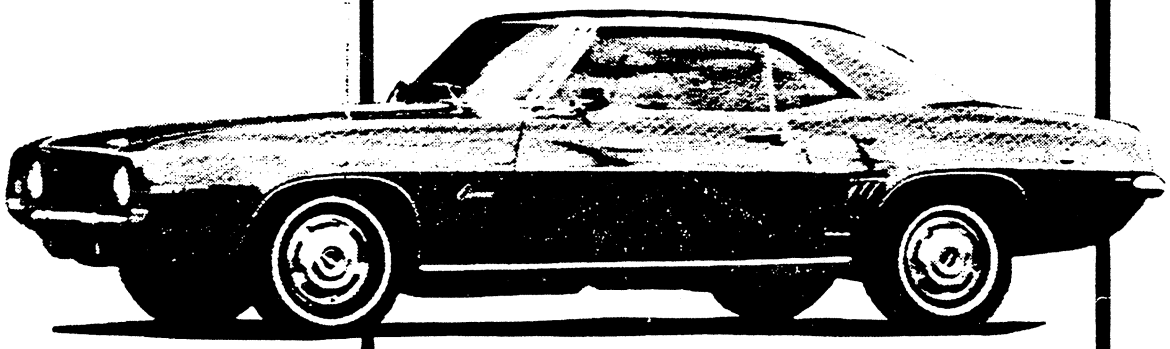
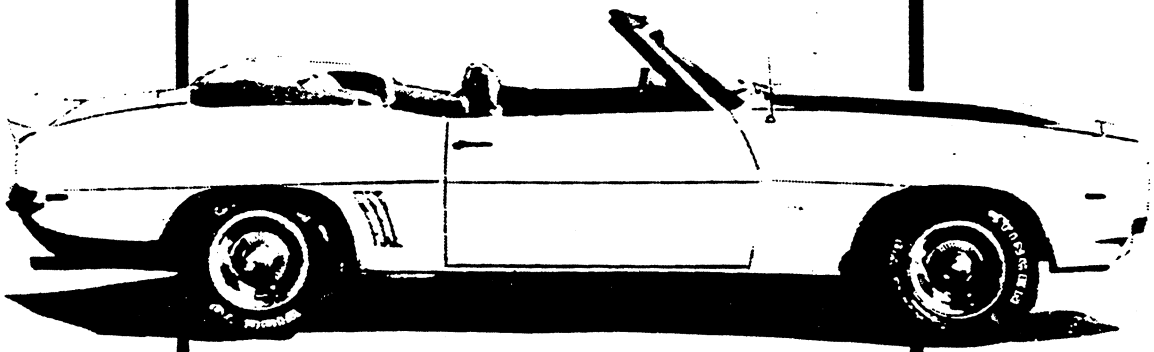
2731CAMA-69

1969 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

CHASSIS

FRAME AND FRONT SUSPENSION

FRAME

Description ---------- Extended rail front partial frame of deep sectioned double-channeled side members joined by three flanged hat-section cross members.

FRONT SUSPENSION

Description ---------- Independent, SLA type with coil springs, center mounted shock absorbers and spherical steering knuckle pivots.

Wheel travel (M/M @ design load)

Total	7.40
Jounce	3.01
Rebound	4.39
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 pad and detachable steering knuckle arm.

Spindle diameters

Inner bearing	1.2493-1.2498
Outer bearing	.7492-.7497

Spindle thread size -------- 3/4-20 NEF-3 (modified)

Wheel bearings

Type ---------- Taper roller; inner and outer

SPHERICAL JOINTS

Type ---------- Ball stud

Upper ---------- Compression

Lower ---------- Tension

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
Steering axis inclination (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

Selected from a family of springs by Electronic Data Processing which identifies the correct spring for the weight of the vehicle including optional equipment ordered by the customer.

TO BE PROVIDED

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING

Description ------- Semi-reversible gear with ball-nut driven by recirculating anti-friction bearings, energy absorbing steering column. Tilt steering wheel optional (RPO N33).

Turning diameter (ft)
- Outside front, wall-to-wall ---------- 39.9
- Outside front, curb-to-curb ---------- 37.5

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

Steering wheel
- Type ---------- Elliptical
- Diameter ---------- 15.5 x 16.25

Ratios
- Standard ---------- Gear 24:1, Overall 28.3:1
- Fast steer, RPO N44 (Standard for Z28) -- Gear 24:1, Overall 21.6:1
- Fast steer, RPO N44 (Z28 only) --------- Gear 20:1, Overall 17.9:1

Number of turns, lock-to-lock
- Standard ---------- 4.8
- Fast steer, RPO N44 (Standard for Z28) ------- 3.5
- Fast steer, RPO N44 (Z28 only) ---------- 2.9

Outside wheel angle with inside wheel at 20°
- Standard ---------- 18.75°
- Fast steer, RPO N44 ---------- 18.0°

POWER STEERING, RPO N40

(Same as standard manual steering except as shown)

Type ---------- Integral power piston and variable ratio steering gear, with vane type pump driven by crankshaft pulley.

Ratios
- Base ---------- Gear; 16.0:1 on center, 12.4:1 at 14° Overall; 15.5:1 on center, 11.8:1 at 14°
- Fast steer, RPO N44 (included with RPO N40 for SS & Z28 equipment) --- Gear; 16.0:1 on center, 12.4:1 of 14° Overall; 14.3:1 on center, 10.8:1 at 14°

Number of turns, lock-to-lock
- Base ---------- 2.16
- Fast steer, RPO N44 (included with RPO N40 for SS & Z28 equipment) --------- 2.06

DRIVELINE

- Type ---------- Tubular
- 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
  - Type ---------- Cross
  - Number used ---------- Two
  - Bearings ---------- Prepacked, anti-friction

WHEELS

- Type ---------- Short spoke spider
- Attachment ---------- 5 hex nuts, 7/16-20 UNF 2-B, on 4.75 diameter bolt circle
- Rim, base
  - Size ---------- 14 x 6.00
  - Offset ---------- .26

TIRES

- Construction ---------- 2 ply
- Rating ---------- 4 ply
- Size
  - Base, RPO L22 & RPO LM1, L30 --------- 7.35 x 14
  - RPO L48 & RPO L35 ---------- F70 x 14

TIRE SPECIFICATIONS

		7.35 x 14	F70 x 14
Static loaded radius		12.0	12.0
Loaded rev/mi @ 45 MPH		786	785
Capacity (lbs @ PSI)		1160 @ 24	1280 @ 24
Recommended pressure (cold)	Front	TO BE PROVIDED	
	Rear		

REAR AXLE AND SUSPENSION

REAR AXLE

Description ---------- Three piece housing includes integral cast iron differential carrier and housing with two pressed-in and welded steel tubes. Semi-floating axle shafts. Differential carrier contains hypoid overhung pinion and ring gear. Drive pinion supported by two taper roller bearings.

Drive pinion vertical offset ---------- 1.50

Drive pinion bearing adjustment ---------- Shim

Lubricant

Type ---------- Military Spec. MIL-L2105-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

Oil seal ---------- Steel encased, spring loaded synthetic rubber

RING AND PINION GEARS

Axle Ratio	Ring Gear Diameter	Tooth Combination
2.56:1	8.125 In.	41,16
2.73:1	8.125 In.	41,15
3.03:1	8.125 In.	37,12
3.55:1	8.125 In.	39,11
2.56:1	8.875 In.	41,16
2.73:1	8.875 In.	41,15
3.07:1	8.875 In.	43,14
3.31:1	8.875 In.	43,13
3.55:1	8.875 In.	39,11
3.73:1	8.875 In.	41,11
4.10:1	8.875 In.	41,10
4.56:1	8.875 In.	41, 9
4.88:1	8.875 In.	39, 8

POSITRACTION DIFFERENTIAL (see POWER TRAINS) Zsee POWER TRA

Type ---------- 2 pinion with single disc clutch

REAR SUSPENSION

Description ------- Hotchkiss; 2 semi-elliptical single leaf springs.

Wheel travel (design)

Total ---------- 7.16

Jounce ---------- 2.49

Rebound ---------- 4.67

Wheel to spring, travel ratio ---------- 1:1

SHOCK ABSORBERS

Type ---------- Direct, double acting, hydraulic

Piston diameter ---------- 1.00

REAR SPRINGS

Selected from a family of springs by Electronic Data Processing which identifies the correct spring for the weight of the vehicle including optional equipment ordered by the customer.

TO BE PROVIDED

SERVICE BRAKES (Standard)

Type ---------- Dual-circuit brake system, pressure differential and parking brake warning light, self-adjusting brake shoes.
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) ---------- 64

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.) ---------- 155.2
- Gross lining area (sq.in.) ---------- 168.9

Master cylinder
- Piston diameter ---------- 1.00
- Piston travel ---------- 1.16

Wheel cylinders
- Piston diameter
  - Front ---------- 1.125
  - Rear ---------- .875
- Foot pedal travel ---------- 7.18

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
Ratio, overall ---------- 29.5:1

POWER BRAKES (RPO J50)

(Same as standard service brakes except as follows)
Type ---------- Vacuum power unit added to assist standard master cylinder
Braking ratios
- With standard production service brake linings
  - Pedal ---------- 3.60
  - Hydraulic ---------- 4.06
  - Overall ---------- 14.6
- With front disc brakes
  - Pedal ---------- 3.60
  - Hydraulic ---------- 23.5
  - Overall ---------- 84.5

Master cylinder
- Piston diameter ---------- 1.00
- Piston travel ---------- 1.24

Foot pedal travel ---------- 4.78

FRONT DISC BRAKES (RPO J52 - Power Brakes J50 mandatory)

(Rear - standard production service brakes)

Type ---------- Hub mounted front discs, with self-adjusting single piston caliper units mounted on steering knuckle. Metering valve between front and rear systems for braking balance.
Braking ratios
- Pedal ---------- 6.20
- Hydraulic ---------- 29.7
- Overall ---------- 184.0

Brake disc
- Construction ---------- Double faced disc spaced by integrally cast radial cooling passages
- 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 ---------- 1.125
- Piston travel ---------- 1.24

Wheel cylinders (front)
- Number per wheel ---------- 1
- Piston diameter ---------- 2.9375

Foot pedal travel ---------- 4.72

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 Floor console, 2-1445	.7
Back-up	2-1156	32
Brake warning	1-1816	2.5
Clock	1-168	3
Courtesy Instrument panel	2-631	6
Rear seat separator	1-212	6
Direction signal indicators	2-194	2
Dome Center	1-211	12
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W Low beam 45W
Headlamp hi-beam indicator	1-194	2
Heater control	1-1895	2
Instrument cluster Dash panel	2-168	3
License plate	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking Park	2-1157	3
Turn		32
Radio	1-1893	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Spot lamp Inside operated	1-4405	30W
Portable	1-4416	
Tail Tail	2-1157	3
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15

FUSES AND CIRCUIT BREAKERS

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	SAE 25 fuse	In line
	SAE 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 20 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 20 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
Heater	AGC 25 fuse	Fuse panel (f)
Heater control lamp	AGC 4 fuse	Fuse panel (c)
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 10 fuse	Fuse panel (e)
Seat separator compartment lamp	AGC 20 fuse	Fuse panel (b)
Side Marker lamp - Front	AGC 20 fuse	Light switch
Side Marker lamp - Rear	AGC 20 fuse	Light switch
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*								
			2.56:1	2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.73:1	4.10:1
230 Cubic Inch L-6 Turbo-Thrift 230 140 HP Standard	3-Spd (2.85:1 low) & 4-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.			
		With Air Conditioning		Econ.		Std.		Perf.			
	Powerglide & Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.			
		With Air Conditioning		Econ.		Std.		Perf.			
	Torque-Drive	All Models		Std.							
		With Air Conditioning				Std.					
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low) & 4-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.			
		With Air Conditioning		Econ.		Std.		Perf.			
	Powerglide & Turbo Hydra-Matic	All Models	Econ.	Std.		Perf.		Spcl.			
		With Air Conditioning		Econ.		Std.		Perf.		-	
	Torque-Drive	All Models		Std.							
		With Air Conditioning				Std.					
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		Econ.		Std.		Perf.			
	Powerglide & Turbo Hydra-Matic	All Models	Econ.	Std.				Spcl.			
		With Air Conditioning	Econ.	Std.				Spcl.			
350 Cubic Inch V-8 Turbo-Fire 350 255 HP RPO LM1	H.D. 3-Speed (2.42:1 low)	All Models			Econ.		Std.		Perf.	Spcl.	
		With Air Conditioning			Econ.		Std.		Perf.	Spcl.	
	4-Speed (2.52:1 low)	All Models			Econ.		Std.		Perf.	Spcl.	Spcl.
		With Air Conditioning			Econ.		Std.		Perf.	Spcl.	
	Powerglide & Turbo Hydra-Matic	All Models		Econ.		Std.		Perf.	Spcl.		
		With Air Conditioning		Econ.		Std.		Perf.	Spcl.		
350 Cubic Inch V-8 Turbo-Fire 350 300 HP RPO L48	H.D. 3-Speed (2.42:1 low)	All Models			Econ.		Std.		Perf.	Spcl.	
		With Air Conditioning			Econ.		Std.		Perf.	Spcl.	
	4-Speed (2.52:1 low)	All Models			Econ.		Std.		Perf.	Spcl.	Spcl.
		With Air Conditioning			Econ.		Std.		Perf.	Spcl.	
	Powerglide & Turbo Hydra-Matic	All Models		Econ.		Std.		Perf.	Spcl.		
		With Air Conditioning		Econ.		Std.		Perf.	Spcl.		
396 Cubic Inch V-8 Turbo-Jet 396 325 HP RPO L35	H.D. 3-Speed (2.42:1 low)	All Models		Econ.	Std.		Perf.				
		With Air Conditioning		Econ.	Std.		Perf.				
	4-Speed (2.52:1 low)	All Models		Econ.	Std.		Perf.				
		With Air Conditioning		Econ.	Std.		Perf.				
	Turbo Hydra-Matic	All Models	Spcl.	Econ.	Std.						
		With Air Conditioning	Spcl.	Econ.	Std.						

* Positraction required for 3.73:1 and 4.10:1, 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	
230 Cu.In. L-6 140 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	8.78	6.22	4.16	3.08	8.78	3.08
250 Cu.In. L-6 155 HP RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	8.78	6.22	4.16	3.08	8.78	3.08
327 Cu.In. V-8 210 HP 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
350 Cu.In. V-8 255 HP RPO LM1	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		8.25	3.31
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31
350 Cu.In. V-8 300 HP RPO L48	4-Barrel	H.D. 3-Speed	8.01	5.23	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.83	3.31	8.57	3.31
396 Cu.In. V-8 325 HP RPO L35	4-Barrel	H.D. 3-Speed	7.42	4.85	3.07		7.40	3.07
		4-Speed	7.74	5.77	4.48	3.07	7.95	3.07

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION	AXLE RATIO
230 Cu.In. L-6 140 HP Standard and 250 Cu.In. L-6 155 HP RPO L22	Powerglide & Torque-Drive	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.26:1	
327 Cu.In. V-8 210 HP Standard	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
		Low & Reverse	10.10:1 - 4.81:1	
	Turbo Hydra-Matic	Drive	14.44:1 - 2.73:1	2.73:1
		Low	14.44:1 - 6.88:1	
		Second	14.44:1 - 4.15:1	
		Reverse	11.06:1 - 5.26:1	
350 Cu.In. V-8 255 HP RPO LM1 and 300 HP RPO L48	Powerglide	Drive	11.40:1 - 3.08:1	3.08:1
		Low & Reverse	11.40:1 - 5.42:1	
	Turbo Hydra-Matic	Drive	16.29:1 - 3.08:1	3.08:1
		Low	16.29:1 - 7.76:1	
		Second	16.29:1 - 4.68:1	
		Reverse	12.47:1 - 5.94:1	
396 Cu.In. V-8 325 HP RPO L35	Turbo Hydra-Matic	Drive	15.99:1 - 3.07:1	3.07:1
		Low	15.99:1 - 7.61:1	
		Second	15.99:1 - 4.54:1	
		Reverse	13.42:1 - 6.39:1	

ENGINE DATA AND RATINGS

GENERAL DATA

Engine		L-6 OHV		V-8 OHV			
Piston Displacement (Cu.In.)		230 Cu.In.	250 Cu.In.	327 Cu.In.	350 Cu.In.		396 Cu.In.
Availability		Standard	RPO L22	Standard	RPO LM1	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		9.00:1		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	Manual transmission (in neutral)	700					800
	Torque-Drive (in drive)	550					
	Powerglide (in drive)	550		600			
	Turbo Hydra-Matic (in drive)	550		600			
	Turbo Hydra-Matic (in drive)						600
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	35.42		30.24			31.89
	Top of a/clnr to bottom of oil pan	27.19		27.77			29.46
	Width - including generator	25.25		27.98			30.00

ADVERTISED ENGINE RATING

Engine Designation	L-6, 140 HP	L-6, 155 HP	V-8, 210 HP	V-8, 255 HP	V-8 300 HP	V-8, 325 HP
	230 Cu.In.	250 Cu.In.	327 Cu.In.	350 Cu.In.	350 Cu.In.	396 Cu.In.
Availability	Standard	RPO L22	Standard	RPO LM1	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	255 @ 4800	300 @ 4800	325 @ 4800
Gross Torque @ RPM (lb-ft)	220 @ 1600	235 @ 1600	320 @ 2400	365 @ 3200	380 @ 3200	410 @ 3200

ENGINE SPEED AND PISTON TRAVEL

230 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	4-Speed	Torque-Drive	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.08:1		2.73:1		
Tire Size		E70-18				
Crankshaft Revolutions per Mile		2479.4		2197.7		
Crankshaft RPM @ 1 MPH	Low	117.8	117.8	66.7	66.7	92.3
	Second	69.4	83.5			55.7
	Third	41.3	55.8	36.6 (direct)		
	Fourth		41.3			
	Reverse	121.9	121.9	66.7	66.7	70.7
Piston Travel (ft/mile)		1343.0		1190.4		

250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	4-Speed	Torque-Drive	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.08:1		2.73:1		
Tire Size		E70-18				
Crankshaft Revolutions per Mile		2479.4		2197.7		
Crankshaft RPM @ 1 MPH	Low	117.8	117.8	66.7	66.7	92.3
	Second	69.4	83.5			55.7
	Third	41.3	55.8	36.6 (direct)		
	Fourth		41.3			
	Reverse	121.9	121.9	66.7	66.7	70.7
Piston Travel (ft/mile)		1458.7		1292.9		

327 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.08:1		2.73:1	
Tire Size		E70-18			
Crankshaft Revolutions per Mile		2479.4		2197.7	
Crankshaft RPM @ 1 MPH	Low	105.0	105.0	64.5	92.3
	Second	62.0	74.4		55.7
	Third	41.3	59.5	3.66 (direct)	
	Fourth		41.3		
	Reverse	108.7	105.0	64.5	70.7
Piston Travel (ft/mile)		1343.0		1190.4	

350 CUBIC INCH V-8 ENGINES

Transmission		H.D. 3-Speed	4-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.31:1		3.08:1	
Tire Size		E70-18			
Crankshaft Revolutions per Mile		2664.5		2479.4	
Crankshaft RPM @ 1 MPH	Low	107.5	111.9	72.7	104.1
	Second	70.2	83.5		62.8
	Third	44.4	64.8	41.3 (direct)	
	Fourth		44.4		
	Reverse	107.0	115.0	72.7	79.7
Piston Travel (ft/mile)		1545.4		1438.0	

396 CUBIC INCH V-8 ENGINE

Transmission		H.D. 3-Speed	4-Speed	Turbo Hydra-Matic
Rear Axle Ratio		3.07:1		
Tire Size		E70-18		
Crankshaft Revolutions per Mile		2471.4		
Crankshaft RPM @ 1 MPH	Low	99.7	103.8	102.1
	Second	65.1	77.4	61.0
	Third	41.2	60.1	41.2 (direct)
	Fourth		41.2	
	Reverse	99.3	106.7	85.7
Piston Travel (ft/mile)		1545.7		

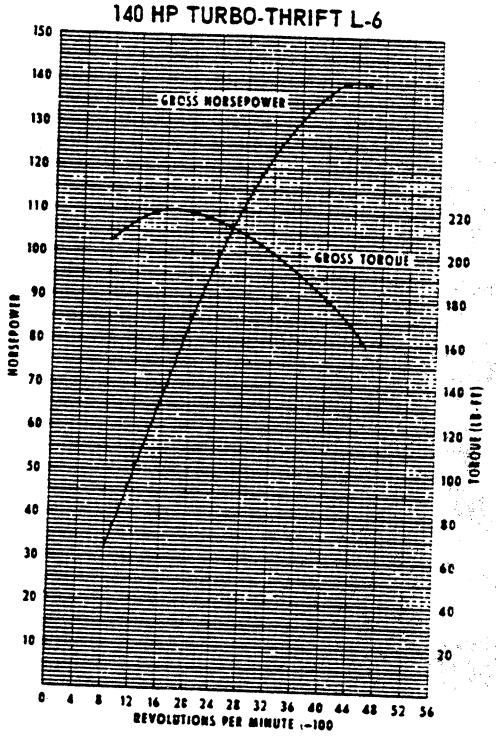
VEHICLE PERFORMANCE FACTORS

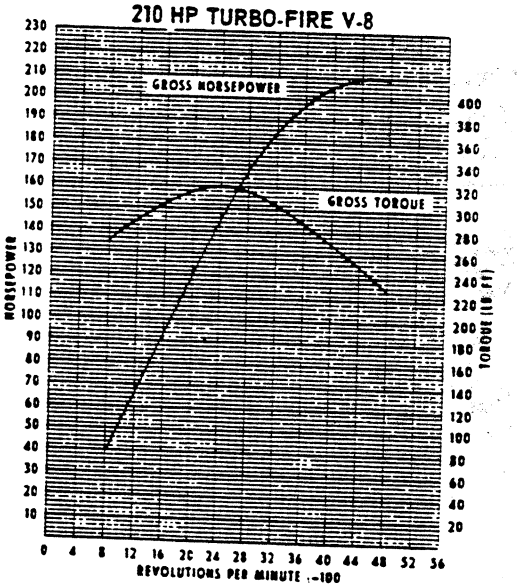
ENGINE	BASE 230 CU.IN. 140 HP	RPO L22 250 CU.IN. 155 HP	BASE 327 CU.IN. 210 HP	RPO LM1 350 CU.IN. 255 HP	RPO L48 350 CU.IN. 300 HP	RPO L35 396 CU.IN. 325 HP
MODEL	12337	12337	12437	12437	12437	12437
3-SPEED TRANSMISSION						
Performance Weight (pounds)	3605	3622	3735	3821	3821	3984
Pounds per Gross Horsepower	25.75	23.37	17.79	14.98	12.74	12.26
Pounds per Cu.In. Displacement	15.67	14.49	11.42	10.92	10.92	11.38
Gross HP per Cu.In. Displacement	.609	.620	.642	.729	.857	.821
Power Displacement (cu.ft./mile)	165.01	179.35	234.60	269.85	269.85	283.18
Displacement Factor (cu.ft./ton mile)	91.57	99.04	125.65	141.28	141.28	142.16
4-SPEED TRANSMISSION						
Performance Weight (pounds)	3616	3639	3751	3837	3837	3987
Pounds per Gross Horsepower	35.83	23.48	17.86	15.05	12.79	12.27
Pounds per Cu.In. Displacement	15.72	14.56	11.47	10.96	10.96	11.39
Gross HP per Cu.In. Displacement	.609	.620	.642	.729	.857	.821
Power Displacement (cu.ft./mile)	165.01	179.35	234.60	269.85	269.85	283.18
Displacement Factor (cu.ft./ton mile)	91.26	98.55	125.12	140.69	140.69	142.08
POWERGLIDE						
Performance Weight (pounds)	3595	3612	3730	3816	3816	
Pounds per Gross Horsepower	25.68	23.30	17.76	14.97	12.72	
Pounds per Cu.In. Displacement	15.63	14.45	11.41	10.90	10.90	
Gross HP per Cu.In. Displacement	.609	.620	.642	.729	.857	
Power Displacement (cu.ft./mile)	146.26	158.97	207.94	251.10	251.10	
Displacement Factor (cu.ft./ton mile)	81.39	88.02	111.49	131.60	131.60	
TURBO HYDRA-MATIC						
Performance Weight (pounds)	3663	3645	3758	3839	3839	4041
Pounds per Gross Horsepower	25.88	23.52	17.90	15.06	12.80	12.43
Pounds per Cu.In. Displacement	15.75	14.58	11.49	10.97	10.97	11.55
Gross HP per Cu.In. Displacement	.609	.620	.642	.729	.857	.821
Power Displacement (cu.ft./mile)	146.26	158.97	207.94	256.10	251.10	283.18
Displacement Factor (cu.ft./ton mile)	80.76	87.25	110.66	130.85	130.85	140.19
TORQUE-DRIVE						
Performance Weight (pounds)	3588	3605				
Pounds per Gross Horsepower	25.63	23.26				
Pounds per Cu.In. Displacement	15.60	14.42				
Gross HP per Cu.In. Displacement	.609	.620				
Power Displacement (cu.ft./mile)	146.26	158.97				
Displacement Factor (cu.ft./ton mile)	81.53	88.22				

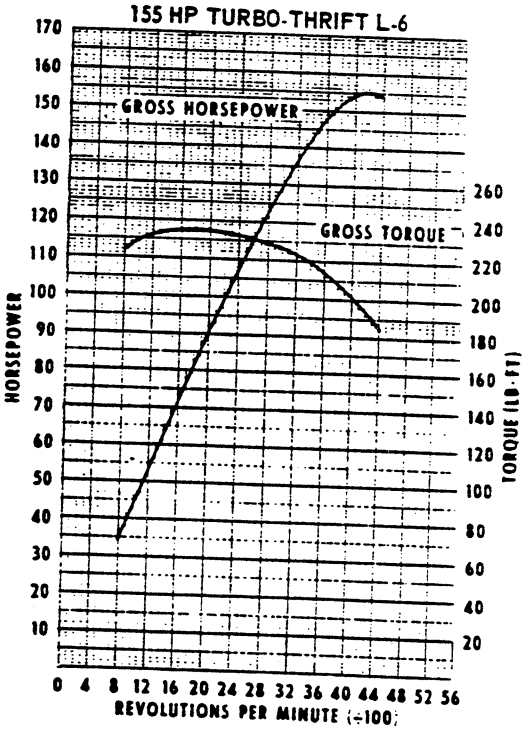
GLOSSARY

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

ENGINE OUTPUT CURVES







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.

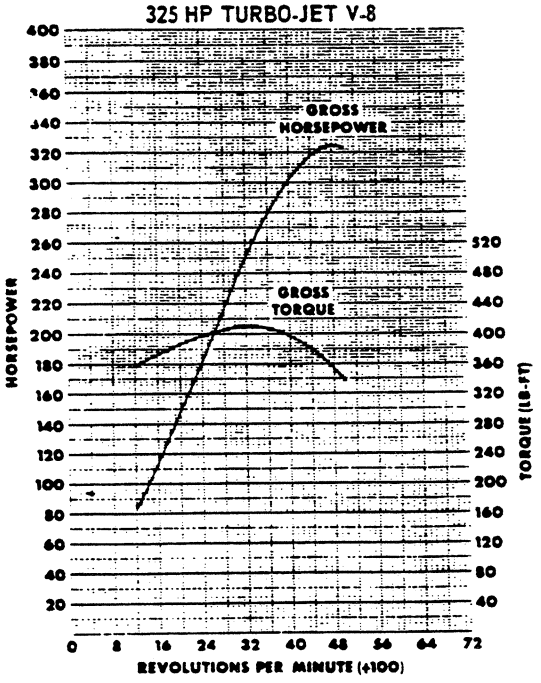
300 HP TURBO-FIRE V-8

TO BE
PROVIDED

350 HP TURBO-FIRE V-8

TO BE
PROVIDED

325 HP TURBO-JET V-8



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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.

PRINCIPAL COMPONENTS

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. ---------- 5.73 Cu.In.

V8-327 Cu.In. ---------- 5.43 Cu.In.

V8-350 Cu.In. (RPO LM1) ---------- 5.58 Cu.In.

V8-350 Cu.In. (RPO L48) ---------- 4.83 Cu.In.

V8-396 Cu.In. ---------- 5.61 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 Cu.In. ---- Dual, 4 port, rear downtake

Outlet Diameter (Nominal)

L6-230 & 250 Cu.In. ---------- 2.0

V8-327 & 350 Cu.In. ---------- 2.0

V8-396 Cu.In. ---------- 2.5

CRANKSHAFT

Material ---------- Cast nodular iron

End Play

L6-230 & 250 Cu.In. ---------- .002-.006

V8-327 & 350 Cu.In. ---------- .002-.006

V8-396 Cu.In. ---------- .006-.010

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

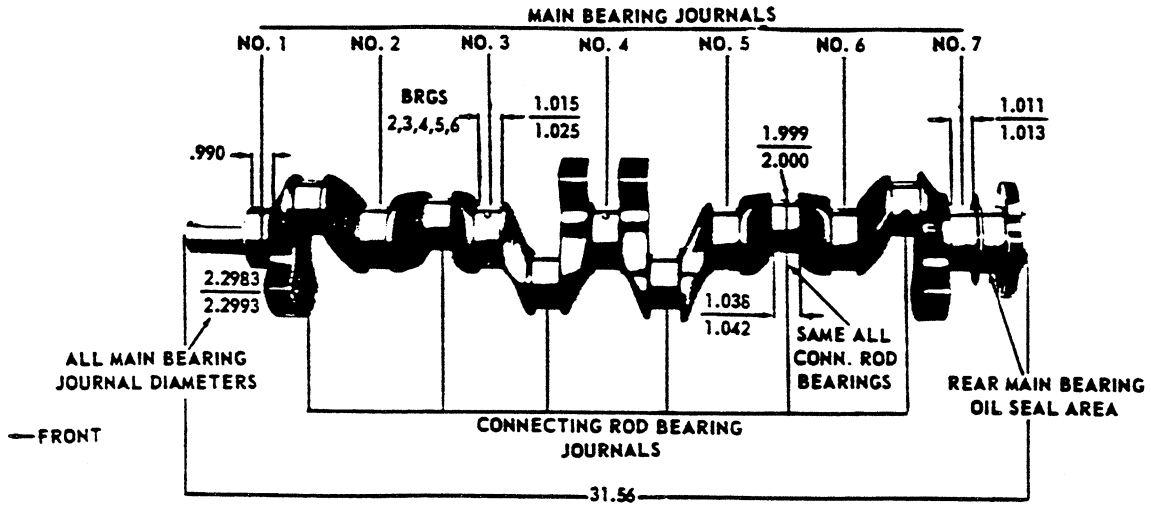
V8-396 Cu.In. ---------- (#1 & 2) .0010-.0020; (#3 & 4) .0013-.0025; (#5) .0015-.0031

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-230 & -250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7289
Bearing #7	2.3004	.760	1.7485
V8-327 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4502	.752	1.8425
Bearing #5	2.4507	1.177	2.8844
V8-350 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4502	.752	1.8425
Bearing #5	2.4507	1.177	2.8844
V8-396 Cu.In.			
Bearing #1-2	2.7507	.992	2.7285
Bearing #3-4	2.7505	.992	2.7284
Bearing #5	2.7506	1.2525	3.4451

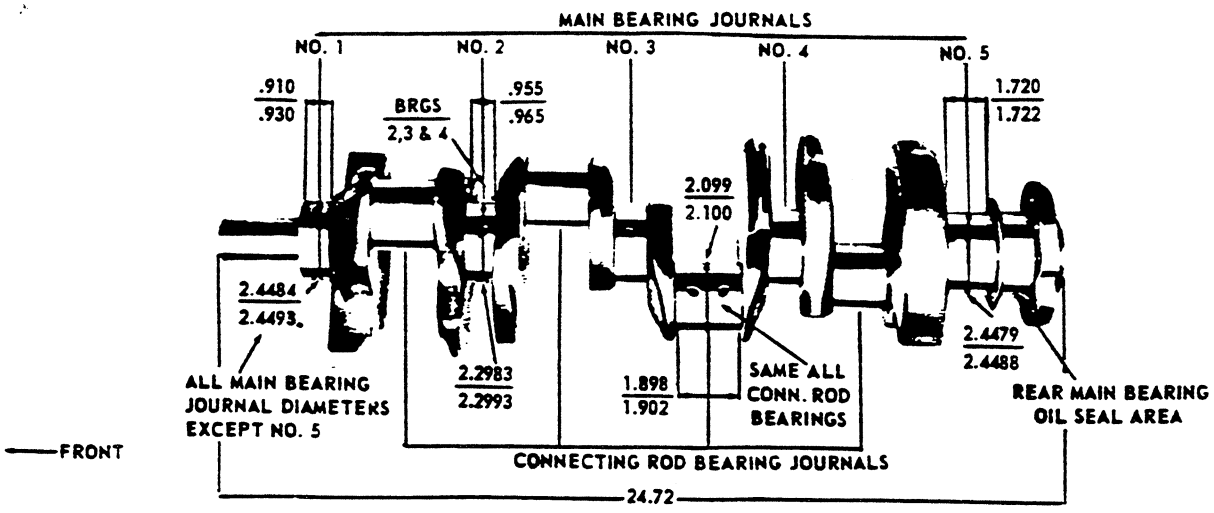
PRINCIPAL COMPONENTS—Cont'd.

CRANKSHAFTS AND BEARINGS

230 CUBIC INCH SIX CYLINDER ENGINE



350 and 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 Cu.In.	.1896 Inlet & Exhaust
L6-250 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

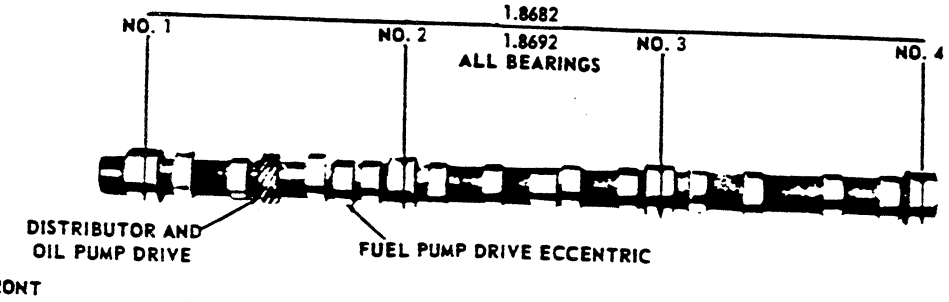
Type	Individually mounted, overhead valves and rocker arms, push rod actuated
Lifters	Hydraulic
Rocker Arms	Stamped steel
Ratio	
L6-230 & 250 Cu.In.	1.75:1
V8-327 & 350 Cu.In.	1.50:1
V8-396 Cu.In.	1.70:1
Push Rods	Hollow steel with hardened ends

VALVE SPRINGS

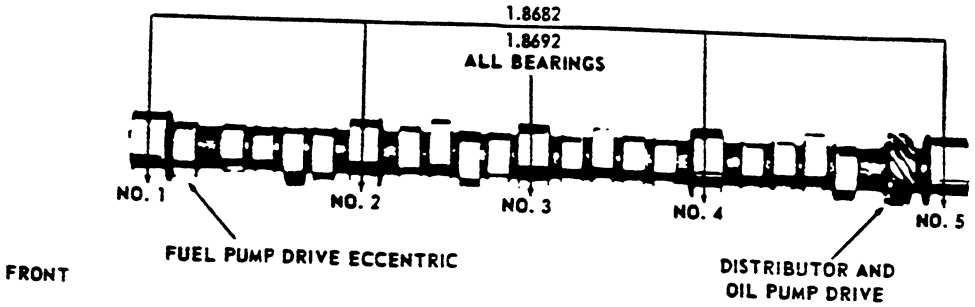
Diameter	
L6-230 & 250 Cu.In.	.872-.888
V8-327 & 350 Cu.In.	.868-.884
V8-396 Cu.In.	1.082-1.098
Installed Length (lb. @ in.)	
Valves closed	
L6-230 & 250 Cu.In.	56-64 @ 1.66
V8-327 & 350 Cu.In.	76-84 @ 1.70
V8-396 Cu.In.	94-106 @ 1.88
Valves opened	
L6-230 & 250 Cu.In.	180-192 @ 1.27
V8-327 & 350 Cu.In.	194-206 @ 1.25
V8-396 Cu.In.	303-327 @ 1.38
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 Cu.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



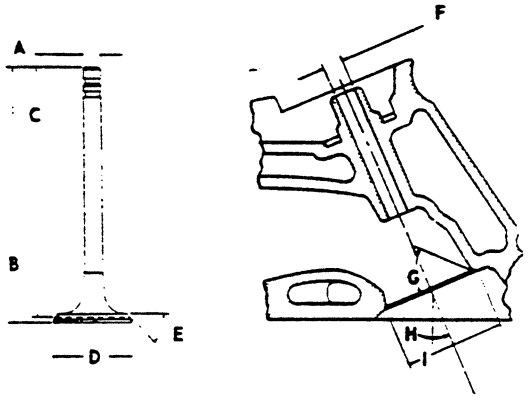
PRINCIPAL COMPONENTS—Cont'd.

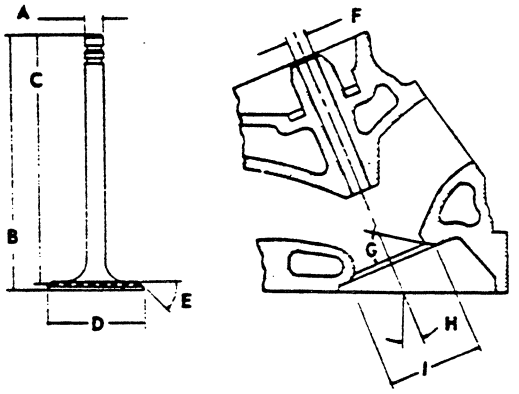
INLET VALVES

Material ---------- Alloy steel
Coating
L6-230 & 250 Cu.In. ---------- Aluminized face
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. ---------- Aluminized face
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 & V8-327 Cu.In. ---------- .3410-.3417
V8-350 Cu.In. ---------- .3410-.3417
V8-396 Cu.In. ---------- .3715-.3722
B - Overall Length
L6-230, 250 & V8-327 Cu.In. ---------- 4.902-4.922
V8-350 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 & V8-327 Cu.In. ---------- 1.715-1.725
V8-350 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 & V8-327 Cu.In. ---------- 1.770-1.790
V8-350 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 Cu.In.	.3317 Inlet & Exhaust
L6-250 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	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.	.0235-.0325
V8-396 Cu.In.	.0304-.0374
Skirt Clearance	
L6-230 & 250 Cu.In.	.0005-.0011
V8-327 Cu.In.	.0005-.0011
V8-350 Cu.In.	.0007-.0013
V8-396 Cu.In.	.0011-.0018
Compression Ring Groove Depth	
L6-230 & 250 Cu.In.	.2153-.2218
V8-327 Cu.In.	.2217-.2283
V8-350 Cu.In.	.2218-.2283
V8-396 Cu.In.	.2253-.2317
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-.2162
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	
L6-230 & 250 Cu.In.	2.990-3.010
V8-327 & 350 Cu.In.	2.990-3.010
V8-396 Cu.In.	2.930-2.950
Diameter	
L6-230 & 250 Cu.In.	.9270-.9273
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.	.00025-.00035
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 on L6-230 (bottom of ring 30 degrees to piston vertical axis); No inside bevel on L6-250 & V8-327, 350 & 396
Face
L6-230 Cu.In. ---------- Tapered
L6-250 V8-327, 350 & 396 Cu.In. ---------- Barrel
Coating
L6-230 & 250 Cu.In. ---------- Chrome plate face
V8-327 & 350 Cu.In. ---------- Chrome plate face
V8-396 Cu.In. ---------- Molybdenum inlay
Width
L6-230 Cu.In. ---------- .0775-.0780
L6-250 Cu.In. ---------- .0628-.0633
V8-327 & 350 Cu.In. ---------- .0775-.0780
V8-396 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 ---------- .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 and V8-327 & 350; 28°-50 degrees for V8-396
Face ---------- Tapered
Coating ---------- Wear resistant
V8-396 Cu.In. ---------- Chrome plated
Width
L6-230 Cu.In. ---------- .0770-.0780
L6-250 Cu.In. ---------- .0623-.0633
V8-327 Cu.In. ---------- .0770-.0780
V8-350 & 396 Cu.In. ---------- .0770-.0775
Wall Thickness
L6-230 & 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-.025
V8-350 Cu.In. ---------- .013-.025
V8-396 Cu.In. ---------- .010-.020

OIL CONTROL RINGS

Type ---------- Multi-piece (two rails and one spacer)
Material
Rails ---------- Steel
Spacer ---------- Alloy steel
Width (assembled) ---------- .1870-.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 Cu.In. ---------- 5.695-5.705
V8-327 & 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 (RPO L30) & 350 Cu.In. --- Premium aluminum
Type ---------- Precision removable
Clearance
L6-230 & 250 Cu.In. ---------- .0007-.0027
V8-327 & 350 Cu.In. ---------- .0007-.0027
V8-396 Cu.In. ---------- .0009-.0029
Theoretical I.D.
L6-230 & 250 Cu.In. ---------- 2.0017
V8-327 & 350 Cu.In. ---------- 2.1017
V8-396 Cu.In. ---------- 2.2014
Effective Length
L6-230 & 250 Cu.In. ---------- .807
V8-327 Cu.In. ---------- .807
V8-350 Cu.In. ---------- .807
V8-396 Cu.In. ---------- .857
End Play
L6, V8-327 & 350 Cu.In. ---------- .009-.013
V8-396 Cu.In. ---------- .017-.021

FUEL SYSTEM

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	Paper filter
V8-350 (L48) & 396 Cu.In. (additional)	In-line paper element with vacuum return fuel line

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure Range (shut off pressure at 1800 RPM)	
L6-230 & 250 Cu.In.	4.00-5.00 PSI at pump outlet
V8-327 Cu.In.	5.00-7.00 PSI at pump outlet
V8-350 Cu.In.	7.50-9.00 PSI at pump outlet
V8-396 Cu.In.	5.50-7.00 PSI at pump outlet

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
V8-396 Cu.In.	Cylindrical, full circle intake, chrome plated cover
Diameter	
L6-230 & 250 Cu.In.	13.00
V8-327 Cu.In.	13.00
V8-350 Cu.In.	15.46
V8-396 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.	Rochester 2-barrel, downdraft
V8-350 Cu.In.	Rochester, 4-bbl., Quadrajet
V8-396 Cu.In.	Rochester, 4-bbl., Quadrajet
SAE Flange Type	
L6-230 & 250 Cu.In.	1.50
V8-327 Cu.In.	1.25
V8-350 Cu.In.	1.50
V8-396 Cu.In.	1.50
Throttle Bore	
L6-230 & 250 Cu.In.	1.69
V8-327 Cu.In.	1.44
V8-350	
Primary	1.38
Secondary	2.25
V8-396 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.	1.31
V8-327 Cu.In.	1.09
V8-350	
Primary	1.09
Secondary	Air valve
V8-396 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 (L48) & 396 Cu.In. -- Dual exhaust; single muffler
- V8-350 Cu.In. (LM1) ---- Single with crossover pipes

MUFFLERS
- Type ---------- Oval, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Head
  - L6-230 & 250 Cu.In. -- .048 sheet steel, aluminized
  - V8-327 Cu.In. ------- .048 sheet steel, aluminized
  - V8-350 Cu.In. (LM1) --- .048 sheet steel, aluminized
  - V8-350 (L48) & 396 Cu.In. - .060 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. ---------- 24.00
  - V8-327 & 350 Cu.In. ---------- 24.00
  - V8-396 Cu.In. ---------- 24.00
- Width (I.D.) ---------- 4.00
- Height (I.D.) ---------- 9.75

EXHAUST CROSSOVER PIPE (V8-327 & 350 (LM1) Cu.In.)
- Dimension (O.D.) ---------- 2.00
- Wall Thickness ---------- .072-.091 laminated

EXHAUST PIPE
- Dimensions (O.D.)
  - L6-230 & 250 Cu.In. ---------- 1.875
  - V8-327 Cu.In. ---------- 2.00
  - V8-350 Cu.In. (LM1) ---------- 2.00
  - V8-350 Cu.In. (L48) ---------- 2.25
  - V8-396 Cu.In. ---------- 2.25
- Wall Thickness
  - L6-230 & 250 Cu.In. ---------- .057-.071
  - V8-327 & 350 (LM1) Cu.In. --- .073-.091 laminated
  - V8-350 (L48) & 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 (LM1) Cu.In. ---------- 2.00
  - V8-350 (L48) & 396 Cu.In. ---------- 2.25
- Wall Thickness ---------- .062-.076

ENGINE VENTILATION
- Type ---------- Closed-positive

EXHAUST EMISSION CONTROL
- All Manual Transmissions --------- Air Injection Reactor Equipment
- All Automatic Transmissions- ------- Controlled
  except Turbo Hydra-Matic ---- Combustion System
- Turbo Hydra-Matic Trans. ---------- Air Injection Reactor Equipment

LUBRICATION SYSTEM

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	Positive seal
Location	
L6	Forward end of rocker cover
V8-327 & 350 Cu.In.	Rearward of left rocker cover
V8-396 Cu.In.	Top center of right rocker cover

OIL PAN 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 (Bench test - no flow conditions)	
L6-230 & 250 Cu.In.	50-65 PSI @ 2000 RPM
V8-327 & 350 Cu.In.	50-65 PSI @ 2000 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	Full flow, throw away canister
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. ---------- 17 qts
  - V8-350 Cu.In. ---------- 16 qts
  - V8-396 Cu.In. ---------- 23 qts

RADIATOR
- Make and Type ---------- Harrison, tube and center
- Core Constant
  - Distance between Fins
    - L6-230 Cu.In. ---------- .28 Syn., .25 Auto.
    - L6-250 Cu.In. ---------- .28 Syn., .22 Auto.
    - V8-327 Cu.In. ---------- .22 Syn., .20 Auto.
    - V8-350 Cu.In. (LM1) ---------- .20 Syn., .16 Auto.
    - V8-350 Cu.In. (L48) ---------- .18 Syn. & Auto.
    - V8-396 Cu.In. ---------- .16 Syn. & Auto.
  - Distance between Tubes ---------- .55
- Thickness of Core
  - L6-230 & 250 Cu.In. ---------- 1.26
  - V8-327 & 350 Cu.In. ---------- 1.26
  - V8-396 Cu.In. ---------- 1.98
- Frontal Area (Sq.In.)
  - L6-230 & 250 Cu.In. ---------- 353
  - V8-327 & 350 Cu.In. ---------- 353
  - V8-396 Cu.In. ---------- 390

RADIATOR HEAVY DUTY (RPO V01)
- Core Constant
  - Distance between Fins
    - L6-230 & 250 Cu.In. ---------- .16 Syn. & Auto.
    - V8-327 Cu.In. ---------- .18 Syn. & Auto.
    - V8-350 Cu.In. (LM1) ---------- .16 Syn. & Auto.
    - V8-350 Cu.In. (L48) ---------- .20 Syn. & Auto.
    - V8-396 Cu.In. ---------- .16 Syn. & Auto.
  - Distance between tubes ---------- .55
- Thickness of Core
  - L6-230 & 250 Cu.In. ---------- 1.26
  - V8-327 & 350 Cu.In. ---------- 1.98
  - V8-396 Cu.In. ---------- 2.70
- Frontal Area (Sq.In.)
  - L6-230 & 250 Cu.In. ---------- 353
  - V8-327 & 350 Cu.In. ---------- 353
  - V8-396 Cu.In. ---------- 390

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

THERMOSTAT
- Type ---------- Pellet
- Begins to Open at ---------- 192°-198°
- Fully Opened at ---------- 227°

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. ---------- 47.50
  - V8-350 Cu.In. ---------- 47.50
  - V8-396 Cu.In. ---------- 49.50
- 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. -------- 54 GPM @ 4400 Engine RPM
  - V8-350 Cu.In. -------- 54 GPM @ 4400 Engine RPM
  - V8-396 Cu.In. -------- 57 GPM @ 4400 Engine RPM
- Bearing ---------- Permanently lubricated double row ball
- Drive ---------- Fan belt
- Ratio (Pump to Engine RPM) ---------- .949:1

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

ELECTRICAL SYSTEM

SUPPLY SYSTEM
- BATTERY
  - Voltage Rating ---------- 12
  - Cranking Power @ 0° F
    - L6-230 & 250 Cu.In. ---------- 2300 watts
    - V8-327 & 350 Cu.In. ---------- 2900 watts
    - V8-396 Cu.In. ---------- 2900 watts
    - Heavy Duty (RPO T60) ---------- 3150 watts
  - Total Number of Plates
    - L6-230 & 250 Cu.In. ---------- 54
    - V8-327 & 350 Cu.In. ---------- 66
    - V8-396 Cu.In. & Heavy Duty ---------- 66
  - Number of Cells ---------- 6
  - Terminal Grounded ---------- Negative
  - Location -------- Right front engine compartment

GENERATOR
- Type ---------- Diode rectified
- Rating
  - Amps ---------- 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

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

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

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

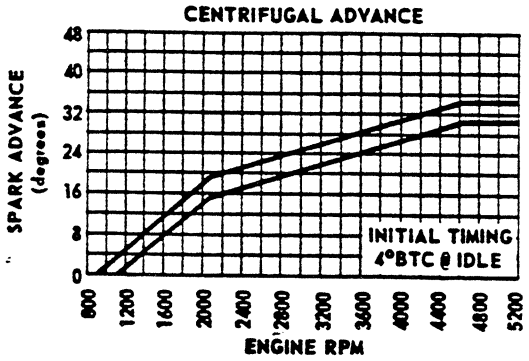
SPARK PLUGS
- Type
  - L6-230 & 250 Cu.In. ---------- ACR46N
  - V8-327 Cu.In. ---------- ACR45S
  - V8-350 Cu.In. ---------- ACR44S
  - V8-396 Cu.In. ---------- ACR44N
- Thread Size (mm) ---------- 14
- Gap ---------- .033-.038
- Torque ---------- 25 lb ft

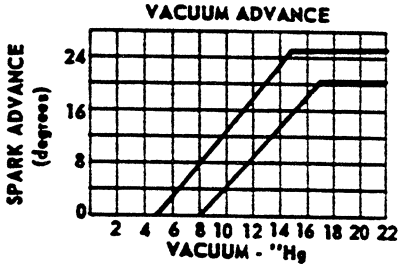
STARTING SYSTEM
- STARTING MOTOR
  - Rotation (Drive End View) ---------- Clockwise
  - Test Conditions --------- Engine at operating temp.
    - No Load Test
      - Amps
        - L6-230 & 250 Cu.In. ---------- 49-87
        - V8-327 Cu.In. ---------- 49-87
        - V8-350 Cu.In. ---------- 65-100
        - V8-396 Cu.In. ---------- 70-99
      - Volts ---------- 10.6
      - RPM
        - L6-230 & 250 Cu.In. ---------- 6200-10700
        - V8-327 Cu.In. ---------- 6200-10700
        - V8-327 & 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

DISTRIBUTORS	Transmission	230 Cu.In. L6-140 HP	250 Cu.In. L6-150 HP	327 Cu.In. V8-210 HP	350 Cu.In. V8-255 HP	350 Cu.In. V8-300 HP	396 Cu.In. V8-325 HP
Model	Manual	1110459	1110463	1111482	1111956	1111488	1111497
	Automatic	1110460	1110464	1111483	1111955	1111489	1111497
Type		Single breaker					
Cam angle		31°-34°		29°-31°			28°-30°
Breaker gap		.019 (new)					
Breaker arm tension		19-23 oz.					28-32 oz.
Centrifugal advance begins @ RPM	Manual	1000	900	1050	1100	950	900
	Automatic	1000	900	833	1130	900	900
Maximum degrees @ RPM	Manual	36 @ 4600	32 @ 4200	32 @ 4300	32 @ 4400	30 @ 4700	32 @ 5000
	Automatic	32 @ 4600	28 @ 4200	28 @ 4300	28 @ 4300	26 @ 4700	32 @ 5000
Vacuum advance begins @ In. Hg.	Manual	7.00		8.00	7.00	8.00	8.00
	Automatic	7.00		8.00	7.00	8.00	8.00
Maximum degrees @ In. Hg.	Manual	23 @ 16		19 @ 17	24 @ 17.5	20 @ 17	15 @ 15.5
	Automatic	23 @ 16		19 @ 17	24 @ 17.5	20 @ 17	15 @ 15.5
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	TDC @ 700		2 ATC @ 700	TDC @ 700		4 BTC @ 700
	Automatic	4 BTC @ 550		2 BTC @ 700	4 BTC @ 600		4 BTC @ 800
Timing mark location		Torsional damper					

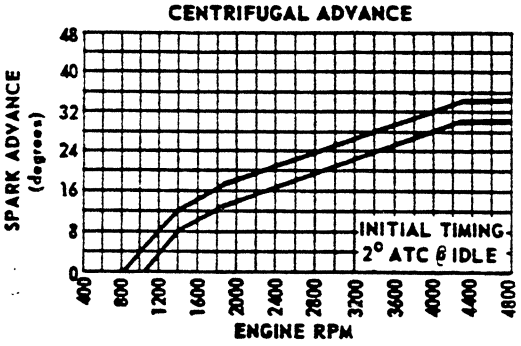
ELECTRICAL SYSTEM—Cont'd.

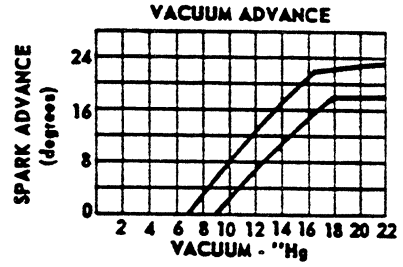
230 CUBIC INCH L-6 ENGINE



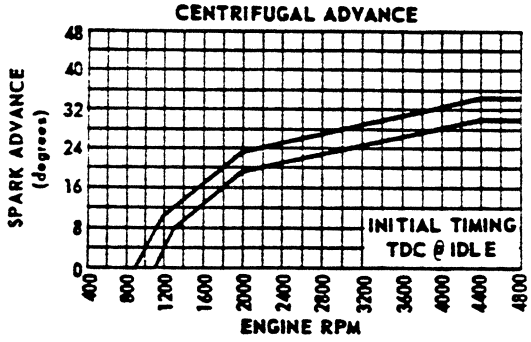


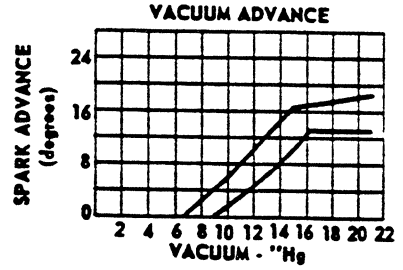
327 CUBIC INCH V-8 ENGINE



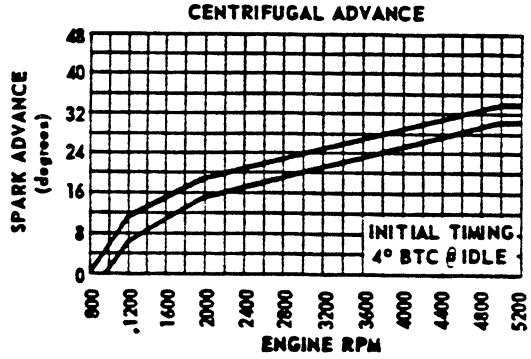


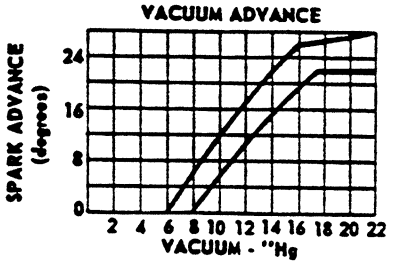
350 CUBIC INCH V-8 ENGINE





396 CUBIC INCH V-8 ENGINE





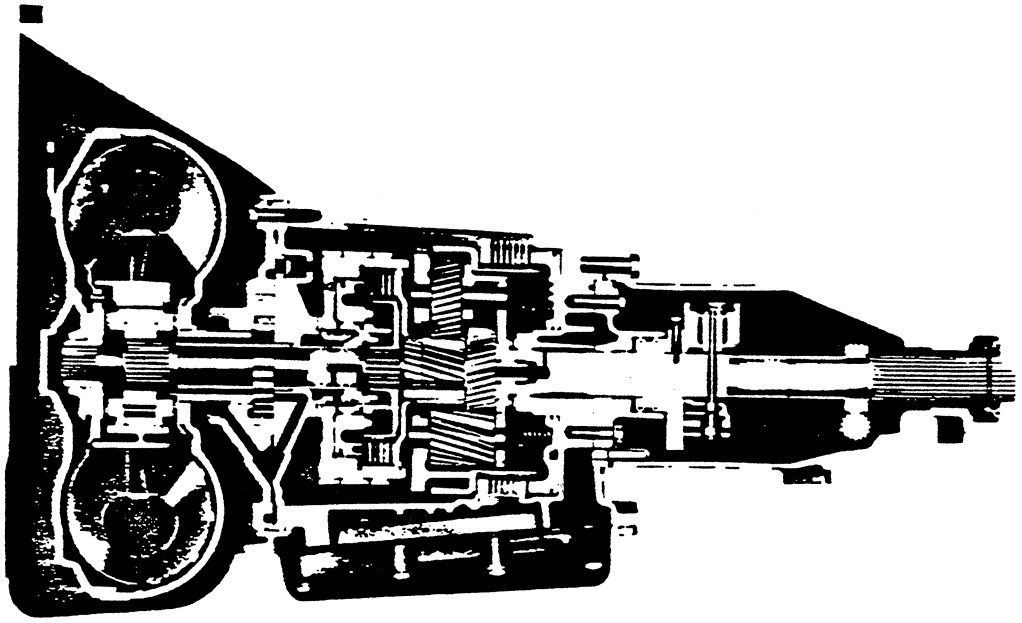
CLUTCHES

Engine	Type	L6-230	L6-250	V8-327	V8-350		V8-396
	Availability	Standard	RPO L22	Standard	RPO LM1	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		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		10.34		11.00	
	Friction rings ID	6.12		6.50		6.50	
	Friction rings Total area sq.in.	71.82		101.54		123.70	
	Friction rings Material	Woven type asbestos					
Flywheel & Ring Gear	Flywheel Material	Cast iron					
	Ring gear Material	Heat treated HR steel					
	Ring gear No. of teeth	153					168
	Ring gear PD	12.75					14.00
	Ring gear Attachment	Shrink Fit					
Bearings	Release Type	Single row ball					
	Release Lubrication	None, prepacked					
	Pilot Type	Bronze bushing					
	Pilot 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-Speed		4-Speed				
Engine	Type	L6 230	L6 250	V8 327	V8 350	V8 396	L6 230	L6 250	V8 327	V8 350	V8 396
Application	Availability	Std.	L22	Std.	LM1 & L48	L35	Std.	L22	Std.	LM1 & L48	L35
Case material		Cast iron									Aluminum
Gear Shift	Type	Remote									
	Control	Lever									
	Location	Steering column					Floor				
Gears	Type	Helical									
	Material	Forged steel, hardened									
	Synchronization	All forward gears									
	Constant mesh gear	All gears					All forward gears				
	Sliding gears	None					Riviera				
	Ratios First	2.85	2.54		2.42		2.85	2.54		2.52	
	Ratios Second	1.68	1.50		1.58		2.02	1.80		1.88	
	Ratios Third	1.00	1.00		1.00		1.35	1.44		1.46	
	Ratios Fourth						1.00	1.00		1.00	
	Ratios Reverse	2.95	2.63		2.41		2.85	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									

TRANSMISSIONS—Cont'd.



POWERGLIDE TRANSMISSION

Engine	Type		L-6 230 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.	
	Availability		Standard	RPO L22	Standard	RPO LM1	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	
		Low	132	112	133	133	
		Reverse	89	91	90	90	
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	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

POWERGLIDE -CONTINUED

Engine	Type		L-6 230 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.	
	Availability		Standard	RPO L22	Standard	RPO LM1	RPO L48
Output shaft RPM and vehicle speed (MPH)	N/V factor		36.4	36.4	36.4	36.4	40.4
	Upshift	Closed throttle	650(18)	650(18)	658(18)	658(18)	667(17)
		Throttle at detent	1975(54)	1975(54)	2200(61)	2340(58)	2510(62)
		Full throttle	2285(63)	2285(63)	2580(71)	2735(68)	2950(73)
	Downshift	Closed throttle	605(17)	605(17)	605(17)	610(17)	622(15)
		Throttle at detent	1440(40)	1455(40)	1420(39)	1490(37)	1495(37)
		Full throttle	2125(59)	2135(59)	2455(68)	2585(64)	2780(69)
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				

TRANSMISSIONS—Cont'd.

TURBO HYDRA-MATIC TRANSMISSION (RPO M40)

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 optional

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

Quadrant Pattern --- Steering Column: P-R-N-D-L2-L1 -- Floor: P-R-N-3-2-1

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 on 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 ---------- 2.10

Stall Speed (RPM) ---------- 2110

Diameter (Nominal) ---------- 12.20

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

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) ----------	5.21:1 to 1.00
Low 2 ----------	5.21:1 to 1.48
Low 1 ----------	5.21:1 to 2.48
Reverse ----------	4.37:1 to 2.08

TRANSMISSIONS —Cont'd.

TURBO HYDRA-MATIC TRANSMISSION (RPO M38)

GENERAL DATA
- Type ---------- Automatic hydraulic torque converter with compound planetary gear system-three forward speeds & reverse
- Selector Lever
  - Location ---------- Steering column, floor mounted optional on models using bucket seats
  - Operation ---------- Actuates automatic controls by a hydraulic system from pressurized gear type pump
  - Quadrant Pattern -- Steering column P-R-N-D-L2-L1 Floor mounted P-R-N-3-2-1
- Parking Lock
  - Type ---------- Locking pawl
  - Operation ---------- Applied by selector lever through manual linkage
- Method of Cooling ---------- Water

CONVERTER ASSEMBLY
- 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 & outer steel shells
- Stator Assembly --------- Aluminum multivane type blades mounted on a one way (overrunning) roller clutch
- Stall Ratio ---------- 2.10
- Diameter (Nominal) ---------- 11.75

CLUTCHES
- Type ---------- Four, multiple disk
- Material
  - Drive Plates ----- Steel with bonded organic facing
  - Driven Plates ---------- Flat steel
- Forward Clutch ---------- 4 drive & 4 driven plates
- Direct Clutch ---------- 4 drive & 4 driven plates
- Intermediate Clutch -------- 2 drive & 2 driven plates
- Low & Reverse Clutch ----- 4 drive & 4 driven plates
- Release Spring ---------- Radial row steel coil

TORQUE MULTIPLICATION

Drive	5.29:1 to 1.00
Low 2	5.29:1 to 1.48
Low 1	5.29:1 to 2.48
Reverse	4.05:1 to 2.08

PLANETARY GEAR UNIT
- Front (Output Carrier) ------- Four steel pinion gears
- Rear (Reaction Carrier) ------ Four steel pinion gears
- Gear Ratios
  - D (Drive) ---------- 2.52:1, 1.52:1, 1.00:1
  - L2 (Low Two) ---------- 2.52:1, 1.52:1
  - L1 (Low One) ---------- 2.52:1
  - R (Reverse) ---------- 1.93:1
- Front Band
  - Type --------- One, circular steel with organic lining
  - Function ---------- Provides engine braking in 2nd gear with selector lever in L2 & L1 range
  - Servo Unit ---------- Piston with release spring and inner cushion spring that activates band

HYDRAULIC SYSTEM
- Oil Pressure Pump ----- Supplied hydraulic pressure from an engine driven gear type pump
- Pump Pressure (450 RPM input @ 25 in. Hg vacuum)
  - Park -------- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI
  - Neutral ----- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI
  - Drive -------- L-6 Eng. - 50 PSI; V-8 Eng. - 55 PSI
  - L2 ---------- L-6 Eng. - 75 PSI; V-8 Eng. - 80 PSI
  - L1 ---------- L-6 Eng. - 75 PSI; V-8 Eng. - 80 PSI
  - Reverse ----- L-6 Eng. - 79 PSI; V-8 Eng. - 84 PSI
- Valves
  - Type ---------- Steel spool
  - Manual ---------- Establishes range at transmission operation
  - Pressure Regulator ---- Controls mainline 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 ---------- 20 pints
- Refill ---------- 5 pints

TORQUE-DRIVE TRANSMISSION

Engine	Type		L-6 230 Cu.In.	L-6 250 Cu.In.
	Availability		Standard	RPO L22
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse	
	Selector lever	Location	Steering column	
		Operation	Actuates manual valve in hydraulic control system	
		Quadrant pattern	Park-R-N-Hi-1st	
	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 controls	Manual valve type		Spool	
	Pressure regulator valve type		Spool	
	Pressure @ Idle (b)	Drive	51	51
		Low	132	112
		Reverse	89	91
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
	Diameter (nominal)		11.0	
Planetary gear set	Type		Compound Planetary	
	Range	Drive	1.82:1	
		Low	1.82	
		Reverse	1.82	
	Low band		Three linked circular segments	
	Low band servo		Piston with release spring and inner cushion spring	
Case	Material		Aluminum (one piece)	
High clutch	Type		Multi-disk	
	Drive plates	Description	Waved steel with bonded organic facings	
		Number	3	
	Driven plates	Description	Flat steel	
		Number	4	
Reverse clutch	Type		Multi-disk	
	Drive plates	Description	Flat steel with bonded organic facings	
		Number	4	
	Reaction plates	Description	Flat steel	
		Number	4	
Torque Multi-plication	Maximum overall ratio		3.82	
	Low and reverse		3.82 to 1.82	
Lubricant	Type		A suffix A	
	Capacity (pts)	Dry	17	
		Refill	6	
Oil pump	Type		Internal-external gear	
	Number		One; front	
	Function		To supply pressure	
	Drive		Converter pump	

GENERAL

MODEL IDENTIFICATION

CAMARO SPORT COUPE

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

CAMARO CONVERTIBLE

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

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1969	(Los Angeles)	(25th unit)
12337	9	L	500025

Thus: The 25th model built at Los Angeles would be serial number 123379L500025

8-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1969	(Norwood)	(26th unit)
12437	9	N	500026

Thus: The 26th model built at Norwood would be serial number 124379N500026

ASSEMBLY PLANTS

L - Los Angeles
N - Norwood

Starting unit number ---------- 500001 and up at each assembly plant regardless of series

Location ---------- Stamped on plate attached to top left hand of instrument panel

TRANSMISSION IDENTIFICATION

Example: QPS9E01D

Type Designation	Source Designation	Model Year	Production*
QP	S (Saginaw)	9	Month & Date E01D*

QP	3-Speed	L-6 & V-8 engine	S - Saginaw
XJ	4-Speed	L-6 engine	P - Muncie R - Saginaw
HS	4-Speed	V-8 engine	P - Muncie R - Saginaw
IC	Torque Drive	L-6 engine	A - Cleveland
VE	Powerglide	L-6 engine	C - Cleveland T - Toledo
UV	Powerglide	V-8 engine	C - Cleveland T - Toledo
FP	Turbo Hydra-Matic	L-6 engine	X - Cleveland Y - Toledo
FQ	Turbo Hydra-Matic	V-8 engine	X - Cleveland Y - Toledo
--	Turbo Hydra-Matic	V-8 engine	CC - Ypsilanti

Location:

3-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, Torque Drive, Turbo Hydra-Matic (Chevrolet) --------- Stamped on right hand side of pan.

Turbo Hydra-Matic ---------- Nameplate tag on right hand side of case.

o-Month: E denotes May; (see below) 01 denotes 1st day
Alpha Characters used in identifying the Calendar month

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

*-The letter "D" or "N" following the date numerals indicates day or night shift.

ENGINE IDENTIFICATION

Example: F1210BD

Source Designation	Production* Month & Date	Type Designation
F (Flint)	1210	BD

230 Cubic Inch 6-Cylinder

AM - Regular engine, 3 or 4-speed
AN - Regular engine, Powerglide or Torque Drive
AO - Regular engine, Turbo Hydra-Matic (Chevrolet)

250 Cubic Inch 6-Cylinder (RPO-L22)

BE - Optional engine, 3 or 4-speed
BB - Optional engine, Powerglide or Torque Drive
BD - Optional engine, Turbo Hydra-Matic (Chevrolet)

327 Cubic Inch 8-Cylinder

- Regular engine, 3 or 4-speed
- Regular engine, Powerglide
- Regular engine, Turbo Hydra-Matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO-LM1)

HQ - Optional engine, 3-speed, 4-bbl. carb.
HR - Optional engine, Powerglide, 4-bbl. carb.
HS - Optional engine, Turbo Hydra-Matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO-L48)

HA - Optional engine, 3 or 4-speed, 4-bbl. carb.
HE - Optional engine, Powerglide, 4-bbl. carb.
HB - Optional engine, Turbo Hydra-Matic (Chevrolet)

396 Cubic Inch 8-Cylinder (RPO-L35)

JB - Optional engine, 3 or 4-speed, 4-bbl. carb.
JG - Optional engine, Turbo Hydra-Matic

Location:

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

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

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

REAR AXLE IDENTIFICATION

TO BE PROVIDED

REGULAR EQUIPMENT—EXTERIOR

STANDARD EXTERIOR EQUIPMENT

		STANDARD 123-12400
FRONT	Argent-Colored, Plastic Radiator Grille	X
	Bow Tie Radiator Grille Emblem	X
	Valance-Mounted Parking Lights (Clear Lens, Amber Light)	X
	"Camaro By Chevrolet" Header Panel Nameplate	X
	Bright Windshield Reveal Molding	X
	Bright Windshield Pillar Molding	X
	Argent-Colored Headlamp Bezels	X
	Bright Radiator Grille Outline Molding	X
SIDE	Front and Rear Marker Lamps (Front Amber, Rear Red)	X
	White Paint-Filled Front Fender Engine Displacement Numerals	X
	"Camaro" Front Fender Nameplate	X
	Bright Windshield Pillar Molding	67
	Hub Caps	X
	Rocker Molding	X
	Left Hand Outside Rear View Mirror	X
REAR	"Camaro By Chevrolet" Deck Lid Nameplate	X
	Rear Bumper Guards	X
	Bright Rear Window Reveal Molding	X
	Rear End Panel Mounted Tail Lamps with Bright Bezels	X
	Rear Belt Molding	67
	Backup Lamp Mounted in Tail Lamp Unit	X
	Bow Tie Rear End Panel Emblem	X

REGULAR EQUIPMENT—INTERIOR

STANDARD INTERIOR EQUIPMENT

		STANDARD 123-12400
ROOF AND PILLARS	Prismatic 10" Rear View Mirror with Padded Edges	X
	Satin-Finished Rear View Mirror Support	X
	Trim-Colored Plastic Rear View Mirror Support Cover	X
	Padded Sunshades	X
	Padded, Trim-Colored Windshield Pillars	X
	Plastic, Trim-Colored Coat Hooks	37
	Bright Bezeled Center Dome Light	37
	Bright Front Seat Shoulder Belt Roof Rail Stowage Clips	37
	Plastic, Trim-Colored Front Seat Shoulder Belt Anchor Cover	37
	Left and Right Door Jamb Switches	X
SEATS AND FLOOR COVERING	All Vinyl Front Bucket Seats	X
	All Vinyl Rear Bench Seat	X
	Bright Seat Adjuster Handle	X
	Bright Front Seat Back Rest Latches	X
	Seat Belts	X
	Front Seat Shoulder Belts	37
	Luggage Compartment Spatter Paint	X
	Carpeted Passenger Compartment Floor	X
	All Vinyl Front Seat Head Restraints	X
DOOR AND QUARTER PANEL	All Vinyl Door and Quarter Panel Trim	X
	Padded Front Door Armrests	X
	Silver-Accented, Clear Plastic Window Regulator Knobs	X
	Bright Door Lock Buttons	X
	Rear Quarter Panel Armrest with Ash Tray	67
	"Camaro" Door Nameplate	X
INSTRUMENT PANEL	Blended Air Heater with Lighted Controls	X
	"Camaro" Nameplate (Right Side)	X
	Bright Cowl Vent Control Knobs	X
	Trim-Colored Instrument Panel Pad	X
	Temperature, Generator, Oil Pressure and Brake Warning Lights	X
	Positive-Type Glove Compartment Door Lock	X
	High Beam and Turn Signal Indicators	X
	Two-Speed Windshield Wiper with Washer	X
	Slide-Type Windshield Wiper Control (Depress for Washer)	X
	Ash Tray - Mounted Cigarette Lighter	X
	Astro-Ventilation Outlets (Left and Right Side)	X
	"Astro-Ventilation" Nameplate Above Left Air Outlet	X
	Bright, Black-Accented Light Switch Knob	X
	Front Passenger Compartment Courtesy Lights	X
	"Molded In" Clock Cover with Bright "Camaro" Nameplate	X
STEERING	Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X
	Trim-Colored Turn Signal Lever Knob	X
	Trim-Colored Transmission Shift Lever Knob	X
	Plastic, Oval, Two-Spoke, Shrouded Steering Wheel with Horn Blowing Tabs	X
	Bow Tie Steering Wheel Emblem	X
	Bright Hazard Flasher Knob	X

MAJOR APPEARANCE AND PERFORMANCE OPTIONS

	RPO Z87 Custom Interior	RPO Z23 Special Interior Group	RPO Z22 Rally Sport Package	RPO Z21 Style Trim Group	RPO C08 Vinyl Roof	RPO Z27 Super Sport with RPO L48 (350 CID V-8) or RPO L34, L35, L78 (396 CID V-8)	Super Sport and Rally Sport Options Combined
Deluxe Seat and Sidewall Trim	X						
Additional Body Insulation	X						
Molded Trunk Mat	X						
Glove Compartment Lamp	X						
Full Molded Hood Insulator	X					X	X
Instrument Panel Wood-Grain Trim	X	*X					
Bright Pedal Pad Trim	X	X					
Wood-Grained Steering Wheel Shroud	X	X					
Vinyl Top Material-Black, White, Brown, Blue and Green					X		
"RS" Steering Wheel Emblem			X				
Steering Wheel "SS" Emblem						X	X
Black Steering Wheel Shroud (Including Horn Buttons)			XB			XB	XB
Right Side Instru. Panel Trim Molding and Assist Handle	X	X					
Tail Lamp Lens with Bright Vertical Bars				X		X	
Roof, Rear Quarter and Tulip Panel Molding					37		
Bright Drip Gutter Molding			37	37			37
Black Paint Below Rocker Molding			X	X		X	X
Wheel Opening Moldings			X	X			X
Special Black Painted Radiator Grille €			X				X
Concealed Headlights			X				X
Bright Bezel Around Parking Lights			X				X
"RS" Grille and Rear Panel Emblems			X				
"Rally Sport" Front Fender Nameplate			X				
Wheel Opening Paint Stripes			XA	XA			
Bright Rear Qtr. Simulated Louvers			X	X		X	X
Special Tail Lights with Bright Horizontal Bar on Lens			X				X
Back-up Lights in Rear Valance			X				X
Front Fender and Door Paint Stripe						X	X
"SS" Grille, Front Fender, and Rear Panel Emblems						X	X
Black Painted Rear End Panel						L35, L35, L78 Only	L34, L35, L78 Only
Special Hood with Simulated Intakes						X	X
Front Fender Engine Numerals						X	X
Bright Engine Chrome						X	X
F70-14-4 Ply White Lettered Wide Oval Tires, and 14 x 7 Wheels						X	X
Black Painted Radiator Grille €						X	
Headlamp Washer System			X				X
Bright Headlamp Bezel Face Moldings				X		X	

* - Radio, and W/S Wiper and Light Switch Trim Plates Only.
B - Wood-Grain Steering Wheel Treatment if RPO Z87 or Z23 is ordered with SS, RS or RS/SS Packages.
" - Except with Exterior Colors Maroon, Dark Brown, Dark Blue and Dark Green.
A - Wheel Opening Paint Stripes not included with RPO Z22 or Z21 when ordered in combination with an SS Package.
€ - If Black Exterior Color, Grille Paint Treatment same as Regular Production.

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	/ACC	Models
Air conditioner, Four-Season	C60		12000
Air conditioner, GM Chevrolet		ACC	12000
Appearance Guard Group (items available as a group or as separate options)			
Door edge guards (RPO B93)			12000
Front bumper guards (RPO V31)			12000
Rear bumper guards (RPO V32)			12000
Twin front and rear mats (RPO B37)			12000
Visor vanity mirror (RPO D34)			12000
Body paint stripe	D96		12000
Auxiliary front valance and rear deck panel	D80		12000
Auxiliary Lighting (items available as a group) RPO ZJ9			
Ash tray light			12000
Courtesy lights			123-12437
Glove box light			12000
Luggage light			12000
Underhood light			12000
Axle Ratios			
2.56 ratio	GT1		12000
2.73 ratio	G97		12000
3.08 ratio	G92		12000
3.07 ratio	H01		12000
3.31 ratio	G94		12000
3.36 ratio	G76		12000
3.55 ratio	G96		12000
4.10 ratio	*		12000
Positraction (all ratios)	G80		12000
Battery, heavy duty	T60		12000
Belts and Harnesses			
Deluxe front and rear seat belts	A39		123-12467
Deluxe front seat shoulder harnesses	A85		123-12467
Deluxe rear seat shoulder harnesses	AS4		12000
Deluxe seat belts and front seat shoulder harnesses	ZK3		123-12437
Seat belt retractor		ACC	12000
Standard front seat shoulder harnesses	AS1		123-12467
Standard rear seat shoulder harnesses	AS5		12000
Brakes			
Front disc brakes	J52		12000
Power brakes	J50	ACC	12000
Carrier, deck lid luggage		ACC	12000
Carrier, ski (clamp-on type)		ACC	12000
Clock	U35	ACC	12000
Clutch, heavy duty	MA6		12400
Compass		ACC	12000
Console, front compartment floor	D55		12000
Cruise control, Cruise-Master		ACC	12400
Defroster, rear window	C50	ACC	12000
Emergency road kit		ACC	12000
Engines			
Aluminum cylinder heads	L89		12400
155-hp Turbo-Thrift 250 cu.in. L-6	L22		12000
255-hp Turbo-Fire 350 cu.in. V-8	LM1		12000
300-hp Turbo-Fire 350 cu.in. V-8	L48		12000
325-hp Turbo-Jet 396 cu.in. V-8	L35		12000
Engine block heater	K05		12000
Engine ventilation, heavy duty closed positive	KD5		12000
Exhaust, dual deep tone	NF2		12400
Exhaust, dual	N10		12400
Exhaust system, dual chambered	NC8		12400

* Positraction only.

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	/ACC	Models
Fan, temperature controlled	K02	ACC	12400
Fire extinguisher		ACC	12000
Fire extinguisher refill cartridge		ACC	12000
Floor mats, twin front and rear	B37	ACC	12000
Generator, Delcotron (42 amp)	K79		12000
Generator, Delcotron (63 amp)	K85		12000
Glass, tinted window	A01		12000
Glass, tinted windshield (fleet use only)	A02		12000
Guards			
Door edge guards	B39	ACC	12000
Fender splash guard		ACC	12000
Front bumper guards	V31	ACC	12000
Front bumper, special	VE3		12000
Rear bumper guards	V32	ACC	12000
Headlamp washer	CE1		12000
Instrumentation gauge package	U17		12400
Lights			
Ash tray light		ACC	12000
Courtesy lights		ACC	123-12437
Glove box light		ACC	12000
Hand portable spotlight		ACC	12000
Light monitoring system	U46	ACC	12000
Luggage light		ACC	12000
Underhood light		ACC	12000
Litter container, saddle type		ACC	12000
Lock, gas cap		ACC	12000
Lock, spare wheel		ACC	12000
Mirrors			
Remote control outside mirror	D33		12000
Right hand outside mirror (standard type)		ACC	12000
Visor vanity mirror	D34	ACC	12000
Model Options			
Camaro; special vehicle package, incl. 302 V-8	Z28		12437
Camaro SS (350 CID V-8)	L48		12400
Camaro SS (396 CID V-8)	L34 L35 L78		12400
Custom interior	Z87		123-12400
Rally Sport	Z22		12000
Molding package	Z21		12000
Special interior group	Z23		12000
Operating Convenience Group (Items available as a group or as separate options)			
Clock			12000
Rear window defroster			12000
Remote control outside mirror			12000
Paint stripe, body	D96		12000
Paint stripe, front header	D91		12000
Radiator, heavy duty	V01		12000
Radio Antennas			
Front fixed height antenna		ACC	12000
Front manual antenna		ACC	12000
Rear manual antenna	U73	ACC	12000
Radios			
Push-button AM radio with front antenna	U63	ACC	12000
Push-button AM-FM radio with fixed height antenna	U69	ACC	12000
AM-FM stereo radio	U79	ACC	12000
Rear speaker	U80	ACC	12000

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	/ACC	Models
Seats			
Child restraint seat		ACC	12000
Folding rear seat	A67		12000
Speed warning indicator	U15		12000
Steering			
Power steering	N40		12000
Special steering	N44		12000
Tilt steering wheel	N33		12000
Wood-grained plastic steering wheel	N34		12000
Stereo tape player	U57	ACC	12000
Suspension			
Special performance front and rear suspension	F41		12400
Special rear spring	G31		12000
Tachometer		ACC	12437-67
Tires			
Space saver spare wheel and tire	N65		12000
E78-14-4 pr	PK7		12000
E78-14-4 pr	PK8		12000
F70-14-4 pr-white lettering	PL5		12000
E70-15-4 pr-white lettering	PU6		12437
F70-14-4 pr-white stripe	PW7		12000
F70-14-4 pr-red stripe	PW8		12000
F70-14-4 pr-white stripe	PY4		12000
F70-14-4 pr-red stripe	PY5		12000
Tissue dispenser		ACC	12000
Tops			
Folding convertible top	C05		123-12467
Power convertible top	C06		123-12467
Vinyl roof	C08		123-12437
Transmissions			
3-Speed automatic, Turbo Hydra-Matic	M40		12000
4-Speed	M20		12000
4-Speed, close ratio	M21		12000
Heavy duty 4-speed transmission	M22		12400
Powerglide	M35		12000
3-speed automatic—Chevrolet-built Turbo Hydra-Matic	M38		12000
2-speed transmission—Torque-Drive	MB1		12300
Heavy duty 3-speed transmission—Chevrolet	MC1		12400
Floor shift transmission control	M11		12000
Wheel Covers			
Mag-style wheel covers-5 spoke	N96	ACC	12000
Mag-style wheel covers-6 spoke	PA2	ACC	12000
Simulated wire wheel covers	N95	ACC	12000
Wheel covers	P01	ACC	12000
Wheel trim ring (14" and 15" wheels)	P06		12000
"Rally wheel," hub cap, trim ring	ZJ7		12000
Windows, power	A31		12000

AIR CONDITIONING EQUIPMENT

FOUR SEASON (RPO C60)

Heater integrated; manually controlled by three vertical levers on instrument control panel, plus 4-speed fan switch. Left lever operates compressor and air selector doors; center lever controls air flow from instrument panel outlets; right lever directs air to defroster outlets.

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

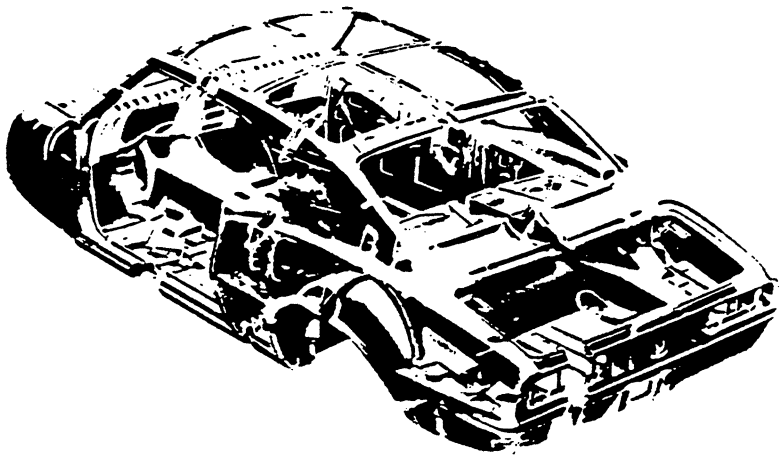
Front and Rear Springs	Heavy duty
Rear Axle Ratio - Refer Power Trains Section	

POWER TRAINS

Fan Blade	7 blade
Fan Clutch	Thermomodulated fluid coupling
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One
Generator	61 Ampere
Radiator	Heavy duty

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.

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.

EXTERIOR-INTERIOR COLORS

CAMARO

SERIES	MODEL		TRIM	INTERIOR COLORS AND RPO NUMBERS					
	37	67		Black	Dark Blue	Med. Green	Dark Green	Med. Red	Parch. Black
Standard	X	X	Vinyl (Bucket)	711	715	721	723	718	727
RPO Z87	X	X	Vinyl (Bucket)	712	716	722	725	719	
Custom Interior	X		Cloth (Bucket)*	713					729

Los Angeles	Norwood	RPO	EXTERIOR COLOR						
S.O.	X	10	Tuxedo Black	X	X	X	X	X	X
X	X	50	Dover White	X	X	X	X	X	X
X	X	69	Cortez Silver	X	X		X	X	X
X	X	52	Garnet Red	X				X	X
S.O.	X	67	Burgundy Maroon	X				X	X
X	X	65	Olympic Gold	X			X		X
S.O.	S.O.	40	Butternut Yellow	X			X		X
X	S.O.	63	Champagne	X			X		X
S.O.	X	61	Burnished Brown	X					X
X	X	59	Frost Lime	X		X	X		X
X	X	57	Fathom Green	X		X	X		X
X	X	55	Azure Turquoise	X					X
X	X	53	Glacier Blue	X	X				X
S.O.	X	51	Dusk Blue	X	X				X
X	X	71	Le Mans Blue	X					X
X	X	79	Rallye Green	X					X
X	X	76	Daytona Yellow	X					X
X	X	72	Hugger Orange	X					X
			TWO-TONE (Lower/Upper)						
X	X	53-50	Glacier Blue/Dover White	X	X				X
S.O.	X	53-51	Glacier Blue/Dusk Blue	X	X				X
S.O.	X	51-53	Dusk Blue/Glacier Blue	X	X				X
X	X	65-50	Olympic Gold/Dover White	X			X		X
X	X	55-50	Azure Turq./Dover White	X					X
S.O.	S.O.	61-63	Burn. Brown/Champagne	X					X

* - Hounds Tooth pattern.
S.O. - Special Order.
Two-tone paint not available on convertible models.
RPO C08 Vinyl Roof Colors:
Black - Available with all exterior colors.
Parchment - Available with all exterior colors.
Dark Blue - Available with White, Silver, Blue and Dark Blue exterior colors.
Dark Brown - Available with Gold, Yellow, Champagne and Dark Brown exterior colors.
Midnight Green - Available with Black, White, Dark Green, and Lime exterior colors.

Convertible Folding Top Colors:
White - Prod.
Black - RPO

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 fork type locks, and 2-position free-wheeling inside door handles. Relocated inside door lock buttons.

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 air intake for passenger compartment -- 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. Astro ventilation with instrument panel outlets and full door side glass.

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

HEADLIGHTS

Type ---------- Single headlamps; R/S option — concealed behind vacuum operated panels.

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 VISIBILITY AREA

	MODELS	
LOCATION	37	67
Windshield	1032.6	990.5
Front door window	909.3	
Rear quarter window	219.3	289.7
Back window	819.2	834.0
Total area (sq.in.)	2980.4	3023.5

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	COUPE	CONVERTIBLE
H3	Seat cushion height	10.3	
H11	Entrance height	29.2	29.4
H13	Steering wheel thigh clearance	4.0	
H30	H point to heel point	7.7	
H32	Seat cushion deflection	3.5	
H50	Upper body opening to ground	47.0	47.2
H58	H point rise	0.6	
H61	Effective headroom	37.1	37.5
H70	H point to body O line	12.8	
H75	Effective 'T' point headroom	37.3	37.8
W3	Shoulder room	56.5	
W5	Hip room	56.3	
L7	Steering wheel torso clearance	12.1	
L17	H point travel	4.0	
L34	Effective leg room	42.5	

REAR COMPARTMENT

H8	Seat cushion height	11.0	
H31	H point to heel point	9.4	
H53	Seat cushion deflection	4.8	4.7
H63	Effective headroom	36.7	36.8
H71	H point to body O line	11.8	
H76	Effective 'T' point headroom	36.6	36.7
W4	Shoulder room	53.6	47.3
W6	Hip room	54.6	47.5
L3	Rear compartment room	22.5	22.3
L50	H point couple distance	27.0	27.3
L51	Effective leg room	29.2	29.5

LUGGAGE COMPARTMENT

---	Opening width		
---	Interior height		
---	Interior width		
---	Interior length		
H195	Liftover height	28.1	27.9
V1	Usable luggage capacity (cu.ft.)	8.5	6.1
---	Total volume (cu.ft.)		

EXTERIOR DIMENSIONS

LENGTHS

CODE	DESCRIPTION	COUPE	CONVERTIBLE
L101	Wheelbase	108.0	
L102	Tire size (standard)	E78-14	
L103	Overall length	186.0	
L104	Overhang - front	37.1	
L105	Overhang - rear	40.9	
----	Overall length - less bumpers	175.3	
L127	Body O line to C/L of rear wheels	90.0	
L128	Hood length at centerline	49.6	

WIDTHS

W101	Tread - front	59.6	
W102	Tread - rear	59.5	
W103	Maximum overall width of car	74.0	
W106	Front fender overall width	71.6	
W107	Rear fender overall width	73.9	
W120	Overall car width, front doors open	140.5	

HEIGHTS

H101	Overall height (design)	51.1	50.9
----	Overall height (curb)		
H102	Front bumper to ground	23.0	22.9
H104	Rear bumper to ground	21.2	20.8
H111	Rocker panel to ground - rear	6.8	6.7
H112	Rocker panel to ground - front	8.1	8.0
H114	Hood at rear to ground	36.4	36.3
H115	Step height - front (design)	12.9	
H125	Headlamp to ground	25.5	
H126	Tail lamp to ground	23.3	23.1
H130	Step height - front (curb)		
H136	Body O line to ground - front	5.3	5.2
H137	Body O line to ground - rear	3.8	3.6

CLEARANCES

H106	Angle of approach (degrees)	25.2	
H107	Angle of departure (degrees)	18.5	18.3
H147	Ramp breakover angle (degrees)	12.4	12.3
H148	Front suspension to ground		
H149	Oil pan to ground		
H150	Flywheel housing to ground		
H151	Frame to ground		
H152	Exhaust system to ground		
H153	Rear axle to ground		
H154	Fuel tank to ground		
H155	Tire well to ground		
H156	Minimum ground clearance		

VEHICLE WEIGHTS

CAMARO

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6 Cyl.	V8	Description	Front	Rear	Total	Front	Rear	Total
12337		2-Door Sport Coupe	1660	1250	2910	1640	1365	3005
	12437		1765	1275	3040	1745	1390	3135
12367		2-Door Convertible	1740	1420	3160	1720	1535	3255
	12467		1845	1450	3295	1825	1560	3385

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	Electric Window Control		+ 19
A67	Folding Rear Seat		+ 38
C06	Electric Folding Top		+ 8
C08	Exterior Vinyl Roof		+ 6
C60	Air Conditioning		+ 97
J50	Power Brakes		+ 11
J52	Disc Brakes (Front Only)		+ 26
JL8	Disc Brakes (Front and Rear)		+ 97
L22	250 Cu.In. L-6 Engine (155 H.P.)		+ 17
LM1	350 Cu.In. V-8 Engine (255 H.P.)		+ 86
L48	350 Cu.In. V-8 Engine (300 H.P.)		+ 86
L35	396 Cu.In. V-8 Engine (325 H.P.)		+ 249
U69	AM-FM Radio		+ 10
U79	Radio stereo		+ 17
M11	Transmission Floor Shift Control		+ 9
M20	4-Speed Transmission		+ 16
M21	4-Speed Transmission (Close Ratio)		+ 4
M22	4-Speed Transmission (H.D.)		+ 4
M35	Powerglide Transmission	6 Cyl.	- 10
		V8	- 5
M38	Turbo Hydra Matic Transmission		+ 23
M40	Turbo Hydra Matic Transmission		+ 57
MB1	Torque Drive 2-Spd. Transmission		- 17
MC1	H.D. 3-Spd. Manual Transmission		+ 31
N40	Power Steering		+ 28
U63	AM Radio		+ 8
Z22	Rally Sport Package		+ 27
Z28	Special Engine Equipment		+ 83

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 1969	ISSUED: 10-15-68 REVISED (●) 2-14-69

NOTES:

1. The General 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, style names; use manufacturer's code for series & body style.

	L-6 Engine	V-8 Engine
2-Door Sport Coupe, 4-Passenger	12337	12437
2-Door Convertible, 4-Passenger	12367	12467

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	2-Door Coupe	Convertible
WIDTH			
Track – Front	W101	59.6	
Track – Rear	W102	59.5	
Maximum overall car width	W103	74.0	
Body width at No. 2 pillar	W117		
LENGTH			
Body "O" to front of dash	L 30	0.5	
Wheelbase	L101	108.0	
Overall car length	L103	186.0	
Overhang – front	L104	37.1	
Overhang – rear	L105	40.9	
Body upper structure length	L123		
Body "O" line to ℄ of rear wheel	L127	90.0	
Body "O" line to w/s cowl point	L130		
HEIGHT			
Passenger Distribution (front & rear)		2-2	
Trunk/Cargo load (lbs.)			
Overall height	H101	51.1	50.9
Cowl height	H114	36.4	36.3
Deck height	H138		
Rocker panel – front: To ground	H112	8.1	8.0
Rocker panel – front: From front wheel ℄	H112		
Rocker panel – rear: To ground	H111	6.8	6.7
Rocker panel – rear: From rear wheel ℄	H111		
Windshield slope angle	H122	52.4	
GROUND CLEARANCE			
Bumper to ground – front	H102	23.0	22.9
Bumper to ground – rear	H104	21.2	20.8
Angle of approach	H106	25.2	
Angle of departure	H107	18.5	18.3
Ramp breakover angle	H147	12.4	12.3
Min. running clearance (Specify)	H156 (H152)	5.1	4.9

AMA Specifications—Passenger Car

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MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (0)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-Door Coupe	Convertible
FRONT COMPARTMENT			
Effective head room	H61	37.1	37.5
Max. eff. leg room – accelerator	L34	42.5	
H Point to Heel point	H30	7.7	
H Point travel	L17	4.0	
Shoulder room	W 3	56.5	
Hip room	W 5	56.3	
Upper body opening to ground	H50	47.0	47.2
REAR COMPARTMENT			
H Point couple distance	L50	27.0	27.3
Effective head room	H63	36.7	36.8
Min. effective leg room	L51	29.2	29.5
H Point to Heel point	H31	9.4	
Min. knee room	L48	+0.8	+0.5
Rear Compartment room	L 3	22.5	22.3
Shoulder room	W 4	53.6	47.3
Hip room	W 6	54.6	47.5
Upper body opening to ground	H51	--	--
LUGGAGE COMPARTMENT			
Usable luggage capacity	V 1	8.5	8.1
Liftover height	H195	28.1	27.9
Position of spare tire storage		Right side trunk on floor	
Method of holding lid open		Actuating torsion rods & spring loaded hinges	
STATION WAGON – THIRD SEAT			
Shoulder Room	W85	NOT	
Hip room	W86		
Effective leg room	L86		
Effective head room	H86	AVAILABLE	
Seat facing direction			
STATION WAGON – CARGO SPACE			
Cargo length at floor – front seat	L202	NOT	
Cargo length at belt – front seat	L204		
Cargo width – Wheelhouse	W201	AVAILABLE	
Opening width at belt	W204		
Maximum cargo height	H201		
Rear opening height	H202		
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2		

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 12-14-68

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
All Models	230 Standard	One; 1-bbl. Downdraft	8.5:1	140 @ 4400	220 @ 1600	3-Speed (2.85:1 low) and 4-Speed* (2.85:1 low)	Base	3.08	2.73	3.36	--
							A/C	3.08	2.73	3.36	--
						Powerglide* and Torq-Drive*	Base	2.73	2.56	3.08	3.36
							A/C	3.08	2.73	3.36	--
						Turbo* Hydra-Matic*	Base	2.56	--	2.73	3.08 3.36
							A/C	2.73	2.56	3.08	3.36
	307 Standard	One; 2-bbl. Downdraft	9.0:1	200 @ 4600	300 @ 2400	3-Speed (2.85:1 low) and 4-Speed* (2.85:1 low)	Base	3.08	2.73	3.36	--
							A/C	3.08	--	3.36	--
						Powerglide*	Base	2.73	2.56	3.08	--
							A/C	2.73	--	--	3.36
						Turbo* Hydra-Matic	Base	2.56	--	2.73	3.08
							A/C	2.73	--	3.08	--
	250 Standard	One; 1-bbl. Downdraft	8.5:1	155 @ 4200	235 @ 1600	3-Speed (2.85:1 low) and 4-Speed* (2.85:1 low)	Base	3.08	2.73	3.36	--
							A/C	3.08	2.73	3.36	--
						Powerglide* and Torq-Drive*	Base	2.73	2.56	3.08	3.36
							A/C	3.08	2.73	3.36	--
						Turbo* Hydra-Matic	Base	2.56	2.73	--	3.08 3.36
							A/C	2.73	2.56	3.08	3.36

A - Standard
B - Economy
C - Performance
D - Special

* - Optional
** - Positraction optional for all ratios

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISE

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	
All Models	350 Option (L65)	One; 2-Bbl Down-draft	9.0:1	250 @ 4800	345 @ 2800	3-Spd* (2.54:1 low) & 4-Spd* (2.54:1 low)	Base & A/C	3.08	2.73	3.36	--
						Pwrglide* and Turbo Hydra-Matic*	Base & A/C	2.56	----	3.08	--
	350 Option (L48)	One; 4-Bbl Down-draft	10.25:1	300 @ 4800	380 @ 3200	HD 3-Spd* (2.42:1 low)	Base & A/C	3.31	3.07	3.55	3.
						4-Spd* (2.52:1 low)	Base	3.31	3.07	3.55	3 4
							AC	3.31	3.07	3.55	3
						Pwrglide*	Base & A/C	3.08	----	3.36	
						Turbo Hydra-Matic*	Base & A/C	3.07	2.73	3.31	3
	396 Option (L35)	One; 4-Bbl Down-draft	10.25:1	325 @ 4800	410 @ 3200	HD 3-Spd* (2.42:1 low) & 4-Spd* (2.52:1 low)	Base & A/C	3.07	2.73	3.31	--
						Turbo Hydra-Matic*	Base & A/C	3.07	2.73	----	2

* Option

** Positraction required for 3.73, 4.10; Optional for all others.

A - Standard
B - Economy
C - Performance
D - Special

AMA Specifications—Passenger Car 62

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 12-1

MODEL	L6 - 230 Cu. In. 140 HP - Std.	L6 - 250 Cu. In. 155 HP - Opt. L22	V8 - 307 Cu. I 200 HP - Std.

ENGINE – GENERAL

Type no. cyls., valve arr.		In line - 6 OHV		90° V-8 OHV
Bore and stroke (nominal)		3.875 X 3.25	3.875 X 3.53	3.875 X 3.25
Piston displacement, cu. in.		230	250	307
Bore spacing (℄ to ℄)		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		9.00:1
Cylinder Head Material		Cast Alloy Iron		
Cylinder Block Material		Cast Alloy Iron		
Cyl. Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3°55'		
Taxable horsepower	$\frac{Dia^2 \times No.\ Cyl.}{2.5}$	36.0		48.0
Publishing max. bhp* @ eng. RPM		140 @ 4400	155 @ 4200	200 @ 4600
Publishing max. torque* (lb. ft. @ RPM)		220 @ 1600	235 @ 1600	300 @ 2400
Recommended fuel regular – premium		Regular		

ENGINE – PISTONS

Material		Cast Aluminum Alloy		
Description and finish		Flat, notched head, slipper skirt		
Weight (piston only) oz.		20.32	24.16	21.60
Clearance (limits)	Top land	.0345 - .0435		.0235 - .0325
	Skirt Top	.0005 - .0011 (a)		.0005 - .0011
	Skirt Bottom			
Ring groove depth	No. 1 ring	.2153 - .2218		.2113 - .2178
	No. 2 ring	.2153 - .2218		.2113 - .2178
	No. 3 ring	.2093 - .2158		.2053 - .2118
	No. 4 ring	None		

* 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 1.675 from top of piston.

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVIS

MODEL	V8 - 350 Cu. In. 250 HP - Opt. L65	V8 - 350 Cu. In. 300 HP - Opt. L48	V8 - 396 Cu. 325 HP - Opt.
ENGINE – GENERAL			
Type, no. cyls., valve arr.	90° V8 OHV		
Bore and stroke (nominal)	4.00 X 3.48		4.094 X 3.7
Piston displacement, cu. in.	350		396
Bore spacing (℄ to ℄)	4.4		4.84
No. system (front to rear) L. Bank	1-3-5-7		
No. system (front to rear) R. Bank	2-4-6-8		
Firing order	1-8-4-3-6-5-7-2		
Comores. ratio (nominal)	9.00:1	10.25:1	10.25:1
Cylinder Head Material	Cast Alloy Iron		
Cylinder Block Material	Cast Alloy Iron		
Cyl. Sleeve-Wet, dry, none	None		
Number of mtg. points Front	Two		
Number of mtg. points Rear	One		
Engine installation angle	3°55'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$	51.2		53.6
Publishing max. bhp* @ eng. RPM	250 @ 4800	300 @ 4800	325 @ 4800
Publishing max. torque * (lb. ft. @ RPM)	345 @ 2800	380 @ 3200	410 @ 3
Recommended fuel regular – premium	Regular	Premium	
ENGINE – PISTONS			
Material	Cast Aluminum Alloy		
Description and finish	Flat, notched head, slipper skirt		Domed he slipper sk
Weight (piston only) oz.	20.91		24.80
Clearance (limits) Top land	.0235 - .0325		.0304 - .
Clearance (limits) Skirt Top	.0007 - .0013 (a)		.0011 - .
Clearance (limits) Skirt Bottom			
Ring groove depth No. 1 ring	.2218 - .2283		.2253 - .
Ring groove depth No. 2 ring	.2218 - .2283		.2253 - .
Ring groove depth No. 3 ring	.2038 - .2103		.2098 - .
Ring groove depth No. 4 ring	None		

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

(a) - Measured 1.56 from top of piston.

(b) - Measured 1.955 from top of piston.

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 2-14-69

MODEL		L6 230 Cu. In. 140 HP	L6 250 Cu. In. 155 HP	V8 307 Cu. In. 200 HP	V8 350 Cu. In. 250&300HP	V8 396 Cu. In. 325 HP
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	(a)	Cast Alloy Iron: Barrel face (b)			
	Description - Material, coating, etc. Lower	Cast Alloy Iron; Inside bevel; tapered face (c)				
	Width	(d)	(e)	(d)	(f)	(g)
	Gap	.010 - .020		(h)		.010 - .020
Oil	Description - material, coating, etc.	Multi-piece (2 rails and 1 spacer expander) Rails - steel, chrome plated OD; expander - stainless st				
	Width	.1870 - .1890 (assembled)				
	Gap	.015 - .055				
Expanders		In Oil Ring Assembly				
ENGINE – PISTON PINS						
Material		Chromium steel				
Length		2.990 - 3.010				2.930 - 2.95(
Diameter		.9270 - .9273				.9895 - .989(
Type	Locked in rod, in piston, floating, etc.	Locked in rod				
	Bushing: In rod or piston	None				
	Bushing: Material					
Clearance	In piston	.00015 - .00025			.00025 - .00035	
	In rod	None				
Direction & amount offset in piston		Major thrust side .060				
ENGINE – CONNECTING RODS						
Material		Drop forged steel				
Weight (oz.)		12.50		20.80		27.84
Length (center to center)		5.695 - 5.705				6.130 - 6.140
Bearing	Material & Type	Copper lead alloy (sintered) steel backed material			Premium Aluminum	
	Overall length	.807				.857
	Clearance (limits)	.0007 - .0027				.0009 - .0029
	End play	.009 - .013				.017 - .021

(a) - Cast alloy iron; inside bevel and tapered face; chrome plated.

(b) - Chrome plated on L6 - 250, V8 - 350 cu. in., Molybdenum inlay on V8 - 396 cu. in.

(c) - Wear resistant coating on L6 - 230 & 250, V8 - 307 & 350, chrome plated on V8 - 396.

(d) - Upper .0775-.0780; lower .0770 - .0780

(e) - Upper .0628-.0633; lower .0623 - .0633

(f) - Upper .0775-.0780; lower .0770 - .0775

(g) - Upper & lower .0770-.0775

(h) - Upper .010-.020; lower .013-.025

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED

MODEL			L6 230 Cu. In. 140 HP	L6 250 Cu. In. 155 HP	V8 307 Cu. In. 200 HP	V8 350 Cu. In. 250&300 HP	V8 396 Cu. In. 350 HP
ENGINE – CRANKSHAFT							
Material			Cast nodular iron				
Vibration damper type			Rubber mounted inertia				
End thrust taken by bearing (No.)			7		5		
Crankshaft end play			.002 - .006				.006-.0
Main bearing	Material & type		Steel with backed insert (selected bearing material - copper lea				
			alloy or premium aluminum - for intended operation or applicat				
	Clearance		.0003-.0029		(a)		(b)
	Journal dia. and bearing overall length	No. 1	2.3004 X .752		2.4502 X .752		2.7507X.
		No. 2	2.3004 X .752		2.4505 X .752		2.7507X.
		No. 3	2.3004 X .752		2.4505 X .752		2.7505X.
		No. 4	2.3004 X .752		2.4505 X .752		2.7505X.
		No. 5	2.3004 X .752		2.4507 X 1.177		2.7506X.
		No. 6	2.3004 X .752		None		
		No. 7	2.3004 X .760		None		
	Dir. & amt. cyl. offset		None				
Crankpin journal diameter			1.999 - 2.000		2.099 - 2.100		2.199-2.
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		(c)		Nylon teeth with aluminum hub		
	Timing chain	No. of links	None		46		50
		Width	None		.740		.740
		Pitch	None		.500		.500
ENGINE – VALVE SYSTEM							
Hydraulic lifters (Std., opt., NA)			Standard				
Valve rotator, type (intake, exhaust)			None				
Rocker ratio			1.75:1		1.50:1		1.70:1
Operating tapper clearance (indicate hot or cold)	Intake		Zero				
	Exhaust		Zero				

(Continued)

(a) - No. 1 - .0008-.0020
No. 2, 3, 4, - .0008-.0024
No. 5 - .0015-.0031

(b) - No. 1 & 2 - .0010-.0020
No. 3 & 4 - .0013-.0025
No. 5 - .0015-.0031

(c) - Bakelite and fabric composition with steel hub

AMA Specifications—Passenger Car 66

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED

MODEL			230 Cu. In. 140 HP	250 Cu. In. 155 HP	307 Cu. In. 200 HP	350 Cu. In. 250&300HP	396 Cu. 325 HP
ENGINE – VALVE SYSTEM (cont.)							
Timing (based on top of ramp points)	Intake	Opens (BTC)	16°		28°		28°
		Closes (ABC)	48°		72°		78°
		Duration - deg.	244°		280°		286°
	Exhaust	Opens (BBC)	46°30'		78°		75°
		Closes (ATC)	17°30'		30°		31°
		Duration - deg.	244°		288°		286°
	Valve opening overlap		33°30'		58°		59°
Intake	Material		Alloy steel, face aluminized on 230, 250 and 396 cu. in.				
	Overall length		4.902 - 4.922			4.870-4.889	5.215-5.
	Actual overall head dia.		1.715 - 1.725			1.935-1.945	2.060-2.
	Angle of seat & face		46° (seat) 45° (face)				
	Seat insert material		None				
	Stem diameter		.3410 - .3417				.3715-.3
	Stem to guide clearance		.0010 - .0027				
	Lift (@ zero lash)		.3317	.3880	.3900		.3983
	Outer spring press. & length	Valve closed (lb. @ in.)	56-64 @ 1.66		76-84 @ 1.70		69-81@1.
		Valve open (lb. @ in.)	180-192 @ 1.27		194-206 @ 1.25		228-252@1.
	Inner spring press. & length	Valve closed (lb. @ in.)	None		Spring Damper		26-34@1.
		Valve open (lb. @ in.)	None		Spring Damper		81-99@1.
Exhaust	Material		High alloy steel, aluminized face (a)				
	Overall length		4.913 - 4.933				5.345-5.
	Actual overall head dia.		1.495 - 1.505				1.715-1.
	Angle of seat & face		46° (seat) 45° (face)				
	Seat insert material		None				
	Stem diameter		.3410 - .3417				.3715-.3
	Stem to guide clearance		.0010 - .0027				
	Lift (@ zero lash)		.3317	.3880	.4100		.3983
	Outer spring press. & length	Valve closed (lb. @ in.)	56-64 @ 1.66		76 - 84 @ 1.70		69-81@1.
		Valve open (lb. @ in.)	180-192 @ 1.27		194-206 @ 1.25		228-252@1
	Inner spring press. & length	Valve closed (lb. @ in.)	None		Spring Damper		26-34@1.
		Valve open (lb. @ in.)	None		Spring Damper		81-99@1.

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 bea
	Cylinder walls	Splash	Pressure jet cross sprayed

(Continued)

(a) - Head also aluminized on 396 engines

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AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (•) 2-14-69

MODEL	230 Cu. In. 140 HP	250 Cu. In. 155 HP	307 Cu. In. 200 HP	350 Cu. In. 250 HP	350 Cu. In. 300 HP & 396 Cu. In.

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear			
Normal oil pressure (lb. engine rpm)	50-65 PSI @ 2000 (a)			50-75 PSI @ 2000 (a)
Oil press. sending unit (elect. or mech.)	Electric			
Type oil intake (floating, stationary)	Stationary			
Oil filter system (full flow, part., other)	Full Flow			
Filter replacement (element, complete)	Complete			
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 can be used at temperatures below freezing)			
Engine Service Reqmt. (MM, MS, etc.)	MS or DG			

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with crossover	Dual exhaust w/single mflr	
Muffler No. & type (reverse flow, straight thru, separate resonator)	One: reverse flow			
Exhaust pipe dia. O.D., wall thick.) Branch	None	2.00 X .072-.091 (b)	2.25X.073-.091(b)	
Exhaust pipe dia. O.D., wall thick.) Main	2.00 X .057-.071	2.00 X .073-.091 (b)	2.25X.075-.091	
Tail pipe dia. O.D. & wall thickness)	1.88 X .062-.076	2.00 X .062-.076	2.25X.062-.076	

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system	
	Optional	None	
Control Unit	Make and model	AC Spark Plug	
	Location	Top rear rocker cover	Left front rocker cover
	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)	Carburetor air cleaner	
	Flame arrestor (screen, check valve, other)	Screen	

(a) - Bench test - no flow conditions

(b) - Laminated

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 02-14-69

MODEL	L6 - 230 140 HP	L6 - 250 155 HP	V8 - 307 200 HP	V8 - 350 250 HP/300 HP	V8 - 396 325 HP
ENGINE – EXHAUST EMISSION CONTROL	MANUAL TRANSMISSIONS				
Type (Air injection, engine modifications, other)	Air injection reactor equipment				
Air Injection Pump – Type	Semi-articulated vane type				
Air Injection Pump – Displacement	19.3				
Air Injection Pump – Drive ratio	1.15:1				
Air Injection Pump – Drive type	Crankshaft pulley				
Air Injection Pump – Relief valve (type)	Diverter valve - separate from pump				
Air Injection Pump – Filter (describe)	Centrifugal air cleaner				
Air Injection System – Air distribution (head, manifold, etc.)	Cylinder Head	Manifold			
Air Injection System – Point of entry	Exhaust ports				
Air Injection System – Injection tube I.D.	.2565				
Air Injection System – Check valve type	Pressure (plate type)				
Air Injection System – Backfire protection (type)	Diverter valve				
Carburetor – Make					
Carburetor – Model					
Carburetor – Barrel size					
Carburetor – Idle speed – Drive	REFER TO PAGE 10				
Carburetor – Idle speed – Neutral					
Carburetor – Idle A/F mixture	Not Specified				
Distributor – Aux. Adv. Systems (type)	None				
Distributor – Make	Delco-Remy				
Distributor – Model	1110459	1110463	1111481	1111486	1111488	1111497
Distributor – Centrifgal adv. in crank degrees @ eng. rpm – Start (rpm)	1000	900	1000	800	950	900
Distributor – Centrifgal adv. in crank degrees @ eng. rpm – Intermed. points deg. @ rpm						
Distributor – Centrifgal adv. in crank degrees @ eng. rpm – Max. deg. @ rpm	36@4600	32@4200	28@4200	36@4100	30@4700	32@5000
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Start (in Hg)	7.00		6.00	7.00	8.00	8.00
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Intermed. points deg. @ in. Hg						
Distributor – Vacuum adv. in crank degrees @ eng. rpm – Max. deg. @ in. Hg	23 @ 16		15 @ 12	24 @ 17.5	20 @ 17	15 @ 15.5
Distributor – Vacuum Source	Carburetor					
Timing - Crank degrees @ rpm	TDC @ 700	2BTC@700	TDC @ 700	4BTC@700		
Cooling System						
Exhaust System						

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MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 12-14-69

MODEL	L6 - 230 140 HP	L6 - 250 155 HP	V8 - 307 200 HP	V8 - 350 250 HP 300 HP	V8 - 396 325 HP
ENGINE – EXHAUST EMISSION CONTROL	AUTOMATIC TRANSMISSION				
Type (Air injection, engine modifications, other)	Engine modifications				SAME
Air Injection Pump — Type					
Air Injection Pump — Displacement	NOT				AS
Air Injection Pump — Drive ratio					
Air Injection Pump — Drive type	USED				MAN-
Air Injection Pump — Relief valve (type)					
Air Injection Pump — Filter (describe)					UAL
Air Injection System — Air distribution (head, manifold, etc.)	NOT				SEE
Air Injection System — Point of entry					
Air Injection System — Injection tube I.D.	USED				PAGE
Air Injection System — Check valve type					
Air Injection System — Backfire protection (type)					9A
Carburetor — Make					
Carburetor — Model	REFER				
Carburetor — Barrel size					
Carburetor — Idle speed — Drive	TO				
Carburetor — Idle speed — Neutral					
Carburetor — Idle A/F mixture	PAGE 10				
Distributor — Aux. Adv. Systems (type)	None				
Distributor — Make	Delco-Remy				
Distributor — Model	1110460	1110464	1111481	1111487	1111489	1111497
Distributor — Centrifgal adv. in crank degrees @ eng. rpm — Start (rpm)	1000	900	1000	900	900	900
Distributor — Centrifgal adv. in crank degrees @ eng. rpm — Intermed. points deg. @ rpm						
Distributor — Centrifgal adv. in crank degrees @ eng. rpm — Max. deg. @ rpm	32@4600	28@4200	28@4200	32 @ 4200	26@4700	32@5000
Distributor — Vacuum adv. in crank degrees @ eng. rpm — Start (in Hg)	7.00		6.00	7.00	8.00	8.00
Distributor — Vacuum adv. in crank degrees @ eng. rpm — Intermed. points deg. @ in. Hg						
Distributor — Vacuum adv. in crank degrees @ eng. rpm — Max. deg. @ in.	23 @ 16		15 @ 12	24 @ 17.5	20 @ 17	15 @ 15.5
Distributor — Vacuum Source	Carburetor					
Timing - Crank degrees @ rpm	4BTC@550		2BTC@700	4BTC@600		4BTC@800
Cooling System						
Exhaust System						

AMA Specifications—Passenger Car 70

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 2-14-69

MODEL	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 & 300 HP	V8-396 325 HP

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 (U.S. gals.)		18 (approximately)			
	Filler location		Behind hinged rear license plate			
Fuel Pump	Type (elec. or mech.)		Mechanical			
	Locations		Lower right front of engine			
	Pressure range *		4.00-5.00 PSI	5.00-7.50 PSI	7.50-9.00 PSI	5.50-7.00 PSI
Vacuum booster (std., optional, none)			None			
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank			
	Locations		and plastic filter in carburetor inlet F			
Carburetor	Choke type		Automatic			
	Intake manifold heat control (exhaust or water)		Exhaust			
	Air cleaner type	Standard	Oil-wetted paper element			
		Optional	None			
	Idle speed (spec. neutral or drive)	Manual (N)	700			800
		Automatic (D)	550	600		
		Idle A F mix.	Not specified			

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
12300	230	Manual	Rochester	7029017(a)	One; Single Barrel	1.69
		Automatic		7029014		
	250	Manual	Rochester	7029017(a)		
		Automatic		7029014		
12400	307	Manual	Rochester	7029101(b)	One; 2-Barrel	1.44
		Automatic		7029110(c)		
	350 250hp	Manual	Rochester	7029113(d)	One; 2-Barrel	1.69
		Automatic		7029114 (e)		
	350 300hp	Manual	Rochester	7029203	One; 4-Barrel	1.38 Prim 2.25 Sec
		Automatic		7029202		
	396 325hp	Manual	Rochester	7029215	One; 4-Barrel	1.38 Prim 2.25 Sec
		Automatic		7029204		

(a) - 7029015 with air conditioning
(b) - 7029103 with air conditioning
(c) - 7029112 with air conditioning
* Shut off pressure - 1800 RPM at pump outlet
(d) - 7029115 with air conditioning
(e) - 7029116 with air conditioning
(F) - Additional in-line paper element with 396 cu. in. engine

		Venturi Size	Boost Venturi
7029113		1 3/8"	1/8"
114		"	1/8"
115		"	1/4"
116		"	1/4"

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 02-14-69

MODEL	230 Cu. In. 140 HP	250 Cu. In. 155 HP	307 Cu. In. 200 HP	350 Cu. In. 250 & 300 HP	396 Cu. In. 325 HP

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°-196°			
Water pump	Type (centrifugal, other)		Centrifugal			
	GPM @ 1000 pump rpm	60 @ 4400		54 @ 4400		57 @ 4400
	Number of pumps		One			
	Drive (V-belt, other)		V-belt			
	Bearing type		Permanently lubricated double row ball			
By-pass recirculation type (inter., ext.)			Internal			External
Radiator core type (cellular, tube and fin, other)			Tube and center			
Cooling system capacity	With heater (qt.)	13		17	16	23
	Without heater (qt.)	11		16	15	22
	Opt. equipment-specify (qt.)	13		18	17	24
Water jackets full length of cyl. (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			One molded
	By-pass — Inside diameter		None			.725-.765
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 E		H I
	Generator or alternator	A		D E		H I
	Water Pump	A		D E		H I
	Power Steering	B		F		J
	Air Conditioning	C		G		K
	Air Injection	B		D & H-Manual Transmissions F & I - Automatic Transmissions		

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←				38°-42°						→
Nominal length (SAE)	39.00	50.00	54.00	47.50	44.25	36.00	54.33	49.50	45.75	41.00	57.00
Width	←				.380						→

AMA Specifications—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (a) 2-14-69

MODEL	230 Cu. In. 140 HP	250 Cu. In. 155 HP	307 Cu. In. 200 HP	350 Cu. In. 250 & 300 HP	396 Cu. In. 325 HP

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980032		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 of engine compartment		
	Terminal grounded		Negative		
Generator or Alternator	Make		Delco-Remy		
	Model		1100836 (a)		1100834
	Type and rating		Diode rectified	37 amps	
	Output at engine idle (neutral)		13 amps		15 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 amperes		
		Other	None		

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco-Remy			
	Model		1108365	1108367	1108361(b)	1108418
	Rotation (drive end view)		Clockwise			
Motor control	Switch (solenoid, manual)		Solenoid			
	Starting procedure		3 & 4-SPD - Place gearshift lever in neutral & depress clutc AUTOMATIC - Place gearshift lever in N or P position INITIAL START - Press accelerator to floor & release. Tu ignition to START, release as soon as engine starts.			
Motor Drive	Engagement type		Positive shift solenoid			
	Pinion meshes (front, rear)		Rear			
	Number of teeth	Pinion	9			9
		Flywheel – Manual	153			168
		Flywheel – Auto.	153			168
	Flywheel tooth face width	Manual	.4010-.4130			.4100-.4220
		Auto.	.4010-.4130			.4100-.4220

(a) 1100834 used when automatic transmission is specified.

(b) 1108338 when used with Powerglide and 300 HP engine.
1108420 when used with Turbo Hydra-Matic and 300 HP engine.

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MAKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED 02-14-69

MODEL	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 & 300 HP	V8-396 325 HP

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std. Opt., N.A.		Standard			
	Transistorized – Std., Opt., N.A.		Not available			
	Other (specify)		None			
Coil	Make		Delco-Remy			
	Model		1115208	1115293		
	Amps	Engine stopped	4.0			
		Engine idling	1.8			
Distributor	Make					
	Model		REFER			
	Centrifgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)				
		Intermediate points deg. @ rpm	TO			
		Max. deg. @ rpm				
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	PAGE			
		Intermediate points, deg. @ in. Hg.	NINE			
		Max. deg. in. Hg.				
	Breaker gap (in.)		.019			
	Cam angle (deg.)		31 - 34	29-31	28-30	
	Breaker arm tension (oz.)		19-23		28-32	
Timing	Crankshaft deg. @ rpm		Refer to page nine			
	Mark location		Torsional damper			
Spark Plug	Make		AC Spark Plug			
	Model		ACR46N	ACR45S	ACR44S	ACR44N
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033-.038			
Cable	Conductor type		Linen core impregnated with electrical conducting materi			
	Insulation type		Rubber with Neoprene jacket			
	Spark plug protector		Neoprene			

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cable

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MODEL	L6-230 140 HP	L6-250 155 HP	V8-307 200 HP	V8-350 250 HP	V8-350 300 HP	V8-396 325 HP

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dial
	Trip odometer (yes,no)	No
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
Wind-shield wiper	Type – Standard	Electric Two-speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	4.5 - 6.5 @ 12.5V (Low note) 4.2 - 6.2 @ 12.5V (Hi-note)

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet; single dry disc		Chevrolet; single dry disc centrifugal
Type pressure plate springs		Diaphragm		Diaphragm, bent finger design
Total spring load (lb.)		1650-1850	2100-2300 (a)	2450-2750
No. of clutch driven discs		One		
Clutch facing	Material	Woven type asbestos		
	Outside & inside dia.	9.12 x 6.12	10.34 x 6.50	11.00 x 6.50
	Total eff. area (sq.in.)	71.82	101.54	123.70
	Thickness	.135		.140
	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		

(a) 1900-2200 lbs. with V8-307 & 3-Spd. Trans.

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AKE OF CAR CAMARO MODEL YEAR 1969 DATE ISSUED 10-15-68 REVISED (•) 2-14-69

ODEL	L-6 230, L-6 250 307 V-8	350 V-8 396 V-8

RIVE UNITS – TRANSMISSIONS

anual 3-speed (std. or opt.)	Standard
anual 4-speed (std. or opt.)	Optional
anual with overdrive (std. or opt.)	Not Available
utomatic (std. or opt.)	Optional

RIVE UNITS – MANUAL TRANS.

		3-Spd.	4-Spd.	HD 3-Spd	4-Spd
umber of forward speeds		3	4	3	4
ransmis-ion ratios	In first	2.85	2.85	2.42	2.52
	In second	1.68	2.02	1.58	1.88
	In third	1.00	1.35	1.00	1.46
	In fourth	--	1.00	--	1.00
	In reverse	2.95	2.85	2.41	2.59
ynchronous meshing, specify gears		All forward speeds			
hift lever location		Steering column 3-speed Floor mounted HD 3-speed and 4-speed			
ubricant	Capacity (pt.)	3		3.5	3
	Type recommended	Meeting Military Specs MIL-L-2105B			
	SAE viscosity number: Summer	SAE 80			
	SAE viscosity number: Winter	SAE 80			
	SAE viscosity number: Extreme cold	SAE 80			

RIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

ype (planetary or other)		
anual lockout (yes, no)		NOT
ownshift accelerator control (yes, no)		
inimum cut-in speed		
ear ratio		AVAILABLE
ubricant	Capacity (pt.) (Overdrive only)	
	Separate filler (yes, no)	
	Type recommended	
	SAE viscosity number: Summer	
	SAE viscosity number: Winter	
	SAE viscosity number: Extreme cold	

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MODEL

Powerglide		Torque-Drive	Turbo Hydra-Matic	
L6-230 L6-250 V8-307	V8-350	L6-230 L6-250	L6-230&250 V8-307&350	V8 - 396

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name	Powerglide		Torque-Drive	Turbo Hydra-Matic	
Type describe	Torque converter with planetary gears				
Selector location	Steering column, floor mounted with console available optionally				
List gear ratios Selector Pattern and indicate which are used in each selector position	P-Park R-1.82 N-Ntrl. D-1.82-1.00 L-1.82	P-Park R-1.76 N-Ntrl. D-1.76-1.00 L-1.76	P-Park R-1.82 N-Neutral Hi-1.82-1.00 1st-1.82	P-Park R-1.93 N-Neutral D-2.52-1.52-1.00 L_2-2.52-1.52 L_1-2.52	P-Park R-2.00 N-Neutral D-2.48-1.48-1.00 L_2-2.48-1.48 L_1-2.48
P/Gld. Max. upshift speed—drive range	63(L6 230&250); 68(V8-307); 81(V8-350 L65); 73(V8-350 L48)				
* Max. kickdown speed—drive range	59(L6 230&250); 65(V8-307); 76(V8-350 L65); 69(V8-350 L48)				
Torque convertor: Number of elements	3				
Torque convertor: Max. ratio at stall	2.10		2.10	2.10	2.10
Torque convertor: Type of cooling (air, liquid)	Air				
Torque convertor: Nominal diameter	11.75		11.75	11.75	12.20
Lubricant: Capacity—refill (pt.)	6	6.5	6	5	8
Lubricant: Type recommended	A suffix A				
Special transmission features					

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube
Outer diam. x length* x wall thickness	Manual 3-speed trans.	2.75 x 49.56 x .065
	Manual 4-speed trans.	Same as 3-speed
	Overdrive transmission	Not available
	Automatic transmission	Same as 3-speed

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

(Continued)

* Turbo Hydra-Matic

Upshift - L6 230 & 250 (1-2 33-52;2-3 68-82) V8-307 (1-2 38-56; 2-3 71-86) V8-350 L65 (1-2 44-63; 2-3 81-97) V8-350 L48 (1-2 37-53; 2-3 67-81) V8-396 (1-2 41-56; 2-3 80-99)

Kickdown - L6 230 & 250 (2-1 44-23; 3-2 79-64) V8-307 (2-1 48-25; 3-2 83-67) V8-350 L65 (2-1 52-28; 3-2 94-77) V8-350 L48 (2-1 43-23; 3-2 78-64) V8-396 (2-1 43-21; 92-72)

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MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)		None
	Lubrication (fitting, prepack)		--
Slip Yoke	Type		Yoke
	Number of teeth		27
	Spline O.D.		1.502-1.503
Universal joints	Make and Mfg. No.		Chevrolet 3841935
	Number used		Two
	Type (ball and trunnion, cross)		Cross
	Rear attach. (u-bolt, clamp, etc.)		U-bolt
	Bearing	Type (plain, anti-friction)	Anti-friction
		Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)			Springs
Torque taken through (torque tube or arms, springs)			Springs

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.50
No. of differential pinions			Two
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		3.5
	Type recommended		Meeting Military Specs. MIL-2105B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.56	2.73	3.08	3.36	2.73	3.07	3.31	3.55	3.73	4.10
No. of teeth	Pinion	16	15	12	11	15	14	13	11	11	10
	Ring gear	41	41	37	37	41	43	43	39	41	41
Ring Gear O.D.		8.125				8.875					

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MODEL

DRIVE UNITS – WHEELS

Type & material		Short spoke disc, steel
Rim (size & flange type)	Std.	14 x 6
	Opt.	14 x 7
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.75
	Number and size	5 hex nuts, 7/16-20 UNF-2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		E78-14-B (2x2) - L6-230, 250, V8-307 & 350 (L65) F70 x 14-B (2 x 2) V8-350 (L48) & 396
	Type (bias, radial, etc.)		Bias
	Full rated Inflation * Press.	Front	E78-14 Cold 26, Hot 32; F70-14 Cold 26, Hot 32
		Rear	E78-14 Cold 28, Hot 34; F70-14 Cold 26, Hot 32
	Rev. Mile at 50 MPH		802-E78-14; 791-F70 x 14
Optional	Size, ply rating, & ply		F70 x 14-B (2 x 2) E70 x 15-B (2 x 2)

BRAKES – PARKING

Type of control		Foot pedal apply; "T" handle release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	--
	Drum diameter	--
	Lining size (length x width x thickness)	--

* Pressures shown are up to base vehicle load limit (5-passengers plus 200 lbs) Optional load (1 to 5 passengers) for E78-14, Front-26 cold, 32 hot; Rear 24 cold, 30 hot.

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MODEL

BRAKES – SERVICE				STANDARD	FRONT DISC (Optional)
Type (drum) or (disc & no. of pistons)				Drum (front finned)	Disc
Self adjusting (std., opt., N.A.)				Standard	
Special Valving	Type (proportion, delay, metering, other)			Metering	
Power brake make & type (remote, int., etc.)		Std.		--	(a)
		Opt.		(a)	--
Effective area (sq. in.) *				155.2	114.0
Gross lining area (sq. in.) **				168.9	118.1
Swept area (sq. in.) ***				268.6	332.4
Front to Rear Effectiveness Relationship				64	64
Drum	Diameter (nominal)	Front		9.5	
		Rear		9.5	
	Type and material			Composite; cast iron; steel web	Cast iron
Rotor	Outer working diameter			--	11.0
	Inner working diameter			--	7.18
	Working width			--	1.00
	Material & type (vented/solid)			--	Cast iron vented
Wheel cylinder bore	Front			1.125	2.9375
	Rear			.875	.875
Master Cylinder	Bore			1.00	1.125
	displacement distribution	Front	%	62	70
		Rear	%	38	30
Pedal arc ratio				6.20	3.82
Line pressure at 100 lb. pedal load				790	
Shoe Clearance	Front			Self adjusting	
	Rear			Self adjusting	
Brake lining	Bonded or riveted			Bonded	Riveted
	Front Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.5 x .17	5.96 x 2.21 x .41
			Second. or inboard	9.75 x 2.5 x .20	5.96 x 2.21 x .41
		Segments per shoe		One	
	Rear Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.0 x .17	9.01 x 2.0 x .17
			Second. or inboard	9.75 x 2.0 x .20	9.75 x 2.0 x .20
		Segments per shoe		One	

* 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 contact circumference.)

(a) - Delco-Moraine vacuum power unit; integral.

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MODEL

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: Tilt achieved with universally-jointed steering shaft at base of steering wheel
		(std., opt., NA)		Optional
Wheel diameter		Manual		Oval-16.25 x 15.50
		Power		Oval-16.25 x 15.50
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		39.9
		Curb to curb (l. & r.)		37.5
	Inside rear	Wall to wall (l. & r.)		NA
		Curb to curb (l. & r.)		NA
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw
		Ratios	Gear	24.1
			Overall	28.3:1
	No. wheel turns (stop to stop)			4.8
Power	Type (coaxial, linkage, etc.)			Integral, with vane type pump
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1-12.4:1
			Overall	15.5:1-11.8:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.2
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination or camber (deg.)			8-1/4 to 9-1/4
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with non-metallic bearing surface
		Thrust		None
Whl. Align. (range at curb wt. & 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				Steering knuckle with spherical joints
Wheel Spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7491-.7497
	Thread size			3/4-20 NEF-3 (modified)
	Bearing type			Taper roller

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MODEL

SUSPENSION – GENERAL

(See Supplement 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		

SUSPENSION – FRONT

Type and description		Independent: SLA type with coil springs and concentric shock absorber and spherically-jointed 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; 121.76 x .592
	Spring rate (lb. per in.)	280
	Rate at wheel (lb. per in.)	99 (L6-Engines) 111 (V8-Engines)
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel .0875

SUSPENSION – REAR

Type and description			Salisbury rear axle with leaf springs (a)
Drive and torque taken through			Rear Springs
Spring	Type		Single leaf (a)
	Material		Chrome carbon steel
	Size (length x width, coil design height & I.D., bar length & dia.)		56.0 x 2.80 (at center)
	Spring rate (lb. per in.)		115 (Single leaf) 100 (Multiple leaf)
	Rate at wheel (lb. per in.)		
	Mounting insulation type		Rubber bushed at shackle and hangers
	If leaf	No. of leaves	One
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		None
	Material		--
Track bar type			None

(a) Multiple leaf springs with V8-350 & 396 engine transmission combinations.

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MODEL 12400

FRAME

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

BODY – MISCELLANEOUS INFORMATION

		2-Door Sport Coupe	Convertible
Drs. hinged: Front doors (front, rr.) - Rear doors		Front	
		None	
Type of finish (lacquer, enamel, other)		Acrylic lacquer	
Hood counterbalanced (yes, no)		Yes	
Hood release control (internal, external)		External	
Vehicle Indent. No. location		Top left hand of instrument panel pad	
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		Lock, mounted on steering column; locks steering wheel transmission shift levers and ignition.	
Vent window control method (crank, friction pivot)	Front	None	
	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 plate	
Side glass type (i.e., curved - tempered plate)		Curved - tempered plate	
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved, tempered plate	Plastic
Windshield glass exposed surface area		1032.6	990.5
Side glass exposed surface area		1128.6	1199.0
Backlight glass exposed surface area		819.2	834.0
Total glass exposed surface area		2980.4	3023.5

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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	NA	
	Backlight or tailgate	NA	
Power seats (specify type as well as availability)		NA	
Reclining front seat back (R-L or both)		NA	
Front seat head restrainer (R-L or both)		Standard - both R & L	
Radios (specify type as well as availability)		Optional - AM-FM stereo radio Optional - AM Push-button, AM-FM Push-button	
Rear seat speaker		Optional	
Power antenna		NA	
Clock		Optional	
Air conditioner (specify type and availability)		Optional - Four-season; GM Chevrolet	
Speed warning device		Optional	
Speed control device		Optional	
Ignition lock lamp		NA	
Dome lamp		Standard	NA
Glove compartment lamp		Optional	
Luggage compartment lamp		Optional	
Underhood lamp		Optional	
Courtesy lamp		Optional 12437	Standard 12467
Map lamp		NA	
Auto. trans. quad. lamp		Standard	
Cornering light lamp		NA	

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	25.5
		Lowest	
	Tail	Highest	23.3
		Lowest	23.1
	Sidemarker	Front	
		Rear	
Distance from C L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

* If single headlamps are used enter here

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WEIGHTS

	CURB WEIGHT* POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. in Front		Pass. in Rear			
	Fron.	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
Model 230 6 Cyl. Engine									
2-Door Sport Coupe	1640	1365	3005	44.0	56.0	18.6	81.4	110.2	26.3
Convertible	1720	1535	3255	44.0	56.0	16.0	84.0	110.2	26.3
307 V-8 Engine:									
2-Door Sport Coupe	1735	1385	3120	44.0	56.0	18.6	81.4	110.2	32.9
Convertible	1815	1555	3370	44.0	56.0	16.0	84.0	110.2	32.9

Accessories & Equipment Differential Weights				Remarks
250 Cu. In. 6 Cyl.	+ 17	0	+ 17	RPO L22
350 Cu. In. V-8	+ 39	+ 47	+ 86	RPO L65
350 Cu. In. V-8	+ 39	+ 47	+ 86	RPO L48
396 Cu. In. V-8	+198	+ 50	+248	RPO L35
H. D. 3-Spd. Trans.	+ 24	+ 7	+ 31	RPO MC1
4-Spd. Trans.	+ 11	+ 5	+ 16	RPO M20
Powerglide Trans.	- 12	2	- 10	RPO M35 - (L-6); F -2, R -3, Total -5 (V8)
Turbo Hydra-Matic Trans	+ 17	+ 6	+ 23	RPO M40 (All other V8 engines)
Turbo Hydra-Matic Trans	+ 44	+ 13	+ 57	RPO M40 (396 V8 engines only)
Torque-Drive Trans.	- 34	17	- 17	RPO MB1
Electric Windows	+ 9	+ 10	+ 19	
Electric Folding Top	+ 2	+ 6	+ 8	
Air Conditioning	+ 89	+ 8	+ 97	
Power Brakes	+ 9	+ 2	+ 11	
Power Disc Brakes	+ 22	+ 4	+ 26	Front only
	+ 50	+ 47	+ 97	Front and Rear
Floor Shift	+ 7	+ 2	+ 9	Transmission control
Power Steering	+ 28	0	+ 28	
Tape Player	+ 16	+ 5	+ 21	
Push Button Radio	+ 6	+ 2	+ 8	
Radio Stereo	+ 12	- 5	+ 17	

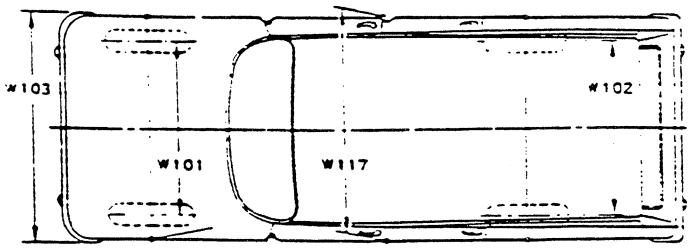
*Reference – SAE Aerospace-Automotive drawing standards, Section E 1 02 (d).

AMA Specifications—Passenger Car

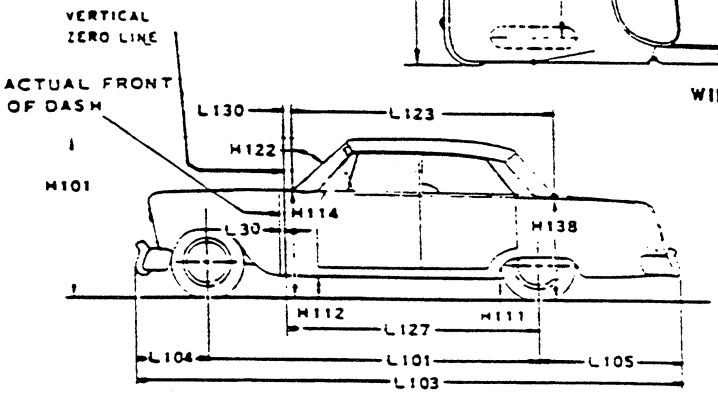
CAR AND BODY DIMENSIONS

KEY SHEET

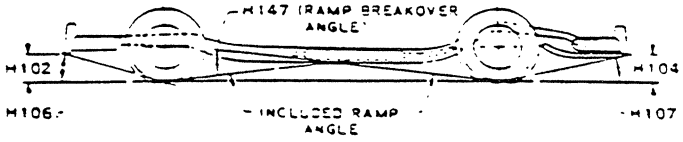
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

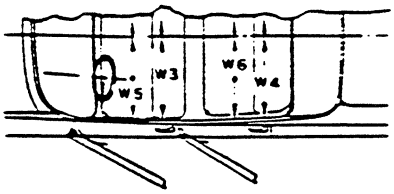


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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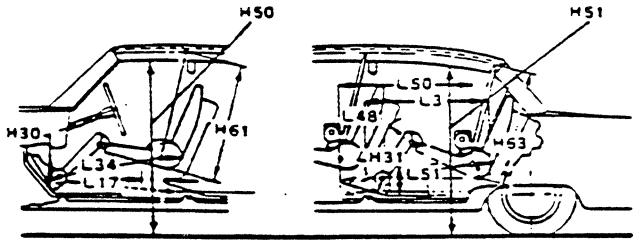
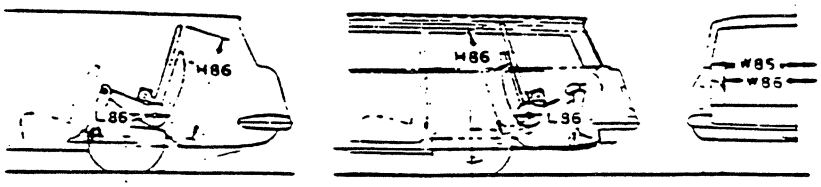
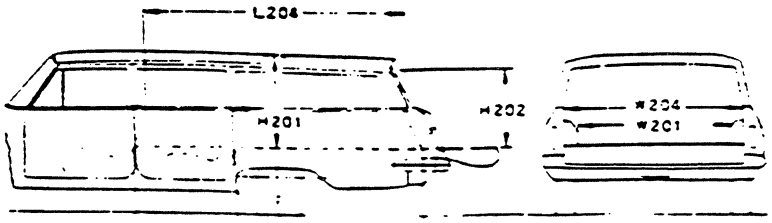


FRONT COMPT. REAR COMPT.



THIRD SEAT



L202

CARGO SPACE

CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD – FRONT. Measured at centerline of tires, with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 – 108) or graphically for reporting purposes.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the sole touching the pedal.

H 30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L 17 – POINT TRAVEL. The car seat's fore and aft dimension between the H Points in the most forward and rearward seat assist ons.

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimension between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 – 105.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches, with rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tailgate and liftgates fully open.

V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W_4 \times L_{202} \times H_{201}}{C_3}$$

INDEX

AMA Specifications—Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CAMARO	
	MODEL YEAR 1969	ISSUED 11-1-68 REVISED (0)

NOTES:
1. The General 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, style names; use manufacturer's code for series & body style.

	V-8 Engine 302 Cubic Inch
2-Door Sport Coupe - Z-28 Option	12437

AMA Specifications—Passenger Car

AKE OF CAR Camaro MODEL YEAR 1969 DATE ISSUED 11-1-68 REVISED (0)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

MODEL	SAE Ref. No.	2-Door Coupe - Z-28 Option
WIDTH		
Track – Front	W101	59.6
Track – Rear	W102	59.5
Maximum overall car width	W103	74.0
Body width at No. 2 pillar	W117	
LENGTH		
Body "O" to front of dash	L 30	0.5
Wheelbase	L101	108.0
Overall car length	L103	186.0
Overhang – front	L104	37.1
Overhang – rear	L105	40.9
Body upper structure length	L123	
Body "O" line to ℄ of rear wheel	L127	90.0
Body "O" line to w s cowl point	L130	
GHT		
Passenger Distribution (front & rear)		2 & 2
Trunk/Cargo load (lbs.)		
Overall height	H101	51.1
Cowl height	H114	36.4
Deck height	H138	
Rocker panel – front: To ground	H112	8.1
Rocker panel – front: From front wheel ℄	H112	
Rocker panel – rear: To ground	H111	6.8
Rocker panel – rear: From rear wheel ℄	H111	
Windshield slope angle	H122	52.4
GROUND CLEARANCE		
Bumper to ground – front	H102	23.0
Bumper to ground – rear	H104	21.2
Angle of approach	H106	25.2
Angle of departure	H107	18.5
Ramp breakover angle	H147	12.4
Min. running clearance (Specify)	H156	5.1 (Exhaust system to ground)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1969 DATE ISSUED 11-1-68 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-Door Sport Coupe - Z-28 Option
FRONT COMPARTMENT		
Effective head room	H61	37.1
Max. eff. leg room – accelerator	L34	42.5
H Point to Heel point	H30	7.7
H Point travel	L17	4.0
Shoulder room	W 3	56.5
Hip room	W 5	56.3
Upper body opening to ground	H50	47.0
REAR COMPARTMENT		
H Point couple distance	L50	27.0
Effective head room	H63	36.7
Min. effective leg room	L51	29.2
H Point to Heel point	H31	9.4
Min. knee room	L48	+0.8
Rear Compartment room	L 3	22.5
Shoulder room	W 4	53.6
Hip room	W 6	54.6
Upper body opening to ground	H51	
LUGGAGE COMPARTMENT		
Usable luggage capacity	V 1	8.5
Liftover height	H195	28.1
Position of spare tire storage		Right side trunk
Method of holding lid open		Actuating torsion rods and spring loaded hinges
STATION WAGON – THIRD SEAT		
Shoulder Room	W85	
Hip room	W86	
Effective leg room	L86	NOT
Effective head room	H86	APPLICABLE
Seat facing direction		
STATION WAGON – CARGO SPACE		
Cargo length at floor – front seat	L202	
Cargo length at belt – front seat	L204	NOT
Cargo width – Wheelhouse	W201	APPLICABLE
Opening width at belt	W204	
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

AMA Specifications—Passenger Car

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO* (Std. first) (Indicate A, C ratios) **			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM		A	B	C	D
12437						4-Speed (2.52:1 Low)	3.73	3.55	4.10	3.07
2-Door Sport Coupe Z-28 Option	302	One: 4-bbl.	11.0:1	290 @ 5800	290 @ 4200	4-Speed (2.20:1 low)	3.73	3.55	4.10	----
						H.D. 4-Speed (2.20:1 low)				

* Positraction required for 4.10; optional for all others

** Air Conditioning not available

A - Standard

B - Economy

C - Performance

D - Special

AMA Specifications—Passenger Car

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MODEL Z-28 Option

ENGINE – GENERAL

Type, no. cyls, valve arr.		90° V-8 OHV
Bore and stroke (nominal)		4.002 x 3.005
Piston displacement, cu. in.		302
Bore spacing (℄ to ℄)		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)		11.00:1
Cylinder Head Material		Cast alloy iron
Cylinder Block Material		Cast alloy iron
Cyl. Sleeve-Wet, dry, none		None
Number of mtg. points	Front	Two
	Rear	One
Engine installation angle		30 55'
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

ENGINE – PISTONS

Material			Aluminum impact extruded
Description and finish			Doomed head; slipper skirt
Weight (piston only) oz.			21.71
Clearance (limits)	Top land		.0305 - .0395
	Skirt	Top	.0036 - .0042 (a)
		Bottom	
Ring groove depth	No. 1 ring		.2218 - .2283
	No. 2 ring		.2218 - .2283
	No. 3 ring		.2038 - .2103
	No. 4 ring		None

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

(a) Measured 2.08 from top of piston

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DEL — Z-28 Option

ENGINE – RINGS

Compression (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, straight face; Moly filled groove
	Lower	Cast alloy iron, inside bevel, tapered face; chrome plated
	Width	Upper .0770-.0775; Lower .0775-.0780
	Gap	Upper .010-.020; Lower .013-.023
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
Fit	Locked in rod, in piston, floating etc.		Locked in rod
	Bushing	In rod or piston	None
		Material	None
Clearance	In piston		.00045-.00055
	In rod		
Direction & amount offset in piston			None

ENGINE – CONNECTING RODS

Material		Drop forged steel
Weight (oz.)		21.60
Length (center to center)		5.695-5.705
Bearing	Material & Type	Premium aluminum
	Overall length	.807
	Clearance (limits)	.0007-.0028
	End play	.009-.013

AMA Specifications—Passenger Car

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ODEL Z-28 Option

NGINE – 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	2.4497 x .752
		No. 2	2.4499 x .752
		No. 3	2.4499 x .752
		No. 4	2.4499 x .752
		No. 5	2.4507 x 1.777
		No. 6	None
		No. 7	None
	Dir. & amt. cyl. offset		None
Crankpin journal diameter			2.099-2.100

NGINE – CAMSHAFT

Location			In block above crankshaft
al			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		Nylon teeth with aluminum hub
	Timing chain	No. of links	46
		Width	.740
		Pitch	.500

NGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Not available
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.50
Operating tappet clearance (indicate hot or cold)	Intake	.025
	Exhaust	.025

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1969 DATE ISSUED 11-1-68 REVISED

MODEL Z-28 Option PART # 3927141 (3927140 w/ Jerman Camshaft)

ENGINE – VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (BTC)	60° 50'	38° 17'
		Closes (ABC)	105° 23'	81° 33'
		Duration - deg.	346° 13'	299° 50'
	Exhaust	Opens (BBC)	108° 50'	88° 17'
		Closes (ATC)	57° 23'	45° 7'
		Duration - deg.	346° 13'	313° 24'
	Valve opening overlap		118° 13'	83° 24'
Intake	Material		Alloy steel	
	Overall length		4.8704-4.8896	
	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. & length	Valve closed (lb. @ in.)	76-84 @ 1.70	
		Valve open (lb. @ in.)	194-206 @ 1.25	
	Inner spring press. & 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. & length	Valve closed (lb. @ in.)	76-84 @ 1.70	
		Valve open (lb. @ in.)	194-206 @ 1.25	
	Inner spring press. & 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 piled from camshaft bearings
	Cylinder walls	Pressure jet cross sprayed

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR Camaro MODEL YEAR 1969 DATE ISSUED 11-1-68 REVISED (•)

MODEL Z-28 Option

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. engine rpm)	30-45 PSI @ 1500 RPM-Bench test - no flow conditions
Oil press. sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, part., other)	Full-flow
Filter replacement (element, complete)	Complete
Capacity of c case, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	20°F and above -20 W, 10W-30, 10W-40, 20W-40 0° F to 60° F - 10@, 5W-30, 10W-30, 10W-40 Below 0° F. 5W, 5W-20, 5W-30
Engine Service Reqmt. (MM, MS, etc.)	MS or DG

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual, chambered exhaust
Muffler No. & type (reverse flow, straight thru, separate resonator)		4-Chambered - (2 forward; 2 rearward)
Exhaust pipe dia. (O.D., wall thick.)	Front	2.25 x .073 .091 laminated
	Rear	2.00 x .062 - .076
pipe dia. (O.D. & wall thickness)		2.00 x .060

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system
	Optional	
Control Unit	Make and model	AC Apark Plug 6424251
	Location	Left front rocker cover
	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)	Carburetor air cleaner
	Flame arrestor (screen, check valve, other)	Screen

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MODEL Z-28 Option

ENGINE – EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)			Air Injection reactor equipment
Air Injection Pump	Type		Semi-articulated vane type
	Displacement		19.3 cubic inch
	Drive ratio		1.15:1
	Drive type		Crankshaft pulley
	Relief valve (type)		Diverter valve - separate from pump
	Filter (describe)		Centrifugal 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)		Diverter valve
Carburetor	Make		Holley
	Model		3923289
	Barrel size		1.686 (primary & secondary)
	Idle speed	Drive	--
		Neutral	900 RPM
	Idle A/F mixture		Not specified
Distributor	Aux. Adv. Systems (type)		None
	Make		Delco Remy
	Model		1111480
	Centrifgal adv. in crank degrees : eng. rpm	Start (rpm)	1250
		Intermed. points deg. : rpm	23 @ 2150
		Max. deg. : rpm	32 @ 4400
	Vacuum adv. in crank degrees : eng. rpm	Start (in Hg)	8.00
		Intermed. points deg. : in. Hg	None
		Max. deg. : in.	15 @ 15.5
	Vacuum Source		Carburetor
Timing - Crank degrees : rpm			4° BTC @ Idle
Cooling System			
Exhaust System			

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DEL Z-28 Option

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

nduction type: Carburetor, fuel injection, supercharger.			Carburetor
Fuel Tank	Refill capacity (U.S. gals.)		18 (approximately)
	Filler location		Behind hinged rear license plate
Fuel Pump	Type (elec. or mech.)		Mechanical
	Locations		Right side front of engine
	Pressure range		7.50-9.00 PSI*
Vacuum booster (std., optional, none)			None
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank
	Locations		and plastic filter in carburetor inlet
Carburetor	Choke type		Automatic
	Intake manifold heat control (exhaust or water)		Exhaust
	Air cleaner type	Standard	Oil-wetted paper element
		Optional	None
	Idle speed (spec. neutral or drive)	Manual	900 RPM @ Idle
		Automatic	---
		Idle A F mix.	Not specified

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
12437	~~320~~ 302	4-Speed	Holley	3923289	One; 4-BBL	1.686 Primary & Secondary

* Shut off pressure - 1800 RPM at pump outlet

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MODEL Z-28 Option

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°
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 (inter., ext.)			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.)		None
Water jackets full length of cyl. (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)	None
		Inside diameter	None
Fan	Number of blades & spacing		7-staggered
	Diameter		18.00
	Ratio-fan to crankshaft rev.		.949:1
	Fan cutout type		Thermo-modulated viscous
	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)	46.50	35.00									
Width	.380										

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MODEL Z-28 Option

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco Remy 1980032
	Voltage Rtg. & Total Plates		12 volts - 54 plates
	SAE Designation & Amp. Hr. Rtg.		45 amp hr. @ 20 hr. rate
	Location		Right side front of engine
	Terminal grounded		Negative
Generator or Alternator	Make		Delco-Remy
	Model		1100837
	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		119515
	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 amperes
		Other	None

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make		Delco-Remy
	Model		1108367
	Rotation (drive end view)		Clockwise
Motor control	Switch (solenoid, manual)		Solenoid
	Starting procedure		Place gearshift lever in neutral and depress clutch INITIAL START-Press accelerator to floor and release Turn ignition to START, release as soon as engine starts
Motor Drive	Engagement type		Positive shift solenoid
	Pinion meshes (front, rear)		Rear
	Number of teeth: Pinion		9
	Number of teeth: Flywheel	Manual	153
		Auto.	--
	Flywheel tooth face width	Manual	.4010-.4130
		Auto.	--

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MODEL Z-28 Option

ELECTRICAL – IGNITION SYSTEM

Type	Conventional – Std., Opt., N.A.		Standard
	Transistorized – Std., Opt., N.A.		N.A.
	Other (specify)		None
Coil	Make		Delco Remy
	Model		1115298
	Amps	Engine stopped	4.0
		Engine idling	1.8
Distributor	Make		Delco-Remy
	Model		1111480
	Centrifgal adv. in c shaft degrees @ engine rpm (nominal)	Start (rpm)	1250
		Intermediate points deg. @ rpm	23 @ 2150
		Max. deg. @ rpm	32 @ 4400
	Vacuum adv. in c shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	8.00
		Intermediate points, deg. @ in. Hg.	None
		Max. deg. in. Hg.	15 @ 15.5
	Breaker gap (in.)		.019
	Cam angle (deg.)		29-31
	Breaker arm tension (oz.)		19-23
Timing	Crankshaft deg. @ rpm		4° BTC @ Idle
	Mark location		Torsional damper
Spark Plug	Make		AC Spark Plug
	Model		AC R43
	Thread (mm)		14
	Tightening torque (lb. ft.)		25
	Gap		.033-.038
Cable	Conductor type		Linen core impregnated with electrical conducting material
	Insulation type		Rubber with neoprene jacket
	Spark plug protector		Neoprene

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cable

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MODEL Z-28 Option

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial
	Trip odometer (yes, no)	No
Charge indicator – type		Ammeter
Temperature indicator – type		Electric Gauge
Oil pressure indicator – type		Electric Gauge
Fuel indicator – type		Electric Gauge
Other		Tachometer
Windshield wiper	Type – Standard	Electric Two-Speed
	Type – Optional	None
Windshield washer	Type – Standard	Push Button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	4.5-6.5 @ 12.5 (low note) 4.2-6.2 @ 12.5 (Hi-Note)

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet- single dry disc centrifugal
Type pressure plate springs		Diaphragm bent finger design
Total spring load (lb.)		2300-2600
. of clutch driven discs		One
Clutch facing	Material	Premium grade woven asbestos
	Outside & inside dia.	10.34 x 6.50
	Total eff. area (sq.in.)	101.54
	Thickness	.135
	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	Z-28 Option

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 TRANS.

Number of forward speeds		4	
Transmission ratios	In first	2.52	2.20
	In second	1.88	1.64
	In third	1.46	1.27
	In fourth	1.00	1.00
	In reverse	2.59	2.26
Synchronous meshing, specify gears		All forward speeds	
Shift lever location		Floor	
Lubricant	Capacity (pt.)	3	
	Type recommended	Meeting Military Specs 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 TRANS. W/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		NOT
Gear ratio		
Lubricant	Capacity (pt.) (Overdrive only)	
	Separate filler (yes, no)	AVAILABLE
	Type recommended	
	SAE viscosity number – Summer	
	SAE viscosity number – Winter	
	SAE viscosity number – Extreme cold	

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MODEL Z-28 Option

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		
Type describe		
Selector location		NOT
List gear ratios Selector Pattern and indicate which are used in each selecter position		AVAILABLE
Max. upshift speed–drive range		
Max. kickdown speed–drive range		
Torque convertor	Number of elements	
	Max. ratio at stall	
	Type of cooling (air, liquid)	
	Nominal diameter	
Lubricant	Capacity–refill (pt.)	
	Type recommended	
Special transmission features		

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Tubular, exposed
Outer diam. x length* x wall thickness	Manual 3-speed trans.	Not available
	Manual 4-speed trans.	2.75 x 49.56 x .065
	Overdrive transmission	Not available
	Automatic transmission	Not available

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

(Continued)

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MODEL Z-28 Option

DRIVE UNITS – PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	
Slip Yoke	Type	Yoke
	Number of teeth	27
	Spline O.D.	1.502 - 1.503
Universal joints	Make and Mfg. No.	Chevrolet 3841935
	Number used	Two
	Type (ball and trunnion, cross)	Cross
	Rear attach. (u-bolt, clamp, etc.)	U-Bolt
	Bearing — Type (plain, anti-friction)	Anti-friction
	Bearing — Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)		Springs
Torque taken through (torque tube arms, springs)		Springs

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Dual disc clutches
Drive Pinion Offset			1.50
No. of differential pinions			Two
Pinion adjustment (shim, other)			None
Pinion bearing adj. (shim, other)			Shim
Wheel bearing type			Single row cylindrical roller
Lubricant	Capacity (pt.)		3.5
	Type recommended		Meeting Military Specs. MIL-2105B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		3.73	3.55	4.10	3.07	3.31
No. of teeth	Pinion	11	11	10	14	13
	Ring gear	41	39	41	43	43
Ring Gear O.D.		8.875				

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MODEL Z-28 Option

DRIVE UNITS – WHEELS

Type & material		Short spoke disc, steel
Rim (size & flange type)	Std.	15 x 7
	Opt.	None
Attachment	Type (bolt or stud)	Stud
	Circle diameter	4.75
	Number and size	5 hex nuts, 7/16-20 UNF-2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply	E70 x 15 - 4 ply
	Type (bias, radial, etc.)	bias
	Full rated Inflation Press. Front	
	Full rated Inflation Press. Rear	
	Rev. Mile at 50 MPH	NA
Optional	Size, ply rating, & ply	NONE

BRAKES – PARKING

Type of control		Foot pedal apply; "T" handle release
Location of control		Left of steering column under instrument panel
Operates on		Rear service brakes
If separate from service brakes	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	

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MODEL Z-28 Option

BRAKES—SERVICE

Type (drum) or (disc & no. of pistons)				Front-Disc; Rear-Drum
Self adjusting (std., opt., N.A.)				Standard
Special Valving	Type (proportion, delay, metering, other)			Metering
Power brake make & type (remote, int., etc.)	Std.			Delco Moraine vacuum power unit; integral
	Opt.			
Effective area (sq. in.)*				114.0
Gross lining area (sq. in.)**				118.1
Swept area (sq. in.)***				332.4
Front to Rear Effectiveness Relationship				
Drum	Diameter (nominal)	Front		11.0
		Rear		9.5
	Type and material			Cast iron front disc; Composite rear cast iron rim, steel web
Rotor	Outer working diameter			11.0
	Inner working diameter			7.18
	Working width			1.00
	Material & type (vented solid)			Cast iron vented
Wheel cylinder bore	Front			2.9375
	Rear			.875
Master Cylinder	Bore			1.125
	displacement distribution	Front	%	69% @ 0 PSI
		Rear	%	31% @ 0 PSI
Pedal arc ratio				3.82
Line pressure at 100 lb. pedal load				
Shoe Clearance	Front			Self adjusting
	Rear			Self adjusting
Brake lining	Bonded or riveted			Riveted
	Front Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	5.96 x 2.21 x .41
			Second. or inboard	5.96 x 2.21 x .41
		Segments per shoe		One
	Rear Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.0 x .17
			Second. or inboard	9.01 x 2.0 x .20
		Segments per shoe		One

* 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 contact circumference.)

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MODEL Z-28 Option

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: Tilt achieved with universally jointed steering shaft at base of steering wheel
	(std., opt., NA)			Optional
Wheel diameter	Manual			Oval - 16.25 x 15.50
	Power			Oval - 16.25 x 15.50
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		39.9
		Curb to curb (l. & r.)		37.5
	Inside rear	Wall to wall (l. & r.)		NA
		Curb to curb (l. & r.)		NA
Manual	Gear	Type		Semi-reversible, recirculating ball nut
		Make		Saginaw
		Ratios	Gear	24:1
			Overall	21.6:1
	No. wheel turns (stop to stop)			3.5
Power	Type (coaxial, linkage, etc.)			Integral with vane type pump
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	16:1 - 12.4:1
			Overall	14.3:1 - 10.8:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.06
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination or camber (deg.)			8 1/4 to 9 1/4
	Bearings (type)	Upper		Ball stud with non-metallic bearing surface
		Lower		Ball stud with non-metallic bearing surface
		Thrust		None
Whl. Align. (range at curb wt. & 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				Steering knuckle with spherical joints
Wheel Spindle	Diamets.	Inner bearing		1.2493-1.2498
		Outer bearing		.7491 - .7497
	Thread size			3/4-20NEF-3 (Modified)
	Bearing type			Taper roller

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MODEL Z-28 Option

SUSPENSION – GENERAL

(See Supplement 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 locking		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		

SUSPENSION – FRONT

Type and description		Independent: SLA type with coil springs and concentric shock absorber and spherically jointed 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; 108.05 x .604
	Spring rate (lb. per in.)	
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless frameless)	Link
	Material & bar diameter	

SUSPENSION – REAR

Type and description			Salisbury rear axle with multiple leaf springs
Drive and torque taken through			Rear springs
Spring	Type		Multiple leaf
	Material		Chrome carbon steel
	Size (length x width, coil design height & I.D., bar length & dia.)		Bar length 56.00; width 2.50
	Spring rate (lb. per in.)		
	Rate at wheel (lb. per in.)		
	Mounting insulation type		Rubber bushed at shackle and hangers
	If leaf	No. of leaves	Five
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		None
	Material		
Track bar type			None

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Z-28 Option

ME

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

DY – MISCELLANEOUS INFORMATION

hinged Front doors		Front
nt, rr.) Rear doors		None
pe of finish (lacquer, enamel, other)		Acrylic lacquer
od counterbalanced (yes, no)		Yes
od release control (internal, external)		External
hicle Indent. No. location		Top left hand of instrument panel pad
gine No. location		Top front of RH bank of cylinder and case
ft protection type		Lock, mounted on steering column; locks steering wheel, transmission shift levers and ignition.
t window control method mk, friction pivot)	Front	None
	Rear	None
t cushion type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
ack type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
dshield glass type (i.e., gle curved - laminated plate)		Curved - laminated plate
e glass type (i.e., curved - pered plate)		Curved - tempered plate
klight glass type (i.e., compound ved - tempered plate, three ce)		Curved - tempered plate
dshield glass exposed surface area		1032.6
e glass exposed surface area		1128.6
klight glass exposed surface area		819.2
al glass exposed surface area		2980.4

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MODEL	Z-28 Option

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	Optional
	Vent windows	NA
	Backlight or tailgate	NA
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard-both
Radios (specify type as well as availability)		Optional:-AM Push Button; AM FM Push Button; AM FM Stereo Radio
Rear seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Not available
Speed warning device		Optional
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
[illegible]derhood lamp		Optional
[illegible]rtesy lamp		Optional
[illegible]op lamp		NA
Auto. trans. quad. lamp		NA
Cornering light lamp		NA

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest	
		Lowest	
	Tail	Highest	
		Lowest	
	Sidemarker	Front	
		Rear	
Distance from C L of car to center of bulb	Headlamp	Inside	
		Outside	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

If single headlamps are used enter here

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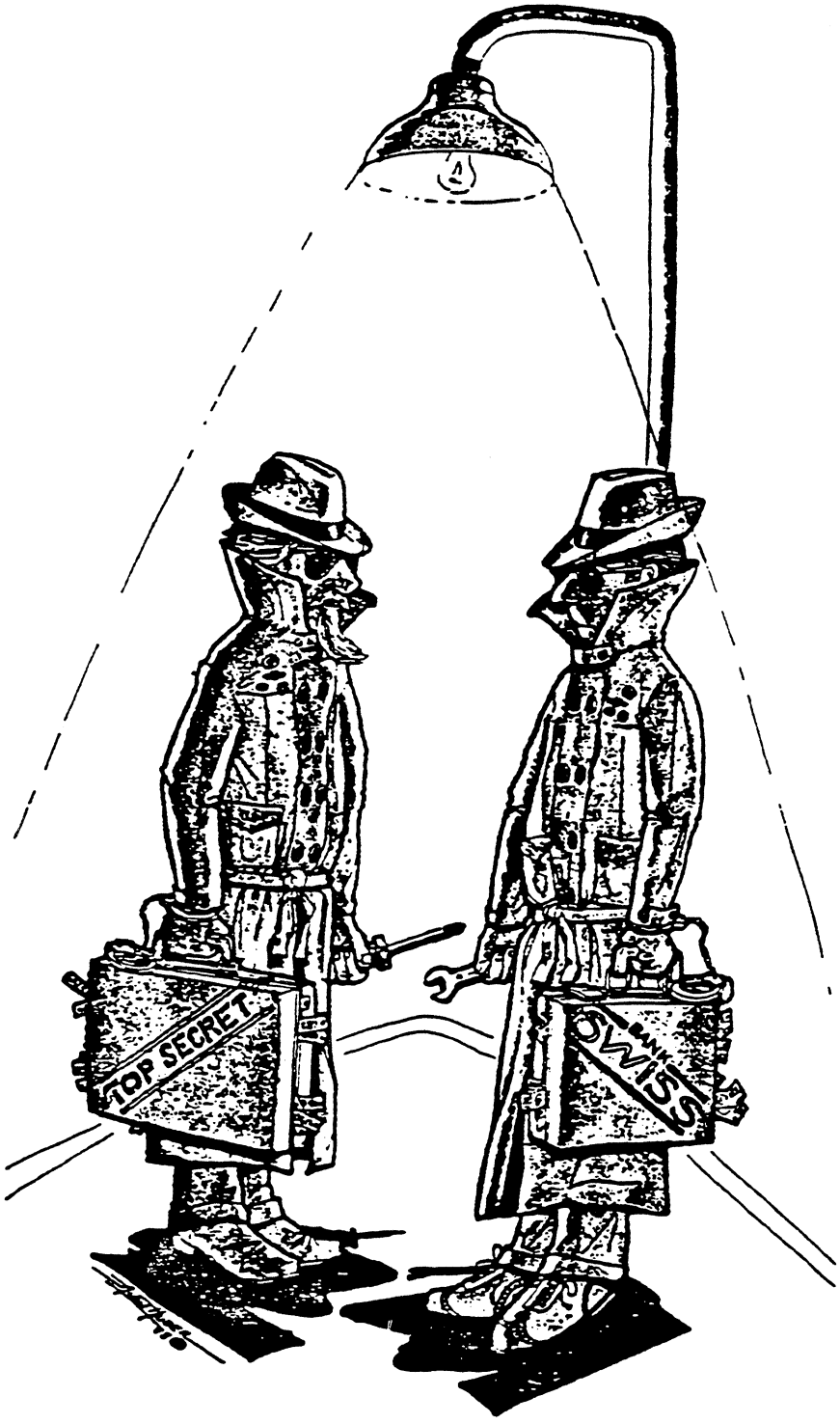
WEIGHTS

	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. in Front		Pass. in Rear			
	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
Model									
2-Door Sport Coupe-12437 (with base 327 cu.in.)	1745	1390	3135					110.2	32.9
With RPO Z-28	1797	1499	3296						

Accessories & Equipment Differential Weights				Remarks
Power Windows	9	10	+19	
Folding Rear Seat	6	32	+38	
Disc Brakes-Front	28	13	+41	
Disc Brakes-Front & Rear			+65	
Power Brakes	9	2	+11	
Power Steering	28	0	-28	
Radio - AM	6	2	+ 8	
Radio - AM/FM	7	3	+10	
Stereo	12	5	+17	
Special Ducted Hood	8	0	+ 8	
Panel & Valance Assy.	-1	+8	+ 7	

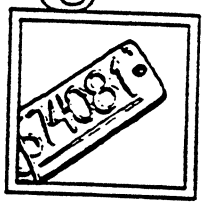
*Reference – SAE Aerospace-Automotive drawing standards, Section E 1 02 (d).



CODE-BUSTING

The Secret of Finding a "Correct" Muscle Car

BY JERRY HEASLEY



Used to be, buying a muscle car was a matter of hunting horsepower. Today, it's a matter of hunting codes, then trying your dangdest to figure out what they mean. It sounds like the old game of checking for original equipment, but it goes much deeper. Yeah, originality certainly means having the correct engine and transmission in the chassis for which they were intended, but it also means the right air cleaner, original four-barrel, right down to the vintage five-blade fan, and perhaps the red fiberglass inner fender wells like on a W-30 Olds.

Code-checking, or code-busting, as we call it, says let's forget about nit-picking that little originality stuff, and get down to figuring out what those data plates, warranty tags and VINs add up to.

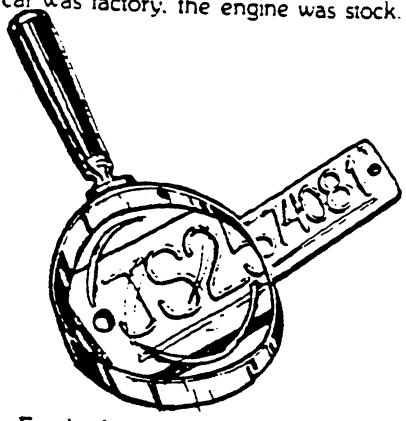
And that's mighty important when it comes to a vintage muscle car, which was a factory-built hot rod. Being factory built is the key to value, and that is the reason for all this deciphering of hieroglyphics. A 440 big-block in a 1970 'Cuda that originally came with a 340 is a bogus car. That is, it is a bogus factory muscle car. You can build a 440 pony and certainly make a hot car, maybe with enough horsepower to whip a K-code (440) 'Cuda, but the built 'Cuda will never be a factory muscle car.

This is history, of course. In essence, the muscle car has become more than the sum of its parts, or should we say, more than the sum of the parts of the equally fast, and possibly identical modified—like the 340 'Cuda with the 440 engine swap.

That's why it is ultra-important to get familiar with codes, which is exactly what enthusiasts have been doing for the past 10 years or so. When that

ILLUSTRATION BY ALAN HUBER

Cobra Jet Mustang was brand new, owners didn't even think about VINs or R-codes or data plates. Obviously, the car was factory, the engine was stock.



For the first 10 years or so of a muscle car's life, prices dipped on a normal depreciation curve, and codes were still of little concern. An engine swap was just that, with no concerns about history. Swaps were common, from a six to a V8, or small-block to big-block, even big-block to small-block was not unheard of.

Finally, in the 1980s, when prices started to jump, codes got downright important, and have been getting more serious with higher prices.

What's so trick about all this is the code language that has evolved, which is an underground lingo of its own, like a foreign language to everybody else in the "normal" world.

Most of this alpha-numeric coding is picked up like a language, just through talking about cars with friends, but it is sourced from books and shop manuals and magazines and club newsletters.

There is no one central source of information to decode every muscle car. Collectors and hot rodders just start piecing the numerals and letters together and build up their unique vocabulary as they get more involved.

Our suggestion with a vintage muscle car is to hunt codes first, then get after the horsepower later, when you're satisfied that your muscle car is a for-real muscle car, factory coded as such.

DATA-PLATE MYSTERIES

It's important to realize that a data plate or cowl tag is sometimes a mystery, and cannot be completely decoded, although research, research and more research can sometimes unlock its secrets.

For example, 1967 Camaro trim tag codes perplexed collectors for many years, as Jim Wirth writes in the October/November edition of the *Camaro Corrall*. But Wirth and fellow enthusiasts of the USCC (United States Camaro Club) were intent on unlocking these codes. Chevrolet was contacted, and they wholeheartedly tried to help, but without success. Chevrolet new-car dealerships dug out old service bulletins and manuals, but they, too, had no luck.

The breakthrough came when the USCC contacted two former Fisher-Body employees who worked with these codes in 1967. These men said they could not help decode, but when they showed the people at USCC how to separate the codes, they provided the missing link that helped Wirth break the mystery.

Now, Camaro owners are blessed with the USCC (1654 Mardon Dr., Dayton, OH 45432). Please include a self-addressed, stamped envelope for any correspondence, they ask.

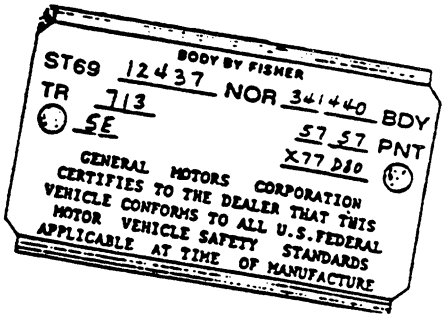
CODE-BUSTING

EXAMPLE 1

When Dan Agnew bought a '69 Z/28 a couple of years ago, he wanted to decode the data plate, trace his Camaro's history, find the original invoice and, in general, document his high-performance coupe.

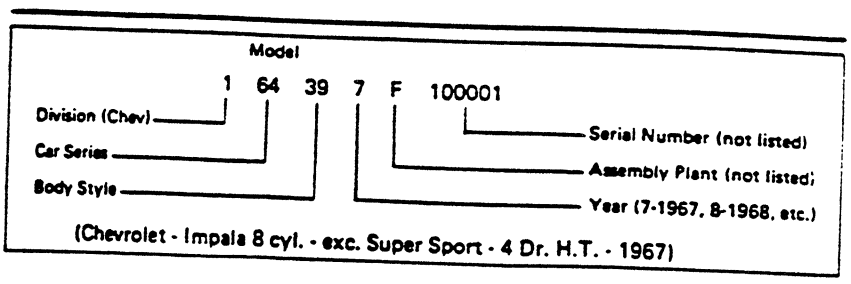
Searching through past owners, he discovered that his Z had once been bracket-raced with a different engine, but luckily, whenever the car changed hands, the buyer and seller had the foresight to include the stock DZ 302 block and engine in the deal.

By looking at the oil filter on the block, Dan found a six-digit number stamping that matched the serial number of the VIN. He also located the DZ casting on the front of the motor, underneath the alternator, which translated as the original 302 horsepower block.



Next, Dan wrote down the numbers and letters from his data plate, and completely decoded them with help from the United States Camaro Club.

Here's what he wrote down, and complete decoding info.



THE ALL-IMPORTANT VIN

A lot has been said lately about bogus cowl tags and data plates, with their supposed ability to create bogus muscle cars by using the right codes. Thieves, likewise, use reproduction tags to disguise the identity of stolen vehicles.

It is one thing to fake an ID tag, which contains information about the car's color, trim, build date, rear axle and other details. Fords, for example, had this tag on the inside edge of the driver's door for many years, and once the door was changed, the tag was gone, unless it was changed out.

But it's the VIN, located elsewhere on the car, which is more important.

The data plate on a Ford clearly states, "NOT FOR TITLE OR REGISTRATION," and the reason is clear: It is easy to lose or change.

The automakers thus did their best to scatter the VIN in several locations on each car, in a so-called "indestructable" spot. In other words, if the car was in a violent wreck, the VIN might be lost, say, if a whole front clip had to be installed. But we know of one '69 Mach 1 that was cut up for scrap, and the owner told us that he found the VIN stamped in unheard-of locations about the uni-body.

Therefore, the VIN should be used for identification purposes, while the other tags are to further describe the car, but not for any type of theft prevention or documentation. These codes were often meant strictly for assembly-line personnel, to identify how to build the vehicle. That's why lots of codes were not handed out in shop manuals to the general public, and these codes have been lost in time.

When attempting to verify a vintage muscle car as genuine, our advice is to stick to the VIN as the starting or reference point, and check it against any ID plates, which usually contain the VIN.

Here's a typical VIN for a Chevrolet (similar to other GM products) with breakdowns as noted. The "Hollander" manuals contain page after page of lists for complete breakdowns of these VINs for various Chevrolets, Pontiacs, Buicks, Oldsmobiles and Cadillacs.

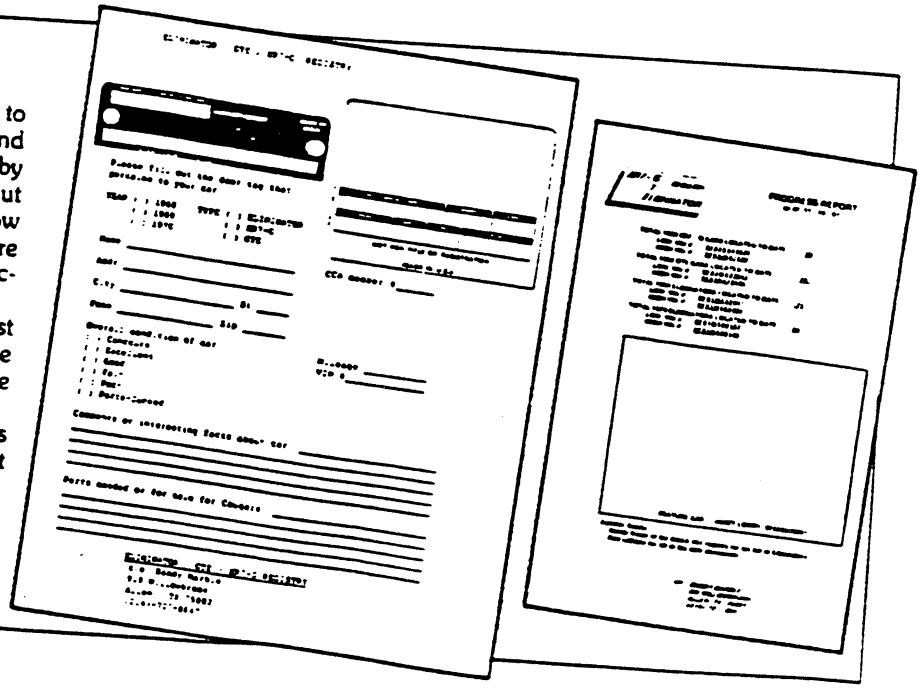
CODE-BUSTING

REGISTRIES

One function of registries is to gather information on data plates and certification labels, to determine, by statistical analysis, various facts about special-interest muscle cars—how many were built, what options were popular, what colors the cars were factory painted, etc.

Your source for getting that almost impossible information on that rare muscle car may be a registry, like Randy Marble's *Registry*.

Notice that the questionnaire has the owner register his car by filling out the door tag from his vehicle.



12437

This five-digit code refers to the model number, as follows:

12437: Coupe
12467: Convertible

713

This three-digit code refers to the interior trim, as follows:

711	Black, standard	720	Orange/Houndstooth, custom
712	Black, custom	721	Medium Green, standard
713	Black/Houndstooth, custom	722	Medium Green, custom
714	Yellow/Houndstooth, custom	723	Midnight Green, standard
715	Blue, standard	725	Midnight Green, custom
716	Blue, custom	727	Ivory, standard
718	Red, custom	729	Ivory/Houndstooth, custom

A	White convertible top
B	Black convertible top

5E

This two-digit code is the time build code, as follows:

A	First week of month	5	May
B	Second week of month	6	June
C	Third week of month	7	July
D	Fourth week of month	8	August
E	Fifth week of month	9	September
1	January	10	October
2	February	11	November
3	March	12	December
4	April		

NOTE: 5E decodes as fifth week of May. (1969 for this 1969 model)

NOR 341440

This nine-digit code refers to the plant code/unit number, as follows:

NOR	Norwood, Ohio
LOS	Los Angeles, California
VN	Los Angeles, California

341440 This is the unit number, for identity of the car on the assembly line, and later affixed to the window sticker invoice.

57 57

This series of numbers identifies the exterior paint, for the lower (first two digits) and the upper body (last two digits), as follows.

10	Tuxedo Black
50	Dover White
51	Dusk Blue
52	Garnet Red
53	Glacier Blue
55	Azure Torquoise
57	Fathom Green
59	Frost Green
61	Burnished Brown
65	Olympic Gold
67	Cortez Silver
71	Le Mans Blue
72	Hugger Orange
76	Daytona Yellow
79	Rallye Green
–	Special Paint
B	Black Vinyl top
C	Blue Vinyl Top
E	Parchment (white) Vinyl top
F	Brown Vinyl top
S	Green Vinyl top

NOTE: "57 57" translates as a Fathom Green lower body and Fathom Green upper body

X77 D80

This six-digit code is unique to Norwood-built cars (California-assembled cars had a different coding system). Called the exterior trim code, it decodes as follows:

X11	Style Trim (includes SS 350)
X22	Style Trim with SS 396 (black rear panel)
X33	Style Trim with Special Performance Equipment (Z/28)
X44	Base Car
X55	Base Car with SS 350 (rear fender louvers, black body sill)
X66	Base Car with SS 396 (rear fender louvers, black panel and rear body sill)
X77	Base Car With Special Performance Equipment (Z/28)
Z11	Indy Pace Car Accents
D80	Air Spoiler Equipment (not all spoilered cars were coded, however)

NOTE: X77 D80 on Dan's Camaro refers to a Z/28 (X77) with Air Spoiler (D80).

CODE-BUSTING

ORIGINAL INVOICES

When it comes to documentation, perhaps the ultimate problem-solver is a copy of the original invoice—the window sticker—for your particular car. We have known collectors to come up with these papers by tracing back through owners and getting in touch with the first buyer, who still had the paperwork. Other owners have had luck going to the dealership that sold the car.

The ultimate favor to the collector would be for the giant auto companies to offer a service to owners that would provide original invoices through VINs, but Chrysler, Ford and GM say they could not do this job, which is riddled with problems.

On the other hand, Pontiac owners should rejoice if they own a 1968 or later car because through the efforts of John Sawruk, PMD has agreed to look up VINs and send out original invoices, free of charge. It seems they have the invoices for 1968 and later Ponchos on micro-film.

It's great news for owners of GTO Judges. Nothing on a Judge documents it as such, so the auto companies must be enlisted for help there.

The address to write for a 1968 and later Pontiac invoice (include your VIN, of course) is John Sawruk, Jerry & Pete Sent Me, One Pontiac Plaza, Pontiac, MI 48053.

DECODING SOURCES

The most comprehensive single source of decoding information is *The Hollander*, published by Hollander Publishing Company of 12320 Wayzata Blvd., Minnetonka, MN 55343.

The 40th-edition reprint covers 1964-74 and is available in two volumes. The first volume covers mechanical aspects, is 1104 pages and sells for $48.50 plus $2 shipping. The second volume covers body components, is 560 pages long and sells for $28.50 plus $2 shipping. You can buy both volumes at once for $69.50 plus $3 shipping. Write to: Hollander Publishing Company, Dept. PHR, Box 9405, Minneapolis, MN 55440.

Of course, these books are not complete, and other sources include books such as the handy pocket-sized *Musclecar Price Guide*, available for $4.95 plus $1 shipping from Dobbs Publications, Box 6320, Lakeland FL 33807.

Clubs and registries are usually the sources for little, nitty-gritty details that are the result of recent research. Whatever muscle car you own, you should be able to join a national club devoted to this marque, and with the newsletters and contacts involved, you will most likely be able to decode any number on your car. Or, you might be the genius who decodes it for the rest of the members.

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YOUR NAME & ADDRESS

VEHICLE IDENTIFICATION #

ENGINE

(350 CI-370 HP: 440 HEMI:)

TRANSMISSION

SPECIAL OPTIONS

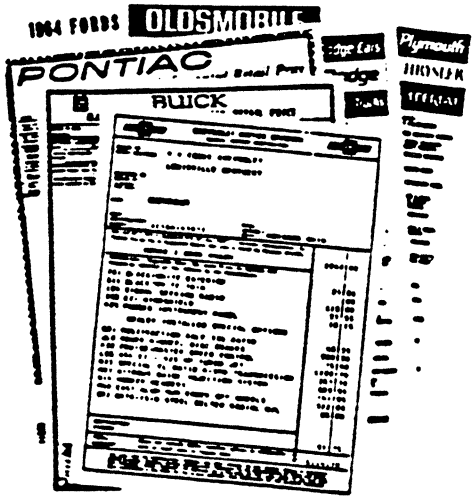
(SS: Z28: R/T: GT: PACE CAR)

ELECTRICAL OPTIONS

(AM-FM: TACH: GAUGES: A/C:
SPECIAL LIGHTING)

POWER ACCESSORIES

(STEERING: BRAKES: WINDOWS:
DOOR LOCKS: TRUNK: SEAT:
CONVERT TOP:)



INTERIOR OPTIONS

(TINTED GLASS: SHOULDER BELTS:
FLR MATS: CONSOLE: ETC.)

WHEELS & TIRES

INTERIOR & EXTERIOR COLORS

(INCLUDE CONVERTIBLE TOP, VINYL
ROOF & STRIPING COLORS
CODE #s CAN BE FOUND ON BODY T

EXTERIOR OPTIONS

(SPOILERS: MIRRORS: SPECIAL
HOOD: SPECIAL TRIM)

OTHER OPTIONS

TRIPLE A ENTERPRISES

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INDIANAPOLIS, INDIANA 46250

OUR PRICES ARE TAKEN FROM FACTORY PUBLICATIONS AND ACTUAL INVOICES FOR CARS SIMILAR TO THE CAR WE ARE WRITING NEW WINDOW STICKER FOR. IN MULTI-PRICE YEARS WE WILL MAKE AN ATTEMPT TO PRICE YOUR CAR EXACTLY AS DELIVERED. BECAUSE OF THIS PRICES WILL NOT ALWAYS AGREE WITH ERTAIN BOOKS WRITTEN WITH OPTION PRICES. IF YOU WANT SPECIAL PRICING LET US KNOW.

WINDOW STICKERS CAN BE RECONSTRUCTED FROM SHIPPER COPIES, BUILD SHEETS, DEALER'S INVOICES, ETC. IF YOU HAVE ANY OF THESE SEND US A PHOTOCOPY FOR ACCURATE REPRODUCTION. DO NOT SEND ORIGINALS.

CAMARO 1967-1977 MODEL - YEAR PRODUCTION

Year	Total Prod'n	Domestic	Export	Rally Sport	Super Sport	Z-28	V-8 Engine	6-cyl	3-spd. trans.	4-spd. trans.	Autom. trans.	Air cond.	Power steering	Power windows
1967	220,917	207,049	13,868	64,842	34,411	602	162,109	58,808	49,198	47,539	124,180	28,226	92,181	4,957
1968	235,151	222,154	12,997	40,977	27,844	7,199	184,178	50,937	54,948	47,575	132,631	35,866	115,280	3,304
1969*	243,095	230,779	12,316	37,773	33,980	19,014	178,087	65,008	72,395	50,128	120,572	37,878	120,060	2,913
1970-1/2	124,889	117,604	7,295	27,136	12,476	8,733	112,323	12,566	14,859	18,678	91,352	38,565	92,640	N.o.
1971	114,643	107,496	7,147	18,404	8,377	4,862	103,452	11,191	13,042	10,614	90,987	42,537	93,163	N.o.
1972	68,656	64,958	3,698	11,364	6,562	2,575	63,832	4,824	6,053	5,835	56,768	31,737	59,857	N.o.
1973	96,756	89,988	6,768	16,133	N.o.	11,574	93,138	3,618	5,964	11,388	79,404	49,504	96,752	217
1974	151,008	146,596	4,412	N.o.	N.o.	13,802	128,810	22,198	11,174	11,175	128,659	79,279	151,008	N.o.
1975	145,789	141,629	4,160	7,000	N.o.	N.o.	116,430	29,359	10,568	8,688	126,533	77,290	145,755	10,598
1976	182,981	178,741	4,240	15,855	N.o.	N.o.	144,934	38,047	11,440	11,396	160,145	110,901	182,981	18,984
1977	218,854	214,776	4,078	17,026	N.o.	14,349	187,464	31,390	8,811	13,537	196,506	144,443	218,854	31,028

*Includes 1970 carryover of 1969 design. Camaro convertible is as follows: 1967, 25,141; 1968, 20,440; 1969-70, 17,573. Total 1969 Special Indy Sport convertible production was 3675. Approximately 100 Indianapolis pace car replica convertibles were produced in 1967. Note: "N.o." means "Not offered."

INDY 500 CAMARO PACE CARS

by Bill Petriko

"How to Spot a Genuine Copy!"

Chevrolet has paced the Indy 500 six times since 1946. Two of these cars became instant collector models, the 1978 Corvette and the 1982 Camaro. Two of the others are probably the most sought after, the 1967 and 1969 Camaros. These two cars because of their Pace Car status are worth considerably more than a standard '67 or '69 Camaro convertible. Because of this there are a large number of fake Pace Cars which appear to be original Pace Cars. So how do you tell the difference? When we receive an order for a window sticker for one of these cars, we ask for a tracing of the body tag found on the firewall next to the master cylinder. This tag contains information pertinent to the original manufacture of the car.

The 1967 Pace Car tag identifies the original exterior and interior colors and trims. The trim number is found on the left center of the tag and should read "TR 732," that number being the RPO number (Regular Production Option) for the blue vinyl deluxe interior found in all 1967 Pace Cars. This was the optional deluxe interior and originally cost $94.80. The paint code should be directly to the right of the trim code and read "0-1 PAINT." A non-Pace Car will have two letters or digits. The first being a letter signifying the lower color. The second being a letter or number telling the upper color or top color in case of vinyl roof or convertible top. Example: F-F indicates a solid Marina Blue coupe, Y-2 indicates a Butternut Yellow coupe with black vinyl top or a Butternut Yellow convertible with a black cloth top. The 0-1 code on the Pace Car is 0 for special order white paint and 1 for the white top.

In addition to the deluxe interior mentioned above, each of these cars had as options the Rally Sport Package ($105.35), which included the Hide-Away Headlights and special exterior trim and the SS Package which included a special V-8 engine (either 295-hp/350-CID or one of the 396 CID engines, 325-hp, 350-hp or 375-hp). These SS options cost between $210.65 and $500.30, depending on the engine. In addition to the engine, this SS option included a special hood, special striping, D70X14 red-stripe tires and special exterior identification. In addition, the window stickers I have seen for these cars show Disc Brakes ($79.00), Deluxe Seat Belts ($6.35) and Power Steering ($84.30) as options on all cars. It's possible that these were mandatory options. Other options available include four-speed ($184.35), Turbo Hydra-Matic ($226.45) or Powerglide ($194.85) plus most other options available for the 1967 Camaro. This car did not have a special RPO number for the Pace Car option. It was strictly a no charge paint option with the "500" decals.

Indy 500 Camaro Pace Cars continued.
by Bill Petriko

The 1969 Pace Car can also be identified from info found on the body tag. The first item to look for is to be found in the lower right corner of the "Z11" is the RPO number for the 1969 Pace Car option and all 1969 Pace Cars and Pace Car Replicas produced at the Norwood, Ohio plant have "Z11" stamped on the body tag.

At this time I think I should define a "Pace Car." There are obviously only so many cars that actually pace the race at Indy. Usually there are two, or possibly three cars. There are other cars which are used in "500 Festival" events. These cars are usually called "Festival Cars" and are identical to actual Pace Cars except for different engine/trans combinations and different options. There are also "Replicas" which are sent to different parts of the country to publicize the fact that this particular car has been selected as the "Pace Car." The actual Pace Cars have the most value. The Festival Cars in turn have a little more value than the Replica Cars. The actual Pace Cars or Festival Cars must be completely documented to gain this extra value. The cars we are discussing in this article are the "Replica" Pace Cars.

The second item we look for is the interior paint code. This is found on the right side center of the body tag. It should read "50A PNT." The number 50 being the code for Dover White and A the code for the white top. The third item to look for is directly to the left of the paint code and should read "TR 720." The number 720 being the RPO number for the Orange and Black Houndstooth Custom Interior. This was a $110.60 option. One interesting fact regarding this interior is that it was shown on the 1969 Camaro order blanks as being available for the Coupe only.

Most of the "Pace Cars" were built in Norwood. Some were built in Van Nuys, California. The Pace Cars built in Van Nuys do not have the "Z11" stamping on the body tag, however these cars will have the "50A PNT" and "TR 720" exterior and interior codes on the body tag. Another item I have come across is that there are some '69 Camaro convertibles built in Norwood with the correct interior and exterior codes on the body tag, but they do not have the "Z11" code stamped on the body tag. The explanation I received from a dealer for this is: Chevrolet put a cut-off on the Pace Car Replicas but a dealer could still order a 1969 convertible with all the correct equipment and the correct color and trim.

This correct equipment has to include: Custom Interior mentioned above; Rally Sport Equipment, which included concealed headlamps, special grille and special exterior accents ($131.65); Super Sport Equipment which included special V-8 (either the 300-hp 350-CID for $311.75 or one of the 396-CID engines, 325-hp, 350-hp or the 375-hp for an additional $63.20 to $316.00 plus the cost of the 350-CID), special striping, power disc brakes, F70x14 white-lettered tires and special chassis components. Other mandatory options include the Cowl Induction Hood ($79.00), Custom Seat Belts ($9.00), Air Spoiler Equipment ($32.65) and Rally Wheels ($35.85).

REPRODUCTION WINDOW STICKERS: Bill Petriko
Triple A Enterprises
P.O. Box 50522
Indianapolis, IN 46250
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SUPER CHEVY
November '83

PASSENGER CAR

PRODUCT BULLETIN

1969 PRODUCT CHANGE
MIDSEASON CHANGE NO. 13
February 4, 1969

GM CONFIDENTIAL

NEW CAMARO "INDY SPORT CONVERTIBLE" OPTION

A new Regular Production Option (Z11) will be released to provide a modified Camaro SS/RS Convertible similar to the Indianapolis 500 Pace Car.

RPO Z11 is comprised of:

Camaro SS/Rally Sport
(Camaro SS RPO Z27 with Rally Sport equipment RPO Z22)

With exceptions:

Add hood and deck lid Hugger Orange paint stripes, same as used with RPO Z28.
Body sill to be white instead of black.
Rear panel to be white instead of black, as specified with 396 V-8 engine options.
Remove Sport Striping (reference RPO D90.)
Add Hugger Orange Fender Striping (reference RPO D96, part of RPO Z22.)
Exterior body color, Dover White, Code 911

Custom Interior, RPO Z87
With exceptions:

Orange houndstooth cloth trim, Code 720.

Air Induction Hood, RPO ZL2

Rally Wheel, Hub Cap and Trim Ring, RPO ZJ7.

To be identical with the actual pace car, additional options are required:

	RPO
Turbo Hydra-Matic	
Positraction Rear Axle	M40
Power Steering	G80
Power Convertible Top	N40
Console	C06
Special Instrumentation	D55
AM Radio	U17
Air Spoiler, Front and Rear	U63
Sport Styled Steering Wheel	D80
Custom Deluxe Seat and Front Shoulder Belts (A39 & A85)	N34
Soft-Ray Tinted Glass	YA1
	A01

R. C. De Mumbrum
Sales Liaison Engineer

RCDeM/mak

Above information when applicable will be published in the Chevrolet Passenger Car Preliminary Engineering Features Book.

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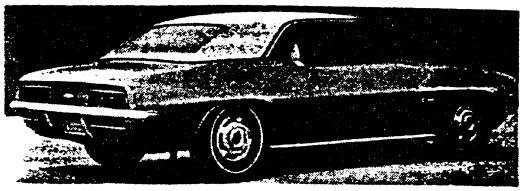
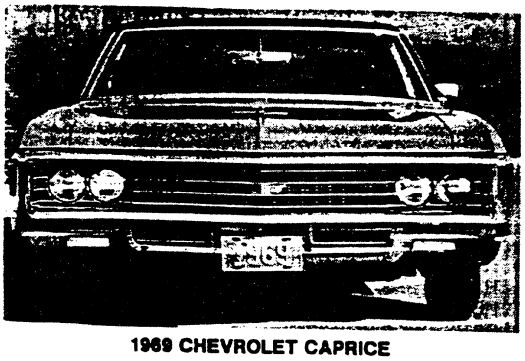
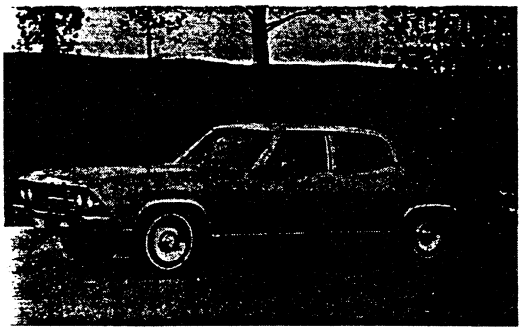


1969 CAMARO

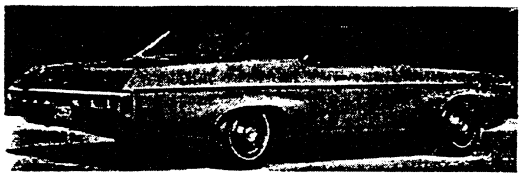


1969 CHEVROLET CAPRICE

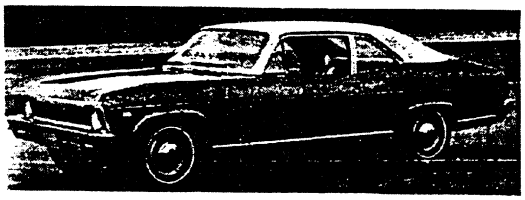


1969 CHEVROLET CHEVELLE

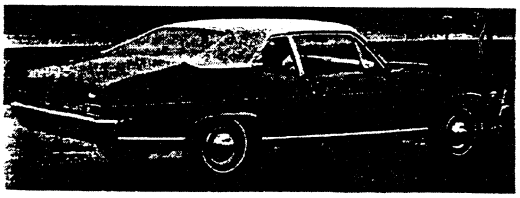
1969 CHEVROLET IMPALA



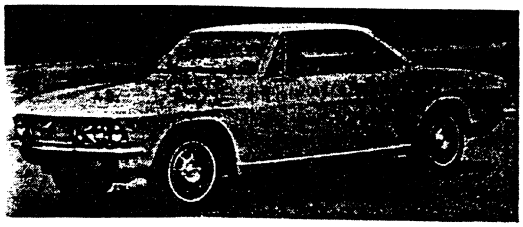
1969 CHEVROLET IMPALA



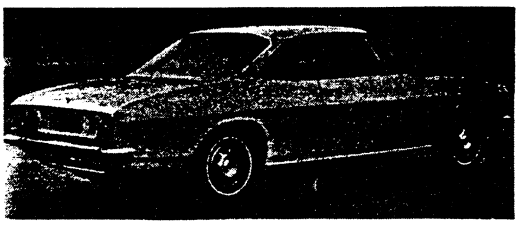
1969 CHEVY NOVA



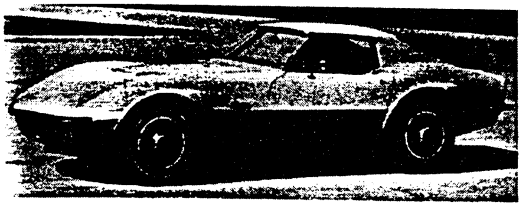
1969 CHEVY NOVA



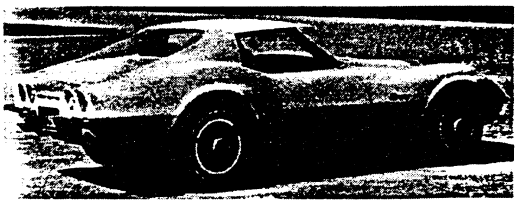
1969 CORVAIR



1969 CORVAIR



1969 CORVETTE STINGRAY



1969 CORVETTE STINGRAY

VEHICLE IDENTIFICATION NUMBER

CHEVROLET
154119T101555

Commonly referred to as the VIN NUMBER, this series of numbers and letters is stamped on a plate attached to the left front door hinge pillar.

CHEVROLET, CHEVELLE, CHEVY II, CAMARO and CORVAIR VINS are stamped on a plate on top of the instrument panel visible through the windshield near the left door.

CORVETTE VIN is stamped on a plate on the inner vertical surface of the left windshield pillar visible through the windshield.

FIRST DIGIT: Identifies the Chevrolet division

NEXT FOUR DIGITS: Identify the model number

MODEL	CODE
Corvair	0000
Nova	1000
Camaro	2000
Chevelle	3000
Biscayne, Bel-Air	5000
Impala/Caprice	6000
Corvette	9000

SIXTH DIGIT: Identifies the model year (1969)

SEVENTH DIGIT: Identifies the assembly plant

ASSEMBLY PLANT	CODE
Atlanta, GA	A
Baltimore, MD	B
Southgate, CA	C
Doraville, GA	D
Flint, MI	F
Framingham, MA GMAD	G
Janesville, WI	J
Kansas City, MO	K
Lordstown, OH	U
Los Angeles, CA	L
Norwood, OH	N
Arlington, TX GMAD	R
St. Louis, MO	S
Tarrytown, NY	T
Willow Run, MI	W
Wilmington, DE	Y
Fremont, CA	Z
St. Therese, Que., CAN	2

LAST SIX DIGITS: Represent the basic production numbers

BODY NUMBER PLATE

Complete identification of each body is provided by a plate riveted to the top of the cowl. Exception: Corvair body tag is located on the left rear wheel housing inside the engine compartment.

CHEVROLET DIVISION
GENERAL MOTORS CORP.

ST 69 15411
FL1 101555 BODY
TR 802
AA PAINT

BODY BY FISHER

EXAMPLE:

69	Model Year (1969)
15411	Body Series (Biscayne)
FL1	Assembly Plant (Flint, MI)
101555	Production Sequence
802	Trim
A	Lower Body Color
A	Upper Body Color

THE STYLE NUMBER is a combination of the year, series and body style.

CORVAIR 500	CODE
2-Dr. Sport Coupe	10137

CORVAIR MONZA	CODE
2-Dr. Sport Coupe	10537
2-Dr. Convertible	10567

NOVA	4 CYL	6 CYL	8 CYL
2-Dr. Sport Coupe	11127	11327	*11427
4-Dr. Sedan	11169	11369	11469

* Option Super Sport

CAMARO	6 CYL	8 CYL
2-Dr. Sport Coupe	12337	12437
2-Dr. Convertible	12367	12467

* Option Z-28, Rally Sport, Super Sport, Pace Car

CHEVELLE NOMAD	6 CYL	8 CYL
4-Dr. Sta. Wagon, 2-Seat	13135	13235
4-Dr. Sta. Wagon, Dual Tailgate	13136	13236

CHEVELLE 300 (DLX)	6 CYL	8 CYL
4-Dr. Sedan	13369	13469
2-Dr. Pillar Coupe	13327	*13427
2-Dr. Sport Coupe	13337	*13437
4-Dr. Sta. Wagon, 2-Seat (Greenbrier)	13335	13435
4-Dr. Sta. Wagon, 2-Seat Dual Tailgate (Greenbrier)	13336	13436
4-Dr. Sta. Wagon, 3-Seat (Greenbrier)	-	13446

NEW CAMARO FEATURES FOR '69...

- SPORTY NEW STYLING IN FRONT, SIDE AND REAR
- NEW SPECIAL GRILLE WITH CONCEALED HEADLIGHTS INCLUDED IN RALLY SPORT OPTION
- NEW IMPROVED ASTRO VENTILATION SYSTEM
- NEW RESILIENT FRONT BUMPER OPTION
- NEW BUCKET SEAT INTERIOR STYLING WITH NEW INSTRUMENT PANEL, NEW INTERIOR TRIM, AND NEW STEERING WHEEL
- NEW ANTI-THEFT LOCK SYSTEM FOR IGNITION, STEERING WHEEL, AND TRANSMISSION SELECTOR
- TWO FRONT SEAT HEAD RESTRAINTS
- NEW LARGER INSIDE REARVIEW MIRROR
- NEW 255-HP REGULAR FUEL V8 OPTION
- TURBO HYDRA-MATIC TRANSMISSION AVAILABLE WITH SIX AND V8 ENGINES.
- TORQUE-DRIVE AVAILABLE WITH STANDARD OR OPTIONAL SIX
- NEW SMOOTHER, ROAD-HUGGING RIDE WITH MORE COMFORTABLE STRATO-BUCKET FRONT SEATS AND OTHER REFINEMENTS
- NEW VARIABLE-RATIO POWER STEERING AVAILABLE
- NEW FINNED FRONT BRAKE DRUMS STANDARD EQUIPMENT
- NEW-DESIGN POWER DISC BRAKE OPTION
- NEW 4-WHEEL POWER DISC BRAKES AVAILABLE FOR ALL MODELS
- NEW-DESIGN STANDARD TIRES

TRADITIONAL QUALITY FEATURES STANDARD ON EVERY '69 CAMARO...

- MAGIC-MIRROR ACRYLIC LACQUER FINISH
- FLUSH-AND-DRY ROCKER PANELS
- CURVED SIDE WINDOWS WITH FULL DOOR-GLASS STYLING
- DUAL-SPEED ELECTRIC WINDSHIELD WIPERS
- BUILT-IN BLENDED AIR HEATER AND DEFROSTER SYSTEM
- DEEP-TWIST CARPET FLOOR COVERING
- KEYLESS LOCKING OF ALL DOORS
- INNER FENDERS FRONT AND REAR
- SEPARATE FRONT FRAME UNIT
- CUSHIONED BODY MOUNTING
- ALL-WELDED BODY BY FISHER
- SELF-ADJUSTING BRAKES WITH BONDED LININGS
- PRECISE BALL-RACE STEERING
- 6000-MILE OR FOUR-MONTH CHASSIS LUBRICATION
- FOOT-OPERATED PARKING BRAKE
- ENERGIZER-TYPE BATTERY
- LONG-LIFE EXHAUST SYSTEMS
- EXHAUST EMISSION CONTROL SYSTEM ON EVERY ENGINE

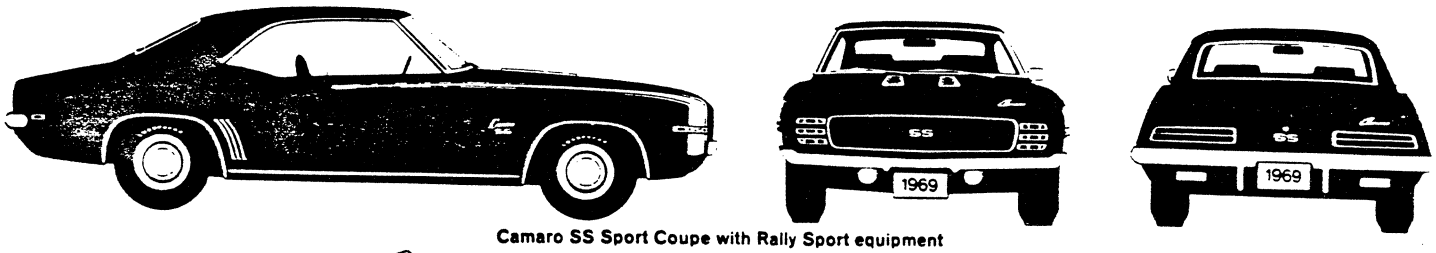
CAMARO SAFETY AND SECURITY FEATURES FOR '69 INCLUDE . . .

- Energy-absorbing steering column
- Seat belts with pushbutton buckles for *all* passenger positions
- Shoulder belts with pushbutton buckles and special storage provision for driver and right front passenger (except convertibles)
- Two front seat head restraints
- Passenger-guard door locks—with forward-mounted lock buttons
- Four-way hazard warning flasher
- Dual master cylinder brake system with warning light and corrosion-resistant brake lines
- Folding seat back latches
- Dual-speed windshield wipers and washer
- Dual-action safety hood latch
- Outside rearview mirror
- Back-up lights
- Side marker lights and parking lights that illuminate with headlights
- Energy-absorbing instrument panel, padded sun visors
- Reduced-glare instrument panel top, inside windshield moldings, horn button, steering wheel hub, and windshield wiper arms and blades
- Wide inside day-night mirror with deflecting base
- Lane-change feature in direction signal control
- Safety armrests
- Thick-laminate windshield
- Soft, low-profile window control knobs, coat hooks, dome light
- Padded front seat back tops
- Smooth contoured door and window regulator handles
- Anti-theft ignition key warning buzzer
- Anti-theft ignition, steering and transmission lock
- Starter safety switch on all transmissions
- Tire safety rim
- Safety door latches and hinges
- Uniform shift quadrant
- Snag-resistant steering wheel hardware
- Non-projecting wheel nuts, discs and caps
- Improved fuel tank retention
- Headlight aiming access provision
- Improved glove compartment door latches
- Contoured windshield header (except convertible)
- Fail-safe feature on models equipped with concealed headlights

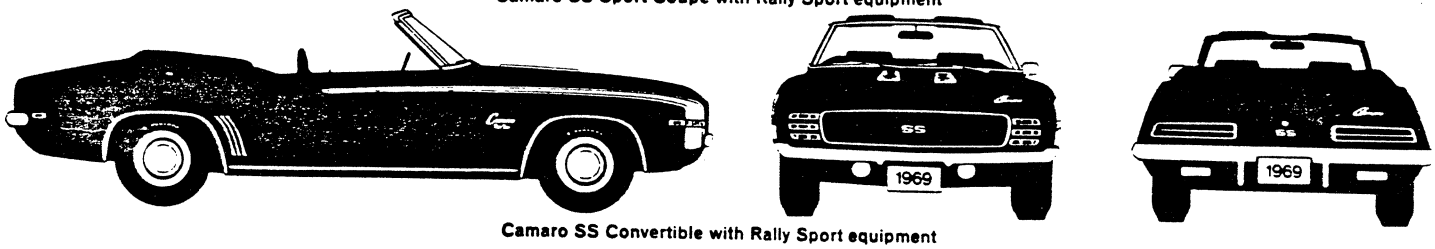
Camaro SS/Rally Sport

Camaro SS (RPO Z27) with Rally Sport equipment (RPO Z22)—available for Camaro Sport Coupe and Convertible

EXTERIOR FEATURES AND IDENTIFICATION



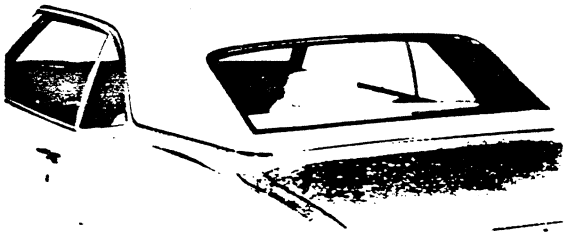
Camaro SS Sport Coupe with Rally Sport equipment

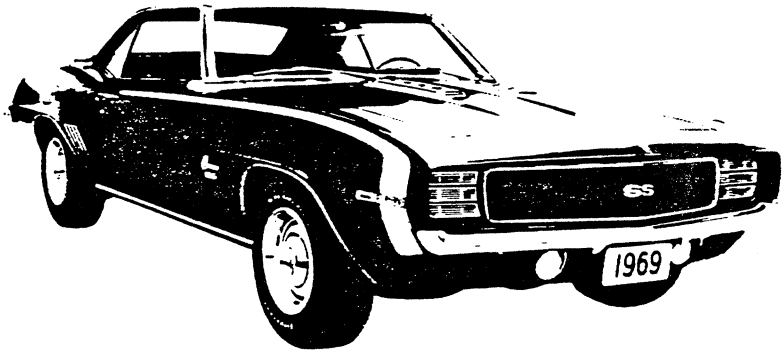


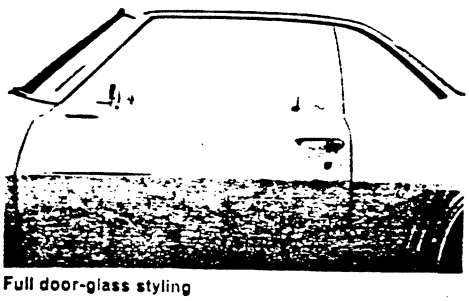
Camaro SS Convertible with Rally Sport equipment

Color-edged vinyl roof cover with black-accented outline molding for Sport Coupe (RPO C08)

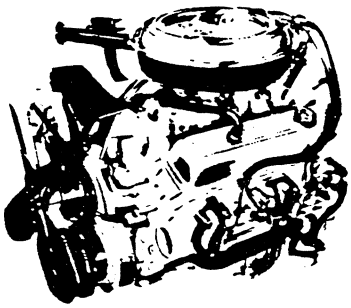
Camaro SS with Rally Sport includes special black grille with concealed headlights, special hood and sport striping







Full door-glass styling



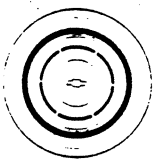
Special bright accents on engine

Body-color resilient front bumper (RPO VE3)

Camaro SS/Rally Sport
Exterior Features

- Special black grille with concealed headlights and SS emblem
- Sport striping
- White lenses over amber parking/direction signal lights
- Special hood with simulated intake ports
- Front fender engine emblems
- Front fender SS nameplates
- Windshield molding
- Full door-glass styling
- Rectangular outside rearview mirror
- Wheel opening moldings
- Roof drip moldings (Sport Coupe)
- Black body sill with bright molding
- White lettered wide-oval tires and 14 x 7 wheels
- Hub caps
- Side marker lights—front and rear
- Simulated rear fender louvers with bright edges
- Rear window molding (except Convertible)
- SS emblem on rear panel
- Black rear panel (396 V8 only)
- Triple-unit taillights
- Back-up lights below rear bumper
- Rear bumper guards
- Concealed fuel filler

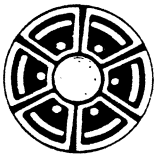
Standard hub cap



Wheel trim ring (RPO PO6)

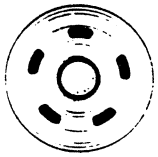
Full wheel cover (RPO PO1)

Mag-Style wheel cover (RPO N96)

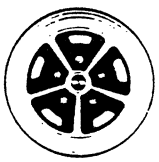


Mag-Spoke wheel cover (RPO PA2)

Simulated Wire wheel cover (RPO N95)



Rally Wheel (RPO ZJ7)



Sport wheel (RPO N66)

Camaro SS/Rally Sport Interior Features

- All-vinyl bucket seat interior
- Bright accents on instrument panel and doors
- Black accents and SS emblem on steering wheel
- Foam-cushioned front and rear seats
- Courtesy lights under instrument panel (Convertible only)
- Astro Ventilation system with adjustable vent-ports on instrument panel
- Color-keyed deep-twist carpeting
- Glove compartment lock
- Cigarette lighter mounted in ashtray
- Center dome light (except Convertible)

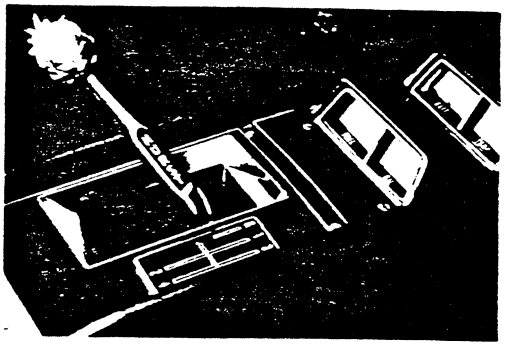
SPECIAL INTERIOR GROUP (RPO Z23) INCLUDES . . .

- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim

CUSTOM INTERIOR (RPO Z87) INCLUDES . . .

- Choice of deluxe all-vinyl or luxurious houndstooth cloth and vinyl seats
- Molded door panels with built-in armrests, door pulls, and carpeted lower panel
- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim
- Glove compartment light
- Special body insulation
- Luggage compartment mat

. . . plus all Camaro standard convenience and security features.



Center Console (RPO D55) with Special Instrumentation (RPO U17—V8 models only)

Camaro SS Interior Features

- All-vinyl bucket seat interior
- Bright accents on instrument panel and doors
- Black accents and SS emblem on steering wheel
- Foam-cushioned front and rear seats
- Courtesy lights under instrument panel (Convertible only)
- Astro Ventilation system with adjustable vent-ports on instrument panel
- Color-keyed deep-twist carpeting
- Glove compartment lock
- Cigarette lighter mounted in ashtray
- Center dome light (except Convertible)

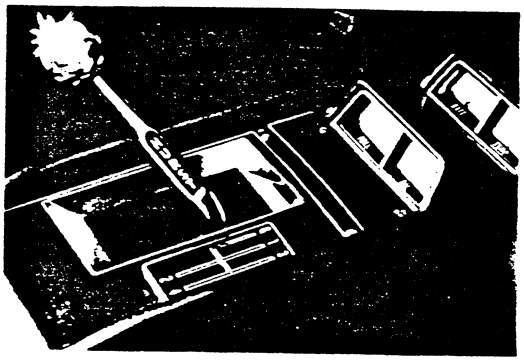
SPECIAL INTERIOR GROUP (RPO Z23) INCLUDES . . .

- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim

CAMARO CUSTOM INTERIOR (RPO Z87) INCLUDES . . .

- Choice of deluxe all-vinyl or luxurious houndstooth cloth and vinyl seats
- Molded door panels with built-in armrests, door pulls, and carpeted lower panel
- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim
- Glove compartment light
- Special body insulation
- Luggage compartment mat

. . . plus all Camaro standard convenience and security features.



Center Console (RPO D55) with Special Instrumentation (RPO U17—V8 models only)

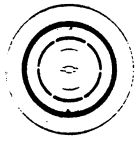
Camaro SS Exterior Features

- Black grille with SS emblem
- Sport striping
- White lenses over amber parking/direction signal lights
- Special hood with simulated intake ports
- Front fender engine emblems
- Front fender SS nameplates
- Windshield molding
- Full door-glass styling
- Rectangular outside rearview mirror
- Roof drip moldings (Sport Coupe)
- Black body sill with bright molding
- White lettered wide-oval tires and 14 x 7 wheels
- Hub caps
- Side marker lights—front and rear
- Simulated rear fender louvers with bright edges
- Rear window molding (Sport Coupe)
- SS emblem on rear panel
- Black rear panel (396 V8 only)
- Triple-unit taillights with built-in back-up lights and bright accents
- Rear bumper guards
- Concealed fuel filler

CAMARO STYLE TRIM GROUP (RPO Z21) INCLUDES . . .

- Wheel opening moldings
- Black body sill with bright molding
- Roof drip molding (Sport Coupe)

Standard hub cap

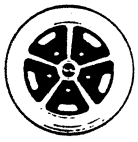


Wheel trim ring (RPO PO6)

Full wheel cover (RPO PO1)

Mag-Style wheel cover (RPO N96)

Mag-Spoke wheel cover (RPO PA2)



Sport Wheel (RPO N66)

Rally Wheel (RPO ZJ7)

Simulated Wire wheel cover (RPO N95)

Camaro Rally Sport Interior Features

- All-vinyl bucket seat interior
- Bright accents on instrument panel and doors
- Black accents and RS emblem on steering wheel
- Foam-cushioned front and rear seats
- Courtesy lights under instrument panel (Convertible only)
- Astro Ventilation system with adjustable vent-ports on instrument panel
- Color-keyed deep-twist carpeting
- Glove compartment lock
- Cigarette lighter mounted in ashtray
- Center dome light (except Convertible)

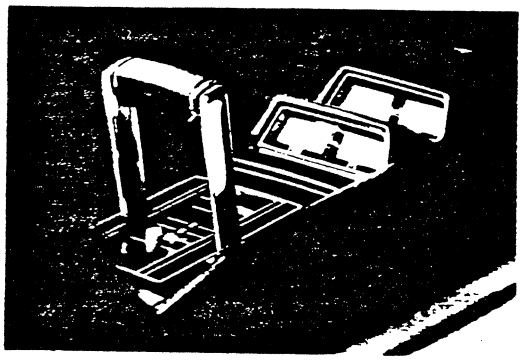
SPECIAL INTERIOR GROUP (RPO Z23) INCLUDES . . .

- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim

CAMARO CUSTOM INTERIOR (RPO Z87) INCLUDES . . .

- Choice of deluxe all-vinyl or luxurious houndstooth cloth and vinyl seats
- Molded door panels with built-in armrests, door pulls, and carpeted lower panel
- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim
- Glove compartment light
- Special body insulation
- Luggage compartment mat

. . . plus all Camaro standard convenience and security features.

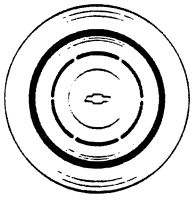


Center Console (RPO D55) with Special Instrumentation (RPO U17—V8 models only)

Camaro Rally Sport
Exterior Features

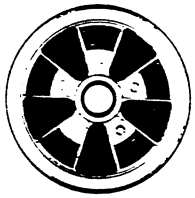
- Distinctive grille with concealed headlights and RS emblem
- White lenses over amber parking/direction signal lights
- Front fender engine emblems (except 140-hp six)
- Front fender Rally Sport nameplates
- Windshield molding
- Full door-glass styling
- Rectangular outside rearview mirror
- Fender striping
- Wheel opening moldings
- Roof drip molding (Sport Coupe)
- Black body sill with bright molding
- Hub caps
- Side marker lights—front and rear
- Simulated rear fender louvers with bright edges
- Rear window molding (Sport Coupe)
- RS emblem on rear panel
- Triple-unit taillights
- Back-up lights below rear bumper
- Rear bumper guards
- Concealed fuel filler

Standard hub cap

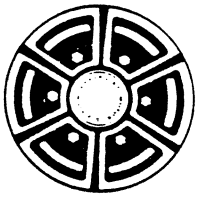


Wheel trim ring (RPO PO6)

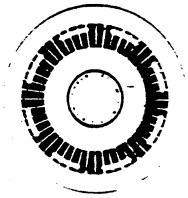
Full wheel cover (RPO PO1)



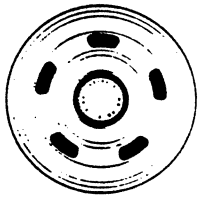
Mag-Style wheel cover (RPO N96)



Mag-Spoke wheel cover (RPO PA2)



Simulated Wire wheel cover (RPO N95)



Rally Wheel (RPO ZJ7)

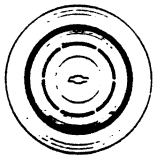
Camaro Exterior Features

- Silver-finish grille
- White lenses over amber parking/direction signal lights
- Front fender engine emblems (except 140-hp six)
- Front fender nameplates
- Windshield molding
- Full door-glass styling
- Rectangular outside rearview mirror
- Body sill molding
- Hub caps
- Side marker lights—front and rear
- Simulated rear fender louvers
- Rear window molding (except Convertible)
- Triple-unit taillights with built-in back-up lights
- Rear bumper guards
- Concealed fuel filler

CAMARO STYLE TRIM GROUP (RPO Z21) INCLUDES . . .

- Fender striping
- Simulated rear fender louvers with bright edges
- Wheel opening moldings
- Black body sill with bright molding
- Roof drip moldings (Sport Coupe)
- Bright taillight accents

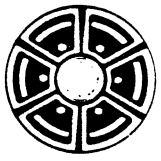
Standard hub cap



Wheel trim ring (RPO P06)

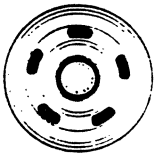
Full wheel cover (RPO P01)

Mag-Style wheel cover (RPO N96)



Mag-Spoke wheel cover (RPO PA2)

Simulated Wire wheel cover (RPO N95)



Rally Wheel (RPO ZJ7)

Camaro Interior Features

- All-vinyl bucket seat interior
- Bright accents on instrument panel and doors
- Foam-cushioned front and rear seats
- Courtesy lights under instrument panel (Convertible only)
- Astro Ventilation system with adjustable vent-ports on instrument panel
- Color-keyed deep-twist carpeting
- Glove compartment lock
- Cigarette lighter mounted in ashtray
- Center dome light (except Convertible)

SPECIAL INTERIOR GROUP (RPO Z23) INCLUDES . . .

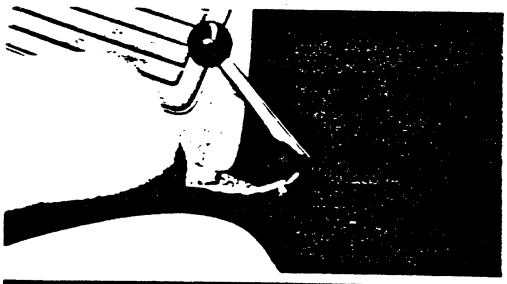
- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim

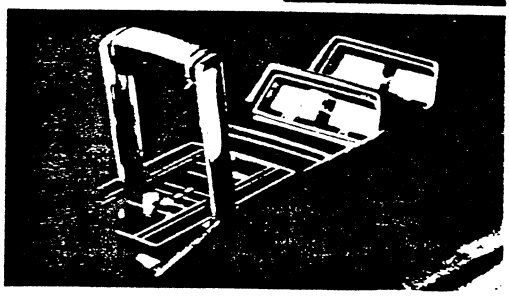
CUSTOM INTERIOR (RPO Z87) INCLUDES . . .

- Choice of deluxe all-vinyl or luxurious houndstooth cloth and vinyl seats
- Molded door panels with built-in armrest, door pulls, and carpeted lower panel
- Wood-grained accents on instrument panel and steering wheel
- Assist grip and trim plate on instrument panel
- Bright pedal trim
- Glove compartment light
- Special body insulation
- Luggage compartment mat

. . . plus all Camaro standard convenience and security features.

Floor-mounted shift lever for standard 3-speed transmission (RPO M11)

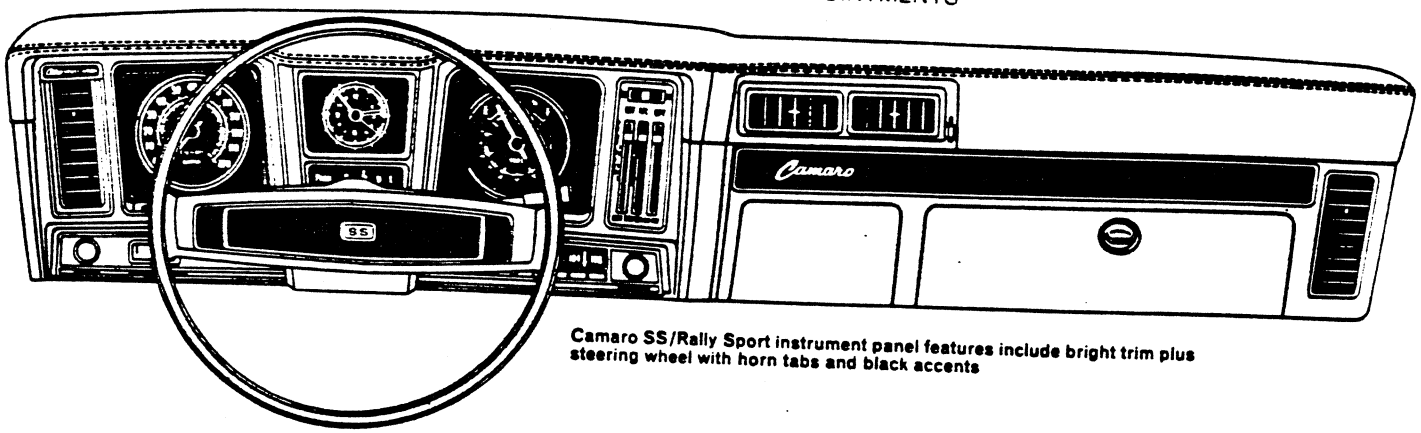




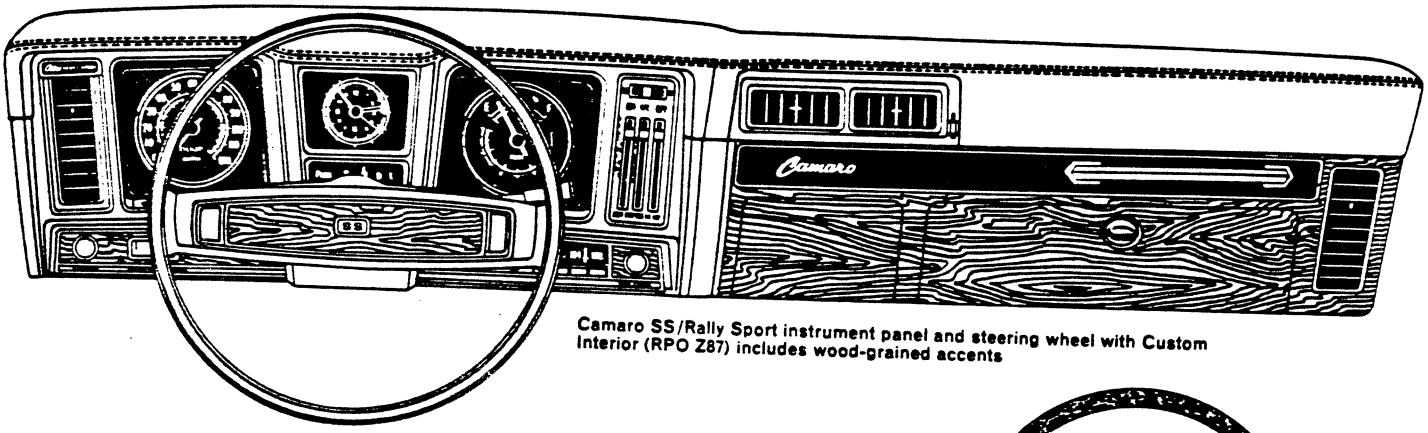
Center Console (RPO D55) with Special Instrumentation (RPO U17—V8 models only)

Camaro SS/Rally Sport

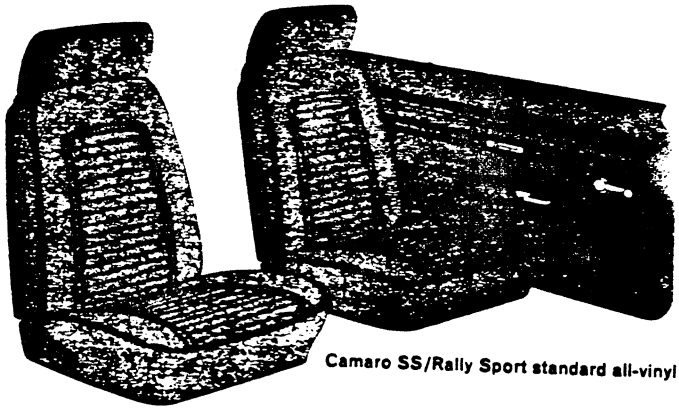
INTERIOR FEATURES AND APPOINTMENTS



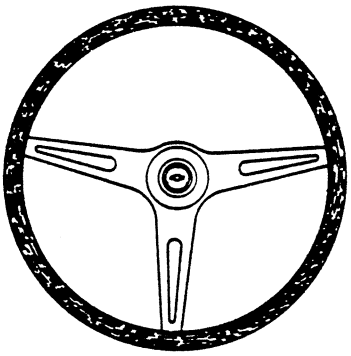
Camaro SS/Rally Sport instrument panel features include bright trim plus steering wheel with horn tabs and black accents



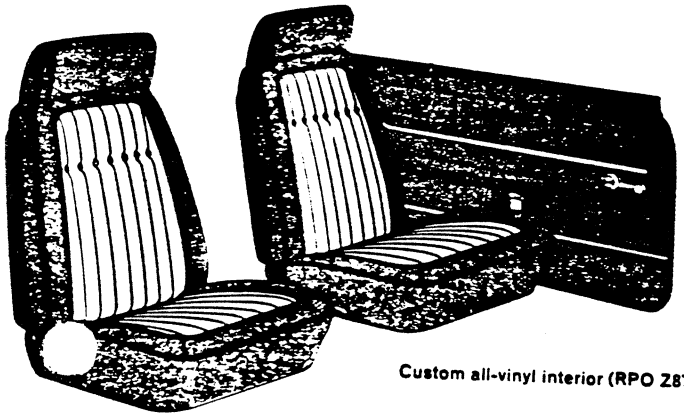
Camaro SS/Rally Sport instrument panel and steering wheel with Custom Interior (RPO Z87) includes wood-grained accents



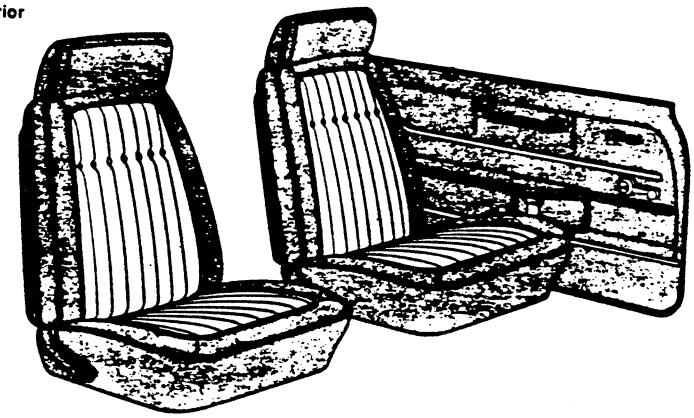
Camaro SS/Rally Sport standard all-vinyl interior



Sport-styled steering wheel (RPO N34) with wood-grained plastic rim



Custom all-vinyl interior (RPO Z87)



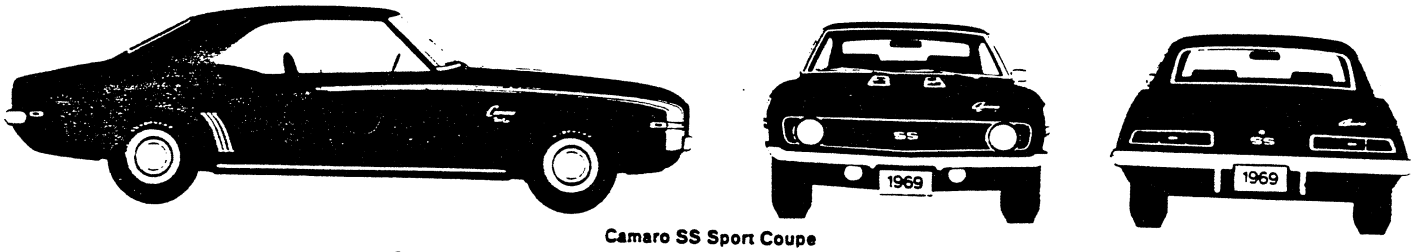
Luxurious houndstooth cloth and vinyl seat trim available with Custom Interior (RPO Z87)

CAMARO SS/RALLY SPORT INTERIOR FEATURES AND APPOINTMENTS

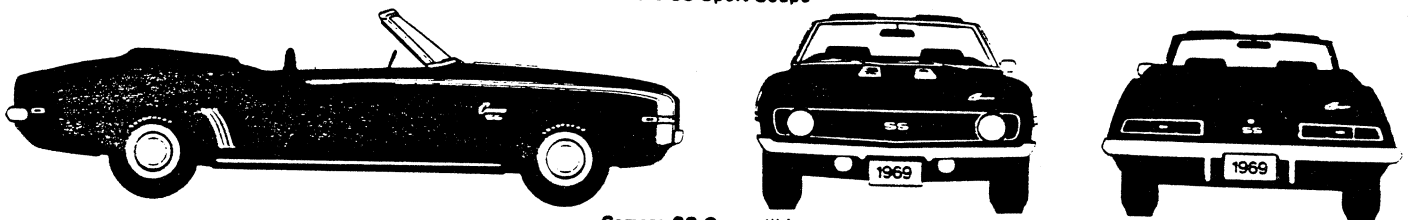
Camaro SS

RPO Z27—available for Camaro Sport Coupe and Convertible

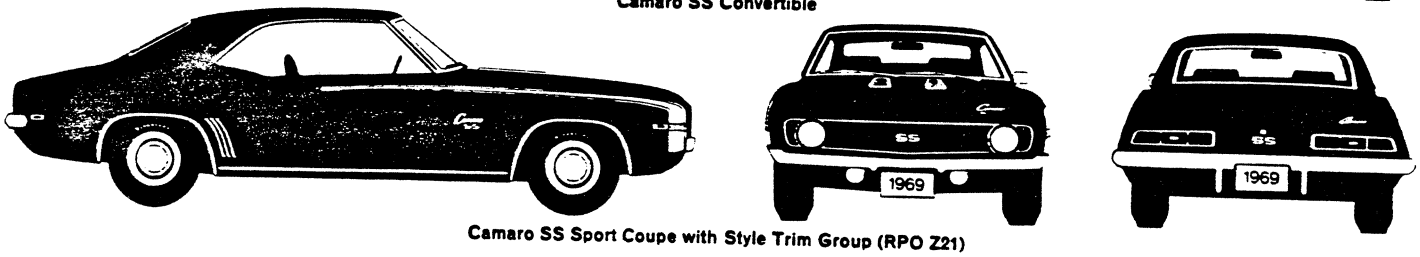
EXTERIOR FEATURES AND IDENTIFICATION



Camaro SS Sport Coupe



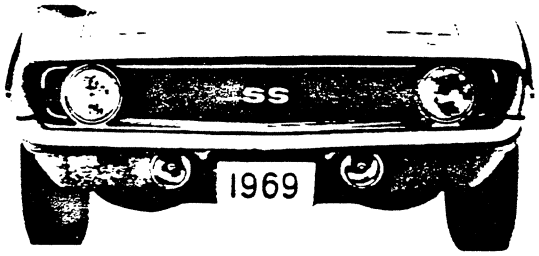
Camaro SS Convertible



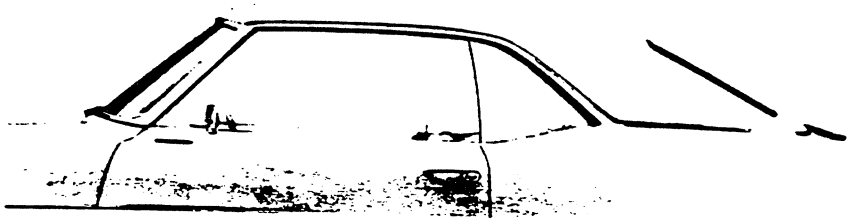
Camaro SS Sport Coupe with Style Trim Group (RPO Z21)

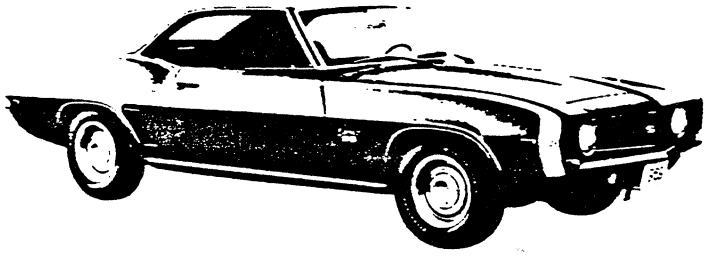
Camaro SS Convertible with Style Trim Group (RPO Z21)

Body-color resilient front bumper (RPO VE3)

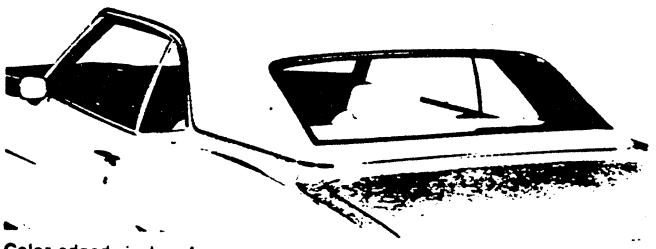


Full door-glass styling





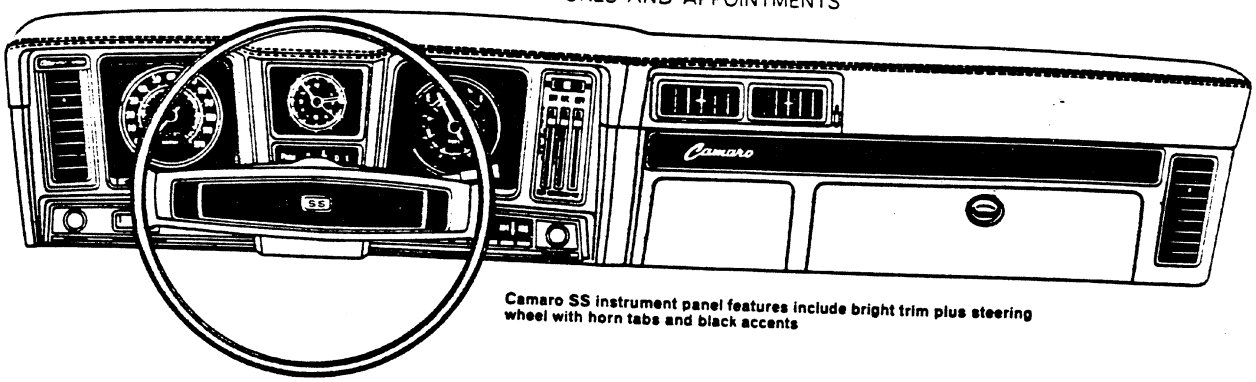
Distinctive Camaro SS includes special hood and sport striping



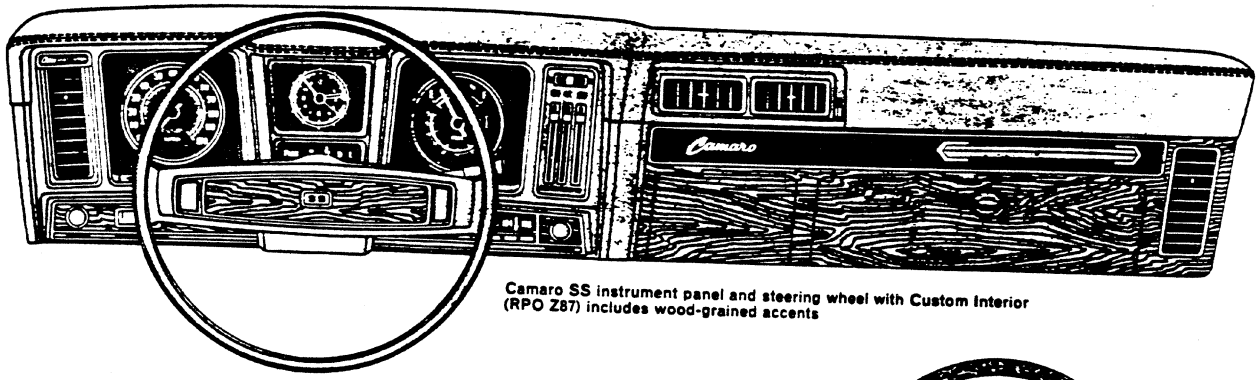
Color-edged vinyl roof cover with black-accented outline molding for Sport Coupe (RPO C08)

Camaro SS

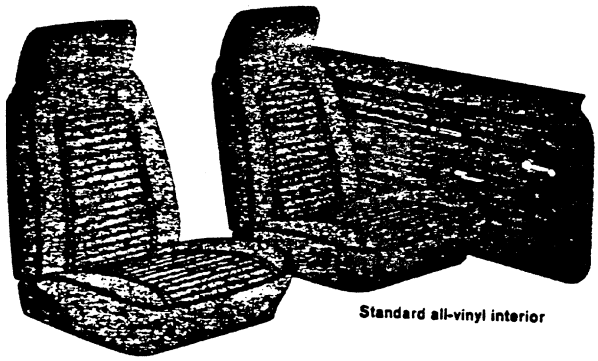
INTERIOR FEATURES AND APPOINTMENTS



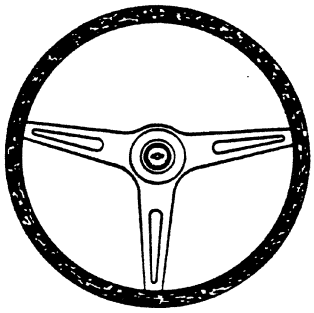
Camaro SS instrument panel features include bright trim plus steering wheel with horn tabs and black accents



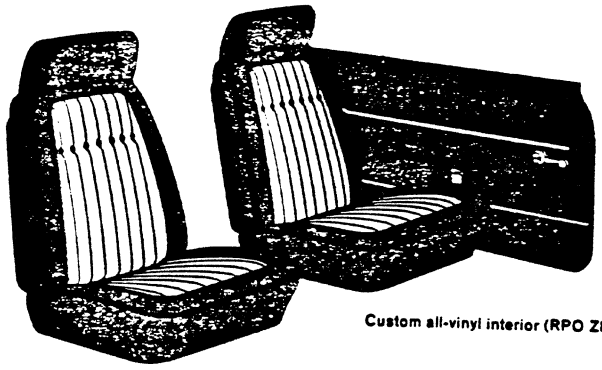
Camaro SS instrument panel and steering wheel with Custom Interior (RPO Z87) includes wood-grained accents



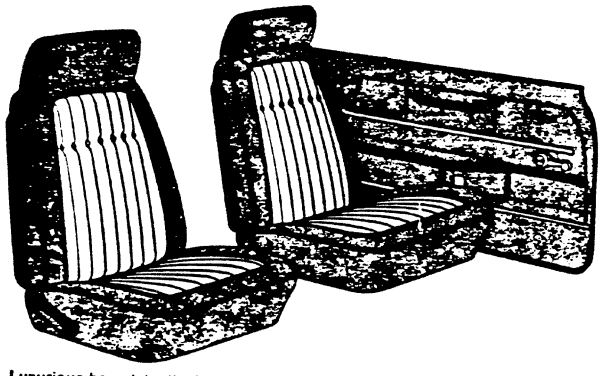
Standard all-vinyl interior



Sport-styled steering wheel (RPO N34) with wood-grained plastic rim



Custom all-vinyl interior (RPO Z87)

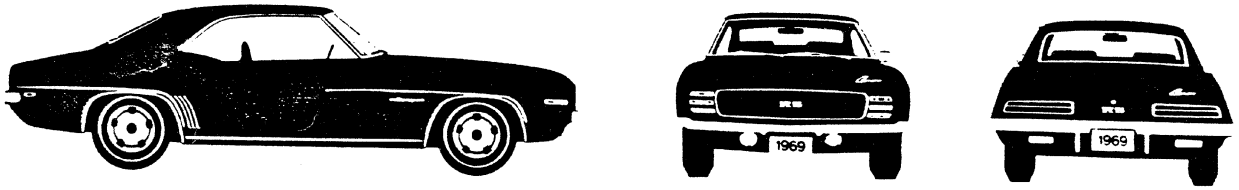


Luxurious houndstooth cloth and vinyl seat trim available with Custom Interior (RPO Z87)

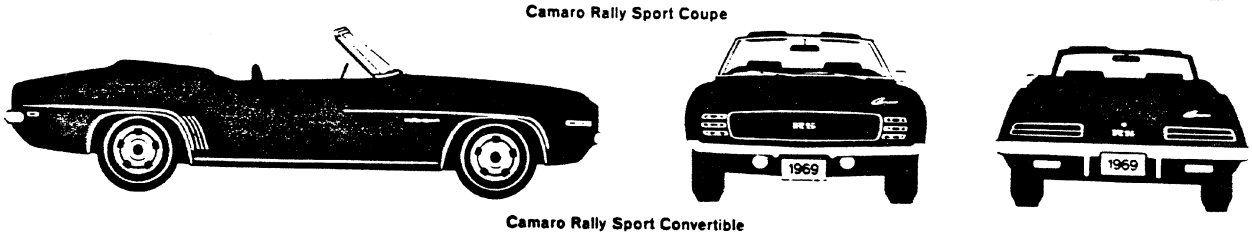
Camaro Rally Sport

RPO Z22—available for Camaro Sport Coupe and Convertible

EXTERIOR FEATURES AND IDENTIFICATION

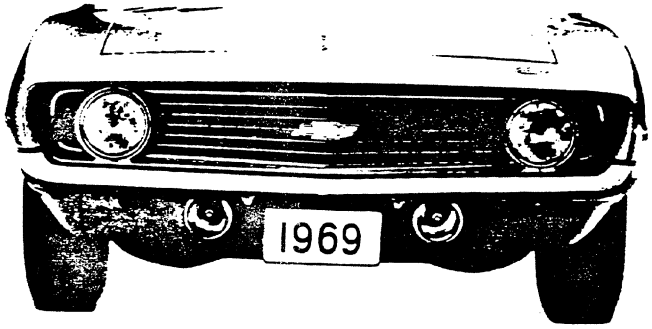


Camaro Rally Sport Coupe

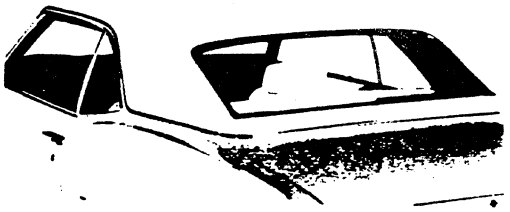


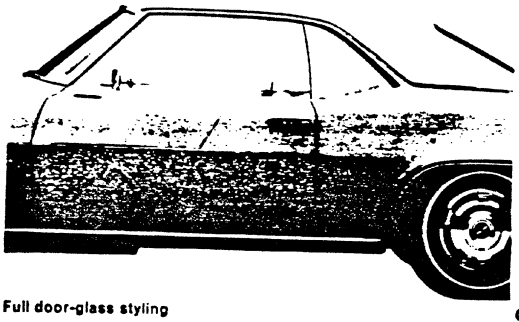
Camaro Rally Sport Convertible

Body-color resilient front bumper (RPO VE3) shown with standard Camaro exterior

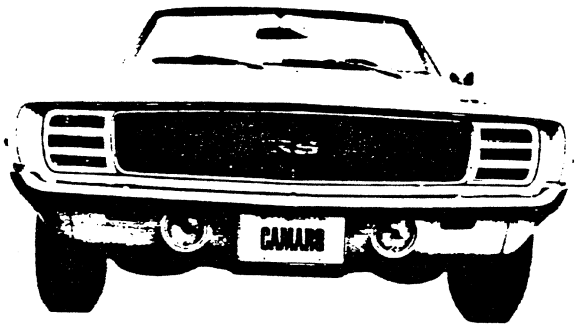


Color-edged vinyl roof cover with black-accented outline molding for Sport Coupe (RPO C08)





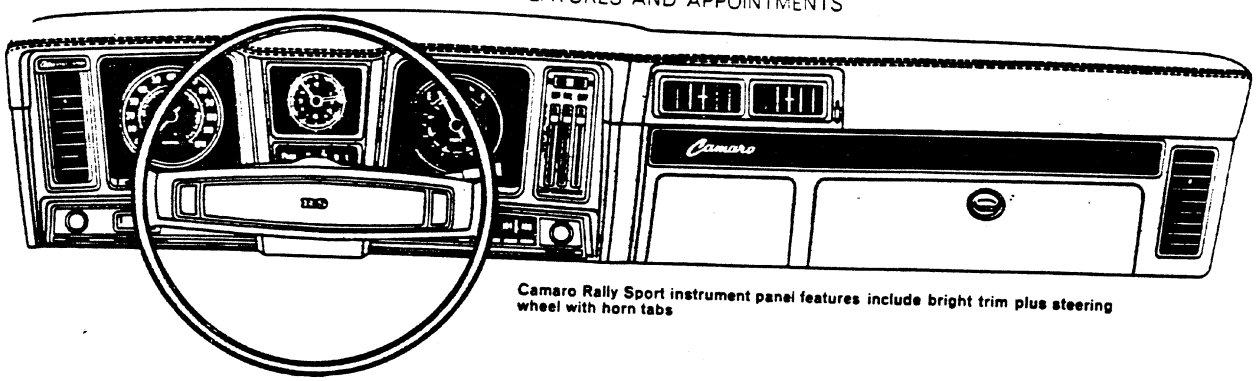
Full door-glass styling



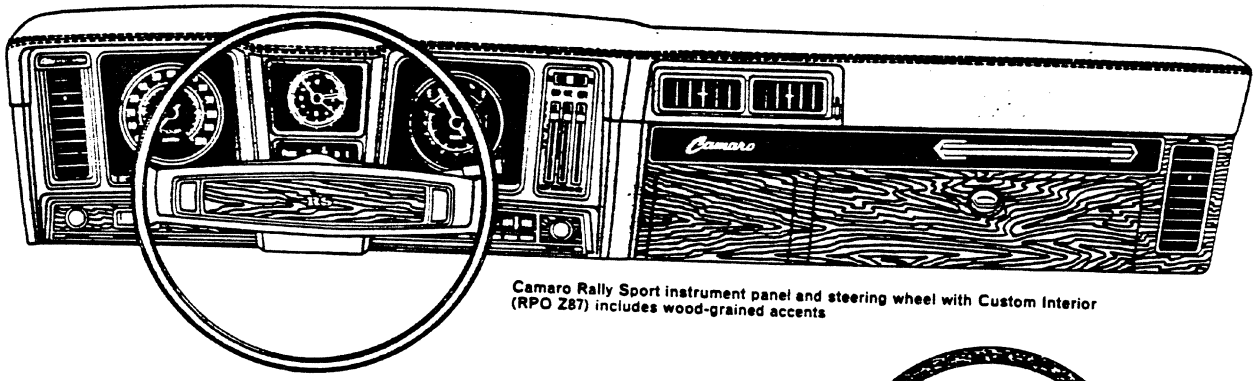
Camaro Rally Sport includes special grille with concealed headlights and RS emblem

Camaro Rally Sport

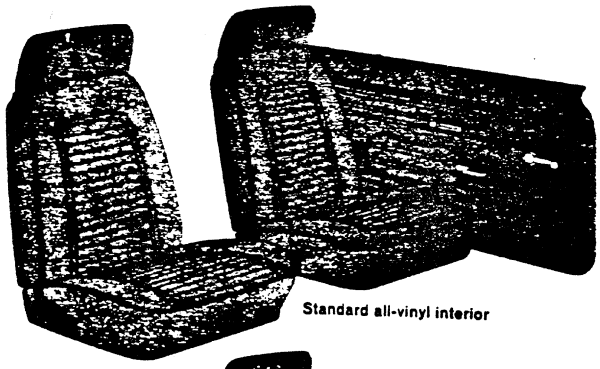
INTERIOR FEATURES AND APPOINTMENTS



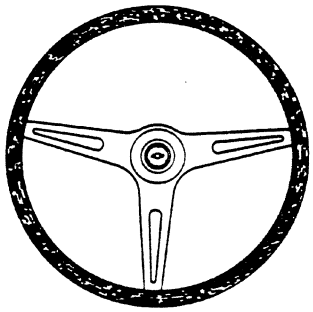
Camaro Rally Sport instrument panel features include bright trim plus steering wheel with horn tabs



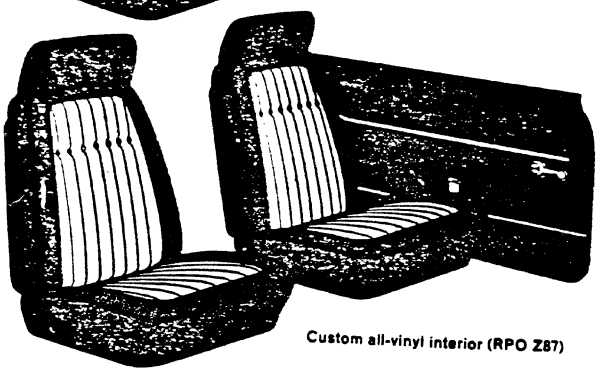
Camaro Rally Sport instrument panel and steering wheel with Custom Interior (RPO Z87) includes wood-grained accents



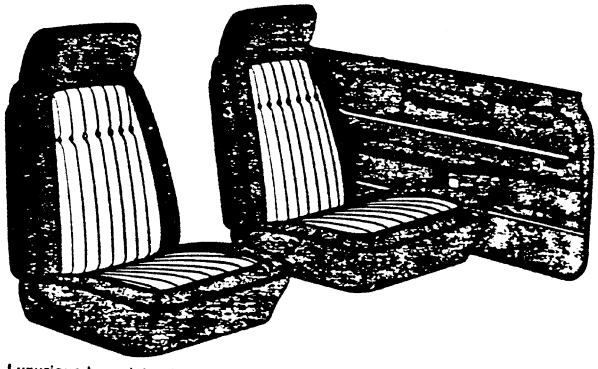
Standard all-vinyl interior



Sport-styled steering wheel (RPO N34) with wood-grained plastic rim



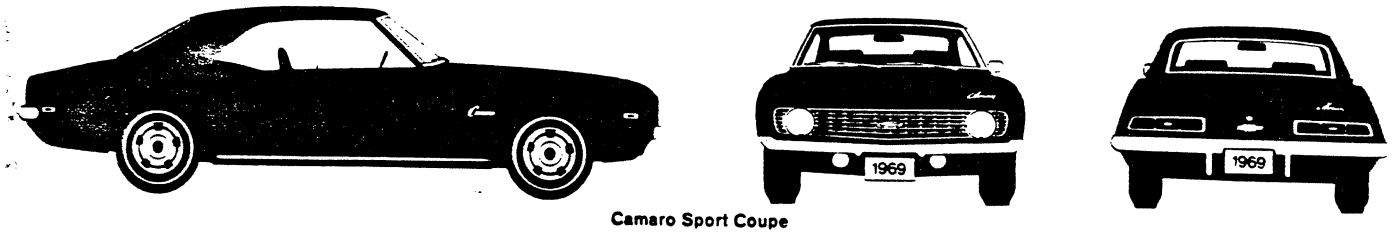
Custom all-vinyl interior (RPO Z87)



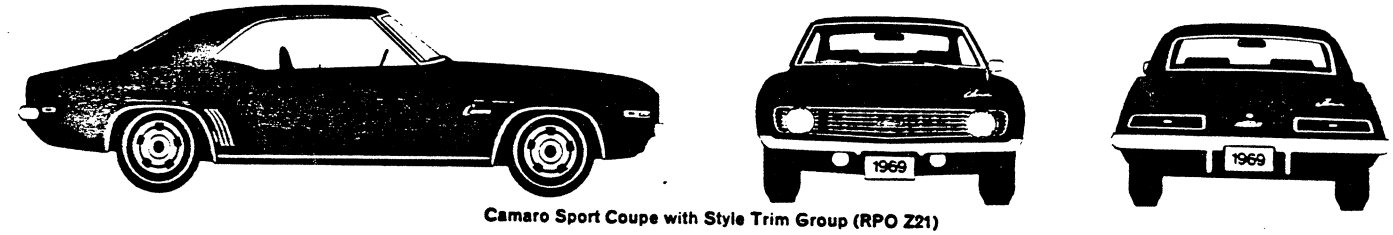
Luxurious houndstooth cloth and vinyl seat trim available with Custom Interior (RPO Z87)

Camaro

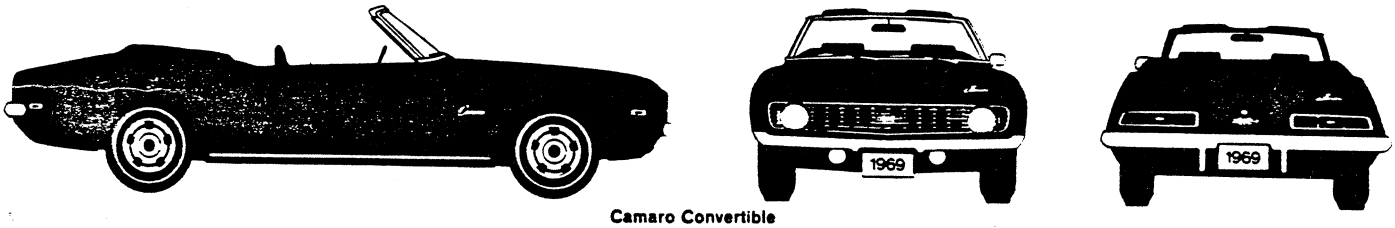
EXTERIOR FEATURES AND IDENTIFICATION



Camaro Sport Coupe



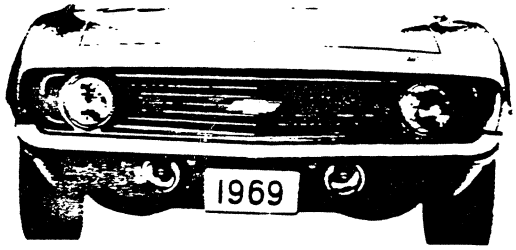
Camaro Sport Coupe with Style Trim Group (RPO Z21)



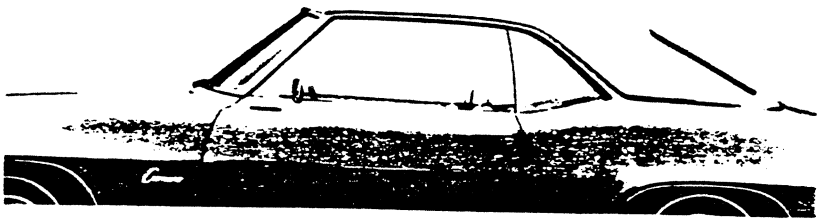
Camaro Convertible

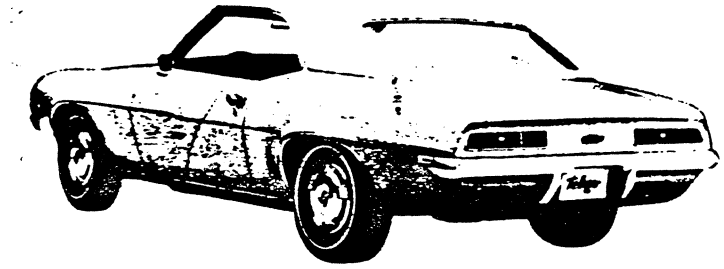
Camaro Convertible with Style Trim Group (RPO Z21)

Body-color resilient front bumper (RPO VE3)

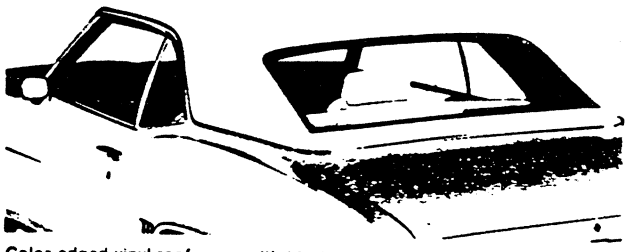


Full door-glass styling

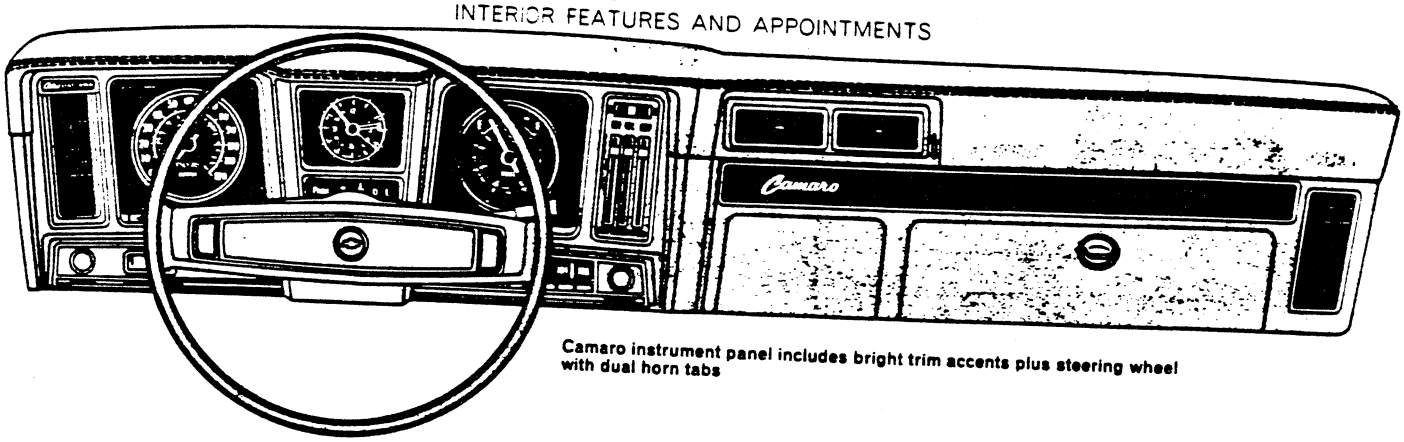




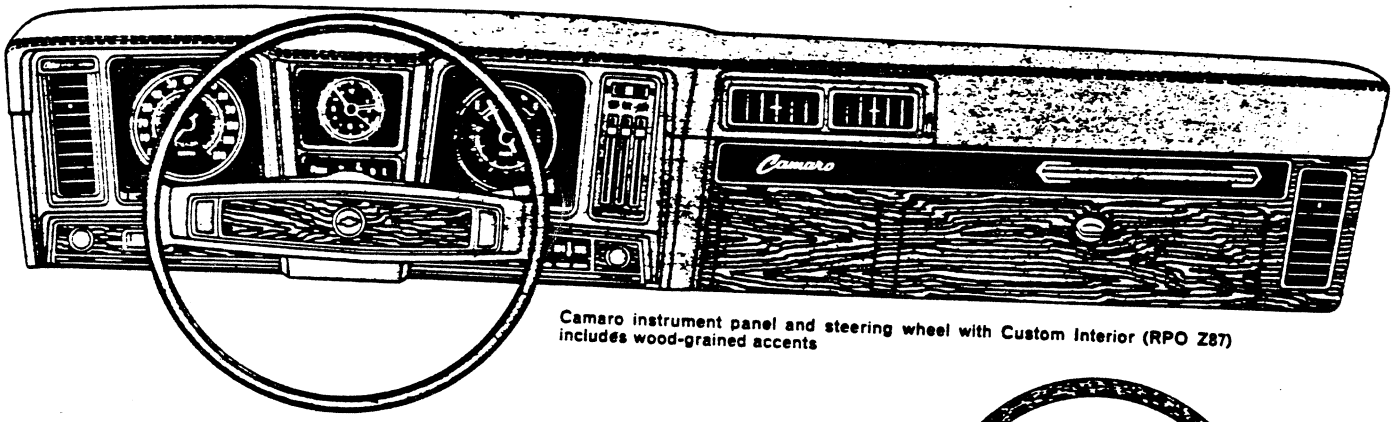
Color-edged two-tone exterior with outline molding available for Sport Coupe



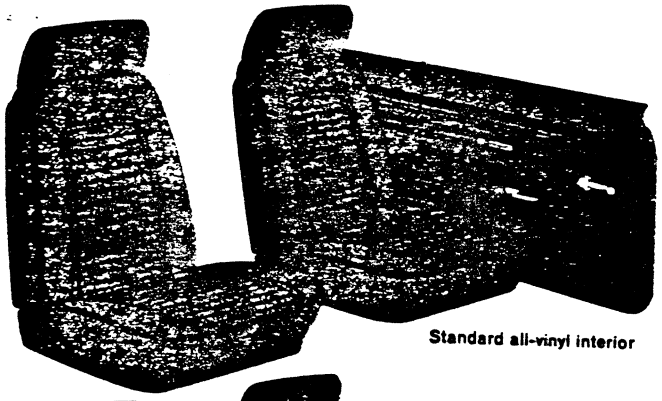
Color-edged vinyl roof cover with black-accented outline molding for Spo Coupe (RPO C08)



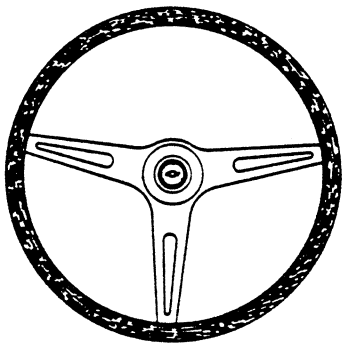
Camaro instrument panel includes bright trim accents plus steering wheel with dual horn tabs



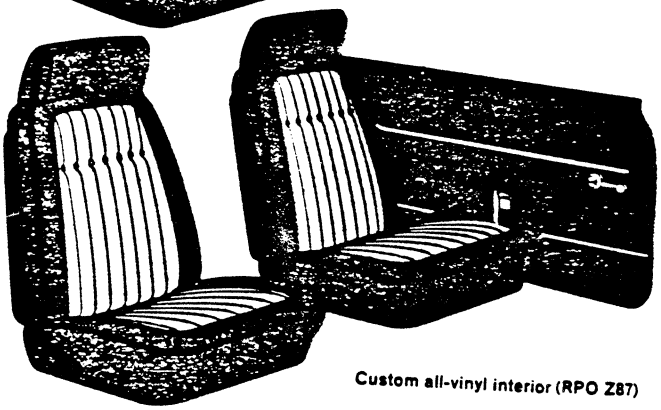
Camaro instrument panel and steering wheel with Custom Interior (RPO Z87) includes wood-grained accents



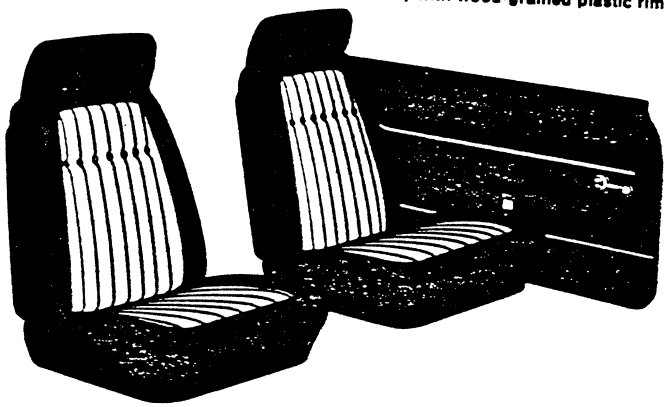
Standard all-vinyl interior



Sports-styled steering wheel (RPO N34) with wood-grained plastic rim



Custom all-vinyl interior (RPO Z87)



Luxurious houndstooth cloth and vinyl seat trim available with Custom Interior (RPO Z87)

1969 Camaro Color and Trim Choices

		INTERIOR TRIM COLOR AND CODE							
		Black	Blue	Medium Green	Ivory/ Black	Red	Midnight Green	Black/ Houndstooth	Ivory/ Houndstooth
	Type of Seat	Vinyl	Vinyl	Vinyl	Vinyl	Vinyl	Vinyl	Cloth & Vinyl	Cloth & Vinyl
Sport Coupe and Convertible With Standard Interior	Strato-Bucket	711	715	721	727	718	723		
Sport Coupe and Convertible With Custom Interior (RPO Z87)	Strato-Bucket	712	716	722		719	725		
Sport Coupe Only With Custom Interior (RPO Z87)	Strato-Bucket							713	729

EXTERIOR COLOR	CODE								
SOLID									
Tuxedo Black†	10	•	•	•	•	•	•	•	•
Dover White	50	•	•	•	•	•	•	•	•
Glacier Blue	53	•	•		•			•	•
Dusk Blue†	51	•	•		•			•	•
Le Mans Blue	71	•			•			•	•
Olympic Gold	65	•			•		•	•	•
Burnished Brown†	61	•			•			•	•
Azure Turquoise	55	•			•			•	•
Frost Green	59	•		•	•		•	•	•
Burgundy†	67	•			•	•		•	•
Cortez Silver	69	•	•		•	•	•	•	•
Garnet Red	52	•			•	•		•	•
Champagne†	63	•			•		•	•	•
Fathom Green	57	•		•	•		•	•	•
Butternut Yellow†	40	•			•		•	•	•
Hugger Orange	72	•			•			•	•
Daytona Yellow	76	•			•			•	•
Rallye Green	79	•			•			•	•
TWO-TONE*	Lower / Upper								
Glacier Blue (lower) Dover White (upper)	53 / 50	•	•		•			•	•
Azure Turquoise (lower) Dover White (upper)	55 / 50	•			•			•	•
Glacier Blue (lower) Dusk Blue (upper) †	53 / 51	•	•		•			•	•
Dusk Blue (lower) Glacier Blue (upper) †	51 / 53	•	•		•			•	•
Olympic Gold (lower) Dover White (upper)	65 / 50	•			•		•	•	•
Burnished Brown (lower) Champagne (upper) †	61 / 63	•			•			•	•

*Color-edged two-tone design with bright outline molding—available for Sport Coupe only. †Check availability before ordering.

Vinyl Roof Cover* Color Choices (RPO C08)

Vinyl Roof Color	Code	Exterior Color Availability
Black	BB	All exterior colors
Parchment	EE	
Dark Brown	FF	Olympic Gold, Butternut Yellow, Champagne, Burnished Brown
Dark Blue	CC	Dover White, Glacier Blue, Dusk Blue, Cortez Silver
Midnight Green	SS	Tuxedo Black, Dover White, Frost Green, Fathom Green

*Color-edged design with black-accented outline molding.

Convertible Top Colors

Choice of white or black convertible top available with all exterior colors.

Seat and Shoulder Belt Colors

Interior Trim Color	Standard Style Belts	Custom Deluxe Belts*
Black	Black	Black
Blue	Dark Blue	Dark Blue
Medium Green	Dark Green	Dark Green
Ivory/Black	Black	Black
Red	Black	Red
Midnight Green	Dark Green	Midnight Green
Black/Houndstooth	Black	Black
Ivory/Houndstooth	Black	Black

*Available at extra cost—see Options and Prices section. Note: Standard seat and shoulder belt buckles color-keyed: Custom Deluxe buckles brush-finished.

Camaro Color Accents—Sport Striping (RPO D90)†; Front Accent Striping (RPO DX1)††; Fender Striping (RPO D96)•

Exterior Color	Sport Coupe Without Vinyl Roof Cover	Sport Coupe With Vinyl Roof Cover					Convertible	
		Black	Parchment	Dark Brown	Dark Blue	Midnight Green	Black Top	White Top
Tuxedo Black	White (a)	White	White	—	—	White	White	White
Dover White	Black (b)	Black	Black	—	Black	Black	Black	Black
Glacier Blue	Black	Black	White	—	Black	—	Black	White
Dusk Blue	White	White	White	—	White	—	White	White
LeMans Blue	Black	Black	White	—	—	—	Black	White
Olympic Gold	Black	Black	White	Black	—	—	Black	White
Burnished Brown	White	White	White	White	—	—	White	White
Azure Turquoise	Black	Black	White	—	—	—	Black	White
Frost Green	Black	Black	White	—	—	Black	Black	White
Burgundy	Red	Red	White	—	—	—	Red	White
Cortez Silver	Black (b)	Black	White	—	Black	—	Black	White
Garnet Red	Black	Black	White	—	—	—	Black	White
Champagne	Black	Black	White	Black	—	—	Black	White
Fathom Green	White	White	White	—	—	White	White	White
Butternut Yellow	Black	Black	Black	Black	—	—	Black	Black
Hugger Orange	White	Black	White	—	—	—	Black	White
Daytona Yellow	Black	Black	Black	—	—	—	Black	Black
Rallye Green	White	Black	White	—	—	—	Black	White

†Included on Camaro SS.
(a) Red with Black interior.
††Not available on Camaro SS.
(b) Red with Red interior.
•Included with Rally Sport (RPO Z22) and Style Trim (RPO Z21) equipment except when ordered with Camaro SS equipment.

1969 Camaro Options and Prices*

Description	PRICE $	PRICE $
V8 Models (210-hp Turbo-Fire 327 V8)		
12437 Sport Coupe		
12467 Convertible		
6-Cylinder Models (140-hp Turbo-Thrift 230 Six)		
12337 Sport Coupe		
12367 Convertible		

* Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

Description	RPO Number	PRICE $	PRICE $
MODEL OPTIONS			
Camaro SS: Includes 300-hp Turbo-Fire 350 V8, special hood, sport striping, hood insulation, F70 x 14 wide-oval white lettered tires and 14 x 7 wheels, special suspension, power disc brakes, Special 3-Speed transmission, bright accents on simulated rear fender louvers, bright engine accents, SS emblems	Z27		
Custom Interior: Includes molded vinyl door panels with built-in armrests, assist grip, carpeted lower panel, wood-grain accents on instrument panel and steering wheel, bright pedal trim, glove compartment light, special body insulation and luggage compartment mat	Z87		
Special Interior Group: (Included in Custom Interior option). Includes wood-grain accents on steering wheel and bright pedal trim	Z23		
Rally Sport: Includes special grille with concealed headlights, headlight washers, fender striping, bright accents on simulated rear fender louvers, front and rear wheel opening moldings, black body sill, "RS" emblem on grille and rear panel, Rally Sport front fender name plates, bright accented taillights and parking lights, back-up lights below rear bumper, "RS" emblem and black accents on steering wheel, and bright roof drip molding on Sport Coupe	Z22		
Style Trim: (Included in Rally Sport option). Includes fender striping, bright accents on simulated rear fender louvers, front and rear wheel opening moldings, black body sill, rear panel emblem and bright taillight accents.			
Convertible	Z21		
Sport Coupe; also includes bright roof drip molding	Z21		

1969 Camaro Options and Prices

Description	RPO Number	PRICE $	$
Special Performance Package (Z28): Model 12437 only. Includes 302-cu-in V8 engine, dual exhaust with deep-tone mufflers, special front and rear suspension, rear bumper guards, heavy-duty radiator and temperature-controlled fan, quick-ratio steering, 15 x 7 rally wheels, E70 x 15 special white lettered tires, 3.73 ratio axle and special rally stripes on hood and rear deck. Available only when 4-speed transmission, power disc brakes are ordered. Positraction rear axle recommended	Z28		

FEATURE GROUPS*

APPEARANCE GUARD GROUP

INCLUDES:

(A) Front Bumper Guards	V31		
(B) Rear Bumper Guards	V32		
(C) Door Edge Guards	B93		
(D) Color-Keyed Floor Mats (2 front, 2 rear)	B37		
(E) Visor Vanity Mirror	D34		
For All Models without special rear springs—Includes A, B, C, D & E	ZP5		
For All Models with special rear springs—Includes A, C, D & E	ZP5		

OPERATING CONVENIENCE GROUP

INCLUDES:

(A) Electric Clock: Included when special instrumentation is ordered	U35		
(B) L.H. Outside Remote-Control Rearview Mirror	D33		
(C) Rear Window Defroster			
Sport Coupe	C50		
Convertible	C50		
For Sport Coupe with special instrumentation—Includes B & C	ZQ2		
For Sport Coupe without special instrumentation—Includes A, B & C	ZQ2		
For Convertible with special instrumentation—Includes B & C	ZQ2		
For Convertible without special instrumentation—Includes A, B & C	ZQ2		

*Any item contained in feature groups may be ordered separately.

POWER TEAMS

Engines: See Power Teams section for model and transmission availability			
155-hp Turbo-Thrift 250 Six	L22		
255-hp Turbo-Fire 350 V8	LM1		
325-hp Turbo-Jet 396 V8. (Available only with Camaro SS model option and ordering information)	L35		

1969 Camaro Options and Prices

Description	RPO Number	PRICE $	$
Transmission: See Power Teams chart for availability			
Torque-Drive (6-cyl. only)	MB1		
Powerglide			
6-cyl. models	M35		
V8 models	M35		
Turbo Hydra-Matic	M40		
Special 3-speed (Included with Camaro SS option)	MC1		
4-speed (Wide-range)	M20		
4-speed (Close-ratio)	M21		
Axle, Positraction Rear: Not available when Torque-Drive transmission is ordered	G80		
Axle Ratios: See Power Teams chart for available combinations			
Economy	ZQ8		
Performance	ZQ9		
Special Ratio (Other than standard economy or performance)	...		

POWER ASSISTS

Brakes, Power: Drum-type brakes	J50		
Brakes, Power Disc: Disc-type front brakes (Included with Camaro SS option)	J50/J52		
Brakes, 4-Wheel Power Disc: Includes 15" wheels. Available only for Camaro SS or Z28	JL8		
Steering, Power: (Power brakes recommended)	N40		
Top, Power: Convertible models only	C06		
Windows, Power	A31		

OTHER OPTIONS

Air Conditioning, Four-Season: Not available when 302-cu.-in. engine is ordered. Includes 61-amp Delcotron, heavy-duty radiator and temperature-controlled radiator fan. Power steering recommended	C60		
Battery, Heavy-Duty	T60		
Belts, Seat and Shoulder: In addition to or replacing standard belts			
Standard Style Shoulder Belts			
Convertible Only—			
2 front	AS1		
2 front, 2 rear	AS1/AS5		
Sport Coupe—			
2 rear	AS5		
Custom Deluxe Belts			
Seat and Shoulder Belts—			
Sport Coupe with bucket seats—5 seat & 2 shoulder	ZK3		
Seat Belts Only—			
Convertible with bucket seats—5 seat	A39		
Shoulder Belts Only—			
Convertible (Requires Option A39)—			
2 front	A85		
2 front, 2 rear	A85/AS4		
Sport Coupe (Requires Option ZK3)—			
2 rear	AS4		

1969 Camaro Options and Prices

Description	RPO Number	PRICE $	PRICE $
Bumper, Special Front: Not available when front bumper guard equipment is ordered	VE3		
Clutch, Heavy-Duty: Dual disc. Camaro SS only	MA6		
Console: Includes floor-mounted shift lever, storage compartment and ashtray	D55		
Exhaust System, Dual: Available with 210-hp or 255-hp engine only	N10		
Fan, Temperature-Controlled: V8 models only. Included when air conditioning or Special Performance Package is ordered	K02		
Generator:			
42-amp Delcotron. Not available when air conditioning or Special Performance Package is ordered	K79		
63-amp Delcotron			
With air conditioning	K85		
Without air conditioning	K85		
Glass, Soft-Ray Tinted: All windows	A01		
Headlight Washer: Included with Rally Sport equipment	CE1		
Heater, Engine Block	K05		
Instrumentation, Special: V8 models with console only. Includes ammeter, temperature, oil pressure and fuel gauges mounted on console, electric clock and tachometer mounted in instrument panel cluster	U17		
Light Monitoring System	U46		
Lighting, Auxiliary:			
(A) Ashtray Light			
(B) Courtesy Lights			
(C) Glove Compartment Light			
(D) Luggage Compartment Light			
(E) Underhood Light			
For Sport Coupe with Custom Interior—Includes A, B, D & E	ZJ9		
For Sport Coupe without Custom Interior—Includes A, B, C, D & E	ZJ9		
For Convertible with Custom Interior—Includes A, D & E	ZJ9		
For Convertible without Custom Interior—Includes A, C, D & E	ZJ9		
Radiator, Heavy-Duty: Included when air conditioning is ordered. Not available when 396-cu-in engine or Special Performance Package is ordered	V01		
Radio Equipment:			
Radios, Pushbutton— With front antenna			
AM Radio	U63		
AM/FM Radio	U69		
AM/FM Radio and Stereo	U79		
Antenna, Manual Rear—Not available with AM/FM radio or Spoiler equipment	U73		
Speaker, Rear Seat—Not available when stereo is ordered	U80		
Roof Cover, Vinyl: Sport Coupe models only			
Black	BB		
Dark Blue	CC		
Parchment	EE		
Midnight Green	SS		
Dark Brown	FF		

1969 Camaro Options and Prices

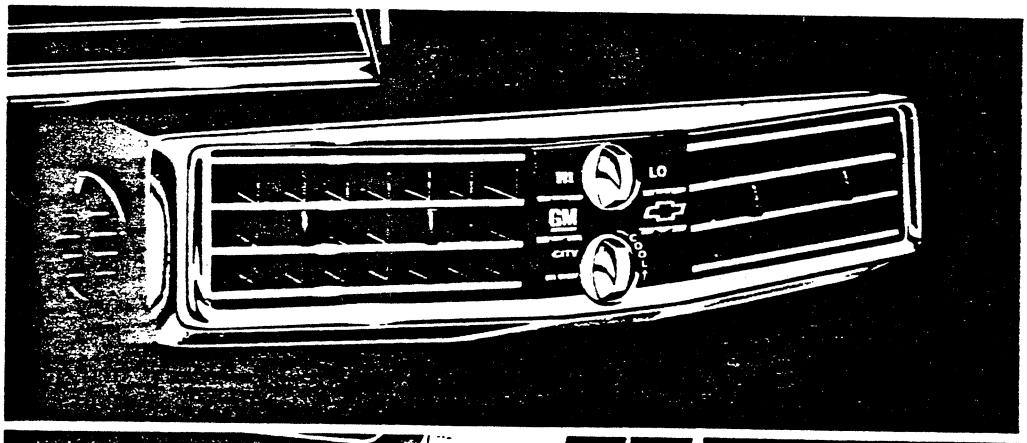
Description	RPO Number	PRICE $	$
Seat: Fold-down Rear	A67		
Shift Lever, Floor-Mounted: Available only with standard 3-speed transmission and six-cylinder or standard V8 engine. Included when center console is ordered	M11		
Speed Warning Indicator	U15		
Springs, Heavy-Duty Rear: Includes rear bumper guards	G31		
Spoiler, Air: Front and rear	D80		
Steering, Special: Includes quick-response steering; requires power steering when air conditioning or 396-cu-in engine is ordered	N44		
Steering Wheel, Comfortilt: Available only when automatic or floor-shift transmission is ordered	N33		
Steering Wheel, Sport-Styled: Wood-grained plastic rim	N34		
Stereo Tape System: Includes 4 speakers. Not available when electric clock is ordered. Console required when air conditioning is ordered	U57		
Striping, Fender: Included with Rally Sport and Style Trim option	D96		
Striping, Front Accent: Not available with Sport Striping	DX1		
Striping, Sport: Included when Camaro SS is ordered. Not available with Front Accent Striping	D90		
Suspension, Special-Purpose Front and Rear: V8 models only. Not available when Special Performance Package is ordered. Includes special front and rear springs and shock absorbers	F41		
Top, Convertibles: *Manual*			
White	AA		
Black	BB		
Two-Tone Finish: Sport Coupe only	...		
Ventilation, HD Closed Positive Engine	KD5		
Wheel Covers, Full: Not available when Special Performance Package is ordered	P01		
Wheel Covers, Simulated Wire: Not available when Special Performance Package is ordered	N95		
Wheel Covers, Mag-Style: Not available when Special Performance Package is ordered	N96		
Wheel Covers, Mag-Spoke: Not available when Special Performance Package is ordered	PA2		
Wheel Trim Rings: For use with standard hub caps. Not available when Special Performance Package is ordered	P06		
Wheels, Rally: Includes special wheel, center cap and trim ring. Not available when Special Performance Package is ordered	ZJ7		
Wheels, Sport: Available only with Camaro SS option	N66		

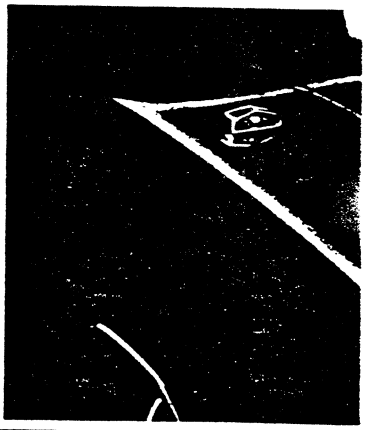
1969 Camaro Options and Prices

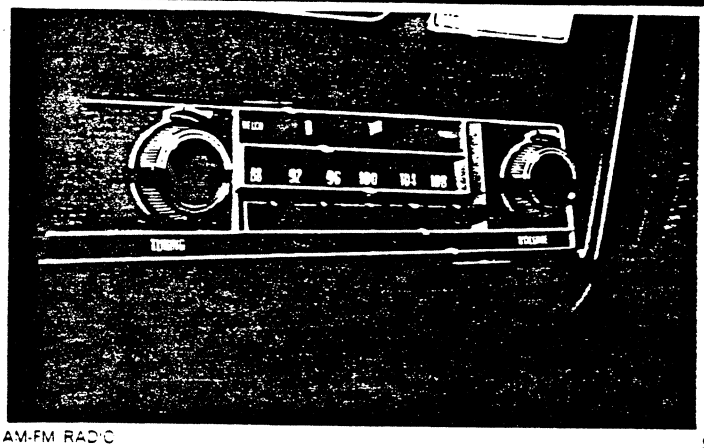
Description	RPO Number	PRICE $	PRICE $
FACTORY-INSTALLED REGULAR PRODUCTION TUBELESS TIRES			
Replaces (5) E78 x 14 Original Equipment Blackwall			
(5) E78 x 14 Original Equipment Whitewall	PK8		
(5) F70 x 14 Special Red Stripe	PW8		
(5) F70 x 14 Special White Stripe	PW7		
(5) F70 x 14 Special Belted Red Stripe	PY5		
(5) F70 x 14 Special Belted White Stripe	PY4		
(5) F70 x 14 Special Blackwall with White Lettering	PL5		
Replaces (5) F70 x 14 Special Blackwall with White Lettering (Camaro SS)			
(5) F70 x 14/2-ply (4-ply rating) Special Red Stripe	PW8		
(5) F70 x 14/2-ply (4-ply rating) Special White Stripe	PW7		
(5) F70 x 14/2-ply (4-ply rating) Special Belted Red Stripe	PY5		
(5) F70 x 14/2-ply (4-ply rating) Special Belted White Stripe	PY4		
Space-Saver Spare Tire	N65		

AIR CONDITIONER

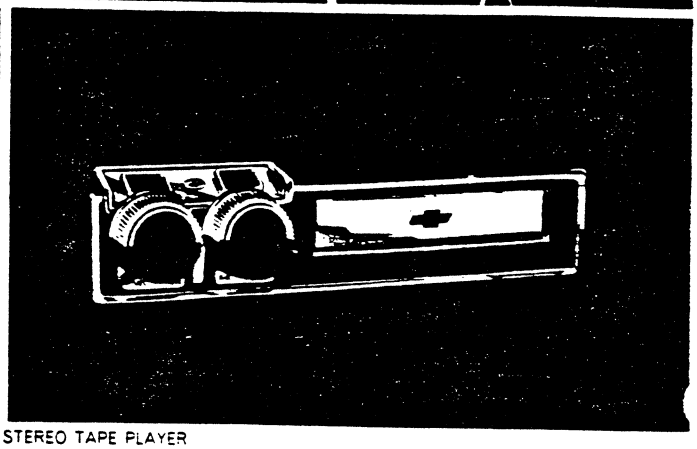
GM VIGILITE







AM-FM RADIO



STEREO TAPE PLAYER

CAMARO CUSTOM FEATURES

Transmissions

TRANSMISSION	ENGINES	TRANSMISSION GEAR RATIOS (:1)					SHIFT SELECTOR LOCATIONS		
		1	2	3	4	R	Column	Floor	Console*
3-SPEED FULLY SYNCHRONIZED (STANDARD)	140-hp 6 155-hp 6	2.85	1.68	1.00		2.95	•	•†	•
	210-hp V8	2.54	1.50	1.00		2.63			
SPECIAL 3-SPEED FULLY SYNCHRONIZED (RPO MC1)	255-hp V8 300-hp V8 325-hp V8	2.42	1.58	1.00		2.41		•	•
4-SPEED FULLY SYNCHRONIZED (RPO M20)	140-hp 6 155-hp 6	2.85	2.02	1.35	1.00	2.85			
	210-hp V8	2.54	1.80	1.44	1.00	2.54			
	255-hp V8 300-hp V8 325-hp V8	2.52	1.88	1.46	1.00	2.59		•	•
TORQUE-DRIVE (RPO MB1)	140-hp 6 155-hp 6	Hi (maximum)—2.10:1 to 1:1 1st and Reverse—3.82:1 to 1.82:1					•		
POWERGLIDE (RPO M35)	140-hp 6 155-hp 6 210-hp V8	Drive (maximum)—3.82:1 to 1:1 Low and reverse—3.82:1 to 1.82:1							
	255-hp V8 300-hp V8	Drive (maximum)—3.70:1 to 1:1 Low and reverse—3.70:1 to 1.76:1					•		•
TURBO HYDRA-MATIC (RPO M40)	140-hp 6 155-hp 6 210-hp V8 255-hp V8 300-hp V8	Drive (maximum)—5.29:1 to 1:1 Low 2—5.29:1 to 1.52:1 Low 1—5.29:1 to 2.52:1 Reverse—4.05:1 to 1.93:1					•		•
	325-hp V8	Drive (maximum)—5.21:1 to 1:1 Low 2—5.21:1 to 1.48:1 Low 1—5.21:1 to 2.48:1 Reverse—4.37:1 to 2.08:1					•		•

*Optional at extra cost. †Optional Floor-mounted Shift Lever (RPO M11).

Clutches for Camaro 3- and 4-Speed Transmission Power Teams

		140-, 155-hp Six	210-hp 327 V8	255-hp 350 V8	300-hp 350 V8	325-hp 396 V8
		3-, 4-Speed	3-, 4-Speed	3-, 4-Speed	3-, 4-Speed	3-, 4-Speed
Type	Standard and Heavy-Duty*	Diaphragm spring with single dry disc	Semi-centrifugal bent-finger design diaphragm spring with single dry disc (dual dry discs with heavy-duty clutch)			
Disc Facing Material	Standard and Heavy-Duty*	Woven asbestos	Premium grade woven asbestos			
Disc Facing Outside Diameter	Standard	9.12"	10.34"			11.00"
	Heavy-Duty*	—				10.00"
Disc Facing Total Area (sq. in.)	Standard	71.82	101.54			123.70
	Heavy-Duty*	—				201.06
Spring Effective Plate Load (lbs.)	Standard	1650-1850	2100-2300			2450-2750
	Heavy-Duty*	—				1400-1600

*RPO MA6—Heavy-Duty Clutch (dual disc).

Equipment Included With Optional* V8 Engines

Important equipment is included with optional* 350- and 396-cu.-in. V8 engines, supplementing or replacing equipment included with the standard 210-hp 327-cu.-in. V8 engine. Other specialized equipment is also available (see Options and Prices section).

	255-hp Turbo-Fire 350	300-hp Turbo-Fire 350	325-hp Turbo-Jet 396
Special front springs	•†	•	•
Special shock absorbers			•
Special lower ball joints in front suspension			•
Special multiple-leaf rear springs	•**	•	•
Heavier duty drive shaft universal joints	•**	•**	•
Rear axle ring gear—8.875" dia.	•**	•**	•
Larger capacity radiator	•	•	•
Heavier duty engine mounts			•
Dual exhaust (2¼-in. dia.)	•	•	•
Heavier duty clutch	•	•	•††
Wide-oval F70 x 14 white lettered tires with 14" x 7" wheels		•	•
Special hood with simulated louvers (includes special underhood insulation)		•	•
Higher performance starting motor	•	•	•
Finned aluminum valve rocker covers		•	•
Special chrome accents on engine ◆		•	
Large in-line fuel filter and vapor return line to fuel tank		•	•

†Convertible only. ††Dual 2¼-in. dia. chambered exhaust system optional at extra cost. *Optional at extra cost. **With manual transmissions only.
◆Chrome-finish air cleaner cover and oil filler cap; rocker covers also chrome-finish on 325-hp V8.

CAMARO POWER TEAMS

1969 Camaro Engine Specifications

GENERAL SPECIFICATIONS	140-hp Turbo-Thrift 230	155-hp Turbo-Thrift 250	210-hp Turbo-Fire 327	255-hp Turbo-Fire 350	300-hp Turbo-Fire 350	325-hp Turbo-Jet 396
Displacement	230 cu. in.	250 cu. in.	327 cu. in.	350 cu. in.		396 cu. in.
Bore and Stroke	3.875" x 3.25"	3.875" x 3.53"	4.00" x 3.25"	4.0" x 3.48		4.094" x 3.76"
HP @ RPM	140 @ 4400	155 @ 4200	210 @ 4600	255 @ 4800	300 @ 4800	325 @ 4800
Torque @ RPM (lbs. ft.)	220 @ 1600	235 @ 1600	320 @ 2400	365 @ 3200	380 @ 3200	410 @ 3200
Compression ratio	8.5:1		9.0:1		10.25:1	
Carburetion	Single-barrel		2-barrel	4-barrel		
Fuel requirement	Regular		Regular*		Premium	
Camshaft type	Economy-Contoured		General Performance			
Valve lifters	Hydraulic					
Exhaust	Single				Dual	

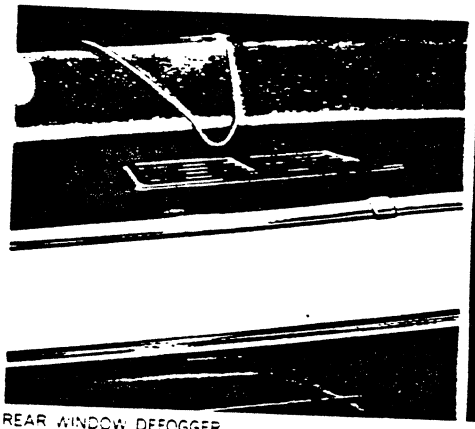
BASIC DESIGN

Engine type	6-cylinder—Valve-in-head	V8—Valve-in-head		
Exhaust emission control	Air Injection Reactor System (Controlled Combustion System with automatic transmissions except on 325-hp 396-cu.-in. V8)			
Cylinder block	Cast alloy iron	Cast alloy iron**		
Cylinder heads	Cast alloy iron with precision-cast wedge-type combustion chambers			Cast alloy iron***
Crankshaft	Cast nodular iron†			
Main bearings	7—steel-backed replaceable insert type	5—steel-backed replaceable insert type‡		
Pistons	Cast aluminum alloy			
Piston Rings — Top	Chrome plated			Molybdenum-inlay
Piston Rings — Second	Wear-resistant coated			Chrome plated
Piston Rings — Oil control	Three-piece (two rails and one spacer-expander)			
Connecting rods	Forged alloy steel			
Flywheel	Machined cast alloy iron with manual transmissions, pressed steel with automatic transmissions			

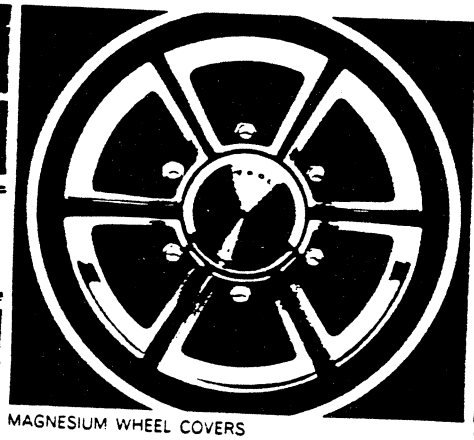
FUEL SYSTEM

Intake manifold	Cast alloy iron#		
Carburetor type	Single-barrel	2-barrel	4-barrel
Choke	Automatic		
Air cleaner	Oil-wetted paper element		
Fuel pump	Camshaft-driven mechanical pulsator type		
Fuel filters	Dual filtration system—paper filter in carburetor, fine-mesh fuel strainer in tank•		

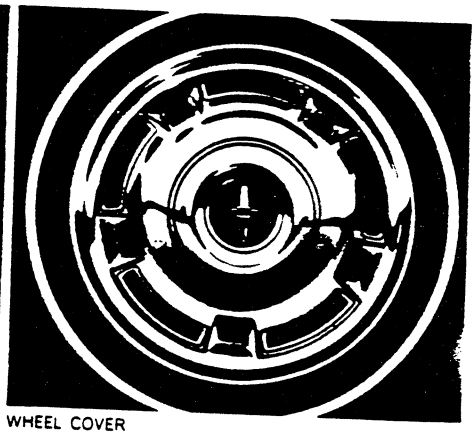
*Regular grade fuel recommended except in areas where octane ratings of regular gasolines are below minimum engine requirements.
**Extra-thick bulkheads for greater strength and more rigid crankshaft support.
***With alternately spaced inlet and exhaust valve ports and precision-formed modified-wedge combustion chambers.
†Fully counterweighted on 155-hp six.
‡Special wide-base main bearing caps on 396-cu.-in. V8.
#Sixes—3-port rectangular section; V8s—8-port double deck.
•Triple filtration system plus vapor return line to fuel tank on 300- and 325-hp V8s. Includes large in-line fuel filter in addition to carburetor and fuel tank filters.



REAR WINDOW DEFOGGER

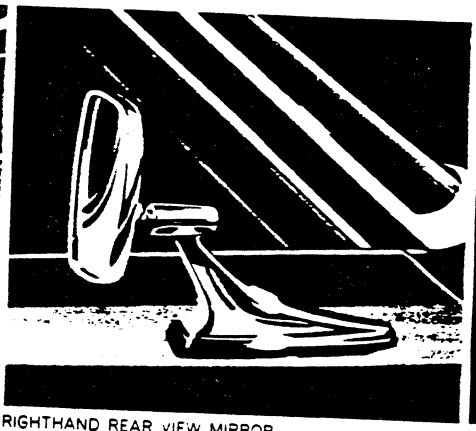


MAGNESIUM WHEEL COVERS

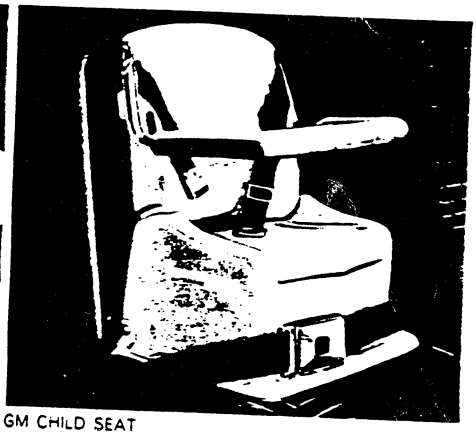


WHEEL COVER

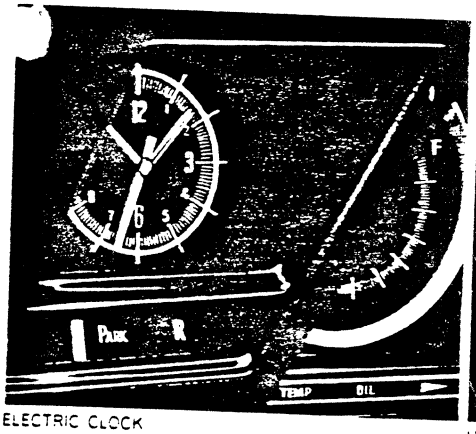
CRUISE MASTER SPEED CONTROL



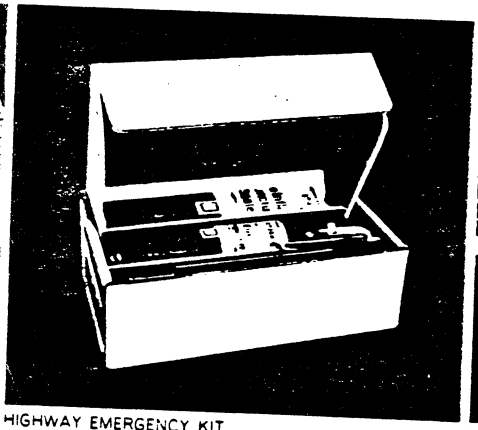
RIGHTHAND REAR VIEW MIRROR



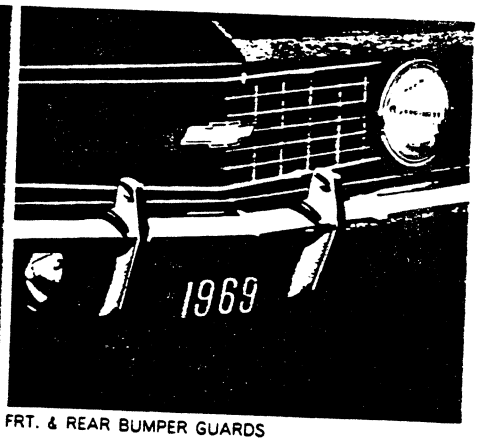
GM CHILD SEAT



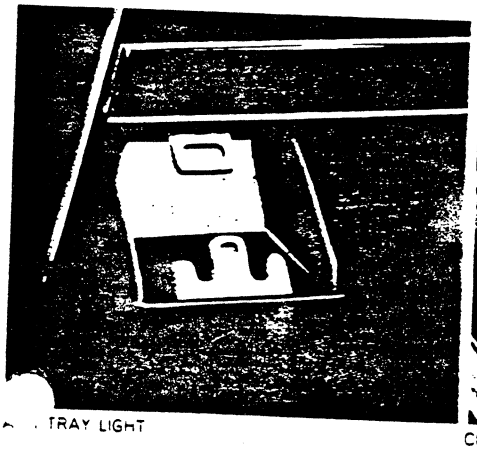
ELECTRIC CLOCK



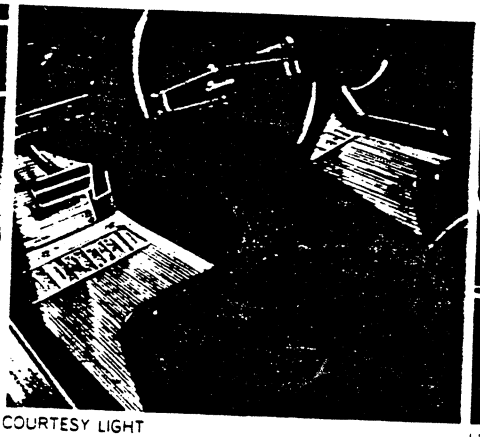
HIGHWAY EMERGENCY KIT



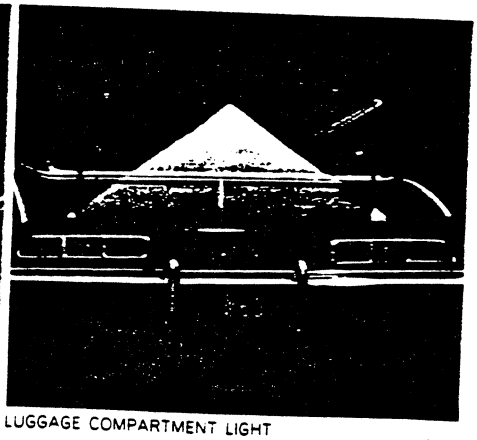
FRT. & REAR BUMPER GUARDS



TRAY LIGHT



COURTESY LIGHT



LUGGAGE COMPARTMENT LIGHT

CAMARO CUSTOM FEATURES

1969 Camaro Power Teams

ENGINES / TRANSMISSIONS / AXLE RATIOS

ENGINE	TRANSMISSION	REAR AXLE RATIO MODEL APPLICATION	REAR AXLE RATIO							
			Without Air Conditioning				With Air Conditioning			
			Standard	Economy†	Performance†	Special†	Standard	Economy†	Performance†	Special†
STANDARD 6 **140-HP TURBO-THRIFT 230** 230-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1		3.08:1	2.73:1	3.36:1	
	4-Speed (2.85:1 Low)									
	Torque-Drive	All models	2.73:1				3.08:1			
	Powerglide	All models	2.73:1	2.56:1	3.08:1	3.36:1	3.08:1	2.73:1	3.36:1	
	Turbo Hydra-Matic									
RPO L22 **155-HP TURBO-THRIFT 250** 250-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1		3.08:1	2.73:1	3.36:1	
	4-Speed (2.85:1 Low)									
	Torque-Drive	All models	2.73:1				3.08:1			
	Powerglide	All models	2.73:1	2.56:1	3.08:1	3.36:1	3.08:1	2.73:1	3.36:1	
	Turbo Hydra-Matic									
STANDARD V8 **210-HP TURBO-FIRE 327** 327-CU.-IN. V8	3-Speed (2.54:1 Low)	All models	3.08:1	2.73:1	3.36:1		3.08:1	2.73:1	3.36:1	
	4-Speed (2.54:1 Low)									
	Powerglide	All models	2.73:1	2.56:1		3.36:1	2.73:1	2.56:1		3.36:1
	Turbo Hydra-Matic									
RPO LM1 **255-HP TURBO-FIRE 350** 350-CU.-IN. V8	Special 3-Speed (2.42:1 Low)	All models	3.31:1	3.07:1	3.55:1	3.73:1*	3.31:1	3.07:1	3.55:1	3.73:1*
	4-Speed (2.52:1 Low)									
	Powerglide	All models	3.08:1	2.73:1	3.36:1	3.55:1	3.08:1	2.73:1	3.36:1	3.55:1
	Turbo Hydra-Matic									
300-HP TURBO-FIRE 350 350-CU.-IN. V8 Included with Camaro SS Equipment (RPO Z27)	Special 3-Speed (2.42:1 Low)	All models	3.31:1	3.07:1	3.55:1	3.73:1*	3.31:1	3.07:1	3.55:1	3.73:1*
	4-Speed (2.52:1 Low)	All models	3.31:1	3.07:1	3.55:1	3.73:1* 4.10:1*	3.31:1	3.07:1	3.55:1	3.73:1*
	Powerglide	All models	3.08:1	2.73:1	3.36:1	3.55:1	3.08:1	2.73:1	3.36:1	3.55:1
	Turbo Hydra-Matic									
RPO L35 **325-HP TURBO-JET 396** 396-CU.-IN. V8 Available with Camaro SS Equipment (RPO Z27) only	Special 3-Speed (2.42:1 Low)	All models	3.07:1	2.73:1	3.31:1		3.07:1	2.73:1	3.31:1	
	4-Speed (2.52:1 Low)									
	Turbo Hydra-Matic	All models	3.07:1	2.73:1		2.56:1	3.07:1	2.73:1		2.56:1

Note: Positraction rear axle available in all axle ratios. †Available at extra cost—see Options and Prices section. *Available as Positraction axle only.

1969 Camaro Engine Specifications

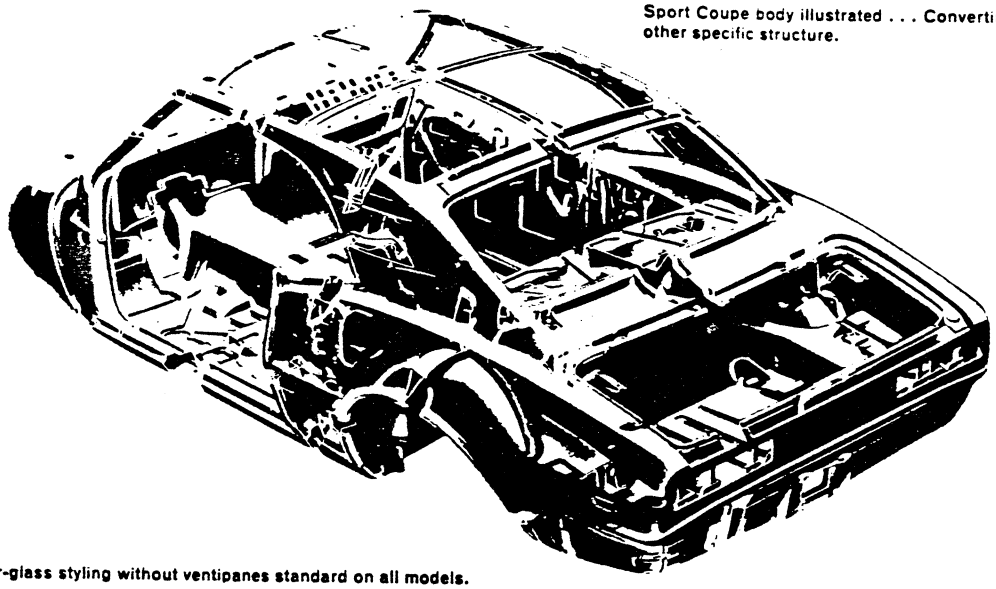
VALVE SYSTEM	140-hp Turbo-Thrift 230	155-hp Turbo-Thrift 250	210-hp Turbo-Fire 327	255-hp Turbo-Fire 350	300-hp Turbo-Fire 350	325-hp Turbo-Jet 396
Type	Valve-in-head with independent operating mechanism for each valve					
Valve guides/seats	Machined in cylinder heads (cast alloy iron valve guide inserts on 396-cu.-in. V8)					
Inlet valves	Alloy steel					Alloy steel with aluminized face and head
Exhaust valves	High alloy steel		High alloy steel with aluminized face			High alloy steel with aluminized face and head
Rocker arms	Pressed steel with ball and socket mounting					
Push rods	Tubular steel with hardened ends (hardened steel inserts on 396-cu.-in. V8)					
Camshaft material	Wear-resistant-coated cast alloy iron					
Camshaft bearings	4—steel-backed babbitt		5—steel-backed babbitt			
Camshaft drive	Gear-driven from crankshaft		Chain-driven from crankshaft			
EXHAUST SYSTEM						
Type	Single 2.0" system		Single 2.0" system*		Dual 2.25" system	Dual 2.25" system†
Exhaust manifold/s	Cast alloy iron 4-port design: sixes—center downtake; V8s—rear downtake (tuned 4-port manifolds on 396-cu.-in. V8)					
Muffler design and construction	Oval reverse-flow type, rolled lock seam construction					
Resonators	(A)					
ELECTRICAL SYSTEM	None					
Battery	12-volt, 45-ampere-hour energizer type		12-volt, 61-ampere-hour energizer type			
Generator	9-37-ampere Delcotron diode-rectifying type					
Starter	Positive-engagement type		Positive-engagement high-torque type			
Distributor	Single-breaker type with combination centrifugal and vacuum advance					
Ignition coil	12-volt, hermetically sealed					
Ignition wiring	Non-metallic high-tension cable, neoprene insulated					
Spark plugs	ACR 46 N	ACR 45 S	ACR 44 S			ACR 44 N
COOLING SYSTEM						
Type	Pressurized liquid system with full-length water jackets surrounding cylinder barrels					
Radiator	Tube-and-center type with 15-lb. pressure cap					
Radiator frontal area	353 sq. in.		353 sq. in.			390 sq. in.
Water pump	Centrifugal type with sealed double-row bearing					
Water pump capacity	60 gal./min.	54 gal./min.	57 gal./min.			82 gal./min.
Thermostat	Pellet type					
Fan	4-blade, 17.62" diameter					
Water pump/fan drive	Single-belt drive from crankshaft pulley					
LUBRICATION SYSTEM						
Type	Controlled full-pressure system					
Oil filter	Full-flow throwaway canister type					
Oil pump	Gear type with fixed intake					
Oil pressure (normal)	30-45 p.s.i. @ 1500 r.p.m.					50-75 p.s.i. @ 2000 r.p.m.
Refill capacity (qts.)	4 quarts (5 with filter replacement)					
Crankcase ventilation	Closed-positive type					

*Dual 2.25" system optional at extra cost.
†Dual 2.25" chambered exhaust with three individual in-line chambers integral with system pipes optional at extra cost.

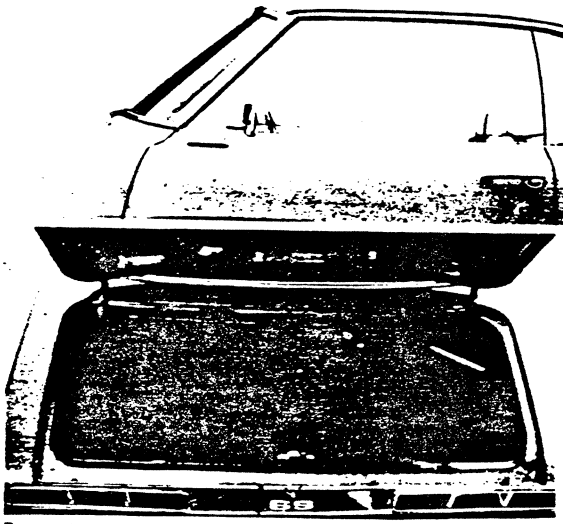
(A) Extended durability features include: aluminized heads and outer cover, asbestos-wrapped zinc-coated body, zinc-coated interior baffles.

Camaro Body Features

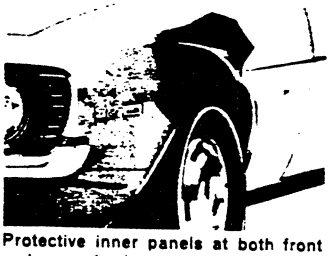
Sport Coupe body illustrated . . . Convertible basically similar except for roof or other specific structure.



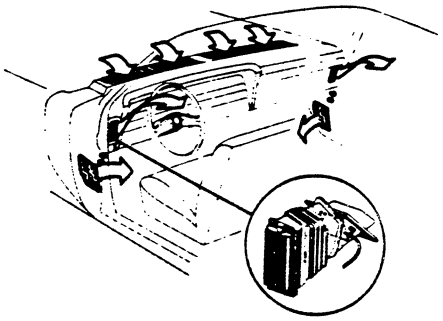
Full door-glass styling without ventipanes standard on all models.



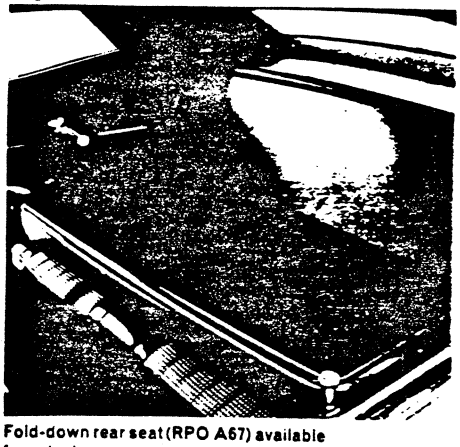
Roomy luggage compartment with conveniently low loading height.



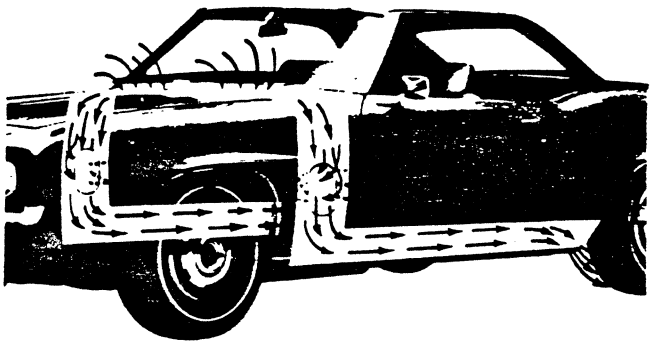
Protective inner panels at both front and rear wheel openings help prevent corrosion damage to front fender and rear quarter sheet metal. Front fender panel illustrated.



Astro Ventilation system . . . standard on both models . . . contributes to greater passenger comfort with improved ventilation and air distribution. Pressurized outside air enters the passenger compartment through rectangular vent-ports on the instrument panel and low-level cowl side vents. All four outlets can be adjusted individually to regulate air flow. Interior air flow continues into the luggage compartment and is exhausted through pressure relief valves built into the door lock pillars.



Fold-down rear seat (RPO A67) available for extra luggage capacity.



Flush-and-dry rocker panels utilize air and water entering the high-level ventilation system cowl air intake to improve corrosion resistance. Water entering the intake flushes the rocker panels while a constant flow of air removes moisture. Special outlet drains at the rear of the rocker panels allow the free flow of air and water.

Easy-operating fork-type door latch.

Body Structure

Semi-integral construction with unitized all-welded steel body and bolt-on front end sheet metal. Chassis front frame section securely attached to body at four reinforced, rubber-cushioned mounting points. Combined units form an integrated structure of exceptional strength and rigidity. Design features include:

- Rugged box-section design roof rails, channel-type windshield and rear window headers, box-section door and roof pillars.
- Heavy-gauge steel roof panel with single flanged channel lateral reinforcing bow on Sport Coupe.
- High-strength double-walled cowl unit-welded to instrument panel, dash panel and front pillars.
- Deeply ribbed and contoured floor panel with underbody reinforcing crossmembers.
- Heavy-gauge steel box-section body sills—extra-heavy gauge on Convertible for added rigidity.
- Flush-and-dry body rocker panels.
- Double-panel hood, door, and deck lid construction.
- Fully counterbalanced hood and deck lid.
- Front and rear inner fender panel construction for improved corrosion protection.
- Contoured windshield header (except convertible).
- Structural components and body panels protected from corrosion by various primer coatings, zinc coatings, and anti-rust compounds. Selected structural members heavily zinc-coated before assembly. Selected exposed under-surfaces protected by spray-on undercoating.

Sound Insulation

- Asphalt-impregnated felt blanket sidewall, roof, and deck lid insulation.
- Heavy-fiber and fiber board mat dash panel insulation.
- Fiber board rear bulkhead insulation.
- Mastic sound deadener on floor and tunnel under rear seat.
- Jute pad and asphalt-impregnated felt floor insulation plus carpeting.
- Spray-on asphalt-impregnated fiber sound deadener on inside surface of door outer panels, wheel housings, and selected underbody areas.
- Thick fiber glass hood insulation on Camaro SS and models equipped with Custom Interior.

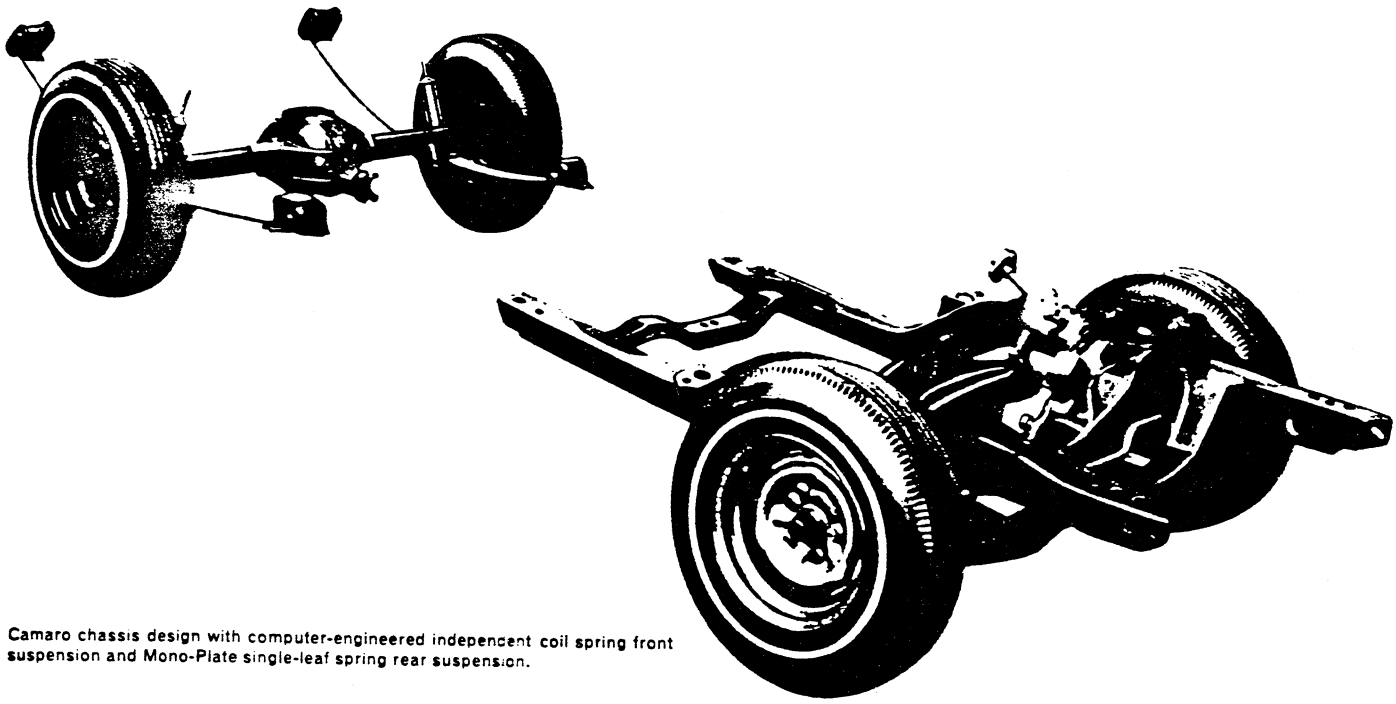
Weathersealing

- Flush-mounted windshield and rear window bonded to body metal for more positive sealing.
- Molded vinyl door windlaces.
- Rubber-fabric glass run channels and solid rubber window sill seals.
- Double-sealing formed rubber weather seals.
- Formed rubber deck lid seal.
- Special body seam and joint sealing compounds.

Plus all these quality features

- Energy-absorbing instrument panel with padded upper surface
- Padded sun visors
- Outside rearview mirror
- Back-up lights
- Energy-absorbing steering column and wheel
- Two front seat head restraints
- Energy-absorbing front seat backs
- Lane-change feature incorporated in direction signal
- Wide inside day-night mirror with deflecting base
- Side marker lights—front and rear
- Soft, low-profile window control knobs and coat hooks
- Front seat belt retractors
- Passenger-guard door locks
- Outer front seat shoulder belts (except convertible)
- Rear seat shoulder belt anchors (outboard passenger positions)
- Folding front seat back latches
- Thick-laminate windshield
- Door handles shielded by armrests
- Dual-speed electric windshield wipers
- Windshield washer
- Reduced-glare instrument panel and windshield wiper arms and blades
- Safety door latches and hinges
- Four-way hazard warning flasher
- High-level ventilation system
- Astro Ventilation system and full door-glass styling
- Built-in blended-air heater and defroster system
- Magic-Mirror acrylic lacquer finish
- Curved solid tempered plate glass side and rear windows
- Two-key lock system with keyless locking of all doors
- Seat-belts for all passenger positions
- Pushbutton-type outside door handles
- Weather-shielded key locks
- Scuff-resistant plastic cowl side panels

Camaro Chassis Specifications



Camaro chassis design with computer-engineered indepencent coil spring front suspension and Mono-Plate single-leaf spring rear suspension.

Frame

Rugged ladder-type front frame section cushion-mounted to body and front sheet metal at six rubber-insulated points. Heavy-gauge, deep-section steel frame side rails are joined by welded-in front crossmembers supporting engine and front suspension lower control arm attachment; bolt-on transmission support crossmember completes low weight structure with exceptional strength and torsional rigidity.

Suspension

FRONT: Independent coil spring spherical joint suspension with built-in anti-dive control. Spherical joints protected by special positive-sealing formed-rubber boots. REAR: Hotchkiss-type rear suspension with Mono-Plate single-leaf rear springs made from special uniformly stressed chrome carbon steel cushion-mounted to axle by heavy rubber pads and by rubber bushings at front and rear attaching points. Front attachment to fixed hanger, and rear to compression-type shackle for controlled spring movement.

Shock Absorbers

Direct, double-acting sealed-unit hydraulic shock absorbers. Front shock absorbers vertically located within coil springs between frame and lower control arms. Rear shock absorbers are bias-mounted for improved suspension control (curb side unit mounted ahead of axle, other mounted behind).

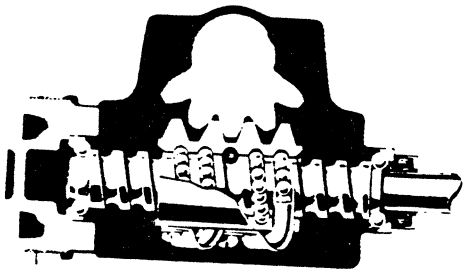
Front Ride Stabilizer

Rubber-mounted stabilizer bar linking front suspension lower control arms contributes to smooth, level cornering. Standard on all models.

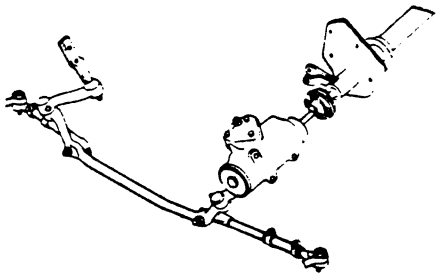
Steering System

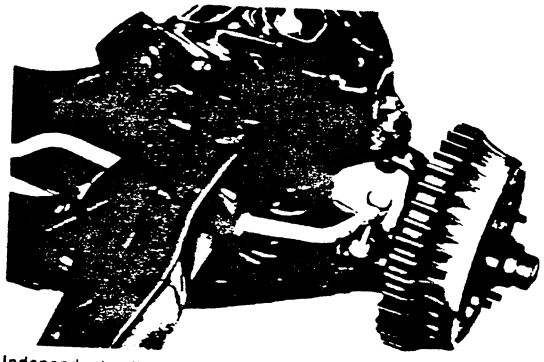
Parallel system with relay-type linkage, low-friction Ball-Race steering gear and energy-absorbing steering column design. Overall ratio: standard steering—27.3:1; variable-ratio power steering 15.5:1 to 11.8:1 (RPO N44 Special Steering required with power steering on Camaro SS; also available for all other models). Steering wheel turns (stop to stop): standard steering—4.8; power steering—2.2.

Ball-Race steering gear.

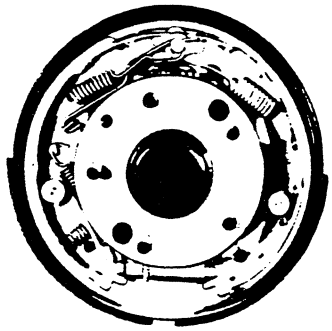


Relay type steering linkage and low-friction Ball-Race steering gear.

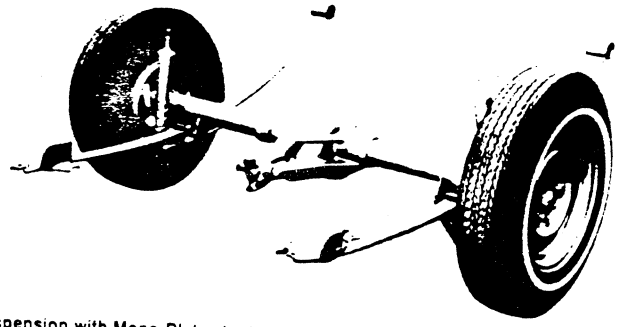




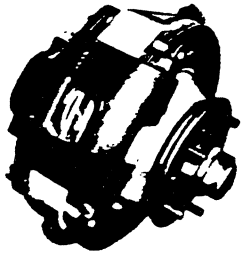
Independent coil spring spherical joint front suspension.



Self-adjusting Safety-Master brake.



Rear suspension with Mono-Plate single-leaf springs.



Power front disc brakes or 4-wheel power disc brakes available (power front disc brakes included with SS equipment).

Drive Shaft

Balanced one-piece welded steel tubing with rugged nodular iron yokes. Universal joints with sealed-in lubricant attach the drive shaft to the transmission output shaft and to the rear axle drive pinion.

Rear Axle

Semi-floating hypoid gear design with 3-piece integrally welded housing. 8.875″ diameter ring gear axle with 350-cu.-in. V8s and manual transmissions, and all 396-cu.-in. V8 power teams. 8.125″ diameter ring gear with all other power teams.

Safety-Master Brakes

Self-adjusting dual master cylinder brake system with warning light on instrument panel that checks on the parking brake and monitors hydraulic pressure balance when the brakes are applied. Drum diameter—9.5 inches. Lining width—front: 2.5 inches, rear: 2.0 inches. Total lining area—168.9 sq. in. Molded asbestos composition linings bonded to brake shoes. Integrally cast steel web and alloy iron brake drums with cooling flanges. Finned front drums for rapid heat dissipation. Self-adjusting feature adjusts brakes as necessary when brakes are applied while car is backing up. Convenient foot-operated parking brake.

Power front disc brakes or 4-wheel power disc brakes available for special operating requirements (power front disc brakes included with SS equipment). Disc size—11.0″ x 1.0″.

Wheels and Tires

Welded steel short-spoke disc wheels with brake cooling slots: 14″ wheels with 6″ rims and E 78 x 14 tires standard; 14″ wheels with 7″ rims and wide-oval F70 x 14 white lettered tires included with SS equipment. All wheels and tires statically balanced for smooth, quiet operation and longer tire life. See Options and Prices section for other tires available.

SPECIAL CHASSIS EQUIPMENT—For complete list of special options see Options and Prices section.

1969 Camaro Specifications

EXTERIOR DIMENSIONS	Sport Coupe	Convertible
Wheelbase	108.0	108.0
Length (overall)	186.0	186.0
Width (overall)	74.0	74.0
Height (loaded)	51.6	51.5
Front Tread	59.6	59.6
Rear Tread	59.5	59.5
INTERIOR ROOMINESS		
Head Room—Front	37.0	37.5
Head Room—Rear	36.7	36.8
Leg Room—Front	42.5	42.5
Leg Room—Rear	29.2	29.5
Hip Room—Front	56.3	56.3
Hip Room—Rear	54.6	47.5
Shoulder Room—Front	56.5	56.5
Shoulder Room—Rear	53.6	47.3
Entrance Height	29.2	29.4
LUGGAGE COMPARTMENT		
Maximum Opening Width	49.0	49.0
Loading Height	30.0	30.0
Interior Length (max.)	41.5	40.1†
Interior Width (max.)	65.2	65.2
Interior Height (max.)	17.2	17.2
Total Volume (cu. ft.)	19.6	17.4
Usable Luggage Space (cu. ft.)	8.3	6.0
GLASS AREA		
Windshield Glass Area (sq. in.)	1032.6	990.5
Rear Window Glass Area (sq. in.)	819.2	834.0
Total Glass Area (sq. in.)	3052.4	3023.5
TIRE SIZE & STEERING SPECIFICATIONS		
Standard Tire Size	E78 x 14*	E78 x 14*
Turning Circle—Curb-to-Curb (ft.)	37.4	37.4
Turning Circle—Wall-to-Wall (ft.)	38.8	38.8
Steering Ratio—Std. (overall)	27.3:1	27.3:1
Steering Ratio—Power (overall)*	15.5:1—11.8:1	15.5:1—11.8:1
FUEL CAPACITY & WEIGHT		
Rated Fuel Tank Capacity (gallons)	18	18
Curb Weight—Six (lbs.)	3005	3255
Curb Weight—V8 (lbs.)	3145	3395
Shipping Weight—Six (lbs.)	2910	3160
Shipping Weight—V8 (lbs.)	3050	3300

†With convertible top up. *Variable-ratio power steering. *Wide-oval F70 x 14 white lettered tires with 14" x 7" wheels included on Camaro SS.

1969 MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

Model Description	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Sgt'd Dealer NVPC*	Mfr's Sgt'd Retail Price★	Destination Group No.	Destination Charge	Total
6-Cylinder Models									
140-hp Turbo-Thrift 230 Engine									
12337 Sport Coupe—4-passenger						$2638.00	12		
12367 Convertible—4-Passenger						2852.00	13		
8-Cylinder Models									
200-hp Turbo-Fire 307 Engine									
12437 Sport Coupe—4-Passenger						2727.00	12		
12467 Convertible—4-Passenger						2941.00	13		

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

★ 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	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
MODEL OPTIONS						
Camaro SS: V8 models only. Includes 300-hp Turbo-Fire 350 engine with bright accents; power front disc brakes; floor mounted special 3-speed transmission; special hood, suspension and ornamentation; sport striping; hood insulation; F70-14 white lettered blackwall tires; 14" x 7" wheels; black-painted body sill; simulated rear fender louvers; SS emblems on fenders, grille and rear panel	Z27					$311.75
THE FOLLOWING ADDITIONAL HORSEPOWER ENGINES MAY BE ORDERED WHEN CAMARO SS (OPTION Z27) IS SPECIFIED ON ORDER:						
325-hp Turbo-Jet 396 engine; also includes black-painted rear panel	L35					63.20
350-hp Turbo-Jet 396 engine; also includes black-painted rear panel	L34					184.35
375-hp Turbo-Jet 396 engine; also includes black-painted rear panel	L78					316.00
375-hp Turbo-Jet 396 engine plus aluminum cylinder heads; also includes black-painted rear panel	L78/L89					710.95
Custom Interior: Includes molded vinyl door panels with built-in armrest, assist grip, carpeted lower panel, wood-grained accents on instrument panel and steering wheel, bright pedal trim, glove compartment light, special body insulation and luggage compartment mat	Z87					110.60
Special Interior: (Included in Custom Interior option). Includes assist grip, steering wheel with wood-grained accents and bright pedal trim	Z23					17.95
Rally Sport: Includes special black-painted grille with concealed headlights and headlight washer; fender striping (except when sport striping or Special Performance Package is specified); simulated rear fender louvers; front and rear wheel opening moldings; black body sill; RS emblem on grille, steering wheel and rear panel; Rally Sport front fender nameplates; bright accented taillights; back-up lights below rear bumper. Also includes bright roof drip molding on Sport Coupe	Z22					131.65
Style Trim: (Included in Rally Sport option). Includes fender striping (except when sport striping or Special Performance Package is specified), simulated rear fender louvers, front and rear wheel opening moldings, black body sill, rear panel emblem, bright headlight and taillight accents.						
Convertible	Z21					36.90
Sport Coupe; also includes bright roof drip moldings	Z21					47.40
➔ **Special Performance Package:** Model 12437 only. Includes 302-cu-in V8 engine with bright accents; dual exhausts; Z28 emblems on grille, front fender and rear panel; special front and rear suspension; rear bumper guards; heavy-duty radiator and temperature-controlled fan; quick ratio steering; 15" x 7" wheels with special center caps and trim rings; E70 x 15 special white lettered blackwall tires; auxiliary front valance panel and rear deck spoiler plus special paint stripes on hood and rear deck. Available only when tachometer gauge or special instrumentation, 4-speed transmission, power front or four-wheel disc brakes are ordered. Positraction rear axle recommended	Z28					506.60

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CAMARO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
FEATURE GROUPS						
(Any item contained in a feature group may be ordered separately)						
APPEARANCE GUARD GROUP						
INCLUDES:						
(A) Front Bumper Guards (Not available when special front bumper is ordered)	V31					$ 12.65
(B) Rear Bumper Guards (Included when special rear springs or Special Performance Package is ordered)	V32					12.65
(C) Door Edge Guards	B93					4.25
(D) Color-Keyed Floor Mats (2 front, 2 rear)	B37					11.60
(E) Visor Vanity Mirror	D34					3.20
For All Models without special front bumper or rear springs—Includes A, B, C, D & E	ZP5					44.35
For All Models with special rear springs only—Includes A, C, D & E	ZP5					31.70
For All Models with special front bumper only—Includes B, C, D & E	ZP5					31.70
For All Models with special rear springs and special front bumper—Includes C, D & E	ZP5					19.05
OPERATING CONVENIENCE GROUP						
INCLUDES:						
➔ **(A) Electric Clock:** Included when special instrumentation is ordered. Not available when tachometer gauge is ordered	U35					15.80
(B) L.H. Outside Remote-Control Rearview Mirror	D33					10.55
(C) Rear Window Defroster						
Sport Coupe	C50					22.15
Convertible	C50					32.65
For Sport Coupe with instrumentation or tachometer—Includes B & C	ZQ2					32.70
For Sport Coupe without instrumentation or tachometer—Includes A, B & C	ZQ2					48.50
For Convertible with instrumentation or tachometer—Includes B & C	ZQ2					43.20
For Convertible without instrumentation or tachometer—Includes A, B & C	ZQ2					59.00
POWER TEAMS						
Engines: See Power Teams chart for complete engine specifications, model and transmission availability						
155-hp Turbo-Thrift 250 6-cyl	L22					26.35
250-hp Turbo-Fire 350 V8	L65					21.10
Transmissions: See Power Teams chart for availability						
Powerglide;						
6-cyl models	M35					163.70
V8 models	M35					174.25
Turbo Hydra-Matic;						
6-cyl models	M40					190.10
V8 models with std, 250-hp or 300-hp engine	M40					200.65
V8 models with 325-hp or 350-hp Camaro SS engine	M40					221.80
V8 models with 375-hp Camaro SS engine	M40					290.40
Torque-Drive (6-cyl only)	MB1					68.65
4-Speed (wide-range); includes Hurst shift	M20					195.40
4-Speed (close-ratio); includes Hurst shift	M21					195.40
HD 4-speed (close-ratio); includes Hurst shift	M22					322.10
➔ **Axle, Positraction Rear:**						
All rear axle ratios except 3.73 or 4.10	G80					42.15
Ratios 3.73 or 4.10;						
Without Special Performance Package or 396 engine; Also includes HD radiator	G80					56.90
With Special Performance Package or 396 engine	G80					42.15
Axle Ratios: See Power Teams chart for available combinations						
Economy	ZQ8					2.15
Performance	ZQ9					2.15
Special	....					2.15
POWER ASSISTS						
Brakes, Power: With drum-type brakes	J50					42.15
Brakes, Power: With disc-type front brakes. Included when Camaro SS is ordered	J50/J52					64.25
➔ **Brakes, Power:** With disc-type front & rear brakes. Includes multi-leaf rear springs. Available only when Positraction rear axle is ordered. Not available when optional tires or 2.56 or 2.73 ratio rear axle is ordered						
With Special Performance Package	JL8					500.30
With Camaro SS; also includes F70-15/B "Belted" white stripe tires	JL8					500.30
Without Camaro SS; also includes F70-15/B "Belted" white stripe tires	JL8					623.50
Steering, Power: (Power brakes recommended). Includes quick-ratio steering when Camaro SS is ordered	N40					94.80
Top, Power: Convertible models only	C06					52.70
Windows, Power	A31					105.35

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
Air Conditioning, Four-Season: Not available when 375-hp or 302-cu-in engine is ordered. Includes 61-amp Delcotron, heavy-duty radiator and temperature-controlled radiator fan. Power steering recommended	C60					$376.00
Battery, Heavy-Duty:						
With 140-hp, 155-hp, 200-hp, 250-hp or 300-hp engine	T60					8.45
With 325-hp, 350-hp or 375-hp engine	T60					15.80
Belts, Seat and Shoulder: In addition to or replacing standard belts as shown in chart on page 45						
CUSTOM DELUXE BELTS: (Replacing std. no. of belts)						
Coupes with bucket seats—5 seat and 2 shoulder	YA1					12.15
Convertible with bucket seats—5 seat	YA1					9.00
SHOULDER BELTS—2 REAR: (Convertible Models require use of front shoulder belt option)						
Standard Style—for use when Custom Deluxe Belts are not ordered	YA2					23.20
Custom Deluxe—for use when Custom Deluxe Belts are ordered	YA2					26.35
SHOULDER BELTS—2 FRONT: (Convertible Models only)						
Standard Style—for use when Custom Deluxe Belts are not ordered	YA3					23.20
Custom Deluxe—for use when Custom Deluxe Belts are ordered	YA3					26.35
Bumper, Special Front: Matches body color. Not available when front bumper guard is ordered	VE3					42.15
Console: Includes floor-mounted shift lever, compartment and ashtray. Not available when Torque-Drive transmission is ordered	D55					53.75
Exhaust System, Dual: Available with 200-hp or 250-hp engine only. Included when Camaro SS or Special Performance Package is ordered	N10					30.55
➔ **Exhaust System, Dual Chambered:** Available only when Camaro SS with 325-hp, 350-hp or 375-hp engine or Special Performance Package is ordered	NC8					15.80
Fan, Temperature-Controlled: V8 models only. Included when air conditioning, 375-hp engine or Special Performance Package is ordered	K02					15.80
Gauge, Tachometer	U16					52.70
Generator: Not available when 375-hp engine or Special Performance Package is ordered						
42-amp Delcotron. Not available when air conditioning is ordered	K79					10.55
63-amp Delcotron;						
With air conditioning; not available when power steering is ordered on 6-cyl models	K85					5.30
Without air conditioning	K85					26.35
Glass, Soft-Ray Tinted: All windows	A01					32.65
Headlight Washers: Included when Rally Sport is ordered	CE1					15.80
Heater, Engine Block	K05					10.55
Hood, Special Ducted: Available only when Camaro SS or Special Performance Package is ordered	ZL2					79.00
Instrumentation, Special: V8 models with console only. Includes ammeter, temperature, oil pressure and fuel gauges mounted on console, electric clock, tachometer, low fuel warning and brake tell-tale lamps mounted in instrument panel cluster	U17					94.80
Light Monitoring System	U46					26.35
Lighting, Auxiliary:						
(A) Ashtray Light						
(B) Courtesy Lights						
(C) Glove Compartment Light						
(D) Luggage Compartment Light						
(E) Underhood Light						
For Sport Coupe with Custom Interior—Includes A, B, D & E	ZJ9					11.10
For Sport Coupe without Custom Interior—Includes A, B, C, D & E	ZJ9					13.70
For Convertible with Custom Interior—Includes A, D & E	ZJ9					6.85
For Convertible without Custom Interior—Includes A, C, D & E	ZJ9					9.50
Paint, Exterior: Solid colors	...					N.C.
Two-tone; includes bright metal roof outline moldings	...					31.60
Radiator, Heavy-Duty: Included when air conditioning is ordered. Not available when 396-cu-in engine or Special Performance Package is ordered	V01					14.75
Radio Equipment:						
Radios, Pushbutton—With front antenna						
AM Radio	U63					61.10
AM/FM Radio	U69					133.80
AM/FM Stereo Radio	U79					239.10
Antenna, Manual Rear—Not available with AM/FM radio or Spoiler equipment	U73					9.50
Speaker, Rear Seat—Not available when stereo is ordered	U80					13.20
Roof Cover, Vinyl: Sport Coupe models only; includes bright metal roof outline moldings						
Black	BB					84.30
Blue (Dk)	CC					84.30
Parchment	EE					84.30
Midnight Green	SS					84.30
Brown (Dk)	FF					84.30

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CAMARO

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Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
Seats: *Folding rear*	A67					$42.15
Shift Lever, Floor-Mounted: Available only when standard 3-speed transmission with std, 155-hp or 250-hp engine is ordered. Included when center console is ordered	M11					10.55
Speed Warning Indicator	U15					11.60
Spoiler: Included when Special Performance Package is ordered	D80					32.65
Springs, Special Rear: Includes rear bumper guards. Included when Special Performance Package is ordered	G31					20.05
Steering, Special: Includes quick ratio steering. Included when Special Performance Package or power steering is ordered with Camaro SS. Power steering required when air conditioning is specified with std, 155-hp or 250-hp engine	N44					15.80
Steering Wheel, Comfortilt: Available only when Powerglide, Turbo Hydra-Matic or floor-mounted manual transmission is ordered	N33					45.30
Steering Wheel, Sports-Styled: Wood-grained plastic rim	N34					34.80
Steering Wheel, Cushioned Rim: Black (Corvette type)	NK1					34.80
Stereo Tape System: Includes 4 speakers. Not available when console with stereo radio is ordered	U57					133.80
Striping, Fender: Not available when Camaro SS, Special Performance Package or sport striping is ordered. Included when Rally Sport or style trim is ordered	D96					15.80
Striping, Front Accent: Not available when Camaro SS, Special Performance Package or sport striping is ordered	DX1					25.30
Striping, Sport: Included when Camaro SS is ordered. Not available when Special Performance Package is ordered	D90					25.30
Suspension, Special Purpose Front & Rear: V8 models only. Not available when Special Performance Package is ordered. Also not available on Convertible model when Camaro SS with 375-hp engine is ordered. Includes special front and rear springs and matching shock absorbers	F41					10.55
Tire Chain, Liquid	V75					23.20
Tops, Convertible: *Manual*						
White	AA					N.C.
Black	BB					N.C.
Ventilation, HD Closed Engine Positive: Not available when Special Performance Package, 325-hp, 350-hp or 375-hp Camaro SS engine is ordered	KD5					6.35
Wheel Covers: Bright metal. Not available when Special Performance Package or 4-wheel disc brake is ordered	P01					21.10
Wheel Covers, Mag-Spoke: Not available when Special Performance Package or 4-wheel disc brake is ordered	PA2					73.75
Wheel Covers, Mag-Style: Not available when Special Performance Package or 4-wheel disc brake is ordered	N96					73.75
Wheel Covers, Simulated Wire: Not available when Special Performance Package or 4-wheel disc brake is ordered	N95					73.75
Wheel Trim Rings: For use with standard hub caps only. Included when Special Performance Package or 4-wheel disc brake is ordered	P06					21.10
Wheels, Rally: Includes special wheel, hub cap and trim ring. Not available when Special Performance Package or 4-wheel disc brake is ordered	ZJ7					35.85

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Replaces (5) E78-14/2-ply (4-ply rating) Original Equipment Blackwall						
➔(5) 14" Fiberglass Belt Blackwall	YB1					26.65
➔(5) 14" Fiberglass Belt Whitewall	YB2					57.95
(5) E78-14/2-ply (4-ply rating) Original Equipment Whitewall	PK8					32.10
(5) F70-14/2-ply (4-ply rating) Original Equipment Red Stripe	PW8					62.60
(5) F70-14/2-ply (4-ply rating) Original Equipment White Stripe	PW7					62.60
➔(5) F70-14/B Fiberglass Belt Red Stripe	PY5					88.60
➔(5) F70-14/B Fiberglass Belt White Stripe	PY4					88.60
➔(5) F70-14/2-ply (4-ply rating) Original Equipment White Lettered Blackwall	PL5					63.05
➔(5) F70-14/B Fiberglass Belt White Lettered Blackwall	PL4					88.60
Replaces (5) F70-14/2-ply (4-ply rating) Original Equipment White Lettered Blackwall (Camaro SS)						
(5) F70-14/2-ply (4-ply rating) Original Equipment Red Stripe	PW8					N.C.
(5) F70-14/2-ply (4-ply rating) Original Equipment White Stripe	PW7					N.C.
➔(5) F70-14/B Fiberglass Belt Red Stripe	PY5					26.25
➔(5) F70-14/B Fiberglass Belt White Stripe	PY4					26.25
➔(5) F70-14/B Fiberglass Belt White Lettered Blackwall	PL4					26.25
Space-Saver Spare Tire						
➔Not available when Special Performance Package or 4-wheel disc brakes are ordered						
Replaces E78-14 Original Equipment Blackwall spare tire	N65					19.00
Replaces E78-14 Original Equipment Whitewall spare tire	N65					15.00
Replaces F70-14 Original Equipment Red or White Stripe spare tire	N65					7.00
Replaces F70-14 Original Equipment White Lettered Blackwall spare tire	N65					10.00
Replaces 14" Fiberglass Belt Blackwall spare tire	N65					
Replaces 14" Fiberglass Belt Whitewall spare tire	N65					
Replaces F70-14 Fiberglass Belt spare tire	N65					4.00

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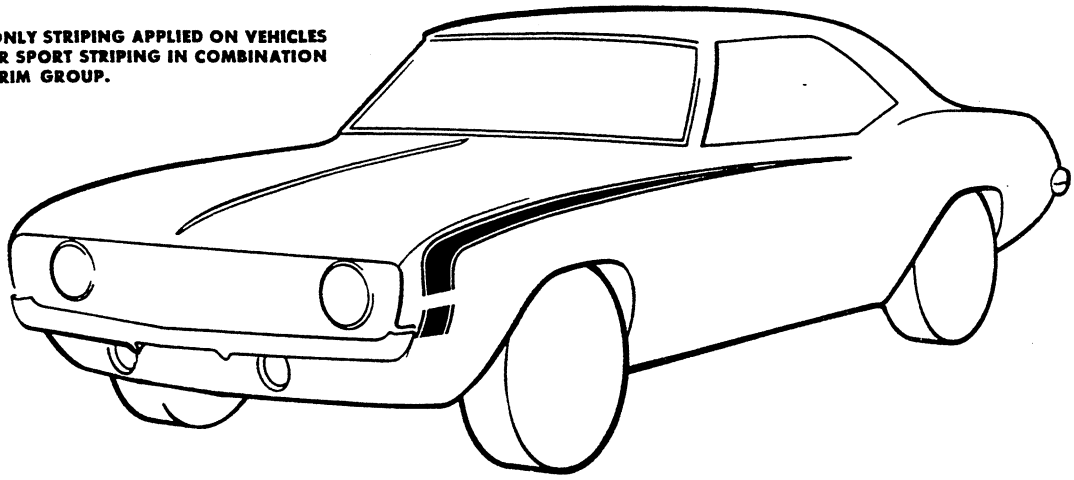
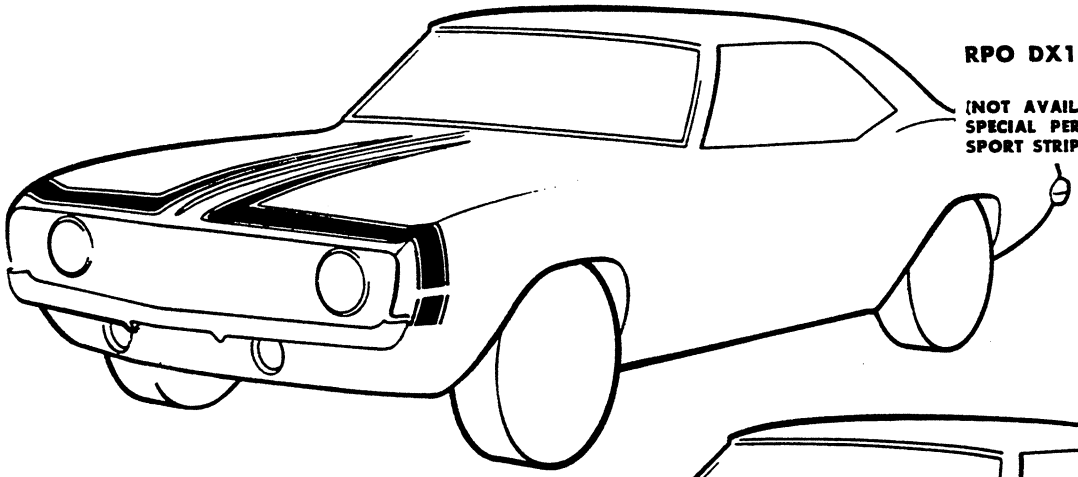
CAMARO "SS" OR RPO D90 SPORT STRIPING

NOTE: THIS STRIPE WILL BE THE ONLY STRIPING APPLIED ON VEHICLES ORDERED WITH CAMARO "SS" OR SPORT STRIPING IN COMBINATION WITH RALLY SPORT OR STYLE TRIM GROUP.

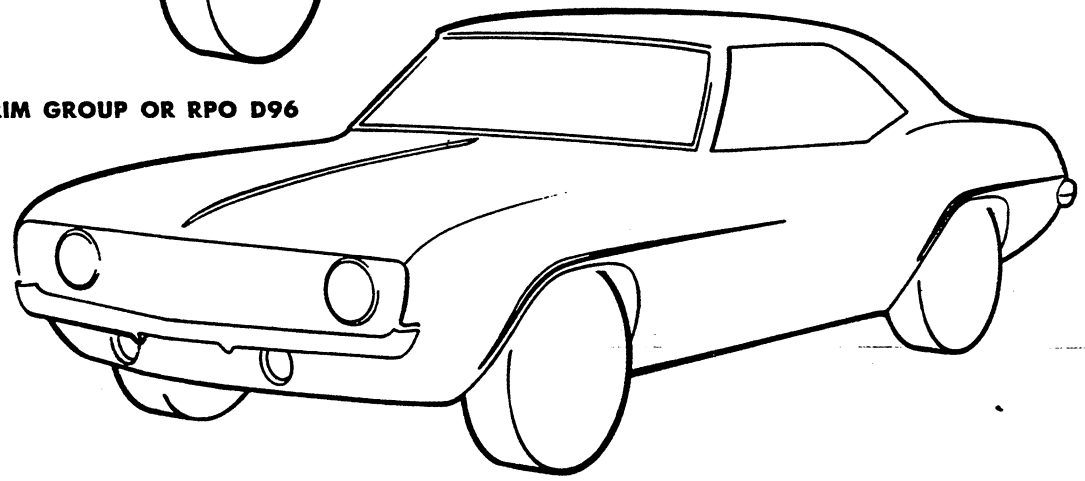


RPO DX1 FRONT ACCENT STRIPING

(NOT AVAILABLE WHEN CAMARO SS, SPECIAL PERFORMANCE PACKAGE OR SPORT STRIPING IS ORDERED.)



RALLY SPORT, STYLE TRIM GROUP OR RPO D96 FENDER STRIPING



RPO Z28 SPECIAL PERFORMANCE PACKAGE

TRANSMISSION SHIFT AND FLOOR CONSOLE AVAILABILITY

ENGINES	TRANSMISSION	STANDARD SHIFT-LEVER LOCATION	RPO D55 FLOOR CONSOLE	OPTIONAL SHIFT-LEVER LOCATION (RPO M11)
140-hp Turbo-Thrift 230 155-hp Turbo-Thrift 250 200-hp Turbo-Fire 307 250-hp Turbo-Fire 350	Std 3-Speed	Column	Console With Floor Shift	Floor With Boot
	4-Speed RPO M20	Floor With Boot (Hurst)	Console	—
	Torque-Drive RPO MB1 (140-hp & 155-hp Only)	Column	Not Available	—
	Powerglide RPO M35	Column	Console With Floor Shift	—
	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift	—
300-hp Turbo-Fire 350	Special 3-Speed Std	Floor With Boot	Console	—
	4-Speed RPO M20	Floor With Boot (Hurst)	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift	—
	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift	—
325-hp Turbo-Jet 396 350-hp Turbo-Jet 396 375-hp Turbo-Jet 396	Special 3-Speed Std	Floor With Boot	Console	—
	4-Speed RPO M20	Floor With Boot (Hurst)	Console	—
	4-Speed C.R. RPO M21 (350-hp & 375-hp Only)	Floor With Boot (Hurst)	Console	—
	4-Speed HD C.R. RPO M22 (375-hp Only)	Floor With Boot (Hurst)	Console	—
	Turbo Hydra-Matic RPO M40	Column	Console With Floor Shift	—
302-cu-in V8 (RPO Z28)	4-Speed RPO M20 RPO M21 RPO M22	Floor With Boot (Hurst)	Console	—

CAMARO POWER TEAMS (STANDARD ENGINES)

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS★							
				Without Air Cond				With Air Conditioning			
Option Number	Description			Std	Optional			Std	Optional		
					Econ	Perf	Spec		Econ	Perf	Spec
Std SIX-CYLINDER 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 Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		4-Speed Wide-Range—M20									
		Torque-Drive—MB1	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Powerglide—M35	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Turbo Hydra-Matic—M40	All	2.56	—	2.73	3.08 or 3.36	2.73	2.56	3.08	3.36
Std EIGHT-CYLINDER on Models 12437 12467	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement Two-barrel carburetor 9.00:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	—	3.08	—	3.36	—
		4-Speed Wide-Range—M20									
		Powerglide—M35	All	2.73	2.56	3.08	—	2.73	—	—	3.36
		Turbo Hydra-Matic—M40	All	2.56	—	2.73	—	2.73	—	3.08	—

★ All ratios available as Positraction.

CAMARO POWER TEAMS (OPTIONAL ENGINES)

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION STD OR OPT	MODEL APPLICATION	REAR AXLE RATIOS★							
				Without Air Cond.				With Air Conditioning			
Option Number	Description			Std	Optional			Std	Optional		
					Econ	Perf	Spec		Econ	Perf	Spec
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 Single exhaust	**3-Speed—Std**	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		4-Speed Wide-Range—M20	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Powerglide—M35	All	2.73	2.56	3.08	3.36	3.08	2.73	3.36	—
		Torque-Drive—MB1	All	2.56	—	2.73	3.08 or 3.36	2.73	2.56	3.08	3.36
		Turbo Hydra-Matic—M40	All								
L65 on Models 12437 12467	**250-hp Turbo-Fire 350 8-Cylinder** 350-cu-in displacement Two-barrel carburetor 9.00:1 compression ratio Hydraulic valve lifters Single exhaust	**3-Speed—Std**	All	3.08	2.73	3.36	—	3.08	2.73	3.36	—
		4-Speed Wide-Range—M20									
		Powerglide—M35	All	2.56	—	—	3.08	2.56	—	—	3.08
		Turbo Hydra-Matic—M40	All	2.56	—	—	3.08	2.56	—	—	3.08
Camaro SS Option Z27 on Models 12437 12467	**300-hp Turbo-Fire 350 8-Cylinder** 350-cu-in displacement Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	**Special 3-Speed—Std**	All	3.31	3.07	3.55	3.73	3.31	3.07	3.55	3.73
		4-Speed Wide-Range—M20	All	3.31	3.07	3.55	3.73 or 4.10	3.31	3.07	3.55	3.73
		Powerglide—M35	All	3.08	—	3.36	—	3.08	—	3.36	—
		Turbo Hydra-Matic—M40	All	3.07	2.73	3.31	3.55	3.07	2.73	3.31	3.55
Camaro SS Option Z27/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—Std**	All	3.07	2.73	3.31	—	3.07	2.73	3.31	—
		4-Speed Wide-Range—M20									
		Turbo Hydra-Matic—M40	All	3.07	2.73	—	2.56	3.07	2.73	—	2.56
Camaro SS Option Z27/L34 on Models 12437 12467	**350-hp Turbo-Jet 396 8-Cylinder** 396-cu-in displacement High-lift camshaft Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	**Special 3-Speed—Std**	All	3.31	3.07	3.55	3.73	3.31	3.07	3.55	3.73
		4-Speed Wide-Range—M20									
		4-Speed Close-Ratio—M21	All	3.31	—	3.55	3.73 or 4.10	3.31	—	3.55	3.73
		Turbo Hydra-Matic—M40	All	3.31	3.07	3.55	2.73 3.73 4.10	3.31	3.07	3.55	2.73 or 3.73
Camaro SS Option Z27/L78 on Models 12437 12467	**375-hp Turbo-Jet 396 8-Cylinder** 396-cu-in displacement Special camshaft Four-barrel carburetor 11.00:1 compression ratio Mechanical valve lifters Dual exhaust	**Special 3-Speed—Std**	All	3.55	3.31	3.73	—	*Air Conditioning Not Available*			
		4-Speed Wide-Range—M20	All	3.55	3.31	3.73	3.07 or 4.10				
		4-Speed Close-Ratio—M21	All	3.55	3.31	3.73	4.10				
		HD 4-Speed Close-Ratio—M22									
		Turbo Hydra-Matic—M40	All	3.55	3.31	3.73	3.07 or 4.10				
Camaro SS Option Z27/L78/L89 on Models 12437 12467	**375-hp Turbo-Jet 396 8-Cylinder** 396-cu-in displacement Special camshaft Aluminum cylinder heads Chrome-plated rocker covers Four-barrel carburetor 11.00:1 compression ratio Mechanical valve lifters Dual exhausts	**Special 3-Speed—Std**	All	3.55	3.31	3.73	—	*Air Conditioning Not Available*			
		4-Speed Wide-Range—M20	All	3.55	3.31	3.73	3.07 or 4.10				
		4-Speed Close-Ratio—M21	All	3.55	3.31	3.73	4.10				
		HD 4-Speed Close-Ratio—M22									
		Turbo Hydra-Matic—M40	All	3.55	3.31	3.73	3.07 or 4.10				
Z28 on Model 12437	302-cu-in engine (RPO Z28 Special Performance Package)	**4-Speed Wide-Range—M20**	12437	3.73	3.55	4.10	3.07 or 3.31	*Air Conditioning Not Available*			
		4-Speed Close-Ratio—M21	12437	3.73	3.55	4.10	3.31				
		HD 4-Speed Close-Ratio—M22									

★ All ratios available as Positraction *(3.73 and 4.10 available as Positraction only).*

CAMARO INTERIOR AND EXTERIOR SELECTION CHART

PLEASE NOTE: *The exterior and interior combinations for solid color paint shown in the chart below have been established as the combinations that would be attractive to the average customer. Orders for non-recommended solid color exterior and interior trim combinations may be submitted provided the original order carries a notation in the special instruction section. This notation should state that the color and trim selection has been verified and is definitely desired.*

This procedure does not apply to orders that specify a vinyl roof cover or two-tone paint as combinations shown are the only combinations that have been approved.

VINYL ROOF	EXTERIOR COLOR AVAILABILITY	
BLACK	BB	All Exterior Colors.
BLUE (DK)	CC	White, Silver, Dusk Blue and Glacier Blue Exterior Colors only.
PARCHMENT	EE	All Exterior Colors.
MIDNIGHT GREEN	SS	Black, White and Green Exterior Colors only
BROWN (DK)	FF	Gold and Brown Exterior colors only.

	INTERIOR TRIM										
		Black	Blue	Medium Green	Ivory/ Black	Red	Midnight Green	Black/ Houndstooth	Ivory/ Houndstooth	Yellow/ Houndstooth	Orange/ Houndstooth
	Type of Seat	Vinyl	Vinyl	Vinyl	Vinyl	Vinyl	Vinyl	Cloth & Vinyl	Cloth & Vinyl	Cloth & Vinyl	Cloth & Vinyl
Sport Coupe and Convertible With Standard Interior	Strato-Bucket	711	715	721	727	718	723				
Sport Coupe and Convertible With Custom Interior (RPO Z87)	Strato-Bucket	712	716	722		719	725				
Sport Coupe Only With Custom Interior (RPO Z87)	Strato-Bucket							713	729	714	720

EXTERIOR COLOR	CODE											
SOLID	Lower	Upper										
Dover White	50	50	X	X	X	X	X	X	X	X		
Glacier Blue	53	53	X	X		X			X	X		
Dusk Blue (Dk)	51	51	X	X		X			X	X		
LeMans Blue (Brt)	71	71	X			X			X	X		
Olympic Gold	65	65	X			X		X	X	X		
Burnished Brown	61	61	X			X			X	X		
Azure Turquoise	55	55	X			X			X	X		
Frost Green	59	59	X		X	X		X	X	X		
Burgundy	67	67	X			X	X		X	X		
Cortez Silver	69	69	X	X		X	X	X	X	X		
Garnet Red	52	52	X			X	X		X	X		
Fathom Green (Dk)	57	57	X		X	X		X	X	X		
Hugger Orange	72	72	X			X			X	X		X
Daytona Yellow (Brt)	76	76	X			X			X	X	X	
Rallye Green (Brt)	79	79	X			X			X	X		

TWO-TONE	Lower	Upper										
Glacier Blue (Lower) Dover White (Upper)	53	50	X	X		X			X	X		
Azure Turquoise (Lower) Dover White (Upper)	55	50	X			X			X	X		
Glacier Blue (Lower) Dusk Blue (Upper)	53	51	X	X		X			X	X		
Dusk Blue (Lower) Glacier Blue (Upper)	51	53	X	X		X			X	X		
Olympic Gold (Lower) Dover White (Upper)	65	50	X			X		X	X	X		

CAMARO
STRIPING COLOR APPLICATION CHART

The following striping colors are automatically selected for compatibility to exterior paint color, interior trim and vinyl roof cover or convertible top color applications. This chart is furnished to assist you in determining striping colors that are applied to vehicles equipped with the Camaro SS, Special Performance Package (Z28), Rally Sport, Style Trim Group, Sport Striping, Fender Striping or Front Accent Striping options.

EXTERIOR COLOR (SOLID)		Body Color Roof		Vinyl Roof Cover or Convertible Top				
		Interior Trims Exc. Red	Red Interior Trim	Parchment Vinyl or White Convertible	Black Vinyl or Convertible	Midnight Green Vinyl	Dark Blue Vinyl	Dark Brown Vinyl
Dover White	(50)	Black	Red*	Black	Black	Black	Black	
Glacier Blue	(53)	Black	Black	White	Black		Black	
Dusk Blue	(51)	White	White	White	White		White	
LeMans Blue	(71)	White	White	White	Black			
Olympic Gold	(65)	Black	Black	White	Black			Black
Burnished Brown	(61)	White	White	White	White			White
Azure Turquoise	(55)	Black	Black	White	Black			
Frost Green	(59)	Black	Black	White	Black	Black		
Burgundy	(67)	Red #	Red #	White	Red #			
Cortez Silver	(69)	Black	Red*	White	Black		Black	
Garnet Red	(52)	Black	Black	White	Black			
Fathom Green	(57)	White	White	White	White	White		
Hugger Orange	(72)	White	White	White	Black			
Daytona Yellow	(76)	Black	Black	Black	Black			
Rallye Green	(79)	White	White	White	Black	Black		

TWO-TONE

Glacier Blue/ Dover White	(53-50)	White	White					
Azure Turquoise/ Dover White	(55-50)	White	White					
Glacier Blue/ Dusk Blue	(53-51)	Black	Black					
Dusk Blue/ Glacier Blue	(51-53)	White	White					
Olympic Gold/ Dover White	(65-50)	White	White					

* Black stripe when Special Performance Package is ordered. # White stripe when Special Performance Package is ordered.

OPTIONAL EQUIPMENT INDEX

Option Identification System for Camaro

Option Number	Description
A01	Glass, tinted—all windows
A31	Window, power
A67	Seat, folding rear
*B37	Mats, floor
*B93	Guard, door edge
C05 — AA	Top, convertible, white
C05 — BB	Top, convertible, black
C06	Top, power convertible
C08 — BB	Roof cover, vinyl—black
C08 — CC	Roof cover, vinyl—blue (Dk)
C08 — EE	Roof cover, vinyl—parchment
C08 — FF	Roof cover, vinyl—brown (Dk)
C08 — SS	Roof cover, vinyl—Midnight green
†C50	Defroster, rear window
C60	Air conditioning
CE1	Headlight washer
†D33	Mirror, remote control, rearview
*D34	Mirror, visor vanity
D55	Console
D80	Spoiler
D90	Striping, sport
D96	Striping, fender
DX1	Striping, front accent
F41	Suspension, special purpose
G31	Spring, special rear
G76	Axle, rear 3.36 ratio
G80	Axle, Positraction
G92	Axle, rear 3.08 ratio
G94	Axle, rear 3.31 ratio
G96	Axle, rear 3.55 ratio
G97	Axle, rear 2.73 ratio
GT1	Axle, rear 2.56 ratio
H01	Axle, rear 3.07 ratio
J50	Brakes, power
J52	Brakes, power disc
JL8	Brakes, power disc 4 wheel
K02	Fan, radiator
K05	Heater, engine block
K79	Generator, 42-amp
K85	Generator, 63-amp
KD5	Ventilation, HD closed engine positive
L22	Engine, 155-hp Turbo-Thrift 250-cu-in 6-cyl
L34	Engine, 350-hp Turbo-Jet 396-cu-in V8 (Camaro SS)
L35	Engine, 325-hp Turbo-Jet 396-cu-in V8 (Camaro SS)
L65	Engine, 250-hp Turbo-Fire 350 V8
L78	Engine, 375-hp Turbo-Jet 396-cu-in V8 (Camaro SS)
L89	Engine, 375-hp Turbo-Jet 396-cu-in V8 (Camaro SS)
M11	Shift lever, floor mounted
M20	Transmission, 4-speed wide-range
M21	Transmission, 4-speed close-ratio
M22	Transmission, 4-speed HD
M35	Transmission, Powerglide
M40	Transmission, Turbo Hydra-Matic
MB1	Transmission, Torque-Drive
MC1	Transmission, special 3-speed
N10	Exhaust, dual
N33	Steering wheel, Comfortilt
N34	Steering wheel, Sports-styled
N40	Steering, power
N44	Steering, special
N65	Tire, space-saver spare
N95	Wheel cover, simulated wire
N96	Wheel cover, mag-style
NC8	Exhaust system, chambered
P01	Wheel cover
P06	Wheel trim rings
PA2	Wheel cover, mag-spoke
PL5	Tire, F70 x 14 Original Equipment Blackwall with White Lettering
PK8	Tire, E78 x 14 Original Equipment Whitewall
PW7	Tire, F70 x 14 Original Equipment White Stripe
PW8	Tire, F70 x 14 Original Equipment Red Stripe
PY4	Tire, F70–14 special "Belted" Original Equipment white stripe
PY5	Tire, F70–14 special "Belted" Original Equipment red stripe
T60	Battery, HD
U15	Speed warning indicator
U16	Gauge, Tachometer
U17	Instrumentation, special
†U35	Clock, electric
U46	Light monitoring system
U57	Stereo tape system
U63	Radio, pushbutton, AM
U69	Radio, pushbutton AM/FM
U73	Antenna, manual rear
U79	Radio, AM/FM stereo
U80	Speaker, rear
V01	Radiator, HD
*V31	Guard, bumper front
*V32	Guard, bumper rear
V75	Tire chain, liquid
VE3	Bumper, special front
YA1	Belts, Custom Deluxe
YA2	Belts, shoulder rear
YA3	Belts, shoulder front
Z21	Style Trim Group
Z22	Rally Sport
Z23	Special Interior
Z27	Camaro SS
Z28	Special Performance Package
Z87	Custom Interior
ZJ7	Wheels, Rally
ZJ9	Lighting, auxiliary
ZL2	Hood, Special Ducted

*Group ZP5 †Group ZQ2

➔Seat and shoulder belt arrangements

	Standard Type♦				Custom Deluxe Type■			
	Seat		Shoulder		Seat		Shoulder	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
2-Door Hardtops	Std (3)	Std (3)	Std (2)	YA2 (2)	YA1 (3)	YA1 (3)	YA1 (2)	YA2 (2)
w/Bucket Seats	Std (2)	Std (3)	Std (2)	YA2 (2)	YA1 (2)	YA1 (3)	YA1 (2)	YA2 (2)
Convertibles								
w/Bucket Seats	Std (2)	Std (3)	YA3 (2)	YA2 (2)	YA1 (2)	YA1 (3)	YA3 (2)	YA2 (2)

Figures in ( ) are number of sets included. "Std" means included in base price of vehicle.

♦ Standard belts available in Black, Blue and Green to harmonize with interior trim.

■ Deluxe belts available in Black, Blue, Medium Green, Dark Green and Red to match interior trim.

➔ Indicates change

CHEVROLET

REPRODUCTIONS

YEAR	DESCRIPTION	FORM NO.	PRICE EACH
	Car & Truck Service Manuals		
1934	Chevy Car/Truck	CXM-1934	$19 00
1935	Chevy Car/Truck	CXM-1935	19.00
1936	Chevy Car/Truck	CXM-1936	13.00
1936	Chevy Car/Truck Supplement. *Must also purchase 1935 Car/Truck for complete coverage.*		
1937	Chevy Car/Truck	CXM-1937	21.00
1938	Chevy Car/Truck	CXM-1938	23.00
1939	Chevy Car/Truck	CXM-1939	23 00
1940	Chevy Car/Truck	CXM-1940	23.00
1941	Chevy Car/Truck	CXM-1941	N/A
1942/ 1946	Chevy Car/Truck *Also covers 1947/1948 Chevy Car*	CXM-4246	26.00
	Car Only Service Manuals		
1949/ 1954	Chevy Car	CXC-4954	$32 00
1955	Chevy Car	CXC-1955	33.00
1956	Chevy Car Supplement *Must also purchase 1955 car for complete coverage*	CXC-1956	21 00
1957	Chevy Car	CXC-1957	43.00
1958	Chevy Car	CXC-1958	45 00
1959/	Chevy Car Supplement *Must also purchase 1958 car for complete coverage*	CXC-5960	35 00
1960	Corvair	CXC-1960	30 00
1962	Chevy II	CXC-1962	34 00
1963	Chevy II Supplement *Must also purchase 1962 Chevy II for complete coverage.*	CXC-1963S	17 00
1964	*Chevy II Supplement Must also purchase 1962 Chevy II for complete coverage*	CXC-1964S	20.00

YEAR	DESCRIPTION	FORM NO.	PRICE EACH
	Truck Only Service Manuals		
1947	Chevy Truck	CXT-1947	25 00
1948/ 1951	Chevy Truck	CXT-4851	28 00
1952	Chevy Truck Supplement *Must also purchase 1948-51 truck for complete coverage*	CXT-1952	12 00
1954	Chevy Truck	CXT-1954	32 00
1955	Chevy Truck	CXT-1955	37 00
1956	Chevy Truck	CXT-1956	22 00
1956	Chevy Truck Supplement *Must also purchase 1955 Truck for complete coverage*		
1957	Chevy Truck	CXT-1957	48 00
1958	Chevy Truck	CXT-1958	48 00
1959	Chevy Truck	CXT-1959	18 00
1959	Chevy Truck Supplement. *Must also* purchase 1958 Truck for complete coverage		
1960	Chevy Truck	CXT-1960	50 00
1961/ 1962	Chevy Truck Supplement *Must also purchase 1960 Truck for complete coverage*	CXT-6162	23 00

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YEAR	DESCRIPTION	FORM NO.	PRICE EACH
	Passenger Car Service Manuals Kits include FULL COVERAGE of all available information to all systems. *Does not cover cars for which "Service Manuals" are listed. Will cover all other Chevrolet Cars, Wagons, El Camino & 1974-78 Corvette* **Important Notes: 1962 through 1964 CHEVY II & NOVA:** will *not* be covered in those year Passenger Car Service Manuals. The Chevy II/Nova was covered in a separate Shop Manual, which has gone out of print. (Manuals listed for 1965 through 1973 Chevrolet Passenger Cars *do* include Chevy II and Nova.)		
1961	Shop Manual	S&M-32	$14.00
1962	Shop Manual Supplement (you also need S&M-32)	ST-6	9.00
1963	Shop Manual Supplement (you also need S&M-32)	ST-18	11.00
1964	Shop Manual Supplement (you also need S&M-32)	ST-30	11.00
1966	Service Manual	ST-72	14.00
1967	Service Manual	ST-130-67	15.00
1968	Service Manual	ST-130-68	13.00
1969	Service Manual	ST-130-69	13.00
1970	Camaro Supplement (you also need #ST-130-70 See below)	ST-134-70	3.00
1970	Service Manual (If ordering for Corvette Specify "CORVETTE")	ST-130-70	13.00
1971	Service Manual	ST-329-71	14.00
1972	Service Manual	ST-329-72	11.00
1973	Service Manual	ST-329-73	16.00
1974	Service Manual (Includes all information to all systems)	ST-329-74K	30.00
1975	Service Manual	ST-329-75K	30.00
1976	Service Manual	ST-329-76K	30.00
1977	Service Manual	ST-329-77K	30.00
	Vega Shop Manuals, Do-It-Yourself Guides & Vega Body Manuals *(Shop manuals include SERVICE and OVERHAUL.)*		
1971	Vega Shop Manual	ST-300-71	10.00
1971	Vega Body Manual	ST-301-71	10.00
1971	Vega Do-It-Yourself Guide	ST-302-71	3.00
1972	Vega Shop Manual	ST-300-72	10.00
1972	Vega Body Manual	ST-301-72	10.00
1973	Vega Shop Manual	ST-300-73	10.00
1973	Vega Body Manual	ST-301-73	10.00
1974	Vega Shop Manual (Includes all information to all systems)	ST-300-74K	23.00
1974	Do-It-Yourself Guide	ST-302-74	3.00
1975	Vega & Monza Service Manual	ST-300-75K	23.00
1976	Vega & Monza Service Manual	ST-300-76K	23.00
1977	Vega & Monza Service Manual	ST-300-77	23.00
	Corvette Shop Manuals *SHOP Manuals include SERVICE, OVERHAUL, & BODY, except as noted.*		
1953-62	Servicing Guide (Service only)	ST-12	13.00
1963	Shop Manual and Wiring Diagram	ST-21	13.00
1964	Shop Supplement (you also need 1963 manual #ST-21)	ST-34	9.00
1965	Shop Supplement (you also need 1963 manual #ST-21)	ST-60	9.00
1966-74 1976	Corvette Shop information is covered in Car Service and Overhaul manuals for appropriate year. See those listings		
1977	Service Manual	ST-364-77K	28.00

YEAR	DESCRIPTION	FORM NO.	PRICE EACH
	Car & Light Truck Overhaul Manuals *Will apply to the vehicles covered by the CAR SERVICE MANUALS and by the LIGHT TRUCK SERVICE MANUALS (Car and Light Truck both covered for given year, except as noted)*		
1966	Car Overhaul (Car only)	ST-73	$12.00
1967	Car Overhaul (Car only)	ST-131-67	12.00
1968	Car Overhaul (Car only)	ST-131-68	12.00
1968	Truck Overhaul (Truck & Van only)	ST-134-68	8.00
1969	Car Overhaul (Car only)	ST-131-69	12.00
1969	Truck Overhaul (Truck & Van only)	ST-134-69	6.00
1970	Car & Light Truck Overhaul Manual	ST-131-70	11.00
1971	Car & Light Truck Overhaul Manual	ST-333-71	12.00
1972	Car & Light Truck Overhaul Manual	ST-333-72	11.00
1973	Car & Light Truck Overhaul Manual	ST-333-73	11.00
	Body Service Manuals — Car Only *Will* **not** *cover Corvette, or Vega. Will cover* **all other** *Chevrolet cars. Vega, and El Camino, except as noted.*		
1970	Camaro Body Manual (Camaro only)	ST-195-70	5.00
1971	Body Manual (does not include Vega*)	ST-335-71	11.00
1972	Body Manual (does not include Vega*)	ST-335-72	15.00
1973	Body Manual (does not include Vega*)	ST-335-73	9.00
1974	Body Manual	ST-335-74	9.00
	*Price reflects increased cost of reprinting this manual.		
	Luv Service Manuals & Shop Manuals		
1972	LUV Shop Manual Series 1	ST-351-72	10.00
1973	LUV Shop Manual Series 2	ST-351-73	10.00
1974	LUV Shop Manual Series 3	ST-351-74	10.00
1975	LUV Service Manual Series 4	ST-351-75	17.00
1976	LUV Service Manual Series 5	ST-351-76	17.00
1977	LUV Service Manual Series 6	ST-351-77	17.00
	Light Truck Service Manuals (Truck & Van Series 10 through 30) *Includes FULL COVERAGE of all available information to all systems. Will* **not** *cover El Camino (which is covered as Car), LUV or S-10 (which have separate Service Manuals). Will cover any other Pick-up, Suburban, Van, or Blazer, except as noted.*		
1967	Service Manual	ST-133-67	10.00
1968	Service Manual	ST-133-68	10.00
1970	Service Manual (does not include Van*)	ST-133-70	10.00
1971	Service Manual (does not include Van*)	ST-330-71	10.00
1972	Van Service Manual (Van only*)	ST-140-72	10.00
1972	Service Manual (does not include Van*)	ST-330-72	10.00
1973	Service Manual	ST-330-73	15.00
1974	Service Manual	ST-330-74K	28.00
1975	Service Manual	ST-330-75K	28.00
1976	Service Manual	ST-330-76K	28.00
1977	Service Manual	ST-330-77K	28.00

CHEVROLET

See Reverse Side for Manual Descriptions

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1963	Shop Manual Supplement (you also need S&M-32)	ST-18	11.00
1964	Shop Manual Supplement (you also need S&M-32)	ST-30	11.00
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1969	Service Manual	ST-130-69	13.00
1970	Camaro Supplement (you also need #ST-130-70 See below)	ST-134-70	3.00
1970	Service Manual (If ordering for Corvette Specify "CORVETTE")	ST-130-70	13.00
1971	Service Manual	ST-329-71	14.00
1972	Service Manual	ST-329-72	11.00
1973	Service Manual	ST-329-73	16.00
1974	Service Manual (Includes all information to all systems)	ST-329-74K	30.00
1975	Service Manual	ST-329-75K	30.00
1976	Service Manual	ST-329-76K	30.00
1977	Service Manual	ST-329-77K	30.00
	Vega Shop Manuals, Do-It-Yourself Guides & Vega Body Manuals *(Shop manuals include SERVICE and OVERHAUL.)*		
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1971	Vega Body Manual	ST-301-71	10.00
1971	Vega Do-It-Yourself Guide	ST-302-71	3.00
1972	Vega Shop Manual	ST-300-72	10.00
1972	Vega Body Manual	ST-301-72	10.00
1973	Vega Shop Manual	ST-300-73	10.00
1973	Vega Body Manual	ST-301-73	10.00
1974	Vega Shop Manual (Includes all information to all systems)	ST-300-74K	23.00
1974	Do-It-Yourself Guide	ST-302-74	3.00
1975	Vega & Monza Service Manual	ST-300-75K	23.00
1976	Vega & Monza Service Manual	ST-300-76K	23.00
1977	Vega & Monza Service Manual	ST-300-77	23.00
	Corvette Shop Manuals *SHOP Manuals include SERVICE, OVERHAUL, & BODY, except as noted.*		
1953-62	Servicing Guide (Service only)	ST-12	13.00
1963	Shop Manual and Wiring Diagram	ST-21	13.00
1964	Shop Supplement (you also need 1963 manual #ST-21)	ST-34	9.00
1965	Shop Supplement (you also need 1963 manual #ST-21)	ST-60	9.00
1966-74, 1976	Corvette Shop information is covered in Car Service and Overhaul manuals for appropriate year. See those listings.		
1977	Service Manual	ST-364-77K	28.00

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1967	Car Overhaul (Car only)	ST-131-67	12.00
1968	Car Overhaul (Car only)	ST-131-68	12.00
1968	Truck Overhaul (Truck & Van only)	ST-134-68	8.00
1969	Car Overhaul (Car only)	ST-131-69	12.00
1969	Truck Overhaul (Truck & Van only)	ST-134-69	6.00
1970	Car & Light Truck Overhaul Manual	*ST-131-70	11.00
1971	Car & Light Truck Overhaul Manual	ST-333-71	12.00
1972	Car & Light Truck Overhaul Manual	ST-333-72	11.00
1973	Car & Light Truck Overhaul Manual	ST-333-73	11.00
	Body Service Manuals — Car Only *Will* **not** *cover Corvette, or Vega. Will cover* **all other** *Chevrolet cars. Vega, and El Camino, except as noted.*		
1970	Camaro Body Manual (Camaro only)	ST-195-70	5.00
1971	Body Manual (does not include Vega*)	ST-335-71	11.00
1972	Body Manual (does not include Vega*)	ST-335-72	15.00
1973	Body Manual (does not include Vega*)	ST-335-73	9.00
1974	Body Manual	ST-335-74	9.00
	*Price reflects increased cost of reprinting this manual.		
	Luv Service Manuals & Shop Manuals		
1972	LUV Shop Manual Series 1	ST-351-72	10.00
1973	LUV Shop Manual Series 2	ST-351-73	10.00
1974	LUV Shop Manual Series 3	ST-351-74	10.00
1975	LUV Service Manual Series 4	ST-351-75	17.00
1976	LUV Service Manual Series 5	ST-351-76	17.00
1977	LUV Service Manual Series 6	ST-351-77	17.00
	Light Truck Service Manuals (Truck & Van Series 10 through 30) *Includes FULL COVERAGE of all available information to all systems. Will* **not** *cover El Camino (which is covered as Car), LUV or S-10 (which have separate Service Manuals). Will cover any other Pick-up, Suburban, Van, or Blazer, except as noted.*		
1967	Service Manual	ST-133-67	10.00
1968	Service Manual	ST-133-68	10.00
1970	Service Manual (does not include Van*)	ST-133-70	10.00
1971	Service Manual (does not include Van*)	ST-330-71	10.00
1972	Van Service Manual (Van only*)	ST-140-72	10.00
1972	Service Manual (does not include Van*)	ST-330-72	10.00
1973	Service Manual	ST-330-73	15.00
1974	Service Manual	ST-330-74K	28.00
1975	Service Manual	ST-330-75K	28.00
1976	Service Manual	ST-330-76K	28.00
1977	Service Manual	ST-330-77K	28.00

CHEVROLET continued

YEAR	DESCRIPTION	FORM NO.	PRICE EACH
	Medium & Heavy Truck Shop Manuals (Series 40 through 90) *NOTE: Titan 90 is a HEAVY TRUCK. Most School Buses are MEDIUM TRUCK.*		
1967	MEDIUM Truck (Series 40-60)	ST-133-67	$10.00
1968	MEDIUM Truck (Series 40-60)	ST-133-68	10.00
1970	MEDIUM Truck (Series 40-60)	ST-133-70	10.00
1971	MEDIUM Truck (Series 40-60)	ST-331-71	10.00
1971	HEAVY Truck (Series 70-90) Supplement (you also need 1970 Heavy Truck Manual #ST-135-70)	ST-332-71	10.00
1972	MEDIUM Truck (Series 40-60) Supplement (you also need ST-331-71)	ST-331-72	10.00
1972	HEAVY Truck (Series 70-90) Supplement (you also need manuals ST-135-70 and ST-332-71 for complete coverage)	ST-332-72	10.00
1973	MEDIUM Truck (Series 40-65)	ST-331-73	10.00
1973	HEAVY Truck (Series 70-90)	ST-332-73	10.00
1974	MEDIUM Truck (Series 40-65) Supp. (you also need 1973 Heavy Truck Manual #ST-332-73 — $6.25)	ST-331-74	10.00
1974	HEAVY Truck (Series 70-90) Supp. (you also need 1973 Heavy Truck Manual #ST-332-73) ($6.25)	ST-332-74	10.00
1975	Medium Truck (Series 40-90)	ST-331-75K	55.00
1975	Heavy Truck	ST-332-75K	55.00
1976	Medium Truck (Series 40-90)	ST-331-76K	55.00
1976	Heavy Truck	ST-332-76K	55.00
1977	Medium Truck (Series 40-65)	ST-331-77K	55.00
1977	Bison Truck (Bison Only)	ST-360-77K	55.00
1977	Heavy Truck (Series 70-90) Bison not included	ST-332-77K	55.00
	Chevette Service Manuals		
1976	Service Manual	ST-357-76K	25.00
1977	Service Manual	ST-357-77K	25.00

Chevrolet Owner's Manuals

MODEL(S) COVERED	PRICE EACH	YEARS AVAILABLE
Chevette	$4.00	1976-1977 and 1979-1987
Chevy II or Nova	4.00	1971 through 1979
Chevy Van	4.00	1971 through 1988
Chevelle	4.00	1972 through 1977

	Medium Truck Overhaul Manuals *(Available only for years shown & for Medium Truck only.)*		
1968-70	Medium Truck overhaul included in LIGHT Truck Overhaul Manual for appropriate year*)		
1971	Medium Truck Overhaul Supplement (you also need Light Truck Overhaul #ST-333-71*)	ST-334-71	5.00
1972	Medium Truck Overhaul Supplement (you also need Light Truck Overhaul #ST-333-72)	ST-334-72	5.00
	Truck Shop Manuals — Prior to 1967 *Complete Service Manual — should handle full service requirements including all overhaul.*		
1963	Chevrolet Truck Shop Manual	ST-22	15.00
	Chevy Van Shop Manuals		
1964-65	Chevy Van Shop Manual Supplement (For complete coverage ST-22 should also be purchased)	ST-36	6.00

CHEVROLET continued

YEAR	DESCRIPTION	FORM NO.	PRICE EACH
	Corvair & Corvair 95 Shop Manuals		
1961	Corvair Shop Manual	S&M-34	$13.00
1962-63	Corvair Shop Manual Supplement (For complete coverage S&M-34 should also be purchased)	ST-20	6.00
1964	Corvair Shop Manual Supplement (For complete coverage S&M-34 should also be purchased)	ST-33	6.00
1965	Corvair Shop Manual	ST-59	15.00
1966	Corvair Shop Manual Supplement (For complete coverage ST-59 should also be purchased)	ST-74	5.00
1967	Corvair Shop Manual Supplement (For complete coverage ST-59 should also be purchased)	ST-132-67	5.00
1968	Corvair Shop Manual Supplement (For complete coverage ST-59 should also be purchased)	ST-132-68	5.00
1969	Corvair Shop Manual Supplement (For complete coverage ST-59 should also be purchased)	ST-132-69	5.00
	Light Truck Wiring Diagrams (Truck & Van Series 10 through 30) *Will not cover El Camino (which is covered as Car) or LUV. Will cover any other Pick-up, Suburban, Van, or Blazer. Diagrams not listed below are found in appropriate year Service Manual.*		
1973	All Truck Wiring Diagrams (Series 10 through 90)	ST-352-73	5.00
1974	All Truck Wiring Diagrams (Series 10 through 90)	ST-352-74	5.00
	Medium & Heavy Truck Wiring Diagrams *(All trucks, Series 40 through 90 range.)*		
1974	All Trucks (Series 10-90)	ST-352-74A	5.00

IMPORTANT NOTES:

1970 CORVETTE: When ordering Service Manual #ST-130-70 and/or Overhaul Manual #ST-131-70 to cover a Corvette, *be sure to specify "Corvette."* For that model, a supplement is required, which is included free of charge if you specify "Corvette."

All orders are filled based on material availability. Payment for out of stock material will be returned or refunded.

Litho in U.S.A.

Prices Subject To Change