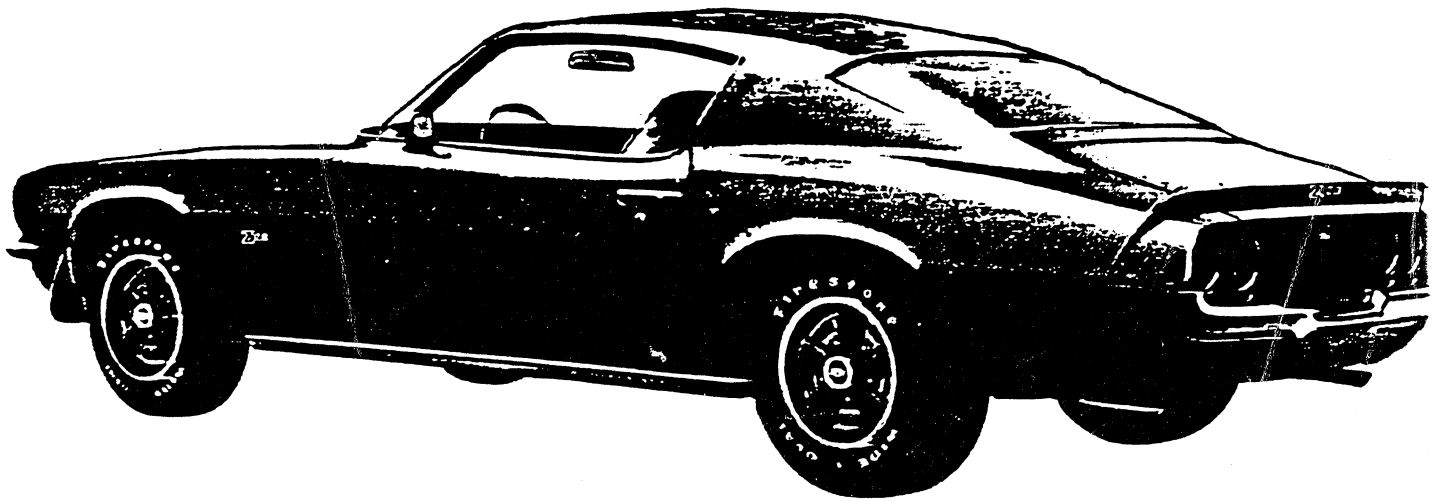
2731 CAMA-72

CHEVROLET

1972

CAMARO



CAMARO

1972 MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

Model Number and Description	Mfr's Sgt'd Retail Price★	Destination Group No.	Destination Charge	Total
6-Cylinder Model				
■110-hp Turbo-Thrift 250 Engine				
12387 Sport Coupe—4-Passenger	$2852.00	11	.....	.....
8-Cylinder Model				
♦130-hp Turbo-Fire 307 Engine				
12487 Sport Coupe—4-Passenger	2947.00	11	.....	.....

■Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.
♦Available for registration in the State of California when optional 165-hp Turbo-Fire 350 (2/SE) engine, Camaro SS 200-hp Turbo-Fire 350 (4/DE) engine or Special Performance Package (Z28) is ordered and California Assembly Line Emission Test is applied.
★ Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Mfr's Suggested Retail Delivered Price◈
MODEL OPTIONS		
Camaro SS: V8 model with 4-speed or Turbo Hydra-matic transmission only (available for registration in the State of California. Includes 200-hp Turbo-Fire 350 (4/DE) engine with bright accents; HD engine mounts and starter; dual exhausts; power brakes; LH remote-control sport mirror; special hood insulation; F70-14/B bias belted ply white lettered tires; 14" x 7" wheels; black-finished grille; Hide-A-Way windshield wipers; SS emblems on steering wheel, grille and front fenders	Z27	$321.25
THE FOLLOWING ADDITIONAL HORSEPOWER ENGINE MAY BE ORDERED WHEN CAMARO SS (OPTION Z27) IS SPECIFIED ON ORDER:		
240-hp Turbo-Jet 396 engine. Not available for registration in the State of California. Also includes sport suspension and black-finished rear panel	LS3	101.15
Custom Interior: Includes deluxe seat and sidewall trim; cloth seats; glove compartment light and additional instrument cluster lighting; wood-grained accents on instrument cluster, steering wheel and door trim panels; luggage compartment mat plus special engine compartment, hood and interior insulation	Z87	119.05
Interior Accent Group: Included in custom interior option. Includes glove compartment light, additional instrument cluster lighting, wood-grained accents on instrument cluster and steering wheel	Z23	22.15
Rally Sport: Includes special black-finished grille with special rubber tipped vertical center bar and resilient body color grille frame; independent LH and RH front bumpers replacing full-width bumper; license plate bracket mounted below RH bumper; parking lights with bright accents mounted on grille panel; Hide-A-Way windshield wipers; RS emblem on steering wheel and Rally Sport front fender nameplates. Rally Sport emblems are deleted when Camaro SS or Z28 special performance package is ordered	Z22	124.30
Style Trim: Includes bright roof drip, window, hood panel and belt moldings plus bright accented parking lights, taillights and back-up lights	Z21	59.00
Z28 Special Performance Package: V8 model with 4-speed or Turbo Hydra-matic transmission only. Not available when air conditioning, wheel covers or rally wheels are ordered. Available for registration in the State of California. Includes 255-hp Turbo-Fire Special 350 (4/DE) engine with finned aluminum rocker covers and bright accents; LH remote-control and RH manual-control sport mirrors; special instrumentation; power brakes; 3.73 ratio Positraction rear axle; dual exhausts; black-finished grille; Z28 emblems on grille and front fenders; rear bumper guards; sport suspension; HD engine mounts, starter, radiator, front and rear springs; 15" x 7" wheels with bright lug nuts, special center caps and trim rings; F60-15/B bias belted ply white lettered tires; Z28 decal on rear panel; special paint stripes on hood and rear deck		
➔ With black striping. Not available when Midnight Bronze exterior body color paint is ordered	Z28/YF8	806.80
With white striping. Not available when white exterior body color paint is ordered	Z28/ZR8	806.80

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.
◈ State and local taxes not included.

➔Indicates Change

CAMARO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Number	Mfr's Suggested Retail Delivered Price ◈
FEATURE GROUPS		
(Any item contained in a feature group may be ordered separately)		
APPEARANCE GUARD GROUP		
INCLUDES:		
(A) Guards, Door Edge	B93	6.35
(B) Mats, Color-Keyed Floor: 2 Front, 2 Rear	B37	12.65
(C) Mirror, Visor Vanity	D34	3.20
For all models—Includes A, B & C	ZP5	22.20
OPERATING CONVENIENCE GROUP		
INCLUDES:		
(A) Clock, Electric: Included when special instrumentation or Z28 special performance package is ordered	U35	16.90
(B) Defroster, Rear Window: (Forced-Air)	C50	32.65
For Sport Coupe with special instrumentation or Z28 special performance package—Includes B	ZQ2	32.65
For Sport Coupe without special instrumentation or Z28 special performance package—Includes A & B	ZQ2	49.55
POWER TEAMS		
(See Power Teams Chart for availability and complete engine specifications)		
Engine: (Also see Camaro SS and Z28 Special Performance Package) *165-hp Turbo-Fire 350 (2/SE).* V8 model only. Available for registration in the State of California	L65	27.40
Transmissions:		
Powerglide. Available only when standard engine is ordered		
6-cyl model	M35	183.75
V8 model	M35	195.40
Turbo Hydra-matic. V8 model only		
With standard, 165-hp Turbo-Fire 350 (2/SE) or 200-hp Turbo-Fire 350 (4/DE) Camaro SS engine	M40	221.80
With 240-hp Turbo-Jet 396 Camaro SS engine	M40	243.95
With Z28 special performance package	M40	313.65
4-Speed Wide-Range. Available only when optional engine is ordered	M20	211.20
4-Speed Close-Ratio. Available only when 240-hp Turbo-Jet 396 Camaro SS engine or Z28 special performance package is ordered	M21	211.20
Special 4-Speed Close-Ratio. Available only when Z28 special performance package is ordered	M22	243.95
Axle, Positraction Rear: Included when Z28 special performance package is ordered	G80	47.40
Axle Ratios:		
Performance. Available only when Z28 special performance package is ordered	ZQ9	12.65
Trailering. Available only when 130-hp Turbo-Fire 307 or 165-hp Turbo-Fire 350 (2/SE) engine and Turbo Hydra-matic transmission are ordered	YD1	12.65
POWER ASSISTS		
Brakes, Power: Included when Camaro SS or Z28 special performance package is ordered	J50	48.45
Steering, Power: Variable ratio	N40	119.05
OTHER OPTIONS		
Air Conditioning: *Four-Season.* V8 model only. Not available when Z28 special performance package is ordered. Includes 61-amp generator and HD radiator	C60	418.15
Battery, Heavy-Duty: 15-plate, 80 amp-hr	T60	15.80

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CAMARO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Mfr's Suggested Retail Delivered Price◇
➔**Belts, 3-Point Seat:** Includes warning light	AV3	*Will Advise Price and Availability*
➔**Belts, Color Keyed Seat and Shoulder.** Available only when blue, covert or green interior trim is specified. Includes color-keyed belts and plastic buckles only. (Standard plastic buckles and belts are black)		
REPLACING STANDARD NUMBER OF BELTS; 4 seat and 2 front shoulder	AK1	$15.30
Bumpers, Deluxe Front and Rear: Includes slender black resilient front and rear bumper cushions and rear bumper guards.		
Without Z28 special performance package	VF3	37.95
With Z28 special performance package	VF3	25.30
California Assembly Line Emission Test: Released to conform with State of California registration requirements. Not available on V8 models when standard 130-hp Turbo-Fire 307 or 240-hp Turbo-Jet 396 Camaro SS engine is ordered	YF5	15.80
Console: Includes floor-mounted shift lever when automatic transmission is ordered, rear seat courtesy light, compartment and ashtray	D55	60.05
Glass, Soft-Ray Tinted: All windows	A01	41.10
Instrumentation, Special: V8 model only. Included when Z28 special performance package is ordered. Includes tachometer, ammeter and temperature gauge plus electric clock mounted in instrument panel cluster and additional instrument cluster lighting	U14	86.40
Lighting, Auxiliary: includes ashtray, courtesy, luggage compartment and underhood lights		
Without custom interior. Also includes glove compartment light	ZJ9	18.45
With custom interior	ZJ9	15.80
Mirror, Sport: LH remote-control. Included when Camaro SS or Z28 special performance package is ordered	D35	15.80
Paint, Exterior: Solid colors	...	N.C.
Radiator, Heavy-Duty: V8 model only. Included when air conditioning or Z28 special performance package is ordered	V01	14.75
Radio Equipment:		
Pushbutton AM Radio	U63	68.50
AM/FM Radio	U69	142.20
Speaker, Rear Seat	U80	15.80
➔**Roof Cover, Vinyl:** Includes bright roof drip molding		
Black	BB	91.65
Covert (Light)	TT	91.65
Green (Medium)	GG	91.65
Tan (Medium)	FF	91.65
White	AA	91.65
Seat Back, Adjustable: 2 positions. Driver's seat only	AN6	19.00
Spoiler: Front and rear. Includes front valance spoiler, rear deck and side panel spoiler. Front spoiler shipped loose for dealer installation	D80	81.10
Steering Wheel:		
Comfortilt	N33	46.35
Sport	NK4	15.80
Suspension, Sport: V8 model with F70-14/B tires only. Included when Z28 special performance package or 240-hp Turbo-Jet 396 Camaro SS engine is ordered. Includes special front stabilizer, rear stabilizer and special front and rear shock absorbers	F41	31.60
Wheel Covers: Not available when Z28 special performance package is ordered		
Bright Metal	P01	27.40
Custom	P02	86.40
Wheels, Rally: Not available when E78-14/B tires are specified on V8 models. Includes special 14" x 7" wheels, hub caps and trim rings	ZJ7	46.35
Windshield Wipers, Hide-A-Way: Included when Rally Sport or Camaro SS is ordered. Includes articulated left hand blade	C24	22.15

FACTORY INSTALLED REGULAR PRODUCTION TIRES

Replaces (5) E78-14/B Bias Belted Ply Blackwall (All Models without Z28 Special Performance Package)		
(5) E78-14/B Bias Belted Ply White Stripe. Not available when Camaro SS is ordered	PL3	29.15
➔(5) F70-14/B Bias Belted Ply White Stripe. V8 model only		72.15
Without Camaro SS. Also includes 14" x 7" wheels	PY4	N.C.
With Camaro SS	PY4	
(5) F70-14/B Bias Belted Ply White Lettered. V8 model only. Included when Camaro SS is ordered. Includes 14" x 7" wheels	PL4	85.60

* Dealer Invoice Amount includes Holdback Amount retained for dealer's account in accordance with Vehicle Terms of Sale Bulletin.

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➔Indicates Change

CAMARO POWER TEAMS

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

(Engine horsepower ratings are reflected at "net" horsepower)

ENGINES		TRANSMISSIONS	SHIFT LEVER LOCATION		REAR AXLE RATIOS★		
Option Number and Model Application	Description	Type (Std or Optional)	Without Console	With Optional Console	Std	Optional	
						Perf	Trailering
STANDARD ENGINES							
■ Standard Six-Cylinder on 12387 Model	110-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Floor With Boot	In Console	3.08	—	—
		Powerglide—M35	Column	In Console w/Floor Shift	3.08	—	—
● Standard Eight-Cylinder on 12487 Model	130-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Floor With Boot	In Console	3.08	—	—
		Powerglide—M35	Column	In Console w/Floor Shift	3.08	—	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.73	—	3.42
OPTIONAL ENGINES							
■ Option L65 on 12487 Model	165-hp Turbo-Fire 350 (2/BE) 8-Cylinder 350-cu-in displacement 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4 With California Emission Test only	Floor With Boot	In Console	3.08	—	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.73	—	3.42
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.08	—	—
■ Camaro SS Option Z27 on 12487 Model	200-hp Turbo-Fire 350 (4/DE) 8-Cylinder 350-cu-in displacement 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.08	—	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.42	—	—
● Camaro SS Option Z27/LS3 on 12487 Model	240-hp Turbo-Jet 396 8-Cylinder 402-cu-in displacement High-lift camshaft 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.42	—	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.42	—	—
		4-Speed Close-Ratio—M21	Floor With Boot	In Console	3.42	—	—
■ Option Z28 on 12487 Model	255-hp Turbo-Fire Special 350 (4/DE) 8 Cylinder 350-cu-in displacement (Option Z28 Special Performance Package)	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.73	4.10	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.73	4.10	—
		4-Speed Close-Ratio—M21	Floor With Boot	In Console	3.73	4.10	—
		Special 4-Speed Close-Ratio—M22	Floor With Boot	In Console	3.73	4.10	—

★ All ratios available as Positraction *(3.73 and 4.10 available as Positraction only).*
■ Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.
● Not available for registration in the State of California.

CAMARO INTERIOR AND EXTERIOR SELECTION CHART

PLEASE NOTE: *The exterior and interior combinations for solid color paint shown in the chart below have been established as the combinations that would be attractive to the average customer. Orders for non-recommended solid color exterior and interior trim combinations may be submitted, provided the dealer initials the appropriate order form block as verification that the requested combination is definitely desired.*

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

VINYL ROOF	SOLID EXTERIOR COLOR AVAILABILITY	
BLACK	BB	All Exterior Colors.
COVERT (Light)	TT	Bronze, Brown, Gold, Sequoia Green, Orange, Tan, White or Yellow Exterior Colors only.
GREEN (Medium)	GG	Gulf or Sequoia Green, Silver or White Exterior Colors only.
TAN (Medium)	FF	Bronze, Mohave Gold or White Exterior Colors only.
WHITE	AA	All Exterior Colors.

	Type of Seat	INTERIOR TRIM									
		Black		Blue (Dark)		Covert (Light)		Green (Dark)		Tan (Medium)	White
		Cloth	Vinyl	Cloth (Black Accents)	Vinyl	Cloth (Black Accents)	Vinyl	Cloth (Black Accents)	Vinyl	Vinyl	Vinyl
SPORT COUPE With Standard Vinyl Interior	Strato-Bucket		775		776		779		777	778	780
SPORT COUPE With Cloth Custom Interior (Option Z87)	Strato-Bucket	785		786		788		787			

EXTERIOR COLOR	CODE									
SOLID	LOWER	UPPER								
Blue, Ascot	24	24	X	X						X
Blue, Mulsanne	26	26	X	X						X
Bronze, Midnight	68	68	X		X				X	X
Brown, Golden	57	57	X		X				X	X
Gold, Mohave	63	63	X		X				X	X
Gold, Placer	53	53	X		X					X
Green, Gulf	43	43	X		X		X			X
Green, Sequoia	48	48	X		X		X		X	X
Green, Spring	36	36	X							X
Orange Flame	65	65	X							X
Red, Cranberry	75	75	X							X
Silver, Pewter	14	14	X				X		X	X
Tan, Covert	50	50	X		X		X		X	X
White, Antique	11	11	X	X			X		X	X
Yellow, Cream	56	56	X				X		X	X

GENERAL

MODEL IDENTIFICATION

CAMARO SPORT COUPE

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

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

VEHICLE IDENTIFICATION NUMBER

Vehicle Designation Interpretation

1 Q 87 H 2 L 100001

- 1 — Make ("1" for Chevrolet)
- Q — Car line and Series (***)
- 87 — Body Style (last two digits of model Number)
- H — Engine Type (**)
- 2 — Model Year 1972
- L — Assembly Plant (*)
- 100001 — Sequential No.

*N – Norwood–Chevrolet

**D – L6-250 (110 H.P.)
F – V8-307 (130 H.P.)
H – V8-350 (165 H.P.)
K – V8-350 (200 H.P.)
L – V8-350 (255 H.P.)
U – V8-402 (240 H.P.)

***Q – Camaro

EXAMPLE: The twenty-fifth Chevrolet vehicle built at GMAD Van Nuys if it were a 12487 model (Camaro Sport Coupe) with A V8-350 (165 H.P.) engine would bear VIN Number 1Q87H2L100025.

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

TRANSMISSION IDENTIFICATION

● Example: R3S2E01

Type Designation	Source Designation	Model Year 1972	Production° Month & Date
R3	S (Muncie)	2	E01D*

R3	3-Speed	L-6	S - Muncie
R4	3-Speed	V-8 engine	S - Muncie
WJ	4-Speed	V-8 engine	R - Muncie
RB	Powerglide	L-6 engine	C - Cleveland
RK	Powerglide	V-8 engine	C - Cleveland
SB	Turbo Hydra-matic	V-8 engine	B - Cleveland
			Y - Toledo
CY	Turbo Hydra-matic	V-8 engine	– - Ypsilanti

Location:

3-Speed . . . . . Stamped on left side just below cover.

4-Speed . . . . . Stamped on the right side of the case at adapter.

Powerglide, Turbo Hydra-matic ((Chevrolet) . . . . . Stamped on right hand side of pan.

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

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

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

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

ENGINE IDENTIFICATION

Example: F1210CBG

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

250 Cubic Inch 6-Cylinder

CBG - Regular engine, 3-speed
CBJ - Regular engine, Powerglide

307 Cubic Inch 8-Cylinder

CKG - Regular engine, 3-speed
CKH - Regular engine, Powerglide
CKH - Regular engine, Turbo Hydra-matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO L65)

CKA - Optional engine, 4-speed, 2-bbl. carb.
CKB - Optional engine, Turbo Hydra-matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO L48)

CKK - Optional engine, 4-speed, 4-bbl. carb.
CKD - Optional engine, Turbo Hydra-matic (Chevrolet)

350 Cubic Inch 8-Cylinder (RPO Z28)

CKS - Optional engine, 4-speed, 4-bbl. carb.
CKT - Optional engine, Turbo Hydra-matic (Chevrolet)

402 (SS396) Cubic Inch 8-Cylinder (RPO LS3)

CLA - Optional engine, 4-speed, 4-bbl. carb.
CLB - 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

	Standard	Style Trim RPO Z21	Rally Sport RPO Z22
FRONT			
Header Panel Nameplate "C" and "Camaro"	X	X	X
Valance Mounted Parking Lamp with Clear Lens and Amber Bulb	X		
Valance Mounted Parking Lamp with Bright Bezel. Clear Lens and Amber Bulb		O	
Special Parking Lamp Adjacent to Headlamp with Bright Bezel and Ornament			O
Single "Power-Beam" Headlamps	X	X	X
Bright Headlamp Bezel	X	X	X
● Argent Colored One-piece Radiator Grille	X	X	
Special Two-piece Black Painted Radiator Grille with Argent Painted Leading Edges; Bright Radiator Grille Filler			O
● Bright Radiator Grille Outline Molding	X	X	
One-piece Bumper with Dual Bumper Guards	X	X	
Individual R and LH Bumper; Resiliant Grille Frame with Rubber Protected Center Grille Section of Bumper Stock			O
License Plate Mounting Provision Below Front Right Bumper			O
License Plate Mounting Provision in Center	X	X	
Bright Top and Side Windshield Reveal Molding	X	X	X
Two-Speed Windshield Wipers and Washers	X	X	X
Non-depressed Park – Dull Chrome Wiper Arms and 16" Blades	X	X	
Concealed Black Chrome Finished Wipers – Articulated Left Blade and 18" Wiper Blades			O
Bright Hood and Fender Upper Edge Molding		O	

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

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
EXTERIOR

	Standard	Style Trim RPO Z21	Rally Sport RPO Z22
SIDE			
Front Marker Lamp with Amber Lens–No Bezel	X	X	X
Engine Displacement Numerals on Fender **	O	O	O
Front Fender Nameplate "Camaro"	X	X	
Option Identification Nameplate On Front Fender *			O. Rally Sport
Rectangular LH Rear View Mirror	X	X	X
Bright Chrome Flush Door Handles	X	X	X
Body Colored Tape Insert on Flush Door Handles		O	
Bright Wide Rocker Panel Moulding	X	X	X
Bright Body Lock Pillar Vertical Molding		O	
Bright Lower Window Sealing Strip Bead	X		X
Bright Body Lock Pillar Vertical Seal Retainer	X		X
● Bright Roof Drip Moldings		O	
Bright Door Belt Reveal Molding		O	
Hub Caps	X	X	X
Rear Marker Lamp with Red Lens–No Bezel	X	X	X
REAR			
Deck Lid Nameplate "Camaro"	X	X	X
Bright Rear Window Reveal Moldings	X	X	X
Dual Rear End Panel Mounted Tail and Back-up Lamps with Bright Outer Bezel	X		X
Tail and Back-up Lamps with Dual Concentric Bright Bezels		O	
Rear Bumper Face Bar to Body Filler		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 optional V-8 engines.

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

STANDARD AND OPTIONAL 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
Black 10-Inch Prismatic Rear View Mirror with Black Padded Edge	X	X	X
Black Rear View Mirror Support, Windshield Mounted	X	X	X
Padded Sunshades	X	X	X
Trim Color Plastic Coat Hooks	X	X	X
Center Dome Lamp with Bright Bezel	X	X	X
Door Jamb Dome Lamp Switches	X	X	X
Black Front Seat Shoulder Belt Anchor Covers	X	X	X
Front Seat Shoulder Belt Retention – Color-Keyed Plastic Hook and Clear Plastic Hanger	X	X	X
● SEATS AND FLOOR COVERING			
Full Foam Bucket Front Seats with Integral Head Restraints	X	X	X
Deluxe Seat Trim			O
Rear Seat–Dual Cushions with Single, Full-width Backrest–Cotton Padded	X	X	X
Black Front Seat Adjuster Handle	X	X	X
Black Front 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 and Rear Seat Belts – Four (F) – Base, Black with Black Plastic Mini-Buckles, Locking Retractors (†)*	X	X	X
Front and Rear Seat Belts – Optional, Color-Coordinated Belts with Plastic Color-Keyed Mini-Buckles, Locking Retractors (†)*	O	O	O
Front Shoulder Belts – Two – Base, Black with "D" Ring Attachment; Stowage by Plastic Trim Color Trough (†) *	X	X	X
Front Shoulder Belts – Two – Optional, Color-Coordinated, "D" Ring Attachment; Stowage by Plastic Trim Color Trough (†) *	O	O	O
Trim Color Seat Back Hinge Arm Cover	X	X	X
● DOOR AND QUARTER PANEL			
Injection Molded Lower Door Trim Panel Incorporating Built-in Padded Armrest, Front and Rear Map Pockets and Coin Receptacle	X	X	X
Built-in Rear Quarter Panel Armrest	X	X	X
Clear 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 Upper Door Trim Panel with Bright Edges			O
Recessed Door Handle	X	X	X
Plastic Inside Door Handle Cup In Trim Color	X	X	
Chrome Inside Door Handle Cup With Black Painted Insert			O
MISCELLANEOUS			
Additional Body Insulation			O
Full Molded Hood Insulation			O
Soft Black Transmission Shift Lever Knob with Inset White Shift Pattern	X	X	X
Floor-mounted Transmission Shift Lever	X	X	X

NOTE: "O" indicates deviation from standard equipment, but included in the optional package.
(*) Seat belt items designated as "†" represent 1972 interim changes to meet MVSS requirements. For start of production, these items are 1971 carryover. Interim optional belts will have plastic color-keyed mini-buckles; no optional package will be offered in black as base and optional are identical

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
INTERIOR

	Standard	Special Interior Group RPO Z23	Custom Interior RPO Z87
INSTRUMENT PANEL AND STEERING WHEEL			
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 Ventilation Outlets	X	X	X
Windshield Wiper and Washer Switch (Slide-Type, Depress to Wash)	X	X	X
Lighting Control Knob – Black Soft Vinyl with Symbol	X	X	X
Radio Control Knobs – Black Soft Vinyl with Symbols	O	O	O
● Speedometer, Odometer, and Fuel Gauge	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Tell-Tale Lights	X	X	X
● "Fasten Seat Belt" Lamp in Instrument Panel (@)	X	X	X
Hi-Beam and Turn Signal Indicators	X	X	X
Glove Compartment Lamp			O
Automatic Shift Quadrant Cover Plate	X	X	X
Clock Hole Cover	X	X	X
Radio Hole Cover	X	X	X
Ash Tray	X	X	X
Cigarette Lighter Knob – Black Soft Vinyl with Symbol	X	X	X
Blended Air Heater with Illuminated Control Plate	X	X	X
Black Steering Column	X	X	X
● Soft Black Vinyl 4-Spoke Steering Wheel; Soft Black Vinyl Center Horn Button with Bow Tie Emblem	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X	X	X
● Hazard Flasher Knob – Black	X	X	X
Soft Black Turn Signal Knob	X	X	X
Argent Finish Accent Beads on Lower Instrument Panel			O
One Low-Note Horn	X	X	X
Additional Instrument Cluster Lighting		O	O

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

(@) 1972 interim change (1-1-72)

EXTRA COST EQUIPMENT

EQUIPMENT	RPO	ACC.
Adjustable Seat Back Equipment: Driver's Seat only	AN6	
Air Conditioning, Four-Season: V8 models only	C60	
Battery, heavy duty	T60	
Belts, seat and shoulder: in addition to replacing standard belts.		
Custom deluxe belts: (replacing standard number of belts)		
4 Seat and 2 shoulder	AK1	
Shoulder belts – 2 rear:		
For use when Custom Deluxe Belts are ordered		ACC
Body Insulation package (Fleet use only)	ZK1	
Bumpers, deluxe front and rear	VF3	
Console, floor	D55	
Glass, Soft-Ray tinted: all windows	A01	
Instrumentation, special: V8 only	U14	
Less paint stripes (Applicable to RPO Z28 only)	DX3@	
Lighting, auxiliary:	ZJ9	
Courtesy lights		
Glove compartment light		
Luggage compartment light		ACC
Ash tray light		ACC
Underhood light		
Mirror, Sport – LH (Remote Control)	D35	
Radiator, heavy duty: V8 only (Included with RPO C60)	V01	
Radio equipment: Radios, Pushbutton – Includes concealed w/s antenna		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
Speaker, rear seat	U80	ACC
Windshield antenna (When no radio is ordered)	U76	
Roof cover, vinyl – Includes bright drip molding	C08	
Spoilers, rear deck and Front Valance	D80	
Steering wheel, Comfortilt:		
Available only when automatic transmission is ordered	N33	
Suspension, special front and rear: (Standard with LS3 & Z28)	F41*	
Windshield wipers – Hide-away (18" blades, LH articulated; black chrome finish)	C24	
Wheel covers, full:	P01	
Wheel covers, special:	P02	
Wheels, rally (14 x 7)	ZJ7	
Windshield Glass – Tinted (Fleet use only)	A02	
FACTORY-INSTALLED REGULAR PRODUCTION TIRES		
E78 x 14 bias belted ply wide single white stripes	PL3	
F70 x 14 bias belted ply white letter: V8 only	PL4	
F70 x 14 bias belted ply white stripe: V8 only	PY4	

@ Not to be promoted - customer convenience only.
* Requires F70 x 14 tires.

EQUIPMENT	RPO	ACC.
FEATURE GROUPS (Any item contained in a feature group may be ordered separately)		
Appearance guard group	ZP5	
Door edge guards	B93	ACC
Color-keyed floor mats – 2 Front, 2 Rear	B37	ACC
Visor vanity mirror	D34	ACC
Operating convenience group	ZQ2	
Electric clock	U35	ACC
Rear window defroster (Forced Air)	C50	ACC
MODEL OPTIONS		
Camaro SS	Z27	
Custom Interior	Z87	
Interior Accent Group	Z23	
Rally Sport	Z22	
Style Trim	Z21	
Special Performance Package	Z28	
POWER TEAMS		
Turbo-Fire 350 V8	L65	
Turbo-Fire 350 V8 (Camaro SS equipment required)	L48	
Turbo-Jet 396 V-8 (Camaro SS equipment required)	LS3%	
Turbo-Fire 350 V-8 (Special Performance Package)	Z28	
4-Speed manual transmission – wide Ratio: Optional V8 only	M20	
4-Speed manual transmission – close ratio: Optional V8 only	M21	
4-Speed manual transmission, H.D. – close ratio: Z28 only	M22	
Powerglide automatic transmission: Base engines only	M35	
Turbo Hydra-matic automatic transmission: V-8 only	M40	
Axle, Positraction	G80	
Axle, trailering ratio	YD1	
Axle, Performance ratio: Z28 only	ZQ9	
POWER ASSISTS		
Brakes, power	J50	ACC
Steering power: variable ratio	N40	

%–Not available in California

AIR CONDITIONING

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

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR SPORT COUPE
H3	Seat cushion height	8.8
H11	Entrance height	29.6
H13	Steering wheel thigh clearance	4.6
H30	H point to heel point	6.7
H32	Seat cushion deflection	3.2
H50	Upper body opening to ground	44.9
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	57.4
W5	Hip room	53.3
L7	Steering wheel torso clearance	14.9
L17	H point travel	5.0
L34	Effective leg room	43.9

REAR COMPARTMENT

H8	Seat cushion height	10.1
H31	H point to heel point	8.4
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	47.2
L3	Rear compartment room	22.4
L50	H point couple distance	27.3
L51	Effective leg room	30.7

LUGGAGE COMPARTMENT

H195	Liftover height	27.8
V1	Usable luggage capacity (cu.ft.)	6.4

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)	49.1
	H102	Front bumper to ground	19.2
	H104	Rear bumper to ground	14.4
	H111	Rocker panel to ground - rear	5.6
	H112	Rocker panel to ground - front	6.7
●	H114	Hood at rear to ground	35.3
	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	5.0
	H137	Body O line to ground - rear	3.5

CLEARANCES

H106	Angle of approach (degrees)	22.3
H107	Angle of departure (degrees)	12.3
H147	Ramp breakover angle (degrees)	10.0
H148	Front suspension to ground	4.9
H149	Oil pan to ground	5.2
H150	Flywheel housing to ground	5.3
H151	Frame to ground	4.9
H152	Exhaust system to ground	4.7
H154	Fuel tank to ground	7.4
H156	Minimum ground clearance	4.7

● *–Super Sport (Z27) – Front 61.6, Rear 60.3;
(Z28) – Front 6.17, Rear 60.4

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	1798	1323	3121	1780	1433	3213
--	12487		1906	1342	3248	1888	1452	3340

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		+108
C08	Exterior Vinyl Roof		+ 5
D55	Floor Console	With 3-Speed Transmission	+ 12
		With 4-Speed Transmission	+ 12
		With Automatic Transmission	+ 18
D80	Auxiliary Panel and Valance		+ 14
F41	Special Performance Frt and Rr Susp		+ 10
J50	Power Brakes		+ 11
N40	Power Steering		+ 29
P02	Deluxe Wheel Trim Cover		+ 26
ZJ7	Special Wheel, Hub Cap & Trim Ring		+ 24
U63	AM Radio		+ 7
U69	AM/FM Radio		+ 8
Z87	Deluxe Interior		+ 29
Z22	Rally Sport Package		+ 15
--	250 cu.in. 6 Cyl. Engine	With Powerglide Transmission	- 10
--	307 cu.in. V8 Engine	With Powerglide Transmission	- 7
		With Turbo Hydra-matic Transmission	+ 20
L65	350 cu.in. V8 Engine	With 4-Speed Transmission	+ 13
		With Turbo Hydra-matic Transmission	+ 27
L48	350 cu.in. V8 Engine	With 4-Speed Transmission	+ 63
		With Turbo Hydra-matic Transmission	+ 87
Z28	350 cu.in. V8 Engine	With 4-Speed Transmission	+155
		With Turbo Hydra-matic Transmission	+201
LS3	402 Cu.in. V8 Engine	With 4-Speed Transmission	+267
		With Turbo Hydra-matic Transmission	+303

** 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 12000 SERIES

SERIES	INTERIOR TRIM COLORS AND CODE NUMBERS									
	Black		Dark Blue		Dark Green		Medium Tan	Light Covert		White
	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Vinyl	Cloth	Vinyl	Vinyl
Standard		775		776		777	778		779	780
Deluxe Z87	785		786		787			788		

COLOR CODE	EXTERIOR COLOR						
11	Antique White	X	X	X	X	X	X
14	Pewter Silver	X		X	X		X
24	Ascot Blue	X	X				X
26	Mulsanne Blue	X	X				X
36	Spring Green	X					X
43	Gulf Green	X		X		X	X
48	Sequoia Green	X		X	X	X	X
50	Covert Tan	X		X	X	X	X
53	Placer Gold	X				X	X
56	Cream Yellow	X			X	X	X
57	Golden Brown	X			X	X	X
63	Mohave Gold	X			X	X	X
65	Orange Flame	X					X
68	Midnight Bronze	X			X	X	X
75	Cranberry Red	X					X

Wheels: Body color with hub caps, black with wheel covers, argent with RPO rally wheels, and dark gray with Z28 Trans-Am wheels.

VINYL ROOF COLORS

COLOR CODE	EXTERIOR COLOR	VINYL ROOF COLORS				
		Black	White	Medium Green	Light Covert	Medium Tan
11	Antique White	X	X	X	X	X
14	Pewter Silver	X	X	X		
24	Ascot Blue	X	X			
26	Mulsanne Blue	X	X			
36	Spring Green	X	X			
43	Gulf Green	X	X	X		
48	Sequoia Green	X	X	X	X	
50	Covert Tan	X	X		X	
53	Placer Gold	X	X		X	
56	Cream Yellow	X	X		X	
57	Golden Brown	X	X		X	
63	Mohave Gold	X	X		X	X
65	Orange Flame	X	X		X	
68	Midnight Bronze	X	X		X	X
75	Cranberry Red	X	X			

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 urethane pad on conventional seat frame; spring supported

Rear seat cushion . . . . . Molded urethane pad on conventional seat frame.

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 938

FRONT WHEEL ALIGNMENT (CURB)
- Camber (degrees) . . . . . P1/4 to P1-3/4
- Caster (degrees) . . . . . N1 to P1
- Toe-in (total) . . . . . 1/16 to 5/16
- Steering axis inclination (degrees) . . . . . 9 to 10
  - Z28 Exceptions
    - Camber (degrees) . . . . . N1-1/2 to zero
    - Caster (degrees) . . . . . N2 to zero
- Steering axis inclination (degrees) . . . 9-1/4 to 10-1/4

GENERAL SUSPENSION PROVISIONS
- Car leveling . . . . . Front stabilizer bar
- Anti-dive control . . Angle of front upper control arm
- Anti-squat control . . . . . Rear suspension geometry

FRONT SPRINGS

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

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Free	Working (In. @ Lbs.)
3982341	EF	126.38	.631	8.62	300	16.63	11.0 @ 1680
3982342	EG	137.17	.649	9.32	300	16.83	11.0 @ 1740
3982343	EH	137.20	.649	9.32	300	17.03	11.0 @ 1800
3982344	EI	137.23	.649	9.32	300	17.23	11.0 @ 1860
3982345*	EJ	144.98	.661	9.82	300	17.43	11.0 @ 1920
3982346*	EN	145.01	.661	9.82	300	17.63	11.0 @ 1980
3982347*	EO	148.13	.665	10.02	300	17.83	11.0 @ 2040
3982354	HZ	143.91	.676	9 72	330	17.00	11.0 @ 1970
3982355	YI	143.94	.676	9.72	330	17.19	11.0 @ 2035
3982356	YR	143.96	.676	9.72	330	17.39	11.0 @ 2100
3988104	GL	148.66	.683	10.02	330	17.59	11.0 @ 2165
3988105	GM	150.24	.686	10.12	330	17.79	11.0 @ 2230

* Spring assemblies used on Z28 models, remainder used on base 6 cylinder, V8, L65 and L48 models.

STEERING, DRIVELINE, WHEELS AND TIRES

MANUAL STEERING (Standard)

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

Ratio

Gear – Z28 . . . . . 24.0:1

– Remainder 28.0:1

Overall – Z28 . . . . . 28.3:1

– Remainder 33.0:1

Turning Diameters (ft) - Outside Front

Wall to wall 40.2

Curb to curb 38.0

Number of Wheel Turns, lock to lock 6.2/

Linkage . . . . . Parallelogram, front of wheels, (2) tie rods

Steering Wheel

Type . . . . . Oval

Diameter . . . . . 14.25 x 14.75

POWER STEERING (RPO N40)

(Same as standard manual steering except as follows)

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

Ratio

Gear . . . . . 16.0:1 on center to 13.0:1

Overall . . . . . 15.0:1 to 11.3:1

Turning Diameter (ft)

Wall to wall 40.7

Curb to curb 38.5

Number of Wheel Turns, lock to lock 2.41

DRIVELINE

Type . . . . . Straight tube

Number used . . . . . One

Diameter (OD) 2.75

Wall thickness 0.065

Length (C/L of U-joints)

3-speed manual transmission 48.55

4-speed and automatic transmission 48.0

Universal Joints

Type . . . . . Cross

Number used . . . . . Two

Bearings . . . . . Prepacked, anti-friction

WHEELS (STANDARD)

Type . . . . . Short spoke spider, steel

Attachment to Hub

Type . . . . . 5 hex nuts

Thread size . . . . . 7/16-20 UNF 2-B

Bolt circle diameter 4.75

Size

6 cyl, base V8 and L65 . . . . . 14 x 6

"SS" and wide oval tires . . . . . 14 x 7

Z28 . . . . . 15 x 7

Offset

14 x 6 . . . . . 0.50

14 x 7 . . . . . 0.34

15 x 7 . . . . . 0.30

WHEELS, RALLY TYPE (RPO ZJ7)

(Same as regular production except as follows)

Type . . . . . Large ventilation slots

Size . . . . . 14 x 7

TIRES

Construction . . . . . Bias belted

Load range . . . . . B (2 + 2)

Size

E78 x 14 (6 cyl, base V8 and RPO L65)

Static loaded radius 12.1

Loaded rev/mi @ 45 mph 802

Capacity @ 24 psi 1190

F70 x 14 ("SS" equipment)

Static loaded radius 12.3

Loaded rev/mi @ 45 mph 782

Capacity @ 24 psi 1280

F60 x 15 (Z28 equipment)

Static loaded radius 12.2

Loaded rev/mi @ 45 mph 801

Capacity @ 24 psi 1280

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 1.75

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) 4.25

Ratios (standard)

L6

3-Speed 3.08

Powerglide 3.08

307 - V-8

3-Speed 3.08

Powerglide 3.08

Turbo Hydra-Matic 2.73

L65 - V-8

4-Speed 3.08

Turbo Hydra-Matic 2.73

L48 - V-8

4-Speed 3.42

Turbo Hydra-Matic 3.08

LS3

4-Speed & Turbo Hydra-Matic 3.42

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	8.50 In.	41,15
3.08:1	8.50 In.	40,13
3.73:1	8.50 In.	41,11
4.10:1	8.50 In.	41,10
3.42:1	8.50 In.	41,12

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 leaf
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	ALL	480878	PA	89	0 – 580	580
			480879	PB	90	OVER 580	635
12487	Z28	ALL	3992580	DY	94	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 in front line, proportion valve in rear line for braking balance.

Braking Ratios

- Pedal 5.36
- Hydraulic 18.8
- Overall 100.8

Total Effective Area (Sq.In.) 101.9

Gross Lining Area (Sq.In.) 118.1

Swept Disc & Drum Area (Sq.In.) 337.3

Front Disc Brake

- Construction . . . . . Double faced disc spaced by integrally cast radial cooling passages.
- Material . . . . . Cast iron
- Diameter . . . . . 11 inches
- Width 1.00

Brake Lining

- Material . . . . . Molded asbestos
- Size, Disc Segment . . . . . 5.4 x 1.93 x .46
- Method of Attachment . . . . . Riveted

Wheel Cylinders (Front)

- Number Per Wheel 1
- Piston Diameter 2.94

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 9.01x2.0x0.17
  - Secondary Shoe 9.75x2.0x0.17

Method of Attachment . . . . . Bonded

Wheel Cylinders

- Rear 875

Master Cylinder

- Piston Diameter 1.00
- Piston Travel 1.40

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 3.92
- Hydraulic 14.85
- Overall 58.2

Master Cylinder

- Piston Diameter 1.125
- Piston Travel 1.34

Foot Pedal Travel 5.26

PARKING BRAKE

Type . . . . . Mechanical; pull rods and cables operate two rear service brakes.

Total Effective Area (Sq. In.) 66.6

Control . . . . . Pendulum foot pedal; release by T handle located below instrument panel to left of steering column.

BULBS AND LAMPS

	BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
	Back-up	2-1156	32
●	Brake warning	1-194	2
	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	2-6014	High beam 60W Low beam 50W
	Headlamp hi-beam indicator	1-194	2
●	Heater or air conditioning control	1-1445	7
	Instrument cluster		
	Dash panel	6-194	2
	License plate	2-67	4
	Luggage compartment	1-1003	15
	Oil pressure indicator	1-194	2
	Parking		
●	Park	2-1157 NA	3
	Turn		32
●	Radio	1-1816	1
	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
	Washer fluid level indicator	1-168	3
●	Seat belt warning	1-194	2

	CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
	Air conditioning	SAE 30 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 3 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 10 fuse	Fuse panel (b)
	Headlamps	CB	Light switch
	Headlamp hi-beam indicator lamp	CB	Light switch
	Heater	AGC 25 fuse	Fuse panel (f)
●	Heater control lamp	AGC 3 fuse	Fuse panel (c)
●	Instrument cluster lamps	AGC 3 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	20 amp fuse	Fuse panel (a)
	Brake warning lamp	AGC 10 fuse	Fuse panel (d)
	Radio and radio lamp	AGC 10 fuse	Fuse panel (e)
	Seat separator compartment lamp	AGC 25 fuse	Fuse panel (b)
	Side Marker lamp - Front	AGC 20 fuse	Fuse panel (a)
	Side Marker lamp - Rear	AGC 20 fuse	Fuse panel (a)
	Spot lamp – Portable	AGC 15 fuse	In line
	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 15 fuse	In line
	Windshield wiper, two-speed	SAE 25 fuse	Fuse panel (g)
●	Seat belt warning lamp	AGC 10 fuse	Fuse panel

* Letter suffix indicates same circuit

POWER TRAINS

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS * STAND.	PERF.	TRAILER	RING GEAR
Turbo Thrift 250 250 Cubic Inch L-6 Standard	3-Speed (2.85:1 low) Powerglide	All Models	3.08:1			8.50
Turbo Fire 307 307 Cubic Inch V-8 Standard	3-Speed (2.85:1 low) Powerglide Turbo Hydra-matic	All Models	3.08:1 2.73:1			8.50
Turbo Fire 350 350 Cubic Inch V-8 RPO L65	3-Speed (2.54:1 low) (a) 4-Speed (2.54:1 low) Turbo Hydra-matic	All Models	3.08:1 2.73:1		3.42:1	8.50
Turbo Fire 350 350 Cubic Inch V-8 RPO L48	● 4-Speed (2.54:1 low) Turbo Hydra-matic	All Models	3.42:1 3.08:1			8.50
Turbo-Fire 350 350 Cubic Inch V-8 RPO Z28	4-Speed (2.52:1 low) 4-Speed (2.20:1 low) H.D. 4-Spd. (2.20:1 low) Turbo Hydra-matic	All Models	3.73:1	4.10:1		8.50
Turbo Jet 396 402 Cubic Inch V-8 RPO LS3	4-Speed (2.52:1 low) 4-Speed (2.20:1 low) Turbo Hydra-matic	All Models	3.42:1			8.50

*Positraction required for 3.73 and 4.10 ratios, optional for all others;
(a) California only.

NOTE: TURBO-FIRE 307 AND TURBO JET 396 ENGINES ARE NOT AVAILABLE IN THE STATE OF CALIFORNIA. ANY SPECIFICATIONS THAT ARE SPECIFIC TO ENGINES RESTRICTED TO CALIFORNIA ARE INDICATED ACCORDINGLY.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
350 Cu.In. V-8 RPO L65	2-Barrel	4-Speed	7.82	5.54	4.43	3.08	7.82	3.08
350 Cu.In. V-8 RPO L48	4-Barrel	4-Speed ●	8.69	6.16	4.92	3.42	8.69	3.42
350 Cu.In. V-8 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 RPO LS3	4-Barrel	4-Speed	8.62	6.43	4.99	3.42	8.86	3.42
			7.52	5.61	4.34	3.42	7.73	3.42

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 3.08:1	
307 Cu.In. V-8 Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 3.08:1	
	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 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 RPO L48	Turbo Hydra-Matic	Drive	16.29:1 - 3.08:1	3.08:1
		Low	16.29:1 - 7.76:1	
		Second	16.29:1 - 4.68:1	
		Reverse	12.47:1 - 5.94:1	
350 Cu.In. V-8 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 RPO LS3	Turbo Hydra-Matic	Drive	17.82:1 - 3.47:1	3.42:1
		Low	17.82:1 - 8.48:1	
		Second	17.82:1 - 5.06:1	
		Reverse	14.94:1 - 7.11:1	

* Axle ratio x transmission ratio

ENGINE DATA AND RATINGS

GENERAL DATA

Engine		L-6 OHV	V-8 OHV				
Piston Displacement (Cu.In.)		250	307	350			402
Availability		Standard		L65	L48	Z28	LS3
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	8.5:1
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)	700	900		800	900	800
	Powerglide (in drive)	600					
	Turbo Hydra-Matic (in drive)		600			700	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	Turbo-Fire 307 V-8	Turbo-Fire 350 V-8	Turbo-Fire 350 V-8	Turbo-Fire 350 V-8	Turbo-Jet 396 V-8
Availability	Standard	Standard	RPO L65	RPO L48	RPO Z28	RPO LS3
Carburetor	Single Bbl.	Two Bbl.	Two Bbl.	Four Bbl.	Four Bbl.	Four Bbl.
Net Brake HP @ RPM	110 @ 3800	130 @ 4000	165 @ 4000	200 @ 4400	255 @ 5600	240 @ 4400
Net Torque @ RPM (lb-ft)	185 @ 1600	230 @ 2400	280 @ 2400	300 @ 2800	280 @ 4000	345 @ 3200

TURBO-THRIFT 250 L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		E78 X 14B	
Crankshaft Revolutions per Mile		2479.4	
Crankshaft RPM @ 1 MPH	Low	117.8	75.2
	Second	69.4	
	Third	41.3	41.3 (direct)
	Reverse	121.9	75.2
Piston Travel (ft/mile)		1458.7	

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		2479.4		2197.6
Crankshaft RPM @ 1 MPH	Low	117.8	75.2	92.3
	Second	69.4		55.7
	Third	41.3	41.3 (direct)	36.6 (direct)
	Reverse	121.9	75.2	70.7
Piston Travel (ft/mile)		1343.0		1190.4

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

Transmission		RPO L65			RPO L48	
		3-Speed	4-Speed	Trb/Hyd	4-Speed	Trb/Hyd
Rear Axle Ratio		3.08:1		2.73:1	3.42:1	3.08:1
Tire Size		E78 x 14B				
Crankshaft Revolutions per Mile		2479.4		2197.6	2753.1	2479.4
●Crankshaft RPM @ 1 MPH	Low	105.0	105.0	92.3	116.5	104.1
	Second	62.0	74.4	55.7	82.6	62.8
	Third	41.3	59.5	36.6	66.1	41.3 (direct)
	Fourth		41.3		45.9	
	Reverse	108.7	105.0	70.7	116.5	79.8
Piston Travel (ft/mile)		1438.0		1274.6	1596.8	1438.1

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		2987.7		
Crankshaft RPM @ 1 MPH	Low	125.5	109.6	123.5
	Second	93.6	81.7	73.7
	Third	72.7	63.3	49.8 (direct)
	Fourth	49.8	49.8	
	Reverse	128.9	112.6	103.6
Piston Travel (ft/mile)		1733.0		

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

Transmission		4-Speed		Turbo-Hydra-Matic
Rear Axle Ratio		3.42:1		
Tire Size		F70 X 14B		
Crankshaft Revolutions per Mile		2677.9		
Crankshaft RPM @ 1 MPH	Low	112.5	98.2	110.7
	Second	83.9	73.2	66.1
	Third	65.2	56.7	44.6 (direct)
	Fourth	44.6	44.6	
	Reverse	115.6	100.9	92.8
Piston Travel (ft/mile)		1678.2		

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 110 HP	BASE 307 CU.IN. 130 HP	RPO L65 350 CU.IN. 165 HP	RPO L48 350 CU.IN. 200 HP	RPO Z28 350 CU.IN. 255 HP	RPO LS3 402 CU.IN. 240 HP
MODEL	12387	12487	12487	12487	12487	12487
3-SPEED TRANSMISSION						
Performance Weight (pounds)	3813	3940	3947			
Pounds per Net Horsepower	34.66	30.30	23.92			
Pounds per Cu.In. Displacement	15.25	12.83	11.28			
Net HP per Cu.In. Displacement	.440	● .423	.471			
Power Displacement (cu.ft./mile)	179.35	220.25	251.10			
Displacement Factor (cu.ft./ton mile)	93.90	111.80	127.46			
4-SPEED TRANSMISSION						
Performance Weight (pounds)			3953	3989	4032	4165
Pounds per Net Horsepower			23.96	19.94	15.81	17.35
Pounds per Cu.In. Displacement			11.29	11.40	11.52	10.36
Net HP per Cu.In. Displacement			.471	.571	.729	.597
Power Displacement (cu.ft./mile)			251.10	278.81	302.57	311.50
Displacement Factor (cu.ft./ton mile)			126.82	140.10	150.08	148.33
POWERGLIDE						
Performance Weight (pounds)	3803	3933				
Pounds per Net Horsepower	34.57	30.25				
Pounds per Cu.In. Displacement	15.21	12.81				
Net HP per Cu.In. Displacement	.440	.423				
Power Displacement (cu.ft./mile)	179.35	220.25				
Displacement Factor (cu.ft./ton mile)	94.39	112.37				
TURBO HYDRA-MATIC						
Performance Weight (pounds)		3960	3967	4003	4081	4208
Pounds per Net Horsepower		30.46	24.04	20.01	16.00	17.53
Pounds per Cu.In. Displacement		12.89	11.33	11.43	11.66	10.47
Net HP per Cu.In. Displacement		.423	.471	.571	.729	.597
Power Displacement (cu.ft./mile)		195.21	222.56	251.10	302.57	311.50
Displacement Factor (cu.ft./ton mile)		98.59	112.40	125.55	148.32	149.76

GLOSSARY

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

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
- Bearing Caps (Number, material & attachment)
  - L6-250 . . . . . 7, cast iron, 2-bolt
  - V8-307 & 350 (L65 & L48) . . . 5, cast iron; 2-bolt
  - V8-350 (Z28) . . . . . No 1 & 5, cast iron 2-bolt
    No. 2, 3 & 4, nodular iron 4-bolt
  - V8-402 . . . . . 5, cast iron, 2-bolt
- Water Jacket . . . . . Full length around each cylinder
- 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. . . . . 5.93 Cu.In.
  - V8-307 Cu.In. . . . . 5.32 Cu.In.
  - V8-350 Cu.In. (RPO L65) . . . . . 6.08 Cu.In.
  - V8-350 Cu.In. (RPO L48) . . . . . 6.08 Cu.In.
  - V8-350 Cu.In. (Z28) . . . . . 5.54 Cu.In.
  - V8-402 Cu.In. . . . . 6.91 Cu.In.

INLET MANIFOLD
- Material . . . . . Cast alloy iron
  Cast aluminum with Z28
- 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

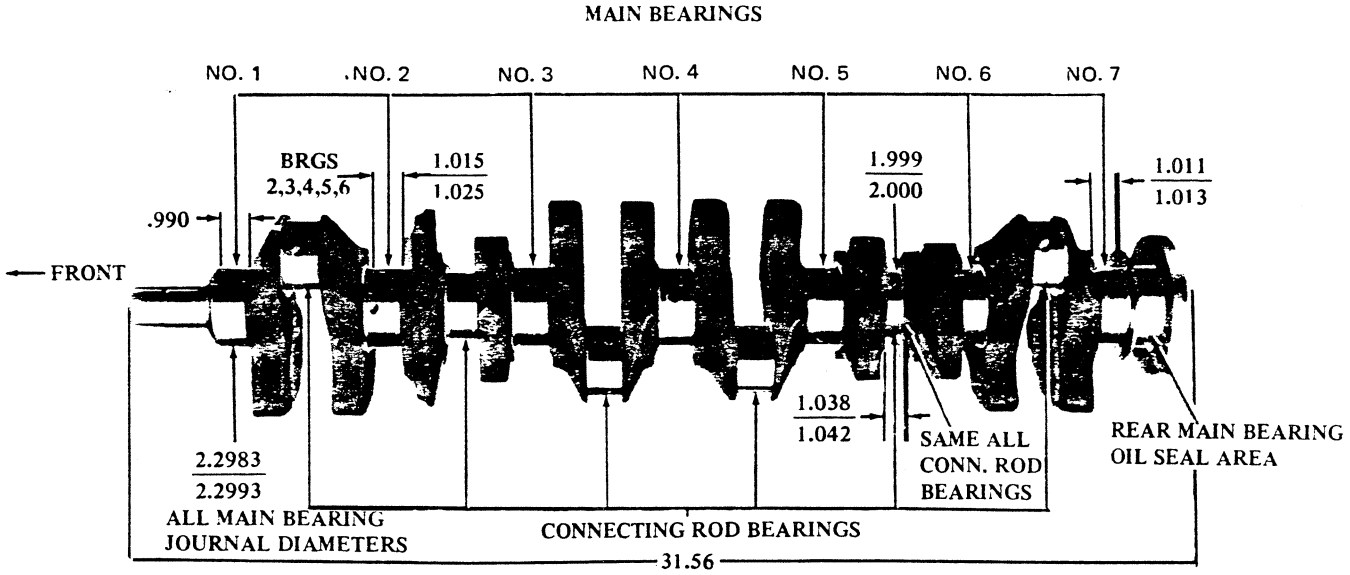
CRANKSHAFT
- Material
  - L6-250 & V8-307 Cu.In. . . . . Cast nodular iron
  - V8-350 (L65 & L48) Cu.In. . . . Cast nodular iron
  - V8-350 (Z28) Cu.In. . . . . Forged steel
  - V8-402 Cu.In. . . . . Cast nodular iron
- End Play
  - L6-250 Cu.In. 002-.006
  - V8-307 & 350 Cu.In. 002-.006
  - V8-402 Cu.In. 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

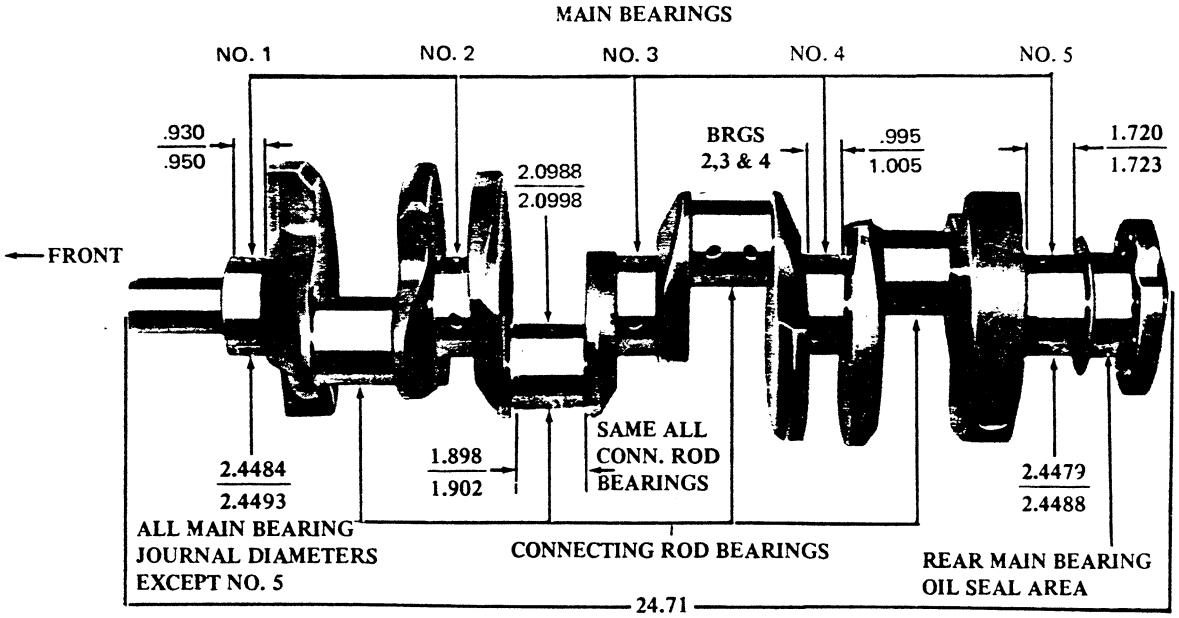
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu.In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-307 & 350 (L65 & L48) Cu.In.			
Bearing No. 1	2.4502	.752	1.8425
Bearing No. 2-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.177	2.8846
V8-350 Cu.In. (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	2.7504	.962	2.6459
Bearing No. 2	2.7504	.962	2.6459
Bearing No. 3-4	2.7504	.962	2.6459
Bearing No. 5	2.7505	1.256	3.4546

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



307 and 350 CUBIC INCH V-8 ENGINES



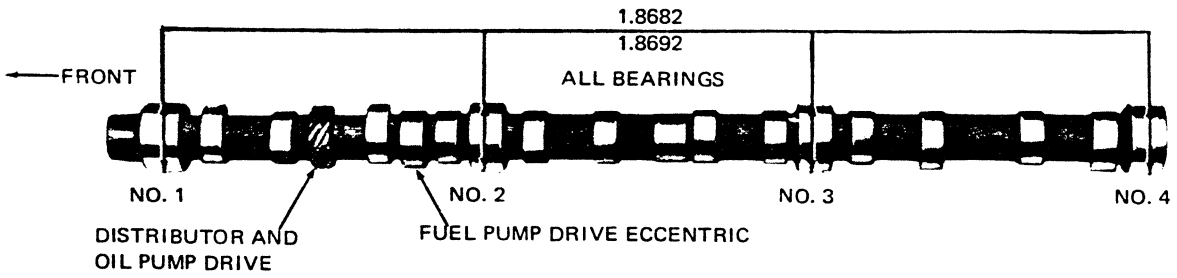
CAMSHAFT
- Material . . . . . Cast alloy iron
- Drive
  - L6 . . . . . Gear; bakelite and fabric composition
  - V8 . . . . . Sprocket & chain; steel
- Lobe Lift
  - L6-250 Cu.In. . . . Standard .2217 Inlet & Exhaust
    California .2217 Inlet; .2315 Exhaust
  - V8-307 Cu.In. . . . . .2600 Inlet; .2733 Exhaust
  - V8-350 Cu.In. (L65 & L48)
    - Standard . . . . . .2600 Inlet; .2733 Exhaust
    - California . . . . . .2671 Inlet; .2733 Exhaust
  - V8-350 Cu.In. (Z28) . . .3057 Inlet; .3234 Exhaust
  - V8-402 Cu.In. . . . . .2343 Inlet; .2529 Exhaust
- Camshaft Bearings . . . . . Steel backed babbitt

VALVE TRAIN
- Type . . . . . Individually mounted, overhead valves and rocker arms, push rod actuated.
- Lifters . . . . . Hydraulic; RPO Z28 - Solid
- Rocker Arms . . . . . Stamped steel
- Ratio
  - L6-250 Cu.In. 1.75:1
  - V8-307 & 350 Cu.In. 1.50:1
  - V8-402 Cu.In. 1.70:1
- Push Rods . . . . . Hollow steel with hardened ends; steel insert with V8-402 and upper end with V8-350 (Z28)
- Rotators (V8-307, 350 & 402) . . . . . Exhaust

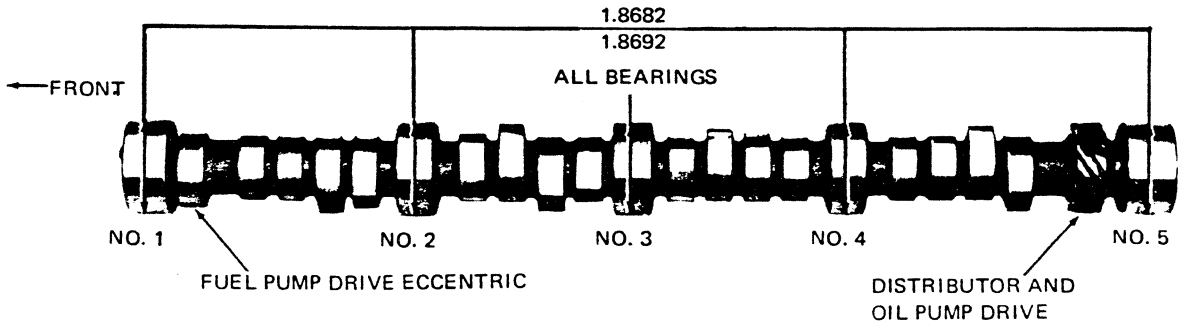
VALVE SPRINGS
- Diameter
  - L6-250 Cu.In. 872–.888
  - V8-307 & 350 Cu.In. 868–.884
  - V8-402 Cu.In. 1.080–1.094
- Installed Length (lb. @ in.)
  - Valves closed
    - L6-250 Cu.In. . . . . 56-64 @ 1.66
    - V8-307 Cu.In. . . . . 76-84 @ 1.66
    - V8-350 Cu.In. . . . . 76-84 @ 1.70
    - V8-402 Cu.In. . . . . 84-96 @ 1.88
  - Valves opened
    - L6-250 Cu.In. . . . . 180-192 @ 1.27
    - V8-307 Cu.In. . . . . 194-206 @ 1.17
    - V8-350 Cu.In. . . . . 194-206 @ 1.25
    - V8-402 Cu.In. . . . . 205-225 @ 1.48
  - Free Length
    - L6-250 Cu.In. 1.90
    - V8-307 & 350 Cu.In. 2.03
    - V8-402 Cu.In. 2.12
- Valve Spring Damper
  - L6-250 Cu.In. . . . . None
  - V8-307 & 350 Cu.In. . . . . Flat steel, 4 coils
  - V8-402 Cu.In. . . . . Flat steel, 3.62 coils
- Oil Shield . . . . . Steel cup

CAMSHAFT AND BEARINGS

250 CUBIC INCH L-6 ENGINE



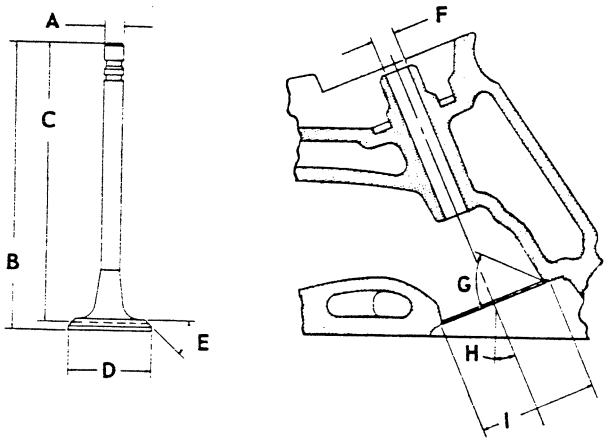
350 CUBIC INCH V-8 ENGINE



PRINCIPAL COMPONENTS

INLET VALVES

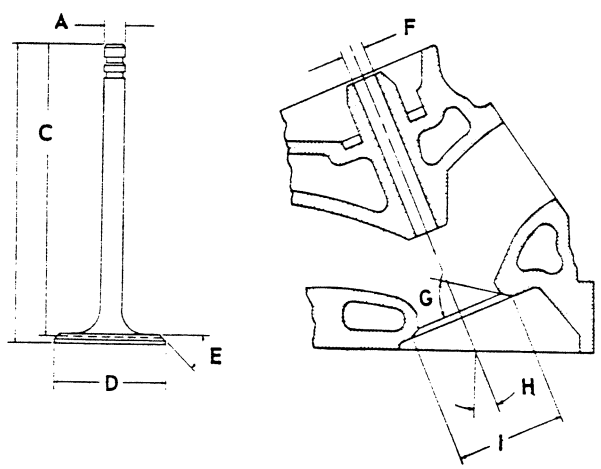
Material . . . . . Alloy steel
Coating
L6-250 Cu.In. . . . . Aluminized face
V8-307 & 350 Cu.In. . . . . None
V8-402 Cu.In. . . . . Face and head aluminized
Valve Guide Inserts (V8-402) . . . . . Cast alloy iron



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. (L65 & L48) . . . 4.913-4.933
V8-350 Cu.In. (Z28) 4.891-4.910
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.; 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. Standard . . . . . .3880 Inlet & Exhaust
California .3880 Inlet; .4051 Exhaust
V8-307 Cu.In. . . . . .3900 Inlet; .4100 Exhaust
V8-350 Cu.In. (L65 & L48)
Standard . . . . . .3900 Inlet; .4100 Exhaust
California . . . . . .4006 Inlet; .4100 Exhaust
V8-350 Cu.In. (Z28) . . . . .4586 Inlet; .4850 Exhaust
V8-402 Cu.In. . . . . .3983 Inlet; .4300 Exhaust

VALVE TIMING (Crankshaft degrees)

L6-250 Cu.In.	Excluding Ramps	
	Standard	California
Inlet Valve (Zero lash)		
Opens - BTC	16°	16°
Closes - ABC	48°	48°
Duration	244°	244°
Exhaust Valve (Zero lash)		
Opens - BBC	46°30'	64°
Closes - ATC 17°30'	50°	50°
Duration	244°	294°

V8-307 & 350 (L65 & L48)	Excluding Ramps	
	Standard	California
Inlet Valve (Zero lash)		
Opens - BTC	28°	44°
Closes - ABC	72°	96°
Duration	280°	320°
Exhaust Valve (Zero lash)		
Opens - BBC	78°	88°
Closes - ATC	30°	66°
Duration	288°	334°

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	28°
Closes - ABC	78°
Duration	286°
Exhaust Valve (Zero lash)	
Opens - BBC	75°
Closes - ATC	31°
Duration	286°

PISTONS

Material
All engine except V8-350 (Z28) . . Cast alum. alloy
V8-350 Cu.In. (Z28) . . . . Alum. impact extruded
Head Type
V8-307 Cu.In. . . . . Flat, notched
L6-250 & 350 Cu.In. (L65 & L48) . . . . . Sump
V8-350 Cu.In. (Z28) . . . . . Flat, notched
V8-402 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. 0310-.0370
Skirt Clearance
L6-250 Cu.In. 0005-.0015
V8-307 Cu.In. 0005-.0015
V8-350 Cu.In. (L65) 0007-.0017
V8-350 Cu.In. (L48) 0007-.0017
V8-350 Cu.In. (Z28) 0036-.0046
V8-402 Cu.In. 0018-.0028
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; V8-307 & 350 Cu.In. 2.990-3.010
V8-402 Cu.In. 2.930-2.950
Diameter
L6-250; 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) 00015-.00025
V8-350 Cu.In. (Z28) 00045-.00055
V8-402 Cu.In. 00025-.00035
Pin Mounting . . . . . Locked in rod by shrink fit

PRINCIPAL COMPONENTS

COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	
L6-250 Cu.In.	Molybdenum inlay
V8-307 & V8-350 Cu.In.	
L65 & L48)	Chrome plate face
V8-350 (Z28) & 402 Cu.In.	Molybdenum inlay
Width	
L6-250 Cu.In.	.0775-.0780
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) & 402 Cu.In.	Chrome plated
Width	
L6-250 Cu.In.	.0770-.0780
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	18 (approximately)
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, dual airhorn, 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.	15.48
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

EVAPORATION CONTROL SYSTEM

Operation	System is designed to minimize the escape of fuel vapors to the atmosphere

EXHAUST AND VENTILATION SYSTEM

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

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
- Combination Emission Control Valve . . . . . Controls vacuum supply to the distributor vacuum spark advance and positions the carburetor throttle blade during vehicle deceleration.
- Air Injection Reactor . . . . . Used on V8-350 (Z28) and V8-402 Cu.In. and engines used in California. 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
V8-307 & 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. . . . . 24 qts

RADIATOR
- Make and Type . . . . . Harrison, tube and center
- Core Constant
  - Distance between Fins
    - L6-250 Cu.In. . . . . .30 Syn., .25 Auto.
    - V8-307 Cu.In. . . . . .25 Syn., .20 Auto.
    - V8-350 Cu.In. (L65 & L48) . . .20 Syn., .18 Auto.
    - V8-350 Cu.In. (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. . . . . .16 Syn. & Auto.
    - V8-307 Cu.In. . . . . .20 Syn., .18 Auto.
    - V8-350 Cu.In. (L65 & L48) . . .20 Syn., .16 Auto.
    - V8-350 (Z28) & 402 Cu.In. . . . .16 Syn. & Auto.
  - Distance between tubes 55
- Thickness of Core
  - L6-250 Cu.In. 1.26
  - V8-307 & 350 (L65) Cu.In. 1.26
  - V8-350 (L48 & Z28) Cu.In. 1.98
  - V8-402 Cu.In. 2.70
- Frontal Area (Sq.In.)
  - L6-250 Cu.In. 353
  - V8-307, 350 & 402 Cu.In. 446

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

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

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) 5
- Diameter
  - L6-250 Cu.In. 17.62
  - All V8 engines 18.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number Used . . . . . One
- Angle of "V" . . . . . 38^{o}–42^{o}
- 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. . . . . 24 GPM @ 2000 Engine RPM
  - V8-307 Cu.In. . . . . 25 GPM @ 2000 Engine RPM
  - V8-350 Cu.In. . . . . 24 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 Cu.In. . . . . 2300 watts
    - V8-307, 350 & 402 Cu.In. . . . . 2900 watts
    - Heavy Duty (RPO T60) . . . . . 3750 watts
  - Capacity (SAE) @ 20 hr. rate
    - L6-250 Cu.In. . . . . 45 amp. hr.
    - V8-307, 350 & 402 Cu.In. . . . . 61 amp. hr.
    - Heavy Duty (RPO T60) . . . . . 80 amp. hr.
  - Total Number of Plates
    - L6-250 Cu.In. 54
    - V8-307. 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
- Drive . . . . . By fan belt
- Pulley Pitch Diameter . . . . . 2.43; Z28 & LS3 - 3.09
- Ratio (Gen. to Engine Speed) . . . . . 2.73:1; Z28 & LS3 - 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 & 350 Cu.In. ACR44T
  - 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. 70-99
        - 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. 7800-12000
        - V8-402 Cu.In. 7800-12000
  - Motor 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. Standard	307 Cu.In. Standard	350 Cu.In. RPO L65	350 Cu.In. RPO L48	350 Cu.In. RPO Z28	402 Cu.In. RPO LS3
Model	Manual	1110489	1112005	1112005	1112044	1112095	1112057
	Automatic	1110489	1112039	1112005	1112045	1112049	1112057
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	1270	1000	1000	1160	1200	1260
	Automatic	1270	1320	1000	1335	1330	1260
Maximum Degrees @ RPM	Manual	24 @ 4100	24 @ 4300	24 @ 4300	22 @ 4200	28 @ 5000	30 @ 4400
	Automatic	24 @ 4100	20 @ 4200	24 @ 4300	18 @ 4200	24 @ 5000	30 @ 4400
Vacuum advance begins @ In. Hg.	Manual	8.00	8.00		8.00		8.00
	Automatic	8.00	8.00		8.00		8.00
Maximum degrees @ In. Hg.	Manual	22 @ 16	20 @ 17		15 @ 15.5		20 @ 17
	Automatic	22 @ 16	20 @ 17		15 @ 15.5		20 @ 17
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	Manual	4° BTC @ 700	4° BTC @ 900	6° BTC @ 900	4° BTC @ 800	● 2° BTC * @ 900	8° BTC @ 800
	Automatic	4° BTC @ 650	8° BTC @ 600	6° BTC @ 600	8° BTC @ 600	12° BTC @ 700	8° BTC @ 600
Timing mark location		Torsional damper					

● * 4° BTC for California

CLUTCHES AND TRANSMISSIONS

CLUTCHES

Engine	Type - Cubic Inch		L6-250	V8-307	V8-350			V8-402
	Availability		Standard	Standard	RPO L65	RPO L48	RPO Z28	RPO LS3
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 finger design			
	Clutch spring matl.		Heat treated spring steel					
Driven plate	Type		Single disc with two friction surfaces					
	Cushions		Flat spring steel between friction rings					
	Dampers		(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	Nodular 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 Application	Type		L6-250	V8-307	V8-350	V8-350			V8-402	V8-350	V8-402
	Availability		Standard		L65	L65	L48	Z28	LS3	Z28	LS3
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	2.54			2.52	2.20	
		Second	1.68		1.50	1.80			1.88	1.64	
		Third	1.00		1.00	1.44			1.46	1.27	
		Fourth				1.00			1.00	1.00	
		Reverse	2.95		2.63	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	111
		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)	
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	
	Type		Internal-external gear	
Oil pump	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 (L65 & L48)	V8-350 (Z28) & 402
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	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.

WHITE BOOK ORDER FORM

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The Genuine

Camaro White Book™

1967-1993

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CONTENTS

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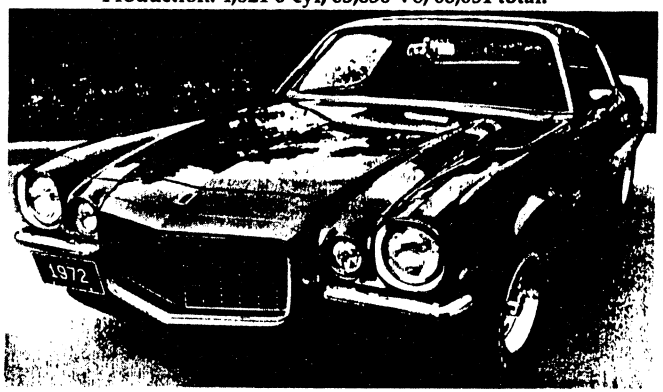
1972 CAMARO

Production: 4,821 6-cyl, 63,830 V8, 68,651 total.



1972 Camaro RS SS Sport Coupe *Chevrolet photo*

1972 NUMBERS

Vehicle Identification Example: 1Q87H2N100001

- Second digit is model level: Q=Camaro (all models)
- Fifth digit is engine code: D=250ci F=307ci H=350ci,tb K=350ci,ss T=350ci,z U=396ci
- Sixth digit is model year: 2=1972
- Seventh digit is N for Norwood assembly.
- Last six digits increased one with each car built at Norwood.

Dimensions: Length: 188.0 inches Height: 50.5 inches
Width: 74.4 inches Wheelbase: 108.0 inches

Suffix:

CAY: 307ci, ce, mt	CKA: 350ci, mt	CMB: 350ci, at, ce
CAZ: 307ci, at, ce, pg	CKB: 350ci, at	CMH: 350ci, ce, mt
CBA: 250ci, ce, mt	CKD: 350ci, at	CRD: 350ci, ar, at
CBG: 250ci, mt	CKG: 307ci, mt	CRG: 350ci, ar, mt
CBJ: 250ci, pg	CKH: 307ci, pg	CRZ: 396ci, ar
CDA: 350ci, ce, mt	CKK: 350ci, mt	CSD: 250ci, ce, pg
CDB: 350ci, at, ce	CKS: 350ci, mt, z	CSZ: 396ci, ar, at
CDD: 350ci, at, ce	CKT: 350ci, at, z	CTA: 396ci, ar, mt
CDG: 350ci, ce, mt	CLA: 396ci, mt	CTB: 396ci, ar, at
CDL: 250ci, ar, pg	CLB: 396ci, at	CTK: 307ci, at
CDM: 250ci, ar, mt	CMA: 307ci, at, ce	CTL: 350ci, at

Abbreviations: at=Turbo Hydra-Matic automatic transmission, ar=air injection reactor, ce=California emission controls, tb=two barrel carburetor, mt=manual transmission, pg=Powerglide automatic transmission, ss=super sport, z=RPO Z28 special performance package.

1972 FACTS

- 1972 appearance differed little from 1971. Grilles in non-Rally Sport models did have a coarser grill mesh and vinyl tops had a "wet" look.
- Engine choices didn't change from the previous year, but power ratings dropped in four of six engines due to emission and tuning requirements.
- Prices dropped in December 1971, due to repeal of the 7% auto excise tax.
- 1972 Camaros were the last to offer "big block" engines. Just 930 were sold. The engine wasn't certified for sale in California.
- Inner door panels were restyled to include map pockets and coin tray.

1972 FACTS *cont...*

- Camaro production was reduced to 68,651 due to a 117-day strike at the Norwood, Ohio, assembly plant, the only facility building 1972 Camaros. When the strike ended, 1,100 partially assembled 1972 models had to be scrapped because it was too costly to bring them into compliance with the more stringent 1973 bumper and emission requirements.
- 1972 horsepower ratings were released at "net" ratings, the power actually delivered to the rear wheels after accessory and driveline losses.
- A three-point combination seat and shoulder belt harness appeared in 1972 Camaros to replace the earlier separate lap and shoulder belt combinations. The change was phased-in during the model year.
- New shifter mechanisms for 1972 models with 4-speed manual transmissions featured a push-down reverse lockout.
- Spoilers were no longer a standard part of the RPO Z28 special performance package in 1972. The smaller style rear spoiler was no longer available in any option package. The larger, three-piece rear style was included in the RPO D80 spoiler option which also included a front valance spoiler. In 1972, RPO D80 could be ordered with any model, including RPO Z28.

1972 FACTORY OPTIONS

RPO	Description	Qty	Retail
12387	Camaro Sport Coupe, 6-cylinder	4,821	$2,729.70
12487	Camaro Sport Coupe, 8-cylinder	63,830	2,819.70
AK1	Belts, custom deluxe	8,475	14.50
AN6	Adjustable Seat Back, driver side	2,087	18.00
A01	Soft Ray Tinted Glass, all windows	44,155	39.00
B37	Floor Mats, color-keyed front and rear	15,725	12.00
B93	Guards, door edge	21,452	6.00
C08	Vinyl Roof Cover	23,918	87.00
C24	Windshield Wipers, hide-a-way	21,587	21.00
C50	Defroster, rear window	7,018	31.00
C60	Air Conditioning	31,738	397.00
D34	Mirror, visor vanity	3,931	3.00
D35	Mirror, left-hand remote control	28,965	15.00
D55	Console	49,845	57.00
D80	Spoilers, front and rear	5,954	77.00
F41	Suspension, special purpose front and rear	7,133	30.00
G80	Positraction, rear axle	7,643	45.00
J50	Power Brakes	29,271	46.00
LS3	Engine, 396ci, 240hp Turbo-Jet V8 (SS)	970	96.00
L65	Engine, 350ci, 165hp Turbo-Fire V8	27,009	26.00
M20	Transmission, 4-speed wide range	4,127	200.00
M21	Transmission, 4-speed close ratio	942	200.00
M22	Transmission, 4-speed close ratio heavy-duty	767	231.00
M35	Transmission, Powerglide automatic	4,462	174.00
M40	Transmission, Turbo Hydra-Matic automatic	7,302	210.00
NK4	Steering Wheel, sport	5,758	15.00
N33	Tilt Steering Column	3,706	44.00
N40	Power Steering	59,854	130.00
PL3	Tires, E78x14 belted white stripe	28,384	28.00
PL4	Tires, F70x14 belted white letter	16,342	82.85
PY4	Tires, F70x14 belted white stripe	16,581	69.85
P01	Wheel Covers, bright metal	27,708	26.00
P02	Wheel Covers, custom	824	82.00
T60	Battery, heavy duty	3,448	15.00
U14	Special Instrumentation	8,608	82.00
U35	Clock	7,403	16.00

1972 FACTORY OPTIONS *cont...*

RPO	Description	Qty	Retail
U63	Radio, AM pushbutton	54,271	$65.00
U69	Radio, AM-FM pushbutton	10,404	135.00
U80	Speaker, rear seat	15,889	15.00
VF3	Bumpers, deluxe front and rear	2,449	36.00
V01	Radiator, heavy duty	3,057	14.00
YD1	Axle, trailering ratio	165	12.00
YF5	Emission Test, required for California	8,124	15.00
ZJ7	Rally Wheels	27,804	44.00
ZJ9	Auxiliary Lighting	5,309	17.50
ZQ9	Axle, performance ratio	652	12.00
Z21	Style Trim Group	22,477	56.00
Z22	Rally Sport Package	11,364	118.00
Z23	Interior Accent Group	18,064	21.00
Z27	Super Sport Package	6,562	306.35
Z28	Special Performance Package	2,575	769.15
Z87	Custom Interior	6,462	113.00

• Prices shown were lower than introduction prices due to the repeal of federal excise tax. Prices included factory and dealer delivery and handling. They did not include transportation, or state and local taxes.
• Chevrolet records also indicate the following sales: RPO A02 (tinted windshield only) 533 sold, RPO PM7 (whitewall tires) 2,575 sets sold.
• Prices for Super Sport and Z28 models sold in California were $26.00 less than other states because base V8s were not available in California and the L65 engine ($26.00) was the minimum requirement for V8 Camaros.
• The base 6-cylinder engine was 250ci, 110hp. The base V8 engine was 307ci, 130hp.
• RPO AK1 (belts) included four seat and two front shoulder color-keyed custom deluxe belts with brushed metal buckles.
• RPO AN6 (adjustable seat back) adjustment limited to two positions.
• RPO C24 (hide-a-way wipers) included with Rally Sport or Super Sport.
• RPO C60 (air conditioning) included heavy-duty radiator and 61-amp generator, V8 only, not available with Z28.
• RPO D35 (left-hand remote mirror) included with SS and Z28.
• RPO D55 (console) included floor-mount shifter (when automatic was ordered), rear seat courtesy light, compartment, and ashtray.
• RPO D80 (spoiler) included front air dam and three-piece rear spoiler.
• RPO F41 (special suspension) included special front and rear stabilizers and shocks. V8 only, included with 240hp SS and RPO Z28.
• RPO G80 (Positraction) included with Z28.
• RPO J50 (power brakes) included with SS or RPO Z28.
• RPO M20 (4-speed) available with optional engines only.
• RPO M21 (4-speed) available with 240hp SS or RPO Z28 only.
• RPO M22 (heavy-duty 4-speed) available with RPO Z28 only.
• RPO M35 (Powerglide automatic) 6-cyl price shown; $185.00 with base V8.
• RPO M40 (Turbo Hydra-Matic automatic) available V8 only, $231.00 with 240hp SS, $297.00 with RPO Z28.
• RPO PL4 (tires) included 14x7 wheels, V8 only, included with SS.
• RPO PY4 (tires) included 14x7 wheels, V8 only, no charge with SS.
• RPO U14 (special instruments) included tach, ammeter, and temperature gauges plus clock, all in main panel, V8 only, standard with Z28.
• RPO VF3 (deluxe bumpers) included resilient black front and rear bumper cushions and rear bumper guards. Cost $24.00 with RPO Z28.
• RPO V01 (heavy-duty radiator) included with air conditioning or Z28.
• RPO YD1 (trailering axle) available with 130hp or 240hp and M40.
• RPO ZJ7 (rally wheels) included 14x7 wheels, hubcaps, and trim rings.

1972 FACTORY OPTIONS *cont...*

• RPO Z22 (Rally Sport) included black grille with rubber-tipped vertical center bar and resilient body-color grille frame, independent left and right front bumpers, parking lamps on grille, hide-a-way wipers, bright roof drip, window, hood panel; Rally Sport emblem on steering wheel, Rally Sport nameplates on front fenders. Rally Sport emblems were deleted with Camaro SS or Z28 packages.
• RPO Z23 (interior accent group) included glovebox light, additional instrument panel lighting, wood-grain accents on instrument panel cluster and steering wheel. RPO Z23 was included with RPO Z87.
• RPO Z27 (super sport) included 350ci, 200hp Turbo-Fire V8 with bright accents, heavy-duty engine mounts and starter, dual exhausts, power brakes, left-hand remote mirror, special trim and hood insulation, F70x14 belted white letter tires, 14x7 wheels, black grille, hide-a-way wipers, and SS emblems on steering wheel and fender.
• RPO Z28 (special performance package) included 350ci, 255hp V8 with finned aluminum rocker covers and bright accents, left remote and right manual sport mirrors, special instruments, power brakes, 3.73:1 Positraction, dual exhausts, black grille, Z28 emblems on grille and front fenders, rear bumper guards, sport suspension, heavy-duty engine mounts, starter, radiator and springs, 15x7 wheels with bright lug nuts, special center caps and trim rings, F60x15 belted white letter tires, Z28 rear panel decal, and special paint stripes on hood and rear deck.
• RPO Z87 (custom interior) included deluxe seat and sidewall trim, glovebox light and additional instrument cluster lighting, wood-grain accents on instrument cluster, steering wheel and door trim panels, trunk mat plus special engine compartment, hood and interior insulation.

1972 COLORS

Code	Exterior	Vinyl Top	Stripes	Interiors
11	Antique White	B-Bk-Cv-G-P-T-W	Bk	B-Bk-Cv-G-T-W
14	Pewter Silver	Bk-G-P-W	Bk-W	Bk-G-T-W
24	Ascot Blue	B-Bk-W	Bk-W	B-Bk-W
26	Mulsanne Blue	Bk-W	Bk-W	B-Bk-W
36	Spring Green	Bk-W	Bk-W	Bk-W
43	Gulf Green	Bk-G-W	Bk-W	Bk-Cv-G-W
48	Sequoia Green	Bk-Cv-G-P-W	Bk-W	Bk-Cv-G-T-W
50	Covert Tan	Bk-Cv-W	Bk-W	Bk-Cv-G-T-W
53	Placer Gold	Bk-Cv-W	Bk-W	Bk-Cv-W
56	CreamYellow	Bk-Cv-W	Bk-W	Bk-Cv-T-W
57	Golden Brown	Bk-Cv-W	Bk-W	Bk-Cv-T-W
63	Mohave Gold	Bk-Cv-T-W	Bk-W	Bk-Cv-T-W
65	Flame Orange	Bk-Cv-W	Bk-W	Bk-W
68	Midnight Bronze	Bk-Cv-T-W	W	Bk-Cv-T-W
75	Cranberry Red	Bk-W	Bk-W	Bk-W

• Vinyl top, stripe and interior combinations shown were recommended by Chevrolet as most attractive, but other combinations were permitted.
• Stripes for Z28 models were available in either black or white as shown, except for Antique White exteriors which could only have black stripes, and Midnight Bronze which had only white stripes.
• Standard vinyl interiors were available in B, Bk, Cv, T, and W. Custom interiors (cloth) were available in Bk, Bbk, Cvbk, and Gbk.

Interior Codes: 775=Bk/std, 776=B/std, 777=G/std, 778=T/std, 779=Cv/std, 780=W/std, 785=Bk/cc, 786=Bbk/cc, 787=Gbk/cc, 788=Cvbk/cc.

Abbreviations: B=Blue, Bk=Black, Bbk=Blue with black trim, cc=custom cloth, Cv=Covert (light tan), Cvbk=Covert with black trim, G=Green, Gbk=Green with black trim, P=Pewter (silver), Std=standard, T=Tan, W=White.

1972 Camaro SS

Production

8 cyl

2 dr coupe	63,830

V-8

2 dr coupe, L48 350 ci	5,592
2 dr coupe, LS3 402 ci	970
Total	6,562

Serial numbers

Description

1F87K2N100001
1 — Chevrolet
F — Camaro body series
87 — Body style (2 dr coupe)
K — Engine code
2 — Last digit of model year (1972)
N — Assembly plant (N-Norwood)
100001 — Consecutive sequence number

Location

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

Engine codes

K — 350 ci 4 bbl V-8 200 hp
U — 402 ci 4 bbl V-8 240 hp

Engine and transmission suffix codes

CKK — 350 ci V-8 4 bbl 200 hp, manual
CDG — 350 ci V-8 4 bbl 200 hp, manual w/NB2
CKD — 350 ci V-8 4 bbl 200 hp, Turbo Hydra-matic automatic TH350
CDD — 350 ci V-8 4 bbl 200 hp, Turbo Hydra-matic automatic w/NB2
CLA — 402 ci V-8 4 bbl 240 hp, manual
CTA — 402 ci V-8 4 bbl 240 hp, manual w/AIR
CLB — 402 ci V-8 4 bbl 240 hp, Turbo Hydra-matic automatic
CTB — 402 ci V-8 4 bbl 240 hp, Turbo Hydra-matic automatic

Carburetors

350 ci — 7042203
350 ci w/automatic — 7042202
350 ci w/NB2 — 7042903
350 ci w/NB2, w/automatic — 7042902
402 ci — 7042201
402 ci w/automatic — 7042200

Distributors

350 ci — 1112095
350 ci w/automatic — 1112049
402 ci — 1112057
350 ci w/automatic — 1112154
402 ci — 1112162

Exterior color codes

Antique White	11
Pewter Silver	14
Ascot Blue	24
Mulsanne Blue	26
Spring Green	36
Gulf Green	43
Sequoia Green	48
Covert Tan	50
Placer Gold	53
Cream Yellow	56
Golden Brown	57
Mohave Gold	63
Orange Flame	65
Midnight Bronze	68
Cranberry Red	75

Interior trim codes

Color	Std vinyl	Custom cloth
Black	775	785
Dark Blue	776	786
Dark Green	777	787
Light Covert	779	788
Medium Tan	778	—
White	780	—

Vinyl top color codes

White	AA
Black	BB
Medium Tan	FF
Medium Green	GG
Light Covert	TT

Options

12487 Sport coupe $2,819.70

Option number	Description	Quantity	Retail price
AK1	Custom deluxe seatbelts & shoulder belts	8,475	$ 14.50
AN6	2 position adjustable seatback	2,087	18.00
A01	Tinted glass (all windows)	44,155	39.00
B37	Color-keyed floor mats	15,725	12.00
B93	Door edge guards	21,452	6.00
C08	Vinyl roof cover	23,918	87.00
C50	Forced air rear window defroster	7,018	31.00
C60	AC	31,738	397.00
D34	Vanity Visor mirror	3,931	3.00
D55	Rear seat & ashtray console	49,845	57.00
D80	Front & rear spoiler	5,954	77.00
F41	Special performance suspension & rear shock absorbers (V-8 models w/F70x14 tires only)	7,133	30.00
G80	Positraction axle	7,643	45.00

LS3	240 hp Turbo-Jet 396 ci V-8 engine (available only w/Z27)	970	96.00
M20	4 speed wide-ratio transmission	4,127	200.00
M21	4 speed close-ratio transmission	942	200.00
M40	Turbo Hydra-matic automatic transmission	7,302	297.00
NK4	Sport steering wheel	5,758	15.00
N33	Comfortilt steering wheel	3,706	44.00
N40	Variable-ratio power steering	59,854	130.00
PY4	F70-14B bias-belted-ply white stripe tires (incl 14x7 in. wheels)	16,581	NC
P01	Brightmetal wheel covers	27,708	26.00
P02	Custom wheel covers	824	82.00
T60	HD battery	3,448	15.00
U14	Special instrumentation	8,608	82.00
U35	Electric clock (incl w/U14)	7,403	16.00
U63	Push-button AM radio	10,404	135.00
U80	Rear seat speaker	15,889	15.00
VF3	Deluxe front & rear bumpers	2,449	36.00
V01	HD radiator	3,057	14.00
YD1	Special ratio axle for trailering	165	12.00
YF5	Calif emission test (NA w/240 hp engines)	8,124	15.00
ZJ7	Rally wheels (incl special 14x7 in. wheels, hubcaps & trim rings)	27,804	44.00
ZJ9	Auxiliary lighting	5,309	17.50
Z21	Style trim	22,477	56.00
Z22	Rally sport equipment	11,364	118.00
Z23	Interior Accent Group	18,064	21.00
Z27	Camaro SS equipment	6,562	306.35
Z28	Special Performance Package	2,575	769.15
Z87	Custom interior	6,462	113.00

Facts

The year 1972 was the last for the SS Package on the Camaro and also the last for the big-block 402 ci engine, which was marketed as the 396.

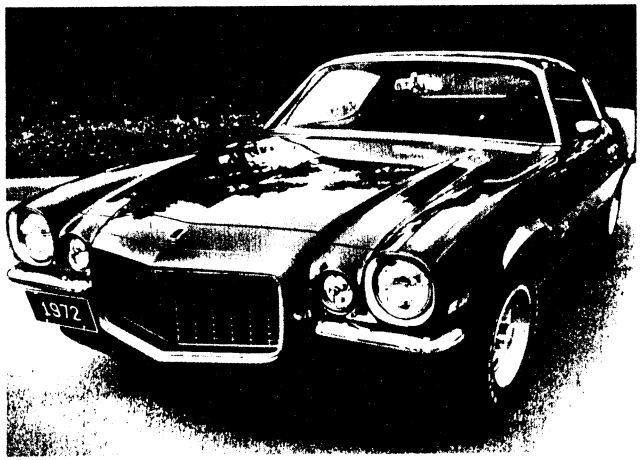
From 1972, Chevrolet revised the VIN system; the car's VIN now included a letter code indicating which engine the car was equipped with.

All 1972 Camaros were built at the Norwood plant.

Most noticeable changes on the 1972 Camaro were the use of a larger-mesh standard grille and redesigned inner door panels. In the interior was a new three-point harness and seatbelt combination and a new shifter with pushdown reverse lockout for four-speed-manual-equipped cars.

The SS Package was unchanged from 1971; however, factory literature mentioned that Super Sport Camaros got heavy-duty engine mounts and starter. The RS Package was unchanged as well.

The standard Super Sport 350 ci V-8 was downgraded to produce just 200 hp. The optional 402 was rated at 240 hp. Ratings were based on the SAE net rating system.



The 1972 Camaro SS Coupe.

1972
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CAMARO	
MAILING ADDRESS FILE COPY ONLY	MODEL YEAR 1972	ISSUED: September 1971 REVISED (•)

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AMA Specifications Form—Passenger Car

TABLE OF CONTENTS

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.
   c. All dimensions are in inches.

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

BODY MODEL	Body Series, Type and Number. (Use mfgr's. code for identification)		Number of Passengers (Indicate Front/Rear)	
	L-6 Engine Models	V-8 Engine Models	Front	Rear
CAMARO				
2-Door Sport Coupe	12387	12487	2	2

NOTE: ANY SPECIFICATIONS ON THE FOLLOWING PAGES THAT ARE SPECIFIC TO CALIFORNIA ARE INDICATED ACCORDINGLY.

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

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	--
Max. front doors open	W120	140.5
Max. rear doors open	W121	--
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.)		200
Overall height	H101	49.1
Cowl height	H114	35.4
Deck height	H138	
Rocker panel – front: To ground	H112	6.7
Rocker panel – front: From front wheel ℄	H112	
Bottom of front door to ground	H133	10.0
Rocker panel – rear: To ground	H111	5.6
Rocker panel – rear: From rear wheel ℄	H111	
Bottom of rear door to ground	H135	--
Windshield slope angle	H122	57.4
GROUND CLEARANCE		
Bumper to ground – front	H102	19.2
Bumper to ground – rear	H104	14.4
Angle of approach	H106	22.3
Angle of departure	H107	12.3
Ramp breakover angle	H147	10.0
Rear axle differential to ground	H153	6.5
Min. running clearance (Specify)	H156	4.7 (a)

(a) Exhaust system to ground.

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MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 27, 29 for SAE Dimension Definitions

MODEL	SAE Ref. No.	2-Door Sport Coupe
FRONT COMPARTMENT		
H Point to body "O" line	L31	42.8
Effective head room	H61	37.4
Max. eff. leg room – accelerator	L34	43.8
H Point to Heel point	H30	6.7
H Point travel	L17	5.0
Shoulder room	W 3	57.4
Hip room	W 5	53.3
Upper body opening to ground	H50	44.9
REAR COMPARTMENT		
H Point couple distance	L50	27.4
Effective head room	H63	36.1
Min. effective leg room	L51	30.7
H Point to Heel point	H31	8.4
Min. knee room	L48	.44
Rear Compartment room	L 3	22.4
Shoulder room	W 4	54.4
Hip room	W 6	47.2
Upper body opening to ground	H51	--
LUGGAGE COMPARTMENT		
Usable luggage capacity (cu. ft.)	V 1	6.4
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	
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	
Maximum cargo height	H201	
Rear opening height	H202	
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2	

AMA Specifications Form—Passenger Car

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

POWER TEAMS

(Indicate whether standard or optional)

Gross bhp (brake horsepower) and gross torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.
Net bhp (brake horsepower) and net torque corrected to 85° F and 29.38 in. Hg atmospheric pressure.

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO** (Std. first) (Indicate A/C ratio) "A" "B" "C"
	Displ. cu. in.	Carb.	Compr. Ratio	Gross @ RPM BHP	Gross @ RPM Torque	Net @ RPM BHP	Net @ RPM Torque		
12387	Turbo-Thrift 250 L6 (base)	One; 1-bbl	8.5:1			110 @ 3800	185 @ 1600	3-Spd manual (2.85:1 low)	3.08 ---- ----
								2-Spd automatic*	
12487	Turbo-Fire 307 V8 (base)	One; 2-bbl	8.5:1			130 @ 4000	230 @ 2400	3-Spd manual (2.85:1 low)	3.08 ---- ----
								2-Spd automatic*	
								3-Spd automatic*	2.73 ---- ----
	Turbo-Fire 350 V8 (base) (L65)*	One; 2-bbl	8.5:1			165 @ 4000	280 @ 2400	3-Spd manual (2.54:1) Calif. only	3.08 ---- ----
								4-Spd manual (2.54:1 low)	
								3-Spd automatic*	2.73 ---- 3.42
	Turbo-Fire 350 V8 (L48)* (Z27)	One; 4-bbl	8.5:1			200 @ 4400	300 @ 2800	4-Spd manual (2.54:1 low)	3.42 ---- ----
								3-Spd automatic*	3.08 ---- ----
	Turbo-Fire 350 V8 (Z28)*	One; 4-bbl	9.00:1			255 @ 5600	280 @ 4000	4-Spd manual (2.52:1 low)	3.73 4.10 ----
								4-Spd manual* (2.20:1 low)	
								HD 4-Spd manual* (2.20:1 low)	
								3-Spd automatic*	
	Turbo-Jet 402 V8 (LS3)* (Z27)	One; 4-bbl	8.5:1			240 @ 4400	345 @ 3200	4-Spd manual (2.52:1 low)	3.42 ---- ----
								4-Spd manual* (2.20:1 low)	
								3-Spd automatic*	

* - Optional
** - Positraction required for 3.73 and 4.10; available optionally for all other ratios.
\# - Same ratios available optionally for A/C except 250-L6 and 350-V8 (Z28).

A - Standard
B - Performance Option
C - Trailer Option

NOTE: V8-307 AND 402 ENGINES NOT AVAILABLE IN CALIFORNIA. BASE V8 ENGINE FOR CALIFORNIA IS THE V8-350.

AMA Specifications Form—Passenger Car

Page 5 A

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

ENGINE – GENERAL

MODEL		Turbo-Thrift 250 Standard	Turbo-Fire 307 Standard	Turbo-Fire 350 RPO L65
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	2-4-6-5	
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Cylinder Head Material			Cast alloy iron	
Cylinder Block Material			Cast alloy iron	
Cyl. Sleeve-Wet, dry, none			None	
Number of mtg. points	Front		Two	
	Rear		One	
Engine installation angle			4°46'	
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		36.0	48.0	51.2
Recommended fuel regular – premium			Regular (unleaded or low lead)	
Cylinder Head Volume (cc)		72.71	74.56	75.47
Head Gasket Thickness (Compressed)		.032	.021	.021
Head Gasket Volume (cc)		6.86	4.32	4.58
Deck Clearance (nominal) (above or below block)		.008 (below)	.025 (below)	.025 (below)
Minimum Combustion Chamber Volume (cc)		71.71	74.47	74.47

ENGINE – PISTONS

Material			Cast aluminum alloy		
Description and finish			Sump head; slipper skirt	Flat head, notched; slipper skirt	Sump head; slipper skirt
Weight (piston only) oz.			28.80	22.00	21.16
Clearance (limits)	Top land		.0245-.0335	.0235-.0325	.0235-.0325
	Skirt	Top	.0005-.0015 (a)	.0005-.0015 (b)	.0007-.0017 (c)
		Bottom			
Ring groove diameter	No. 1 ring		3.434-3.444	3.442-3.452	3.546-3.556
	No. 2 ring		3.434-3.444	3.442-3.452	3.546-3.556
	No. 3 ring		3.446-3.456	3.454-3.464	3.582-3.592
	No. 4 ring			---	

(a) Measured 2.44 from top of piston
(b) Measured 1.675 from top of piston
(c) Measured 1.56 from top of piston

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Page 5B

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (e)

MODEL	Turbo-Fire 350 RPO L48	Turbo-Fire 350 RPO Z28	Turbo-Jet 402 RPO LS3

ENGINE – GENERAL

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		
Cylinder Head Material		Cast alloy iron		
Cylinder Block Material		Cast alloy iron		
Cyl. Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle		3°16'		
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		51.2		54.5
Recommended fuel regular – premium		Regular (unleaded or low lead)		
Cylinder Head Volume (cc)		75.47		113.06
Head Gasket Thickness (Compressed)		.021		.028
Head Gasket Volume (cc)		4.58		6.69
Deck Clearance (nominal) (above or below block)		.025 (below)		.018 (below)
Minimum Combustion Chamber Volume (cc)		74.47		112.06

ENGINE – PISTONS

Material			Cast aluminum alloy	Alum. impact extruded	Cast aluminum alloy
Description and finish			Sump head; slipper skirt	Flat head, notched; slipper skirt	Domed head; valve cutout
Weight (piston only) oz.			21.16	25.68	29.70
Clearance (limits)	Top land		.0235-.0325	.0305-.0395	.0310-.0370
	Skirt	Top	.0007-.0017 (a)	.0036-.0046 (a)	.0018-.0028 (b)
		Bottom			
Ring groove diameter	No. 1 ring		3.546-3.556		3.649-3.659
	No. 2 ring		3.546-3.556		3.649-3.659
	No. 3 ring		3.582-3.592		3.678-3.688
	No. 4 ring				

(a) Measured 1.56 from top of piston

(b) Measured 1.878 from top of piston

AMA Specifications Form—Passenger Car

Page 6

MAKE OF CAR CAMARO MODEL YEAR 1972 DATE ISSUED 9/71 REVISED (•)

MODEL	L6 250 Standard	V8 307 Standard	V8 350 L65	V8 350 L48	V8 350 Z28	V8 402 LS3

ENGINE – RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression				
	No. 2, oil or comp.	Compression				
	No. 3, oil or comp.	Oil				
	No. 4, oil or comp.	None				
Compression	Description - material, coating, etc. Upper	Cast alloy iron; barrel face (a)				
	Description - material, coating, etc. Lower	Cast alloy iron; inside bevel; tapered face (b)				
	Width	(c)	(d)	(e)	(f)	
	Gap	.010 - .020	(g)		.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			.010 - .030	
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	(h)		(i)
	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) Molybdenum spray on L6-250; chrome plated on V8-307 and 350 (L65 and L48); Molybdenum inlay on V8-350 (Z28) and 402.

(b) Wear resistant coating on L6 250, V8 307 and 350 (L65 and L48); Chrome plating on V8 350 (Z28) and 402

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

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

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

(f) Upper and lower .0770 - .0780

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

(h) .00045 - .00055

(i) .00025 - .00035

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ENGINE – CRANKSHAFT

MODEL			L6 250 Standard	V8 307 Standard	V8 350 L65 & L48	V8 350 Z28	V8 402 LS3
Material			Cast nodular iron			Forged steel	Cast nod iron
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	2.4502 x .752			2.7504x.962
		No. 2	2.3004x.752	2.4502 x .752			2.7504x.962
		No. 3	2.3004x.752	2.4502 x .752			2.7504x.962
		No. 4	2.3004x.752	2.4502 x .752			2.7504x.962
		No. 5	2.3004x.752	2.4508 x 1.177			2.7505x1.256
		No. 6	2.3004x.752	None			
		No. 7	2.3004x.760	None			
	Dir. & amt. cyl. offset		None				
	No. bolts/main brg. cap		14 & 7	10 & 5		16 & 5	10 & 5
Crankpin journal diameter			1.999-2.000	2.099 - 2.100			2.199-2.200

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

(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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MODEL			L6 250 Standard	V8 307 Standard	V8 350 L65 & L48	V8 350 Z28	V8 402 LS3
ENGINE – VALVE SYSTEM							
Hydraulic lifters (Std., opt., NA)			Standard			SOLID ~~NA~~	Standard
Valve rotator, type (intake, exhaust)			None	Exhaust	Exhaust	None	Exhaust
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
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16° (16°)	28° (44°)		42°40'	28°
		Closes (°ABC)	48° (48°)	72° (96°)		94°20'	78°
		Duration - deg.	244° (244°)	280° (320°)		317°	286°
	Exhaust	Opens (°BBC)	46°30' (64°)	78° (88°)		112°50'	75°
		Closes (°ATC)	17°30' (50°)	30° (66°)		53°23'	31°
		Duration - deg.	244° (294°)	288° (334°)		346°13'	286°
	Valve opening overlap		33°30' (66°)	58° (110°)		96°03'	59°
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 (.3880)	.3900 (.4006)		.4586	.3983
	Outer spring press. & length	Valve closed (lb. in.)	56-64 @ 1.66	76-84 @ 1.66	76-84 @ 1.70		84-96 @ 1.88
		Valve open (lb. in.)	180-192 @ 1.27	194-206 @ 1.17	194-206 @ 1.25		205-222 @ 1.48
	Inner spring press. & length	Valve closed (lb. in.)	None	Spring Damper			
		Valve open (lb. in.)	None	Spring Damper			
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 (.4051)	.4100 (.4100)		.4850	.4300
	Outer spring press. & length	Valve closed (lb. in.)	56-64 @ 1.66	76-84 @ 1.68	76-84 @ 1.70		84-96 @ 1.88
		Valve open (lb. in.)	180-192 @ 1.27	194-206 @ 1.17	194-206 @ 1.25		205-225 @ 1.48
	Inner spring press. & length	Valve closed (lb. in.)	None	Spring Damper			
		Valve open (lb. in.)	None	Spring Damper			

(a) Head also aluminized on V8 396

(b) Head also aluminized on V8 350 (330 HP) and V8 396

NOTE: Items bracketed ( ) pertain to data on components used in engines for California only.

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ENGINE – LUBRICATION SYSTEM

MODEL		L6 250 Standard	V8 307 Standard	V8 350 L65	V8 350 L48	V8 350 Z28	V8 402 LS3
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 crankshaft bearing				
	Cylinder walls	Splash	Pressure jet cross sprayed				
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

		Single	Single with crossover	Dual exhaust with single muffler
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	2.00x. 082 (a)	None
	Main	2.00x. 064	2.00x. 082 (a)	2.25x. 082 (a)
Tail pipe dia. (O.D. & wall thickness)		2.00 x .069		2.00x. 069

(a) Laminated

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MODEL	L6-250 Standard	V8-307 Standard	V8-350 L65	V8-350 L48	V8-350 Z28	V8-402 LS3
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 18					
Fuel Tank – Filler location	Behind hinged rear license plate					
Fuel Pump – Type (elec. or mech.)	Mechanical					
Fuel Pump – Locations	Lower right front of engine					
Fuel Pump – 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 paper					
Fuel Filter – Locations	Filter (sintered bronze with V8 307) in carburetor inlet					
Carburetor – Choke type	Automatic					
Carburetor – Intake manifold heat control (exhaust or water)	Exhaust					
Carburetor – Air cleaner type – Standard	Thermostatically controlled; oil wetted paper element**					
Carburetor – Air cleaner type – Optional						
Carburetor – Idle speed (spec. neutral or drive) – Manual-N*	700	900	800	900	800	
Carburetor – Idle speed (spec. neutral or drive) – Automatic-D	600			700	600	
Carburetor – 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	7042017 (7042987)	One 1-bbl	1.69
		Automatic		7042014 (7042984)		
12487	307	Manual	Rochester	7042101 (7042821)	One; 2-bbl	1.44
		Automatic		7042100 (7042820)		
	350 L65	Manual	Rochester	7042111 (7042831)	One; 2-bbl	1.69
		Automatic		7042112 (7042832)		
	350 L48	Manual	Rochester	7042203 (7042903)	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7042202 (7042902)		
	350 Z28	Manual	Holley	3999263	One; 4-bbl	1.69 Prim 1.69 Sec
		Automatic		3997788		
	402	Manual	Rochester	7042201	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7042200		

* - Shut off pressure - 1800 RPM at pump outlet

** - V8 350 (Z28) and V8 402 - Dual air horns

NOTE: Items bracketed ( ) are used in engines required for California. No difference in carburetion for California on V8 350 (Z28)

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ENGINE – COOLING SYSTEM

MODEL			L6 250 Standard	V8 307 Standard	V8 350 L65	V8 350 L48	V8 350 Z28	V8 402 LS3
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		20.4@2300	26 @ 1900				23.8@1900
	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			24
	Without heater (qt.)		11	14	15			23
	Opt. equipment-specify (qt.)		13	16	16			24
Water jackets full length of cyl. (yes, no)			Yes					
Water all around cylinder (yes, no)			Yes					
Radiator hose	Lower	Number and type (molded, straight)	One, molded					
		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			18.00	18.00
	Ratio-fan to crankshaft rev.		1.165:1	.949:1			.949:1	.949:1
	Fan cutout type		None					
	Bearing type		Double row ball					
*Drive belts (indicate belt used by letter)	Fan		A J	C K			F	L
	Generator or alternator		A J	C K			F	L
	Water Pump		A J	C K			F	L
	Power Steering		B	D			G	H
	Air Conditioning		--	E			--	I
	Air Injection *		J	K			F	

*California engines

* Drive Belt Dimensions	L	A	B	C	D	E	F	G	H	I	J*	K*
Angle of V	←					38°-42°						→
Nominal length (SAE)	45.75	37.30	48.50	44.25	36.00	54.50	46.50	35.00	41.00	58.00	51.50	47.50
Width	←					.380						→

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MODEL	L6-250, V8-307 & 350 (standard equipped engines)	L6-250 & V8-350 (California equipped engines)

VEHICLE EMISSION CONTROL * Also used on optional equipped engine V8-350 (Z28) & 402.

				Engine modifications	Air Injection *
Exhaust Emission Control	Type (Air injection, engine modifications, other)				
	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
		Filter (describe)			centrifugal air cleaner
	Air Injection System	Air distribution (head, manifold, etc.)		NOT APPLICABLE	Manifold
		Point of entry			Exhaust ports
		Injection tube i.d.			.2565
		Check valve type			Pressure plate type
		Backfire protection (type)			Diverter valve
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard		Induction system
			Optional		----
	Control Unit	Make and model			AC Spark Plug - 6484603 (L6); 6484541 (V8)
		Location			Rocker cover - top rear L6 and left front V8
		Energy source (manifold vacuum, carburetor, other)			Manifold vacuum
		Control method (variable orifice, fixed orifice, other)			Variable orifice
	Complete system	Discharges (to intake manifold, other)			Intake manifold
		Air inlet (breather cap, other)			Carburetor air cleaner
		Flame arrestor (screen, other)			Screen
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)			18 Approximately
		Thermal expansion volume (cu. ft.)			Approximately 10% of refill capacity
		Pressure relief location (lbs.)			1.1 PSI
		Vacuum relief location (lbs.)			.3 PSI
		Vapor-liquid separator type			Stand Pipe
		Vapor vented to (crankcase, cannister, other)			Canister

	Carburetor	Vapor vented to (crankcase, cannister, other)			No vents
					----
	Vapor Storage	Storage provision (crankcase, cannister, other)			Canister
		Volume (cu. ft.) or capacity (grams)			Approximately 50 grams storage capacity
		Control valve type			Vacuum controlled staged purge valve

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ELECTRICAL – SUPPLY SYSTEM

			L6 250 Standard	V8 307 Standard	V8 350 L65 & L48	V8 350 Z28	V8 402 LS3
Battery	Make and Model		Delco-Remy 1980141	Delco-Remy 1980145			
	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		1102452	1102440		1102454	
	Type and rating		Diode rectified - 37 amps				
	Output at engine idle (neutral)		13 amps				
	Ratio–Gen. to Cr/s rev.		2.73:1			2.15:1	
Regulator	Make		Delco-Remy				
	Model		1119515				
	Type		Two unit vibrator				
	Cutout relay	Closing voltage generator rpm					
		Reverse current to open					
	Regulated	Voltage	13.8-14.8 @ 85° F				
		Current	---				
	Voltage test conditions	Temperature	Operating				
		Load	3-8 amperes				
		Other	None				

ELECTRICAL – STARTING SYSTEM

				L6 250 Standard	V8 307 Standard	V8 350 L65 & L48	V8 350 Z28	V8 402 LS3
Starting Motor	Make			Delco-Remy				
	Model			1108365	1108367		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				9
		Flywheel	Manual	153				168
			Auto.	153				168
	Flywheel tooth face width		Manual	.4010-.4130				.410-.42
			Auto.	.4010-.4130				.410-.42

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MODEL	L6 250 Standard	V8 307 Standard	V8 350 L65	V8 350 L48	V8 350 Z28	V8 402 LS3

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.019					
Cam angle (deg.)		31-34	29-31				28-30
Breaker arm tension		19-23					28-32
Distributor	Manual	1110489	1112005	1112005	1112044	1112095	1112057
	Automatic	1110489	1112039	1112005	1112045	1112049	1112057
Timing (RPM)	Manual	4° BTC@700	4° BTC@900	6° BTC@900	4° BTC@800	8° BTC@900	8° BTC@800
	Automatic	4° BTC@600	8° BTC@600	6° BTC@600	8° BTC@600	12° BTC@700	8° BTC@600

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1110489	1270	14@ 2300	24 @ 4100	8.00	22 @ 16
1112039	1320	- -	20 @ 4200	8.00	20 @ 17
1112005	1000	14 @ 2200	24 @ 4300	8.00	20 @ 17
1112095	1200	14 @ 2000	28 @ 5000	8.00	15 @ 15.5
1112044	1160	15 @ 2400	22 @ 4200	8.00	15 @ 15.5
1112045	1335	11 @ 2400	18 @ 4200	8.00	15 @ 15.5
1112049	1330	16 @ 2250	24 @ 5000	8.00	15 @ 15.5
1112057	1260	16 @ 2400	30 @ 4400	8.00	20 @ 17

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MODEL			L6 250 Standard	V8 307 Standard	V8 350 L65	V8 350 L48	V8 350 Z28	V8 402 LS3
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						
Spark Plug	Make		A C Spark Plug					
	Model		ACR46T	ACR44T				
	Thread (mm)		14					
	Tightening torque (lb. ft.)		25					
	Gap		.033-.038					
Cable	Conductor type		Linen core impregnated with electrical conducting matl.					
	Insulation type		Rubber with Neoprene jacket					
	Spark plug protector		Neoprene					

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial, with pointer
	Trip odometer (std. opt., N.A.)	No
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gauge
Windshield wiper	Type – Standard	Electric, two-speed
	Type – Optional	None
Windshield washer	Type – Standard	Push-Button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	One (low note)
	Amp draw (each)	4.5-6.5 @ 12.5 V
Other		

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MODEL	L6 250 Standard	V8 307 Standard	V8 350 L65	V8 350 L48	V8 350 Z28 & V8 402

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	10.34 x 6.50		11.00 x 6.50
	Total eff. area (sq.in.)	71.82	101.54		123.70
	Thickness	.135			.140
	Engagement cushioning method	Flat spring steel between facings			
Release bearing	Type & method of lubrication	Simple row ball, packed and sealed			
Torsional damping	Methods: springs, friction material	Coil springs			

DRIVE UNITS – TRANSMISSIONS

Manual 3-speed (std., opt. N.A.)	Standard	Not available
Manual 4-speed (std., opt. N.A.)	Not available	Standard
Automatic (std., opt. N.A.)	Optional	

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3		4		
Transmission ratios	In first	2.85	2.54	2.54	2.52	2.20
	In second	1.68	1.50	1.80	1.88	1.64
	In third	1.00	1.00	1.44	1.46	1.27
	In fourth	-	-	1.00	1.00	1.00
	In reverse	2.95	2.63	2.54	2.59	2.26
Synchronous meshing, specify gears		All forward gears				
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				

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MODEL	2-SPEED AUTOMATIC L6 250 | V8 307		3-SPEED AUTOMATIC V8 307 & V8 350 L65 & L48	V8 350 Z28 & V8 402

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 - Reverse N - Neutral D - 1.82 - 1.00 L - 1.82		P - Park R - 1.9 N - Neutral D-2.52-1.52-1.00 L2 - 2.52 - 1.52 L1 - 2.52	P - Park R - 2.08 N - Neutral D - 2.48-1.48-1.00 L2 - 2.88 - 1.48 L1 - 2.48
Max. upshift speed–drive range		61	64	*	
Max. kickdown speed–drive range		58	61	*	
Torque convertor	Number of elements	3			
	Max. ratio at stall	2.10			
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.75		11.76	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 thick-ness	Manual 3-speed trans.	2.75 x 48.55 x .065
	Manual 4-speed trans.	Same as 3-Speed exc. Z28 350 & 402 CID engines - 2.75 x 48.0 x 0.065
	Overdrive transmission	Not available
	Automatic transmission	Same as 4-Speed

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

* Upshift - V8 307 & V8 350 L65 (1-2 52; 2-3 83) V8 350 L48 (1-2 47; 2-3 46) V8 350 Z28 (1-2 54; 2-3 91) V8-402 (1-2 46; 2-3 77)

Downshift - V8 307 & V8 350 L65 (2-1 44; 3-2 81) V8-350 L48 (2-1 39; 3-2 72) V8 350 Z28 (2-1 26; 3-2 63) V8 402 (2-1 24; 3-2 58)

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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 exc. Z28 350 CID & 402 CID engines - 32
	Spline O.D.		1.502
Universal joints	Make and Mfg. No.		Chevrolet 1285 & 1315; Saginaw Stg. Gear 44
	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)	Pre-pack
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			1.75
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.)		4.25
	Type recommended		Meeting Military Specs. MIL-L-2105B
	SAE viscosity number	Summer	SAE 80
		Winter	SAE 80
		Extreme cold	SAE 80

AXLE RATIO TOOTH COMBINATIONS

(See page 4 for axle ratio usage)

Axle ratio		2.73	3.08	3.42	3.73	4.10
No. of teeth	Pinion	15	12	12	11	10
	Ring gear	41	37	41	41	41
Ring Gear O.D.		8.50				

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MODEL	Base	"SS"	Z28

DRIVE UNITS — TIRES AND WHEELS (STANDARD)

	Size, load range, ply		E78x14B (2 + 2)	F70x14B (2 + 2)	F60x15B (2+2)
TIRES	Type (bias, radial, etc.)		Bias belted		
TIRES	Normal max. load inflation pressure (cold)	Front	24		
TIRES		Rear	26		
TIRES	Rev./mile @ 45 mph		805	782	801
WHEELS	Type & material		Short spoke disc; steel		
WHEELS	Rim (size & flange type)		14 x 6	14 x 7	15 x 7 (Trans Am)
WHEELS	Attachment	Type (bolt or stud)	Stud		
WHEELS		Circle diameter	4.75		
WHEELS		Number & size	5 hex nuts 7/16-20 UNF-2B		
WHEELS	Spare wheel (same or other)		Same		

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

	Size, load range, ply		
	Type (bias, radial, etc.)		
	Normal max. load inflation pressure (cold)	Front	
		Rear	
	Rev./mile @ 45 mph		
	Wheel type & material		14 x 7 Rally (RPO ZJ7) | ---
	Rim (size & flange type)		

DRIVE UNITS — TIRES AND WHEELS (OPTIONAL)

Size, load range, ply		
Type (bias, radial, etc.)		
Normal max. load inflation pressure (cold)	Front	
	Rear	
Rev./mile @ 45 mph		
Wheel type & material		
Rim (size & flange type)		

BRAKES — PARKING

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

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MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)				Disc-front; Drum-rear
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.) *				101.9
Gross lining area (sq. in.) **				118.1
Swept area (sq. in.) ***				337.3
Effectiveness		Front		---
		Rear		
Drum	Diameter (nominal)	Front		---
		Rear		9.5
	Type and material			Composite, cast iron rim, steel web
Rotor	Outer working diameter			11.0
	Inner working diameter			7.18
	Thickness			1.00
	Material & type (vented/solid)			Cast iron, vented
Wheel cylinder bore	Front			2.9375
	Rear			0.875
Master Cylinder	Bore			1.125
	Stroke			1.41
Pedal arc ratio				5.36; with power brake - 3.92
Line pressure at 100 lb. pedal load				700
Shoe Clearance	Front			Self-adjusting
	Rear			Self-adjusting
Anti-skid device type (std., opt., N.A.)				N.A.
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 0.46
			Second. or inboard	5.40 x 1.93 x 0.46
		Segments per shoe		One
	Rear Wheel	Material		Molded asbestos
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.0 x 0.17
			Second. or inboard	9.75 x 2.0 x 0.20
		Segments per shoe		One

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

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

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MODEL

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; universally jointed steering shaft at base of steering wheel; 5 inch vertical travel range
		(std., opt., NA)		Optional
Wheel diameter		Manual		Oval (14.25 x 14.75)
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		40.2
		Curb to curb (l. & r.)		38.0
	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	28.0 exc. Z-28; 24.0 - Z28
			Overall	33.0:1 exc. Z28; 28.3:1 - Z28
	No. wheel turns (stop to stop)			6.27
Power	Type (coaxial, linkage, etc.)			Integral with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	16.0 - 13.0:1
			Overall	15.5 - 11.3:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.41
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.)			9-1/2±1/2; Z28-9-3/4±1/2
	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±1; -1±1 on Z28
	Camber (deg.)			+1±3/4; +3/4±3/4 on Z28
	Toe-in (outside track inches)			1/16 to 5/16
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel Spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7492-.7498
	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 inch inboard of bumper bolt Rear: 2-1/2 inch 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
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	11.0 x 4.08; 126.38 x 0.631
	Spring rate (lb. per in.)	300-330; Z28-300
	Rate at wheel (lb. per in.)	110
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	HR steel; Base-15/16"; F41 Option-1.00"

SUSPENSION – REAR

Type and description			Salisbury rear axle with multiple leaf springs
Drive and torque taken through			Rear springs
Spring	Type		Multiple leaf
	Material		Chrome carbon steel
	Size (length x width, coil design height & I.D.; bar length & dia.)		56.0 x 2.50
	Spring rate (lb. per in.)		89
	Rate at wheel (lb. per in.)		100
	Mounting insulation type		Rubber bushed at shackle and hanger
	If leaf	No. of leaves	Base model - 5
		Shackle (comp. or tens.)	Compression
Stabilizer	Type (link, linkless, frameless)		Link-standard on Z28 and "SS"
	Material & bar diameter		Steel - F-41 & LS3 - 9/16"; Z28 - 11/16"
Track bar type			None

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MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Body-frame integral with separate partial 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 lever and ignition
Vent window control method (crank, friction pivot)	Front	None
	Rear	None
Seat cushion type	Front	Formed foam pad
	Rear	Formed foam pad
	3rd seat	---
Seat back type	Front	Formed foam pad
	Rear	Formed foam pad
	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	N. A.
	Vent windows	N. A.
	Backlight or tailgate	N. A.
Power seats (specify type as well as availability)		N. A.
Reclining front seat back (R-L or both)		N. A.
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		N. A.
Clock		Optional
Air conditioner (specify type and availability)		Optional-Four season, Manual control
Speed warning device		N. A.
Speed control device		N. A.
Ignition lock lamp		N. A.
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		N. A.
Auto. trans. quad. lamp		Standard
Cornering light lamp		N. A.
Rear window defroster electrically heated		N. A.
Rear window defogger		Optional
Windshield Antenna		Available with factory installed radio, and with tinted windshield glass.

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp (H125)	Highest *	26. 3
		Lowest	--
	Tail (H126)	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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VEHICLE WEIGHTS

Model	CURB WEIGHT* (Pounds) Front	Rear	Total	% PASS. WEIGHT DISTRIBUTION Pass. In Front Front	Pass. In Front Rear	Pass. In Rear Front	Pass. In Rear Rear	SHIPPING WEIGHT** (Pounds) TOTAL
250 6 Cyl. Engine								
2-Door Sport Coupe	1780	1433	3213	40.7	59.3	15.3	84.7	3121
307 V8 Engine								
2-Door Sport Coupe	1888	1452	3340	40.7	59.3	15.3	84.7	3248

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

**Shipping weight definition – weight of basic vehicle with regular equipment, includes grease, oil and (3) gallons of gasoline, and engine coolant to capacity.

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OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT (Pounds) Front	Rear	Total	Remarks
Air Conditioning	+ 93	+15	+108	
Front&Rear Floor Mats	+ 5	+ 5	+ 10	
Exterior Soft Roof Cover	+ 2	+ 3	+ 5	
Floor Console	+ 9	+ 3	+ 12	with 3-speed transmission
	+ 9	+ 3	+ 12	with 4-speed transmission
	+ 14	+ 4	+ 18	with automatic transmission
Power Brakes	+ 10	+ 1	+ 11	
Power Steering	+ 31	.0	+ 31	L6 Engine
	+ 28	.0	+ 28	V8 Engine
Spec. Perf. Frt. &Rr. Susp.	.0	+ 8	+ 8	with LS3
	+ 2	+ 8	+ 10	with L65 & L48
	+ 2	+10	+ 12	with Z28
Deluxe wheel trim covers	+ 13	+13	+ 26	
Radio AM Push Button	+ 5	+ 2	+ 7	
Radio AM/FM push button	+ 6	+ 2	+ 8	
Special wheel, Hub cap & Trim Ring	+ 10	+13	+ 23	
Deluxe Interior	+ 11	18	+ 29	
Rally Sport Package	+ 17	- 2	+ 15	
350 Cu. In. L65	+ 7	.0	+ 7	
350 Cu. In. L48 *	+ 17	+26	+ 43	
350 Cu. In. Z28	+ 52	+44	+ 96	
402 Cu. In. LS3 *	+202	+27	+229	
4-Speed Transmission	+ 4	+ 2	+ 6	Used with L65 & L48
	- 3	- 1	- 4	Used with , LS3, Z28
Powerglide Transmission	- 9	- 1	- 10	Used with L6
	- 7	.0	- 7	Used with 307-V8
Turbo Hydra-matic Trans.	+ 13	+ 7	+ 20	Used with 307-, L65 & L48
	+ 25	+14	+39	Used with LS3
	+ 29	+16	+45	Used with Z28

* Available as "SS" equipment only; engine weight only shown and does not include additional weight for body and chassis items.

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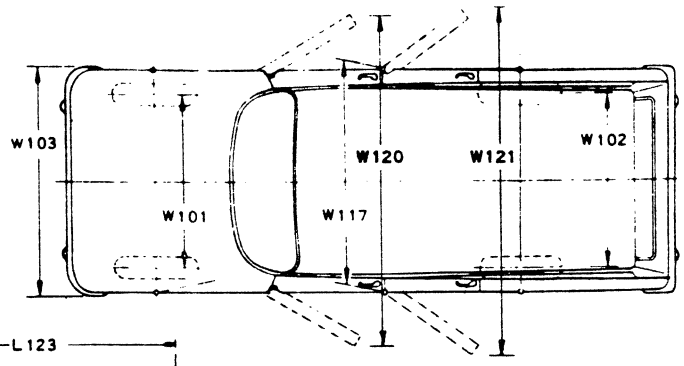
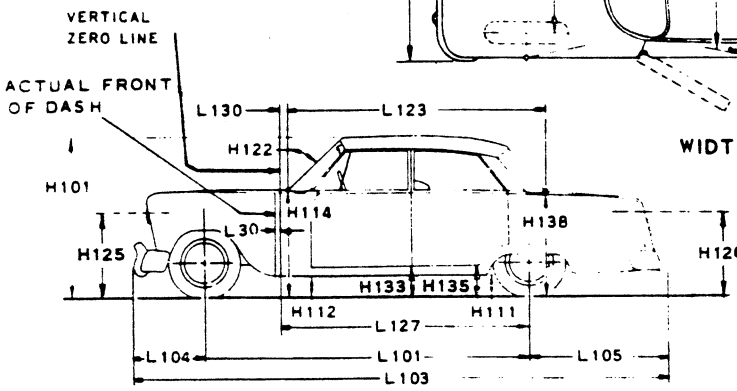
CAR AND BODY DIMENSIONS

KEY SHEET

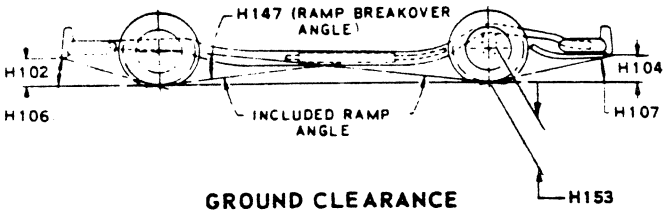
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

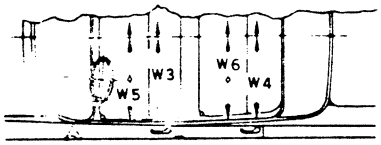


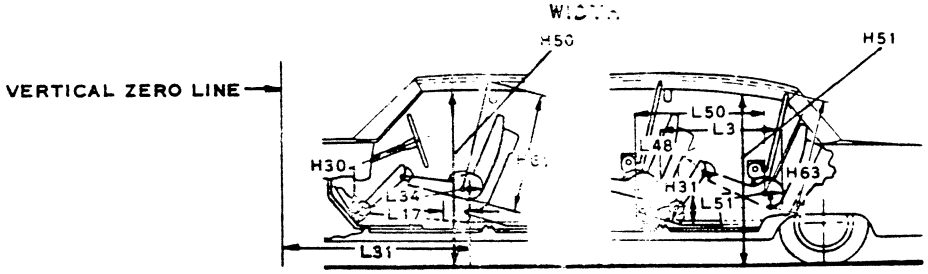
LENGTH & HEIGHT



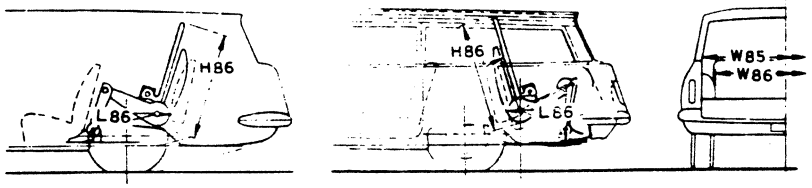
GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS

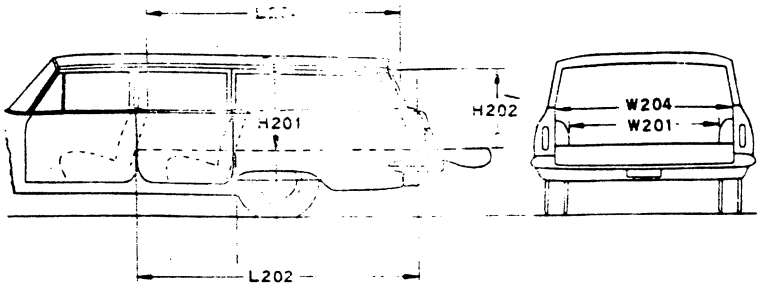




FRONT COMPT. REAR COMPT.



"[illegible] SEAT"



CARGO SPACE

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EXTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

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.

W120 MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN is measured to outside of sheet metal with front doors in maximum hold-open position.

W121 MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN is measured in same manner as W120.

LENGTH DIMENSIONS.

L30 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.

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.

H133 BOTTOM OF DOOR TO GROUND, CLOSED – FRONT is the same point on the door as H132 dimension, with door closed.

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.

H135 BOTTOM OF DOOR TO GROUND, CLOSED – REAR is measured in same manner as H133.

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.

H125 HEADLAMP CENTERLINE TO GROUND is measured vertically to the center of the upper lamp.

H126 TAILLAMP CENTERLINE is measured vertically from ground to the centerline of the upper bulb.

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.

H153 REAR AXLE DIFFERENTIAL SYSTEM TO GROUND is a minimum clearance.

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

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INTERIOR CAR AND BODY DIMENSIONS
KEY SHEET
DIMENSION DEFINITIONS

FRONT COMPARTMENT DIMENSIONS

L31 H POINT TO VERTICAL ZERO LINE – FRONT is a horizontal dimension.

H61 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.

L34 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.

H30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

W3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W5 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.

H50 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

L50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H63 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.

L51 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.

H31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L3 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.

W4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W6 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.

H51 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

V1 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

W85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L86 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.

H86 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.

V2 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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