GENERAL

CAMARO SPORT COUPE

MODEL 123-12487 2-DOOR SPORT COUPE, 4-PASSENGER

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1970	Van Nuys	(1st unit)
12387	0	L	500001

Thus: The 25th model built at Van Nuys would be serial number 123870L500001

8-Cylinder Example:

Model	Model Year	Assembly Plant	Unit Number
	1970	(Norwood)	(1st unit)
12487	0	N	500001

Thus: The 1st model built at Norwood would be serial number 124870N500001

ASSEMBLY PLANTS

L - Van Nuys
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 1970	Production* Month & Date
R3	S (Muncie)	0	E01D*

R3	3-Speed	L-6 & V-8 engine	S- Muncie
WB	4-Speed	V-8 engine	R- Muncie
UD	Powerglide	L-6 engine	C- Cleveland T- Toledo
UF	Powerglide	V-8 engine	C- Cleveland T- Toledo
GW	Turbo Hydra-Matic	V-8 engine	B- Cleveland Y- Toledo
CK	Turbo Hydra-Matic	V-8 engine	— 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.

*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: FIL210BD

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

250 Cubic Inch 6-Cylinder

CRF - Regular engine, 3-speed
CCM - Regular engine, Powerglide

307 Cubic Inch 8-Cylinder

CNC - Regular engine, 3-speed
CNE - Regular engine, Powerglide
CNF - Regular engine, Turbo Hydra-Matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO L65)

CNI - Optional engine, 4-speed, 2-bbl. carb.
CNN - Optional engine, Turbo Hydra-Matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO L48)

CNJ - Optional engine, 4-speed, 4-bbl. carb.
CRE - Optional engine, Turbo Hydra-Matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO Z28)

CTB - Optional engine, 4-speed, 4-bbl. carb.
CTC - Optional engine, Turbo Hydra-Matic (Chevrolet)

402 (SS396) Cubic Inch 8-Cylinder (RPO L34)

CTX - Optional engine, 4-speed, 4-bbl. carb.
CTW - 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

Location, Identification Number

Bottom left or right of axle tube adjacent to carrier housing.

See Power Train Section for additional Information.

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
EXTERIOR

FRONT	STANDARD	STYLE TRIM RPO Z21	RALLY SPORT RPO Z22	SUPER SPORT RPO Z27	Z/28 RPO Z28
Header Panel Nameplate "C" and "Camaro"	X	X	X	X	X
Valance Mounted Parking Lamp with Clear Lens and Amber Bulb	X			X	X
Valance Mounted Parking Lamp with Bright Bezel		O			
Special Parking Lamp Adjacent to Headlamp with Bright Bezel and Ornament			O		
Single "Power-Beam" Headlamps	X	X	X	X	X
Bright Headlamp Bezel	X	X	X	X	X
Argent Colored One-piece Radiator Grille	X	X			
Black Painted Radiator Grille				O	O
Special Two-piece Black Painted Radiator Grille with Argent Painted Leading Edges			O		
Bright Radiator Grille Outline Molding	X	X	X	X	X
Radiator Grille Emblem*				O,SS	O,Z28
One-piece Bumper with Dual Bumper Guards	X	X		X	X
Individual R and LH Bumper; Resiliant Grille Frame with Rubber Protected Center Section of Bumper Stock			O		
License Plate Mounting Provision at Front Right Bumper			O		
License Plate Mounting Provision in Center	X	X		X	X
Wide Hood Paint Stripes					O
Bright Top and Side Windshield Reveal Molding	X	X	X	X	X
Two-Speed Windshield Wipers and Washers	X	X	X	X	X
Non-depressed Park–Argent Colored Wiper Arms and 16" Blades	X	X			X
Concealed Black Chrome Finished Wipers–Articulated Left Blade and 18" Wiper Blades			O	O	
Bright Hood and Fender Rear Edge Molding		O	O		

*SS Emblem is deleted if RS/SS combination is ordered.

NOTE; "O" indicates deviation from standard equipment, but included in the optional package.

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
EXTERIOR

SIDE	STANDARD	STYLE TRIM RPO Z21	RALLY SPORT RPO Z22	SUPER SPORT RPO Z27	Z/28 RPO Z28
Front Marker Lamp with Amber Lens–No Bezel	X	X	X	X	X
Engine Displacement Numerals on Fender**	O	O	O	O	
Front Fender Nameplate "Camaro"	X	X			
Option Identification Nameplate On			O	O	O
Front Fender*			Rally Sport	SS	Z/28
Rectangular LH Rear View Mirror	X	X	X	X	X
Bright Chrome Flush Door Handles	X			X	X
Body Colored Tape Insert on Flush Door Handles		O	O		
Wide Rocker Panel Molding–Bright	X	X	X	X	X
Bright Body Lock Pillar Vertical Molding		O	O		
Bright Lower Window Sealing Strip Bead	X			X	X
Bright Body Lock Pillar Vertical Seal Retainer	X			X	X
Bright Roof Moldings		O	O		
Bright Door Belt Reveal Molding		O	O		
White Lettered Wide Oval 14 Inch Tires on 14 x 7 Wheels				O	
White Lettered Wide Oval 15 Inch Tires on Special 15 x 7 Wheels					O
Hub Caps	X	X	X	X	
Rear Marker Lamp with Red Lens–No Bezel	X	X	X	X	X

REAR					
Deck Lid Nameplate "Camaro by Chevrolet"	X	X	X	X	X
Bright Rear Window Reveal Moldings	X	X	X	X	X
Dual Rear End Panel Mounted Tail and Back-up Lamps with Bright Outer Bezel	X			X	X
Tail and Back-up Lamps with Dual Concentric Bright Bezels		O	O		
Black Painted Rear End Panel ***				O	
Z/28 I.D. Plate on Spoiler					O,Z/28
Deck Lid Spoiler					O
Wide Paint Stripes on Deck Lid and Spoiler					O
Rear Bumper Guards					O
Chrome Plated Tail Pipe Ends - Dual				O	O

*When SS or Z/28 options are combined with RS option, SS or Z/28 identification takes precedence over Rally Sport.

**Engine Displacement I.D. Plate only with 350, 396, or 454 V-8 engines.

***SS396 (402 Cu.In.) & 454 V-8 only - 350 V-8 body color.

NOTE: "O" Indicates deviation from standard equipment, but included in optional package.

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
INTERIOR

INSTRUMENT PANEL AND STEERING WHEEL	STANDARD	SPECIAL INTERIOR GROUP RPO Z23	CUSTOM INTERIOR RPO Z87
Trim Color Instrument Panel Pad	X	X	X
Bright Accented Black Instrument Cluster	X		
Wood Grain Applique on Instrument Cluster		O	O
Glove Compartment Door Lock	X	X	X
"Camaro" Glove Compartment Nameplate–Script	X	X	X
Bright Side Kick-pad Ventilation Control Knob	X	X	X
Bright Astro-Ventilation Control Knob	X	X	X
T - Handle Parking Brake Release	X	X	X
Instrument Panel Astro-Ventilation Outlets	X	X	X
Windshield Wiper and Washer Switch (Slide-Type, Depress to Wash)	X	X	X
Bright Lighting Control Knob with Black Accent	X	X	X
Speedometer, Odometer, and Fuel Gauge	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Tell-Tale Lights	X	X	X
Hi-Beam and Turn Signal Indicators	X	X	X
Glove Compartment Lamp		O	O
Automatic Shift Quadrant Cover Plate	X	X	X
Clock Hole Cover Plate	X	X	X
Radio Hole Cover Plate	X	X	X
Ash Tray	X	X	X
Cigarette Lighter	X	X	X
Blended Air Heater with Illuminated Control Plate	X	X	X
Black Steering Column	X	X	X
Black Plastic Oval Two-Spoke Steering Wheel	X	X	X
Black Horn Blowing Shroud Insert	X		
Wood-Grain Horn Blowing Shroud Insert		O	O
Steering Wheel Shroud Emblem* (Bow-Tie)	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X	X	X
Black Plastic Hazard Flasher Knob	X	X	X
Black Turn Signal Knob	X	X	X
Satin Finish Accent Beads on Lower Instr. Pnl.		O	O

*Steering wheel shroud emblem Bow-Tie is replaced by RS if RS or RS/ Z/28 option is ordered, and by SS if SS or RS/SS option is ordered.

NOTE: "O" indicates deviation from standard equipment, but included in optional package.

STANDARD AND OPTIONAL MAJOR APPEARANCE EQUIPMENT
INTERIOR

	STANDARD	SPECIAL INTERIOR GROUP RPO Z23	CUSTOM INTERIOR RPO Z87
ROOF AND PILLARS			
Premier Vinyl Coated Headlining–Perforated	X	X	X
Trim Color Windshield Header, Pillar, Roof Side Rails, and Rear Window Moldings	X	X	X
10-Inch Prismatic Rear View Mirror with Gray Padded Edges	X	X	X
Satin Chrome Finish Mirror Support, Windshield Mounted	X	X	X
Padded Sunshades	X	X	X
Plastic Coat Hooks	X	X	X
Center Dome Lamp with Bright Bezel	X	X	X
Door Jamb Switches	X	X	X
Trim Color Front Seat Shoulder Belt Anchor Covers	X	X	X
Front Seat Shoulder Belt, Retainers–Elastic & Button	X	X	X
SEATS AND FLOOR COVERING			
Bucket Front Seats–Molded Foam Cushion & Back	X	X	X
Deluxe Seat Trim			O
Rear Seat–Dual Cushions with Single, Full-width Backrest–Cotton Padded	X	X	X
Bright Front Seat Adjuster Handle	X	X	X
Bright Front Bucket Seat Back Latch	X	X	X
Passenger Compartment Floor Covering-Carpet	X	X	X
Luggage Compartment Spatter Paint	X	X	
Luggage Compartment Rubber Floor Mat			O
Front Seat Head Restraints – Trim Color)	X	X	X
Front and Rear Seat Belts - Four	X	X	X
Front Shoulder Belts - Two	X	X	X
Front Seat Belt Anchor Covers	X	X	X
DOOR AND QUARTER PANEL			
Door Padded Armrest	X	X	X
Built-in Rear Quarter Panel Armrest with Ashtray	X	X	X
Clear Blue Tinted Plastic Window Control Handle Knobs	X	X	X
Bright Door Lock Buttons	X	X	X
Vinyl and Plastic Door, and Plastic Quarter Trim	X	X	X
Wood Grain Insert on Door Trim Panel with Bright Die-cast Perimeter Moldings			O
Recessed Door Handle	X	X	X
Trim Colored Inside Door Handle Cup and Bezel	X	X	X
MISCELLANEOUS			
Additional Body Insulation			O
Full Molded Hood Insulation*			O
Cowl-To-Fender Seal			O
Black Transmission Shift Lever Knob	X	X	X
Floor-mounted Transmission Shift Lever	X	X	X

*Included with SS optional package.

NOTE: "O" indicates deviation from standard equipment, but included in the optional package.

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC
Air Conditioning, Four-Season Available only with V-8 models; not available with Z28, L78, LS6 Engines.	C60	
Appearance Guard Group* Includes Door Edge Guards (B93/ACC); Trim Color Twin Front and Rear Floor Mats (B37/ACC); Visor Vanity Mirror (D34/ACC) *Items available also as separate options or accessories, as shown	ZP5	
Axles		
Positraction	G80	
Axle Ratios – See Power Train Charts (page 22)		
Axle Ratios for Trailering	YD1	
Battery, Heavy Duty	T60	
Belts, Seat and Shoulder		
Deluxe Seat Belts and Front Seat Shoulder Belts	AK1	
Deluxe Rear Seat Shoulder Belts Used only with AK1	AS4	
Bumpers, Deluxe Front and Rear	VF3	
Child Safety Seat		ACC
Clock Included in U14 Instrument Panel Gage Package	U35	ACC
Compass		ACC
Console, Floor Available with all transmissions, with floor shift	D55	
Defogger, Forced Air Rear Window	C50	ACC
Engines – See Power Train Charts		
Evaporative Emission Control California requirement	NA9	
Fire Extinguisher		ACC
Glass, Tinted; All Windows	A01	
Guards, Door Edge	B93	ACC
Highway Emergency Kit		ACC
Infant Safety Carrier		ACC
Instrument Panel Gage Package Includes temperature and ammeter gages, clock and tachometer.	U14	
Lighting Group, Auxiliary* Courtesy Lights (ACC); Glove Compartment Light (ACC); Luggage Compartment Light (ACC); Underhood Light (ACC); Ash Tray Light; *Items available also as separate accessories, as shown	ZJ9	
Lights		
Courtesy Lights		ACC
Glove Compartment Light		ACC
Luggage Compartment Light		ACC
Underhood Light		ACC
Liquid Tire Chain		ACC
Luggage Carrier, Deck Lid		ACC
Mats, Floor; Trim Color Twin Front and Rear	B37	ACC

EQUIPMENT	RPO	ACC
Mirrors		
Dual Outside Rear View Sport Mirrors (Body Color) – LH Remote, RH Hand Set	D35	
Visor Vanity Mirror	D34	ACC
Model Options		
Super Sport Package	Z27	
Deluxe Interior	Z87	
Rally Sport Package	Z22	
Interior Decor Package Included in Z87	Z23	
Special Performance Package	Z28	
Style Trim Not available with Z22	Z21	
Operating Convenience Group* Includes Clock (U35/ACC); Outside Rear View Mirrors, LH and RH - Sport (D35); Forced Air Rear Window Defogger (C50/ACC) *Items available also as separate options or accessories, as shown	ZQ2	
Power Assists		
Power Brakes	J50	ACC
Power Steering	N40	
Power Windows	A31	
Radiator, Heavy Duty Not available with C60 Four-Season Air Conditioner, Z28 Special Performance Package, or L34 V-8 SS396 engine	V01	
Radio Equipment		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
Rear Speaker LH location only	U80	ACC
Roof Cover, Vinyl	C08	
Spoiler, Air; Rear Deck Included in Z28.	D80	
Spotlight, Hand Portable		ACC
Steering Wheels		
Comfortilt	N33	
Deluxe Vinyl	NK2	
Cushioned Rim	NK1	
Suspension, Special Performance Front and Rear Included in Z28	F41	
Tires		
E78-14-B White Stripe	PL3	
F78-14-B Blackwall Part of L65, 350 V-8 engine package, and Z22, Rally Sport Package	PX5	
F78-14-B White Stripe Part of L65, 350 V-8 engine package, and Z22, Rally Sport Package	PX6	
F70-14-B White Lettered Base on Super Sport	PL4	
F60-15-B White Lettered Base on Z28	PM7	
F70-14-B White Stripe	PY4	
Tissue Dispenser and Litter Container		ACC
Transmissions*		
4-Speed Manual Transmission	M20	
4-Speed Manual Transmission Close ratio	M21	
4-Speed Manual Transmission Heavy Duty	M22	
Powerglide Automatic	M35	
Turbo Hydra-Matic Automatic	M40	
*See Power Train Charts (page 22) for applications		
Wheel Covers		
Full Wheel Covers	P01	ACC
Mag-Style Wheel Covers		ACC
Simulated Wire Wheel Covers		ACC
Deluxe Wheel Covers	P02	ACC
Wheels, Rally	ZJ7	
Windshield Wipers, Concealed	C24	

FOUR SEASON (RPO C60)

Heater integrated; manually controlled by two horizontal and one verticle lever. Four position verticle lever controls fan speed. Top lever controls mode of operation. Bottom lever controls air flow. Ignition switch controlled fan is always operating at low speed to prevent windshield fogging.

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

DIMENSIONS AND WEIGHTS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR SPORT COUPE
H3	Seat cushion height	9.3
H11	Entrance height	29.6
H13	Steering wheel thigh clearance	5.3
H30	H point to heel point	6.6
H32	Seat cushion deflection	3.2
H50	Upper body opening to ground	45.3
H58	H point rise	0.7
H61	Effective headroom	37.4
H70	H point to body O line	10.9
H75	Effective 'T' point headroom	37.6
W3	Shoulder room	56.7
W5	Hip room	56.7
L7	Steering wheel torso clearance	14.6
L17	H point travel	5.6
L34	Effective leg room	43.8

REAR COMPARTMENT

H8	Seat cushion height	9.8
H31	H point to heel point	8.2
H33	Seat cushion deflection	2.6
H63	Effective headroom	36.1
H71	H point to body O line	9.9
H76	Effective 'T' point headroom	36.0
W4	Shoulder room	54.4
W6	Hip room	47.3
L3	Rear compartment room	23.6
L50	H point couple distance	27.4
L51	Effective leg room	29.6

LUGGAGE COMPARTMENT

—	Opening width	40.5
—	Interior height	17.7
—	Interior width	65.8
—	Interior length	42.6
H195	Liftover height	27.8
V1	Usable luggage capacity (cu.ft.)	7.3

LENGTHS

CODE	DESCRIPTION	2-DOOR SPORT COUPE
L101	Wheelbase	108.0
L102	Tire size (standard)	E78-14
L103	Overall length	188.0
L104	Overhang - front	38.1
L105	Overhang - rear	41.9
L127	Body O line to C/L of rear wheels	86.7
L128	Hood length at centerline	57.5

WIDTHS

W101	Tread - front	61.3
W102	Tread - rear	60.0
W103	Maximum overall width of car	74.4
W106	Front fender overall width	73.4
W107	Rear fender overall width	74.4
W120	Overall car width, front doors open	140.5

HEIGHTS

H101	Overall height (design)	50.5
H102	Front bumper to ground	19.8
H104	Rear bumper to ground	18.2
H111	Rocker panel to ground - rear	6.7
H112	Rocker panel to ground - front	7.1
H114	Hood at rear to ground	35.4
H115	Step height - front (design)	11.5
H125	Headlamp to ground	26.3
H126	Tail lamp to ground	22.1
H136	Body O line to ground - front	5.2
H137	Body O line to ground - rear	3.1

CLEARANCES

H106	Angle of approach (degrees)	25.0
H107	Angle of departure (degrees)	15.0
H147	Ramp breakover angle (degrees)	13.0
H148	Front suspension to ground	5.1
H149	Oil pan to ground	5.2
H150	Flywheel housing to ground	5.8
H151	Frame to ground	4.9
H152	Exhaust system to ground	4.7
H154	Fuel tank to ground	7.3
H156	Minimum ground clearance	4.7

VEHICLE WEIGHTS

CAMARO

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6 Cyl	V8		Front	Rear	Total	Front	Rear	Total
12387	--	2-Door Sport Coupe	1758	1300	3058	1738	1428	3166
--	12487		1856	1316	3172	1834	1444	3278

SHIPPING WEIGHT: Weight of basic vehicle with regular equipment, including grease, oil and (3) gallons of gasoline, and engine coolant to capacity.

CURB WEIGHT: Shipping weight plus gasoline to capacity.

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
C60	Air Conditioning		+112
D55	Floor Console	With 3-Speed Transmission	+ 19
		With 4-Speed Transmission	+ 10
		With Automatic Transmission	+ 14
C08	Exterior Vinyl Roof		+ 8
J50	Power Brakes		+ 10
–	250 cu.in. 6 Cyl. Engine	With Powerglide transmission	– 2
–	307 cu.in. V8 Engine	With Powerglide transmission	+ 4
		With Turbo Hydra-Matic transmission	+ 33
L65	350 cu.in. V8 Engine (250 HP)	With 4-Speed transmission	+ 56
		With Turbo Hydra-Matic transmission	+ 68
L48	350 cu.in. V8 Engine (300 HP)**	With 4-Speed transmission	+ 80
		With Turbo Hydra-Matic transmission	+ 105
Z28	350 cu.in. V8 Engine (360 HP)*	With 4-Speed transmission	+ 100
		With Turbo Hydra-Matic transmission	+ 158
L34	402 cu.in. V8 Engine (350 HP)**	With 4-Speed transmission	+ 244
		With Turbo Hydra-Matic transmission	+ 302
N40	Power Steering		+ 29
U63	AM Radio		+ 8
U69	AM/FM Radio		+ 8
Z87	Deluxe Interior		+ 28
Z22	Rally Sport Package		+ 27

(*) Available as "Z-28" equipment only-includes additional body and chassis equipment.
(**) Available as "SS" equipment only - includes additional body and chassis equipment.

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 inhubiting compound.

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

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

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

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

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

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

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

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

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

CAMARO

SERIES	TRIM	INTERIOR COLORS AND RPO NUMBERS				
		Black	Sandal-wood	Saddle	Bright Blue	Dark Green
Standard	Vinyl	711	710	726	715	723
RPO Z87 Custom Interior	Knit Vinyl	712	730	727	716	724
	Pattern Cloth	713/725*	–	–	714	720

VINYL ROOF COLORS			RPO	EXTERIOR COLOR					
Black	White	Dark Green							
X	X	X	10	Classic White	X	X	X	X	X
X	X		14	Cortez Silver	X	X	X	X	X
X	X		17	Shadow Gray	X	X	X		X
X	X		25	Astro Blue	X	X			
X	X		26	Mulsanne Blue	X	X	X	X	
X	X		43	Citrus Green	X	X			X
X	X	X	45	Green Mist	X	X	X		X
X	X	X	48	Forest Green	X	X	X		X
X	X		51	Daytona Yellow	X				X
X	X		53	Camaro Gold	X	X			
X	X		58	Autumn Gold	X	X	X		X
X	X		63	Desert Sand	X	X	X		X
X	X		65	Hugger Orange	X	X			
X	X		67	Classic Copper	X	X	X		
X	X		75	Cranberry Red	X	X	X		

(*)–Pattern cloth black and white for trim No. 713, all black for trim No. 725.

BODY CONSTRUCTION AND GLASS AREA

GENERAL

Type . . . . . Unitized body with bolt on partial front frame and bolt-on front end sheet metal, with protective inner fender skirts. Full roof inner panel with integral side rails and front and rear headers. Roof is of double-panel construction.

DOORS AND LOCKS

Door construction . . . . . Double panel, hinged at front

Door handles . . . . . Lift flap with fork type locks, and 2-position free-wheeling inside door handles. Inside door lock buttons. Flush type external and internal.

HOOD AND TRUNK LID

Type . . . . . Counterbalanced, with short goose neck type hinges actuating torsion rods on trunk lid and spring loaded toggle-type hinges on rear of hood. Front and rear lids are of double-panel construction.

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.

SEATS

Type . . . . . Bucket seats front, rear seats have bucket seat styling with individual seat cushions and one-piece backrest

Construction

Front seat cushion . . . . . Molded foam

Rear seat cushion . . . . . Jute and cotton

WINDSHIELD WIPERS

Type . . . . . Dual, 2-speed electric; non-depressed park with dull-chromed arms and blades; 15-inch blades.

Linkage . . . . . Parallel acting

Optional system . . . . . Same as above except concealed park position, black-chromed 18-inch blades, and articulated left blade.

HEADLIGHTS

Type . . . . . Single Powerbeam headlamps

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

Windshield	1137.6
Door windows (LH and RH)	1089.4
Back window	1099.2
Total area (sq.in.)	3326.2

Windshield laminated safety plate glass; door and rear window solid safety plate glass.

CHASSIS

FRAME AND FRONT SUSPENSION

FRAME

Description ..... Combination body-frame integral with separate portion ladder frame.

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	6.88
Jounce	3.05
Rebound	3.85
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

FRONT STABILIZER BAR

Type	Link
Material	HR steel
Diameter	.6875

FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees)	P1/4 to P1-3/4
Caster (degrees)	N1-1/2 to N1/2
Toe-in (total)	1/8 to 1/4
Steering axis inclination (degrees)	10-11

Z28 Exceptions

Camber (Degrees)	N0.12° to P0.88°
Caster (Degrees)	N2.43° to N1.43°

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.

FRONT SPRING SPECIFICATIONS

MODEL	ENGINE	SUSPENSION TYPE	PART NO.	CODE	DEFLECTION RATE LBS/IN	CURB SPRUNG WHEEL LOAD PER WHEEL (LBS)	LOAD @ 11.00 CHECKING HT. (LBS)
12387, 12487	L6, V8, L65 L48, L34, LS6	ALL	3982341	EF	300	0 – 798	1680
			3982342	EG		799 – 828	1740
			3982343	EH		829 – 858	1800
			3982344	EI		859 – 888	1860
			3982345	EJ		889 – 905	1920
			3982354	HZ	330	906 – 924	1970
			3982355	YI		925 – 956	2035
			3982356	YR		957 – 987	2100
			*3988104	GL		988 – 1017	2165
			*3988105	GM		OVER 1017	2250
12487	Z28	ALL	3982345	EJ	300	0 – 847	1920
			3982346	EN		848 – 877	1980
			*3982347	EO		OVER 877	2040

RPO	DESCRIPTION
F40	H.D. Fr. & Rr. Susp.
F41	Spec. Performance Fr. & Rr. Susp.
L48	350 CID V-8
L65	350 CID V-8, 2 Bbl.
Z28	350 CID V-8 - Special
L34	Engine - V8 402 CID (SS396) High Perf.

MANUAL STEERING

Description . Semi-reversible gear with ball-nut driven by recirculating anti-friction bearings, energy absorbing steering column.
Linkage . Parallelogram, front of wheels - two tie rods
Steering Wheel ..... Elliptical, dia. 15.5 x 16.25

POWER STEERING – RPO N40

(Same as standard except as shown)
Type . Integral power piston and variable ratio steering gear, with vane type pump driven by crankshaft pulley.
Ratio ..... 16:1 on center, 12.4:1 @ 14°

STEERING GEAR RATIO	MANUAL	POWER
L-6	24:1	16/12.4:1
V-8	28:1	16/12.4:1
Z28 & SS	24:1	16/12.4:1
OVERALL STEERING RATIO		
L-6	28.3:1	15:1
V-8 (exc. Z28)*	*32.99:1	15:1
Z28	18.76:1	15:1
TURNING DIA (FT.)		
Wall to Wall	41.96	41.06
Curb to Curb	38.86	38.86
MINIMUM TURN, Lock to Lock		
L-6	5.33	2.29
V-8	6.19	2.29
Z28, SS	4.10	2.29

DRIVELINE

Prop shaft ..... Tubular
Number used ..... One
Diameter (OD) 2.75
Wall thickness ..... .065
Length (C/L of U-joints)
All transmissions 49.20
Universal joints
Type ..... Cross
Number used ..... Two
Bearings ..... Prepacked, anti-friction

WHEELS

Type ..... Short spoke disc, steel
Attachment ..... 5 hex nuts, 7/16-20 UNF 2-B, on 4.75 diameter bolt circle
Rim, base
Size .....14 x 6.00
Offset
L6, V8 (except SS, Z28) ..... .50
Z28 ..... .30
SS ..... .34

TIRES

Construction ..... 2 ply
Rating ..... 4 ply
Size
L-6 & V-8 307 Cu.In. ..... E78 x 14 B
V8-350 (L65) or Rally Sport without L34, L48 or Z28 ..... F78 x 14 B
SS ..... F70 x 14 B
Z28 ..... F60 x 15B
All tires feature belted construction

TIRE SPECIFICATIONS

		E78 x 14	F78 x 14	F60 x 15	F70 x 14
Static loaded radius		12.5	12.22	12.23	12.03
Loaded rev/mi @ 45 MPH		800	786	8.01	784
Capacity (lbs @ PSI)		1190 @ 24	1280 @ 24	1280 @ 24	1280 @ 24
Recommended pressure *(cold)	Front	24	24	24	24
	Rear	24	24	24	24

*At base vehicle load limit

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-L-2105-B
Viscosity ..... SAE 80
Filler plug ..... 5/8 sq. hd., 3/4-14 PTF SAE short
Capacity (pts) ..... 8.125 hypoid gear – 3.5
8.875 hypoid gear – 4.0
Ratios (standard)
L6
3-Speed 3.08
Powerglide 2.73
307 - V-8
3-Speed 3.08
Powerglide 2.73
Turbo Hydra-Matic 3.36
L65 - V-8
4-Speed 3.36
Turbo Hydra-Matic 2.73
L48 - V-8
4-Speed 3.31
Turbo Hydra-Matic 3.07
L34, LS6
4-Speed & Turbo Hydra-Matic 3.31
Z28
4-Speed & Turbo Hydra-Matic 3.73
(Opt.) 4.10

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
2.73:1	8.125 In.	41,15
3.08:1	8.125 In.	37,12
3.36:1	8.125 In.	37,11
2.73:1	8.875 In.	41,15
3.07:1	8.875 In.	43,14
3.31:1	8.875 In.	43,13
3.73:1	8.875 In.	41,11
4.10:1	8.875 In.	41,10

POSITRACTION DIFFERENTIAL

(See POWER TRAINS)
Type ..... 2 pinion with single disc clutch

REAR SUSPENSION

Description ..... Salisbury rear axle with multiple leaf springs.
Wheel travel (design)
Total 7.51
Jounce 2.75
Rebound 4.76
Wheel to spring, travel ratio 1:1

SHOCK ABSORBERS

Type ..... Direct, double acting, hydraulic
Piston diameter 1.00
Mounting ..... Staggered fore and aft of rear axle.

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.

Type ..... 5 left
Material ..... Spring steel
Length (Developed) between eye centers 56.0
Width 2.5
Design load @ camber ..... 580, .71+
Deflection rate, lb per inch, @ design load
@ Spring 89
@ Wheel (wheel rate) 100
Spring liners 4

REAR SPRING SPECIFICATIONS

MODEL	ENGINE	SUSPENSION TYPE	PART NO.	CODE	DEFLECTION RATE LBS/IN	CURB SPRUNG WHEEL LOAD PER WHEEL (LBS)	LOAD @ .71 SPRING CAMBER (LBS)
12387, 12487	L6, V8, L65, L48, L34	ALL	480878	PA	89	0 – 580	580
			480879	PB	90	OVER 580	635
12487	Z28	ALL	*481992	PK	96	ALL	735

SERVICE BRAKES (STANDARD)

Type . . . . . Front disc brakes (rear-standard service drum brakes). Dual-circuit brake system, pressure differential and parking brake warning light, self adjusting brake shoes.

Line Pressure, PSI @ 100 Lb. Pedal Load 700

Type . . . . . Hub mounted front disc, with self adjusting single caliper units mounted on steering knuckle. Metering valve between front and rear systems for braking balance.

Braking Ratios

- Pedal 5.83
- Hydraulic 18.8
- Overall 111.0

Front Disc Brake

- Construction . . . . . Double faced disc spaced by integrally cast radial cooling passages.
- Material . . . . . Cast iron
- Diameter . . . . . 11 inches

Brake Lining

- Material . . . . . Molded asbestos
- Size, Disc Segment . . . . . 5.4 x 1.93 x .46
- Method of Attachment . . . . . Riveted
- Total Effective Area (Sq. In.) 38.8

Wheel Cylinders (Front)

- Numper Per Wheel 1
- Piston Diameter 2.9375

Rear Drum Brake

- Diameter . . . . . 9.5 inches
- Construction . . . . . Composite, web casting rim
- Material
  - Web . . . . . H.R. steel
  - Rim . . . . . Cast iron alloy

Brake Lining

- Material . . . . . Full molded asbestos composition
- Size (Length x width x thickness)
  - Primary Shoe . . . . . 9.00 x 21 x 2.00
  - Secondary Shoe . . . . . 10.3 x 24 x 2.00

Method of Attachment . . . . . Bonded

Total Effective Area (Sq. In.) 75.7

Wheel Cylinders

- Rear 875

Master Cylinder

- Piston Diameter 1.125
- Piston Travel 1.27
- Foot Pedal Travel . . . . . 7.5 inches

POWER BRAKES (RPO J50)

(Same as standard service brakes except as follows)

Type . . . . . Vacuum power unit added to assist standard master cylinder.

Braking ratios

- Pedal 3.76
- Hydraulic 14.85
- Overall 55.8

Master Cylinder

- Piston Diameter 1.125
- Piston Travel 1.49
- Foot Pedal Travel 5.26

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

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	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	2-6012A	High beam 60W Low beam 50W
Headlamp hi-beam indicator	1-194	2
Heater or air conditioning control	1-1895	2
Instrument cluster		
Dash panel	4-194	2
License plate	2-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	3
Turn		32
Radio	1-1816	3
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Spot lamp		
Portable	1-4416	30W
Tail		
Tail	2-1157	3
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15

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)
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
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* STD.	A/C
Turbo Thrift 250 250 Cubic Inch L-6 155 HP Standard	3-Speed (2.85:1 low)	All Models	3.08:1	NA
	Powerglide		2.73:1	NA
Turbo Fire 307 307 Cubic Inch V-8 200 HP Standard	3-Speed (2.85:1 low)	All Models	3.08:1	3.08:1
	Powerglide		2.73:1	2.73:1
	Turbo Hydra-Matic		2.73:1	2.73:1
Turbo Fire 350 350 Cubic Inch V-8 250 HP RPO L65	4-Speed (2.54:1 low)	All Models	3.36:1	3.36:1
	Turbo Hydra-Matic		2.73:1	2.73:1
Turbo Fire 350 350 Cubic Inch V-8 300 HP RPO L48	4-Speed (2.52:1 low)	All Models	3.31:1	3.31:1
	Turbo Hydra-Matic		3.07:1	3.07:1
Turbo-Fire 350 350 Cubic Inch V-8 360 HP RPO Z28	4-Speed (2.52:1 low)	All Models	3.73+	NA
	4-Speed (2.20:1 low)		3.73+	NA
	H.D. 4-Spd. (2.20:1 low)		3.73+	NA
	Turbo Hydra-Matic		3.73+	NA
Turbo Jet 396 402 Cubic Inch V-8 350 HP RPO L34	4-Speed (2.52:1 low)	All Models	3.31:1	3.31:1
	4-Speed (2.20:1 low)		3.31:1	3.31:1
	Turbo Hydra-Matic		3.31:1	3.31:1

+Optional ratio 4.10 also available.
*Positraction required for 3.73 and 4.10 ratios, optional for all others.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 155 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
350 Cu.In. V-8 250 HP RPO L65	2-Barrel	4-Speed	8.53	6.05	4.84	3.36	8.53	3.36
350 Cu.In. V-8 300 HP RPO L48	4-Barrel	4-Speed	8.34	6.22	4.83	3.31	8.57	3.31
350 Cu.In. V-8 360 HP RPO Z28	4-Barrel	4-Speed	9.40	7.01	5.45	3.73	9.66	3.73
			8.21	6.12	4.74	3.73	8.42	3.73
402 Cu.In. V-8 350 HP RPO L34	4-Barrel	4-Speed	9.40	7.01	5.45	3.73	9.66	3.73
			8.21	6.12	4.74	3.73	8.42	3.73

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 155 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	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 - 5.27:1	
350 Cu.In. V-8 250 HP RPO L65	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 - 5.27:1	
350 Cu.In. V-8 300 HP RPO L48	Turbo Hydra-Matic	Drive	16.24:1 - 3.07:1	3.07:1
		Low	16.24:1 - 7.74:1	
		Second	16.24:1 - 4.67:1	
		Reverse	12.43:1 - 5.93:1	
350 Cu.In. V-8 360 HP RPO Z28	Turbo Hydra-Matic	Drive	19.43:1 - 3.73:1	3.73:1
		Low	19.43:1 - 9.25:1	
		Second	19.43:1 - 5.52:1	
		Reverse	16.30:1 - 7.76:1	
402 Cu.In. V-8 350 HP RPO L34	Turbo Hydra-Matic	Drive	17.25:1 - 3.31:1	3.31:1
		Low	17.25:1 - 8.21:1	
		Second	17.25:1 - 4.90:1	
		Reverse	14.46:1 - 6.88:1	

*Axle ratio x transmission ratio

GENERAL DATA

Engine		L-6 OHV	V-8 OHV				
Piston Displacement (Cu.In.)		250	307	350			402
Availability		Standard		L65	L48	Z28	L34
Number of Cylinders		Six	Eight				
Bore (nominal)		3.875	3.875	4.00			4.126
Stroke (nominal)		3.53	3.25	3.48			3.76
Compression Ratio		8.5:1	9.00:1	9.00:1	10.25:1	11.00:1	10.25:1
Taxable (SAE Horsepower		36.0	48.0	51.2			54.5
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2				
Idling Speed	Manual transmission (in neutral)	750	700	750	700	800	700
	Powerglide (in drive)	600					
	Turbo Hydra-Matic (in drive)		600			750	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	34.49	31.13	30.69	30.16		33.97
	Top of a/clnr to bottom of oil pan	27.05	29.49	29.29	26.79		27.62
	Width - including air cleaner	29.84	27.34	27.34	27.97		30.00

ADVERTISED ENGINE RATING

Engine Designation	Turbo-Thrift 250 L-6 155 HP	Turbo-Fire 307 V-8 200 HP	Turbo-Fire 350 V-8 250 HP	Turbo-Fire 350 V-8 300 HP	Turbo-Fire 350 V-8 360 HP	Turbo-Jet 396 V-8 350 HP
Availability	Standard	Standard	RPO L65	RPO L48	RPO Z28	RPO L34
Carburetor	Single Bbl.	Two Bbl.	Two Bbl.	Four Bbl.	Four Bbl.	Four Bbl.
Gross Brake HP @ RPM	155 @ 4200	200 @ 4600	250 @ 4800	300 @ 4800	360 @ 6000	350 @ 5200
Gross Torque @ RPM (lb-ft)	235 @ 1600	300 @ 2400	345 @ 2800	380 @ 2200	380 @ 4000	415 @ 3400

TURBO-THRIFT 250 L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	2.73:1
Tire Size		E78 X 14B	
Crankshaft Revolutions per Mile		2464.0	2184.0
Crankshaft RPM @ 1 MPH	Low	117.0	66.2
	Second	69.0	
	Third	41.1	36.4 (direct)
	Reverse	121.1	66.2
Piston Travel (ft/mile)		1449.7	1284.9

TURBO-FIRE 307 V-8 ENGINE

Transmission		3-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.08:1	2.73:1	
Tire Size		E78 X 14B		
Crankshaft Revolutions per Mile		2464.0	2184.0	
Crankshaft RPM @ 1 MPH	Low	117.0	66.2	91.7
	Second	69.0		55.3
	Third	41.1	36.4 (direct)	
	Reverse	121.1	66.2	70.3
Piston Travel (ft/mile)		1334.7	1165.3	

TURBO-FIRE 350 V-8 ENGINE (RPO L65 & L48)

Transmission		RPO L65		RPO L48	
		4-Speed	Trb/Hyd	4-Speed	Trb/Hyd
Rear Axle Ratio		3.36:1	2.73:1	3.31:1	3.07:1
Tire Size		F78 X 14B			
Crankshaft Revolutions per Mile		2647.7	2151.2	2605.0	2416.1
Crankshaft RPM @ 1 MPH	Low	112.1	90.4	109.4	101.5
	Second	79.4	54.5	81.6	61.2
	Third	63.5	35.9	63.4	40.3 (direct)
	Reverse	112.1	69.2	112.4	77.7
Piston Travel (ft/mile)		1535.7	1247.7	1510.9	1401.3

TURBO-FIRE 350 V-8 ENGINE (RPO Z28)

Transmission		4-Speed		Turbo Hydra-Matic
Rear Axle Ratio		3.73:1		
Tire Size		F60 X 15B		
Crankshaft Revolutions per Mile		2957.9		
Crankshaft RPM @ 1 MPH	Low	124.2	108.4	122.3
	Second	92.7	80.8	73.0
	Third	72.0	62.6	49.3 (direct)
	Fourth	49.3	49.3	
	Reverse	127.7	111.4	102.5
Piston Travel (ft/mile)		1715.6		

TURBO-JET 396 V-8 ENGINE (402 CU.IN.)

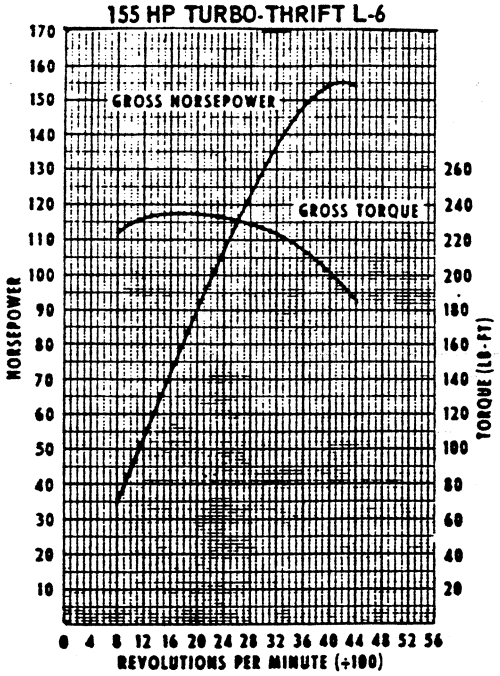
Transmission		4-Speed		Turbo Hydra-Matic
Rear Axle Ratio		3.31:1		
Tire Size		F70 X 14B		
Crankshaft Revolutions per Mile		2605.0		
Crankshaft RPM @ 1 MPH	Low	109.4	95.5	107.7
	Second	81.6	71.2	64.3
	Third	63.4	55.1	43.4 (direct)
	Fourth	43.4	43.4	
	Reverse	112.4	98.1	90.3
Piston Travel (ft/mile)		1510.9		

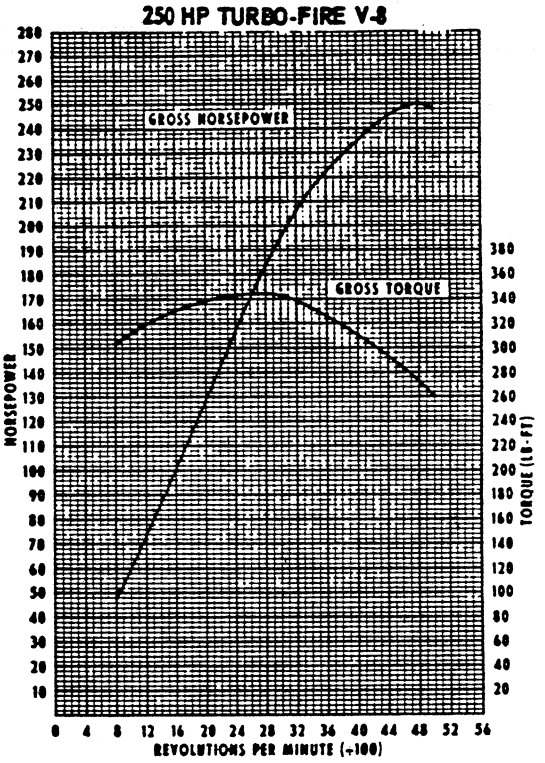
VEHICLE PERFORMANCE FACTORS

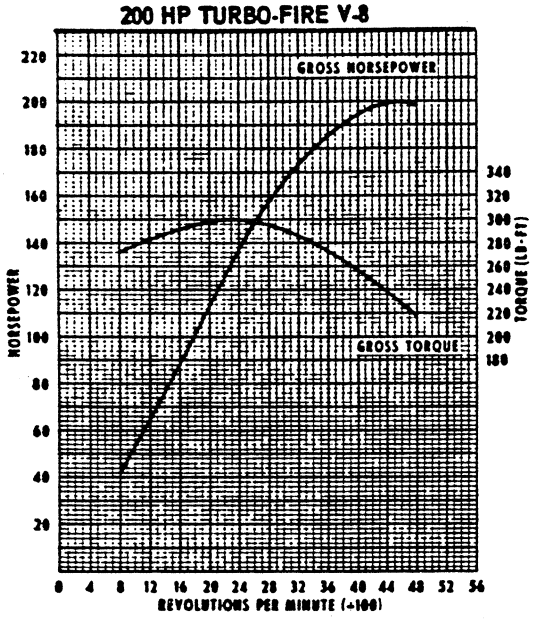
ENGINE	BASE 250 CU.IN. 155 HP	BASE 307 CU.IN. 200 HP	RPO L65 350 CU.IN. 250 HP	RPO L48 350 CU.IN. 300 HP	RPO L34 402 CU.IN. 350 HP	RPO Z28 350 CU.IN. 360 HP
MODEL	12387	12487	12487	12487	12487	12487
3-SPEED TRANSMISSION						
Performance Weight (pounds)	3662	3782				
Pounds per Gross Horsepower	23.63	18.91				
Pounds per Cu.In. Displacement	14.65	12.32				
Gross HP per Cu.In. Displacement	.620	.651				
Power Displacement (cu.ft./mile)	178.24	215.60				
Displacement Factor (cu.ft./ton mile)	97.35	114.01				
4-SPEED TRANSMISSION						
Performance Weight (pounds)			3825	3915	4055	3875
Pounds per Gross Horsepower			15.30	13.05	11.59	10.76
Pounds per Cu.In. Displacement			10.93	11.19	10.09	11.07
Gross HP per Cu.In. Displacement			.714	.857	.871	1.029
Power Displacement (cu.ft./mile)			268.14	263.81	303.01	299.55
Displacement Factor (cu.ft./ton mile)			140.20	134.77	149.45	154.61
POWERGLIDE						
Performance Weight (pounds)	3657	3786				
Pounds per Gross Horsepower	23.59	18.93				
Pounds per Cu.In. Displacement	14.63	12.33				
Gross HP per Cu.In. Displacement	.620	.651				
Power Displacement (cu.ft./mile)	157.99	191.10				
Displacement Factor (cu.ft./ton mile)	86.40	100.95				
TURBO HYDRA-MATIC						
Performance Weight (pounds)		3815	3850	3940	4114	3900
Pounds per Gross Horsepower		19.07	15.40	13.13	11.75	10.83
Pounds per Cu.In. Displacement		12.43	11.00	11.26	10.23	11.14
Gross HP per Cu.In. Displacement		.651	.714	.857	.871	1.029
Power Displacement (cu.ft./mile)		191.10	217.86	244.68	303.01	299.55
Displacement Factor (cu.ft./ton mile)		100.18	113.18	124.21	147.31	153.62

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	$\frac{\text{Power Displacement}}{\text{Performance Wt (tons)}}$

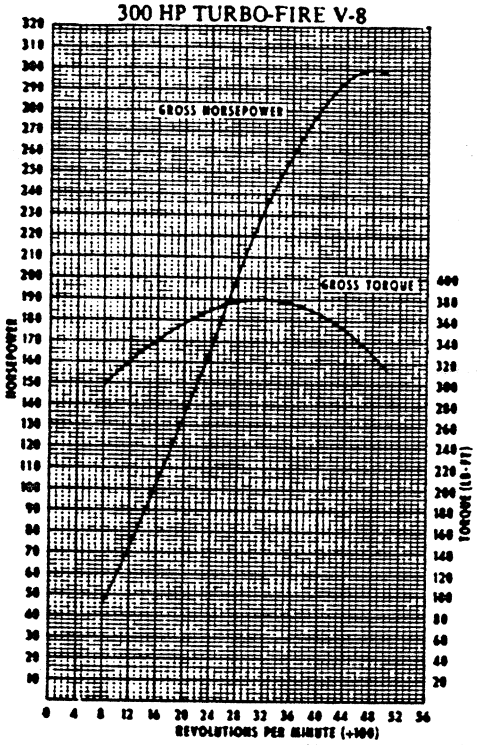

155 HP TURBO-THRIFT L-6
GROSS HORSEPOWER
GROSS TORQUE
HORSEPOWER
TORQUE (LB-FT)
REVOLUTIONS PER MINUTE (+100)


250 HP TURBO-FIRE V-8
GROSS HORSEPOWER
GROSS TORQUE
HORSEPOWER
TORQUE (LB-FT)
REVOLUTIONS PER MINUTE (+100)

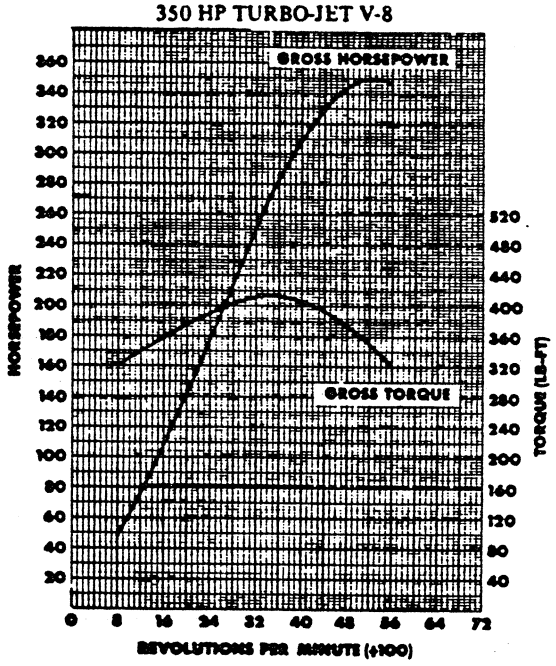

200 HP TURBO-FIRE V-8
GROSS HORSEPOWER
GROSS TORQUE
HORSEPOWER
TORQUE (LB-FT)
REVOLUTIONS PER MINUTE (+100)

ENGINE OUTPUT CURVES

300 HP TURBO-FIRE V-8



350 HP TURBO-JET V-8



360 HP TURBO-FIRE V-8

TO BE PROVIDED

CYLINDER BLOCK

Material ..... Cast alloy iron
Bore Diameter
L6-250 Cu.In. 3.8745-3.8775
V8-307 Cu.In. 3.8745-3.8775
V8-350 Cu.In. 3.9995-4.0025
V8-402 Cu.In. 4.1246-4.1274
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)
L6-250 Cu.In. 4.4
V8-307 & 350 Cu.In. 4.4
V8-402 Cu.In. 4.84

CYLINDER HEAD

Material ..... High chrome cast alloy iron
Bolt No. & Size
L6-250 Cu.In. ..... 10; .500 dia. 13 threads/in.
V8-307 Cu.In. ..... 34; .4375 dia. 14 threads/in.
V8-350 Cu.In. ..... 34; .4375 dia. 14 threads/in.
V8-402 Cu.In. ..... 32; .4375 dia. 14 threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)
L6-250 Cu.In. ..... 5.73 Cu.In.
V8-307 Cu.In. ..... 5.02 Cu.In.
V8-350 Cu.In. (RPO L65) ..... 5.62 Cu.In.
V8-350 Cu.In. (RPO L48) ..... 4.83 Cu.In.
V8-402 Cu.In. ..... 5.70 Cu.In.
V8-350 Cu.In. (Z28) ..... 4.83 Cu.In.

INLET MANIFOLD

Material ..... Cast alloy iron
Type
L6-250 Cu.In. ..... 3 port, rectangular section
V8-307, 350 & 402 Cu.In. ... 8 port, double deck

EXHAUST MANIFOLD

Material ..... Cast alloy iron
Type
L6-250 Cu.In. ..... 4 port, center downtake
V8-307 & 350 Cu.In. .. Dual, 4 port, rear downtake
V8-402 Cu.In. ..... Dual, 4 port, rear downtake
Outlet Diameter (Nominal)
L6-250 Cu.In. 2.0
V8-307 & 350 Cu.In. 2.0
V8-402 Cu.In. 2.5

CRANKSHAFT

Material
L6-250 & V8-307 Cu.In. ..... Cast nodular iron
V8-350 (L65 & L48) Cu.In. .... Cast nodular iron
V8-350 (Z28) & 402 Cu.In. ..... Forged steel
End Play
L6-250 Cu.In. ..... .002-.006
V8-307 & 350 Cu.In. ..... .002-.006
V8-402 Cu.In. ..... .006-.010
Counter Weights
L6 12
V8 6
Crank Arm Length
L6-250 Cu.In. 1.765
V8-307 Cu.In. 1.625
V8-350 Cu.In. 1.74
V8-402 Cu.In. 1.88
Torsional Damper ..... Rubber mounted inertia
Timing Gear
L6 ..... Steel; helical cut
V8 ..... Steel; sprocket & chain
Pulley Pitch Diameter 6.64

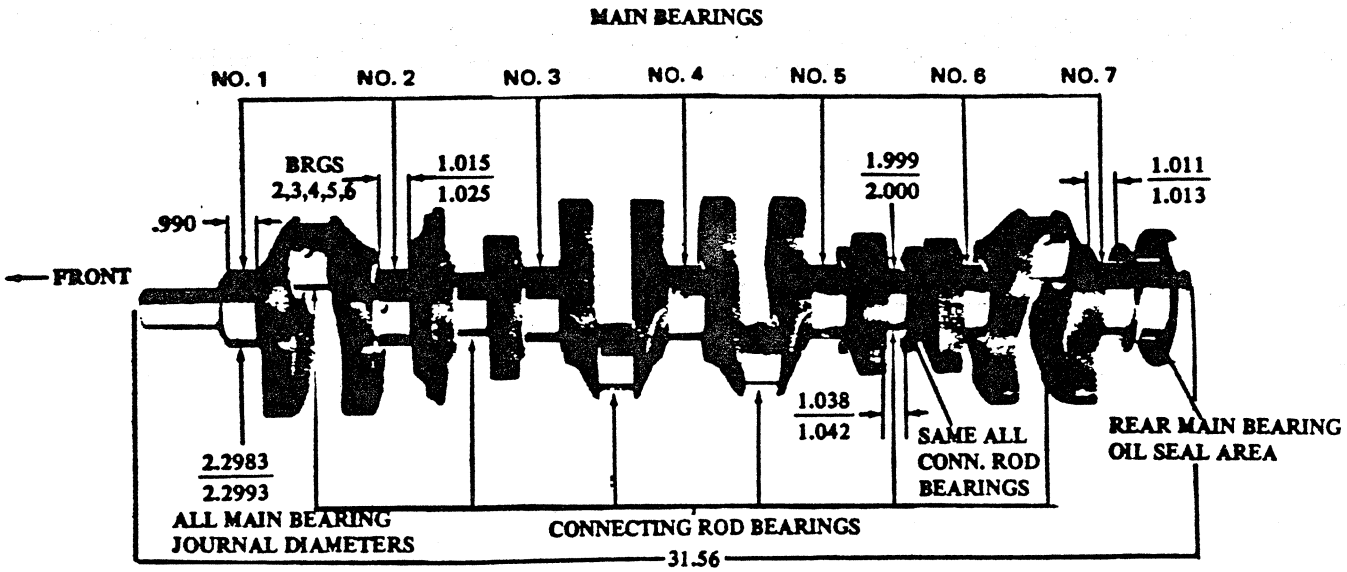
MAIN BEARINGS

Material ..... Steel; backed insert; (copper lead alloy or premium aluminum lining selected for specific engine application)
Type ..... Precision removable
Thrust Against Bearing No. ... L6 - No. 7; V8 - No. 5
Clearance
L6-230 & 250 Cu.In. ..... .0003-.0029
V8-307 & 350 Cu.In. ..... (No. 1) .0008-.0020; (No. 2-3-4) .0011-.0023; (No. 5) .0017-.0033
V8-402 Cu.In. ..... (No. 1) .0007-.0019 (No. 2-3-4) .0013-.0025; (No. 5) .0019-.0035

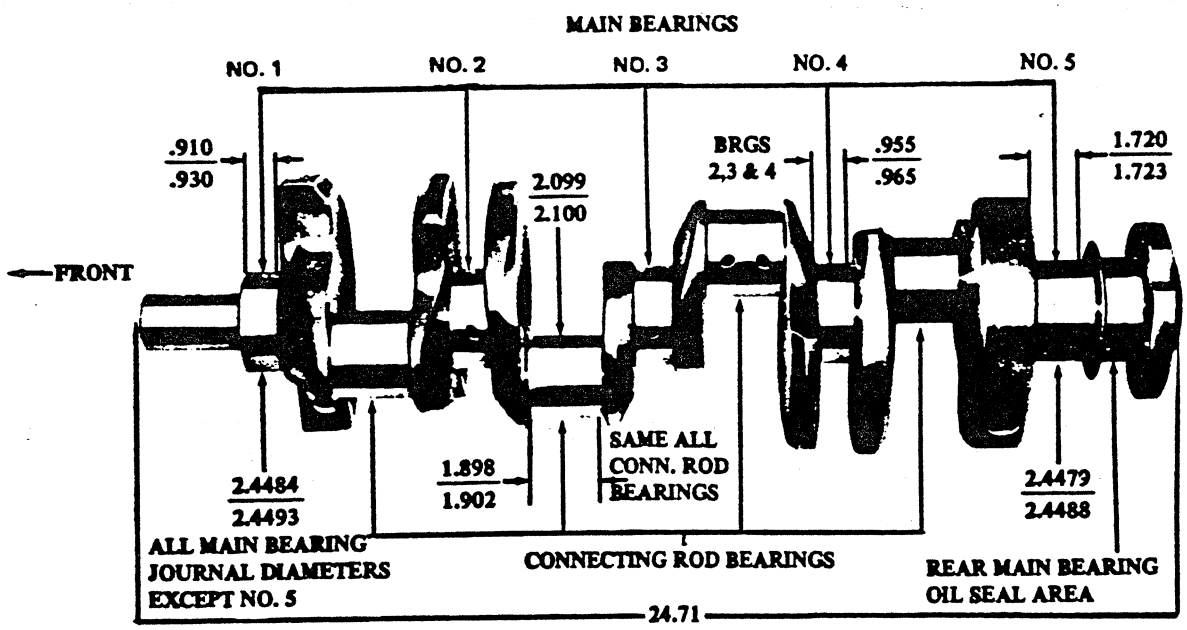
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu.In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-307 & 350 (L65 & L48) Cu.In.			
Bearing No. 1	2.4502	.752	1.8425
Bearing No. 2-4	2.4505	.752	1.8428
Bearing No. 5	2.4508	1.177	2.8846
V8-350 Cu.In. (Z28)			
Bearing No. 1-4	2.4503	.752	1.8426
Bearing No. 5	2.4508	1.177	2.8846
V8-402 Cu.In.			
Bearing No. 1	2.7509	.992	2.7289
Bearing No. 2	2.7510	.992	2.7290
Bearing No. 3-4	2.7506	.992	2.7285
Bearing No. 5	2.7510	1.252	3.4457

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



307 and 350 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material	Cast alloy iron
Drive	
L6	Gear; bakelite and fabric composition
V8	Sprocket & chain; steel
Lobe Lift	
L6-250 Cu.In.	.2217 Inlet & Exhaust
V8-307 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-350 Cu.In. (L65 & L48)	.2600 Inlet; .2733 Exhaust
V8-350 Cu.In. (Z28)	.3057 Inlet; .3234 Exhaust
V8-402 Cu.In.	.2714 Inlet; .2824 Exhaust
Camshaft Bearings	Steel backed babbitt

VALVE TRAIN

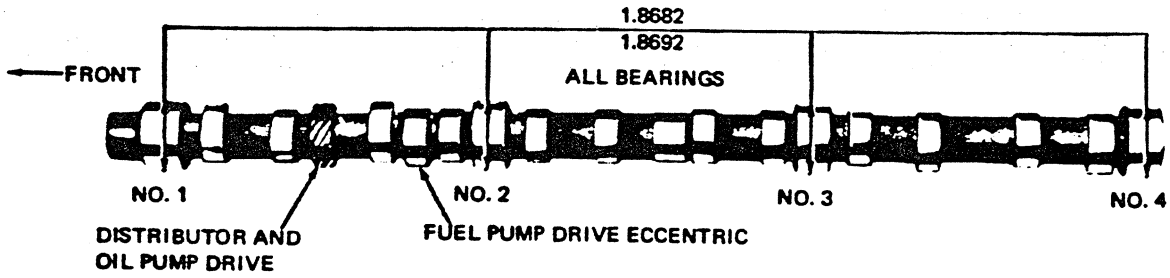
Type	Individually mounted, overhead valves and rocker arms, push rod actuated
Lifters	Hydraulic
Rocker Arms	Stamped steel
Ratio	
L6-250 Cu.In.	1.75:1
V8-307 Cu.In.	1.50:1
V8-350 Cu.In.	1.50:1
V8-402 Cu.In.	1.70:1
Push Rods	Hollow steel with hardened ends

VALVE SPRINGS

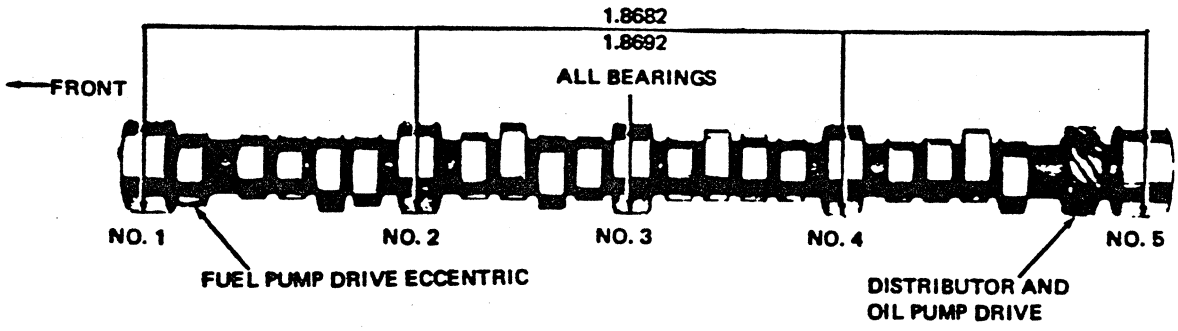
Diameter	
L6-250 Cu.In.	.872–.888
V8-307 & 350 Cu.In.	.868–.884
V8-402 Cu.In.	1.080–1.094
Installed Length (lb. @ in.)	
Valves closed	
L6-250 Cu.In.	56-64 @ 1.66
V8-307 & 350 Cu.In.	76-84 @ 1.70
V8-402 Cu.In. – Outer spring	69-81 @ 1.88
– Inner spring	26-34 @ 1.78
Valves opened	
L6-250 Cu.In.	180-192 @ 1.27
V8-307 & 350 Cu.In.	194-206 @ 1.25
V8-402 Cu.In. – Outer spring	228-252 @ 1.38
– Inner spring	81-99 @ 1.28
Free Length	
L6-250 Cu.In.	1.90
V8-307 & 350 Cu.In.	2.03
V8-402 Cu.In. – Outer spring	2.12
– Inner spring	2.06
Valve Spring Damper	
L6-250 Cu.In.	None
V8-307 & 350 Cu.In.	Flat steel, 4 coils
Oil Shield	Steel cup

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE

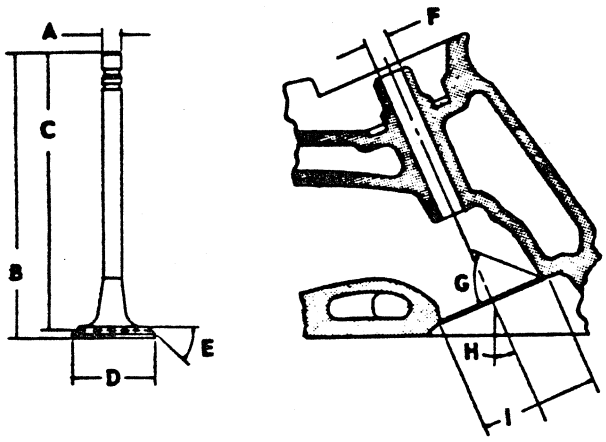


350 CUBIC INCH V-8 ENGINE



INLET VALVES

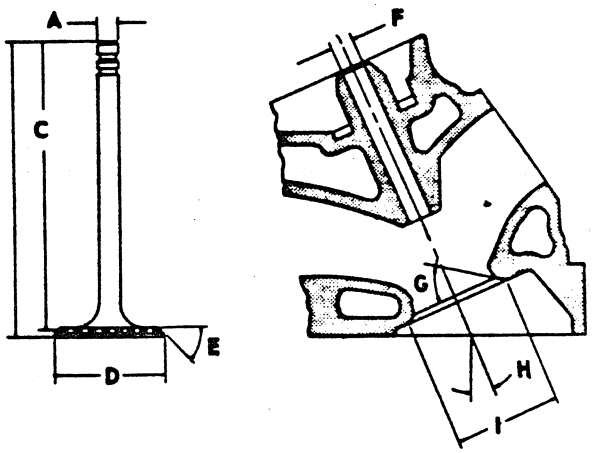
Material . . . . . Alloy steel
Coating
L6-250 Cu.In. . . . . Aluminized face
V8-307 & 350 Cu.In. . . . . None
V8-402 Cu.In. . . . . Face and head aluminized
Valve Guide Inserts (V8-402) . . . . . Cast alloy iron



A – Stem Diameter
L6-250 Cu.In. 3410-.3417
V8-307 & 350 Cu.In. 3410-.3417
V8-402 Cu.In. 3715-.3722
B – Overall Length
L6-250 & V8-307 Cu.In. 4.902-4.922
V8-350 Cu.In. 4.870-4.889
V8-402 Cu.In. 5.215-5.235
C – Gage Length
L6-250 Cu.In. 4.785-4.795
V8-307 & 350 Cu.In. 4.785-4.795
V8-402 Cu.In. 5.115-5.125
D – Overall Head Diameter
L6-250 & V8-307 Cu.In. 1.715-1.725
V8-350 Cu.In. (L65 & L48) 1.935-1.945
V8-350 Cu.In. (Z28) 2.017-2.023
V8-402 Cu.In. 2.060-2.070
E – Angle of Face . . . . . 45°
F – Guide Diameter
L6-250 Cu.In. 3427-.3437
V8-307 & 350 Cu.In. 3427-.3437
V8-402 Cu.In. 3732-.3742
G – Angle of Seat . . . . . 46°
H – Valve Angle
L6-250 Cu.In. . . . . 9°
V8-307 & 350 Cu.In. . . . . 23°
V8-402 Cu.In. . . . . 4°
I – Valve Seat (Cutter) Diameter
L6-250 & V8-307 Cu.In. 1.770-1.790
V8-350 Cu.In. (L65 & L48) 1.990-2.010
V8-350 Cu.In. (Z28) 2.080
V8-402 Cu.In. 2.150

EXHAUST VALVES

Material . . . . . High alloy steel
Coating
L6-250 & V8-307 Cu.In. . . . . Aluminized face
V8-350 Cu.In. (L65 & L48) . . . . Aluminized face
V8-350 (Z28) & 402 Cu.In. Face and head aluminized
Valve Guide Inserts (V8-402) . . . . . Cast alloy iron



A – Stem Diameter
L6-250 Cu.In. 3410-.3417
V8-307 & 350 Cu.In. 3410-.3417
V8-402 Cu.In. 3713-.3720
B – Overall Length
L6-250 Cu.In. 4.913-4.933
V8-307 & 350 Cu.In. 4.913-4.933
V8-402 Cu.In. 5.345-5.365
C – Gage Length
L6-250 Cu.In. 4.781-4.791
V8-307 & 350 Cu.In. 4.781-4.791
V8-402 Cu.In. 5.235-5.245
D – Overall Head Diameter
L6-250 & V8-307 Cu.In. 1.495-1.505
V8-350 Cu.In. (L65 & L48) 1.495-1.505
V8-350 Cu.In. (Z28) 1.595-1.605
V8-402 Cu.In. 1.715-1.725
E – Angle of Face . . . . . 45°
F – Guide Diameter
L6-250 Cu.In. 3427-.3437
V8-307 & 350 Cu.In. 3427-.3437
V8-402 Cu.In. 3732-.3742
G – Angle of Seat . . . . . 46°
H – Valve Angle
L6-250 Cu.In. . . . . 9°
V8-307 & 350 Cu.In. . . . . 23°
V8-402 Cu.In. . . . . 4°
I – Valve Seat (Cutter) Diameter
L6-250 & V8-307 Cu.In. 1.550-1.570
V8-350 Cu.In. (L65 & L48) 1.550-1.570
V8-350 Cu.In. (Z28) 1.600
V8-402 Cu.In. 1.625

VALVE LIFT

L6-250 Cu.In. . . . . .3880 Inlet & Exhaust
V8-307 Cu.In. . . . . .3900 Inlet; .4100 Exhaust
V8-350 Cu.In. (L65 & L48) .3900 Inlet; .4100 Exhaust
V8-350 Cu.In. (Z28) . . . . .4586 Inlet; .4850 Exhaust
V8-402 Cu.In. . . . . .4614 Inlet; .4800 Exhaust

VALVE TIMING (Crankshaft degrees)

L6-250 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°

V8-307 & 350 (L65 & L48)	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. (Z28)	Excluding Ramps
Inlet Valve (.020 lash)	
Opens - BTC	42°40'
Closes - ABC	94°20'
Duration	317°
Exhaust Valve (.025 lash)	
Opens - BBC	112°50'
Closes - ATC	53°23'
Duration	346°13'

V8-402 Cu.In.	Excluding Ramps
Inlet Valve (Zero lash)	
Opens - BTC	56°
Closes - ABC	114°
Duration	350°
Exhaust Valve (Zero lash)	
Opens - BBC	110°
Closes - ATC	62°
Duration	352°

PISTONS

Material
All engine except V8-350 (Z28) . . Cast alum. alloy
V8-350 Cu.In. (Z28) . . . . Alum. impact extruded
Head Type
L6-250 & V8-307 Cu.In. . . . . Flat, notched
V8-350 Cu.In. (L65 & L48) . . . . . Flat, notched
V8-350 (Z28) & 402 Cu.In. . . . . Domed head, valve cutout
Skirt Type . . . . . Slipper
Top Land Clearance
L6-250 Cu.In. 0245-.0335
V8-307 & 350 (L65 & L48) 0235-.0325
V8-350 Cu.In. (Z28) 0305-.0395
V8-402 Cu.In. 0306-.0374
Skirt Clearance
L6-250 & V8-307 Cu.In. 0005-.0011
V8-350 Cu.In. (L65 & L48) 0007-.0013
V8-350 Cu.In. (Z28) 0036-.0042
V8-402 Cu.In. 0018-.0026
Compression Ring Groove Depth
L6-250 Cu.In. 2153-.2218
V8-307 Cu.In. 2113-.2178
V8-350 Cu.In. 2218-.2284
V8-402 Cu.In. 2328-.2392
Oil Ring Groove Depth
L6-250 Cu.In. 2093-.2158
V8-307 Cu.In. 2053-.2118
V8-350 Cu.In. 2038-.2103
V8-402 Cu.In. 2183-.2247
Pin Bore Offset 055-.065
Compression Height
L6-250 Cu.In. 1.658-1.662
V8-307 Cu.In. 1.673-1.677
V8-350 Cu.In. (L65 & L48) 1.563-1.567
V8-350 Cu.In. (Z28) 1.658-1.662
V8-402 Cu.In. 1.953-1.957

PISTON PINS

Material . . . . . Chromium steel
Length
L6-250 Cu.In. 2.990-3.010
V8-307 & 350 Cu.In. 2.990-3.010
V8-402 Cu.In. 2.930-2.950
Diameter
L6-250 Cu.In. 9270-.9273
V8-307 & 350 Cu.In. 9270-.9273
V8-402 Cu.In. 9895-.9898
Clearance in Piston
L6-250 & V8-307 Cu.In. 00015-.00025
V8-350 Cu.In. (L65 & L48) 00025-.00035
V8-350 Cu.In. (Z28) 00045-.00055
V8-402 Cu.In. 00030-.00040
Pin Mounting . . . . . Locked in rod by shrink fit

COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 & V8-307 Cu.In.	Chrome plate face
V8-350 Cu.In. (L65 & L48)	Chrome plate face
V8-350 (Z28) & 402 Cu.In.	Molybdenum inlay
Width	
L6-250 Cu.In.	.0628–.0633
V8-307 & 350 (L65 & L48)	.0775–.0780
V8-350 (Z28) & 402 Cu.In.	.0770–.0780
Wall Thickness	
L6-250 Cu.In.	.184–.194
V8-307 Cu.In.	.184–.194
V8-350 Cu.In.	.190–.200
V8-402 Cu.In.	.196–.206
Gap	.010–.020

COMPRESSION RINGS – LOWER

Material	Cast alloy iron
Type	Inside bevel (top of ring 30 degrees to piston vertical axis for L6-250 and V8-307 & 350; 28-50 degrees for V8-402
Face	Tapered
Coating	Wear resistant
V8-350 (Z28) & 396 Cu.In.	Chrome plated
Width	
L6-250 Cu.In.	.0623–.0633
V8-307 Cu.In.	.0770–.0780
V8-350 (L65 & L48) Cu.In.	.0770–.0775
V8-350 Cu.In. (Z28)	.0775–.0780
V8-402 Cu.In.	.0770–.0780
Wall Thickness	
L6-250 Cu.In.	.184–.194
V8-307 Cu.In.	.184–.194
V8-350 Cu.In.	.190–.200
V8-402 Cu.In.	.194–.204
Gap	
L6-250 Cu.In.	.010–.020
V8-307 Cu.In.	.010–.020
V8-350 Cu.In.	.013–.025
V8-402 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	
L6-250 Cu.In.	.152–.158
V8-307 & 350 Cu.In.	.150–.156
V8-402 Cu.In.	.137–.143
Gap	
L6-250 Cu.In.	.015–.055
V8-307 & 350 Cu.In.	.015–.055
V8-402 Cu.In.	.010–.030
Rail Coatings	Chrome plated

CONNECTING RODS

Material	Drop forged steel
Length (center to center)	
L6-250 Cu.In.	5.695–5.705
V8-307 & 350 Cu.In.	5.695–5.705
V8-402 Cu.In.	6.130–6.140

CONNECTING ROD BEARINGS

Material	
L6-250 & V8-307 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-350 & 402 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L6-250 Cu.In.	.0007–.0027
V8-307 & 350 Cu.In.	.0013–.0035
V8-402 Cu.In.	.0009–.0025
Theoretical I.D.	
L6-250 Cu.In.	2.0017
V8-307 & 350 Cu.In.	2.1019
V8-402 Cu.In.	2.2012
Effective Length	
L6-250 Cu.In.	.807
V8-307 & 350 Cu.In.	.797
V8-402 Cu.In.	.847
End Play	
L6-250 Cu.In.	.009–.014
V8-307 & 350 Cu.In.	.008–.014
V8-402 Cu.In.	.015–.023

FUEL TANK

Capacity . . . . . 19 (approximately) 18 with Evaporative Emission Control
Fuel Tank Location . . . . . Behind rear axle
Filler Location . . . . . Behind hinged rear license plate

FUEL FILTERS, DUAL

In Fuel Tank . . . . . Mesh strainer
In Carburetor Inlet . . . . . Paper (sintered bronze V8-307)

FUEL PUMP ASSEMBLY

Type
All engines except V8-350 (L48) . . . . Diaphragm
V8-350 (L48) . . . . . Deep cover with vapor return line
V8-402 (additional) . . . . . Large in-line paper filter with vapor return line
Drive . . . . . Camshaft, eccentric
Location . . . . . Right side front of engine
Pressure Range (shut off pressure at 1800 RPM)
L6-250 Cu.In. . . . . 4.00-5.00 PSI at pump outlet
V8-307 Cu.In. . . . . 5.50-7.00 PSI at pump outlet
V8-350 Cu.In. . . . . 7.50-9.00 PSI at pump outlet
V8-402 Cu.In. . . . . 7.50-9.00 PSI at pump outlet

AIR CLEANER

L6-250 Cu.In. . . . . Cylindrical, single air horn
V8-307 Cu.In. . . . . Cylindrical, single air horn
V8-350 Cu.In. (L65) . . . . Cylindrical, single air horn
V8-350 Cu.In. (L48) . . . . . Cylindrical, single air horn, chrome plated cover
V8-350 (Z28) . . . . . Cylindrical, dual air horn, chrome plated cover
V8-402 Cu.In. . . . . Cylindrical, full circle intake, chrome plated cover
Diameter
L6-250 Cu.In. 12.62
V8-307 Cu.In. 12.62
V8-350 Cu.In. (L48 & L65) 15.48
V8-350 (Z28) 16.78
V8-402 Cu.In. 14.16
Filter Element . . . . . Oil-wetted paper

CARBURETORS

Make & Type
L6-250 Cu.In. . . . . Rochester, 1-barrel, Monojet
V8-307 & 350 Cu.In. (L65) . . . . . Rochester 2-barrel, downdraft
V8-350 Cu.In. (L48) . . . . . Rochester 4-barrel, Quadrajet
V8-350 Cu.In. (Z28) . . . . . 4-barrel, Holley
V8-402 Cu.In. . . . . Rochester, 4-barrel, Quadrajet
SAE Flange Type
L6-250 Cu.In. 1.50
V8-307 Cu.In. 1.25
V8-350 Cu.In. 1.50
V8-402 Cu.In. 1.50
Throttle Bore
L6-250 Cu.In. 1.69
V8-307 Cu.In. 1.44
V8-350 Cu.In. (L65) 1.69
V8-350 (L48) & 402 Cu.In.
Primary 1.38
Secondary 2.25
V8-350 (Z28) Cu.In.
Primary 1.69
Secondary 1.69
Secondary Throttle Actuation . . . . . By linkage approximately when primary valves are opened halfway between closed and open
Venturi Diameter
L6-250 Cu.In. 1.31
V8-307 Cu.In. 1.09
V8-350 (L65) Cu.In. 1.25
V8-350 (L48) & 402 Cu.In.
Primary 1.04
Secondary 625
V8-350 (Z28) Cu.In.
Primary 1.38
Secondary 1.44

CHOKE

Type . . . . . Automatic

EXHAUST AND VENTILATION SYSTEM

TYPE

L6-230 & 250 Cu.In.	Single
V8-307 Cu.In.	Single with crossover pipes
V8-350 (L48 & Z28) Cu.In.	Dual exhaust; single muffler
V8-350 Cu.In. (L65)	Single with crossover pipes
V8-402 Cu.In.	Dual exhaust; single muffler

MUFFLERS

Type	Oval, reverse flow
Construction	Heads and body joined by rolled lock seam construction
Head	
L6-250 Cu.In.	.048 sheet steel, aluminized
V8-307 Cu.In.	.048 sheet steel, aluminized
V8-350 Cu.In. (L65)	.048 sheet steel, aluminized
V8-350 (L48 & Z28) Cu.In.	.060 sheet steel; aluminized
V8-402 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	
L6-250 Cu.In.	24.00
V8-307 & 350 Cu.In. (L65)	24.00
V8-350 (L48 & Z28) Cu.In.	26.00
V8-402 Cu.In.	26.00
Width (I.D.)	4.00
Height (I.D.)	
L6-250, V8-307 & 350 (L65) Cu.In.	9.75
V8-350 (L48 & Z28) & 402 Cu.In.	10.44

EXHAUST CROSSOVER PIPE (V8-307 & 350 (L65) Cu.In.

Dimension (O.D.)	2.00
Wall Thickness	.072–.092 laminated

EXHAUST PIPE

Dimensions (O.D.)	
L6-250 Cu.In.	2.00
V8-307 Cu.In.	2.00
V8-350 Cu.In. (L65)	2.00
V8-350 (L48 & Z28) Cu.In.	2.25
V8-402 Cu.In.	2.25
Wall Thickness	
L6-250 Cu.In.	.057–.071
V8-307 & 350 (L65) Cu.In.	.072–.092 laminated
V8-350 (L48 & Z28) Cu.In.	.073–.091 laminated
V8-402 Cu.In.	.073–.091 laminated

TAIL PIPES

Dimensions (O.D.)	
L6-250 Cu.In.	2.00
V8-307 & 350 (L65) Cu.In.	2.00
V8-350 (L4 & Z28) Cu.In.	2.00
V8-402 Cu.In.	2.00
Wall Thickness	.062–.076

ENGINE VENTILATION

Type	Closed-positive

EXHAUST EMISSION CONTROL

Positive Crankcase Ventilation	Utilizes manifold vacuum to draw off engine crankcase vapors through a metered PCV valve and ultimately to the intake system for engine reburn
Controlled Combustion System	Increases combustion efficiency through leaner carburetor adjustments and revises distributor calibration
Transmission Controlled Spark	Retards engine spark advance by eliminating vacuum advance in all forward gears except Hi-gear.
Air Injection Reactor	(350 Cu.In. Z28 only) Air pump injects air into exhaust manifold which burns unburned portion of exhaust fumes

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
V8-307 & 350 Cu.In.	Rearward of left rocker cover
V8-402 Cu.In.	Top center of right rocker cover

OIL PAN CAPACITIES (Quarts)

Refill	
L6-250 Cu.In.	4
V8-307 & 350 Cu.In.	4
V8-402 Cu.In.	4
Refill with Filter Change	
L6-250 Cu.In.	4.5
V8-350 Cu.In.	4.5
V8-402 Cu.In.	4.5

LUBRICANT GRADES AND TEMPERATURES

20°F and Above	20W,10W-30,10W-40,20W-40
0°F to 60°F	10W,5W-30,10W-30,10W-40
Below 20°F	5W,5W-20,5W-30

OIL PUMP

Type	Gear
Regulator Valve	Opens between 40-45 lbs.
L6-250 Cu.In.	40 PSI @ 2000 RPM
V8-307 & 350 Cu.In.	40 PSI @ 2000 RPM
V8-402 Cu.In.	40 PSI @2000 RPM
Intake Type	Fixed pickup with screen
Capacity (GPM @ Engine RPM)	
L6-250 Cu.In.	4.3 @ 2000
V8-307 & 350 Cu.In.	4.3 @ 2000
V8-402 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	One pint
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

L6-250 Cu.In.	Right side rear of engine block
V8-307 & 350 Cu.In.	Left side, rear of engine block
V8-402 Cu.In.	Right side, center, direct to oil pan

COOLING SYSTEM

GENERAL

Type	Liquid, pressurized
Capacity with Heater (Standard Equipment)	
L6-250 Cu.In.	12 qts
V8-307 Cu.In.	15 qts
V8-350 Cu.In.	16 qts
V8-402 Cu.In.	23 qts

RADIATOR

Make and Type	Harrison, tube and center
Core Constant	
Distance between Fins	
L6-250 Cu.In.	.28 Syn., .22 Auto.
V8-307 Cu.In.	.25 Syn., .18 Auto.
V8-350 Cu.In. (L65)	.16 Syn., .16 Auto.
V8-350 Cu.In. (L48 & Z28)	.16 Syn. & Auto.
V8-402 Cu.In.	.16 Syn. & Auto.
Distance between Tubes	.55
Thickness of Core	
L6-250 Cu.In.	1.26
V8-307 & 350 Cu.In.	1.26
V8-402 Cu.In.	1.98
Frontal Area (Sq.In.)	
L6-250 Cu.In.	353
V8-307 & 350 Cu.In. (L65 & L48)	353
V8-350 (Z28) & 402 Cu.In.	446

RADIATOR HEAVY DUTY (RPO V01)

Core Constant	
Distance between Fins	
L6-250 Cu.In.	.25 Syn. & Auto.
V8-307 Cu.In.	.16 Syn. & Auto.
V8-350 Cu.In. (L65 & L48)	.16 Syn. & Auto.
V8-402 Cu.In.	.16 Syn. & Auto.
Distance between tubes	.55
Thickness of Core	
L6-250 Cu.In.	1.26
V8-307 & 350 Cu.In.	1.26
V8-402 Cu.In.	2.70
Frontal Area (Sq.In.)	446

RADIATOR CAP RELIEF VALVE

Opens at	Approximately 15 PSI

THERMOSTAT

Type	Pellet
Begins to Open at	
All engines but Z28	192°-198°
V8-350 Cu.In. (Z28)	177°-183°
Fully Opened at	
All engines but Z28	227°
V8-350 Cu.In. (Z28)	202°
Thermostat by-pass hose (V8-402)	.745 ID

RADIATOR HOSE

Outlet, Lower (Radiator to Water Pump)	
L6-250 Cu.In.	1.75 ID
V8-307 & 350 Cu.In.	1.75 ID
V8-402 Cu.In.	1.88 ID
Inlet, Upper (Thermostat Housing to Radiator)	
L6-250 & V8-307 Cu.In.	1.50 ID
V8-350 & 402 Cu.In.	1.50 ID

FAN

Number of Blades	
All engines but Z28	4
V8-350 Cu.In. (Z28)	7
Diameter	
L6-250 & V8-307 Cu.In.	17.62
V8-350 Cu.In. (L65 & L48)	17.62
V8-350 (Z28) & 402 Cu.In.	18.00
V8-350 (Z28) Cu.In.	Thermo-modulated viscous coupling

BELTS, CRANKSHAFT, FAN AND GENERATOR

Number Used	One
Angle of "V"	38°–42°
Pitch Line	
L6-250 Cu.In.	37.30
V8-307 Cu.In.	44.25
V8-350 Cu.In. (L65 & L48)	44.25
V8-350 (Z28) & 402 Cu.In.	45.75
Width	.380

WATER PUMP

Type	Centrifugal
Capacity	
L6-250 Cu.In.	26 GPM @ 2000 Engine RPM
V8-307 Cu.In.	23 GPM @ 2000 Engine RPM
V8-350 Cu.In.	23 GPM @ 2000 Engine RPM
V8-402 Cu.In.	23 GPM @ 2000 Engine RPM
Bearing	Permanently lubricated double row ball
Drive	Fan belt
Ratio (Pump to Engine RPM)	.949:1 RPO Z28 – 1.15:1

DRAIN LOCATIONS AND TYPE

Radiator - Petcock	Bottom left side, rear of radiator tank
Engine Block - Plug	
L6-250 Cu.In.	Left side rear
V8-307 & 350 Cu.In.	Right and left center
V8-402 Cu.In.	Left side: rear of block Right side: center of block

SUPPLY SYSTEM
BATTERY
Type . . . . . Sealed side terminal
Voltage Rating 12
Cranking Power @ 0°F
L6-250 & V8-307 Cu.In. . . . . 2300 watts
V8-350 & 402 Cu.In. . . . . 2900 watts
Heavy Duty (RPO T60) . . . . . 3750 watts
Capacity (SAE) @ 20 hr. rate
L6-250 & V8-307 Cu.In. . . . . 45 amp. hr.
V8-350 & 402 Cu.In. . . . . 61 amp. hr.
Heavy Duty (RPO T60) . . . . . 80 amp. hr.
Total Number of Plates
L6-250 & V8-307 Cu.In. 54
V8-350 & 402 Cu.In. 66
Heavy Duty (RPO T60) 90
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 . . . . . 2.62; RPO Z28 – 3.09
Ratio (Gen. to Engine Speed) . . . . . 2.53:1; RPO Z28 – 2.15:1

REGULATOR
Type . . . . . Two unit, vibrator
Voltage Regulator
Voltage . . . . . 13.8-14.8 @ 85°F
Field Relay (Combination Light and Field Relay)
Closing Voltage . . . . . 1-3 volts @ 80°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

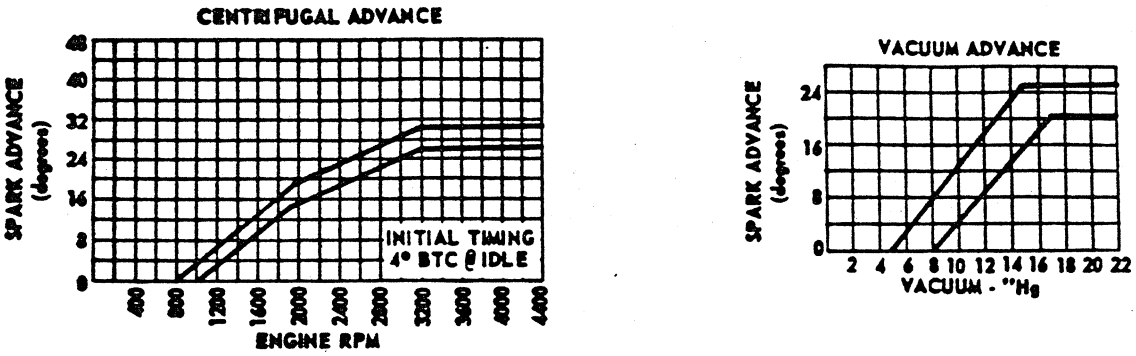
COIL
Type 12-Volt
Amperes Drawn
Engine Stopped 4.0
Engine Idling 1.8

SPARK PLUGS
Type
L6-250 Cu.In. ACR46T
V8-307 Cu.In. ACR45
V8-350 Cu.In. (L65 & L48) ACR44
V8-350 Cu.In. (Z28) ACR43
V8-402 Cu.In. ACR44T
Thread Size (mm) 14
Gap 033-.038
Torque . . . . . 25 lb.ft.

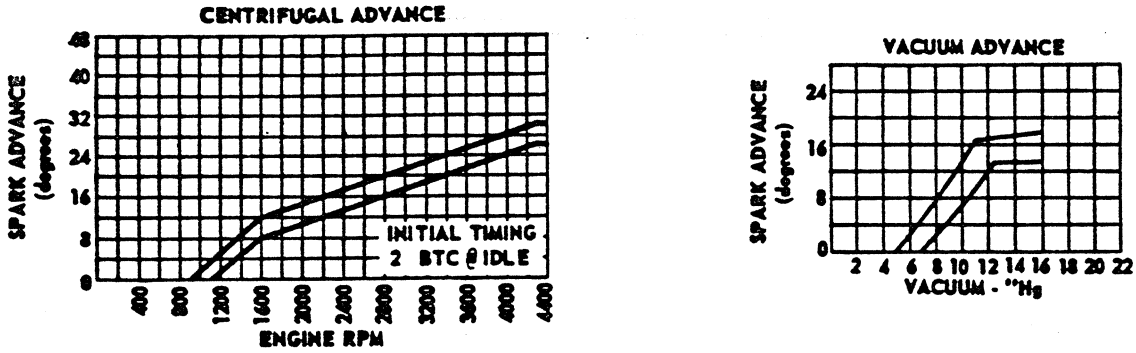
STARTING SYSTEM
STARTING MOTOR
Rotation (Drive End View) . . . . . Clockwise
Test Conditions . . . . . Engine at operating temp.
No Load Test
Amps
L6-250 Cu.In. 49-87
V8-307 Cu.In. 49-87
V8-350 Cu.In. 65-100
V8-402 Cu.In. 70-99
Volts 10.6
RPM
L6-250 Cu.In. 6200-10700
V8-307 Cu.In. 6200-10700
V8-350 Cu.In. 3600-5100
V8-402 Cu.In. 7800-12000
Solenoid Drive
Engagement . . . . . Solenoid
Pinion Meshes at . . . . . Rear
Pinion Tooth No. 9
Flywheel Tooth No. 153; V8-402, 168
Mounting . . . . . Bolted to cylinder block flange

DISTRIBUTORS	Transmission	250 Cu.In. L6-155 HP	307 Cu.In. V8-200 HP	350 Cu.In. V8-250 HP	350 Cu.In. V8-300 HP	350 Cu.In. V8-360 HP	402 Cu.In. V8-350 HP
Model	Manual	1110463	1111995	1112001	1111996	1112019	1111999
	Automatic	1110464	1112005	1112002	1111997	1112019	1112000
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	900	1000	1000	950	1150	900
	Automatic	900	1000	1100	950	1150	1000
Maximum Degrees @ RPM	Manual	32 @ 4200	28 @ 4300	36 @ 4100	30 @ 4700	26 @ 5000	36 @ 5000
	Automatic	28 @ 4200	24 @ 4300	32 @ 4400	30 @ 4700	26 @ 5000	36 @ 5000
Vacuum advance begins @ In. Hg.	Manual	7.00	6.00	7.00	8.00	8.00	8.00
	Automatic	7.00	8.00	7.00	8.00	8.00	6.00
Maximum degrees @ In. Hg.	Manual	23 @ 16	15 @ 12	24 @ 17.5	20 @ 17	15 @ 15.5	15 @ 15.5
	Automatic	23 @ 16	20 @ 17	24 @ 17.5	20 @ 17	15 @ 15.5	15 @ 12
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	TDC @ 750	2 BTC @ 700	TDC @ 750	TDC @ 700	8 BTC @ 800	TDC @ 700
	Automatic	4 BTC @ 600	8 BTC @ 600	4 BTC @ 600	4 BTC @ 600	8 BTC @ 750	4 BTC @ 600
Timing mark location		Torsional damper					

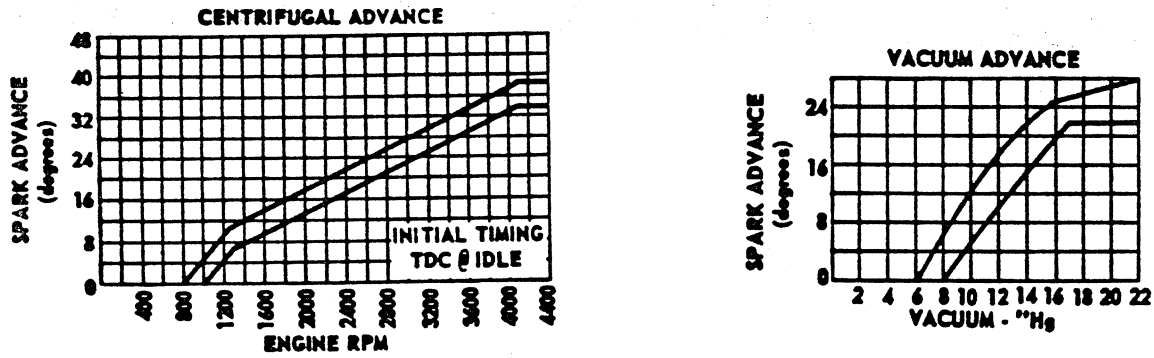
250 CUBIC INCH L-6 ENGINE



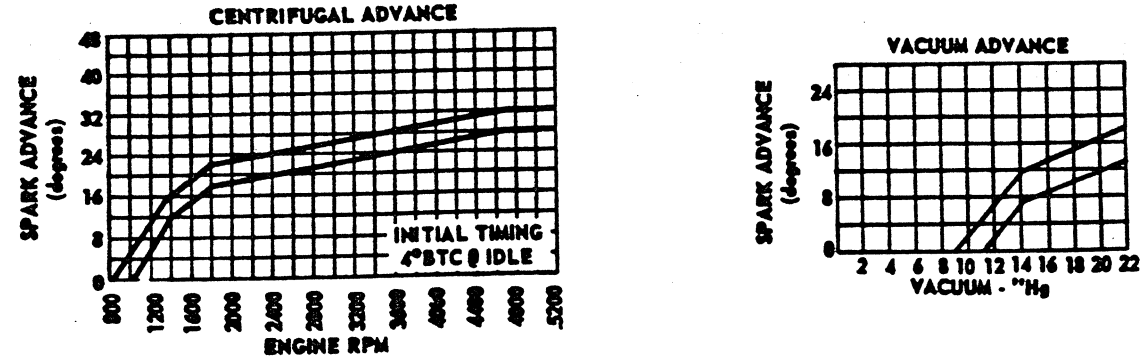
307 CUBIC INCH V-8 ENGINE



350 CUBIC INCH V-8 ENGINE (RPO L65)



350 CUBIC INCH V-8 ENGINE (RPO L48)



CLUTCHES

Engine	Type - Cubic Inch		L6-250	V8-307	V8-350			V8-402
	Availability		Standard	Standard	RPO L65	RPO L48	RPO Z28	RPO L34
Clutch for			3-Speed		4-Speed			
Type			Single dry disc		Single dry disc, centrifugal			
Clutch cover & pressure plate	Eff. plate load, lbs.		1650-1850	1900-2200	2100-2300	2450-2750		
	Press. plate matl.		Cast iron		Nodular iron			
	Clutch spring type		Diaphragm		Diaphragm, bent figer 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		(a)	10 coil springs (5 sets of two)				
	Friction rings	OD	9.12	10.34	11.00			
		ID	6.12	6.50	6.50			
		Total area sq. in.	71.82	101.54	123.70			
		Material	Woven type asbestos					
Flywheel & Ring Gear	Flywheel	Material	Cast iron					
	Ring gear	Material	Heat treated HR steel					
		No. of teeth	153					168
		PD	12.75					14.00
		Attachment	Shrink Fit					
Bearings	Release	Type	Single row ball					
		Lubrication	None, prepacked					
	Pilot	Type	Bronze bushing					
		Lubrication	None, sintered and oil impregnated					
Controls	Clutch fork		Drop forged steel, pivot mounted on ball					
	Pedal mounting		Pendant from brace on dash					
	Lubrication		Crossover shaft					
Clutch housing material			Aluminum alloy					

(a) 6 outer coil springs and 3 inner coil springs equally spaced

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed		4-Speed				
Engine	Type		L6-250	V8-307	V8-350	V8-350		V8-402	V8-350	V8-402
Application	Availability		Standard		L65	L48	Z28	L34	Z28	L34
Case material			Cast iron		Aluminum					
Gear Shift	Type		Remote							
	Control		Lever							
	Location		Floor							
Gears	Type		Helical							
	Material		Forged steel hardened							
	Synchronization		All forward gears							
	Constant mesh gear		All gears		All forward gears					
	Sliding gears		None		Reverse					
	Ratios	First	2.85	2.54	2.52	2.20				
		Second	1.68	1.80	1.88	1.64				
		Third	1.00	1.44	1.46	1.27				
		Fourth		1.00	1.00	1.00				
		Reverse	2.95	2.54	2.59	2.26				
Lubricant	Type		Meeting Military Specification MIL-L-2105B							
	Capacity (pts)		3							
Extension	Material		Cast iron		Aluminum					
	Oil seal		Steel encased double seal of spring loaded rubber or felt							

POWERGLIDE TRANSMISSION

Engine	Displacement (Cu.In.)		L-6 250 Cu.In.	V8-307 Cu.In.
	Availability		Standard	
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse	
	Selector lever	Location	Steering column (a)	
		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 controls	Manual valve type		Spool	
	Pressure regulator valve type		Spool	
	Pressure @ Idle (b)	Drive	51	51
		Low	112	122
		Reverse	90	92
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)		1620	1530
	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)	
Output shaft RPM & vehicle speed (MPH)	N/V factor		36.4	36.4
	Upshift	Closed throttle	758 (23)	745 (21)
		Throttle at detent	2105 (55)	2085 (58)
		Full throttle	2298 (64)	2410 (67)
	Downshift	Closed throttle	605 (17)	603 (17)
		Throttle at detent	1323 (37)	1215 (31)
		Full throttle	2015 (56)	2158 (59)
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
	Reaction plates	Description	Flat steel	
		Number	4	5
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	
Governor	Type		Centrifugal	
	Operation		Regulates pump oil pressure to automatic shift control valve body	
	Drive		Mounted on output shaft	
	Location		In extension	
Oil pump	Type		Internal-external gear	
	Number		One; front	
	Function		To supply pressure	
	Drive		Converter pump	

(a) Floor mount available with console - optional. (b) Conditions: 450 RPM input at 25 inches Hg vacuum

TURBO HYDRA-MATIC TRANSMISSION

Engine	Displacement (Cu.In.)		V8-307 & 350 (250 & 300 HP)	V8-350 (360 HP) & 396
General Data	Type		Automatic hydraulic torque converter with compound planetary gear system - three forward speeds and reverse.	
	Selector lever	Location	Steering column (a)	
		Operation	Actuates controls by a hydraulic system from pressurized gear type pump	
		Quadrant pattern	P-R-N-D-L2-L1	
	Parking	Type	Locking pawl	
	Lock	Operation	Applied by selector lever through manual linkage	
	Method of cooling		Water	
	Flywheel assembly		Steel stamping with welded on ring gear	
Hydraulic System	Oil pressure pump		Supplies hydraulic pressure from an engine driven gear type pump	
	Type		Steel spool	
	Manual		Establishes range at transmission operation	
	Pressure regulator		Controls main line pressure	
	Shift (1-2)		Controls oil pressure for transmission shift from 1-2 or 2-1	
	Shift (2-3)		Controls oil pressure for transmission 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	
	Pressure @ Idle (b)	Drive	55	70
		L2	80	150
		L1	80	150
	Reverse	Reverse	84	107.5
Converter Assembly	Pump (Drive member)		Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing	
	Turbine (Driven member)		Steel axial flow blades assembled between inner & outer steel shells	
	Stator assembly		Aluminum multivane type blades mounted on a one way (overrunning) roller clutch	
	Stall ratio		2.10	
	Stall speed (RPM)		2110	
	Diameter (nominal)		11.75	12.20
Planetary Gear Set	Reaction carrier assembly		4 steel pinion gears	
	Output carrier assembly		4 steel pinion gears	
	Front band			Circular steel with organic lining
	Rear band			Double wrap circular steel
	Intermediate band		Circular steel with organic lining	
	Range	D (Drive)	2.52:1 - 1.52:1 - 1.00:1	2.48:1 - 1.48:1 - 1.00:1
		L2 (Low two)	2.52:1 - 1.52:1	2.48:1 - 1.48:1
		L1 (Low one)	2.52:1	2.48:1
		(R (Reverse)	1.93:1	2.08:1
	Servo Unit		Piston with release spring and inner cushion spring	
Case	Material		Aluminum	
Clutches	Type		Four, multiple disk	Three, multiple disk
	Material	Drive plates	Steel with bonded organic facings	
		Driven plates	Flat steel	
	Forward clutch		4 each drive & driven plates	5 each drive & driven plates
	Direct clutch		4 each drive & driven plates	5 each drive & driven plates
	Intermediate clutch		2 each drive & driven plates	3 each drive & driven plates
	Low & Reverse clutch		4 each drive & driven plates	
	Release spring		Radial row steel coil	
Torque Multiplication	Drive (maximum)		5.29:1 to 1.00	5.21:1 to 1.00
	Low 2		5.29:1 to 1.52	5.21:1 to 1.48
	Low 1		5.29:1 to 2.52	5.21:1 to 2.48
	Reverse		4.05:1 to 1.93	4.37:1 to 2.08
Governor	Type		Cross-axis centrifugal	
	Operation		Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift and modulator valves	
Lubricant	Type		A suffix A	
	Capacity (pints)	Dry	20	22
		Refill	5	8

(a) Floor mounted available as an option, quadrant changes to P-R-N-3-2-1.
(b) Conditions; 450 RPM input at 25 inches Hg. vacuum.

AMA-40A

AMA Specifications—Passenger Car

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

MANUFACTURER [redacted]	CAR NAME CAMARO	
MAILING ADDRESS [redacted]	MODEL YEAR 1970	ISSUED: 2-70
		REVISED (•)

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	12387	12487

ORIGINAL

SMALL - BLOCK AMA SPECS.

AMA Specifications—Passenger Car

Page 1

MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-70 REVISED (e)

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 Sport Coupe
WIDTH		
Track – Front	W101	61.3
Track – Rear	W102	60.0
Maximum overall car width	W103	74.4
Body width at No. 2 pillar	W117	
LENGTH		
Body "O" to front of dash	L 30	-1.2
Wheelbase	L101	108.0
Overall car length	L103	188.0
Overhang – front	L104	38.1
Overhang – rear	L105	41.9
Body upper structure length	L123	94.1
Body "O" line to ℄ of rear wheel	L127	86.7
Body "O" line to w/s cowl point	L130	8.4
HEIGHT		
Passenger Distribution (front & rear)		2-2
Trunk/Cargo load (lbs.)		
Overall height	H101	50.5
Cowl height	H114	35.3
Deck height	H138	
Rocker panel – front: To ground	H112	6.8
Rocker panel – front: From front wheel ℄	H112	
Rocker panel – rear: To ground	H111	5.6
Rocker panel – rear: From rear wheel ℄	H111	
Windshield slope angle	H122	57.4
GROUND CLEARANCE		
Bumper to ground – front	H102	19.8
Bumper to ground – rear	H104	18.2
Angle of approach	H106	25.0
Angle of departure	H107	15.0
Ramp breakover angle	H147	13.0
Min. running clearance (Specify)	H156	4.5 (a)

(a) Exhaust system to ground

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Page 2.

MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-70 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
FRONT COMPARTMENT		
Effective head room	H61	37.4
Max. eff. leg room – accelerator	L34	43.8
H Point to Heel point	H30	6.6
H Point travel	L17	5.6
Shoulder room	W 3	56.7
Hip room	W 5	56.7
Upper body opening to ground	H50	45.3
REAR COMPARTMENT		
H Point couple distance	L50	27.4
Effective head room	H63	36.1
Min. effective leg room	L51	29.6
H Point to Heel point	H31	8.2
Min. knee room	L48	0.1
Rear Compartment room	L 3	23.6
Shoulder room	W 4	54.4
Hip room	W 6	47.3
Upper body opening to ground	H51	
LUGGAGE COMPARTMENT		
Usable luggage capacity	V 1	7.3
Liftover height	H195	27.8
Position of spare tire storage		RH Corner - Flat
Method of holding lid open		Torsion Bars
STATION WAGON – THIRD SEAT		
Shoulder Room	W85	
Hip room	W86	
Effective leg room	L86	NOT APPLICABLE
Effective head room	H86	
Seat facing direction		
STATION WAGON – CARGO SPACE		
Cargo length at floor – front seat	L202	
Cargo length at belt – front seat	L204	
Cargo width – Wheelhouse	W201	
Opening width at belt	W204	NOT APPLICABLE
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO** (Std. first) (Indicate A/C ratio)		
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		Std.	Opt.	A/C
12387	Turbo-Thrift 250 L6 (Base)	One; 1-bbl	8.5:1	155 @ 4200	235 @ 1600	3-spd manual (2.85:1 low)	3.08	---	N.A.
						2-spd automatic*	2.73		
12487	Turbo-Fire 307 V8 (Base)	One; 2-bbl	9.00:1	200 @ 4600	300 @ 2400	3-spd manual (2.85:1 low)	3.08	---	3.08
						2-spd automatic*	2.73	---	2.73
						3-spd automatic*			
	Turbo-Fire 350 V8 (L65)*	One; 2-bbl	9.00:1	250 @ 4800	345 @ 2800	4-spd manual (2.54:1 low)	3.36	---	3.36
						3-spd automatic*	2.73	---	2.73
	Turbo-Fire 350 V8 (L48)*	One; 4-bbl	10.25:1	300 @ 4800	380 @ 3200	4-spd manual (2.52:1 low)	3.31	---	3.31
						3-spd automatic*	3.07	---	3.07
	Turbo-Fire 350 V8 (Z28)*	One; 4-bbl	11.00:1	360 @ 6000	380 @ 4000	4-spd manual (2.52:1 low)	3.73	4.10	N.A.
						4-spd manual* (2.20:1 low)			
						HD 4-spd manual* (2.20:1 low)			
						3-spd automatic*			
	Turbo-Jet 396 V8 402 CID (L34)*	One; 4-bbl	10.25:1	350 @ 5200	415 @ 3400	4-spd manual (2.52:1 low)	3.31	---	3.31
						4-spd manual* (2.20:1 low)			
						3-spd automatic*			

* - Optional

** - Positraction required for 3.73 and 4.10 ratios; optional for all others.

Note 1: Trailer hauling - same axle ratios available (all engine/transmission/axle combinations except L6 - 250 engine), optional axle ratios available for improved performance in following combinations: 3.36 with V8-307 & 3 Spd. Auto.; 3.31 with V8-350 (L65) & 3 Spd. Auto.

Note 2: L34 and L48 available as "SS" option Z27 only.

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MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-70 REVISED (•)

MODEL	Turbo-Thrift 250 L-6 155 HP	Turbo-Fire 307 V-8 200 HP	Turbo-Fire 350 V-8 250 HP

ENGINE – GENERAL

Type, no. cyls., valve arr.		In-line 6 OHV	90° V-8 OHV	
Bore and stroke (nominal)		3.875 x 3.53	3.875 x 3.25	4.00 x 3.48
Piston displacement, cu. in.		250	307	350
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 iron		
Cylinder Block Material		Cast iron		
Cyl. Sleeve-Wet,dry,none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3°16'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		36.0	48.0	51.2
Publishing max. bhp* @ eng. RPM		155 @ 4200	200 @ 4600	250 @ 4800
Publishing max. torque * (lb. ft. @ RPM)		235 @ 1600	300 @ 2400	345 @ 2800
Recommended fuel regular – premium		Regular		

ENGINE – PISTONS

Material		Cast aluminum alloy		
Description and finish		Flat, notched head; slipper skirt		
Weight (piston only) oz.		20.24	22.00	25.76
Clearance (limits)	Top land	.0245-.0335	.0235-.0325	.0235-.0325
	Skirt Top	.0005-.0011(a)	.0005-.0011(b)	.0007-.0013(c)
	Skirt Bottom			
Ring groove depth	No. 1 ring	.2153-.2218	.2113-.2178	.2218-.2284
	No. 2 ring	.2153-.2218	.2113-.2178	.2218-.2284
	No. 3 ring	.2093-.2158	.2053-.2118	.2038-.2103
	No. 4 ring			

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

(a) Measured 2.44 from top of piston
(b) Measured 1.675 from top of piston
(c) Measured 1.560 from top of piston

AMA Specifications—Passenger Car

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ENGINE – GENERAL

MODEL		Turbo-Fire 350 V-8 300 HP	Turbo-Fire 350 V-8 360 HP	Turbo-Jet 396 V-8 350 HP
Type, no. cyls., valve arr.		90° V-8 OHV		
Bore and stroke (nominal)		4.00 x 3.48		4.126 x 3.76
Piston displacement, cu. in.		350		402
Bore spacing (℄ to ℄)		4.40		4.84
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)		10.25:1	11.00:1	10.25:1
Cylinder Head Material		Cast iron		
Cylinder Block Material		Cast iron		
Cyl. Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3°16'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		51.2		54.5
Publishing max. bhp* @ eng. RPM		300 @ 4800	360 @ 6000	350 @ 5200
Publishing max. torque * (lb. ft. @ RPM)		380 @ 3200	380 @ 4000	415 @ 3400
Recommended fuel regular – premium		Premium		

ENGINE – PISTONS

Material			Cast aluminum alloy	Alum. impact extruded	Cast aluminum alloy
Description and finish			Flat, notched head; slipper skirt	Domed head; slipper skirt	
Weight (piston only) oz.			25.76	20.41	24.93
Clearance (limits)	Top land		.0235-.0325	.0305-.0395	.0306-.0374
	Skirt	Top	.0007-.0013(a)	.0036-.0042(b)	.0018-.0026(c)
		Bottom			
Ring groove depth	No. 1 ring		.2218-.2284	.2218-.2284	.2328-.2392
	No. 2 ring		.2218-.2284	.2218-.2284	.2328-.2392
	No. 3 ring		.2038-.2103	.2038-.2103	.2183-.2247
	No. 4 ring				

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

(a) Measured 1.560 from top of piston
(b) Measured 1.660 from top of piston
(c) Measured 1.942 from top of piston

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ENGINE – RINGS

MODEL		L6 250 155 HP	V8 307 200 HP	V8 350 250 HP	V8 350 300 HP	V8 350 360 HP	V8 396 350 HP
Function (top to bottom)	No. 1, oil or comp.	Compression					
	No. 2, oil or comp.	Compression					
	No. 3, oil or comp.	Oil					
	No. 4, oil or comp.	None					
Compression	Description - material, coating, etc. Upper	Cast alloy iron; barrel face (a)					
	Description - material, coating, etc. Lower	Cast alloy iron; inside bevel; tapered face (b)					
	Width	(c)	(d)	(e)		(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 steel					
	Width	.1870-.1890 (assembled)					
	Gap	.015-.055					
Expanders		In oil ring assembly					

ENGINE – PISTON PINS

Material		Chromium steel				
Length		2.990-3.010				2.930-2.950
Diameter		.9270-.9273				.9895-.9898
Type	Locked in rod, in piston, floating, etc.	Locked in rod				
	Bushing – In rod or piston	None				
	Bushing – Material					
Clearance	In piston	.00015-.00025			(i)	(j)
	In rod					
Direction & amount offset in piston		Major thrust side .060			None	.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		Premium aluminum		
	Overall length	.807	.797			.847
	Clearance (limits)	.0007-.0027	.0013-.0035			.0009-.0025
	End play	.009-.014	.008-.014			.015-.023

(a) Chrome plated on L6 250, V8 307 and 350 (250 and 300 HP); Molybdenum inlay V8 350 (360 HP) and 396

(b) Wear resistant coating on L6 250, V8 307 and 350 (250 and 300 HP); Chrome plating on V8 350 (360 HP) and 396

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

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

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

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

(g) Upper and lower .0770-.0780

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

(i) .00045-.00055

(j) .00030-.00040

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ENGINE – CRANKSHAFT

MODEL			L6 250 155 HP	V8 307 200 HP	V8 350 250 & 300 HP	V8 350 360 HP	V8 396 350 HP
Material			Cast nodular iron			Forged steel	
Vibration damper type			Rubber mounted inertia				
End thrust taken by bearing (No.)			7		5		
Crankshaft end play			.002-.006				.006-.010
Main bearing	Material & type		Steel backed insert; copper lead alloy or premium aluminum lining selected for specific application				
	Clearance		.0003-.0029	(a)			(b)
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.4502x.752		2.4503x.752	2.7509x.99
		No. 2	2.3004x.752	2.4505x.752		2.4503x.752	2.7510x.99
		No. 3	2.3004x.752	2.4505x.752		2.4503x.752	2.7505x.99
		No. 4	2.3004x.752	2.4505x.752		2.4503x.752	2.7505x.99
		No. 5	2.3004x.752	2.4508x1.177		2.4508x1.177	2.7510x1.2
		No. 6	2.3004x.752	None			
		No. 7	2.3004x.760	None			
	Dir. & amt. cyl. offset		None				
Crankpin journal diameter			1.999-2.000	2.099-2.100		2.0988-2.0998	2.199-2.20

ENGINE – CAMSHAFT

Location			(c)	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		(d)	Nylon teeth with aluminum hub		
	Timing chain	No. of links	None	46		50
		Width	None	.780		.740
		Pitch	None	.500		.500

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)			Standard		NA	Standard
Valve rotator, type (intake, exhaust)			None			
Rocker ratio			1.75:1	1.50:1		1.70:1
Operating tappet clearance (indicate hot or cold)	Intake		Zero		.020	Zero
	Exhaust		Zero		.025	Zero

(Continued)

(a) No. 1 - .0008-.0020
No. 2, 3 & 4 - .0011-.0023
No. 5 - .0017-.0033

(b) No. 1 - .0007-.0019
No. 2, 3 & 4 - .0013-.0025
No. 5 - .0019-.0035

(c) Above and to right of crankshaft

(d) Bakelite and fabric composition with steel hub

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ENGINE – VALVE SYSTEM (cont.)

MODEL			L6 250 155 HP	V8 307 200 HP	V8 350 250 & 300 HP	V8 350 360 HP	V8 396 350 HP
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°		42°40'	56°
		Closes (°ABC)	48°	72°		94°20'	114°
		Duration - deg.	244°	280°		317°	350°
	Exhaust	Opens (°BBC)	46°30'	78°		112°50'	110°
		Closes (°ATC)	17°30'	30°		53°23'	62°
		Duration - deg.	244°	288°		346°13'	352°
	Valve opening overlap		33°30'	58°		96°3'	118°
Intake	Material		Alloy steel; aluminized face all engines except V8 307 & 350 (a)				
	Overall length		4.902-4.922	4.870-4.889			5.215-5.235
	Actual overall head dia.		1.715-1.725	1.935-1.945		2.017-2.023	2.060-2.070
	Angle of seat & face		46° (seat); 45° (face)				
	Seat insert material		None				
	Stem diameter		.3410-.3417				.3715-.3722
	Stem to guide clearance		.0010-.0027				
	Lift (@ zero lash)		.3880	.3900		.4586	.4614
	Outer spring press. & length	Valve closed (lb. @ in.)	56-64 @ 1.66	76-84 @ 1.70			69-81 @ 1.88
		Valve open (lb. @ in.)	180-192 @ 1.27	194-206 @ 1.25			228-252 @ 1.38
	Inner spring press. & length	Valve closed (lb. @ in.)	None	Spring Damper			26-34 @ 1.78
		Valve open (lb. @ in.)	None	Spring Damper			81-99 @ 1.28
Exhaust	Material		High alloy steel, aluminized face (b)				
	Overall length		4.913-4.933			4.891-4.910	5.345-5.365
	Actual overall head dia.		1.495-1.505			1.595-1.605	1.715-1.725
	Angle of seat & face		46° (seat); 45° (face)				
	Seat insert material		None				
	Stem diameter		.3410-.3417				.3713-.3720
	Stem to guide clearance		.0010-.0027				
	Lift (@ zero lash)		.3880	.4100		.4850	.4800
	Outer spring press. & length	Valve closed (lb. @ in.)	56-64 @ 1.66	76-84 @ 1.70			69-81 @ 1.88
		Valve open (lb. @ in.)	180-192 @ 1.27	194-206 @ 1.25			228-252 @ 1.38
	Inner spring press. & length	Valve closed (lb. @ in.)	None	Spring Damper			26-34 @ 1.78
		Valve open (lb. @ in.)	None	Spring Damper			81-99 @ 1.28

ENGINE – LUBRICATION SYSTEM

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

(Continued)

(a) Head also aluminized on V8 396

(b) Head also aluminized on V8 350 (320 HP) and V8 396

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ENGINE – LUBRICATION SYSTEM (cont.)

MODEL	L6 250 155 HP	V8 307 200 HP	V8 350 250 HP	V8 350 300 HP	V8 350 360 HP	V8 39 350 H
Oil pump type	Gear					
Normal oil pressure (lb. @ engine rpm)	40 PSI @ 2000 RPM					
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 - 20W, 10W-30, 10W-40, 20W-40 0° to 60°F - 10W, 5W-30, 10W-30, 10W-40 Below 20°F - 5W, 5W-20, 5W-30					
Engine Service Reqmt. (MM, MS, etc.)	MS					

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with crossover	Dual exhaust with single muffler		
Muffler No. & type (reverse flow, straight thru, separate resonator)	One, reverse flow				
Exhaust pipe dia. (O.D., wall thick.) Branch	None	2.00 x .082 (a)	None		
Exhaust pipe dia. (O.D., wall thick.) Main	2.00 x .064	2.00 x .082 (a)	2.25 x .082 (a)		
Tail pipe dia. (O.D. & wall thickness)	2.00 x .069		2.00 x .069		

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other) Standard	Ventilates to induction system					
Type (ventilates to atmos., induction system, other) Optional	None					
Control Unit — Make and model	AC Spark plug					
Control Unit — Location	On rocker cover - Top rear on L-6; Left front on V-8					
Control Unit — Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum					
Control Unit — Control method (variable orifice, fixed orifice, other)	Variable orifice					
Complete system — Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold					
Complete system — Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner					
Complete system — Flame arrestor (screen, check valve, other)	Screen					

(a) Laminated

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MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-70 REVISED (•)

MODEL	L6 250	V8 307	V8 350			V8 396
	155 HP	200 HP	250 HP	300 HP	360 HP	350 HP

ENGINE – EXHAUST EMISSION CONTROL

MANUAL TRANSMISSIONS

Type (Air injection, engine modifications, other)			Air injection - V8 350 360 HP Engine modifications - all other engines					
Air * Injection Pump	Type		Semi-articulated vane type					
	Displacement		19.3					
	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.)		Cylinder head					
	Point of entry		Exhaust ports					
	Injection tube I.D.		.2565					
	Check valve type		Pressure plate type					
	Backfire protection (type)		Diverter valve					
Carburetor	Make							
	Model							
	Barrel size							
	Idle speed	Drive	REFER TO PAGE 10A					
		Neutral						
	Idle A/F mixture							
Distributor	Aux. Adv. Systems (type)		Transmission controlled vacuum spark advance					
	Make		Delco-Remy					
	Model		1110463	1111995	1112001	1111996	1112019	1111999
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1000	1000	950	1150	900
		Intermed. points deg. @ rpm	11.5@1300	10@1600	15@1800	20@1800	14@2100	21@2000
		Max. deg. @ rpm	32@4200	28@4300	36@4100	30@4700	26@5000	36@5000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00	6.00	7.00	8.00	8.00	8.00
		Intermed. points deg. @ in. Hg	None					
		Max. deg. @ in.	23@16	15@12	24@17.5	20@17	15@15.5	
	Vacuum Source		Carburetor					
Timing - Crank degrees @ rpm **			TDC	2 BTDC	TDC	TDC	8 BTDC	TDC
Cooling System			---					
Exhaust System			---					

* Applies to V8 350 (320 HP) only; engine modifications all other engines

** At idle - see page 10A for idle speeds

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MAKE OF CAR CAMARO **MODEL YEAR** 1970 **DATE ISSUED** 2-70 **REVISED** (•)

MODEL

L6 250	V8 307	V8 350			V8 396
155 HP	200 HP	250 HP	300 HP	360 HP	350 HP

ENGINE – EXHAUST EMISSION CONTROL

			AUTOMATIC TRANSMISSIONS					
Type (Air injection, engine modifications, other)			Air injection - V8 350 360 HP Engine modifications - all other engines					
Air Injection Pump	Type		Semi-articulated vane type					
	Displacement		19.3					
	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.)		Cylinder head					
	Point of entry		Exhaust ports					
	Injection tube I.D.		.2565					
	Check valve type		Pressure plate type					
	Backfire protection (type)		Diverter valve					
Carburetor	Make							
	Model							
	Barrel size							
	Idle speed	Drive	REFER TO PAGE 10A					
		Neutral						
	Idle A/F mixture							
Distributor	Aux. Adv. Systems (type)		Transmission controlled vacuum spark advance					
	Make		Delco-Remy					
	Model		1110464	1112005	1112002	1111997	1112019	1112000
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900	1000	1100	950	1150	1000
		Intermed. points deg. @ rpm	17@1950	12@2200	8@1400	20@1800	14@2100	15@1800
		Max. deg. @ rpm	28@4200	24@4300	32@4400	30@4700	26@5000	36@5000
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00	8.00	7.00	8.00	8.00	6.00
		Intermed. points deg. @ in. Hg	None					
		Max. deg. @ in.	23@16	20@17	24@17.5	20@17	15@15.5	15@12
	Vacuum Source		Carburetor					
Timing - Crank degrees @ rpm **			4 BTC	8 BTC	4 BTC	4 BTC	8 BTC	4 BTC
Cooling System (describe changes)			---					
Exhaust System (describe changes)			---					

* Applies to V8 350 (250 HP) only; engine modifications all other engines

** At idle - see page 10A for idle speeds

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MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-70 REVISED (•)

MODEL	L6 250	V8 307	V8 350			V8 396
	155 HP	200 HP	250 HP	300 HP	360 HP	350 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.)		Approximately 19					
	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	5.50-7.00	7.50-9.00			
Vacuum booster (std., optional, none)			None					
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank and					
	Locations		paper filter (sintered bronze with V8 307) in carburetor inlet					
Carburetor	Choke type		Automatic					
	Intake manifold heat control (exhaust or water)		Exhaust					
	Air cleaner type	Standard	Thermostatically controlled; oil wetted paper element**					
		Optional	None					
	Idle speed (spec. neutral or drive)	Manual	750 -	700	750	700	800	700
		Automatic	600				750	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
12387	250	Manual	Rochester	7040017	One; 1-bbl	1.69
		Automatic		7040014		
12487	307	Manual	Rochester	7040101(a)	One; 2-bbl	1.44
		Automatic		7040110(b)		
	350 250 hp	Manual	Rochester	7040113(c)	One; 2-bbl	1.69
		Automatic		7040114(d)		
	350 300 hp	Manual	Rochester	7040203	One; 4-bbl	1.38 Prim. 2.25 Sec.
		Automatic		7040202		
	350 360hp	Manual	Holley	3972121	One; 4-bbl	1.69 Prim. 1.69 Sec.
		Automatic		3972120		
	396 350 hp	Manual	Rochester	7040205	One; 4-bbl	1.38 Prim. 2.25 Sec.
		Automatic		7040204		

(a) 7040103 with Air Conditioning
(b) 7040112 with Air Conditioning
(c) 7040115 with Air Conditioning
(d) 7040116 with Air Conditioning

* Shut off pressure - 1800 RPM at pump outlet

** V8-350 (360 HP) Manual - Exposed element; Automatic - Dual Snorkel
V8-396 - Exposed Element

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MODEL Evaporation Emission Control System (California vehicles)

Fuel Tank Capacity - 18 Gallons (approximately)

Components:

Fill Limiter	-	Shaped metal pan welded inside of gas tank to reserve space for normal gasoline expansion and contraction.
Canister	-	Canister of activated carbon stores vapors vented from gas tank until removed and burned in the engine.
Liquid Separator	-	Connected in vent lines to canister. Separates and returns liquid fuel to the tank.
Constant flow purge line (canister to manifold)	-	Incorporates an orifice to regulate flow to manifold under all engine operating conditions, including idle.
Variable Flow Purge Line (canister to air cleaner) (snorkel)	-	Becomes functional above engine idle speeds to more completely purge the canister.
Aluminum Heat Dissipator	-	Positioned between insulation blocks and intake manifold. Provides optimum heat transfer to surrounding atmosphere.

Carburetor Model Nos.

	L6 250	V8 307	V8 350 250 HP	V8 350 300 HP	V8 350 360 HP	V8 396
Manual	Same	7040401	7040413	7040503	3973123	7040505
Manual with A/C	as	7040403	7040415	7040503	---	7040505
Automatic		7040410	7040414	7040502	3972122	7040504
Automatic with A/C	Base	7040412	7040416	7040502	---	7040504

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ENGINE – COOLING SYSTEM

MODEL			L6 250	V8 307	V8 350			V8 396
			155 HP	200 HP	250 HP	300 HP	360 HP	350 HP
Type system (pressure, pressure vented, atmospheric, other)			Pressure					
Radiator cap relief valve pressure			15±1 PSI					
Circulation thermostat	Type (choke, bypass)		Choke					
	Starts to open at (°F)		192°-198°				177°-183°	192°-198°
Water pump	Type (centrifugal, other)		Centrifugal					
	GPM : 1000 pump rpm		26@2000	23@2000				
	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.)		12	15	16			23
	Without heater (qt.)		11	14	15			22
	Opt. equipment-specify (qt.)		13	16	16			23
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					1.88
	Upper	Number and type (molded, straight)	One, molded					
		Inside diameter	1.50					
	By-pass	Number and type (molded, straight)	None					One, molded
		Inside diameter	None					.725-.765
Fan	Number of blades & spacing		4 - staggered				5	4
	Diameter		17.62				18.00	
	Ratio-fan to crankshaft rev.		1.165:1	.949:1			1.15:1	.949:1
	Fan cutout type		None				(a)	None
	Bearing type		Double row ball					
*Drive belts (indicate belt used by letter)	Fan		A	C			F	
	Generator or alternator		A	C			F	
	Water Pump		A	C			F	
	Power Steering		B	D			G	I
	Air Conditioning		--	E			H	--

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←				38°-42°				→		
Nominal length (SAE)	37.30	48.50	44.25	36.00	54.33	45.75	41.00	58.00	35.00		
Width	←				.380				→		

(a) Thermo-modulated viscous

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MODEL	L6 250 155 HP	V8 307 200 HP	V8 350 250 HP	V8 350 300 HP	V8 350 360 HP	V8 396 350 HI

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model		Delco-Remy 1980110	Delco-Remy 1980111		
	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 of engine compartment			
	Terminal grounded		Negative			
Generator or Alternator	Make		Delco-Remy			
	Model		1100834	1100837	110083	
	Type and rating		Diode rectified - 37 amps			
	Output at engine idle (neutral)		13 amps			
	Ratio–Gen. to Cr/s rev.		2.53:1	2.15:1	2.53:1	
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	1108338(a)	110841
	Rotation (drive end view)		Clockwise			
Motor control	Switch (solenoid, manual)		Solenoid			
	Starting procedure		Manual - Place gearshift lever in neutral & depress Automatic - Place control lever in N or P position. Initial Start- Press accelerator to floor and 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			.410-.4
		Auto.	.4010-.4130			.410-.4

(a) 1108427 with automatic transmissions
(b) 1108430 with automatic transmissions

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MODEL	L6 250	V8 307	V8 350			V8 396
	155 HP	200 HP	250 HP	300 HP	360 HP	350 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		1115298	1115293
	Amps	Engine stopped	4.0				
		Engine idling	1.8				
Distributor	Make						
	Model						
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)					
		Intermediate points deg. @ rpm	REFER TO PAGE NINE				
		Max. deg. @ rpm					
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)					
		Intermediate points, deg. @ in. Hg.					
		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		AC R46T	AC R45	AC R44	AC R43	AC R44T
	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	L6 250	V8 307	V8 350			V8 396
	155 HP	200 HP	250 HP	300 HP	360 HP	350 HP

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial, with pointer
	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
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 V (low note); 4.2-6.2 @ 12.5 V (high 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	1900-2200	2100-2300	2450-2750
No. of clutch driven discs		One			
Clutch facing	Material	Woven type asbestos			
	Outside & inside dia.	9.12x6.12	10.34x6.50		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			

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DRIVE UNITS – TRANSMISSIONS

MODEL	L6 250 155 HP | V8 307 200 HP	V8 350 250 HP | 300 HP	V8 350 360 HP & V8 396 350 HP
Manual 3-speed (std. or opt.)	Standard	Not available	
Manual 4-speed (std. or opt.)	Not available	Standard	
Manual with overdrive (std. or opt.)	Not available		
Automatic (std. or opt.)	Optional		

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3	4				
Transmission ratios	In first	2.85	2.54	2.52	2.52	2.20
	In second	1.68	1.80	1.88	1.88	1.64
	In third	1.00	1.44	1.46	1.46	1.27
	In fourth	----	1.00	1.00	1.00	1.00
	In reverse	2.95	2.54	2.59	2.59	2.26
Synchronous meshing, specify gears		All forward speeds				
Shift lever location		Floor mounted				
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		
Gear ratio		
Lubricant	Capacity (pt.) (Overdrive only)	
	Separate filler (yes, no)	
	Type recommended	
	SAE viscosity number – Summer	
	SAE viscosity number – Winter	
	SAE viscosity number – Extreme cold	

NOT AVAILABLE

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MODEL	2-SPEED AUTOMATIC L6 250 | V8 307	3-SPEED AUTOMATIC V8 307 & V8 350 250 & 300 HP	3-SPEED AUTOMATIC V8 350 360 HP V8 396 350 HP

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Powerglide		Turbo Hydra-Matic	
Type describe		Torque converter with planetary gears			
Selector location		On column - Floor mounted in console, optional			
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-1.82 N-Neutral D-1.82-1.00 L-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-2.08 N-Neutral D-2.48-1.48-1.00 L_2-2.88-1.48 L_1-2.48
Max. upshift speed–drive range		64	67	*	
Max. kickdown speed–drive range		56	59	**	
Torque convertor	Number of elements	3			
	Max. ratio at stall	2.10			
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.75		11.75	12.20
Lubricant	Capacity–refill (pt.)	6		5	8
	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 49.20 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)

* Upshift: V8 307 (1-2 46; 2-3 74); V8 350 250 HP (1-2 46; 2-3 79); V8 350 300 HP (1-2 44; 2-3 72); V8 350 360 HP (1-2 44; 2-3 66); V8 396 (1-2 44; 2-3 67)

**Kickdown: V8 307 (2-1 37; 3-2 75); V8 350 (2-1 37; 3-2 75); V8 350 300 HP (2-1 32; 3-2 70); V8 350 360 HP (2-1 36; 3-2 62); V8 396 (2-1 30; 3-2 62)

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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
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		2.73	3.08		3.36	3.07	3.31	3.73	4.10
No. of teeth	Pinion	15	12		11	14	13	11	10
	Ring gear	41	37		37	43	43	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.	14x6; 14x7 "SS" models; 15 x 7 "Z28"
	Opt.	---
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, load range and ply		L6 & Base V8 E78x14B; V8-350 (L65) & Rally Sport F78x14 F70x14B base for "SS"; F60x15B base for "Z28"
	Type (bias, radial, etc.)		Fiberglass bias belted
	Full rated Inflation Press. *	Front	Cold 24; Hot 30
		Rear	Cold 26; Hot 32
	Rev./Mile at 45 MPH		E78x14B-800; F78x14B-785; F70x14B-787; F60x15-79
Optional	Size, load range and ply		F70x14B available as option on other than "SS" and Z28 models

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

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MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)					Disc-front; Drum-rear (a)
Self adjusting (std., opt., N.A.)					Standard
Special Valving	Type (proportion, delay, metering, other)				Metering and proportioning
Power brake make & type (remote, int., etc.)		Std.			
		Opt.			Delco-Moraine vacuum power unit; integral
Effective area (sq. in.) *					106.1
Gross lining area (sq. in.) **					118.1
Swept area (sq. in.) ***					332.4
Front to Rear Effectiveness Relationship					---
Drum	Diameter (nominal)	Front			---
		Rear			9.5
	Type and material				Composite; cast iron rim, steel web
Rotor	Outer working diameter				11.00
	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
		Rear	%		31
Pedal arc ratio					3.82
Line pressure at 100 lb. pedal load					1040
Shoe Clearance	Front				Self adjusting
	Rear				Self adjusting
Brake lining	Bonded or riveted				Disc-riveted; Drum-bonded
	Front Wheel	Material			Molded asbestos
		Size (length x width x thickness)	Prim. or outboard		5.40 x 1.93 x .46
			Second. or inboard		5.40 x 1.93 x .46
		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		9.75 x 2.0 x .20
		Segments per shoe			

* 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) Disc-single piston, floating caliper; Drum-single piston, duo servo

AMA Specifications—Passenger Car

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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 base of steering wheel; 5 inch vertical travel range
		(std., opt., NA)		Optional
Wheel diameter		Manual		Oval 16.25 x 15.50
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		41.06
		Curb to curb (l. & r.)		38.86
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Manual	Gear	Type		Semi-reversible, recirculating ball stud
		Make		Saginaw Steering
		Ratios	Gear	28:1 with V-8 engines except Z28; 24:1 with Z28 & L6 engine
			Overall	28.3:1 with L-6; 32.99:1 with V-8 except Z28; 18.76:1 with Z2
	No. wheel turns (stop to stop)			5.33:1 with L-6; 6.19:1 with V-8 except Z28; 4.10:1 with Z28
Power	Type (coaxial, linkage, etc.)			Integral with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	16:1-12.4:1 variable ratio
			Overall	15.5:1-11.8:1; 14.3:1-10.9:1 for "Z28"
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.29
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Front
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			10 to 11
	Bearings (type)	Upper		Ball stud with non-metallic bearings
		Lower		Ball stud with non-metallic and sintered iron bearings
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			0 to P2
	Camber (deg.)			N-1/4 to P 1-3/4
	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		.7492-.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.)	11.00 x 4.08; 126.03 x .628
	Spring rate (lb. per in.)	300 for L6 engines; 350 for V8 engines
	Rate at wheel (lb. per in.)	
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel .6875; 1.00 on Z28

SUSPENSION – REAR

Type and description			Salisbury rear axle with multiple leaf springs (a)
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.)		56.0 x 2.80
	Spring rate (lb. per in.)		125
	Rate at wheel (lb. per in.)		125
	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)		Link-Standard on Z27 & Z28
	Material		Steel
Track bar type			None

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MODEL

FRAME

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

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	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 and panel pad
Engine No. location		Top front of RH bank of cylinder 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	---
Seat back type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	---
Windshield glass type (i.e., single curved - laminated plate)		Single 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)		Single curved, tempered plate
Windshield glass exposed surface area		1137.6
Side glass exposed surface area		1089.4
Backlight glass exposed surface area		1099.2
Total glass exposed surface area		3326.2

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MODEL

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	Optional
	Vent windows	None
	Backlight or tailgate	None
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
Radios (specify type as well as availability)		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, Manual control
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
Windshield antenna		Available with factory installed radio also with tinted windshield glass

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	26.3
		Lowest	--
	Tail	Highest	22.1
		Lowest	--
	Sidemarker	Front	24.0
		Rear	19.75
Distance from C/L of car to center of bulb	Headlamp	Inside	--
		Outside *	27.9
	Tail	Inside	--
		Outside	25.25
	Directional	Front	24.25
		Rear	25.25

* If single headlamps are used enter here.

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WEIGHTS

Model	CURB WEIGHT * POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	LIQUID WE Fuel	C
250 6 Cyl. Engine 2-Door Sport Coupe	1738	1428	3166	44.0	56.0	18.6	81.4	114.0	2
307 V8 Engine 2-Door Sport Coupe	1834	1444	3278	44.0	56.0	18.6	81.4	114.0	3
ACCESSORIES & EQUIPMENT DIFFERENTIAL WEIGHTS								REMARKS	
Rally Sport Package	+29	-2	+27						
Deluxe Interior	+11	+17	+28						
Power Brakes	+ 9	+ 1	+10					With standard front disc brakes	
Power Steering	+29	0	+29						
Radio,	+ 6	+ 2	+ 8						
Radio, AM/FM	+ 6	+ 2	+ 8						
250 Cu. In. 6 Cyl.	- 1.	- 4.	- 5.					With Powerglide transmission	
307 Cu. In. V8	+6.	- 2.	+4.					With Powerglide transmission	
	+27.	+ 6.	+ 33.					With Turbo Hydra-Matic transmissi	
350 Cu. In. V8 (250 HP)	+48	+ 8.	+ 56.					With 4-speed transmission	
~~ACCESSORIES & EQUIPMENT~~ **	+60.	+ 8.	+ 68.					With Turbo Hydra-Matic transmissi	
350 Cu. In. V8 (300 HP)	+63	+30	+ 93					With 4-speed transmission	
	+84	+34	+118					With Turbo Hydra-Matic transmissi	
350 Cu. In. V8 (360 HP)*	+64	+83	+147					With 4-speed transmission	
	+109	+96	+205					With Turbo Hydra-Matic transmissi	
402 Cu. In. V8 (350 HP)**	+227	+46	+273					With 4-speed transmission	
(396 V8)	+272	+59	+331					With Turbo-Hydra-Matic transmissi	
Air Conditioning	+100	+12	+112						
Floor Console	14	5	+19					With 3-speed transmission	
	7	3	+10					With 4-speed transmission	
	9	5	+14					With automatic transmission	

*Available as "Z-28" equipment only-includes additional body & chassis equipment.
** Available as "SS" equipment only-includes additional body & chassis equipment.

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

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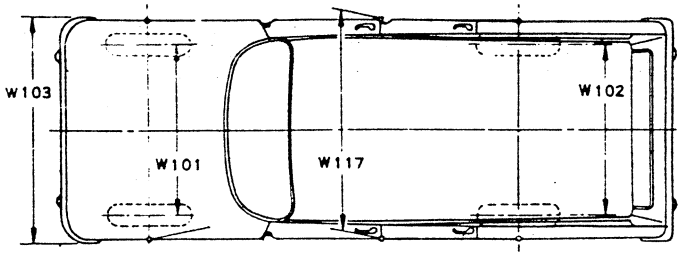
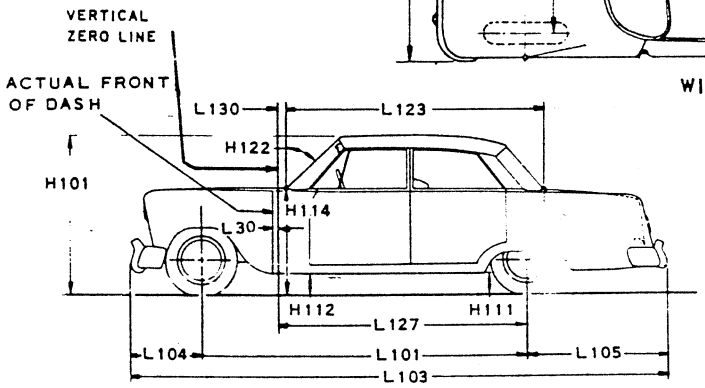
CAR AND BODY DIMENSIONS

KEY SHEET

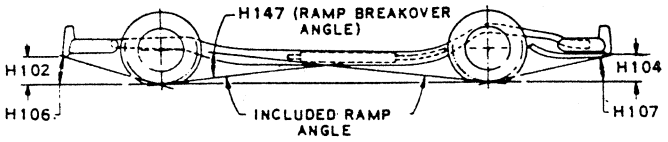
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

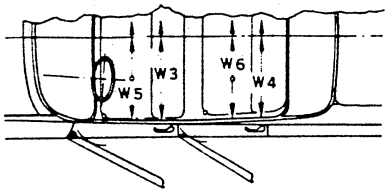


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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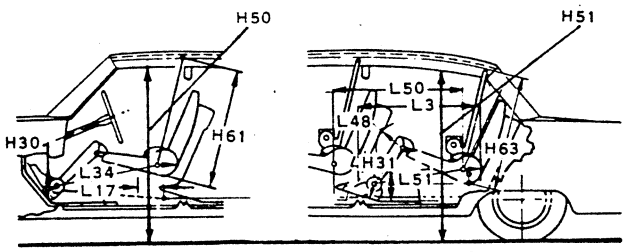
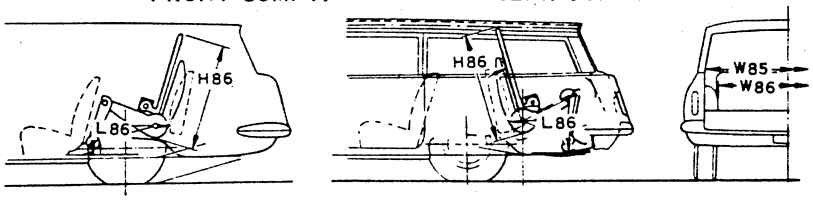
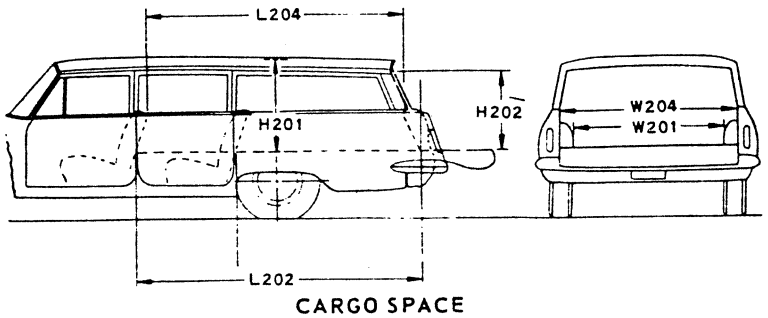


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

AMA-40A
1970

AMA Specifications—Passenger Car

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

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CAMARO	
MAILING ADDRESS [redacted]	MODEL YEAR 1970	ISSUED: 2-26-70 REVISED (•)

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.

2-Door Sport Coupe, 4-Passenger 12487

ORIGINAL

BIG-BLOCK AMA SPECS.

AMA Specifications—Passenger Car

Page 1

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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 Sport Coupe
WIDTH		
Track – Front	W101	61.3
Track – Rear	W102	60.0
Maximum overall car width	W103	74.4
Body width at No. 2 pillar	W117	
LENGTH		
Body "O" to front of dash	L 30	-1.2
Wheelbase	L101	108.0
Overall car length	L103	188.0
Overhang – front	L104	38.1
Overhang – rear	L105	41.9
Body upper structure length	L123	94.1
Body "O" line to ℄ of rear wheel	L127	86.7
Body "O" line to w/s cowl point	L130	8.4
HEIGHT		
Passenger Distribution (front & rear)		2-2
Trunk/Cargo load (lbs.)		
Overall height	H101	50.5
Cowl height	H114	35.3
Deck height	H138	
Rocker panel – front: To ground	H112	6.8
Rocker panel – front: From front wheel ℄	H112	
Rocker panel – rear: To ground	H111	5.6
Rocker panel – rear: From rear wheel ℄	H111	
Windshield slope angle	H122	57.4
GROUND CLEARANCE		
Bumper to ground – front	H102	19.8
Bumper to ground – rear	H104	18.2
Angle of approach	H106	25.0
Angle of departure	H107	15.0
Ramp breakover angle	H147	13.0
Min. running clearance (Specify)	H156	4.5 (a)

(a) Exhaust system to ground.

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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
FRONT COMPARTMENT		
Effective head room	H61	37.4
Max. eff. leg room – accelerator	L34	43.8
H Point to Heel point	H30	6.6
H Point travel	L17	5.6
Shoulder room	W 3	56.7
Hip room	W 5	56.7
Upper body opening to ground	H50	45.3
REAR COMPARTMENT		
H Point couple distance	L50	27.4
Effective head room	H63	36.1
Min. effective leg room	L51	29.6
H Point to Heel point	H31	8.2
Min. knee room	L48	0.1
Rear Compartment room	L 3	23.6
Shoulder room	W 4	54.4
Hip room	W 6	47.3
Upper body opening to ground	H51	
LUGGAGE COMPARTMENT		
Usable luggage capacity	V 1	7.3
Liftover height	H195	27.8
Position of spare tire storage		RH Corner - Flat
Method of holding lid open		Torsion Bars
STATION WAGON – THIRD SEAT		
Shoulder Room	W85	
Hip room	W86	
Effective leg room	L86	NOT APPLICABLE
Effective head room	H86	
Seat facing direction		
STATION WAGON – CARGO SPACE		
Cargo length at floor – front seat	L202	
Cargo length at belt – front seat	L204	
Cargo width – Wheelhouse	W201	
Opening width at belt	W204	NOT APPLICABLE
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio) +	
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP @ RPM	Torque @ RPM		Standard	Optional
	Turbo-Jet 396 V8 402CID Z27/LS6	One; 4-bbl.	11.00:1	375 @ 5600	415 @ 3600	4-spd. manual (2.52:1 low) & (2.20:1 low)	3.55	4.10
	Turbo-Jet 454 V8 Z27/LS6	One; 4-bbl.	11.25:1	450 @ 5600	500 @ 3600	H.D. 4-spd.manual (2.20:1 low) 3-spd.automatic*	3.31	- - -

* -Optional
**-Positraction required for 4.10 ratio; optional for all others
\+ -Air conditioning not available

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MODEL	Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 HP

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° V8 OHV	
Bore and stroke (nominal)		4.126 x 3.76	4.251 x 4.00
Piston displacement, cu. in.		402	454
Bore spacing (℄ to ℄)		4.84	
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	11.25:1
Cylinder Head Material		Cast iron	
Cylinder Block Material		Cast iron	
Cyl. Sleeve-Wet,dry,none		None	
Number of mtg. points	Front	Two	
	Rear	One	
Engine installation angle		3° 16'	
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		54.5	57.8
Publishing max. bhp* @ eng. RPM		375 @ 5600	450 @ 5600
Publishing max. torque * (lb. ft. @ RPM)		415 @ 3600	500 @ 3600
Recommended fuel regular – premium		Premium	

ENGINE – PISTONS

Material		Aluminum impact extruded	
Description and finish		Domed head, slipper skirt	
Weight (piston only) oz.		23.12	26.80
Clearance (limits)	Top land	.0316 - .0384	.0316 - .0384
	Skirt Top	.0036 - .0044 (a)	.0038 - .0048 (b)
	Skirt Bottom		
Ring groove depth	No. 1 ring	.2278 - .2342	.2373 - .2437
	No. 2 ring	.2278 - .2342	.2373 - .2437
	No. 3 ring	.2138 - .2139	.2158 - .2172
	No. 4 ring	None	

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

(a) Measured 2.150 from top of piston

(b) Measured 1.910 from top of piston

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ENGINE – RINGS

			MODEL: Turbo-Jet 396 V8-375 HP	MODEL: Turbo-Jet 454 V8-450 HP
Function (top to bottom)	No. 1, oil or comp.		Compression	
	No. 2, oil or comp.		Compression	
	No. 3, oil or comp.		Oil	
	No. 4, oil or comp.		None	
Compression	Description - material, coating, etc.	Upper	Cast alloy iron; barrel face, molybdenum inlay	
		Lower	Cast alloy iron; inside bevel, tapered face, chrome plared	
	Width		.0770 - .0780	.0770 - .0775
	Gap		.010 - .020	
Oil	Description - material, coating, etc.		Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-stainless steel	
	Width		.1870 - .1890 (assembled)	
	Gap		.015 - .055	
Expanders			In oil ring assembly	

ENGINE – PISTON PINS

Material			Chromium steel	
Length			2.930 - 2.950	
Diameter			.9895 - .9898	
Type	Locked in rod, in piston, floating, etc.		Locked in rod	
	Bushing	In rod or piston	None	
		Material		
Clearance	In piston		.00025 - .00035	.00030 - .00040
	In rod			
Direction & amount offset in piston			On center	

ENGINE – CONNECTING RODS

Material			Drop forged steel	
Weight (oz.)			27.84	29.44
Length (center to center)			6.130 - 6.140	
Bearing	Material & Type		Premium Aluminum	
	Overall length		.847	
	Clearance (limits)		.0009 - .0025	
	End play		.015 - .023	

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MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-26-70 REVISED (•)

ENGINE – CRANKSHAFT

			Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 HP
Material			Forged steel	
Vibration damper type			Rubber mounted inertia	
End thrust taken by bearing (No.)			5	
Crankshaft end play			.006 - .010	
Main bearing	Material & type		Steel backed insert; copper lead alloy or premium aluminum lining selected for specific application	
	Clearance		No. 1 (.0008-.0020) No. 2, 3 & 4, (.0011-.0023) No. 5 (.0017-.0033)	
	Journal dia. and bearing overall length	No. 1	2.7509 x .992	2.7503 x .992
		No. 2	2.7510 x .992	2.7505 x .992
		No. 3	2.7505 x .992	2.7505 x .992
		No. 4	2.7505 x .992	2.7505 x .992
		No. 5	2.7510 x 1.2525	2.7510 x 1.2525
		No. 6	None	
		No. 7	None	
	Dir. & amt. cyl. offset		None	
Crankpin journal diameter			2.199 - 2.200	

ENGINE – CAMSHAFT

Location			In block above crankshaft
Material			Cast alloy iron
Bearings	Material		Steel backed babbitt
	Number		5
Type of Drive	Gear or chain		Chain
	Crankshaft gear or sprocket material		Steel sprocket
	Camshaft gear or sprocket material		Nylon teeth with aluminum hub
	Timing chain	No. of links	50
		Width	.740
		Pitch	.500

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Not available
Valve rotator, type (intake, exhaust)		None
Rocker ratio		1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	.024
	Exhaust	.028

(Continued)

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MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-26-70 REVISED (•)

MODEL			Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 HP
ENGINE – VALVE SYSTEM (cont.)				
Timing (based on top of ramp points)	Intake	Opens (°BTC)	44°	
		Closes (°ABC)	92°	
		Duration - deg.	316°	
	Exhaust	Opens (°BBC)	86°	
		Closes (°ATC)	36°	
		Duration - deg.	302°	
	Valve opening overlap		80°	
Intake	Material		Alloy steel; aluminized face & head	
	Overall length		5.204-5.224	
	Actual overall head dia.		2.185-2.195	
	Angle of seat & face		46° (seat); 45° (face)	
	Seat insert material		None	
	Stem diameter		.3712-.3717	
	Stem to guide clearance		.0010-.0027	
	Lift (@ zero lash)		.5197	
	Outer spring press. & length	Valve closed (lb.@in.)	69-81 @ 1.88	
		Valve open (lb.@in.)	228-252 @ 1.38	
	Inner spring press. & length	Valve closed (lb.@in.)	26-34 @ 1.78	
		Valve open (lb.@in.)	81-99 @ 1.28	
Exhaust	Material		High alloy steel; aluminized face & head	
	Overall length		5.345-5.365	
	Actual overall head dia.		1.875-1.885	
	Angle of seat & face		46° (seat); 45° (face)	
	Seat insert material		None	
	Stem diameter		.3715-.3722	
	Stem to guide clearance		.0010-.0027	
	Lift (@ zero lash)		.5197	
	Outer spring press. & length	Valve closed (lb.@in.)	69-81 @ 1.88	
		Valve open (lb.@in.)	228-252 @ 1.38	
	Inner spring press. & length	Valve closed (lb.@in.)	26-34 @ 1.78	
		Valve open (lb.@in.)	81-99 @ 1.28	
ENGINE – LUBRICATION SYSTEM				
Type of lubrication (splash, pressure, nozzle)	Main bearings		Pressure	
	Connecting rods		Pressure	
	Piston pins		Splash	
	Camshaft bearings		Pressure	
	Tappets		Pressure	
	Timing gear or chain		Centrifugally oiled from camshaft bearing	
	Cylinder walls		Pressure jet cross sprayed	

(Continued)

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MODEL	Turbo-Jet 396 V8-450 HP	Turbo-Jet 396 V8-450 HP

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ engine rpm)	40 PSI @ 2000 RPM
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-20W, 10W-30, 10W-40, 20W-40 0° to 60°F-10W, SW-30, 10W-30, 10W-40 Below 20°F-5W, 5W-20, SW-30
Engine Service Reqmt. (MM, MS, etc.)	MS

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual exhaust with single muffler
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow
Exhaust pipe dia. (O.D., wall thick.)	Branch	None
	Main	2.25 x .082 laminated
Tail pipe dia. (O.D. & wall thickness)		2.00 x .069

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		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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ENGINE – EXHAUST EMISSION CONTROL

MODEL			Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-375 HP
Type (Air injection, engine modifications, other)			Air injection	
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		3967477 (manual trans.); 3969898 (automatic trans.)	
	Barrel size		1.686 primary & secondary	
	Idle speed	Drive	700 (automatic)	
		Neutral	750 (manual)	
	Idle A/F mixture		Not specified	
Distributor	Aux. Adv. Systems (type)		Transmission controlled vacuum spark advance	
	Make		Delco-Remy	
	Model		1112000	1111437
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	1000	1000
		Intermed. points deg. @ rpm	15 @ 1800	17 @ 2000
		Max. deg. @ rpm	36 @ 5000	26 @ 3800
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	6.00	7.00
		Intermed. points deg. @ in. Hg	None	None
		Max. deg. @ in.	15 @ 12	12 @ 16
	Vacuum Source		Carburetor	
Timing - Crank degrees @ rpm			4 BTDC @ 750 (manual trans.); 700 (automatic trans.)	
Cooling System			----------	
Exhaust System			----------	

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MODEL	Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 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.)		Approximately-19	
	Filler location		Behind hinged rear license plate	
Fuel Pump	Type (elec. or mech.)		Mechanical	
	Locations		Lower right front of engine	
	Pressure range *		7.50 - 9.00	
Vacuum booster (std., optional, none)			None	
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank	
	Locations		and paper 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	750 (neutral)	
		Automatic	700 (drive)	
		Idle A/F mix.	Not specified	

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
12487	V8-396 402 CI	Manual	Holley	3967477	One; 4-bbl.	1.69 Primary & Secondary
	454	Manual	Holley	3967477		
		Automatic		3969898		

* - Shut off pressure - 1800 RPM at pump outlet

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MODEL Evaporation Emission Control System (California vehicles)

Fuel Tank Capacity - 18 Gals. (approximately)

Components:

Fill Limiter - Shaped metal pan welded inside of gas tank to reserve space for normal gasoline expansion and contraction.

Canister - Canister of activated carbon stores vapors vented from gas tank until removed and burned in the engine.

Constant flow purge line - Incorporates an orifice to regulate flow to manifold under all engine operating conditions, including idle.

Variable Flow Purge line (canister to air cleaner) (snorkel) - Becomes functional above engine idle speeds to more completely purge the canister.

Aluminum Heat Dissipator - Positioned between insulation blocks and intake manifold. Provides optimum heat transfer to surrounding atmosphere.

Carburetor Model No. 's

	V8-396 350 HP	V8-454 450 HP
Manual	3967479	3967479
Automatic	- - -	3969894

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ENGINE – COOLING SYSTEM

			Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 HP
Type system (pressure, pressure vented, atmospheric, other)			Pressure	
Radiator cap relief valve pressure			15± 1 PSI	
Circulation thermostat	Type (choke, bypass)		Choke	
	Starts to open at (°F)		177° - 183°	
Water pump	Type (centrifugal, other)		Centrifugal	
	GPM @ 1000 pump rpm		24 @ 2000	27 @ 2000
	Number of pumps		One	
	Drive (V-belt, other)		V-belt	
	Bearing type		Permanently lubricated double row ball	
By-pass recirculation type (inter., ext.)			External	
Radiator core type (cellular, tube and fin, other)			Tube and Center	
Cooling system capacity	With heater (qt.)		23	22
	Without heater (qt.)		22	21
	Opt. equipment-specify (qt.)		24	23
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	1.88	
	Upper	Number and type (molded, straight)	One, molded	
		Inside diameter	1.50	
	By-pass	Number and type (molded, straight)	One, molded	
		Inside diameter	.745	
Fan	Number of blades & spacing		7-staggered	
	Diameter		18.00	
	Ratio-fan to crankshaft rev.		.949:1	
	Fan cutout type		Thermo-modulated, viscous coupling	
	Bearing type		Double row ball	
*Drive belts (indicate belt used by letter)	Fan		A	
	Generator or alternator		A	
	Water Pump		A	
	Power Steering		B	
	Air Conditioning		Not available	
			A	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	38° - 42°										
Nominal length (SAE)	47.50	40.50									
Width	.380										

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ELECTRICAL – SUPPLY SYSTEM

			MODEL: Turbo-Jet 396 V8-375 HP	MODEL: Turbo-Jet 454 V8-450 HP
Battery	Make and Model		Delco-Remy 1980126	
	Voltage Rtg. & Total Plates		12 volts - 90 plates	
	SAE Designation & Amp. Hr. Rtg.		76 amp. hr. @ 20 hr. rate	
	Location		Right side of engine compartment	
	Terminal grounded		Negative	
Generator or Alternator	Make		Delco-Remy	
	Model		1100837	
	Type and rating		Doide rectified 37 amps	
	Output at engine idle (neutral)		13 amps	
	Ratio–Gen. to Cr/s rev.		2.53:1	
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

				MODEL: Turbo-Jet 396 V8-375 HP	MODEL: Turbo-Jet 454 V8-450 HP
Starting Motor	Make			Delco-Remy	
	Model			1108418*	
	Rotation (drive end view)			Clockwise	
Motor control	Switch (solenoid, manual)			Solenoid	
	Starting procedure			Manual-Place gearshift lever in neutral & depress clutch. Automatic-Place control lever in N or P position. Initial Start-Press accelerator to floor & 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	
		Flywheel	Manual	168	
			Auto.	168	
	Flywheel tooth face width		Manual	.4100 - .4220	
			Auto.	.4100 - .4220	

* - 1108430 with automatic transmission

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MODEL	Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 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		1115293
	Amps	Engine stopped	4.0
		Engine idling	1.8
Distributor	Make		
	Model		
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)	
		Intermediate points deg. @ rpm	
		Max. deg. @ rpm	
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	
		Intermediate points, deg. @ in. Hg.	
		Max. deg. in. Hg.	
	Breaker gap (in.)		.019
	Cam angle (deg.)		28-30
	Breaker arm tension (oz.)		28-32
Timing	Crankshaft deg. @ rpm		Refer to page nine
	Mark location		Torsional damper
Spark Plug	Make		AC Spark Plug
	Model		AC R43T
	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

REFER TO PAGE NINE

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cable.

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MODEL	Turbo-Jet 396 V8-375 HP	Turbo-Jet 454 V8-450 HP

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial with pointer
	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
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 V (low note); 4.2-6.2 @ 12.5 (high 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.)		2450-2750	2600-2800
No. of clutch driven discs		One	
Clutch facing	Material	Woven type asbestos	
	Outside & inside dia.	11.00 x 6.50	
	Total eff. area (sq.in.)	123.70	
	Thickness	.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	

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MODEL Turbo-Jet 396 & 454

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std. or opt.)	Not available
Manual 4-speed (std. or opt.)	Standard
Manual with overdrive (std. or opt.)	Not available
Automatic (std. or opt.)	Optional

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds			Four	
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 mounted	
Lubricant	Capacity (pt.)		3	
	Type recommended		Meeting Military Specs. MIL-L-2105B	
	SAE viscosity number	Summer	SAE 80	
		Winter	SAE 80	
		Extreme cold	SAE 80	

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

Type (planetary or other)			NOT AVAILABLE
Manual lockout (yes, no)			
Downshift accelerator control (yes, no)			
Minimum cut-in speed			
Gear ratio			
Lubricant	Capacity (pt.) (Overdrive only)		
	Separate filler (yes, no)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
		Extreme cold	

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MODEL Turbo-Jet 454 V8-450 HP

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Turbo Hydra-Matic
Type describe		Torque converter with planetary gears
Selector location		Lever, steering column; floor mounted when used with console and optional bucket seats
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-2.08 N-Neutral D-2.48-1.48-1.00 L_2-2.88-1.48 L_1-2.48
Max. upshift speed–drive range		1-2 44; 2-3 67
Max. kickdown speed–drive range		2-1 30; 3-2 62
Torque convertor	Number of elements	3
	Max. ratio at stall	2.10
	Type of cooling (air, liquid)	Water
	Nominal diameter	12.20
Lubricant	Capacity–refill (pt.)	8
	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 thick-ness	Manual 3-speed trans.	Not available
	Manual 4-speed trans.	2.75 x 49.20 x .065
	Overdrive transmission	Not available
	Automatic transmission	Same as 4-speed

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

(Continued)

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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
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		3.31	3.55	4.10
No. of teeth	Pinion	13	9	10
	Ring gear	43	32	41
Ring Gear O.D.		8.875		

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MODEL

DRIVE UNITS – WHEELS

Type & material		Short spoke disc; steel
Rim (size & flange type)	Std.	14 x 7
	Opt.	---
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, load range and ply		F70 x 14B
	Type (bias, radial, etc.)		Fiberglass bias belted
	Full rated Inflation Press. *	Front	Cold 24; Hot 30
		Rear	Cold 24; Hot 30
	Rev./Mile at 50 MPH		F70 x 14B-787
Optional	Size, load range and ply		

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

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MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)					Disc-front; Drum-rear (a)
Self adjusting (std., opt., N.A.)					Standard
Special Valving	Type (proportion, delay, metering, other)				Metering and proportioning
Power brake make & type (remote, int., etc.)		Std.			Delco-Moraine vacuum power unit; integral
		Opt.			
Effective area (sq. in.) *					106.1
Gross lining area (sq. in.) **					118.1
Swept area (sq. in.) ***					332.4
Front to Rear Effectiveness Relationship					---
Drum	Diameter (nominal)	Front			---
		Rear			9.5
	Type and material				Composite; cast iron rim, steel web
Rotor	Outer working diameter				11.00
	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
		Rear	%		31
Pedal arc ratio					3.82
Line pressure at 100 lb. pedal load					1040
Shoe Clearance	Front				Self adjusting
	Rear				Self adjusting
Brake lining	Bonded or riveted				Disc-riveted; Drum-bonded
	Front Wheel	Material			Molded asbestos
		Size (length x width x thickness)	Prim. or outboard		5.40 x 1.93 x .46
			Second. or inboard		5.40 x 1.93 x .46
		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		9.75 x 2.0 x .20
		Segments per shoe			

* 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) Disc-single piston, floating caliper; Drum-single piston, duo servo

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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 base of steering wheel; 5 inch vertical travel range
		(std., opt., NA)		Optional
Wheel diameter		Manual		Oval 16.25 x 15.50
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		41.06
		Curb to curb (l. & r.)		38.86
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Manual	Gear	Type		Semi-reversible, recirculating ball stud
		Make		Saginaw Steering
		Ratios	Gear	28:1
			Overall	32.99:1
	No. wheel turns (stop to stop)			6.19:1
Power	Type (coaxial, linkage, etc.)			Integral with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	16:1-12.4:1 variable ratio
			Overall	15.5:1-11.8:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.29
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Front
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			10 to 11
	Bearings (type)	Upper		Ball stud with non-metallic bearings
		Lower		Ball stud with non-metallic and sintered iron bearings
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			0 to P2
	Camber (deg.)			N-1/4 to P 1-3/4
	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		.7492-.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.)	11.00 x 4.08; 143.94 x .676
	Spring rate (lb. per in.)	330
	Rate at wheel (lb. per in.)	111.0
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel .6875

SUSPENSION – REAR

Type and description			Salisbury rear axle with multiple leaf springs (a)
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.)		56.0 x 2.50
	Spring rate (lb. per in.)		90
	Rate at wheel (lb. per in.)		100
	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)		Link
	Material		Steel
Track bar type			None

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MAKE OF CAR CAMARO MODEL YEAR 1970 DATE ISSUED 2-26-70 REVISED (e)

MODEL

FRAME

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

BODY – MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors	Front
	Rear doors	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 and panel pad
Engine No. location		Top front of RH bank of cylinder 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	---
Seat back type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	---
Windshield glass type (i.e., single curved - laminated plate)		Single 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)		Single curved, tempered plate
Windshield glass exposed surface area		1137.6
Side glass exposed surface area		1089.4
Backlight glass exposed surface area		1099.2
Total glass exposed surface area		3326.2

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MODEL

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	Optional
	Vent windows	None
	Backlight or tailgate	None
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
Radios (specify type as well as availability)		Optional AM Push-button, AM-FM Push-button
Rear seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		NA
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
Windshield antenna		Available with factory installed radio also with tinted windshield glass

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	26.3
		Lowest	---
	Tail	Highest	22.1
		Lowest	---
	Sidemarker	Front	24.0
		Rear	19.75
Distance from C/L of car to center of bulb	Headlamp	Inside	---
		Outside *	27.9
	Tail	Inside	---
		Outside	25.25
	Directional	Front	24.25
		Rear	25.25

* If single headlamps are used enter here.

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WEIGHTS

Model	CURB WEIGHT * POUNDS Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	LIQUID WEIGHT Fuel	Coolant
"SS" 396 (L78)*									
2-Door Sport Coupe 12487	2057	1483	3540	44.0	56.0	18.6	81.4	114.0	33.5
"SS" 454 (LS6)*									
2-Door Sport Coupe 12487	2081	1480	3561	44.0	56.0	18.6	81.4	114.0	33.6

* The total weight includes, in addition to the vehicle and engine weights, all equipment mandatory to this option. (Power brakes, special suspension, 4-spd. trans and tires)

Accessories & Equipment Differential Weights	Front	Rear	Total	Remarks
Rally Sport Package	+29	- 2	+27	
Deluxe Interior	+11	+17	+28	
Power Steering	+29	0	+29	
Radio	+ 6	+ 2	+ 8	
Floor Console	+ 7	+ 3	+10	with 4-speed trans.
	+ 9	+ 5	+14	with Turbo-Hydra-Matic Trans
Automatic Trans	+47	+15	+62	
Aux. Panel & Valance	- 1	+ 8	+ 7	
Evaporative Emission Cntrl.	+ 5	+ 2	+ 7	

*Reference – SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

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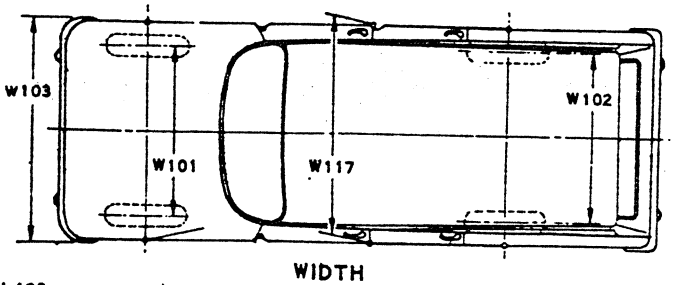
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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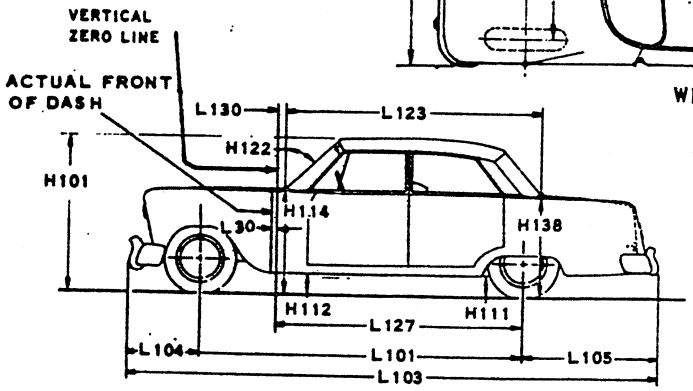
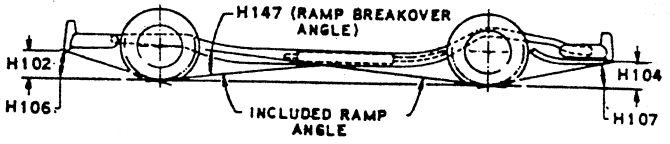
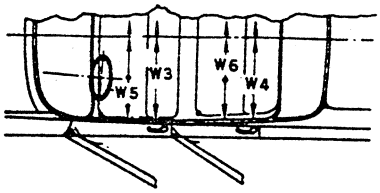


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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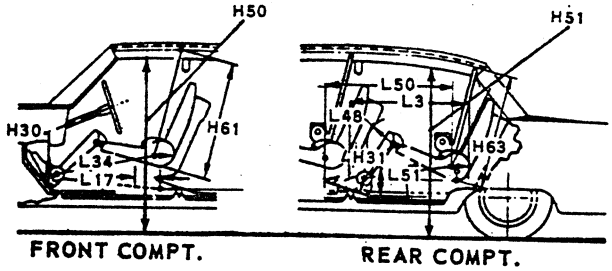
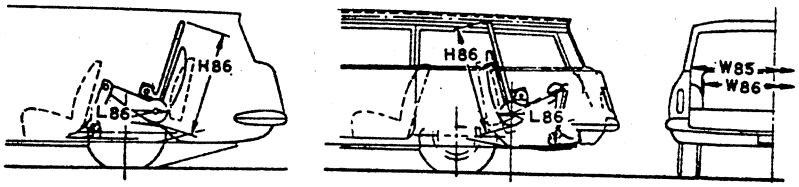
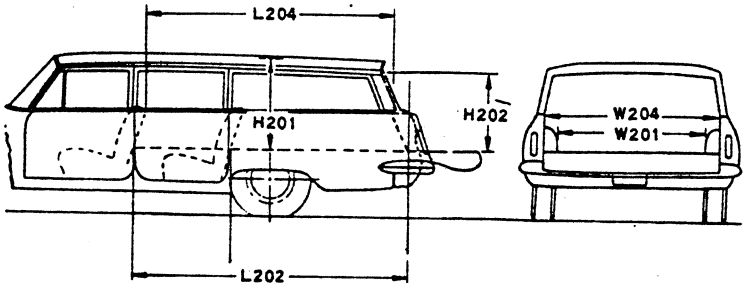


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

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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.

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 shoe 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 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimensions 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.

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 tail 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.

$$\frac{W4 \times L204 \times H201}{1728}$$

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1970-1971 Chevrolet Camaro SS

Second-generation Camaros made the scene in February 1970. All models were semi-fastback coupes. The Z28, which had been around since 1967 as a road racing option, became more of a musclecar with a 360-hp small-block 350-cid engine. However, the SS remained the big-block muscle Camaro.

The big-block engine, though still advertised as a 396, actually had a slight bore increase that brought displacement up to 402 cubic inches. For $153, buyers could get the 350-hp L34 version. The more desirable L78, with 375 hp, listed for $386 and is the one collector car buyers should look for.

Super Sport equipment, option code Z27, sold for $290 and included power brakes, special ornamentation, hood insulation, 14x7-inch wheels, a black grille, hideaway wipers and various SS emblems. A rear spoiler was not included, but could be ordered for $33 extra. A four-speed manual transmission was standard. You could get Turbo-Hydramatic, except with the L78 engine. A special suspension was standard, too.

Lower compression engines were used in 1971 and 1972 Camaro SS models. Only one version of the 396 (actually 402) big-block was available in 1971. This was the LS3, with 8.5:1 compression and only 300 net horsepower. The Super Sport package was $314 in 1971. In 1972, the LS3 big-block dropped from 260 net horsepower the previous year to 240 nhp. It could no longer be ordered in California. Chevy was forced to lower the price of the SS option to $306, because it wasn't as much of a car.

1971 Chevrolet Camaro SS coupe

Chevy made 12,476 Camaro SSs in 1970. This dropped to 8,377 in 1971 and 6,652 in 1972, the model's last year. Though it isn't as rare as the 1971-1972 editions, the '70 rema collectible because it muscle.

1970 Camaro SS

Production

8 cyl		2 dr coupe, L34 396 ci	1,864
2 dr coupe	112,323	2 dr coupe, L78 396 ci	600
V-8		Total	12,476
2 dr coupe, L48 350 ci	10,012		

Serial numbers

Description
124370L100001
12437 — Model number (12437-2 dr coupe)
0 — Last digit of model year (1970)
L — Assembly plant (L-Los Angeles, N-Norwood)
100001 — Consecutive sequence number

Location
On plate attached to driver's side of dash panel, visible through the windshield.

Engine and transmission suffix codes

CNJ — 350 ci V-8 4 bbl 300 hp, manual
CNK — 350 ci V-8 4 bbl 300 hp, Powerglide automatic
CRE — 350 ci V-8 4 bbl 300 hp, Turbo Hydra-matic automatic TH350
CJF — 396 ci V-8 4 bbl 350 hp, manual
CJI — 396 ci V-8 4 bbl 350 hp, Turbo Hydra-matic automatic
CJH — 396 ci V-8 4 bbl 375 hp, manual
CJK — 396 ci V-8 4 bbl 375 hp, Turbo Hydra-matic automatic

Carburetors

350 ci — 7040203
350 ci w/automatic — 7040202
396 ci — 7040205
396 ci w/automatic — 7040204
396 ci 375 hp w/EEC — 3957477 (Holley R-4557A)
396 ci 375 hp w/EEC — 3967479 (Holley R-4491A)
396 ci 375 hp w/EEC & automatic — 3969898 (Holley R-4492A)
396 ci 375 hp w/EEC & automatic — 3969894 (Holley R-4556A)

Distributors

350 ci — 1111997
396 ci — 11112000
396 ci 375 hp — 1112000

Exterior color codes

Classic White	10	Forest Green	48
Cortez Silver	14	Daytona Yellow	51
Shadow Gray	17	Camaro Gold	53
Astro Blue	25	Autumn Gold	58
Mulsanne Blue	26	Desert Sand	63
Citrus Green	43	Hugger Orange	65
Green Mist	45	Classic Copper	67
		Cranberry Red	75

Interior trim codes

Color	Std	Custom cloth	Custom vinyl
Black	711	725	712
Blue	715	—	716
Black/Blue	—	714	—
Dark Green	723	—	724
Black/Dark Green	—	720	—
Saddle	726	—	727
Sandlewood	710	—	730
Black/White	—	713	—

Vinyl top color codes

White	AA	Dark Green	GG
Black	BB	Dark Gold	HH
Dark Blue	CC		

Options

12487 Sport coupe $2,839.00

Option number	Description	Quantity	Retail price
AK1	Custom deluxe belts	13,218	$ 12.15
AS4	Rear shoulder belts	89	26.35
A01	Tinted glass (all windows)	71,363	37.95
B37	Color-keyed floor mats	23,708	11.60
B93	Door edge guards	35,577	5.30
C08	Vinyl roof cover	43,221	89.55
C50	Forced air rear window defroster	8,814	26.35
C60	AC	38,565	380.25
D34	Vanity Visor mirro	7,423	3.20
D35	Sport exterior mirrors (incl RH mirror & remote control LH mirror)	31,726	26.35
D55	Console	—	59.00
D80	Rear deck spoiler	—	32.65
F41	Special performance front & rear suspension	—	30.55
G80	Positraction axle	19,752	44.25
L34	350 hp Turbo-Jet 396 ci V-8 engine (available only w/Z27)	1,864	152.75

L78	375 hp Turbo-Jet 396 ci V-8 engine (incl special performance suspension)	600	385.50
M20	4 speed wide-ratio transmission	12,191	205.95
M40	Turbo Hydra-matic automatic transmission	71,832	290.40
NA9	EEC (Calif only)	15,862	36.90
N33	Comfortilt steering wheel	6,735	45.30
N40	Variable-ratio power steering	92,640	105.35
PL4	F70x14/B bias-belted-ply white letter tires (incl 14x7 in. wheels; incl w/Z27)	20,783	65.35
PX6	F78-14/B bias-belted-ply white stripe tires	12,893	43.30
PY4	F70x14B bias-belted-ply white stripe tires (incl 14x7 in. wheels)	15,776	65.70
P01	Brightmetal wheel covers	73,292	26.35
P02	Special wheel covers	3,532	79.00
T60	HD battery	5,518	15.80
U14	Special instrumentation	17,842	84.30
U35	Electric clock (incl w/U14)	15,533	15.80
U63	Push-button AM radio	110,779	61.10
U69	Push-button AM/FM radio	8,586	133.80
U80	Rear seat speaker	20,583	14.75
VF3	Deluxe front & rear bumpers	1,605	36.90
V01	HD radiator	1,509	14.75
YD1	Special ratio axle for trailering	132	12.65
ZJ7	Rally wheels (available only w/F70-14 tires)	15,197	42.15
ZJ9	Auxiliary lighting	8,307	13.70
ZQ9	Performance ratio axle (available only w/375 hp engine & Positraction rear axle)	3,161	12.65
Z21	Style trim	43,344	52.70
Z22	Rally sport equipment	27,136	168.55
Z23	Interior Accent Group	36,550	21.10
Z27	Camaro SS equipment	12,476	289.65
Z28	Special Performance Package	8,733	572.95
Z87	Custom interior	21,059	115.90

Facts

The Camaro was totally restyled for 1970. This second-generation body design continued until 1981.

The Super Sport consisted of a blacked-out grille; rear hood molding; dual sport mirrors; and SS emblems on the grille, rear deck and both front fenders behind the wheelwells. The fender emblems also included engine size numbering. A set of 14x7 in. wheels with F70x14 RWL tires, the F41 Suspension Package and power front disc brakes were included. Power variable-ratio steering was optional.

The rear deck panel was painted black with 396 ci equipped Camaros.

In the interior, an SS emblem was used on the steering wheel.

The smallest engine available was the 300 hp 350 ci small-block. Optional were the 350 hp and 375 hp versions of the 396 ci, actually displacing 402 ci. All Super Sport Camaros got bright dual-exhaust tips. Super Sport Camaros could be equipped with a four-speed manual or the Turbo Hydra-matic automatic.

The RS Option Package was again available on Super Sport equipped cars, but without hidden headlights. With the Rally Sport, bumperettes under each headlight replaced the stock full-length bumper. The stock turn lamp units were then replaced by round lamps located next to the headlights. The grille was extended and framed in body-colored urethane to give the Camaro a distinctively European look. In the rear, the taillights got bright accents.

The conventional radio antenna was replaced by a wire antenna imbedded in the windshield.

Black exterior paint was not available.

STANDARD EXTERIOR APPEARANCE EQUIPMENT

BASE MODEL

Header Panel Nameplate "C" and "Camaro"

Valance Mounted Parking Lamp with Clear Lens and Amber Bulb

Single "Power Beam" Headlamps

Bright Headlamp Bezel

Argent Colored One-Piece Radiator Grille

Bright Radiator Grille Outline Molding

One-Piece Front Bumper with Dual Bumper Guards

License Plate Mounting Provision in Front Center

Bright Top and Side Windshield Reveal Molding

Two-speed Windshield Wipers and Washers

Non-depressed Park, Argent-colored Wiper Arms and 16" blades

Front Marker Lamps with Amber Lens - No Bezel

Rear Marker Lamps with Red Lens - No Bezel

Engine Displacement Numerals on Fender (only with 350 or 396 engines)

Front Fender "Camaro" Nameplate

Rectangular LH Rear View Mirror

Bright Chrome Flush Door Handles

Wide Rocker Panel Molding - Bright

Bright Lower Window Sealing Strip Bead

Bright Body Lock Pillar Vertical Seal Retainer

Hub Caps

Deck Lid "Camaro by Chevrolet" Nameplate

Bright Rear Window Reveal Moldings

Dual Rear End Panel Mounted Tail and Back-up Lamps with Bright Outer Bezel

STYLE TRIM (RPO Z21)

Header Panel Nameplate "C" and "Camaro"

Valance Mounted Parking Lamp with Bright Bezel

Single "Power Beam" Headlamps

Bright Headlamp Bezel

Argent-Colored One-Piece Radiator Grille

Bright Radiator Grille Outline Molding

One-Piece Front Bumper with Dual Bumper Guards

Front License Plate Mounting Provision in Center

Bright Top and Side Windshield Reveal Molding

Two-speed Windshield Wipers and Washers

Non-depressed Park, Argent-Colored Wiper Arms and 16" blades

Bright Hood and Fender Rear Edge Molding

Front Marker Lamps with Amber Lens - No Bezel

Rear Marker Lamps with Red Lens - No Bezel

Engine Displacement Numerals on Fender (350 and 396 only)

Front Fender "Camaro" Nameplate

Rectangular LH Rear View Mirror

Body Colored Tape Insert on Flush Door Handles

Wide Rocker Panel Molding - Bright

Bright Body Lock Pillar Vertical Molding

Bright Roof Moldings

Bright Door Belt Reveal Molding

Hub Caps

Deck Lid "Camaro by Chevrolet" Nameplate

Bright Rear Window Reveal Moldings

Tail and Back-up Lamps with Dual Concentric Bright Bezels

RALLY SPORT (RPO Z22)

Header Panel Nameplate "C" and "Camaro"

Special Parking Lamp adjacent to Headlamp with Bright Bezel and Ornament

Single "Power Beam" Headlamps

Bright Headlamp Bezel

Special Two-piece, Black-painted Radiator Grille with Argent-painted Leading Edges

Bright Radiator Grille Outline Molding

Individual RH and LH Front Bumpers; resilient Grille Frame with Rubber-protected Center Section of Bumper Stock

License Plate Mounting Provision at Front Right Bumper

Bright Top and Side Windshield Reveal Molding

Two-speed Windshield Wipers and Washers

Concealed Black Chrome-finished Wipers - Articulated Left Blade and 18" wiper blades

Bright Hood and Fender Rear Edge Molding

Front Marker Lamps with Amber Lens - No Bezel

Rear Marker Lamps with Red Lens - No Bezel

Engine Displacement Numerals on Fender (350 and 396 only)

Rally Sport Fender Nameplates

Rectangular LH Rear View Mirror

Body Colored Tape Insert on Flush Door Handles

Wide Rocker Panel Molding - Bright

Bright Body Lock Pillar Vertical Molding

Hub Caps

Deck Lid "Camaro by Chevrolet" Nameplate

Bright Rear Window Reveal Moldings

Tail and Back-up Lamps with Dual Concentric Bright Bezels

SUPER SPORT (RPO Z27)

Header Panel Nameplate "C" and "Camaro"

Valance Mounted Parking Lamp with Clear Lens and Amber Bulb

Single "Power Beam" Headlamps

Bright Headlamp Bezel

Black Painted Radiator Grille

Bright Radiator Grille Outline Molding

Radiator Grille SS Emblem

One-piece Front Bumper with Dual Bumper Guards

Front License Plate Mounting Provision in Center

Bright Top and Side Windshield Reveal Molding

Two-speed Windshield Wipers and Washers

Concealed Black Chrome-finished Wipers - Articulated Left Blade and 18" Wiper blades

Front Marker Lamps with Amber Lens - No Bezel
Rear Marker Lamps with Red Lens - No Bezel

Engine Displacement Numerals on Fender (350 and 396 only)

SS Front Fender Emblems

Rectangular LH Rear View Mirror

Bright Chrome Flush Door Handles

Wide Rocker Panel Molding - Bright

Bright Lower Window Sealing Strip Bead

Bright Body Lock Pillar Vertical Seal Retainer

White Lettered Wide Oval 14" Tires on 14x7 Wheels

Hub Caps

Deck Lid "Camaro by Chevrolet" Nameplate

Bright Rear Window Reveal Moldings

Dual Rear End Panel Mounted Tail and Back-up Lamps with Bright Outer Bezel

Black Painted Rear End Panel (SS396 only)

Chrome Plated Tail Pipe Ends - Dual

Z28 (RPO Z28)

Header Panel Nameplate "C" and "Camaro"

Valance Mounted Parking Lamp with Clear Lens and Amber Bulb

Single "Power Beam" Headlamps

Bright Headlamp Bezel

Black Painted Radiator Grille

Bright Radiator Grille Outline Molding

Radiator Grille Z28 Emblem

One-piece Front Bumper with Dual Bumper Guards

Front License Plate Mounting Provision in Center

Wide Hood Paint Stripes

Bright Top and Side Windshield Reveal Molding

Two-speed Windshield Wipers and Washers

Non-depressed Park - Argent-colored Wiper Arms and 16" blades

Front Marker Lamps with Amber Lens - No Bezel

Rear Marker Lamps with Red Lens - No Bezel

Z28 Front Fender Nameplates

Rectangular LH Rear View Mirror

Bright Chrome Flush Door Handles

Wide Rocker Panel Molding - Bright

Bright Lower Window Sealing Strip Bead

Bright Body Lock Pillar Vertical Seal Retainer

White Lettered Wide Oval 15" Tires on Special 15x7 Wheels

Deck Lid "Camaro by Chevrolet" Nameplate

Bright Rear Window Reveal Moldings

Dual Rear End Panel Mounted Tail and Back-up Lamps with Bright Outer Bezel

Z28 Identification on Spoiler

Deck Lid Spoiler

Wide Paint Stripes on Deck Lid and Spoiler

Rear Bumper Guards

Chrome Plated Tail Pipe Ends - Dual

STANDARD INTERIOR APPEARANCE EQUIPMENT

BASE MODEL

Trim Color Instrument Panel Pad

Bright Accented Black Instrument Cluster

Glove Compartment Door Lock

"Camaro" Glove Compartment Nameplate

Bright Side Kick-Pad Ventilation Control Knob

Bright Astro-Ventilation Control Knob

T-Handle Parking Brake Release

Instrument Panel Astro-Ventilation Outlets

Windshield Wiper and Washer Switch (Slide-type, Depress to wash)

Bright Lighting Control Knob with Black Accent

Speedometer, Odometer, and Fuel Gauge

Temperature, Generator, Oil Pressure and Brake Warning Tell-Tale Lights

Hi-Beam and Turn Signal Indicators

Automatic Shift Quadrant Cover Plate

Clock Hole Cover Plate

Radio Hole Cover Plate

Ash Tray

Cigarette Lighter

Blended Air Heater with Illuminated Control Plate

Black Steering Column

Black Plastic Oval Two-Spoke Steering Wheel

Black Horn Blowing Shroud Insert

Steering Wheel Shroud Bow-tie Emblem

Steering column Ignition Switch with Integral Steering Wheel and Transmission Lock

Black Plastic Hazard Flasher Knob

Black Turn Signal Knob

Premier Vinyl Coated Perforated Headlining

Trim Color Windshield Header, Pillar, Roof Side Rails, and Rear Window Molding

10-inch Prismatic Rear View Mirror with Gray Padded Edges

Satin Chrome Finish Mirror Support, Windshield Mounted

Padded Sunshades

Plastic Coat Hooks

Center Dome Lamp with Bright Bezel

Door Jamb Switches

Trim Color Front Seat Shoulder Belt Anchor Covers

Front Seat Shoulder Belt Retainers, Elastic and Button

Bucket Front Seats - Molded Foam Cushion and Back

Rear Seat - Dual Cushions with Single, Full-width Backrest - Cotton Padded

Bright Front Seat Adjuster Handle

Bright Front Bucket Seat Back Latch

Passenger Compartment Floor Carpet

Luggage Compartment Spatter Paint

Front Seat Head Restraints - Trim Color

Front and Rear Seat Belts - 4

Front Shoulder Belts - 2

Front Seat Belt Anchor Covers

Door Padded Armrest

Built-in Rear Quarter Panel Armrest with Ashtray

Clear Blue Tinted Plastic Window Control Handle Knobs

Bright Door Lock Buttons

Vinyl and Plastic Door and Plastic Quarter Trim

Recessed Door Handle

Trim Colored Inside Door Handle Cup and Bezel

Black Transmission Shift Lever Knob

Floor-mounted Transmission Shift Lever

SPECIAL INTERIOR GROUP (RPO Z23)

Trim Color Instrument Panel Pad

Woodgrain Applique on Instrument cluster

Glove Compartment Door Lock

"Camaro" Glove Compartment Nameplate

Bright Side Kick-Pad Ventilation Control Knob

Bright Astro-Ventilation Control Knob

T-Handle Parking Brake Release

Instrument Panel Astro-Ventilation Outlets

Windshield Wiper and Washer Switch (Slide-type, Depress to Wash)

Bright Lighting Control Knob with Black Accent

Speedometer, Odometer, and Fuel Gauge

Temperature, Generator, Oil Pressure and Brake Warning Tell-Tale Lights

Hi-Beam and Turn Signal Indicators

Glove Compartment Lamp

Automatic Shift Quadrant Cover Plate

Clock Hole Cover Plate

Radio Hole Cover Plate

Ash Tray

Cigarette Lighter

Blended Air Heater with Illuminated Control Plate

Black Steering Column

Black Plastic Oval Two-Spoke Steering Wheel

Wood-Grain Horn Blowing Shroud Insert

Steering Wheel Shroud Bow-tie Emblem (Bowtie is replaced by RS if RS or RS/Z28 option is ordered, and by SS if SS or RS/SS option is ordered)

Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock

Black Plastic Hazard Flasher Knob

Black Turn Signal Knob

Satin Finish Accent Beads on Lower Instrument Panel

Premier Vinyl Coated Perforated Headlining

Trim Color Windshield Header, Pillar, Roof Side Rails, and Rear Window Moldings

10-inch Prismatic Rear View Mirror with Gray Padded Edges

Satin Chrome Finish Mirror Support, Windshield Mounted

Padded Sunshades

Plastic Coat Hooks

Center Dome Lamp with Bright Bezel

Door Jamb Switches

Trim Color Front Seat Shoulder Belt Anchor Covers

Front Seat Shoulder Belt, Retainers - Elastic & Button

Bucket Front Seats - Molded Foam Cushion and Back

Rear Seat - Dual Cushions with Single, Full-Width Backrest - Cotton Padded

Bright Front Seat Adjuster Handle

Bright Front Bucket Seat Back Latch

Passenger Compartment Floor Carpet

Luggage Compartment Spatter Paint

Front Seat Head Restraints - Trim Color

Front and Rear Seat Belts - 4

Front Shoulder Belts - 2

Front Seat Belt Anchor Covers

Door Padded Armrests

Built-in Rear Quarter Panel Armrests with Ashtray

Clear Blue Tinted Plastic Window Control Handle Knobs

Bright Door Lock Buttons

Vinyl and Plastic Door, and Plastic Quarter Trim

Recessed Door Handles

Trim Colored Inside Door Handle Cup and Bezel

Black Transmission Shift Lever Knob

Floor-mounted Transmission Shift Lever

CUSTOM INTERIOR (RPO Z87)

Trim Color Instrument Panel Pad

Wood Grain Applique on Instrument Cluster

Glove Compartment Door Lock

"Camaro" Glove Compartment Nameplate

Bright Side Kick-pad Ventilation Control Knob

Bright Astro-Ventilation Control Knob

T-Handle Parking Brake Release

Instrument Panel Astro-Ventilation Outlets

Windshield Wiper and Washer Switch (Slide-type, Depress to Wash)

Bright Lighting Control Knob with Black Accent

Speedometer, Odometer, and Fuel Gauge

Temperature, Generator, Oil Pressure and Brake Warning Tell-Tale Lights

Hi-Beam and Turn Signal Indicators

Glove Compartment Lamp

Automatic Shift Quadrant Cover Plate

Clock Hole Cover Plate

Radio Hole Cover Plate

Ash Tray

Cigarette Lighter

Blended Air Heater with Illuminated Control Plate

Black Steering Column

Black Plastic Oval Two-Spoke Steering Wheel

Wood-Grain Horn Blowing Shroud Insert

Steering Wheel Bow-tie Shroud Emblem (replaced by RS ir RS or RS/Z28 option is ordered, and by SS if SS or SS/RS option is ordered)

Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock

Black Plastic Hazard Flasher Knob

Black Turn Signal Knob

Satin Finish Accent Beads on Lower Instrument Panel

Premier Vinyl Coated Perforated Headlining

Trim Color Windshield Header, Pillar, Roof Side Rails, and Rear Window Moldings

10-inch Prismatic Rear View Mirror with Gray Padded Edges

Satin Chrome Finish Mirror Support, Windshield Mounted

Padded Sunshades

Plastic Coat Hooks

Center Dome Lamp with Bright Bezel

Door Jamb Switches

Trim Color Front Seat Shoulder Belt Anchor Covers

Front Seat Shoulder Belt, Retainers - Elastic & Button

Bucket Front Seats - Molded Foam Cushion and Back

Deluxe Seat Trim

Rear Seat - Dual Cushions with Single, Full-width Backrest - Cotton Padded

Bright Front Seat Adjuster Handle

Bright Front Bucket Seat Back Latch

Passenger Compartment Floor Carpet

Luggage Compartment Rubber Floor Mat

Front Seat Head Restraints - Trim Color

Front and Rear Seat Belts - 4

Front Shoulder Belts - 2

Front Seat Belt Anchor Covers

Door Padded Armrests

Built-in Rear Quarter Panel Armrest with Ashtray

Clear Blue Tinted Plastic Window Control Handle Knobs

Bright Door Lock Buttons

Vinyl and Plastic Door, and Plastic Quarter Trim

Wood Grain Insert on Door Trim Panel with Bright Die-Cast Perimeter Moldings

Recessed Door Handles

Trim Colored Inside Door Handle Cup and Bezel

Additional Body Insulation

Full Molded Hood Insulation (included with SS package)

Cowl-to-Fender Seal

Black Transmission Shift Lever Knob

Floor-mounted Transmission Shift Lever

NEW FEATURES FOR 1970

New vinyl roof color choices

New interior color choices

16 Magic-Mirror acrylic colors (14 new)

New standard vinyl steering wheel

Hide-A-Way antenna built into windshield glass (with radio)

Full foam seat construction replacing seat springs

New stronger front bumper

Occupant Protection Features

Seat belts with pushbutton buckles for all passenger positions

Single-buckle seat and shoulder belts for driver and right front passenger with reminder light and buzzer

Two front seat head restraints

Energy-absorbing steering column

Passenger-guard door locks with forward mounted lock buttons

Safety door latches and hinges

Folding seat back latches

Energy-absorbing padded instrument panel and front seat back tops

Thick-laminate windshield

Padded sun visors

Safety armrests

Safety steering wheel

Side-guard beams

Cargo-guard luggage compartment

Contoured full-roof inner panel

Full tank impact security

Glove compartment and console door latch impact security

Yielding windshield pillar moldings

Smooth-contoured door and window regulator handles

Soft, low profile window control knobs, coat hooks, dome light

Stamped steel door hinges

High-strength front seat anchorages and construction

High-strength rear seat retention

Accident Prevention Features

Side marker lights and reflectors (front side marker lights flash with directional signal)

Parking lights that illuminate with headlights

Four-way hazard warning flasher

Back-up lights

Lane-change feature in direction signal control

Windshield defroster, washers and dual-speed wipers

Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass) and deflecting support

Outside rearview mirror

Dual-action safety hood latches

Dual master cylinder brake system with warning light

Headlight aiming access provision

Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces

Safety wheel rims

Uniform shift quadrant

No winged wheel nuts, discs,and caps

Self-adjusting brakes

Starter safety switch

Improved bumper system

Illumination of windshield wiper and washer, heater and defroster controls

Anti-Theft Features

Anti-theft ignition key warning buzzer

Anti-theft steering column lock

Multiple key combinations

Visible vehicle identification

Tamper-resistant odometer with telltale feature

Traditional quality features...

Astro Ventilation system with large rectangular ventports on instrument panel

Side marker lights front and rear

Long hood styling

Slender full-width front bumper, silver-finish grille in large grid pattern, license plate mounting centered between front bumper guards, wide parking lights below bumper

Single-unit Power-Beam headlights recessed in bright frames on front fenders

Wide body sill moldings

Flush mounted door handles

Recessed door handles

Swept-back roof and rear deck styling

Strato-bucket seats standard equipment

Wide (10") inside day-night rearview mirror

Outer front seat belt retractors

Acoustically engineered double-panel roof structure

Forward-mounted door lock buttons

Magic-Mirror acrylic lacquer finish

Flush-and-dry rocker panels

Curved side windows

Flush-mounted windshield and rear window bonded to body

Dual-speed electric windshield wipers

Built-in blended air heater and defroster system

Inner fenders front and rear

108" wheelbase

Foot-operated parking brake

Deep-twist carpet floor covering

Suspended accelerator pedal

Efficient valve-in-head design

Positive-shift starter

Quiet hydraulic valve lifters

Sealed side-terminal Energizer battery

Automatic choke on all engines

Advanced accessory drive system on all V8 engines

Delcotron generator

7-main-bearing six-cylinder engine with fully counter-weighted crankshaft

Transmission-controlled spark advance

Separate front frame unit

Advanced design front suspension with forward-mounted steering linkage

Wide front and rear tread

Bias belted ply tires

Bias-mounted rear shock absorbers (curb side unit mounted ahead of axle, other mounted behind) for excellent suspension control

Computer-selected front and rear springs

CHAPTER 5

TRIM PLATE DECODING

ST	70(A)	-12487(B)	NOR(C)	182953(D)	BODY
TR	713(E)		43(F) 43(G)		PNT
05D (H)					Z28 (I)

1970 CAMARO TRIM PLATE

LOCATION A - Model Year

70 - 1970

LOCATION B - Body Style

12387 - 6 cylinder Coupe

12487 - 8 cylinder Coupe

LOCATION C - Assembly Plant

NOR - Norwood, Ohio

BL - Van Nuys, California

LOCATION D - Sequential Body Number

The number assigned to that particular body at the assembly plant

LOCATION E - Interior Trim Code

710 - Sandalwood standard vinyl
711 - Black standard vinyl
712 - Black custom vinyl
713 - Black/White pattern custom cloth
714 - Black/Blue pattern custom cloth
715 - Blue standard vinyl
716 - Blue custom vinyl
720 - Black/Green pattern custom cloth
723 - Green standard vinyl
724 - Green custom vinyl
725 - Black custom cloth
726 - Saddle standard vinyl
727 - Saddle custom vinyl
730 - Sandalwood custom vinyl

LOCATION F - Lower Body Paint Code

10 - Classic White
14 - Cortez Silver
17 - Shadow Gray
25 - Astro Blue
26 - Mulsanne Blue
43 - Citrus Green
45 - Green Mist
48 - Forest Green
51 - Daytona Yellow
53 - Camaro Gold
58 - Autumn Gold
63 - Desert Sand
65 - Hugger Orange
67 - Classic Copper
75 - Cranberry Red

LOCATION G - Upper Body Paint Code

A number here would designate no vinyl top. The number should match the lower body color.
BB - Black
AA - White
GG - Dark Green

LOCATION H -Build Date Code

01 - January
02 - February
03 - March
04 - April
05 - May
06 - June
07 - July
08 - August
09 - September
10 - October
11 - November
12 - December

A - 1st week of month
B - 2nd week of month
C - 3rd week of month
D - 4th week of month
E - 5th week of month

LOCATION I - Option Code

(Norwood cars only) - No designation here would tell you only that your car would not be a Norwood Z28.
Z28 - RPO Z28