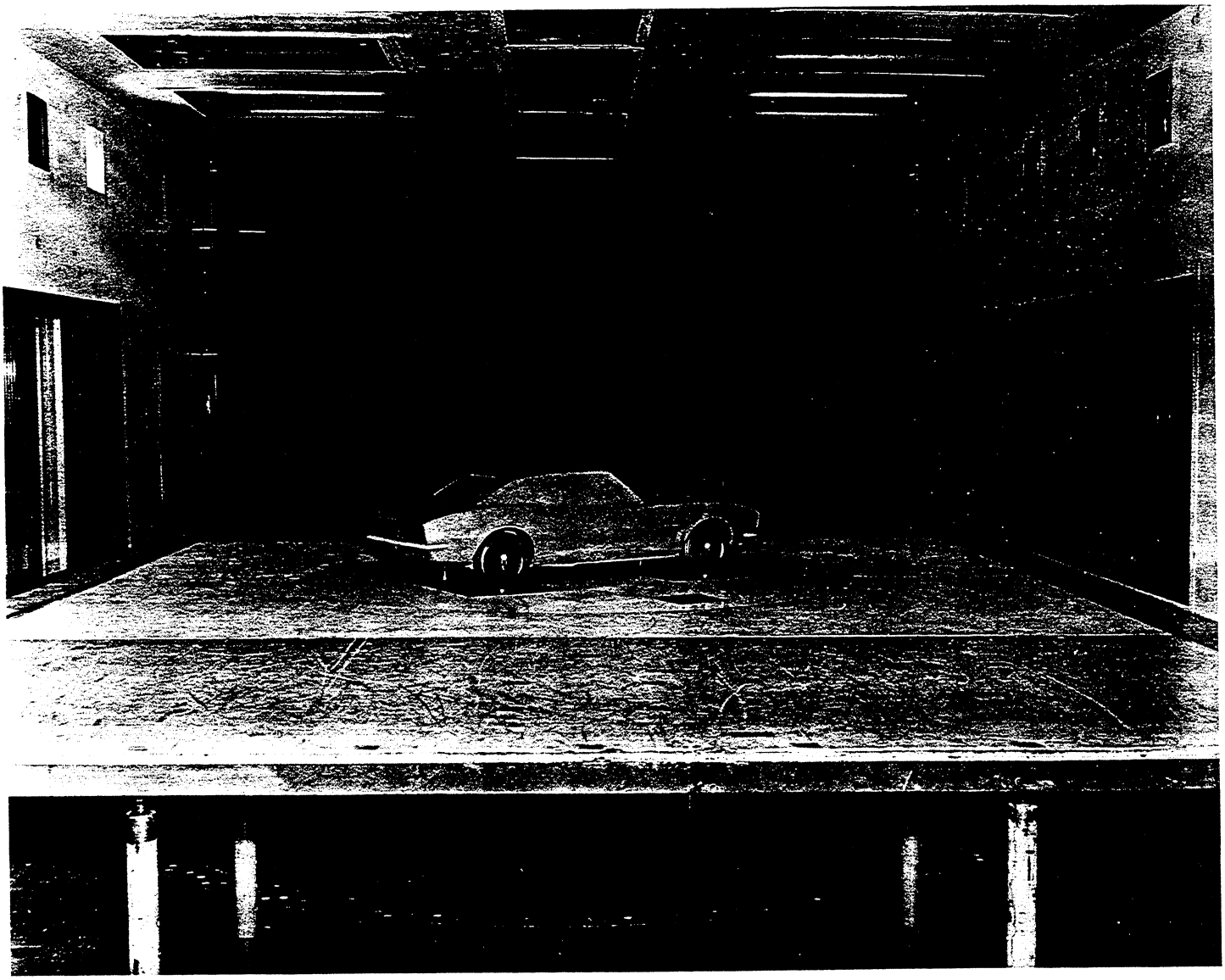







1967

The long hood-short deck initial requirement is very evident in the side view. Just as important is the turn under of the sides, front and rear, which give the car a flattened cylindrical cross section. A similar theme is carried throughout the front and rear views by the proportionally greater overall width, extra wide tire tread and curved contours of the body sides. One interesting styling aspect of these rounded beauty surfaces is the feeling of motion achieved by light reflections while the car is stationary as well as moving. This characterizes the basic theme of the Camaro: smooth, horizontally accented surfaces blended together into an aerodynamically functional shape, a clean, straight-forward piece of sculpture.



ONE QUARTER SCALE CLAY MODEL IN WIND TUNNEL

As the Camaro styling studies progressed, aerodynamic qualities were considered analytically in consultation with research engineers.

A detailed check and test of aerodynamic properties was made in early 1965 as the final shape of the exterior surfaces became well defined. An accurate 1/4 scale clay model of the Camaro was subjected to intensive and detailed wind tunnel testing in a modern, fully instrumented tunnel facility at Dallas, Texas. Directional stability as well as power requirements and flow characteristics were given a great deal of attention by the stylists and research engineers of the Corporation and design engineers from Chevrolet.

The model was tested in the presence of a ground plane mounted on a turntable which permitted a variable yaw angle from right to left through the straight ahead position during a single test.

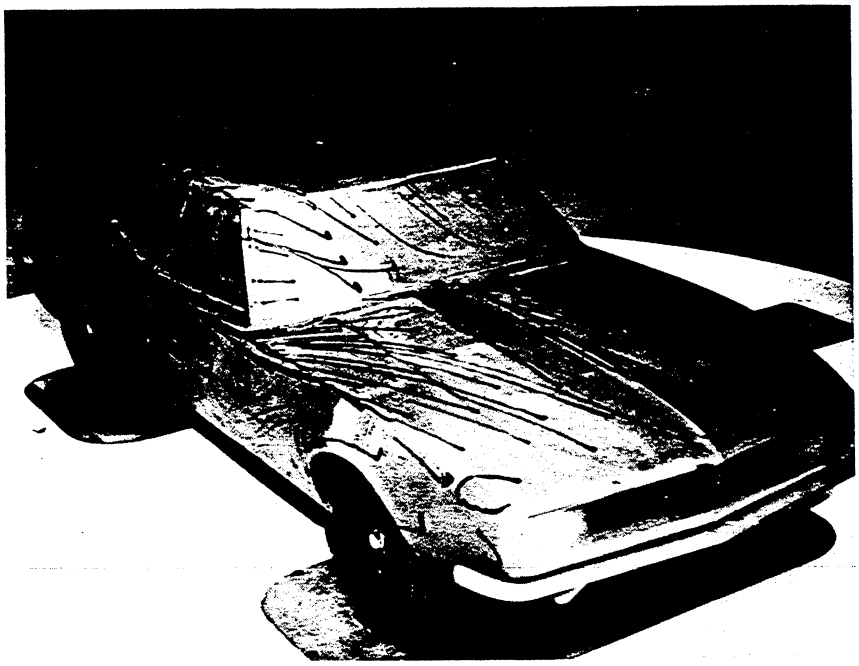
The model was pitched at various attack angles from run to run, as was the height in relation to the ground plane. Through instrumentation in the turntable, six forces and moments acting on the model were measured during each test run. Lift, drag, and side forces as well as pitching, rolling, and yawing moments were recorded instantaneously and continuously as the yaw angle was varied.

Over a total time of 78 hours in the tunnel, 76 data runs were made, consisting of yaw runs through 60 degrees right to 18 degrees left. A fixed pitch angle was used during each, but was varied as much as three degrees up and down from run to run.

Raw force and moment data were automatically recorded during each run. Rapid data reduction techniques, through the use of computers, transferred the data from the balance resolving center of the test equipment to the more meaningful reference axis of the model.

In addition to the balance data, model pressures were recorded during the test sequence using a multi-tube water manometer. Pressure taps were located in the front grille area, at various positions in the body including the side glass, and in the rear deck area just aft of the rear window.

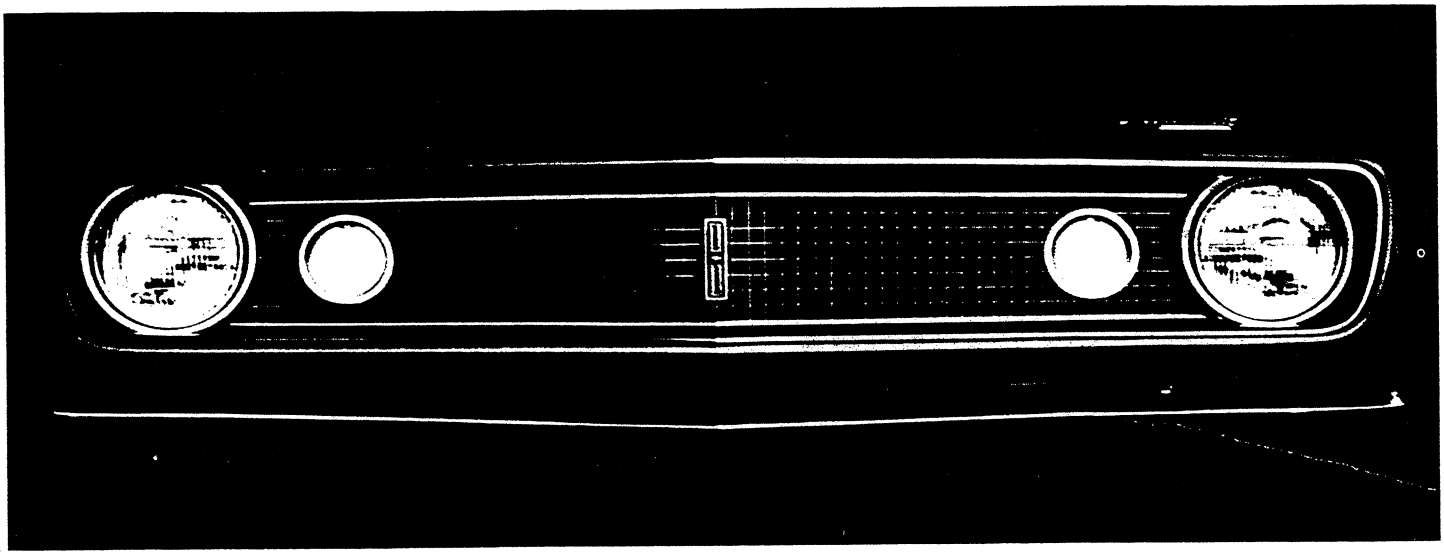
WIND TUNNEL TESTING

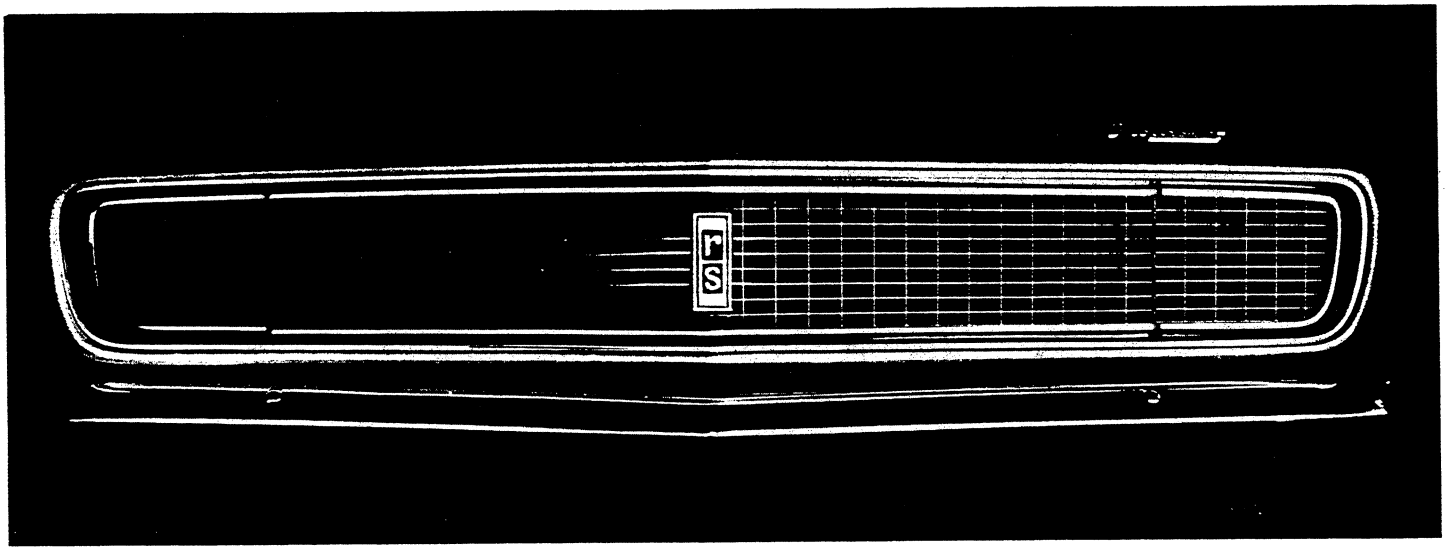


Flow visualization studies were also conducted, using the ink stain method. After the flow pattern was established in the tunnel, photographic records of the results were made.

The test model was sculptured in clay on a wood frame, to an accurate quarter size representation of the Sport Coupe model. Model weight was added and distributed front to rear to simulate a Camaro equipped with a V-8 engine and two passenger load. A major advantage of clay for the test model was the ease with which variations and changes could be made in the tunnel and tested immediately. A modeler accompanied the Chevrolet and Staff stylists, engineers, and test observers just for this purpose.

Final aerodynamic coefficient data and the flow visualization studies confirmed the basic functional aspect of the Camaro styling, and allowed perfecting of the approach in several particulars. Revised fairing of the front fender leading surfaces and a reduction in the front valance rake were two changes resulting from the wind tunnel tests.




LS

Two distinctively different front end treatments are available to the Camaro buyer as part of the opportunity to tailor the vehicle to his preferences.

In the standard car, single exposed circular headlights are located at the extremes of a "jet engine" nose opening, accented by the sharp definition and depth of the full-width black grille. Circular parking lights, positioned just inboard of the headlights, contribute to the very "business-like" shape.

A completely different second radiator grille features concealed headlights. Here the black deeply sectioned rectangular lattice extends the full width of the opening, uninterrupted by lights.

The headlights are concealed behind electrically operated doors that fully integrate with the grille in the closed position. Rectangular parking signal lights are located in the valance panel.

The concealed headlights are part of an optional "RS" or Rally Sport package, which also includes a distinctive side treatment make up of paint stripes and bright moldings and specific rear lamp treatment. "RS" emblems throughout the car further identify the option.

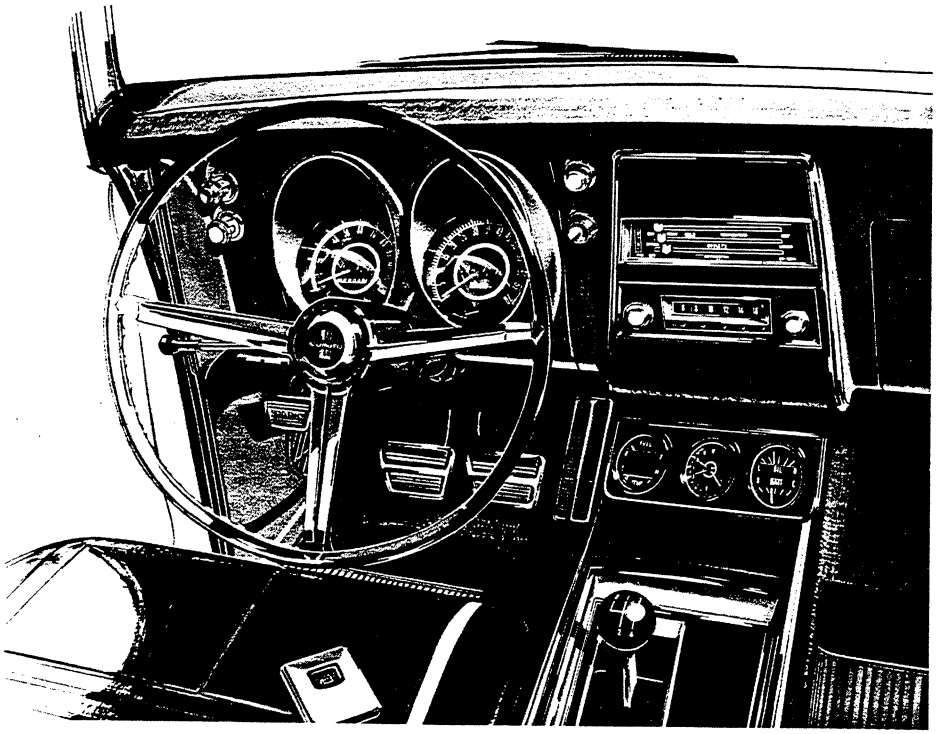
Both the standard and "RS" grilles are black painted plastic which could have been made with equal facility, in most respects, from a metal stamping. However, a metal stamping would not have given the depth and sharp definition considered essential to the character of the car.

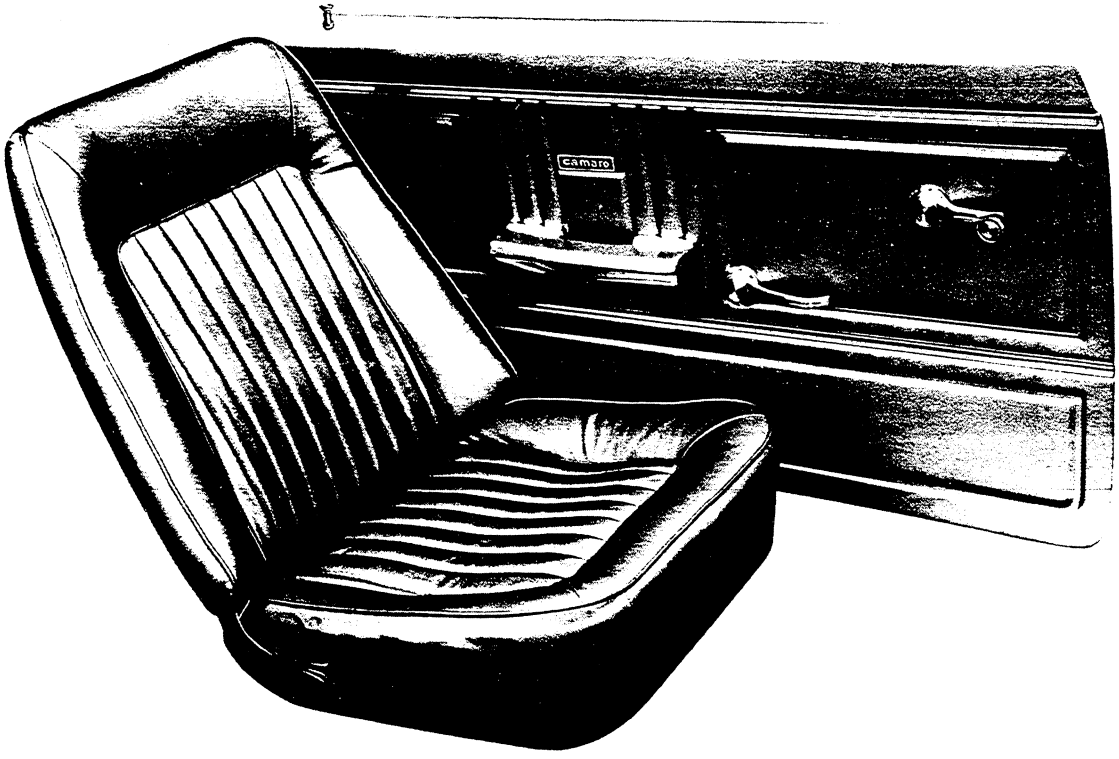
SS signifies a third Camaro variation, the performance machine of the line combining distinguishing appearance and extra-duty chassis components with either a 350 cubic inch V-8 engine available exclusively for the car or a recently introduced 396 cubic inch V-8 engine.

At the front of the car, a special hood with raised central area and simulated louvers, an "SS" grille emblem, and a "bumblebee" paint band around the front panel and fenders identify the engine options. "SS" letters on the front fender and an "SS" emblem on a special gas filler cap provide side and rear identification. An "SS" horn button cap is added to the interior.

In addition to the larger displacement engine, and specific chassis equipment, wide oval nylon red stripe tires are part of the package.

The "RS" and "SS" options can be combined for still another appearance.




Camaro

The interior styling of the car was developed with the exterior, and carries the sports theme also.

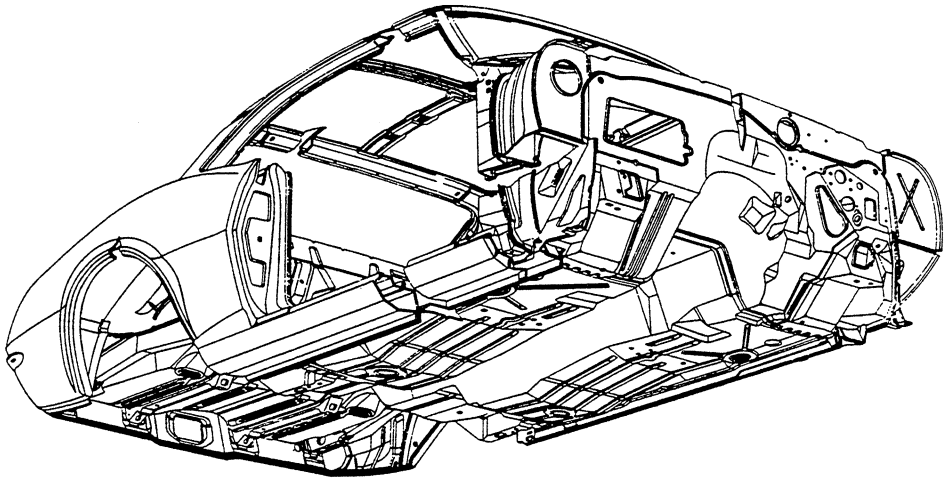
Vinyl trimmed bucket front seats, in a choice of four colors, are standard with the rear bench unit simulating the front bucket appearance.

The Camaro instrument panel recesses instruments and tell-tale lights in two elliptical bezels. The high beam indicator is located between the bezels. Control knobs, located high on the instrument cluster, feature new "mushroom" type styling. Heater controls, radio provision and ash tray are centrally located on the instrument panel, and are mounted in a black finished trim plate that is framed by a bright metal molding. Heater controls are the horizontal sliding type. A stowage compartment is located at the right side of the instrument panel.

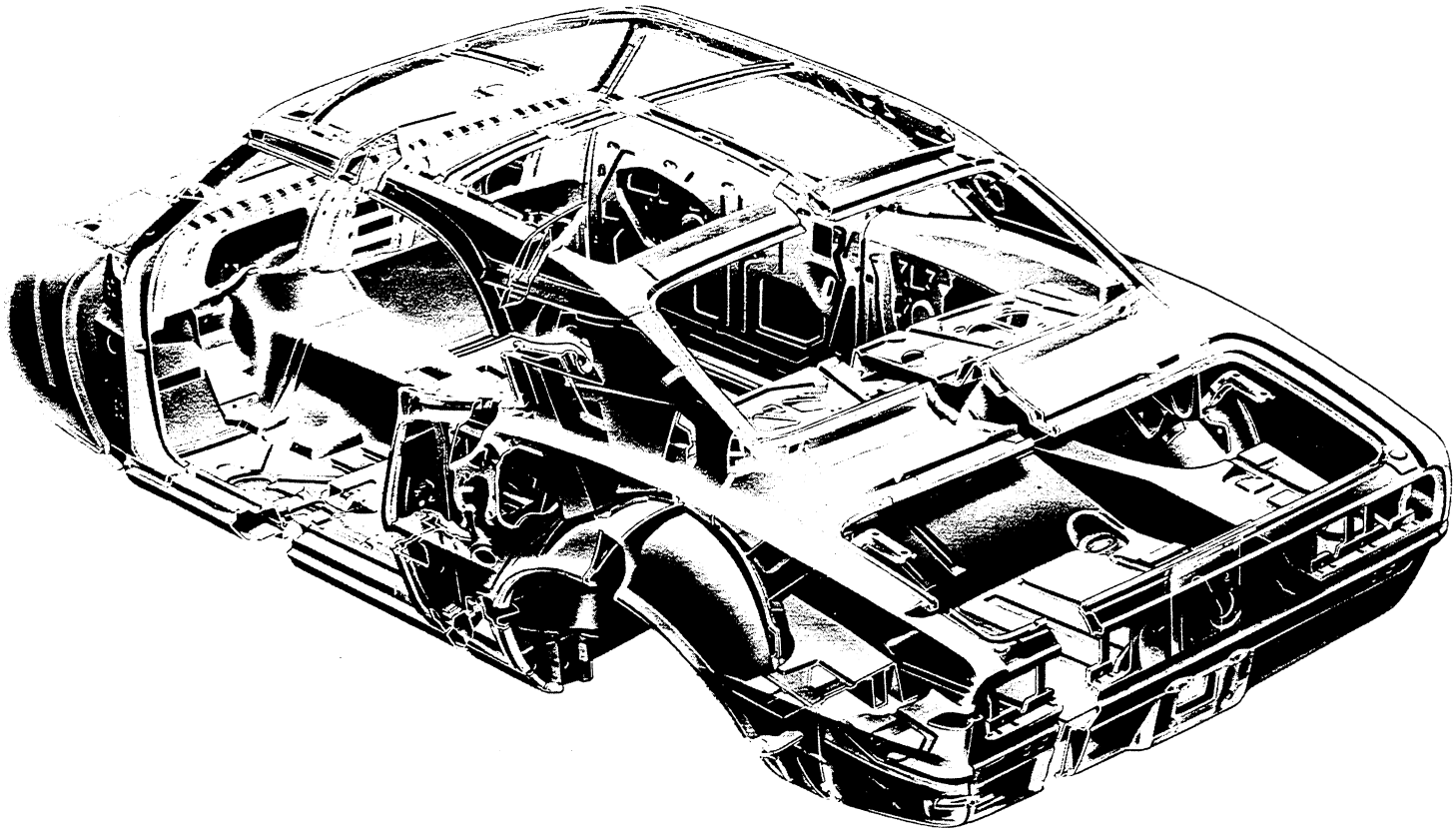
The Custom Interior Option provides seven all-vinyl deluxe interiors and special trim appointments at extra cost for the Camaro. The Strato-Bucket front seats have a two-tone treatment effected by a band of color framing embossed seat and backrest panels. The rear bench seat continues the front seat pattern, giving a bucket seat appearance.

Door trim panels feature a molded vinyl panel with integral armrests and a carpet kick panel. Door handles are mounted in a depression in the armrest and door lock buttons are bright. Circular lights mounted in the "sail" panel, or roof rear quarter, provide interior lighting for the sport Coupe. For the Convertible, lights are mounted under the instrument panel. In addition, the Sport Coupe receives rear seat armrests with ash trays. A special deluxe styled oval steering wheel, molded luggage compartment mat and hood sound insulation complete the deluxe option.

An optional front bench featuring bucket styled backrests and a fold down center armrest is also available. A fold down rear seat back, which provides an additional carpeted stowage area, is available as optional equipment for both the Camaro Sport Coupe and Convertible.



TWO-DOOR SPORT COUPE BODY



BODY AND SHEET METAL

Employing all of the traditional features found in Chevrolet passenger cars, plus many improvements introduced in 1967, this new body attests to the completeness of the Camaro as a fully equipped, fully designed American automobile.

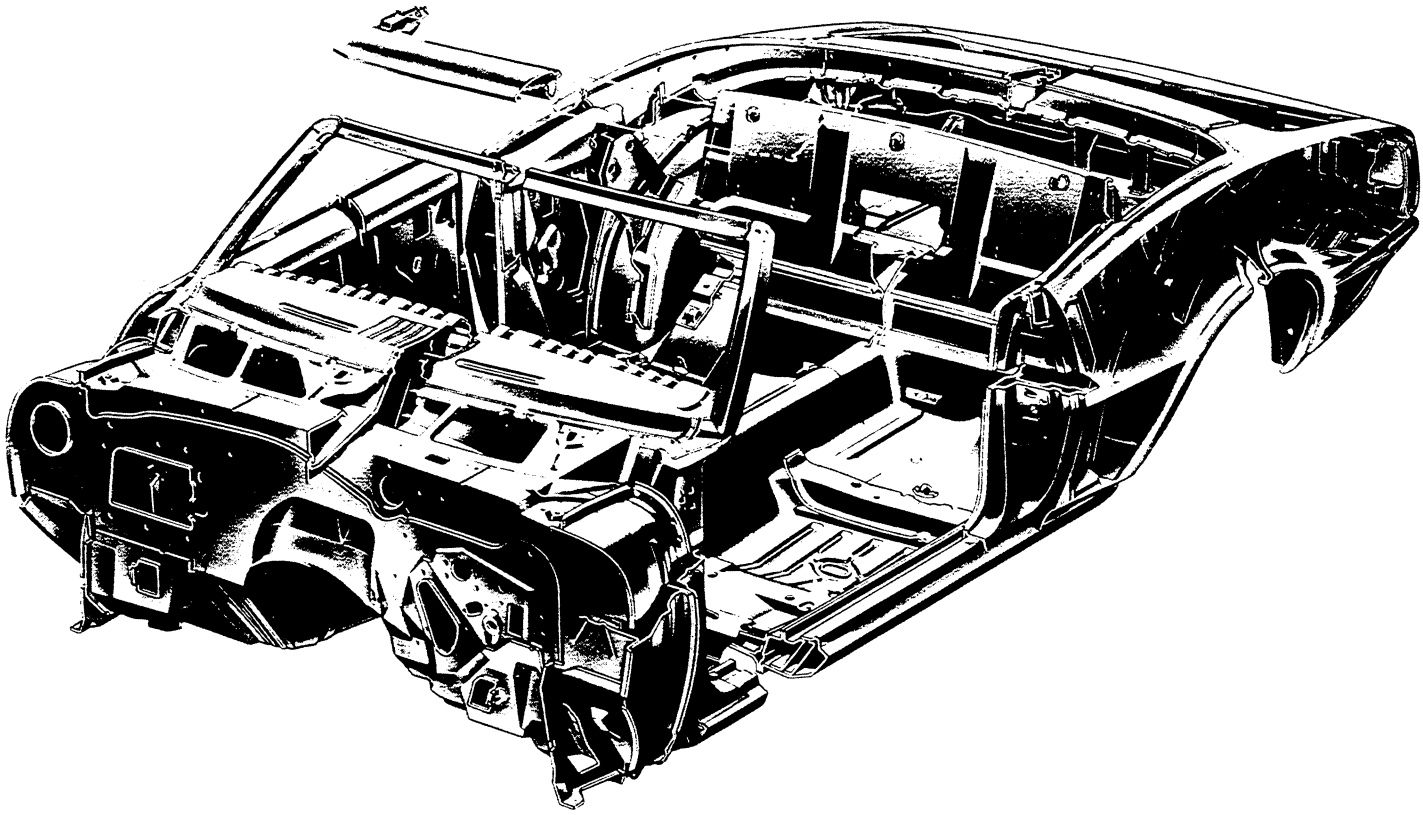
In the Camaro, proven structural elements of Chevrolet separate frame and integrated body-frame construction are combined to produce an all new low silhouette body.

A heavily ribbed reinforced underbody forms a sturdy foundation platform for the all-steel body structure. At the rear, framing elements are integrated into the underbody to provide firm mounting for the rear suspension and axle. With this approach, efficient use of metal members is achieved, while attaining good ride and road isolation.

Door pillars, quarter, rear end, and dash panels, including the "saddle bag" ventilation plenum chamber, are conventionally welded to each other and to the underbody. "Crossbow" roof design is used and headers and roof side rails are welded to the lower body through box-section front and rear pillars. Rocker panels for the coupe model are galvanized for maximum corrosion resistance, while rocker panels for convertibles are of heavier gauge sheet to provide the added stiffness required by the open top structure. With the heavier gauge sheet metal, galvanizing of the convertible rocker panels is not required.

Provisions are made in the toe pan area and under the front seat to attach the partial frame with rubber biscuit type body mounts, providing improved isolation of the front running gear from the body proper. Side plenum chambers of the high-level ventilation system direct air and water to each rocker section, similar to the washed-dried rocker arrangement of other Chevrolet car lines.

Curved side window glass complements styling, contributing to the rear silhouette contour look. Windshield and rear window glass are cemented in the body openings to give an excellent seal.



TWO-DOOR CONVERTIBLE BODY

Double panel construction is used for doors, hood and deck lid to give maximum strength. Hood and deck lid are counter-balanced for minimum opening effort. The spare wheel is located at the right hand side of the trunk compartment.

The heater is similar to that used in other Chevrolet lines, but has specific distribution ducts and controls tailored to the Camaro body. Body ventilation is conventional, with air entering the outside opening at the base of the windshield and moving through side plenum chambers, where it can be metered to the interior with separate controls.

Chassis wiring is similar to other product lines, and fusible links are used to protect electrical wiring harnesses from over-load. A brake warning light and a hazard warning switch are also standard equipment. A new freeway lane changer is activated by moving the directional signal lever to a position short of detent.

An instrument cluster printed circuit, similar to that of the regular Chevrolet, is used for reliability, bulb accessibility, and serviceability.

Door locks are of the free-wheeling type, while front seat back-rests have latches to prevent unintentional forward movement. The energy absorbing instrument panel uses slotted panel construction covered by the thick leading edge of the standard instrument panel pad. Provisions are built into all models for optional front seat shoulder harnesses.

Bolt-on front end sheet metal is similar to that of the Chevrolet and Chevelle, including inverted "bathtub" type fender skirts which give corrosion protection to outer fender inner surfaces. Fenders and fender skirts are bolted together, and, in combination, are bolted to the body at the dash and to the radiator support panel. Rubber biscuit mounts are used to attach the support panel.

	ONE-PASSENGER LOAD	FOUR-PASSENGER LOAD
TOTAL WEIGHT	2866 LBS.	3316 LBS.
UNSPRUNG WEIGHT – FRONT	179 LBS.	SAME
– REAR	265 LBS.	SAME
C.G. LOCATION AFT FRONT WHEELS	49.3 IN.	53.5 IN.
WHEELBASE	108.0 IN.	SAME
TREAD – FRONT	57.0 IN.	SAME
– REAR	56.7 IN.	SAME
ROLL CENTER HEIGHT – FRONT	1.3 IN.	1.3 IN.
– REAR	10.3 IN.	9.3 IN.
REAR SPRING SPAN	42.4 IN.	SAME
ROLL RATE (Range) – FRONT	213 TO 443 $\frac{\text{FT. \#}}{\text{DEG.}}$	SAME
– REAR	214 TO 243 $\frac{\text{FT. \#}}{\text{DEG.}}$	SAME
ROLL STEER (Range) – FRONT	5% OV. TO 10% UN.	SAME
– REAR	5% OV. TO 10% UN.	SAME
DEFLECTION STEER – FRONT (Due to Aligning Torque)	195 FT. #/DEG.	SAME
ROLL CAMBER COEFFICIENT – FRONT	0.8 TO 1.0	SAME

Table 1. Initial design parameter specifications (As given by Chevrolet Engineering).

DIRECTIONAL CONTROL CHARACTERISTICS

One basic stipulation of the Camaro concept was sharply defined, sports-like roadability with superior ride quality and improvements in road, engine and driveline isolation for a vehicle of this size and type. These requirements led to design and development investigations of unusual scope and magnitude. One such investigation made use of modern computer techniques as an invaluable tool in analyzing and predicting complex interrelated vehicle characteristics.

A complete analysis of the handling characteristics of the Camaro was made in conjunction with the Engineering Mechanics Department of General Motors Research Laboratories before any hard design lines of the final car were put on paper. Through analog computer simulation techniques, engineers from Research Laboratories and Chevrolet investigated, studied and predicted the directional control characteristics of this new car analytically, to an extent never possible by older traditional methods. In a relatively short period of time, as opposed to years by conventional means, the extreme speed and accuracy of the computer enabled these engineers to study the complex interrelationship of factors affecting vehicle handling behavior, over a wide range of conditions.

Before starting the handling characteristics analysis, basic car definitions had been made and target specifications determined. The specifications of Table 1 supplied to General Motors Research included parameters fixed by the initial design concept as well as those required to be within an allowable range due to design factors. With this information, the investigators were asked to predict and analyze the results and offer design direction to provide the best handling vehicle obtainable, using average tires.

	ONE-PASSENGER LOAD	FOUR-PASSENGER LOAD
YAW INERTIA	1527 SLUG-FT^2	1634
ROLL INERTIA	383 SLUG-FT^2	397
YAW-ROLL PRODUCT OF INERTIA	-20 SLUG-FT^2	-20
C.G. HEIGHT ABOVE GROUND	20.0 IN.	18.9

Table 2. Inertia parameters

To most enthusiasts, a sports oriented vehicle means a "flat cornering" vehicle, which more precisely means it has a low roll angle. Specifically, the total roll rate to produce these low angles was determined to be six degrees per "g" of lateral acceleration.

The deflection steer specification of Table 1 is the result of experience with the Chevy II. This data indicated that the only significant deflection steer effect was in the front suspension, and was due to aligning torque acting on the steering linkage compliance; an effect that was included in the analysis.

Inertia parameters were also required for the handling analysis. Since pretest vehicles were still to be built, estimates of inertia parameters were taken from a vehicle having approximately the same weight, weight distribution and center of gravity height. These values are shown in Table 2.

In the first evaluation, still other adjustments were necessary. The absence at this time of complete data for the specified tire sizes required the use of modified 6.50 x 13 tire data.

Later, when the first pretest vehicle became available, directional control response measurements were made using both 6.50 x 13 tires and 6.95 x 14 tires for correlation with the predicted responses.

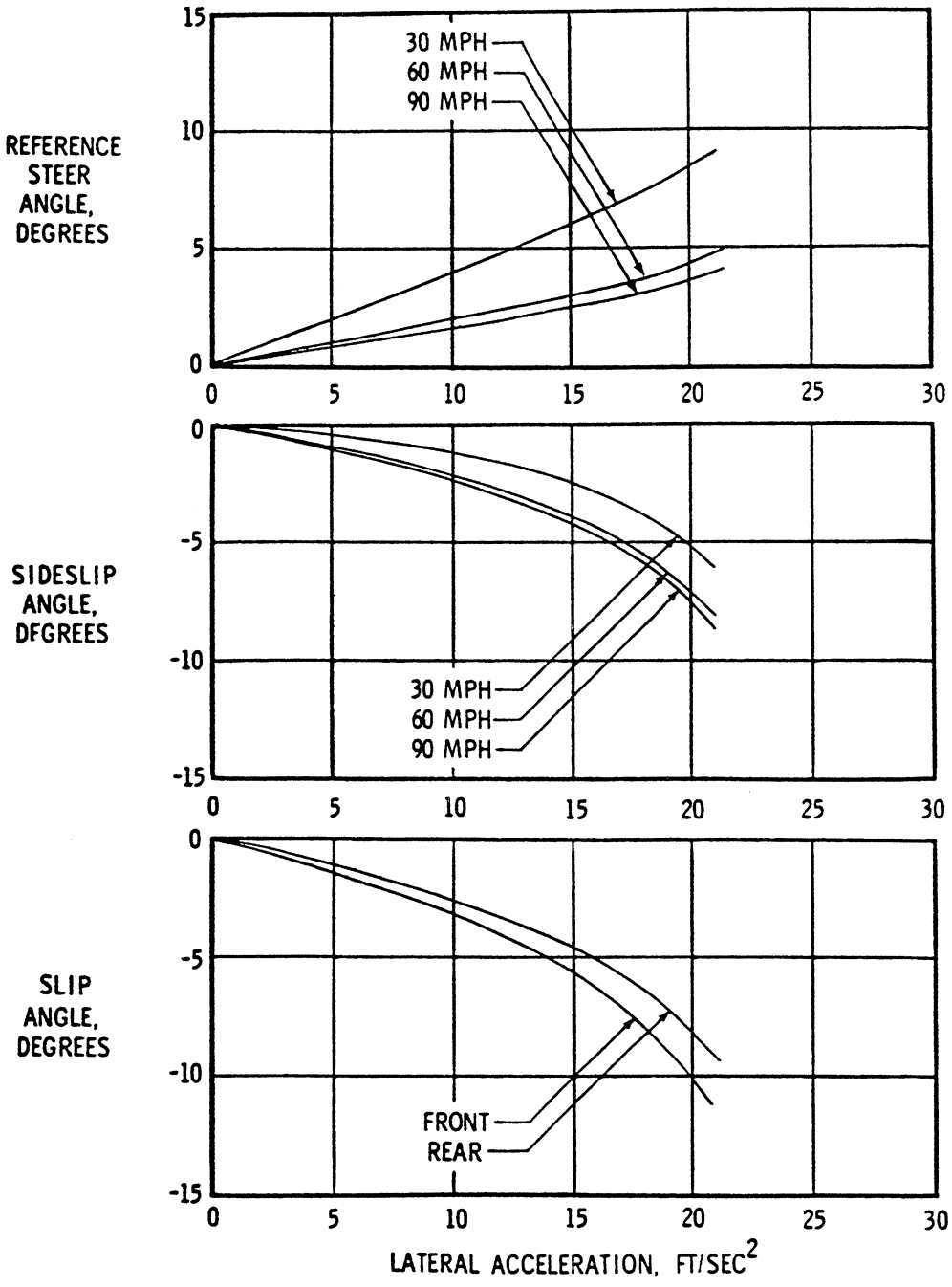


Figure 1. Steady state characteristics - (Camaro standard Configuration with 4 passenger load.)

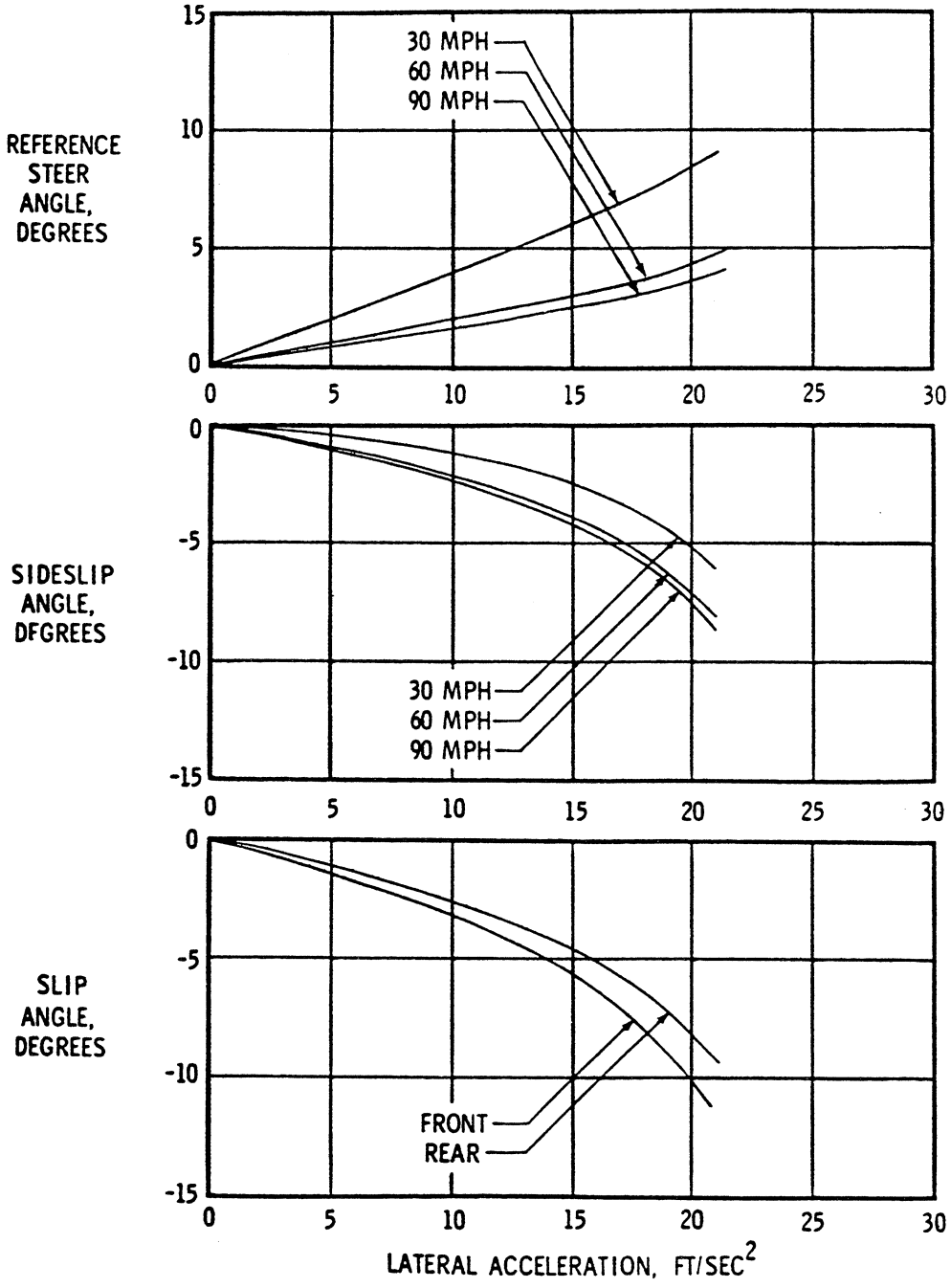


Figure 1. Steady state characteristics - (Camaro standard Configuration with 4 passenger load.)

The basic suspension design analysis was with the six-cylinder engine at the four-passenger load configuration, and was performed with the GMR analog computer simulation of vehicle directional control characteristics. This configuration is most important because the weight distribution is more to the rear than with any other Camaro loading due to the lighter engine and rearward passenger loading.

Since only slight typical understeer quality, due to weight distribution, was available and roll angles were kept at a low 6 degree per "g" value, it was desirable to use the maximum available roll understeer properties. Accordingly, the front and rear roll understeer and front roll camber coefficient were set at the highest values of the allowable design limits. This resulted in a Characteristic Speed of 43 mph.

The specification of the allowable roll angles and the roll center heights dictated the sum of the front and rear roll rates. The roll rate distribution was then set through use of the computer model, so as to provide stability at high lateral accelerations without introduction of a tendency for the front suspension to "wash out" or "plow." The resulting steady state characteristics are shown in Figure 1 where front wheel steer angle is plotted against lateral acceleration. In addition, sideslip angle and tire slip angles are shown.

	ONE-PASSENGER LOAD	FOUR-PASSENGER LOAD
ROLL STEER – FRONT	0	10% UN.
– REAR	3% OV.	10% UN.
ROLL CAMBER COEFFICIENT		
– FRONT	0.9	1.0
ROLL RATE – FRONT	443 FT–#/DEG.	SAME
– REAR	214 FT–#/DEG.	SAME

Table 3. Suspension design parameter specifications

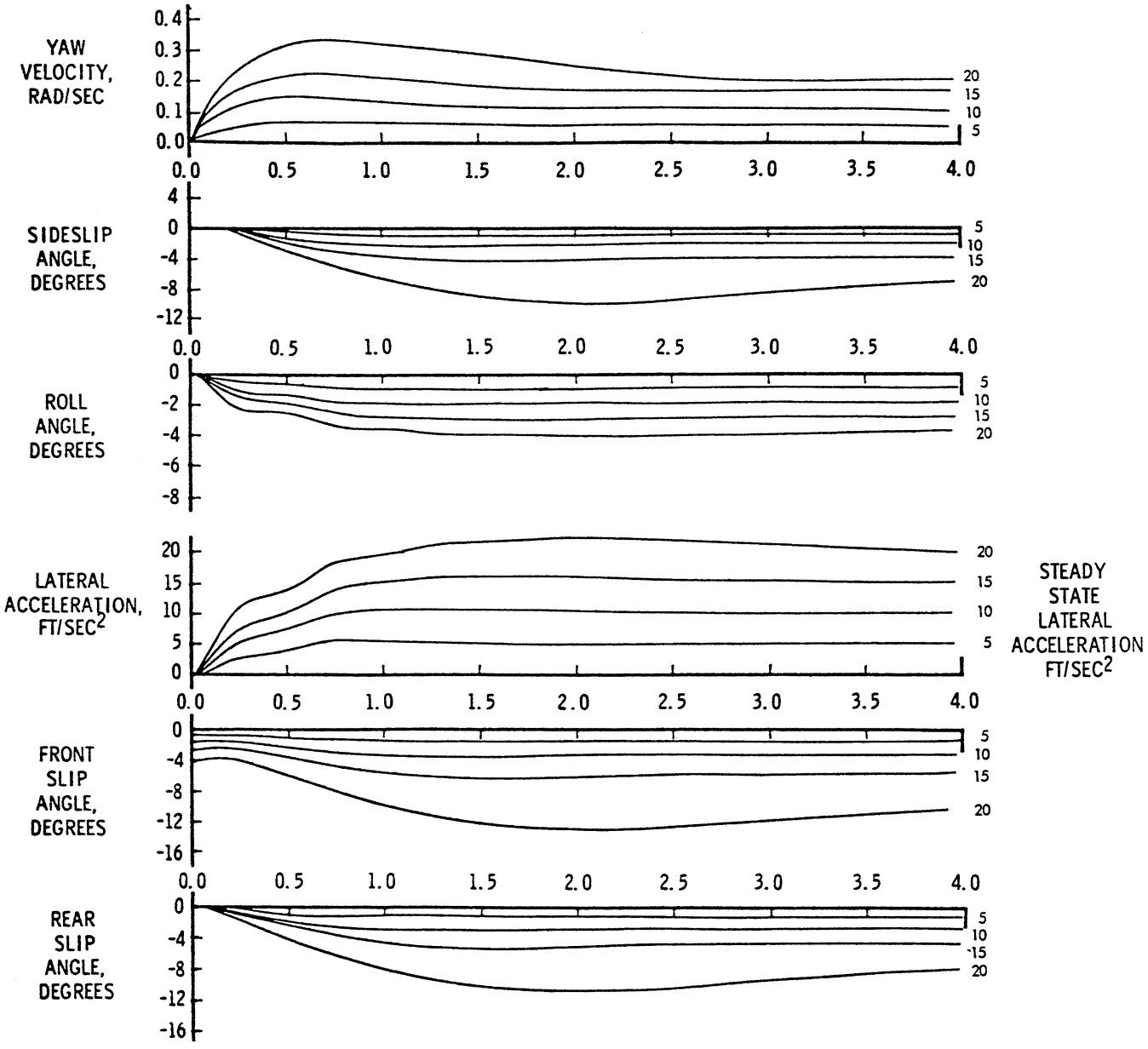


Figure 2. Transient response for step inputs of steer angle (Camaro standard configuration - 4 passenger load - 60 mph).

This completed the specifications of all the suspension design parameters for the four-passenger load configuration. They are listed in Table 3, with values for a one-passenger load configuration.

The transient responses of the vehicle motions are shown in Figure 2. Particular attention may be given to the yaw velocity response, which for a 10 ft/sec^2 lateral acceleration maneuver has a 0.18 second rise time, and to the lateral acceleration response which has a 0.63 second rise time. In Figure 3, the path response data indicates a final course angle error of 1.38 degrees for a 10 ft/sec^2 maneuver. The course angle error peak values in the transient portions of the curves occur at time delays of approximately 0.8 seconds.

	DESIGN	TEST
4 PASSENGER LOAD	3316	3515
WEIGHT DISTRIBUTION	50.5% F	51% F
ROLL CENTERS –		
FRONT	1.3"	–1.8"
REAR	9.3"	9.3"
ROLL STEER		
FRONT	10% UN.	9.5% UN.
REAR	10% UN.	8.5% UN.
ROLL CAMBER COEFF.		
FRONT	1.0	.68
REAR	0	0
ROLL RATE		
TOTAL	657 FT–#/DEG.	595 FT–#/DEG.
DISTRIBUTION	67.4% F	69.4% F

Table 4. Comparison of design parameters and test data.

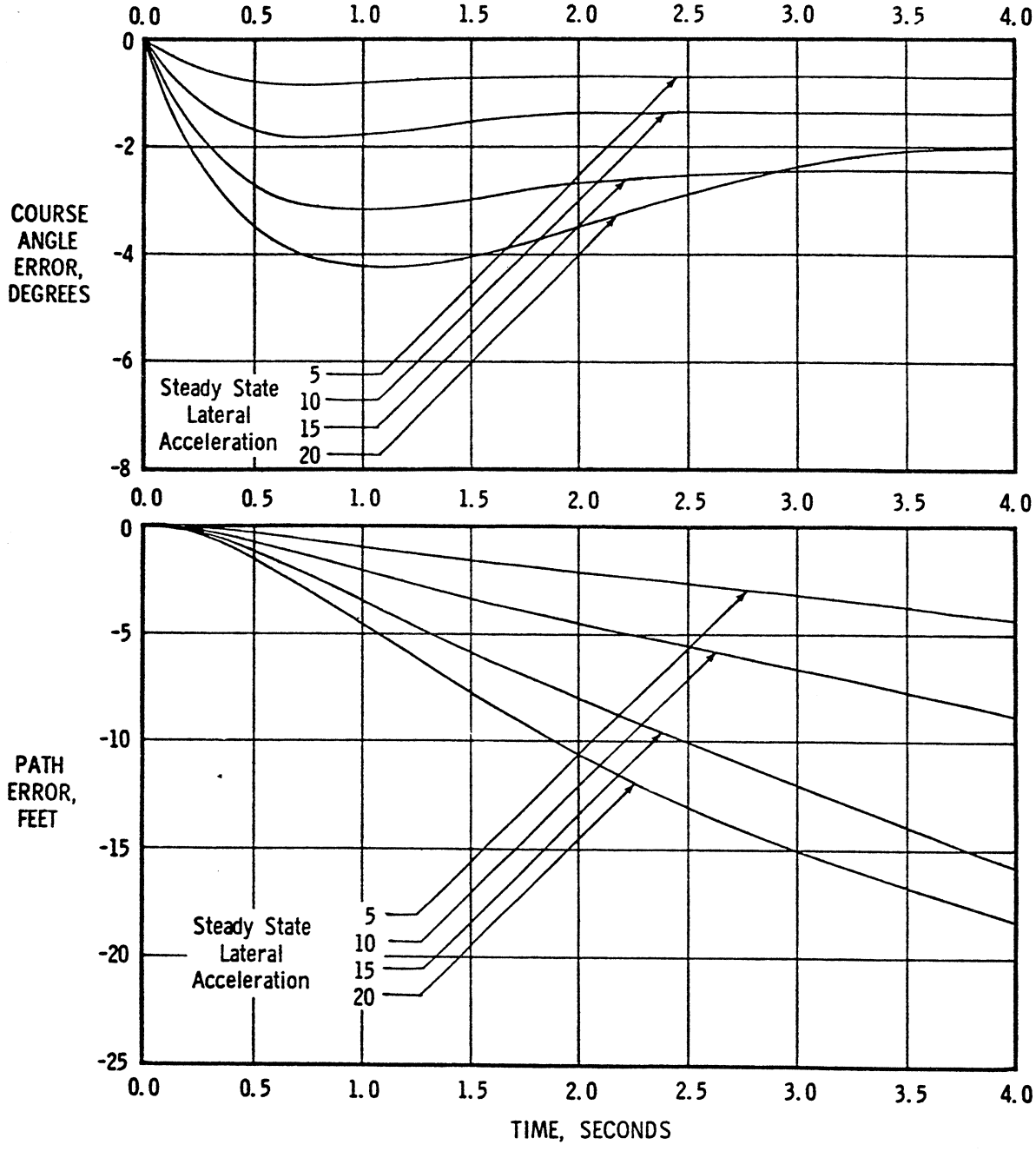


Figure 3. Path transient response for step inputs of steer angle (Camaro standard configuration - 4 passenger load - 60 mph).

It should be pointed out that the computer simulation techniques can only predict the handling that can be expected with the constraints set up by design parameters.

However, with use of the computer model, suggestions can be made to change handling and arrive at what is considered to be a good handling car. The phrase "a car has good or poor handling" is, of course, very much a subjective reaction based on personal preferences.

The judgement of good, poor or acceptable handling was determined by GMR experience, where recognized excellent drivers and many other less skilled personnel were exposed to driving maneuvers using different vehicles which incorporated many different response characteristics.

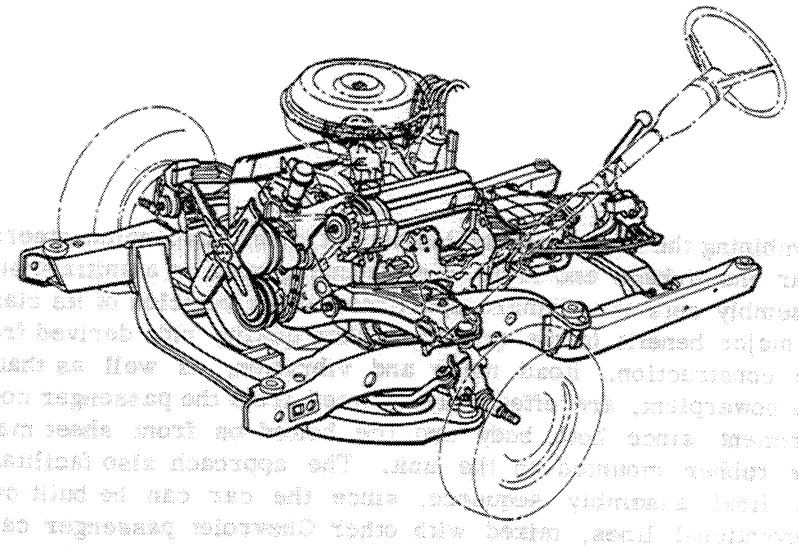
Upon completion of the first Camaro pretest vehicle, directional control response measurements were made at the Milford Proving Grounds. These tests provided steady state and transient response data for correlation with the predicted responses obtained in the design stage computer study.

Test results showed that the pretest vehicle directional control performance characteristics were very similar to those of the computer model in the low lateral acceleration range, but at high lateral accelerations the pretest vehicle had more understeer quality with faster and smoother transient responses.

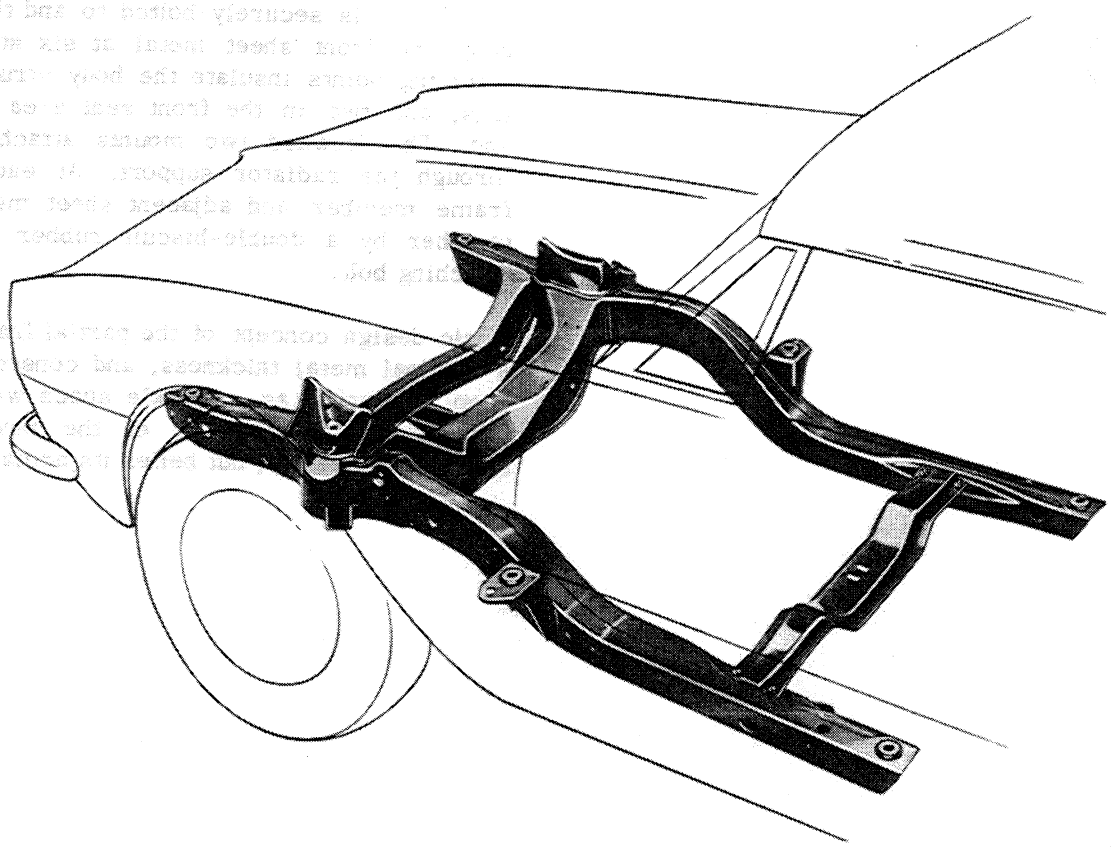
The pretest vehicle design parameters were close to specifications. The major difference was in the total roll rate which was 10 percent low, indicating that roll angles would be greater than expected.

Steady state test data indicated that the expected understeer quality was obtained in the pretest vehicle for low lateral accelerations, but that higher understeer quality was obtained for high lateral accelerations. The measured characteristic speed was 40 mph with the 6.50 x 13 tires and 38 mph with 6.95 x 14 units, which compares favorably with the predicted values.

In a similar vein, transient response test data showed expected yaw velocity responses and lateral acceleration responses at low lateral acceleration, and similar responses at high lateral accelerations modified by the increased understeer.



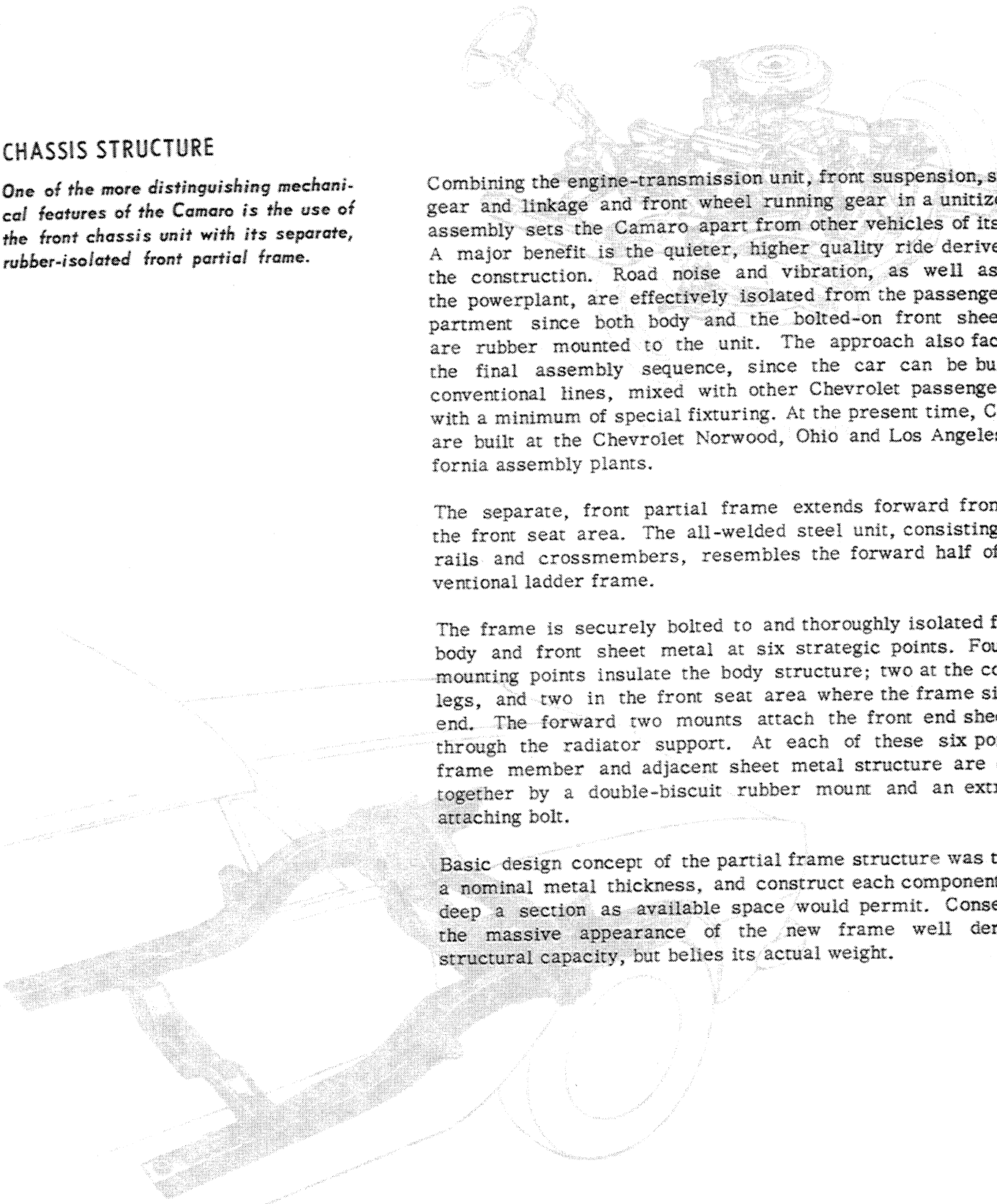
FRONT CHASSIS UNIT



EXTENDED RAIL FRONT PARTIAL FRAME

CHASSIS STRUCTURE

One of the more distinguishing mechanical features of the Camaro is the use of the front chassis unit with its separate, rubber-isolated front partial frame.

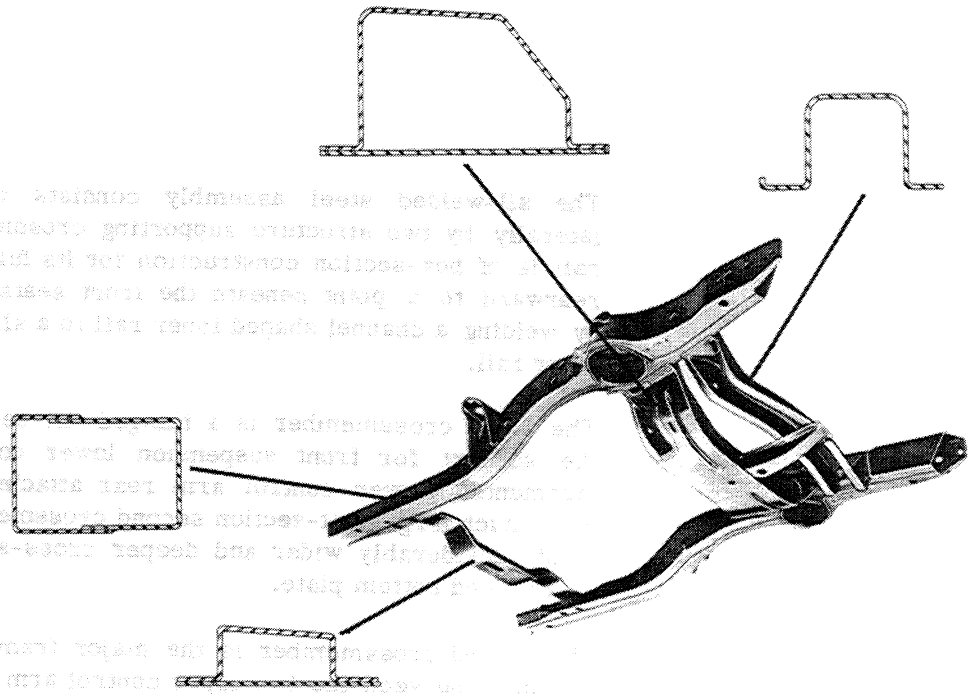


Combining the engine-transmission unit, front suspension, steering gear and linkage and front wheel running gear in a unitized subassembly sets the Camaro apart from other vehicles of its class. A major benefit is the quieter, higher quality ride derived from the construction. Road noise and vibration, as well as that of the powerplant, are effectively isolated from the passenger compartment since both body and the bolted-on front sheet metal are rubber mounted to the unit. The approach also facilitates the final assembly sequence, since the car can be built over conventional lines, mixed with other Chevrolet passenger cars, with a minimum of special fixturing. At the present time, Camaros are built at the Chevrolet Norwood, Ohio and Los Angeles, California assembly plants.

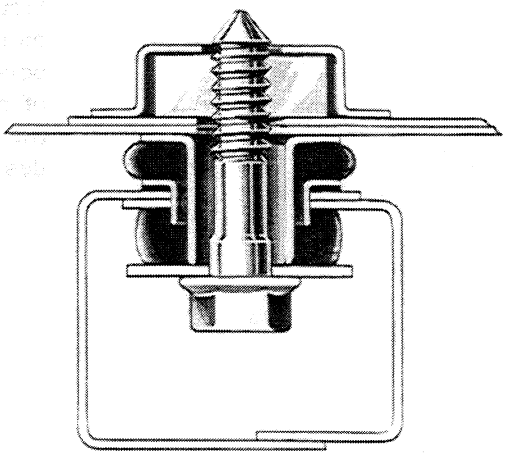
The separate, front partial frame extends forward from under the front seat area. The all-welded steel unit, consisting of side rails and crossmembers, resembles the forward half of a conventional ladder frame.

The frame is securely bolted to and thoroughly isolated from the body and front sheet metal at six strategic points. Four of the mounting points insulate the body structure; two at the cowl dash legs, and two in the front seat area where the frame side rails end. The forward two mounts attach the front end sheet metal through the radiator support. At each of these six points, the frame member and adjacent sheet metal structure are clamped together by a double-biscuit rubber mount and an extra-large attaching bolt.

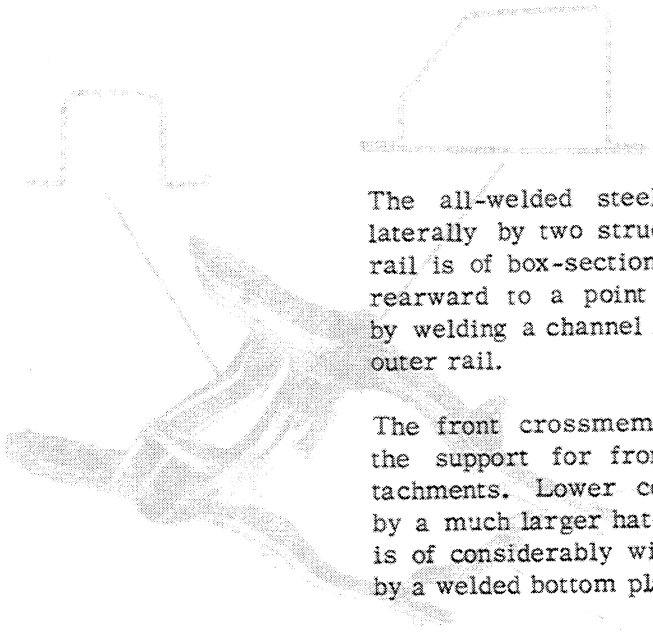
Basic design concept of the partial frame structure was to utilize a nominal metal thickness, and construct each component with as deep a section as available space would permit. Consequently, the massive appearance of the new frame well denotes its structural capacity, but belies its actual weight.



PARTIAL FRAME CROSS SECTIONS



DOUBLE-BISCUIT RUBBER MOUNT



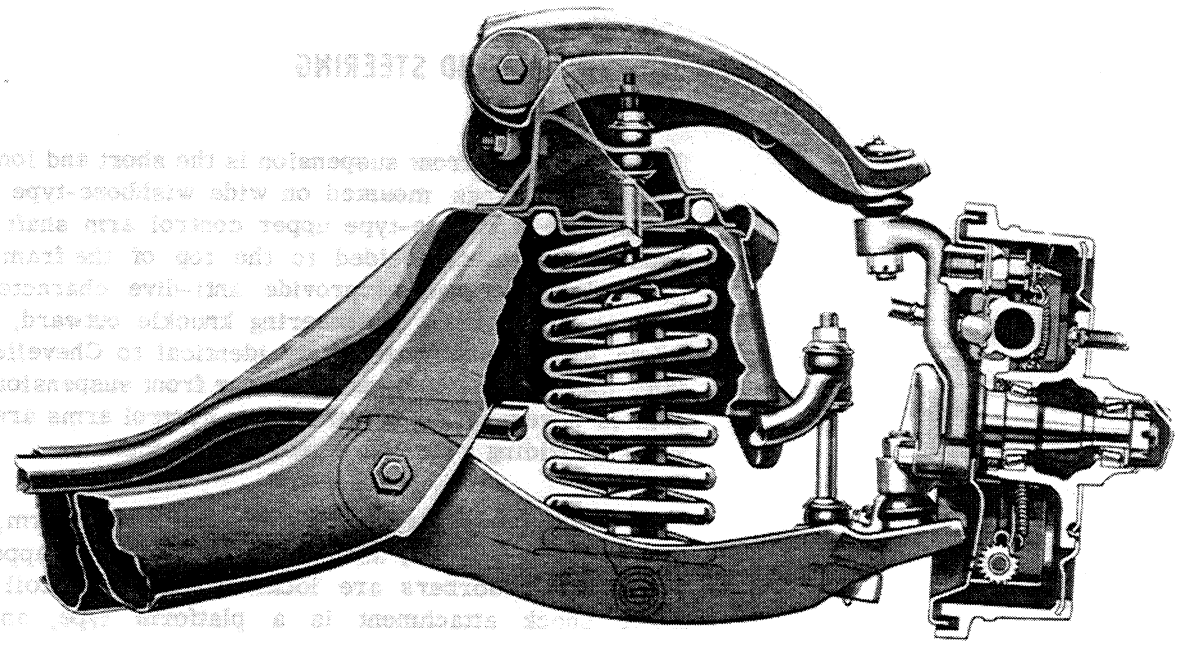
The all-welded steel assembly consists of side rails joined laterally by two structure supporting crossmembers. Each side rail is of box-section construction for its full length, and extends rearward to a point beneath the front seats. The box is formed by welding a channel shaped inner rail to a slightly larger channel outer rail.

The front crossmember is a flanged hat-section, and serves as the support for front suspension lower control arm front attachments. Lower control arm rear attachments are supported by a much larger hat-section second crossmember. This member is of considerably wider and deeper cross-section, and enclosed by a welded bottom plate.

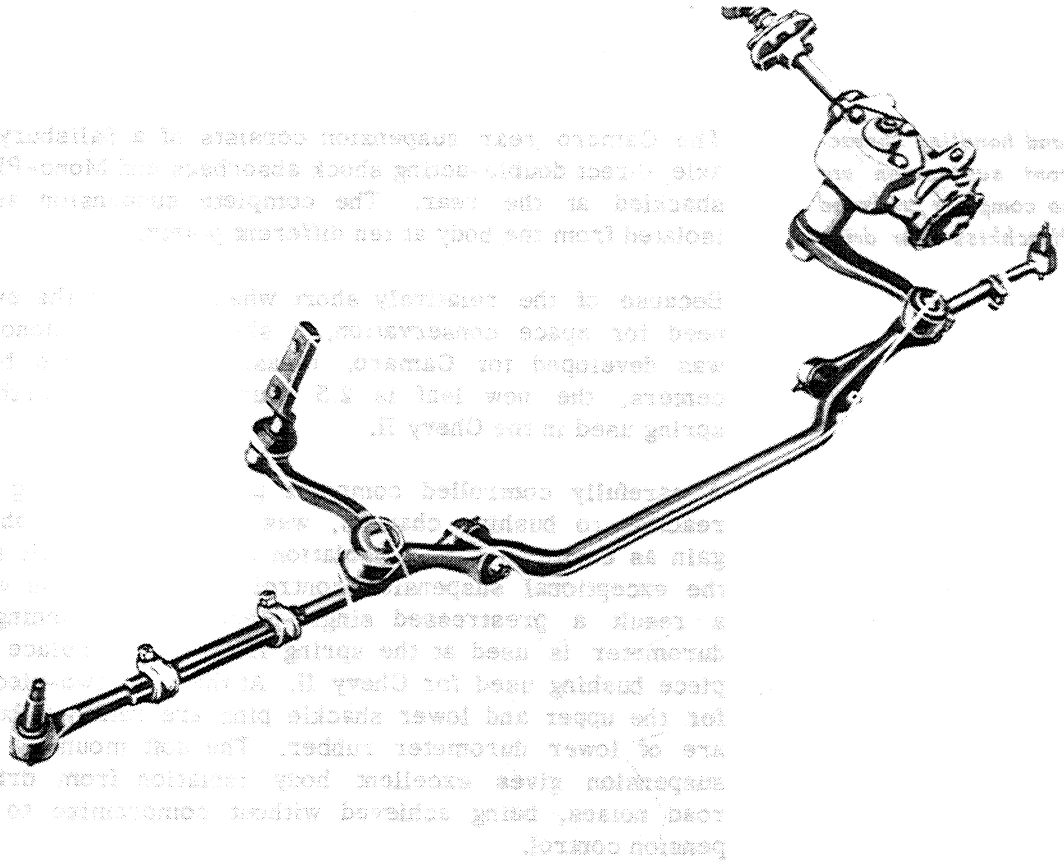
The second crossmember is the major frame cross support and is placed between the two upper control arm mounting towers and front spring upper seats. A flanged channel skid plate ties the front suspension crossmembers together, midway between the side rails.

The dual suspension crossmembers provide a wide mounting base for the lower control arm pivot shafts. This permits the use of more rigid lower control arms, and provides greater frame torsional strength with less weight than a single large member.

Mounted near the rear of the side rails is a third transverse member. Supporting the transmission and attaching drive components, this member is bolted to the frame side rails for ease of removal. Although adding very little to overall frame structure, the transmission support crossmember is a closed hat-section designed to withstand torque forces imposed by the drive train.



INDEPENDENT FRONT SUSPENSION



RELAY TYPE STEERING LINKAGE

SUSPENSION AND STEERING

The independent front suspension is the short and long arm design, with coil springs mounted on wide wishbone-type lower control arms. The wishbone-type upper control arm shaft is bolted to a bracket which is welded to the top of the frame rail with the forward end raised to provide anti-dive characteristics. Suspension parts from the steering knuckle outward, including ball joints and brakes, are nearly identical to Chevelle components. With the steering linkage behind the front suspension, the steering arm is reversed. Upper and lower control arms are canted rearward, providing a trailing wheel arrangement.

The coil springs nest in the lower control arm, pass through the lower frame rail, and nest in a seat in the upper frame rail. The shock absorbers are located inside the coil springs. The lower shock attachment is a platform type, and the upper a bayonet.

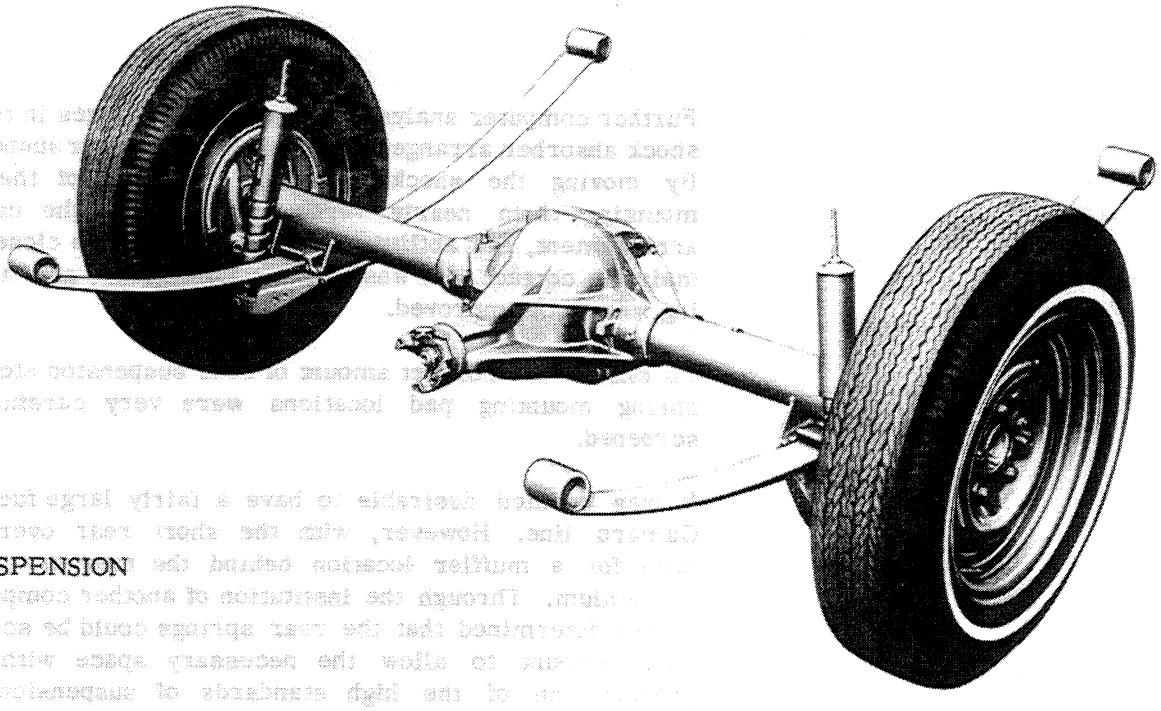
The steering linkage is a parallel relay design, mounted to the rear of the front suspension.

The excellent ride and handling characteristics of the front suspension are complemented by the computer analyzed adaptation of the Hotchkiss rear drive system.

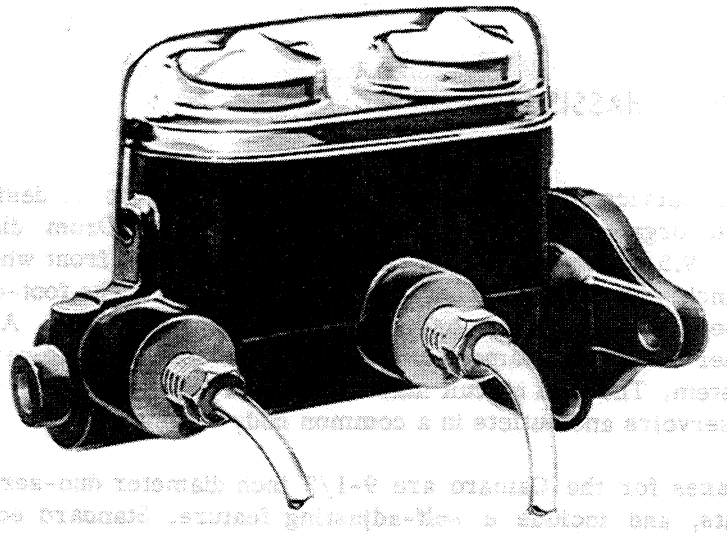
The Camaro rear suspension consists of a Salisbury-type rear axle, direct double-acting shock absorbers and Mono-Plate springs shackled at the rear. The complete suspension assembly is isolated from the body at ten different points.

Because of the relatively short wheelbase and the ever present need for space conservation, a shorter length Mono-Plate leaf was developed for Camaro. Measuring 56 inches between eye centers, the new leaf is 2.5 pounds lighter than the 62.5 inch spring used in the Chevy II.

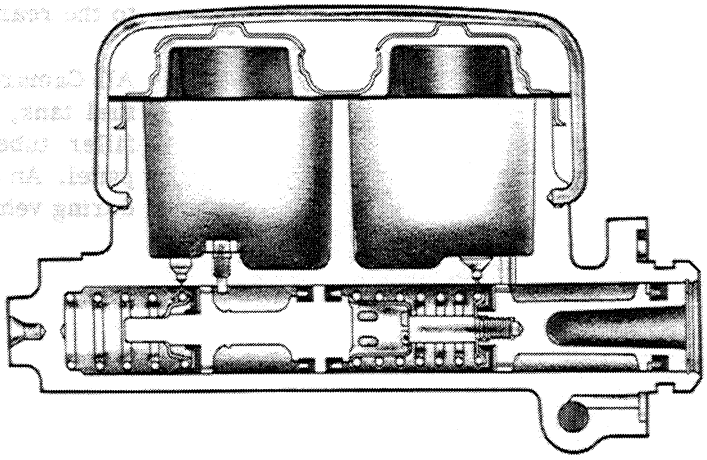
A carefully controlled computer program, analyzing suspension reaction to bushing changes, was conducted. The object was to gain as complete a body isolation as possible, while maintaining the exceptional suspension control planned for this vehicle. As a result a prestressed single-piece rubber bushing of lower durometer is used at the spring front eyes, in place of the two-piece bushing used for Chevy II. At the rear, two-piece bushings for the upper and lower shackle pins are retained, but they also are of lower durometer rubber. The soft mounting of the rear suspension gives excellent body isolation from driveline and road noises, being achieved without compromise to rear suspension control.

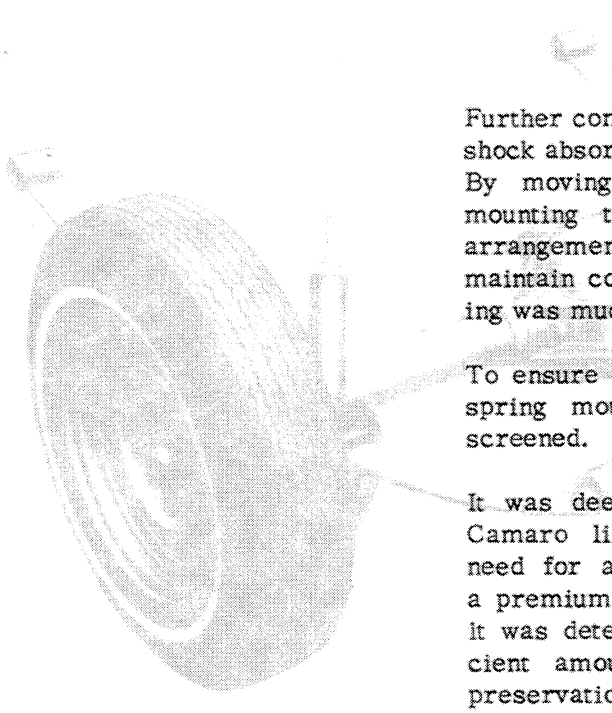


REAR SUSPENSION



DUAL BRAKE CYLINDER





Further computer analysis indicated that changes in the traditional shock absorber arrangement would improve rear suspension action. By moving the shock absorbers outboard of the springs and mounting them nearly vertical, instead of the usual diagonal arrangement, the ability of the wheels to more closely follow and maintain contact with washboard road surfaces and during cornering was much improved.

To ensure the correct amount of rear suspension steer geometry, spring mounting pad locations were very carefully computer screened.

It was deemed desirable to have a fairly large fuel tank for the Camaro line. However, with the short rear overhang and the need for a muffler location behind the rear axle, space was at a premium. Through the institution of another computer program it was determined that the rear springs could be splayed a sufficient amount to allow the necessary space with, once again, preservation of the high standards of suspension control set for the Camaro line.

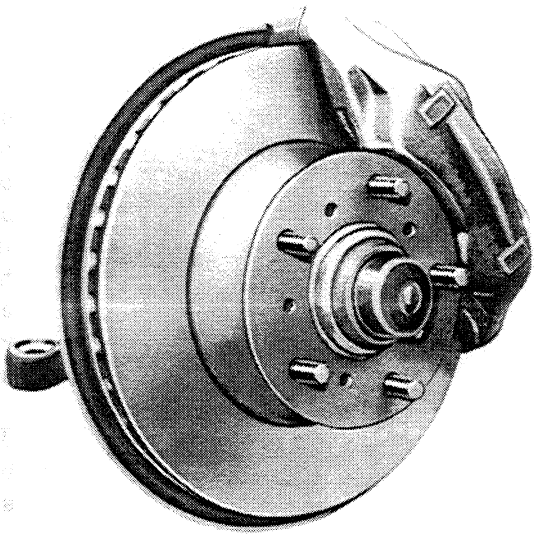
OTHER CHASSIS EQUIPMENT

The service brakes on Camaro are of conventional design, with both organic and metallic linings available. Drum diameters are 9.5 inches with 2.5 inch lining width for front wheels and 2 inch width for the rear. The parking brake is the foot-operated type, similar to that used on the full size Chevrolet. As for all other lines, the Camaro features a separate front and rear brake system. The dual circuit master cylinder has two entirely separate reservoirs and outlets in a common body casting.

Brakes for the Camaro are 9-1/2 inch diameter duo-servo drum units, and include a self-adjusting feature. Standard equipment tires are 7.35 x 14 inch units mounted on 5-inch wide rims. A single-piece tubular propeller shaft connects the transmission to the rear axle.

All Camaro models are equipped with an 18 gallon flat, rectangular fuel tank, mounted to the rearmost portion of the underbody. The filler tube and cap are centrally positioned in the body rear end panel. An anti-surge filler cap vents the tank and prevents spillage during vehicle acceleration.

WIDE OVAL TIRE

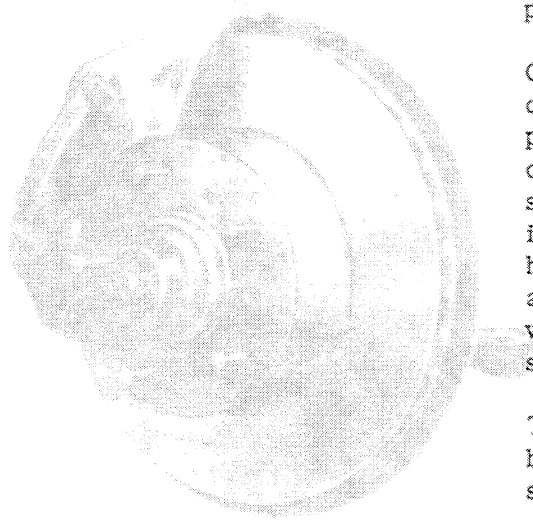


FRONT WHEEL DISC BRAKES

Single exhaust systems are used for base and optional 6-cylinder, and base and optional 327 cubic inch V-8 engines. The 350 and 396 cubic inch V-8's, used only in the SS package, are equipped with a dual system, including dual resonators. In all systems the long exhaust pipes lead to a single transverse mounted muffler, located between the rear axle and fuel tank.

The base dual system for the SS option is available as an extra-cost option for the 327 cubic inch engines. A "deep tone" dual system, without resonators, is available optionally for all three V-8 engines. Extensive corrosion resistant materials and coatings are used throughout the various Camaro exhaust systems.

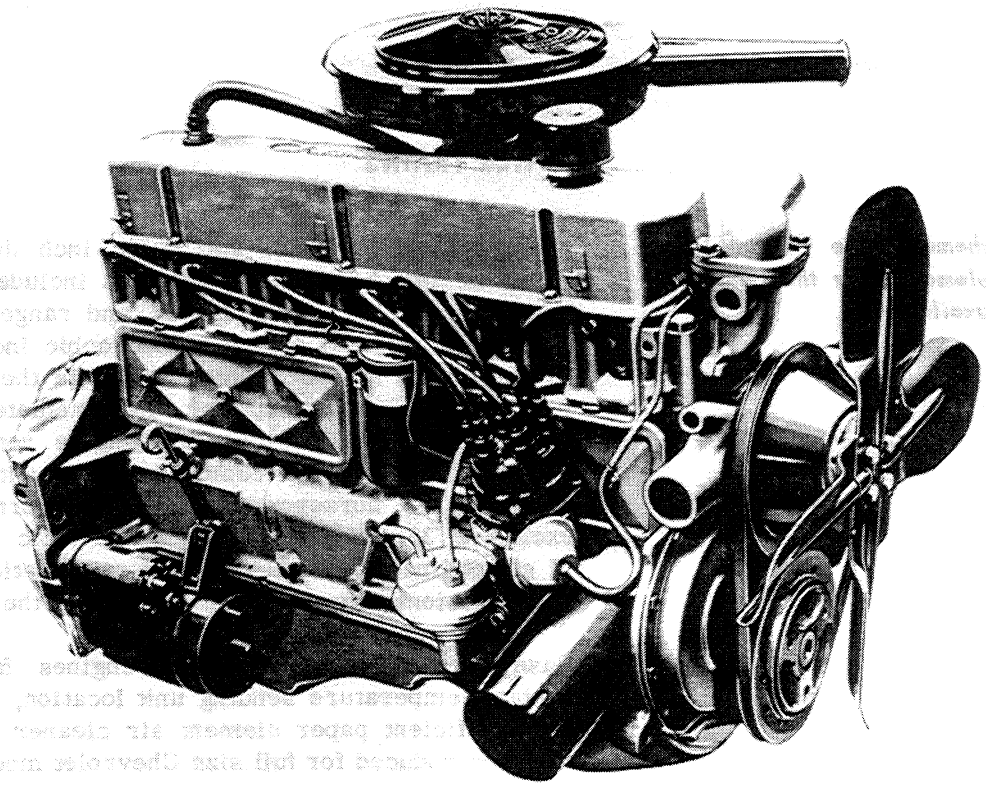
Base equipment tires for all Camaro models are 7.35 x 14-4 ply rating with a wheel rim width of five inches. When the optional SS package is specified a new wide-oval type tire is used. The new units are high-performance type red stripe tires, designated D70 x 14-4 ply rating, and come with 14 inch wheels having a 6.0 inch rim width. White stripe tires for the SS 350 package may not be ordered in the new wide oval design. The red striped D70 x 14-4 ply rating tire can be ordered as an option for regular Camaro models. A high-performance white striped tire is also available as an option for all models in the 7.35 x 14-4 ply rating. The front wheel disc brake option is available with or without power brakes.



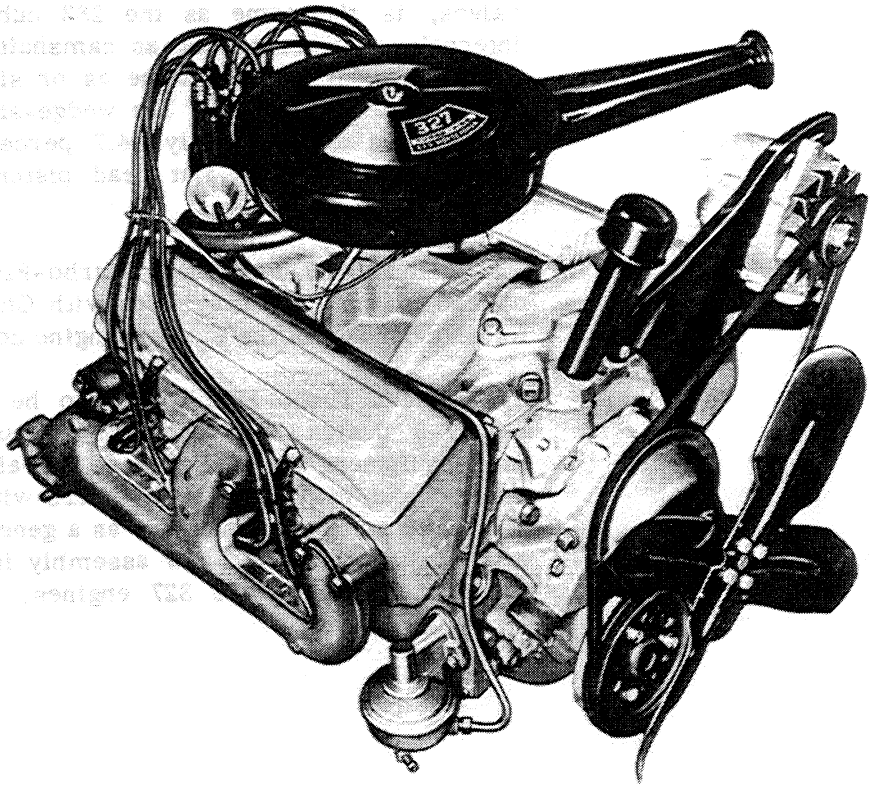
Camaro convertible models additionally include four hydraulic dampers, one at each corner of the car. Absence of a hard roof panel imposes particular structural requirements on other portions of the body and chassis unit. To satisfy these requirements, major structural elements of the body or chassis, or both, are reinforced. However, a too rigid design becomes uncomfortably hard riding and sensitive to shake. The more flexible or compliant approach introduces still other undesirable influences, usually vibration, causing harshness or "jitter" over certain road surfaces.

The Camaro Convertible overcomes these objections by combining the more readily used techniques of reinforcement and spring and shock absorber selection with dynamic dampers.

Located out-of-sight in the engine and luggage compartment, the four units are sealed, barrel shaped steel housings containing weights suspended between coil springs. The steel housings are filled with oil of special controlled viscosity. They function, as the need is encountered on some types of road surfaces, to control and dampen possible cyclic movement of the suspended portion of the car.



BASE 140 HORSEPOWER TURBO-THRIFT 230 L-6 ENGINE



BASE 210 HORSEPOWER TURBO-FIRE V-8 ENGINE

POWER TRAINS

The sports theme of the Camaro line is fully complemented by the range of performance available.

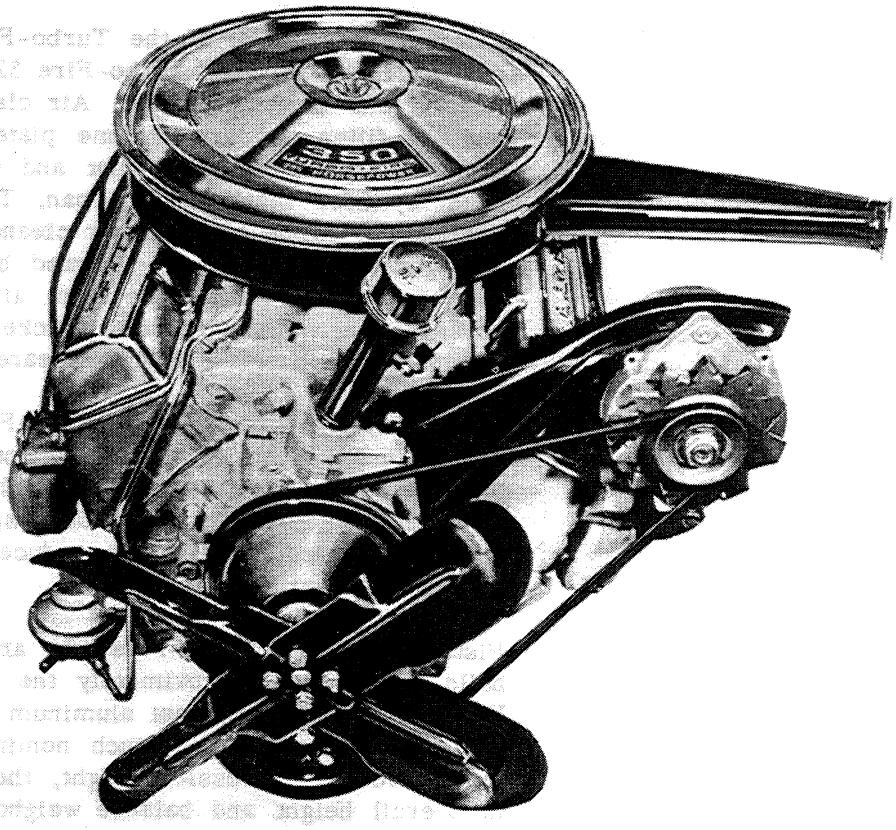
Starting with the base 230 cubic inch displacement 6-cylinder rated at 140 horsepower, engines include a large displacement base V-8 of 327 cubic inches and range up to a new large displacement optional engine of 396 cubic inches. Gross rating for the base V-8 is 210 horsepower while the top-of-the-line engine is rated at 295 horsepower. Intermediate power plants include the 250 cubic inch 6-cylinder engine rated at 155 horsepower and the optional 327 cubic inch V-8 with 4-barrel carburetor rated at 275 horsepower. Higher performance engines are the exclusive 350 cubic inch and 396 cubic inch V-8 units. A total of six engines, in 18 power team combinations with the 4 different transmissions offered, are available for the Camaro line.

Base and optional 6-cylinder engines feature the same new coolant temperature sending unit location, 195 degree thermostat, more efficient paper element air cleaner and improved starting motor introduced for full size Chevrolet models.

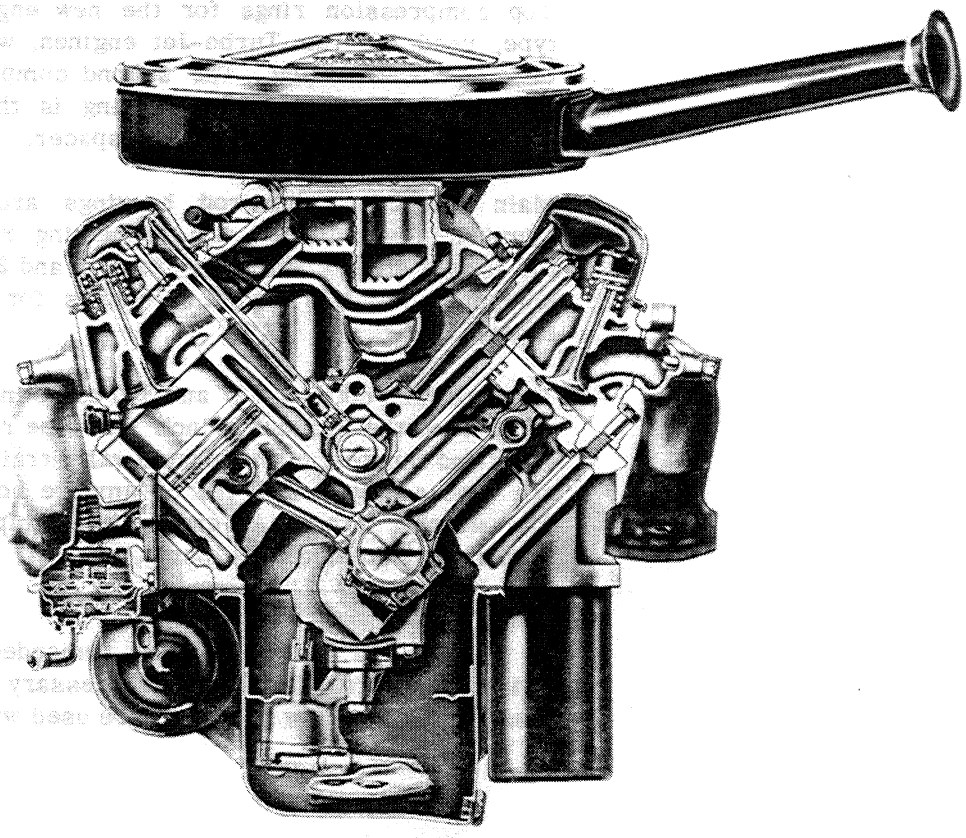
The Camaro Turbo-Fire 327 is equipped with a 2-barrel carburetor and 8.75:1 compression ratio to permit the use of regular grade fuels. A small diameter circular air cleaner, with single air horn, houses an oil-wetted paper cleaning element. The complete induction system, including inlet manifold, ports and valves, is the same as the 283 cubic inch V-8 engine. Major internal components such as camshaft, pistons, connecting rods and crankshaft are the same as or similar to the base Corvette Turbo-Fire 327 engine. The wedge-shaped combustion chamber is enlarged approximately 14.7 percent over the base Corvette engine and the same flat head piston with double valve cutouts used.

The optional 275 horsepower Turbo-Fire 327 is the same engine offered for other vehicle lines with Chevelle type exhaust manifolds revised to fit the Camaro engine compartment.

The newest Turbo-Fire engine to be introduced is of the 283-327 V-8 design and features 350 cubic inches displacement. Such equipment as a single snorkel air cleaner, quadrajet carburetor and hydraulic valve lifters with a general performance camshaft, mark this assembly as a general performance "street" engine. Weight for the new assembly is slightly greater than for comparable Turbo-Fire 327 engines, although general package size is the same.



OPTIONAL 295 HORSEPOWER TURBO-FIRE 350 V-8 ENGINE



TURBO-FIRE 350 V-8 ENGINE SECTION

Exterior appearance of the Turbo-Fire 350 is much the same as the 275 horsepower Turbo-Fire 327 except for engine identification and chrome accents. Air cleaner cover, rocker covers and oil filler cap are chrome plated, while the Chevrolet red engine paint is used for inlet and exhaust manifolds, cylinder head, cylinder block and oil pan. The conventional 4-blade fan and pulley, large circular air cleaner body with single snorkel and generator brace are painted black. An oil-wetted paper element filters induction system air, and a single pressure-sensitive engine identification sticker is placed on the forward portion of the chrome-plated air cleaner cover.

Bore and stroke of the new Turbo-Fire 350 engine are 4.00 and 3.48 inches respectively. Consequently, the 23 cubic inch displacement gain, over the 327 cubic inch unit, is due to a crankshaft stroke increase of 0.23 inches. Corresponding to the stroke change, piston compression height is reduced and crankshaft counterweights made larger.

Pistons for the Turbo-Fire 350 are compact, of very sturdy build, and weigh approximately the same as the 327 cubic inch V-8 piston. They are cast aluminum with autothermic expansion control, and have a four-inch nominal diameter. In addition to the reduced compression height, the new pistons are shorter in overall height and balance weights are cast in the bosses on either side of the pin holes, instead of below, to provide clearance with the larger crankshaft counterweights.

Top compression rings for the new engine are the barrel-face type, used for the Turbo-Jet engines, with a flame-blown inlay of molybdenum alloy. The second compression ring is chrome plated, while the oil control ring is the dependable upper and lower rail type with an expander-spacer.

Main and connecting rod bearings are the durable premium aluminum type. Main and connecting rod bearing journals of the forged steel crankshaft are 2.45 and 2.10 inches respectively, compared to 2.30 and 2.00 inches for the 327 cubic inch V-8 engine.

The base and optional 327 and 350 cubic inch displacement engines all feature the 283 cubic inch V-8 type rocker covers, new camshaft and quieter, more durable valve trains. These three engines are also equipped with the 61 ampere hour battery and heavier-duty starting motor. All engines are equipped with the simplified, permanently sealed fuel pump, and all fuel tanks with the new finer fuel filter.

To provide the lower hood line demanded by the Camaro sports styling and still furnish the necessary cooling area, copper-brass core crossflow radiators are used with all engines.

Power Trains

	COMPRESSION RATIO	EQUIPMENT	TRANSMISSION	STANDARD AXLE RATIO
Turbo-Thrift 230 140 HP 6-Cylinder 230 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed 4-Speed (3.11:1 low)	3.08-to-1
			Powerglide	2.73-to-1
Turbo-Thrift 250 155 HP 6-Cylinder 250 Cubic Inch	8.5-to-1	1-Barrel Carburetor	3-Speed 4-Speed (3.11:1 low)	3.08-to-1
			Powerglide	2.73-to-1
Turbo-Fire 327 210 HP V-8 327 Cubic Inch	8.75-to-1	2-Barrel Carburetor	3-Speed 4-Speed (2.54:1 low)	3.08-to-1
			Powerglide	2.73-to-1
Turbo-Fire 327 275 HP V-8 327 Cubic Inch	10.0-to-1	4-Barrel Carburetor	3-Speed 4-Speed (2.54:1 low)	3.08-to-1
			Powerglide	2.73-to-1
Turbo-Fire 350 295 HP V-8 350 Cubic Inch	10.25-to-1	4-Barrel Carburetor	3-Speed Heavy-Duty 3-Speed 4-Speed (2.52:1 low) Powerglide	3.31-to-1
Turbo-Jet 396 325 HP V-8 396 Cubic Inch	10.25-to-1	4-Barrel Carburetor	Heavy-Duty 3-Speed 4-Speed (2.52:1 low)	3.07-to-1
			Turbo Hydra-Matic	2.73-to-1

Transmissions for the Camaro include the 3-speed manual, 4-speed manual and Powerglide and Turbo Hydra-Matic automatics.

Base equipment with all 6-cylinder and V-8 engines up to 350 cubic inches is the 3-speed manual unit, fully synchronized in all forward speeds, as introduced across the Chevrolet passenger car line in the 1966 model year. The 2.85:1 low gear ratio is used with 6-cylinder engines. For the 327 and 350 cubic inch V-8's, the closer ratio 2.54:1 low gear transmission is standard equipment. A heavy-duty 3-speed manual transmission is available as an option for use with the 350 and 396 cubic inch V-8 engines. For greater power train diversity, the 4-speed manual transmission is available, at extra cost, for 6-cylinder models as well as for V-8's. A heavier duty transmission is offered for the 396 and the new 350 cubic inch V-8 engines. The Powerglide automatic transmission is available optionally with all engines up to 350 cubic inches. Turbo Hydra-Matic is available exclusively with the 396 Turbo Jet V-8.

Shift controls for the standard 3-speed manual and automatic transmissions are located on the steering column. An option providing floor mounted controls and a console is available, except when the 3-speed manual unit is teamed with the 350 cubic inch V-8. Controls are floor mounted for the heavy duty 3-speed and all 4-speed manual transmissions, with the console an option. For all manual transmissions with floor-mounted controls, the control assembly is attached to the partial frame rear crossmember, through an "L" shaped bracket, rather than the conventional transmission extension housing attachment, for improved isolation from engine movement.

Camaro clutch assemblies are the single dry-disc type with application force supplied by a diaphragm spring. Conventional rod linkage connects the suspended pedal to the clutch actuating fork.

The Camaro features a one-piece balanced propeller shaft, with yoke and trunnion universal joints.

The Camaro rear axle is similar to those of the Chevrolet, Chevelle and Chevy II, with separate axle shaft tubes pressed and welded into a central cast differential carrier housing. Standard gear ratios are designed for general purpose use, with optional economy, performance and special purpose ratios available.

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER Chevrolet Motor Division General Motors Corporation		CAR NAME Camaro	
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090		MODEL YEAR 1967	ISSUED: 10-7-66 REVISED (*)

NOTES:
1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

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BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

	250 Cu. In. L6-155 HP Optional (L22)	327 Cu. In. V8-275 HP Optional (L30)	350 Cu. In. V8-295 HP Optional (L48)
2-Door Sport Coupe, 4-Pass.	12337		12437
2-Door Convertible, 4-Pass.	12367		12467

ORIGINAL

AMA Specifications—Passenger Car

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MAKE OF CAR Camaro **MODEL YEAR** 1967 **DATE ISSUED** 10-7-66 **REVISED**

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48
Wheelbase (L101)			108.0		
Track	Front (W101)		59.0		
	Rear (W102)		58.9		
Maximum Overall Dimensions	Length (L103)		184.7		
	Width (W103)		72.5		
	Height (H101)		51.4		
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Standard		
	Manual - 4 speed	15	Optional		
	Overdrive	15	Not available		
	Automatic	16	Powerglide		
Axle ratio (See page 4 for optional ratios)	Manual - 3 speed	17	3.08:1		3.31:1
	Manual - 4 speed	17	3.08:1		3.31:1
	Overdrive	17	Not available		
	Automatic	17	2.73:1		• 3.07:1
Tire size		18	7.35x14		D70x14
Engine	Type, no. cyl., valve arr.	3	In-line 6 OHV	90° V-8 OHV	
	Fuel system (Carb., other)	10	Carburetor		
	Bore and stroke	3	3.875x3.53	4.00x3.25	4.00x3.48
	Piston displ., cu. in.	3	250	327	350
	Std. compression ratio	3	8.5:1	10.0:1	10.25:1
	Max. bhp at engine rpm	3	155 @ 4200	275 @ 4800	295 @ 4800
	Max. torque at rpm	3	235 @ 1600	355 @ 3200	380 @ 3200

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

•MODEL	SAE Ref. No.	12337 12437 Coupe	12367 12467 Convertible
FRONT COMPARTMENT			
Shoulder room	W3	56.7	
Hip room	W5	56.3	
Max. eff. leg room - accelerator	L34	42.5	
Effective head room	H61	37.1	37.5
H Point to Heel point	H30	7.6	
REAR COMPARTMENT			
Shoulder room	W4	53.8	47.3
Hip room	W6	54.5	47.5
Minimum effective leg room	L51	29.9	29.6
Effective head room	H63	36.7	36.8
LUGGAGE COMPARTMENT			
Usable luggage capacity	V1	8.3	5.6
Liftover height	H195	30.0	
Position of spare tire storage		Horz. over axle	Horz. right RR quarter
Method of holding lid open		Torsion bars	
STATION WAGON—THIRD SEAT NOT AVAILABLE			
Hip room	W86	----	
Effective leg room	L86	----	
Effective head room	H86	----	
Seat facing direction		----	

STATION WAGON—CARGO SPACE NOT AVAILABLE

MODEL	SAE Ref. No.	----
Minimum distance between wheel houses at floor level	W201	----
Rear end opening width at belt	W204	----
Floor length from back of front seat at floor level to inside of closed tail gate	L202	----
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	----
Maximum height - floor covering to headlining at centerline of rear axle	H201	----
Maximum height of rear opening - tail and lift gates open	H202	----
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	----

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

ENGINE—GENERAL

Type, no. cyls., valve arr.		In-line 6 OHV	90° OHV V-8	
Bore and stroke (nominal)		3.875x3.53	4.00x3.250	4.00x3.48
Piston displacement, cu. in.		250	327	350
Bore spacing (C/L to C/L)			4.40	
No. system (front to rear)	L. Bank	1-2-3-4-5-6	1-3-5-7	
	R. Bank	In-line	2-4-6-8	
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Compres. ratio (nominal)		8.5:1	10.0:1	10.25:1
Cylinder Head Material			Cast alloy iron	
Cylinder Block Material			Cast alloy iron	
Cylinder Sleeve-Wet, dry, none			None	
Number of mounting points	Front		Two	
	Rear		One	
Engine installation angle			3° 35'	
Taxable horsepower $\frac{Dia^2 \times No.Cyl.}{2.5}$		36.0	51.2	
Publishing max. bhp* @ eng. RPM		155 @ 4200	275 @ 4800	295 @ 4800
Publishing max. torque* (lb. ft. @ RPM)		235 @ 1600	355 @ 3200	380 @ 3200
Recommended fuel regular • premium		Regular	Premium	
Idle speed(spec. neutral or drive)	Manual		500 in neutral	
	Automatic		500 in drive	

ENGINE—PISTONS

Material				Cast aluminum alloy	
Description and finish				Flat head, notched; slipper skirt	
Weight (piston only) oz.			24.16	21.60	20.91
Clearance (limits)	Top land		.0345-.0435	.0365-.0455	.0175-.0285
	Skirt	Top	.0005-.0011 (a)	.0005-.0011 (b)	.0007-.0013 (c)
		Bottom			
Ring groove depth	No. 1 ring		.2153-.2218	.2217-.2283	.2218-.2288
	No. 2 ring		.2153-.2218	.2217-.2283	.2218-.2288
	No. 3 ring		.2093-.2158	.2038-.2103	.2038-.2103
	No. 4 ring				

*Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.44 from top of piston
(b) Measured 2.24 from top of piston
(c) Measured 1.56 from top of piston

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a) 1-27-67

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		"A"	"B"	"C"	"D"
12300	250 (Opt)	1-Bbl Down-draft	8.5:1	155 @ 4200	235 @ 1600	3-Spd (2.85:1 low) 4-Spd* (2.54:1 low)	3.08	2.73	3.55	----
						Powerglide*	2.73(a)	----	3.55	----
						Air/Cond*all trans	3.08	----	3.55	----
	327 (Opt)	4-Bbl Down-draft	10.0:1	275 @ 4800	355 @ 3200	3-Spd (2.54:1 low) 4-Spd* (2.54:1 low)	3.08	2.73	3.55	----
						Powerglide*	2.73(a)	----	3.55	----
						Air/Cond*all trans	3.08	----	3.55	----
12400	350 (Opt)	4-Bbl Down-draft	10.25:1	295 @ 4800	380 @ 3200	3-Spd (2.54:1 low)	3.31	3.07	3.55	----
						3-Spd (2.41:1 low)	3.31	3.07	3.55	3.73
						4-Spd* (2.52:1 low)	3.31	3.07	3.55	3.73 4.10 4.56 4.88
						Powerglide •	3.07	2.73	3.31	3.55 3.73
						Air Conditioning*	Available in same ratios as combinations shown in columns A, B & C only			

* - Optional
** - Positraction axle required for 4.10:1, 4.56:1 and 4.88:1; optional for all other ratios.
A - Standard
B - Economy - Optional
C - Performance - Optional
D - Special - Optional
(a) - 3.08 used with Rally Sport Option

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MAKE OF CAR Camaro **MODEL YEAR** 1967 **DATE ISSUED** 10-7-66 **REVISED** (a)

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression		
	No. 2, oil or comp.	Compression		
	No. 3, oil or comp.	Oil		
	No. 4, oil or comp.	None		
Compression	Description - material, coating, etc. Upper	Cast alloy iron-chrome plt on 250 & 327 cu in; moly inlay on 350 (a		
	Description - material, coating, etc. Lower	Cast alloy iron-wear resistant ctg. on 250 & 327; chrome plt on 350		
	Width	(c)	(d)	(e)
	Gap	.010-.020	(f)	(g)
Oil	Description - material, coating, etc.	Multi-piece (2 rails and one spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel		
	Width	.1870-.1890 (assembled)		
	Gap	.015-.055		
Expanders		In oil ring assembly		

ENGINE—PISTON PINS

Material		Chromium steel		
Length		2.990-3.010		
Diameter		.9270-.9273		
Type	Locked in rod, in piston, floating, etc.	Locked in rod		
	Bushing: In rod or piston	None		
	Bushing: Material	None		
Clearance	In piston	.00015-.00025		.00045-.00055
	In rod	None		
Direction & amount offset in piston		Major thrust side .060		

ENGINE—CONNECTING RODS

Material		Drop forged steel		
Weight (oz.)		12.50	14.56	12.91
Length (center to center)		5.699-5.701		5.695-5.705
Bearing	Material & Type	Copper lead alloy or sintered copper nickel	Premium aluminum	
	Overall length	.807		
	Clearance (limits)	.0007-.0027	.0007-.0028	
	End play	.009-.013		

(a) Inside bevel, tapered face on 327Cu.In;: no bevel and barrel face on 250 and 350.
(b) Inside bevel, tapered face; 327 Cu.In. is two piece - iron ring and steel expander.
(c) .0628-.0633 upper; .0623-.0633 lower
(d) .0775-.0780 upper; .0770-.0775 lower
(e) .0770-.0775 upper; .0775-.0780 lower
(f) .013-.023 upper; .013-.025 lower
(g) .010-.020 upper; .013-.023 lower

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MAKE OF CAR Camaro **MODEL YEAR** 1967 **DATE ISSUED** 10-7-66 **REVISED** (e) 1-27-67

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

ENGINE—CRANKSHAFT

Material			Cast nodular iron	Forged steel	
Vibration damper type			Rubber mounted inertia		
End thrust taken by bearing (No.)			7	5	
Crankshaft end play			.002-.006		
Main bearing	Material & type		Steel, backed insert bearing material-copper lead alloy or premium aluminum - for intended engine operation and application		
	Clearance		.0003-.0029	(a)	
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.3003x.752	2.4502x.752
		No. 2	2.3004x.752	2.3004x.752	2.4504x.752
		No. 3	2.3004x.752	2.3004x.752	2.4504x.752
		No. 4	2.3004x.752	2.3004x.752	2.4504x.752
		No. 5	2.3004x.752	2.3009x1.177	2.4506x1.177
		No. 6	2.3004x.752	None	
		No. 7	2.3004x.760	None	
	Dir. & amt. cyl. offset		None		
Crankpin journal diameter			1.999-2.000		2.099-2.100

ENGINE—CAMSHAFT

Location			Above and to right of crankshaft	In block above crankshaft
Material			Cast alloy iron	
Bearings	Material		Steel backed babbitt	
	Number		4	5
Type of Drive	Gear or chain		Gear	Chain
	Crankshaft gear or sprocket material		Steel	Steel sprocket
	Camshaft gear or sprocket material		Bakelite and fabric comp. with steel hub	Cast alloy iron
	Timing chain	No. of links	None	• 46
		Width	None	• .740
		Pitch	None	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Standard	
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.75:1	1.50:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	
	Exhaust	Zero	
Timing marks on flywheel, damper, other		Torsional damper	

(Continued)

(a) #1-(.0008-.0020) #2, 3 & 4-(.0008-.0024) #5-(.0015-.0031)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL	12300	12400	
	250 Cu. In. L-6 155 HP Opt (L22)	327 Cu. In. V-8 275 HP Opt (L30)	350 Cu. In. V-8 295 HP Opt (L48)

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	62°	38°
		Closes (°ABC)	94°	92°
		Duration-deg.	336°	310°
	Exhaust	Opens (°BBC)	92° 30'	88°
		Closes (°ATC)	63° 30'	52°
		Duration-deg.	336°	320°
	Valve opening overlap		125° 30'	90°
Intake	Material		Alloy steel	
	Overall length		4.902-4.922	4.870-4.889
	Actual overall head dia.		1.715-1.725	1.935-1.945
	Angle of seat & face		46° (seat) 45° (face)	
	Seat insert material		None	
	Stem diameter		.3410-.3417	
	Stem to guide clearance		.0010-.0027	
	Lift (@ zero lash)		.3880	.3900
	Outer spring press. and length	Valve closed (lb. @ in.)	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb. @ in.)	180-192 @ 1.27	194-206 @ 1.25
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper
		Valve open (lb. @ in.)	None	Spring damper
Exhaust	Material		High alloy steel - aluminized face on 327 and 350 cu. in.	
	Overall length		4.913-4.933	
	Actual overall head dia.		1.495-1.505	
	Angle of seat & face		46° (seat) 45° (face)	
	Seat insert material		None	
	Stem diameter		.3410-.3417	
	Stem to guide clearance		.0010-.0027	
	Lift (@ zero lash)		.3880	.4100
	Outer spring press. and length	Valve closed (lb. @ in.)	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb. @ in.)	180-192 @ 1.27	194-206 @ 1.25
	Inner spring press. and length	Valve closed (lb. @ in.)	None	Spring damper
		Valve open (lb. @ in.)	None	Spring damper

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Pressure	
	Timing gear or chain	Nozzle	Centrifugally oiled from camshaft bearing
	Cylinder walls	Connecting rod brg. throwoff	Pressure jet cross sprayed

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a)

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. @ engine rpm)	30-45 psi @ 1500 rpm	
Oil pressure sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, partial, other)	Full flow	
Filter replacement (element, complete)	Complete	Element
Capacity of crankcase, less filter-refill (qt.)	4	
Oil grade recommended (SAE viscosity, and temperature range)	32° and above - SAE 20W, or SAE 10W-30 0°F to 32°F* - SAE 10W, or SAE 10W-30 Below 0°F - SAE 5W, or SAE 5W-20 *(SAE 5W-30 may be used at temperatures below freezing)	
Engine Service Requirement (MM, MS, etc.)	MS or DG	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single w/crossovr	Dual exhaust & res tors; single muffl
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow		One, w/two reson
Exhaust pipe dia. (O.D., wall thickness)	Branch	frt. 2.00x.057-.071	frt. 2.00x.057-.071	frt. 2.25x.073-.091
	Main	rr. 2.00x.062-.076	rr. 2.25x.075-.091	rr. 2.25x.071-.091
Tail pipe diameter (O.D. & wall thickness)		1.875x.062-.076	2.00x.062-.076	2.00x.062-.076

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system	
	Optional	----	
Control Unit	Make and model	----	
	Location	Top rr. of rocker cvr.	Rear of carburetor
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum	
	Control method (variable orifice, fixed orifice, other)	Variable orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold	
	Air inlet (breather cap, carburetor air cleaner, other)	Breather cap	
	Flame arrestor (screen, check valve, other)	Check valve	

(a) Laminated

AMA Specifications—Passenger Car

MAKE OF CAR Camaro **MODEL YEAR** 1967 **DATE ISSUED** 10-7-66 **REVISED** (*)

MODEL

12300		12400			
250 Cu. In. L-6		327 Cu. In. V-8 (L30)		350 Cu. In. V-8 (L48	
Man. trans	Auto	Man. trans	Auto	Man. trans	Auto

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Air injection					
Air Injection Pump	Type		Semi-articulated vane type					
	Displacement		19.3 cubic inch					
	Drive ratio		1.25:1					
	Drive type		Crankshaft pulley					
	Relief valve (type)		Pressure (plate type)					
	Filter (describe)		None (clean air drawn from air cleaner)					
Air Injection System	Air distribution (head, manifold, etc.)		Head		Manifold			
	Point of entry		Exhaust ports					
	Injection tube I.D.		.2565					
	Check valve type		Pressure (plate type)					
	Backfire protection (type)		Vacuum actuated anti-backfire valve					
Carburetor	Make		Carter		Rochester		Rochester	
	Model		3905975	3905976	7037213	7037212	7037213	7037212
	Barrel size		1.56		1.44 (primary and secondary)			
	Idle speed	Drive	---	500	---	600	---	500
		Neutral	700	---	700	---	700	---
Distributor	Aux. Adv. Systems (type)		None					
	Make		Delco-Remy					
	Model		1110351		1111150		1111168	
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900		900		900	
		Intermed. points deg. @ rpm	15 @ 1600		15 @ 2000		15 @ 1700	
		Max. deg. @ rpm.	28 @ 2800		28 @ 4200		26 @ 4700	
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)	6		8		10	
		Intermed. points deg. @ in. Hg	None					
		Max. deg. @ in.	21 @ 14.5		15 @ 15.5		15 @ 17	
	Vacuum Source		Carburetor					
Timing - Crank degrees @ rpm			4 BTDC @ Idle (a)		6 BTDC @ Idle (b)		4 BTDC @ Idle (c)	
Cooling System (describe changes)			195° thermostat on 327 and 350 cu. in. V-8					
Exhaust System (describe changes)			None					

(a) 6°-11° BTDC when premium fuel is used with automatic transmission
(b) 6° 10° BTDC when used with automatic transmission
(c) 4° 10° BTDC when used with automatic transmission

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MAKE OF CAR Camaro **MODEL YEAR** 1967 **DATE ISSUED** 10-7-66 **REVISED** (a)

MODEL	12300	12400	
	250 Cu. In. L-6 155 HP Opt (L22)	327 Cu. In. V-8 275 HP Opt (L30)	350 Cu. In. V-8 295 HP Opt (L48)

ENGINE—FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor	
Fuel Tank	Refill capacity (gals.)		18 (approximately)	
	Filler location		Center of rear end panel	
Fuel Pump	Type (elec. or mech.)		Mechanical	
	Locations		Right side front of engine	
	Pressure range		3.50-4.50 psi	5.25-6.50 psi
Vacuum booster (std., optional, none)			None	
Fuel Filter	Type		Plastic mesh strainer in gasoline tank	
	Locations		and sintered bronze filter in carburetor inlet (a)	
Carburetor	Choke type		Automatic	
	Intake manifold heat control (exhaust or water)		Exhaust	
	Air cleaner type	Standard	Oil-wetted paper	
		Optional		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
12300	250	3-Speed 4-Speed	Rochester	7026027	One; single barrel down-draft	1.56
		Powerglide		7026028		
12400	327	3-Speed 4-Speed	Rochester	7027213	One; 4-barrel Quad-jet	1.38 pri 2.25 sec
		Powerglide		7027212		
	350	3-Speed HD 3-Speed 4-Speed	Rochester	7027213	One; 4-barrel Quad-jet	1.38 pri 2.25 sec
		Powerglide		7027212		

(a) Paper filter with 327 & 350 Cu.In.

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*) 1-27-67

MODEL

12300		12400	
250 Cu. In. L-6	327 Cu. In. V-8		350 Cu. In. V-8
155 HP Opt (L22)	275 HP Opt (L30)		295 HP Opt (L48)

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure		
Radiator cap relief valve pressure			15 ± 1 psi		
Circulation thermostat	Type (choke, bypass)		Choke		
	Starts to open at (°F)	192°-198°		177°-183°	
Water pump	Type (centrifugal, other)		Centrifugal		
	GPM @ 1000 pump rpm	60 @ 4400		57 @ 4400	
	Number of pumps		One		
	Drive (V-belt, other)		V-belt		
	Bearing type		Permanently lubricated double row ball		
By-pass recirculation type (internal, external)			Internal		
Radiator core type (cellular, tube and fin, other)			Tube and center		
Cooling system capacity	With heater (qt.) ●	13		16	
	Without heater (qt.) ●	12		15	
	Opt. equipment-specify (qt.) ●	13		16	
Water jackets full length of cylinder (yes, no)			Yes		
Water all around cylinder (yes, no)			Yes		
Radiator hose	Lower — Number and type (molded, straight)		One, molded		
	Lower — Inside diameter		1.75		
	Upper — Number and type (molded, straight)		One, molded		
	Upper — Inside diameter		1.50		
	By-pass — Number and type (molded, straight)		None		
	By-pass — Inside diameter		None		
Fan	Number of blades & spacing		4-staggered		
	Diameter		17.62		
	Ratio-fan to crankshaft rev.		.949:1		
	Fan cutout type		None		
	Bearing type		Double row ball		
*Drive belts (indicate belt used by letter)	Fan	A	D	D	
	Generator or alternator	A	D	D	
	Water Pump	A	D	D	
	Power Steering	B	E	F	
	Air Conditioning	C	G	G	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V			38°-42°								
Nominal length (SAE)	39.00	49.50	54.75	53.50	35.00	36.25	57.50				
Width			.380±.005								

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e) 1-27-67

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco #1980032	Delco #1980030
	Voltage Rtg. & Total Plates		12 volts - 54 plates	12 volts - 66 plates
	SAE Designation & Amp Hr. Rtg.		45 amp/hr @ 20 hr rate	61 amp/hr @ 20 hr rate
	Location		Right side front engine compartment	
	Terminal grounded		Negative	
Generator or Alternator	Make		Delco-Remy	
	Model		#1100693	
	Type and rating		Diode rectified-37 amps	
	Output at engine idle (neutral)		13 amps	
	Ratio—Gen. to Cr/s rev.		2.46:1	
Regulator	Make		Delco-Remy	
	Model		#1119515	
	Type		Vibrator	
	Cutout relay	Closing voltage @ generator rpm	None	
		Reverse current to open	None	
	Regulated	Voltage	13.8-14.8 @ 85°F	
		Current	----	
	Voltage test conditions	Temperature	Operating	
		Load	3-8 amps	
		Other	None	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy		
	Model		1107399	1107496	1108338
	Rotation (drive end view)		Clockwise		
	Engine cranking speed		---		
	Test conditions		Engine at operating temperatures		
	No load test	Amps	58-87	65-100	
		Volts	10.6	10.6	
		RPM (min)	8450-10700	3600-5100	
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		3 and 4-Speed - Place gearshift lever in neutral, depress clutch to floor. Powerglide - Place control lever in N or P position. Initial Start - Depress accelerator pedal to floor, then release. Turn ignition to START and release as soon as engine starts.		

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*)

MODEL	12300	12400	
	250 Cu. In. L-6	327 Cu. In. V-8	350 Cu. In. V-8
	155 HP Opt (L22)	275 HP Opt (L30)	295 HP Opt (L48)

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type		Positive shift solenoid	
	Pinion meshes (front, rear)		Rear	
	Number of teeth	Pinion	9	
		Flywheel — Manual	153	
		Flywheel — Auto.	153	
	Flywheel tooth face width	Manual	.4010-.4130	
		Auto.	.4010-.4130	

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		Not available		
	Make		Delco-Remy		
	Model		#1115208	#1115039	
	Amps	Engine stopped	4.0		
		Engine idling	1.8		
Distributor	Make		Delco-Remy		
	Model		1110351	1111249	1111168
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900		
		Intermediate points deg. @ rpm.	15 @ 1600	11 @ 1500	15 @ 1700
		Max. deg. @ rpm.	28 @ 2800	26 @ 4100	26 @ 4700
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6	8	10
		Intermediate points, deg. @ in. Hg.	None		
		Max. deg. in. Hg.	21 @ 14.5	15 @ 15.5	15 @ 17
	Breaker gap (in.)		.019		
	Cam angle (deg.)		31°-34°	28°-32°	
	Breaker arm tension (oz.)		19-23 oz		
Timing	Crankshaft deg. @ rpm.		4 BTDC @ 500	8 BTDC @ 500	4 BTDC @ 500
	Mark location		Torsional damper		
Spark Plug	Make		AC Spark Plug		
	Model		AC 46N (long reach)	AC 44	
	Thread (mm)		14		
	Tightening torque (lb. ft.)		25		
	Gap		.033-.038		
Cable	Conductor type		Linen core impregnated with conducting material		
	Insulation type		Rubber with neoprene jacket		
	Spark plug protector		Neoprene		

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*)

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	350 Cu. In. V-8 295 HP Opt (L48)

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speedometer	Make	AC
	Trip odometer (yes, no)	Not available
Charge indicator—type		Tell-tale
Temperature indicator—type		Tell-tale
Oil pressure indicator—type		Tell-tale
Fuel indicator—type		Electric gauge
Other		Refer to page 23
Windshield wiper	Make	Delco-Products
	Type—Standard	Electric 2-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Pushbutton-standard
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5@12.5V. (Hi note) 4.2-6.2@12.5V.

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		3 and 4-speed	3 and 4-speed	3 and 4-speed
Type pressure plate springs		Single dry disc Diaphragm	Single dry disc, semi-centrifugal Diaphragm-bent finger design	
Total spring load (lb.)		1650-1850	2100-2300	2300-2600
No. of clutch driven discs		One		
Clutch facing	Material	Woven asbestos	Premium grade-woven asbestos	
	Outside & inside dia.	9.12 & 6.12	10.40 & 6.50	11.00 & 6.50
	Total eff. area (sq. in.)	71.82	103.53	123.70
	Thickness	.1350 each		
	Engagement cushioning method	Flat spring steel between facings		
Release bearing	Type & method of lubrication	Single row ball, packed and sealed		
Torsional damping	Methods: springs, friction material	Coil springs		

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e)

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard-HD 3-speed optional with 350 cu. in.
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Powerglide-optional

DRIVE UNITS—MANUAL TRANSMISSION

							HD	
Number of forward speeds		3-Spd	4-Spd	3-Spd	4-Spd	3-Spd	3-Spd	4-Spd
		3	4	3	4	3	3	4
Transmission ratios	In first	2.85:1	3.11:1	2.54:1	2.54:1	2.54:1	2.41:1	2.52:1
	In second	1.68:1	2.20:1	1.50:1	1.80:1	1.50:1	1.57:1	1.88:1
	In third	1.00:1	1.47:1	1.00:1	1.44:1	1.00:1	1.00:1	1.47:1
	In fourth	----	1.00:1	----	1.00:1	----	----	1.00:1
	In reverse	2.95:1	3.11:1	2.63:1	2.54:1	2.63:1	2.41:1	2.59:1
Synchronous meshing, specify gears		All forward gears						
Shift lever location		3-Spd-column: HD 3-Spd and 4-Spd-floor						
Lubricant	Capacity (pt.)	3; 3.5 on heavy duty						
	Type recommended	Military Spec. MIL-L-2105B						
	SAE viscosity number: Summer	SAE 80						
	SAE viscosity number: Winter	SAE 80						
	SAE viscosity number: Extreme cold	SAE 80						

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section		
Type (planetary or other)		
Manual lockout (yes, no)		
Downshift accelerator control (yes, no)		
Minimum cut-in speed		
Gear ratio		
Lubricant	Capacity (pt.) (Overdrive only)	Not available
	Separate filler (yes, no)	
	Type recommended	
	SAE viscosity number: Summer	
	SAE viscosity number: Winter	
	SAE viscosity number: Extreme cold	

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e)

MODEL	12300	12400	
	250 Cu. In. L-6 155 HP Opt (L22)	327 Cu. In. V-8 275 HP Opt (L30)	350 Cu. In. V-8 295 HP Opt (L48)

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		Powerglide		
Type describe		Torque converter with planetary gears		
Method of Selection (Lever, Push Button or other)		Steering column; floor mounted with console available optionally		
Selector Pattern		P-R-N-D-L		
List gear ratios Selector Pattern and indicate which are used in each selector position		Drive 1.82 and 1.00 Low & reverse 1.82	Drive 1.76 and 1.00 Low & reverse 1.76	
Max. upshift speeds—drive range		67	79	64
Max. kickdown speeds—drive range		62	74	61
Torque convertor	Number of elements	3		
	Max. ratio at stall	2.40	2.10	
	Type of cooling (air, liquid)	Water		
Lubricant	Capacity—refill (pt.)	6		
	Type recommended	A suffix A		
Special transmission features				

DRIVE UNITS—PROPELLER SHAFT

Number used		One
Type (exposed, torque tube)		Tubular, exposed
Outer diameter x length* x wall thickness	Manual 3-speed transmission	2.75x49.96x.065
	Manual 4-speed transmission	2.75x49.96x.065
	Overdrive transmission	Not available
	Automatic transmission	2.75x49.96x.065

*Center to center of universal joints, or to centerline of rear attachment.

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a) 1-27-6

MODEL	12300 250 Cu. In. L-6 155 HP Opt (L22)	12400 327 Cu. In. V-8 275 HP Opt (L30)	12400 350 Cu. In. V-8 295 HP Opt (L48)

DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)	None	
	Lubrication (fitting, prepack)	----	
Universal joints	Make	Chevrolet	
	Number used	Two	
	Type (ball and trunnion, cross, other)	Cross	
	Bearing: Type (plain, anti-friction)	Anti-friction	
	Bearing: Lubric. (fitting, prepack)	Pre-pack	
● Drive taken through (torque tube or arms, springs)		Mono-Leaf Rear Spring	(a)Mono-Leaf Rear Spring (b)
● Torque taken through (torque tube or arms, springs)		Mono-Leaf Rear Spring	(a)Mono-Leaf Rear Spring (b)

DRIVE UNITS—REAR AXLE

Description		Semi-floating, overhung pinion gear	
Limited Slip differential, type		Dual disc clutches	
Drive Pinion Offset		1.5	
No. of differential pinions		Two	
Ring gear O.D. (std. ratio)		8.125	8.875
Pinion adjustment (shim, other)		None	
Pinion bearing adj. (shim, other)		Shim	
Wheel bearing type		Single row cylindrical roller	
Lubricant	Capacity (pt.)	3.5	4.0
	Type recommended	Military Specs MIL-L-2105-B	
	SAE viscosity number: Summer	SAE 80	
	SAE viscosity number: Winter	SAE 80	
	SAE viscosity number: Extreme cold	SAE 80	

● REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		2.73	3.08	3.55		3.07	3.31
No. of teeth	Pinion	15	12	11		14	13
	Ring gear	41	37	39		43	43
Axle ratio			3.73	4.10	4.56	4.88	
No. of teeth	Pinion		11	10	9	8	
	Ring gear		41	41	41	39	

(a) Radius rods are used with 4-speed transmissions.

(b) Drive and Torque taken through radius rod and Mono-Leaf rear springs.

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MAKE OF CAR Camaro **MODEL YEAR** 1967 **DATE ISSUED** 10-7-66 **REVISED** (e) 1-27-67

MODEL 12300-12400

DRIVE UNITS—WHEELS

Type & material			Short spoke spider
Rim (size and flange type)		Std.	14 x 5J; SS350 14 x 6.0
		Opt.	14 x 6.0
Attachment	● Type (bolt or stud)		Stud
	Circle diameter		4.75
	Number and size		5 Hex nuts 7/16-20 UNF 2-B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.35 x 14	SS 350, D70 x 14
	Type - Nylon, etc.	Original equipment	
● Rev/mile at 50 mph.		791	815
● Inflation press. (cold)	Front	24	24 (a)
	Rear	24	24 (a)
Optional tires - size and ply		D70 x 14	

BRAKES—SERVICE

			Standard	Metallic (Opt)	Front Disc (Opt)
Type (duo-servo, disc, balanced, etc.)			Duo-Servo 4-wheel hydraulic		Disc
Self adjusting (std., opt., N.A.)			Standard		
Hydraulic system type (single, dual, etc.)			Dual		
Power brake make & type (remote, integral, etc.)			Bendix Delco-Moraine vacuum power unit assists master cylinder; integral		
Effective area (sq. in.) *			168.9	118.1	114.0
Gross lining area (sq. in.) **			168.9	118.1	118.1
Swept drum area (sq. in.) ***			268.6		332.4
● Percent brake effectiveness—front			62.3		58.9
Drum or Rotor	Diameter	Front	9.5		11.00
		Rear	9.5		
	Type and material		Composite; steel web, cast iron rim		Cast iron
	Rotor (vented or solid)		-----		Vented
	No. pistons per caliper		-----		4
Wheel cylinder bore	Front		1.125		1.875
	Rear		.875		
Master cylinder bore			1.00	.875	1.00
Available pedal travel			6.5		7.2
Line pressure at 100 lb. pedal load			790	1031	790
Shoe clearance adjustment			Self-adjusting		

* Excludes rivet holes, grooves, chamfers, etc.

(Continued)

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

●(a) Convertibles carry 26 psi front and rear.

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (*) 1-27-67

MODEL 12300-12400

BRAKES—SERVICE (cont.)

				Standard	• Metallic (Opt)	• Front Disc (Opt)
Brake lining	Drum or Disc			Drum		Disc
	Bonded or riveted			Bonded	Welded	Riveted
	Front Wheel	Material		Molded asbestos	Sintered iron	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01x2.50x.17	1.64x2.50x.150	5.96x2.21x.41
			Second. or inboard	9.75x2.50x.20	1.64x2.50x.265	5.96x2.21x.41
		Segments per shoe		One	Pri 3, Sec 5	One
	Rear Wheel	Material		Molded asbestos	Sintered iron	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01x2.00x.17	1.64x2.00x.150	9.01x2.00x.17
			Second. or inboard	9.75x2.00x.20	1.64x2.00x.265	9.75x2.00x.20
		Segments per shoe		One	Pri 3, Sec 5	One

BRAKES—PARKING

Type of control		Pulley-cable linkage-foot pedal apply-hand release
Location of control		Below instrument panel, left of steering column
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	-----
	Drum diameter	-----
	Lining size (length x width x thickness)	-----

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Combination body-frame integral with separate forward portion ladder frame

STEERING

Manual (std., opt., NA)				Standard-energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt type
		(std., opt., NA)		Optional
Wheel diameter		Manual		16.25
		Power		16.25
• Turning diameter	Outside front	Wall to wall (l. & r.)		39.7
		Curb to curb (l. & r.)		37.0
	Inside rear	Wall to wall (l. & r.)		20.6
		Curb to curb (l. & r.)		21.1
Outside wheel angle with inside wheel at 20°				18.5
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw
		Ratios •	Gear	Std. 28:1 Fast 24:1
			Overall	Std. 28:1 Fast 21.6:1
	No. wheel turns			4.0 lock to lock

(Continued)

AMA Specifications—Passenger Car

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a) 1-27-67

MODEL 12300-12400

STEERING (cont.)

Power	Type (coaxial, linkage, etc.)			Coaxial
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios ●	Gear	17.5:1
			Overall	Std. 17.5:1 Fast 15.6:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			3.0 lock to lock
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear of wheels
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			8-1/4 to 9-1/4
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with metallic bearing surface
		Thrust		None
Wheel Alignment (range at curb weight and preferred)	Caster (deg.)			0 to P1
	Camber (deg.)			N1/4 to P3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Forging with pad for mounted brake cylinder-spherical
Wheel spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7493-.7498
	Thread size			3/4-20 NEF-3 (Modified)
	Bearing type			Taper roller

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (a) 1-27-67

MODEL 12300-12400

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		Front: 3-3/4 in. inboard of bumper bolt Rear: 2-1/2 in. inboard of bumper bolt
Shock absorber front & rear	Type	Direct, double acting hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		Single leaf rear springs

SUSPENSION—FRONT

		250 Cu. In.	327 Cu. In.	350 Cu. In.
Type and description		Independent: SLA type with coil spring and concentric shock absorber and spherically-joined steering knuckle for each wheel.		
● Spring	Type	Coil, right hand helix		
	Material	Steel alloy		
	Size (coil design height & I.D.; bar length x dia.)	11.09x3.63 108.25x.604	11.09 x 3.63 121.79 x .615	
	Spring rate (lb. per in.)	345	320	
	Rate at wheel (lb. per in.)	124	112	
Stabilizer	Type (link, linkless, frameless)	Link		
	Material & bar diameter	HR steel .6875		

SUSPENSION—REAR

Type and description			Salisbury rear axle with two single leaf springs	
● Drive and torque taken through			Rear springs (a)	(b)
Spring	Type		Single-leaf	
	Material		Chrome carbon steel	
	Size (length x width, coil design height & I.D.; bar length & dia.		56.0x2.25	
	Spring rate (lb. per in.)		115	125
	Rate at wheel (lb. per in.)		121	131
	Mounting insulation type		Rubber bushed at shackle and hanger	
	If leaf	No. of leaves	One	
		Shackle (comp. or tens)	Compression	
Stabilizer	Type (link, linkless, frameless)		None	
	Material		-----	
Track bar type			None	

● (a) 327 cu.in. RPO L30 V-8 engine with 4-speed transmission use radius rods.

● (b) Drive and torque is taken through radius rods and rear springs.

AMA Specifications—Passenger Car

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MODEL 12337-12437 | 12367-12467

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Not available
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle Indent. No. location		Left front body hinge pillar
Engine No. location		6-Cyl-on crankcase RH side of engine, rear of distributor 8-Cyl-on top front of RH bank of cylinder and case
Theft protection - type		Shielded ignition lock terminals Key removable in "OFF" position
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Seat back type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Windshield glass type (i.e., single curved - laminated plate)		Curved-laminated
Side glass type (i.e., curved - tempered plate)		Curved
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved | Plastic
Windshield glass exposed surface area		1032.6 | 990.5
Side glass exposed surface area		1083.7 | 1093.8
Backlight glass exposed surface area		819.2 | 834.0
Total glass exposed surface area		2935.5 | 2918.3

• LAMP HEIGHT AND SPACING

			COUPE		CONVERTIBLE	
			Std.	Rally Sport	Std.	Rally Sport
Height above ground to center of bulb	Headlamp	Highest *	25.5			
		Lowest	----			
	Tail	Highest	24.3			
		Lowest	----	24.3	----	24.3
Distance from C/L of car to center of bulb	Headlamp	Inside	----			
		Outside *	24.4			
	Tail	Inside	----	20.0	----	20.0
		Outside	23.3			
	Directional	Front	17.0	23.6	17.0	23.6
		Rear	23.3			

* If single headlamps are used enter here.

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (6)

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

		MODEL 12337-12437	MODEL 12367-12467
Power windows	Side Windows	Optional	
	Vent Windows	Not available	
	Backlight or tailgate	Not available	
Power seats (specify type as well as availability)		Not available	
Reclining front seat back		Not available	
Front seat headrest		Optional	
Radios (specify type as well as availability)		Optional-AM-Manual, AM-Push-button, AM-FM Push-butto	
Rear seat speaker		Optional	
Power Antenna		Not available	
Clock		Optional	
Air Conditioner (specify type and availability)		Optional - Four season and custom (recirculating)	
Speed warning device		Optional	
Speed control device		Optional	
Ignition lock lamp		Not available	
Back up lamp		Standard	
Dome lamp		Standard 123-12437	Not available
Glove compartment lamp		Optional	
Prkg. brake signal lamp		Standard	
Luggage compartment lamp		Optional	
Underhood lamp		Optional	
Courtesy lamp		Optional 123-12437	Standard 123-12467
Map lamp		Not available	
Auto. trans. quad. lamp		Standard	
Emergency flasher lamp Four-way		Standard	
Cornering light lamp		Not available	
Freeway lane change signal		Standard	
Instrument panel pad		Standard	
Lefthand outside mirror		Standard	
Padded sun shades		Standard	
Brake system warning and parking brake light		Standard	
Steering column energy absorbing		Standard	

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 10-7-66 REVISED (e)

WEIGHTS

Model	CURB WEIGHT - POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	SHIPPING WEIGHT Base engine L-6	Base engine V-8
		Base engine L-6	V-8						
12337 2 Dr Coupe		2910	----	31			69	2770	----
12437 2 Dr Coupe		----	3070	31			69	----	2920
12367 2 Dr Conv		3165	----	31			69	3025	----
12467 2 Dr Conv		----	3325	31			69	----	3180

Accessories & Equipment Differential Weights	L-6	V-8	V-8	Remarks
	250	327	350	
Air conditioning	+86	+86	+86	
Air injection	+19	+19	+19	
Heater delete	-24	-24	-24	
Battery, heavy duty	+15	+15	+15	
Brakes, front disc	+33	+33	+33	
Brakes, vacuum power	+ 9	+ 9	+ 9	
Dual exhaust	---	+38	+38	
Radio, push-button	+ 8	+ 8	+ 8	
Radio, AM-FM push-button	+ 9	+ 9	+ 9	
Seat, folding rear	+20	+20	+20	
Steering, power	+29	+32	+32	
Transmission, Powerglide	+10	+14	+14	
Transmission, HD 3-Spd	---	---	+22	
Transmission, 4-Spd	+ 7	+ 7	+ 7	
Engine, 250 Cu. In.	+10	---	---	
Engine, 327 Cu. In.	---	+39	---	
Engine, 350 Cu. In.	---	---	+72	

AMA Specifications—Passenger Car

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TI-6701

NATIONAL HOT ROD ASSOCIATION
TECHNICAL INFORMATION FORM

Make: Chevrolet

Model Year: 1967

Power Team or Option No.: Turbo-Fire 350 L-48

Date Released to Public: 9-27-66

ENGINE:

Type & No. of Cyl.: V-8

Valve Arr.: OHV

Bore: 4.00 Stroke: 3.48

Displacement: 350

Compression Ratio { Nominal: 10.25:1 / Maximum: 11.0:1

Max. BHP: 295 @ 4800

Max. Torque: 380 @ 3200

Cylinder Head Vol.: 63.28 c.c.

Head Gasket Thickness & Vol.: .018 - 4.83 c.c.

Deck Cl. and Block Vol.: .002 3.61 c.c.

Total Comb. Chamber Vol.: 71.72 c.c.
Minimum Combustion Chamber Volume may not exceed the Maximum Compression Ratio.

Min. Deck Clearance: .002
(Specify above or below block)
Below Block

Give engine identification numbers and location: F-1210-MS, MV
On block, RF top.

PISTONS:

Description (Flat, Dished, Dome Head, etc.)
Flat, Notched

Displacement of Dish or Dome: ----- c.c.'s

CYLINDER HEAD:

Part No.: 3890462

Cast. No.: 3890462

INDUCTION:

Number & Type: 1 x 4 BBL. D.D.

Make: Rochester

Model w/S.M. Trans.: Q-Jet

Model w/Auto. Trans.: Q-Jet

Part No. w/S.M. Trans.: 7027213, or 7037213

Part No. w/Auto. Trans.: 7027212, or 7037212

Intake man. casting no.:
Part #3905393

Approximate weight of complete engine, as installed, with all accessories – but without flywheel, clutch and clutch housing: 575 lbs.

Return completed forms to: National Hot Rod Association
National Technical Director

TI-6702

NATIONAL HOT ROD ASSOCIATION
TECHNICAL INFORMATION FORM

Power Team or Option No. Turbo-Fire 350, L-48 Model Year 1967

Camshaft Part No. 3896930 Camshaft Casting No. 3896930

Lifter Type: Mech ____ Hyd X Rocker Arm Ratio 1.50:1

TIMING: (See NOTE below)	INTAKE	EXHAUST
Checking Clearance	0 - includes ramps	0 - includes ramps
Opens (BTC) (BBC)	38°	88°
Closes (ABC) (ATC)	92°	52°
Overlap	90°	--
Duration	310°	320°
VALVES:		
Head Diameter (Max.)	1.945	1.505
Angle of Seat & Face	46° & 45°	46° & 45°
Lift (Max.)	.3900	.4100
SPRINGS:		
Outer Valve Closed (Max.)	84 @ 1.70	84 @ 1.70
Outer Valve Open (Max.)	206 @ 1.25	206 @ 1.25
Inner Valve Closed (Max.)	--- @ ---	--- @ ---
Inner Valve Open (Max.)	--- @ ---	--- @ ---

NOTE: Timing and lift specifications must be those found at the valve when checking clearances are set as specified above.

AMA-40A

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER	CAR NAME	
Chevrolet Motor Division	Camaro	
	MODEL YEAR	ISSUED:
	1967	REVISED (*) 3-1-67

NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

TABLE OF CONTENTS

BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

	302 Cu.In. V8-290 HP RPO (Z28)
2-Door Sport Coupe, 4-Passenger	12437
2-Door Convertible, 4-Passenger	12467

Original

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AMA Specifications—Passenger Car

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED REVISED 8-1-6

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	12400 302 Cu.In. V-8 Option (Z28)
Wheelbase (L101)			108.0
Track	Front (W101)		59.0
	Rear (W102)		58.9
Maximum Overall Dimensions	Length (L103)		184.7
	Width (W103)		72.5
	Height (H101)		51.4
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	Not available
	Manual - 4 speed	15	Optional
	Overdrive	15	Not available
	Automatic	16	Not available
Axle ratio	Manual - 3 speed	17	Not available
	Manual - 4 speed	17	3.73:1
	Overdrive	17	Not available
	Automatic	17	Not available
Tire size		18	7.35x15
Engine	Type, no. cyl., valve arr.	3	90° V-8
	Fuel system (Carb., other)	10	Carburetor
	Bore and stroke	3	4.002 x 3.005
	Piston displ., cu. in.	3	302
	Std. compression ratio	3	11.0:1
	Max. bhp at engine rpm	3	290 @ 5800
	Max. torque at rpm	3	290 @ ~~5800~~ 4200

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED _____ REVISED (*)3-1-67

GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless ~~otherwise indicated~~)
(Supplemental data available on request)

MODEL	SAE Ref. No.	12437 Coupe	12467 Convertible
FRONT COMPARTMENT			
Shoulder room	W3	56.7	
Hip room	W5	56.3	
Max. eff. leg room - accelerator	L34	42.5	
Effective head room	H61	37.1	37.5
H Point to Heel point	H30	7.6	
REAR COMPARTMENT			
Shoulder room	W4	53.8	47.3
Hip room	W6	54.5	47.5
Minimum effective leg room	L51	29.9	29.6
Effective head room	H63	36.7	36.8
LUGGAGE COMPARTMENT			
Usable luggage capacity	V1	8.3	5.6
Liftover height	H195	30.0	
Position of spare tire storage		Horz. over axle	Horz. right RR quarter
Method of holding lid open		Torsion bars	
STATION WAGON—THIRD SEAT		NOT AVAILABLE	
Hip room	W86	-	
Effective leg room	L86	-	
Effective head room	H86	-	
Seat facing direction		-	

STATION WAGON—CARGO SPACE NOT AVAILABLE

MODEL	SAE Ref. No.	-
Minimum distance between wheel houses at floor level	W201	-
Rear end opening width at belt	W204	-
Floor length from back of front seat at floor level to inside of closed tail gate	L202	-
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	-
Maximum height - floor covering to headlining at centerline of rear axle	H201	-
Maximum height of rear opening - tail and lift gates open	H202	-
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	-

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED _____ REVISED 8-1-6

MODEL 12400
302 Cu. In. V-8 Option (Z28)

ENGINE—GENERAL

Type, no. cyls., valve arr.		90° OHV V-8
Bore and stroke (nominal)		4.002 x 3.005
Piston displacement, cu. in.		302
Bore spacing (C/L to C/L)		4.40
No. system (front to rear)	L. Bank	1-3-5-7
	R. Bank	2-4-6-8
Firing order		1-8-4-3-6-5-7-2
Compres. ratio (nominal)		11.0:1
Cylinder Head Material		Cast alloy iron
Cylinder Block Material		Cast alloy iron
Cylinder Sleeve-Wet, dry, none		None
Number of mounting points	Front	Two
	Rear	One
Engine installation angle		3°35'
Taxable horsepower $\frac{Dia^2 \times No.Cyl.}{2.5}$		51.2
Publishing max. bhp* @ eng. RPM		290 @ 5800
Publishing max. torque* (lb. ft. @ RPM)		290 @ 4200
Recommended fuel regular - premium		Premium
Idle speed(spec. neutral or drive)	Manual	750
	Automatic	Not available

ENGINE—PISTONS

Material			Aluminum impact extruded
Description and finish			Domed head, slipper skirt
Weight (piston only) oz.			22.05
Clearance (limits)	Top land		.0345-.0435
	Skirt	Top	.0024-.0030 (a)
		Bottom	
Ring groove depth	No. 1 ring		.2217-.2283
	No. 2 ring		.2217-.2283
	No. 3 ring		.2038-.2103
	No. 4 ring		

*Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.20 from top of piston

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED _____ REVISED (e) 3-1-67

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		"A"	"B"	"C"	"D"
12437 12467	302 (Opt)	4-Bbl Down-draft	11.0:1	290 @ 5800	290 @ 4200	4-Spd(2.20:1 low)*	3.73	3.07	3.55	3.31 4.10 4.56 4.88

* - Optional
** - Also available in positraction for combinations shown
A - Standard
B - Economy
C - Performance
D - Special - optional (available in positraction only)

AMA Specifications—Passenger Car

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED _____ REVISED 68-1-6

MODEL 12400
302 Cu. In. V-8 Option (Z28)

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc. Upper	Cast alloy iron, No bevel, barrel face; Moly filled groove
	Lower	Cast alloy iron; Inside bevel, tapered face; chrome plate
	Width	.0770-.0775
	Gap	.013-.025
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel
	Width	.1870-.1890 (assembled)
	Gap	.015-.055
Expanders		In oil ring assembly

ENGINE—PISTON PINS

Material			Chromium steel
Length			2.990-3.010
Diameter			.9270-.9273
Type	Locked in rod, in piston, floating, etc.		Locked in rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.00015-.00025
	In rod		None
Direction & amount offset in piston			.055-.065

ENGINE—CONNECTING RODS

Material		Drop forged steel
Weight (oz.)		14.56
Length (center to center)		5.699-5.701
Bearing	Material & Type	Premium aluminum
	Overall length	.807
	Clearance (limits)	.0007-.0027
	End play	.009-.013

AMA Specifications—Passenger Car

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED REVISED (*) 3-1-67

MODEL 12400
302 Cu. In. V-8 Option (Z28)

ENGINE—CRANKSHAFT

Material			Forged steel
Vibration damper type			Rubber mounted inertia
End thrust taken by bearing (No.)			5
Crankshaft end play			.002-.006
Main bearing	Material & type		Steel, backed insert bearing material-copper lead alloy or premium aluminum-for intended engine operation and application
	Clearance		#1-(.0008-.0020) #2, 3 & 4 (.0008-.0024) #5-(.0015-.0031)
	Journal dia. and bearing overall length	No. 1	2.3003 x .752
		No. 2	2.3004 x .752
		No. 3	2.3004 x .752
		No. 4	2.3004 x .752
		No. 5	2.3009 x 1.177
		No. 6	None
		No. 7	None
	Dir. & amt. cyl. offset		
Crankpin journal diameter			1.999-2.000

ENGINE—CAMSHAFT

Location			In block above crankshaft
Material			Cast alloy iron
Bearings	Material		Steel backed babbitt
	Number		5
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Steel sprocket
	Camshaft gear or sprocket material		Cast alloy iron
	Timing chain	No. of links	40
		Width	.875
		Pitch	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Not available
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.50:1
Operating tappet clearance (indicate hot or cold)	Intake	.025
	Exhaust	.025
Timing marks on flywheel, damper, other		Torsional damper

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED _____ REVISED (e)3-1-(

MODEL 12400
302 Cu.In. V-8 Option (Z28)

ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	60° 50'
		Closes (°ABC)	105°23'
		Duration-deg.	346°13'
	Exhaust	Opens (°BBC)	108°50'
		Closes (°ATC)	57°23'
		Duration-deg.	346°13'
	Valve opening overlap		118°13'
Intake	Material		Alloy steel
	Overall length		4.870-4.889
	Actual overall head dia.		2.017-2.023
	Angle of seat & face		46° (seat) 45° (face)
	Seat insert material		None
	Stem diameter		.3410-.3417
	Stem to guide clearance		.0010-.0027
	Lift (@zero lash)		.4850
	Outer spring press. and length	Valve closed (lb.@ in.)	76-84 @1.70
		Valve open (lb.@ in.)	194-206 @1.25
	Inner spring press. and length	Valve closed (lb.@ in.)	Spring damper
		Valve open (lb.@ in.)	Spring damper
Exhaust	Material		High alloy steel-aluminized face
	Overall length		4.891-4.910
	Actual overall head dia.		1.595-1.605
	Angle of seat & face		46° (seat) 45° (face)
	Seat insert material		None
	Stem diameter		.3410-.3417
	Stem to guide clearance		.0010-.0027
	Lift (@zero lash)		.4850
	Outer spring press. and length	Valve closed (lb.@ in.)	76-84 @1.70
		Valve open (lb.@ in.)	194-206 @1.25
	Inner spring press. and length	Valve closed (lb.@ in.)	Spring damper
		Valve open (lb.@ in.)	Spring damper

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Centrif. oiled from camshaft bearing
	Cylinder walls	Pressure, jet cross sprayed

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED REVISED (a) 3-1-67

MODEL 12400
302 Cu. In. V-8 Option (Z28)

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	30-45 PSI @ 1500 RPM
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full-flow
Filter replacement (element, complete)	Element
Capacity of crankcase, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0°F to 32°F* - SAE 10W or SAE 10W-30 Below 0°F - SAE 5W or SAE 5W-20 *(SAE 5W-30 may be used at temperatures below freezing)
Engine Service Requirement (MM, MS, etc.)	MS or DG

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual (a)
Muffler No. & type (reverse flow, straight thru, separate resonator)		Reverse flow
Exhaust pipe dia. (O.D., wall thickness)	Branch	2.00 x .057-.071
	Main	2.25 x .075-.091
Tail pipe diameter (O.D. & wall thickness)		2.25 x .062-.076

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Ventilates to induction system
		Optional	--
Control Unit	Make and model		--
	Location		Rear of carburetor
	Energy source (manifold vacuum, carburetor air stream, other)		Manifold vacuum
	Control method (variable orifice, fixed orifice, other)		Variable orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)		Breather cap
	Flame arrestor (screen, check valve, other)		Check valve

(a) Special Tuned sheet metal (header) & collector adapter also available as an option.

AMA Specifications—Passenger Car

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED _____ REVISED (*) 3-1-67

MODEL 302 Cu. In. V-8 Manual trans.

ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Air injection
Air Injection Pump	Type		Semi-articulated vane type
	Displacement		19.3 cubic inch
	Drive ratio		1.25:1
	Drive type		Crankshaft pulley
	Relief valve (type)		Pressure (plate type)
	Filter (describe)		None (clean air drawn from air cleaner)
Air Injection System	Air distribution (head, manifold, etc.)		Manifold
	Point of entry		Exhaust ports
	Injection tube I.D.		.2565
	Check valve type		Pressure (plate type)
	Backfire protection (type)		Vacuum actuated anti-backfire valve
Carburetor	Make		Holley
	Model		3916379
	Barrel size		1.56
	Idle speed	Drive	
		Neutral	750
Distributor	Aux. Adv. Systems (type)		None
	Make		Delco-Remy
	Model		1111266
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	1000
		Intermed. points deg. @ rpm	24 @ 1950
		Max. deg.@rpm.	32 @ 4150
	Vacuum adv. in. crank degrees@ eng. rpm	Start (in Hg)	10
		Intermed. points deg.@ in. Hg	None
		Max. deg.@ in.	15 @ 17
	Vacuum Source		Carburetor
Timing - Crank degrees @ rpm			6 BTDC @ Idle
Cooling System (describe changes)			195° thermostat
Exhaust System (describe changes)			None

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MODEL 12400 302 Cu.In. V-8 Option (Z28)

ENGINE—FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor
Fuel Tank	Refill capacity (gals.)		18 (approximately)
	Filler location		Center of rear end panel
Fuel Pump	Type (elec. or mech.)		Mechanical
	Locations		Right side front of engine
	Pressure range		5.00-6.50
Vacuum booster (std., optional, none)			None
Fuel Filter	Type		Metal mesh strainer in gasoline tank
	Locations		and sintered bronze filter in carburetor inlet
Carburetor	Choke type		Automatic
	Intake manifold heat control (exhaust or water)		Exhaust
	Air cleaner type (a)	Standard	Oil-wetted paper
		Optional	

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
12400	302	4-Speed	Holley	3916377	One; four barrel	1.56

(a) Plenum Air System (consisting of Air cleaner and air cleaner duct assembly) available as an option.

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MODEL 12400
302 Cu. In. V-8 Option (Z28)

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			15 ± 1 PSI
Circulation thermostat	Type (choke, bypass)		Choke
	Starts to open at (°F)		177°-183°
Water pump	Type (centrifugal, other)		Centrifugal
	GPM @ 1000 pump rpm		57 @ 4400
	Number of pumps		One
	Drive (V-belt, other)		V-belt
	Bearing type		Permanently lubricated double row ball
By-pass recirculation type (internal, external)			Internal
Radiator core type (cellular, tube and fin, other)			Cross flow
Cooling system capacity	With heater (qt.)		16
	Without heater (qt.)		15
	Opt. equipment-specify (qt.)		-
Water jackets full length of cylinder (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	One, molded
		Inside diameter	.725-.765
Fan	Number of blades & spacing		5-staggered
	Diameter		18.00
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		Thermo modulated viscous fan
	Bearing type		Double row ball
*Drive belts (indicate belt used by letter)	Fan		A
	Generator or alternator		A
	Water Pump		A
	Power Steering		B
	Air Conditioning		-

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V		38°-42°									
Nominal length (SAE)	53.50	37.50									
Width	.380±.005										

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED REVISED (*) 3-1-67

MODEL 12400
302 Cu.In. V-8 Option (Z28)

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco #1980032
	Voltage Rtg. & Total Plates		12 volts 54 plates
	SAE Designation & Amp Hr. Rtg.		45 amp/hr @ 20 hr rate
	Location		Right front engine compartment
	Terminal grounded		Negative
Generator or Alternator	Make		Delco-Remy
	Model		#1100693
	Type and rating		Diode rectified - 37 amps
	Output at engine idle (neutral)		13 amps
	Ratio—Gen. to Cr/s rev.		2.46:1
Regulator	Make		Delco-Remy
	Model		#1119515
	Type		Vibrator
	Cutout relay	Closing voltage @ generator rpm	None
		Reverse current to open	None
	Regulated	Voltage	13.8-14.8 @ 85°F
		Current	---
	Voltage test conditions	Temperature	Operating
		Load	3-8 amps
		Other	None

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		#1107496
	Rotation (drive end view)		Clockwise
	Engine cranking speed		--
	Test conditions		Engine at operating temperatures
	No load test	Amps	65-100
		Volts	10.6
		RPM (min)	3600-5100
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		4-speed - Place gear shift lever in neutral, depress clutch to floor. Initial Start - Depress accelerator pedal to floor then release, turn ignition to START and release as soon as engine starts.

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MODEL 12400
302 Cu.In. V-8 Option (Z28)

ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type			Positive shift solenoid
	Pinion meshes (front, rear)			Rear
	Number of teeth	Pinion		9
		Flywheel	Manual	153
			Auto.	153
	Flywheel tooth face width		Manual	.4010-.4130
			Auto.	.4010-.4130

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		Not available
	Make		Delco-Remy
	Model		#1115039
	Amps	Engine stopped	4.0
		Engine idling	1.8
Distributor	Make		Delco-Remy
	Model		#1111266
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	1000
		Intermediate points deg. @ rpm.	24 @ 1950
		Max. deg. @ rpm.	4150
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	10
		Intermediate points, deg. @ in. Hg.	None
		Max. deg. in. Hg.	15 @ 17
	Breaker gap (in.)		.019
	Cam angle (deg.)		28°-32°
	Breaker arm tension (oz.)		19-23 oz
Timing	Crankshaft deg. @ rpm.		6 BTDC @ 750
	Mark location		Torsional damper
Spark Plug	Make		AC spark plug
	Model		AC43
	Thread (mm)		14
	Tightening torque (lb. ft.)		25
	Gap		.033-.038
Cable	Conductor type		Linen core impregnated with conducting material
	Insulation type		Rubber with neoprene jacket
	Spark plug protector		Neoprene

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MODEL 12400
302 Cu.In. V-8 Option (Z28)

ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speedometer	Make	AC
	Trip odometer (yes, no)	Not available
Charge indicator—type		Tell-tale
Temperature indicator—type		Tell-tale
Oil pressure indicator—type		Tell-tale
Fuel indicator—type		Electric gauge
Other		Refer to page 23
Windshield wiper	Make	Delco
	Type—Standard	Electric, 2-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Electric, 2-speed
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5V. (Hi note) 4.2-6.2 @ 12.5V.

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		4-Speed Single dry disc; semi-centrifugal
Type pressure plate springs		Diaphragm-bent finger design
Total spring load (lb.)		2450-2750
No. of clutch driven discs		One
Clutch facing	Material	Premium grade-woven asbestos
	Outside & inside dia.	11.0 & 6.5
	Total eff. area (sq. in.)	123.70
	Thickness	.1400 each
	Engagement cushioning method	Flat spring steel between facings
Release bearing	Type & method of lubrication	Single row ball, packed and sealed
Torsional damping	Methods: springs, friction material	Coil springs

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MODEL 12400
302 Cu.In. V-8 Option (Z28)

DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Not available
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Not available

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds			4-Speed 4
Transmission ratios	In first		2.20
	In second		1.64
	In third		1.27
	In fourth		1.00
	In reverse		2.26
Synchronous meshing, specify gears			All forward gears
Shift lever location			Floor
Lubricant	Capacity (pt.)		3
	Type recommended		Military spec MIL-L-2105B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Type (planetary or other)			
Manual lockout (yes, no)			
Downshift accelerator control (yes, no)			
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)		Not available
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

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MODEL 12400
302 Cu.In. V-8 Option (Z28)

DRIVE UNITS—AUTOMATIC TRANSMISSION – NOT AVAILABLE

Trade name		
Type describe		
Method of Selection (Lever, Push Button or other)		
Selector Pattern		
List gear ratios Selector Pattern and indicate which are used in each selector position		
Max. upshift speeds—drive range		
Max. kickdown speeds—drive range		
Torque convertor	Number of elements	
	Max. ratio at stall	
	Type of cooling (air, liquid)	
Lubricant	Capacity—refill (pt.)	
	Type recommended	
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT

Number used		One
Type (exposed, torque tube)		Tubular, exposed
Outer diameter x length* x wall thickness	Manual 3-speed transmission	Not available
	Manual 4-speed transmission	2.75 x 49.96 x .065
	Overdrive transmission	Not available
	Automatic transmission	Not available

*Center to center of universal joints, or to centerline of rear attachment.

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MODEL 12400 302 Cu.In. V-8 Option (Z28)

DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		--
Universal joints	Make		Chevrolet
	Number used		Two
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Mono-leaf rear spring & radius rods
Torque taken through (torque tube or arms, springs)			Mono-leaf rear spring & radius rods

DRIVE UNITS—REAR AXLE

Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.5
No. of differential pinions			Two
Ring gear O.D. (std. ratio)			8.875
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		4.0
	Type recommended		Military specs MIL-L-2105-B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		3.07	3.31	3.55	3.73	4.10	4.56	4.88
No. of teeth	Pinion	14	13	11	11	10	9	8
	Ring gear	43	43	39	41	41	41	39

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MODEL 12400

DRIVE UNITS—WHEELS

Type & material		Short spoke spider
Rim (size and flange type)	Std.	15 x 5-1/2
	Opt.	--
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.75
	Number and size	5 hex nuts 7/16-20 UNF 2-B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.35 x 15
	Type - Nylon, etc.	Original equipment
Rev/mile at 50 mph.		NA
Inflation press. (cold)	Front	24
	Rear	24
Optional tires - size and ply		-

BRAKES—SERVICE

		BASE	HEAVY DUTY (OPT)
Type (duo-servo, disc, balanced, etc.)		Front-Disc; Rear- Duo-Servo	
Self adjusting (std., opt., N.A.)		Standard	
Hydraulic system type (single, dual, etc.)		Dual	
Power brake make & type (remote, integral, etc.)		Bendix Delco-Moraine vacuum power unit assists master cylinder; integral	
Effective area (sq. in.) *		114.0	91.5
Gross lining area (sq. in.) **		118.1	95.6
Swept drum area (sq. in.) ***		332.4	268.6
Percent brake effectiveness—front		58.9	
Drum or Rotor	Diameter Front	11.0	
	Diameter Rear	9.5	
	Type and material	Cast iron (a)	
	Rotor (vented or solid)	Vented	
	No. pistons per caliper	4	
Wheel cylinder bore	Front	1.875	
	Rear	.875	
Master cylinder bore		1.00	
Available pedal travel		4.5	
Line pressure at 100 lb. pedal load		-	
Shoe clearance adjustment		Self-adjusting	

* Excludes rivet holes, grooves, chamfers, etc.

(Continued)

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

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MODEL 12400

BRAKES—SERVICE (cont.)

				Base	Heavy Duty (Opt)
Brake lining	Drum or Disc			Front-Disc; Rear-Drum	
	Bonded or riveted			Frt.-Riveted: Rear-Bonded	Frt.-Riveted: Rear-Welded
	Front Wheel	Material		Molded asbestos	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	5.96 x 2.21 x .41	5.96 x 2.21 x .41
			Second. or inboard	5.96 x 2.21 x .41	5.96 x 2.21 x .41
		Segments per shoe		One	One
	Rear Wheel	Material		Molded asbestos	Sintered Iron
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.00 x .17	1.64 x 2.00 x .150
			Second. or inboard	9.75 x 2.00 x .20	1.64 x 2.00 x .265
		Segments per shoe		One	3 Primary; 5 secondary

BRAKES—PARKING

Type of control		Pulley-cable linkage-footpedal apply-handle release
Location of control		Below instrument panel, left of steering column
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	---
	Drum diameter	---
	Lining size (length x width x thickness)	---

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Combination body-frame integral with separate forward portion ladder frame

STEERING

Manual (std., opt., NA)				Standard-energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt type
		(std., opt., NA)		Optional
Wheel diameter		Manual		16.25
		Power		16.25
Turning diameter	Outside front	Wall to wall (l. & r.)		39.7
		Curb to curb (l. & r.)		37.0
	Inside rear	Wall to wall (l. & r.)		20.6
		Curb to curb (l. & r.)		21.1
Outside wheel angle with inside wheel at 20°				18.5
Manual	Gear	Type		Semi-reversible; recirculating ball nut
		Make		Saginaw
		Ratios	Gear	Std. 24:1 Fast 20:1
			Overall	Std. 21:5 Fast 17:8
	No. wheel turns			4.0 lock to lock

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MODEL 12400

STEERING (cont.)

	Type (coaxial, linkage, etc.).			Coaxial
	Make			Saginaw
Power	Gear	Type		Same as manual
		Ratios	Gear	17.5:1
			Overall	Std. 17.5:1 Fast 15.6:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			3.0 lock to lock
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear of wheels
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			8-1/4 to 9-1/4
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with metallic bearing surface
		Thrust		None
Wheel alignment range at curb weight and preferred)	Caster (deg.)			0 to P1
	Camber (deg.)			N 1/4 to P 3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Forging with pad for mounting brake cylinder, spherical
Wheel spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7493-.7498
	Thread size			3/4-20 NEF-3 (modified)
	Bearing type			Taper roller

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MODEL 12400

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		Front: 3-3/4 in. inboard of bumper bolt Rear: 2-1/2 in. inboard of bumper bolt
Shock absorber front & rear	Type	Direct, double acting hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		Single leaf rear springs

SUSPENSION—FRONT

Type and description		Independent: SLA type with coil spring and concentric shock absorber and spherically-jointed steering knuckle for each wheel
Spring	Type	Coil
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	11.09 x 3.63 122.18 x .629
	Spring rate (lb. per in.)	347
	Rate at wheel (lb. per in.)	120
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel .6875

SUSPENSION—REAR

Type and description			Salisbury rear axle with two single leaf springs
Drive and torque taken through			Rear springs & radius rods
Spring	Type		Single-leaf
	Material		Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.		56.0 x 2.25
	Spring rate (lb. per in.)		125
	Rate at wheel (lb. per in.)		131
	Mounting insulation type		Rubber bushed at shackle and hanger
	If leaf	No. of leaves	One
		Shackle (comp. or tens)	Compression
Stabilizer	Type (link, linkless, frameless)		None
	Material		---
Track bar type			None

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MODEL	12437	12467

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front
	Rear doors	Not available
Type of finish (lacquer, enamel, other)		Acrylic lacquer
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vehicle Indent. No. location		Left front body hinge pillar
Engine No. location		8 cyl-on top, front of R.H. bank of cylinder and case
Theft protection - type		Shielded ignition lock terminals Key removable in "OFF" position
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Seat back type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Windshield glass type (i.e., single curved - laminated plate)		Curved-laminated
Side glass type (i.e., curved - tempered plate)		Curved

	12437	12467
Backlight glass type (i.e., compound curved - tempered plate, three piece)	Curved	Plastic
Windshield glass exposed surface area	1032.6	990.5
Side glass exposed surface area	1083.7	1093.8
Backlight glass exposed surface area	819.2	834.0
Total glass exposed surface area	2935.5	2918.3

LAMP HEIGHT AND SPACING

			COUPE		CONVERTIBLE	
			Standard	Rallye Sport	Standard	Rallye Sport
Height above ground to center of bulb	Headlamp	Highest *	25.5			
		Lowest	--			
	Tail	Highest	--	24.3		
		Lowest	---	24.3	---	24.3
Distance from C/L of car to center of bulb	Headlamp	Inside	--			
		Outside *	24.4			
	Tail	Inside	---	20.0	---	20.0
		Outside	23.3			
	Directional	Front	17.0	23.6	17.0	23.6
		Rear	23.3			

* If single headlamps are used enter here.

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MODEL	12437	12467

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side Windows	Optional	
	Vent Windows	Not available	
	Backlight or tailgate	Not available	
Power seats (specify type as well as availability)		Not available	
Reclining front seat back		Not available	
Front seat headrest		Optional	
Radios (specify type as well as availability)		Optional-AM-Manual, AM-Push-button, AM-FM Push-button	
Rear seat speaker		Optional	
Power Antenna		Not available	
Clock		Optional	
Air Conditioner (specify type and availability)		Not available	
Speed warning device		Optional	
Speed control device		Optional	
Ignition lock lamp		Not available	
Back up lamp		Standard	
Dome lamp	Standard 12437	Not available	
Glove compartment lamp		Optional	
kg. brake signal lamp		Standard	
Luggage compartment lamp		Optional	
Underhood lamp		Optional	
Courtesy lamp	Optional 12437	Standard 12467	
Map lamp		Not available	
Auto. trans. quad. lamp		Standard	
Emergency flasher lamp, four-way		Standard	
Cornering light lamp		Not available	
Freeway lane change signal		Standard	
Instrument panel pad		Standard	
Left hand outside mirror		Standard	
Padded sun shades		Standard	
Brake system warning and Parking brake light		Standard	
Steering column energy absorbing		Standard	

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WEIGHTS

Model	CURB WEIGHT - POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	SHIPPING WEIGHT
			BASE					BASE
			V-8					V-8
			327					327
12437 - 2 door Coupe			3070	31			69	2920
12467 - 2 door Conv.			3325	31			69	3180

Accessories & Equipment Differential Weights				Remarks
Air injection			+19	
Battery, heavy duty			+15	
Brakes, front disc			+33	
Brakes, vacuum power			+ 9	
Heater, delete			-24	
Radio, push-button			+ 8	
Radio, AM-FM push-button			+ 9	
Seat, folding rear			+20	
Transmission, 4-spd (M21)			+ 7	
Power windows			+21	
Power steering			+32	
Engine 302 cu. in. (Z28)			+38	

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MANUFACTURER Chevrolet Motor Division General Motors Corporation		CAR NAME Camaro	
MAILING ADDRESS Chevrolet Engineering Center 30003 Van Dyke, Warren, Michigan 48090		MODEL YEAR 1967	ISSUED: 12-22-66 REVISED (•)

NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

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BODY—TYPES AND STYLE NAMES—

Body type, number of passenger & style names; use manufacturer's code for series & body style.

	396 Cu. In. V8-375 HP Optional (L78)
2-Door Sport Coupe, 4-Pass.	12437
2-Door Convertible, 4-Pass.	12467

ORIGINAL

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MAKE OF CAR Camaro MODEL YEAR 1967 DATE ISSUED 12-22-66 REVISED (*)

GENERAL SPECIFICATIONS

(All dimensions in inches unless otherwise indicated)

MODEL		Additional Information Page No.:	12400 396 Cu. In. V-8 375 HP Opt (L78)
Wheelbase (L101)			108.0
Track	Front (W101)		59.0
	Rear (W102)		58.9
Maximum Overall Dimensions	Length (L103)		184.7
	Width (W103)		72.5
	Height (H101)		51.4
Transmission (Specify trade name - opt., not available)	Manual - 3 speed	15	3-Spd. Heavy Duty optional
	Manual - 4 speed	15	Optional
	Overdrive	15	Not available
	Automatic	16	Not available
Axle ratio (See page 4 for optional axles)	Manual - 3 speed	17	3.07:1
	Manual - 4 speed	17	3.07:1
	Overdrive	17	Not available
	Automatic	17	Not available
Tire size		18	D70 x 14
Engine	Type, no. cyl., valve arr.	3	90° V-8 OHV
	Fuel system (Carb., other)	10	Carburetor
	Bore and stroke	3	4.094 x 3.76
	Piston displ., cu. in.	3	396
	Std. compression ratio	3	11.0:1
	Max. bhp at engine rpm	3	375 @ 5600
	Max. torque at rpm	3	415 @ 3600

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GENERAL SPECIFICATIONS—DIMENSIONS

(All dimensions in inches unless otherwise indicated)
(Supplemental data available on request)

MODEL	SAE Ref. No.	12437 Coupe	12467 Convertible
FRONT COMPARTMENT			
Shoulder room	W3	56.7	
Hip room	W5	56.3	
Max. eff. leg room - accelerator	L34	42.5	
Effective head room	H61	37.1	37.5
H Point to Heel point	H30	7.6	
REAR COMPARTMENT			
Shoulder room	W4	53.8	47.3
Hip room	W6	54.5	47.5
Minimum effective leg room	L51	29.9	29.6
Effective head room	H63	36.7	36.8
LUGGAGE COMPARTMENT			
Usable luggage capacity	V1	8.3	5.6
Liftover height	H195	30.0	
Position of spare tire storage		Horz. over axle	Horz. right RR quarter
Method of holding lid open		Torsion bars	
STATION WAGON—THIRD SEAT		NOT AVAILABLE	
Hip room	W86	--	
Effective leg room	L86	--	
Effective head room	H86	--	
Seat facing direction		--	

STATION WAGON—CARGO SPACE NOT AVAILABLE

MODEL	SAE Ref. No.	--
Minimum distance between wheel houses at floor level	W201	--
Rear end opening width at belt	W204	--
Floor length from back of front seat at floor level to inside of closed tail gate	L202	--
Minimum horizontal distance from top rear of front seat back to inside of tail gate at belt	L204	--
Maximum height - floor covering to headlining at centerline of rear axle	H201	--
Maximum height of rear opening - tail and lift gates open	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio)			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		"A"	"B"	"C"	"D"
12400	396 (Opt)	4-Bbl Down-draft	11.0:1	375 @ 5600	415 @ 3600	3-Spd (2.41:1 low) *	3.07	2.73	3.31	3.5 3.7
						4-Spd (2.20:1 low) * & 4-Spd. Hvy. Dty*	3.07	2.73	3.31	3.5 3.7 4.1 4.5 4.8

* - Optional

** - Positraction axle required for 4.10:1, 4.56:1 and 4.88:1; optional for all other ratios.

A - Standard

B - Economy - Optional

C - Performance - Optional

D - Special - Optional

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MODEL 12400
396 Cu. In. V-8
375 HP Opt (L78)

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compression	Description - material, coating, etc. Upper	Cast alloy iron-barrel face, no bevel - moly inlay
	Description - material, coating, etc. Lower	Cast alloy iron-inside bevel tapered face-chrome plate
	Width	.0770-.0775 upper & lower
	Gap	.010-.030
Oil	Description - material, coating, etc.	Multi-piece (2 rails and one spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel
	Width	.1870-.1890 (assembled)
	Gap	.010-.030
Expanders		In oil ring assembly

ENGINE—PISTON PINS

Material			Chromium steel
Length			2.930-2.950
Diameter			.9895-.9898
Type	Locked in rod, in piston, floating, etc.		Locked in rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.00025-.00035
	In rod		None
Direction & amount offset in piston			On center

ENGINE—CONNECTING RODS

Material		Drop forged steel
Weight (oz.)		27.84
Length (center to center)		6.130-6.140
Bearing	Material & Type	Premium aluminum
	Overall length	.857
	Clearance (limits)	.0009-.0029
	End play	.016-.020

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ENGINE—CRANKSHAFT

Material			Forged steel
Vibration damper type			Rubber mounted inertia
End thrust taken by bearing (No.)			5
Crankshaft end play			.006-.010
Main bearing	Material & type		Steel, backed insert bearing material-copper lead alloy or premium aluminum - for intended engine operation and application
	Clearance		#1-2-(.0010-.0022) 3 & 4-(.0013-.0025) #5-(.0015 .0031)
	Journal dia. and bearing overall length	No. 1	2.7505x.992
		No. 2	2.7505x.992
		No. 3	2.7505x.992
		No. 4	2.5705x.992
		No. 5	2.7506x1.252
		No. 6	None
		No. 7	None
	Dir. & amt. cyl. offset		None
Crankpin journal diameter			2.199 x 2.200

ENGINE—CAMSHAFT

Location			In block above crankshaft
Material			Cast alloy iron
Bearings	Material		Steel backed babbitt
	Number		5
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Steel sprocket
	Camshaft gear or sprocket material		Cast alloy iron
	Timing chain	No. of links	50
		Width	.880
		Pitch	.500

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		Not available
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	.024
	Exhaust	.028
Timing marks on flywheel, damper, other		Torsional damper

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	44°
		Closes (°ABC)	92°
		Duration-deg.	316°
	Exhaust	Opens (°BBC)	86°
		Closes (°ATC)	36°
		Duration-deg.	302°
	Valve opening overlap		80°
Intake	Material		Alloy steel, face & head aluminized
	Overall length		5.204-5.224
	Actual overall head dia.		2.185-2.195
	Angle of seat & face		46° (seat) 45° (face)
	Seat insert material		None
	Stem diameter		.3715-.3722
	Stem to guide clearance		.0010-.0027
	Lift (@ zero lash)		.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	94-106 @ 1.88
		Valve open (lb. @ in.)	303-327 @ 1.38
	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper
		Valve open (lb. @ in.)	Spring damper
Exhaust	Material		High alloy steel-aluminized face and head
	Overall length		5.345-5.365
	Actual overall head dia.		1.715-1.725
	Angle of seat & face		46° (seat) 45° (face)
	Seat insert material		None
	Stem diameter		.3713-.3720
	Stem to guide clearance		.0010-.0027
	Lift (@ zero lash)		.5197
	Outer spring press. and length	Valve closed (lb. @ in.)	94-106 @ 1.88
		Valve open (lb. @ in.)	303-327 @ 1.38
	Inner spring press. and length	Valve closed (lb. @ in.)	Spring damper
		Valve open (lb. @ in.)	Spring damper

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Centrifugally oiled from camshaft bearing
	Cylinder walls	Pressure jet cross sprayed

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	50-75 psi @ 2000
Oil pressure sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, partial, other)	Full flow
Filter replacement (element, complete)	Element
Capacity of crankcase, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W, or SAE 10W-30 0°F to 32°F* - SAE 10W, or SAE 10W-30 Below 0°F - SAE 5W, or SAE 5W-20 *(SAE 5W-30 may be used at temperatures below freezing)
Engine Service Requirement (MM, MS, etc.)	MS or DG

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual exhaust & resonators; single muffler
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, w/two resonators
Exhaust pipe dia. (O.D., wall thickness)	Branch	Front 2.25 x .073-.091 laminated
	Main	Rear 2.25 x .071-.091
Tail pipe diameter (O.D. & wall thickness)		2.00 x .062-.076

ENGINE— CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Ventilates to induction system
		Optional	---
Control Unit	Make and model		---
	Location		Rear of carburetor
	Energy source (manifold vacuum, carburetor air stream, other)		Manifold vacuum
	Control method (variable orifice, fixed orifice, other)		Variable orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)		Breather cap
	Flame arrestor (screen, check valve, other)		Check valve

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ENGINE—EXHAUST EMISSION CONTROL

Manual Transmission

Type (Air injection, engine modifications, other)			Air injection
Air Injection Pump	Type		Semi-articulated vane type
	Displacement		19.3 cubic inch
	Drive ratio		1.25:1
	Drive type		Crankshaft pulley
	Relief valve (type)		Pressure (plate type)
	Filter (describe)		None (clean air drawn from air cleaner)
Air Injection System	Air distribution (head, manifold, etc.)		Manifold
	Point of entry		Exhaust ports
	Injection tube I.D.		.2565
	Check valve type		Pressure (plate type)
	Backfire protection (type)		Vacuum actuated anti-backfire valve
Carburetor	Make		Holley
	Model		3916145
	Barrel size		1.561 (primary and secondary)
	Idle speed	Drive	---
		Neutral	750
Distributor	Aux. Adv. Systems (type)		None
	Make		Delco-Remy
	Model		1111170
	Cent'fgal adv. in crank degrees @ eng. rpm.	Start (rpm)	900
		Intermed. points deg. @ rpm	17 @ 2000
		Max. deg.@rpm.	32 @ 5000
	Vacuum adv. in. crank degrees @ eng. rpm	Start (in Hg)	7
		Intermed. points deg.@ in. Hg	
		Max. deg.@ in.	12 @ 12
	Vacuum Source		Carburetor
Timing - Crank degrees @ rpm			4 BTDC @ Idle
Cooling System (describe changes)			195° thermostat
Exhaust System (describe changes)			None

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ENGINE—FUEL SYSTEM

(See supplemental page for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.			Carburetor
Fuel Tank	Refill capacity (gals.)		18 (approximately)
	Filler location		Center of rear end panel
Fuel Pump	Type (elec. or mech.)		Mechanical
	Locations		Right side front of engine
	Pressure range		7.25-8.50 psi
Vacuum booster (std., optional, none)			None
Fuel Filter	Type		Plastic mesh strainer in gasoline tank
	Locations		and sintered bronze filter in carburetor inlet
Carburetor	Choke type		Automatic
	Intake manifold heat control (exhaust or water)		Exhaust
	Air cleaner type	Standard	Oil-wetted paper
		Optional	--

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
12400	396	3-Speed & 4-Speed	Holley	3916143	One; 4-Bbl	1.562 Prim. & Sec.

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ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)			Pressure
Radiator cap relief valve pressure			15 ± 1 psi
Circulation thermostat	Type (choke, bypass)		Choke
	Starts to open at (°F)		177°-183°
Water pump	Type (centrifugal, other)		Centrifugal
	GPM @ 1000 pump rpm		82 @ 5200
	Number of pumps		One
	Drive (V-belt, other)		V-belt
	Bearing type		Permanently lubricated double row ball
By-pass recirculation type (internal, external)			Internal
Radiator core type (cellular, tube and fin, other)			Cross flow
Cooling system capacity	With heater (qt.)		23
	Without heater (qt.)		22
	Opt. equipment-specify (qt.)		24
Water jackets full length of cylinder (yes, no)			Yes
Water all around cylinder (yes, no)			Yes
Radiator hose	Lower	Number and type (molded, straight)	One, molded
		Inside diameter	1.75
	Upper	Number and type (molded, straight)	One, molded
		Inside diameter	1.50
	By-pass	Number and type (molded, straight)	One, molded
		Inside diameter	.725-.765
Fan	Number of blades & spacing		5-staggered
	Diameter		18.00
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		Thermo-modulated-viscous coupling
	Bearing type		Double row ball
*Drive belts (indicate belt used by letter)	Fan		AB
	Generator or alternator		A
	Water Pump		AB
	Power Steering		C
	Air Conditioning		-

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V		38°-42°									
Nominal length (SAE)	55.50	34.40	37.30								
Width		.380±.005									

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Delco #1980030
	Voltage Rtg. & Total Plates		12 Volts-66 plates
	SAE Designation & Amp Hr. Rtg.		61 amp/hr @ 20 hr rate
	Location		Right side front engine compartment
	Terminal grounded		Negative
Generator or Alternator	Make		Delco-Remy
	Model		#1100693
	Type and rating		Diode rectified-37 amps
	Output at engine idle (neutral)		13 amps
	Ratio—Gen. to Cr/s rev.		2.46:1
Regulator	Make		Delco-Remy
	Model		#1119515
	Type		Vibrator
	Cutout relay	Closing voltage @ generator rpm	None
		Reverse current to open	None
	Regulated	Voltage	13.8-14.8 @ 85°F
		Current	---
	Voltage test conditions	Temperature	Operating
		Load	3-8 amps
		Other	None

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Delco-Remy
	Model		1107365
	Rotation (drive end view)		Clockwise
	Engine cranking speed		---
	Test conditions		Engine at operating temperatures
	No load test	Amps	70-99
		Volts	10.6
		RPM (min)	7800-12000
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		3 and 4-Speed - Place gearshift lever in neutral, depress clutch to floor. Initial Start - Depress accelerator pedal to floor, then release. Turn ignition to START and release as soon as engine starts

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor Drive	Engagement type			Positive shift solenoid
	Pinion meshes (front, rear)			Rear
	Number of teeth	Pinion		9
		Flywheel	Manual	168
			Auto.	168
	Flywheel tooth face width		Manual	.4100-.4220
			Auto.	

ELECTRICAL—IGNITION SYSTEM

Coil	Transistorized - Std., Opt., N.A.		Not available
	Make		Delco-Remy
	Model		#1115039
	Amps	Engine stopped	4.0
		Engine idling	1.8
Distributor	Make		Delco-Remy
	Model		1111170
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	900
		Intermediate points deg. @ rpm.	17 @ 2000
		Max. deg. @ rpm.	32 @ 5000
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	7
		Intermediate points, deg. @ in. Hg.	None
		Max. deg. in. Hg.	12 @ 12
	Breaker gap (in.)		.019
	Cam angle (deg.)		28°-32°
	Breaker arm tension (oz.)		19-23 oz
Timing	Crankshaft deg. @ rpm.		4 BTDC @ 550
	Mark location		Torsional damper
Spark Plug	Make		AC Spark Plug
	Model		AC 43N
	Thread (mm)		14
	Tightening torque (lb. ft.)		25
	Gap		.033-.038
Cable	Conductor type		Linen core impregnated with conducting material
	Insulation type		Rubber with neoprene jacket
	Spark plug protector		Neoprene

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ELECTRICAL—SUPPRESSION

Locations & type	Non-metallic high tension cables

ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speedometer	Make	AC
	Trip odometer (yes, no)	Not available
Charge indicator—type		Tell-tale
Temperature indicator—type		Tell-tale
Oil pressure indicator—type		Tell-tale
Fuel indicator—type		Electric gauge
Other		Refer to page 23
Windshield wiper	Make	Delco-Products
	Type—Standard	Electric 2-speed
	Type—Optional	None
	Vacuum booster provision	None
	Washer provision	Pushbutton-standard
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5V. (Hi note) 4.2-6.2 @ 12.5V.

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		3 and 4-speed Single dry disc, semi-centrifugal
Type pressure plate springs		Diaphragm-bent finger design
Total spring load (lb.)		2450-2750
No. of clutch driven discs		One
Clutch facing	Material	Premium grade-woven asbestos
	Outside & inside dia.	11.00 & 6.50
	Total eff. area (sq. in.)	123.70
	Thickness	.1400 each
	Engagement cushioning method	Flat spring steel between facings
Release bearing	Type & method of lubrication	Single row ball, packed and sealed
Torsional damping	Methods: springs, friction material	Coil springs

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DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	HD 3-speed optional
Manual 4-speed (std. or opt.)	Optional
Manual with overdrive (std. or opt.)	
Automatic (std. or opt.)	Not available

DRIVE UNITS—MANUAL TRANSMISSION HD

			3-Spd	4-Spd
Number of forward speeds			3	4
Transmission ratios	In first		2.41:1	2.20:1
	In second		1.57:1	1.64:1
	In third		1.00:1	1.27:1
	In fourth		---	1.00:1
	In reverse		2.41:1	2.26:1
Synchronous meshing, specify gears			All forward gears	
Shift lever location			Floor	
Lubricant	Capacity (pt.)		3.5	3
	Type recommended		Military Spec. MIL-L-2105B	
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
		Extreme cold	SAE 80	

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Type (planetary or other)			
Manual lockout (yes, no)			
Downshift accelerator control (yes, no)			
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)		Not available
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

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DRIVE UNITS—AUTOMATIC TRANSMISSION NOT AVAILABLE

Trade name		
Type describe		
Method of Selection (Lever, Push Button or other)		
Selector Pattern		
List gear ratios Selector Pattern and indicate which are used in each selector position		
Max. upshift speeds—drive range		
Max. kickdown speeds—drive range		
Torque convertor	Number of elements	
	Max. ratio at stall	
	Type of cooling (air, liquid)	
Lubricant	Capacity—refill (pt.)	
	Type recommended	
Special transmission features		

DRIVE UNITS—PROPELLER SHAFT

Number used		One
Type (exposed, torque tube)		Tubular, exposed
Outer diameter x length* x wall thickness	Manual 3-speed transmission	2.75 x 50.46 x .065
	Manual 4-speed transmission	2.75 x 50.46 x .065
	Overdrive transmission	Not available
	Automatic transmission	Not available

*Center to center of universal joints, or to centerline of rear attachment.

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DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		---
Universal joints	Make		Chevrolet
	Number used		Two
	Type (ball and trunnion, cross, other)		Cross
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Pre-pack
Drive taken through (torque tube or arms, springs)			Mono-leaf rear spring & rear axle radius rods
Torque taken through (torque tube or arms, springs)			Mono-leaf rear spring & rear axle radius rods

DRIVE UNITS—REAR AXLE

Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.5
No. of differential pinions			Two
Ring gear O.D. (std. ratio)			8.875
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		4.0
	Type recommended		Military Specs MIL-L-2105-B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

REAR AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		2.73	3.07		3.31	3.55
No. of teeth	Pinion	15	14		13	11
	Ring gear	41	43		43	39

Axle ratio		3.73	4.10	4.56	4.88
No. of teeth	Pinion	11	10	9	8
	Ring gear	41	41	41	39

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DRIVE UNITS—WHEELS

Type & material		Short spoke spider
Rim (size and flange type)	Std.	14 x 6.0 JK
	Opt.	---
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.75
	Number and size	5 Hex nuts 7/16-20 UNF 2-B

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	D70 x 14
	Type - Nylon, etc.	Original equipment
Rev/mile at 50 mph.		855
Inflation press. (cold)	Front	28
	Rear	28
Optional tires - size and ply		---

BRAKES—SERVICE

			Standard	Metallic (Opt)	Front Disc (Opt)
Type (duo-servo, disc, balanced, etc.)			Duo-Servo 4-wheel hydraulic		Disc
If adjusting (std., opt., N.A.)			Standard		
Hydraulic system type (single, dual, etc.)			Dual		
Power brake make & type (remote, integral, etc.)			Bendix Delco-Moraine vacuum power unit Assists master cylinder; integral		
Effective area (sq. in.) *			168.9	118.1	114.0
Gross lining area (sq. in.) **			168.9	118.1	118.1
Swept drum area (sq. in.) ***			268.6		332.4
Percent brake effectiveness—front			62.3		58.9
Drum or Rotor	Diameter	Front	9.5		11.0
		Rear	9.5		
	Type and material		Composite; steel web, cast iron rim		Cast iron
	Rotor (vented or solid)		---		Vented
	No. pistons per caliper		---		4
Wheel cylinder bore	Front		1.125		1.875
	Rear		.875		
Master cylinder bore			1.00	.875	1.00
Available pedal travel			6.5		7.2
Line pressure at 100 lb. pedal load			790	1031	790
Shoe clearance adjustment			Self-adjusting		

(Continued)

* Excludes rivet holes, grooves, chamfers, etc.

** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes:
Widest lining contact width for each brake x its drum circumference.

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MODEL 12400

BRAKES—SERVICE (cont.)

				Standard	Metallic (Opt)	Front Disc (Opt)
Brake lining	Drum or Disc			Drum		Disc
	Bonded or riveted			Bonded	Welded	Riveted
	Front Wheel	Material		Molded asbestos	Sintered iron	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01 X 2.50 x .17	1.64 x 2.50 x .150	5.96 x 2.21 x .41
			Second. or inboard	9.75 x 2.50 x .20	1.64 x 2.50 x .265	5.96 x 2.21 x .41
		Segments per shoe		One	Pri 3, Sec 5	One
	Rear Wheel	Material		Molded asbestos	Sintered iron	Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.00 x .17	1.64 x 2.00 x .150	9.01 x 2.00 x .17
			Second. or inboard	9.75 x 2.00 x .20	1.64 x 2.00 x .265	9.75 x 2.00 x .20
		Segments per shoe		One	Pri 3, Sec 5	One

BRAKES—PARKING

Type of control		Pulley-cable linkage-foot pedal apply-handle release
Location of control		Below instrument panel, left of steering column
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	--
	Drum diameter	--
	Lining size (length x width x thickness)	--

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Combination body-frame integral with separate forward portion ladder frame

STEERING

Manual (std., opt., NA)				Standard-energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Tilt type
		(std., opt., NA)		Optional
Wheel diameter		Manual		16.25
		Power		16.25
Turning diameter	Outside front	Wall to wall (l. & r.)		39.7
		Curb to curb (l. & r.)		37.0
	Inside rear	Wall to wall (l. & r.)		20.6
		Curb to curb (l. & r.)		21.1
Outside wheel angle with inside wheel at 20°				18.5
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw
		Ratios	Gear	Std. 28:1 Fast 24:1
			Overall	Std. 28:1 Fast 21.6:1
	No. wheel turns			4.0 lock to lock

(Continued)

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STEERING (cont.)

Power	Type (coaxial, linkage, etc.)			Coaxial
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	17.5:1
			Overall	Std. 17.5:1 Fast 15.6:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			3.0 lock to lock
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear of wheels
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			8-1/4 to 9-1/4
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with metallic bearing surface
		Thrust		None
Wheel [illegible]ment [illegible]ge at curb weight and preferred)	Caster (deg.)			0 to P1
	Camber (deg.)			N1/4 to P3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Forging with pad for mounted brake cylinder-spherical
Wheel spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7493-.7498
	Thread size			3/4-20 NEF-3 (Modified)
	Bearing type			Taper roller

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MODEL	12437	12467

SUSPENSION—GENERAL

(See Supplemental page for details on Air Suspension)*

Provision for car leveling		Front stabilizer bar
Provision for brake dip control		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		Front: 3-3/4 in. inboard of bumper bolt Rear: 2-1/2 in. inboard of bumper bolt
Shock absorber front & rear	Type	Direct, double acting hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		Single leaf rear springs

SUSPENSION—FRONT

Type and description		Independent: SLA type with coil spring and concentric shock absorber and spherically-joined steering knuckle for each wheel.	
Spring	Type	Coil, right hand helix	
	Material	Steel alloy	
	Size (coil design height & I.D.; bar length x dia.)	11.09 x 3.63 123.04 x .659	11.09 x 3.63 122.77 x .650
	Spring rate (lb. per in.)	410	390
	Rate at wheel (lb. per in.)	136	131
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	HR steel .6875	

SUSPENSION—REAR

Type and description			Salisbury rear axle with two single leaf springs
Drive and torque taken through			Rear springs & radius rods
Spring	Type		Single-leaf
	Material		Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.		56.0 x 2.25
	Spring rate (lb. per in.)		115
	Rate at wheel (lb. per in.)		121
	Mounting insulation type		Rubber bushed at shackle and hanger
	If leaf	No. of leaves	One
		Shackle (comp. or tens)	Compression
Stabilizer	Type (link, linkless, frameless)		None
	Material		--
Track bar type			None

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MODEL 12437 12467

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear)	Front doors	Front	
	Rear doors	Not available	
Type of finish (lacquer, enamel, other)		Acrylic lacquer	
Hood counterbalanced (yes, no)		Yes	
Hood release control (internal, external)		External	
Vehicle Indent. No. location		Left front body hinge pillar	
Engine No. location		8-Cyl-on top front of RH bank of cylinder and case	
Theft protection - type		Shielded ignition lock terminals key removable in "OFF" position	
Vent window control method (crank, friction pivot)	Front	Friction pivot	
	Rear	None	
Seat cushion type	Front	Formed wire and foam pad	
	Rear	Formed wire and cotton	
	3rd seat	None	
Seat back type	Front	Formed wire and foam pad	
	Rear	Formed wire and cotton	
	3rd seat	None	
Windshield glass type (i.e., single curved - laminated plate)		Curved-laminated	
Rear glass type (i.e., curved - tempered plate)		Curved	
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved	Plastic
Windshield glass exposed surface area		1032.6	990.5
Side glass exposed surface area		1083.7	1093.8
Backlight glass exposed surface area		819.2	834.0
Total glass exposed surface area		2935.5	2918.3

LAMP HEIGHT AND SPACING

			Coupe		Convertible	
			Std.	Rally Sport	Std.	Rally Sport
Height above ground to center of bulb	Headlamp	Highest *	25.5			
		Lowest	---			
	Tail	Highest	24.3			
		Lowest	--	24.3	--	24.3
Distance from C/L of car to center of bulb	Headlamp	Inside	---			
		Outside *	24.4			
	Tail	Inside	--	20.0	--	20.0
		Outside	23.3			
	Directional	Front	17.0	23.6	17.0	23.6
		Rear	23.3			

* If single headlamps are used enter here.

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MODEL	12437	12467

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side Windows	Optional	
	Vent Windows	Not available	
	Backlight or tailgate	Not available	
Power seats (specify type as well as availability)		Not available	
Reclining front seat back		Not available	
Front seat headrest		Optional	
Radios (specify type as well as availability)		Optional-AM-Manual, AM-Push-button, AM-FM Push-button	
Rear seat speaker		Optional	
Power Antenna		Not available	
Clock		Optional	
Air Conditioner (specify type and availability)		Not available	
Speed warning device		Optional	
Speed control device		Optional	
Ignition lock lamp		Not available	
Back up lamp		Standard	
Dome lamp	Standard 12437	Not available	
Glove compartment lamp		Optional	
[illegible] brake signal lamp		Standard	
[illegible]ggage compartment lamp		Optional	
Underhood lamp		Optional	
Courtesy lamp	Optional 12437	Standard 12467	
Map lamp		Not available	
Auto. trans. quad. lamp		Standard	
Emergency flasher lamp, Four-way		Standard	
Cornering light lamp		Not available	
Free-way lane change signal		Standard	
Instrument panel pad		Standard	
Left hand outside mirror		Standard	
Padded sun shades		Standard	
Brake system warning and parking brake light		Standard	
Steering column energy absorbing		Standard	

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WEIGHTS

Model	CURB WEIGHT - POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	SHIPPING WEIGHT
		Base engine						Base engine
		V-8						V-8
12337 2-Dr Coupe		---		31			69	---
12437 2-Dr Coupe		3070		31			69	2920
12367 2-Dr Conv		---		31			69	---
12467 2-Dr Conv		3325		31			69	3180

Accessories & Equipment Differential Weights	V-8	Remarks
	396	
Air injection	+19	
Heater delete	-24	
Battery, heavy duty	+15	
Brakes, front disc	+33	
Brakes, vacuum power	+ 9	
Radio, push-button	+ 8	
Radio, AM-FM push-button	+ 9	
Seat, folding rear	+20	
Steering, power	+32	
Transmission, HD 3-Spd	+22	
Transmission, 4-Spd	+ 7	
Engine, 396 cu.in. Dual exhaust	+243	