GENERAL

MODEL IDENTIFICATION

CHEVY II NOVA COUPE

MODEL 111-113-11427 2-DOOR COUPE, 5-PASSENGER

CHEVY II NOVA—4-DOOR SEDAN

MODEL 111-113-11469 4-DOOR SEDAN, 6-PASSENGER

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATIONS SHOWN

• VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year 1968	Assembly Plant (Willow Run)	Unit Number (25th unit)
11369	8	W	200025

Thus: The 25th model built at Willow Run would be serial number 113698W200025

8-Cylinder Example:

Model	Model Year 1968	Assembly Plant (Willow Run)	Unit Number (26th unit)
11469	8	W	200026

Thus: The 26th model built at Willow Run would be serial number 114698W200026

ASSEMBLY PLANTS

W - Willow Run

Starting unit number ---------- 200001 and up at each assembly plant regardless of series

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

TRANSMISSION IDENTIFICATION

Example: QPS8EOID

Type Designation	Source Designation	Model Year 1968	Production* Month & Date
QP	S (Saginaw)	8	EOID*

QP	3-Speed	L-4 engine	S - Saginaw
QB	3-Speed	L-6 & V-8 engines	S - Saginaw
HI	4-Speed	V-8 engine	P - Muncie R - Saginaw
YT	Powerglide	L-4 engine	C - Cleveland T - Toledo
TB	Powerglide	L-6 engine	C - Cleveland T - Toledo
UE	Powerglide	V-8 engine	C - Cleveland T - Toledo

Location:

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

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

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

o-Month: E denotes May; (see below) 01 denotes 1st day

Alpha Characters used in identifying the Calendar Month

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

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

ENGINE IDENTIFICATION

Example: F12100A

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

153 Cubic Inch 4-Cylinder

OA - Regular engine, 3-speed
OH - Regular engine, Powerglide

230 Cubic Inch 6-Cylinder

BA - Regular engine, 3-speed
BF - Regular engine, Powerglide

250 Cubic Inch 6-Cylinder (RPO-L22)

CM - Optional engine, 3-speed
CQ - Optional engine, Powerglide

• 307 Cubic Inch 8-Cylinder

DA - Regular engine, 3-speed
DB - Regular engine, 4-speed
DE - Regular engine, Powerglide

• 327 Cubic Inch 8-Cylinder (RPO-L30)

EA - Optional engine, 3-speed, 4-bbl. carb.
EE - Optional engine, Powerglide, 4-bbl. carb.

350 Cubic Inch 8-Cylinder (RPO-L48)

MS - Optional engine, 3-speed
MU - Optional engine, Powerglide

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

Example: PA0212B

Type Designation	Production* Month & Date	Source¢ Designation
PA	0212	B (Buffalo)

PA ----- 3.08 -- 3-speed, and Powerglide transmission
BP ----- 2.73 ---------- Powerglide transmission
QL ---- 3.31 ---------- 4-speed transmission
BD ----- 3.36 ---------- 3-speed transmission

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

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

REGULAR EQUIPMENT—EXTERIOR AND INTERIOR

	EXTERIOR	NOVA 111-113-11469
Bright Trim And Ornamentation	Radiator grille nameplate	X
	Windshield reveal molding	X
	Rear door glass pillar	69
	Rear quarter nameplate	X
	Front door vent channel and post	X
	Hub caps	X
	Deck lid nameplate	X
	Rear window reveal molding	X
Quarter window reveal molding, painted		27
Fuel filler - behind hinged license plate		X
Tail and back-up lamps in common bezel		X
Front fender and rear quarter marker lamps - includes engine identification for V8 models		X

	INTERIOR	NOVA 111-113-11400
Bright Trim	Door and window control arms	X
	Seat adjuster handle	X
	Sunshade supports	X
	Rearview mirror support - silver paint	X
	Rearview mirror cover, plastic - trim color	X
Instrument Panel	Ashtray	X
	Cigarette Lighter	X
	Brake system failure indicator and parking brake alarm	X
	Temp, Ammeter, Oil Pressure warning lights	X
	Radio Hole cover plate	X
	Clock hole cover plate	X
	Instrument panel right side emblem	X
Padded windshield pillars		X
Roof center dome light		X
3-spoke steering wheel with horn button		X
Front door padded armrest - plain trim color		X
Locking knobs - all doors		X
Padded sunshades		X
● Passenger compartment floor covering - vinyl coated rubber		X
Ventipanes, front doors, friction type		X
● Front door jam light switch - left side		X

REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES

Equipment	RPO	ACC	Models
Air conditioner, Four-Season	C60		113-11400
Air conditioner, G.M. Chevrolet		ACC	11000 exc 11100
Appearance Guard Group (Items available as a group or as separate options) - GRP1			
Door edge guards			11000
Front bumper guards			11000
Rear bumper guards			11000
Twin front and rear floor mats			11000
Auxiliary Lighting (Items available as a group) - RPO ZJ9			
Ash tray light			11000
Courtesy lights			11000
Glove box light			11000
Luggage light			11000
Underhood light			11000
Axle ratios			
2.56 ratio	GT1		11000
2.73 ratio	G97		11000
3.07 ratio	H01		11000
3.31 ratio	G94		11000
3.36 ratio	G76		11000
3.55 ratio	G96		11000
3.73 ratio	H05		11000
4.10 ratio	*		11000
4.56 ratio	*		11000
4.88 ratio	*		11000
Positraction (all ratios)	G80		11000
Battery, heavy duty	T60		11000
Belts and harnesses			
Deluxe rear seat shoulder harnesses	AS4		11000
● Deluxe seat belts and front seat shoulder harnesses	ZK3		11000
Seat belt retractor		ACC	11000
Standard rear seat shoulder harnesses	AS5		11000
Brakes, front disc	J52		113-11400
Brakes, power	J50	ACC	113-11400
Carrier, deck lid luggage		ACC	11000
Carrier, ski (deck lid)		ACC	11000
Clock	U35	ACC	11000
Clutch, heavy duty	M01		111-11300
Compass		ACC	11000
Console, front compartment floor	D55		113-11427
Defroster, rear window	C50	ACC	11000
Emergency road kit		ACC	11000
Engines			
155 hp Turbo-Thrift 250 cu.in. L-6	L22		11300
275 hp Turbo-Fire 327 cu.in. V-8	L30		11400
295 hp Turbo-Jet 350 cu.in. V-8	L48		11427
325 hp Turbo-Fire 327 cu.in. V-8	L79		11400
● Engine block heater	K05		113-1400
Engine ventilation, heavy duty closed positive	KD5		11000
Exhaust, dual	N10		11400
● Exhaust, dual - deep tone muffler	NF2		11427
Fan, temperature controlled		ACC	11400
Fire extinguisher (2-3/4 lb. dry chemical)		ACC	11000
Fire extinguisher refill cartridge		ACC	11000
Floor mats, clear vinyl twin front and rear		ACC	11000
Floor mats, twin front and rear	B37	ACC	11000
Generator, Delcotron (42 amp)	K79		11000
Generator, Delcotron (61 amp)	K76		11000
Glass, tinted window	A01		11000
Glass, tinted windshield	A02		11000
Guards			
Door edge guards	B93	ACC	11000
Front bumper guards	V31	ACC	11000
Rear bumper guards	V32	ACC	11000

* Positraction only

MAJOR APPEARANCE AND PERFORMANCE OPTIONS

* Coupe Model Only
¢ Sedan Model Only

	RPO ZJ1 CUSTOM INTERIOR (Black, Dk. Blue, Gold)	*RPO A51 BUCKET FRONT SEATS (Black, Dk. Blue, Gold) Available for Coupe only	RPO ZJ3 SPECIAL INTERIOR GROUP	RPO C08 VINYL ROOF (Black, White)	¢RPO B90 BRIGHT UPPER MOLDINGS Available for Sedan Only	RPO ZJ5 EXTERIOR DECOR PACKAGE		RPO ZJ2 CUSTOM EXTERIOR		*RPO L48 SUPER SPORT WITH 350 Cu.In. V-8 Engine Available for Coupe only
						SEDAN	COUPE	SEDAN	COUPE	
Deluxe bench front seat with vinyl trim & 1.75" poly & cotton padding	X									
Bucket front seats		X								
Deluxe sidewall trim	X	X								
Bright trim for front door armrest	X	X								
Armrest with bright trim and ashtray for rear door or quarter	X	X								
Carpet floor covering	X	X								
Luggage compartment mat	X	X								
Instrument panel "Custom" emblem	X	X								
Deluxe steering wheel, with horn blowing buttons	X	X	X							X
Special steering wheel hub emblem	X	X	X							
Bright rear view mirror support & dome lamp bezel	X	X	X							
Front door jamb light switch	X	X	X							
Glove box lamp	X	X	X							
Lighted heater controls	X	X	X							
Bright pedal pad trim	X	X	X							
Vinyl top material				X						
Sail panel molding				X						
Bright drip molding				X		X		X	X	
Body side molding						X	X	X		
Body rocker extension panel						X	X	X	X	
Rocker & rear quarter lower moldings								X	X	
Body side lower molding with black paint below									X	
Rear end panel trim plate								X	X	
Bright window frame reveal moldings					X		X		X	
Bright pillar scalp					X					
350 Cubic inch V-8 engine										X
Special hood ornaments										X
Black painted radiator grille & rear end panel trim plate										X
Under hood insulation										X
"Super Sport" front fender nameplate										X
"SS" steering wheel hub emblem										X
Instrument panel "SS" emblem										X
"SS" radiator grille & rear panel emblems										X
Red stripe tires, wide oval E70-14-4PR on 6" rim										X
Engine chrome										X
Special front & rear springs										X
Special rear shock absorbers										X
Finned front brake drums										X

AIR CONDITIONING EQUIPMENT

FOUR SEASON (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSIS

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

POWER TRAINS

Fan Blade	5 blade, L-6; 7 blade, V-8
Fan Clutch	Thermomodulated fluid coupling* (a)
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Dual
Compressor & Crankshaft Belt	One*
Generator	63 Ampere
Radiator	Heavy duty
Radiator Shroud, Fan Opening	Steel; 19.50 dia.*

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

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

(a) Fan Clutch ---------- Thermomodulated fluid coupling. V-8 Engines only.

	Equipment	RPO	/ACC	Models
	Head restraints			
	Special contour front seat *head restraint*	A81		113-11427
	Standard front seat head restraint	A82		11000
	Horn, dual	U05		11000
	Instrumentation gauge package	U17		11427
	Lights			
	Ash tray light	U28	ACC	11000
	Courtesy lights	U29	ACC	11000
	Glove box light	U27	ACC	11000
	Hand portable spotlight		ACC	11000
	Luggage light	U25	ACC	11000
	Underhood light	U26	ACC	11000
	Litter container, saddle type		ACC	11000
	Locks			
	Gas cap lock		ACC	11000
	Rear door safety lock		ACC	11000
	Spare wheel lock		ACC	11000
	Mirror, remote control outside	D33		11000
	Mirror, visor vanity		ACC	11000
	Model options			
	Custom exterior	ZJ2		113-11400
	Custom interior	ZJ1		113-11400
	Exterior decor package	ZJ5		113-11400
	Interior convenience package	ZJ3		113-11400
	Nova Super Sport 350	L48		11427
	Molding, body side	B84		11000
	Molding, door and window frame	B90		113-11469
	Operation Convenience Group (items available as a group or as separate options) - GRP 4			
	Clock			11000
	Rear window defroster			11000
	Remote control outside mirror			11000
	Radiator, heavy duty	V01		11000
	Radio			
	Front manual antenna		ACC	11000
	Push-button AM radio with *front antenna*	U63	ACC	11000
	Rear speaker	U80	ACC	11000
	Roof covering, vinyl	C08		113-11400
	Seats			
	Child restraint seat		ACC	11000
	Front Strato-bucket seat	A51		113-11427
	Seat cushion, deluxe front	B55		11000
	Seat pad, ventilated		ACC	11000
	Speed warning indicator	U15		11000
	Steering			
	Deluxe steering wheel	N30		11000
	Power steering	N40		113-11400
	Wood-grained plastic steering wheel	N34		11000
	Stereo tape player	U57	ACC	11000
	Suspension			
	Heavy duty front and rear suspension	F40		11000
	Special performance front and rear suspension	F41		11427
	Tires			
	7.35-14-4 pr tire-highway-whitewall	P58		11000
	E70-14-4 pr-white stripe	PX7		11427
	Tissue dispenser		ACC	11000
	Transmissions			
●	3-speed, heavy duty	M13		11400
●	4-speed	M20		11400
●	4-speed, close ratio	M21		11400
	Powerglide	M35		11000
●	Heavy duty 4-speed transmission	M22		11427
	Floor shift transmission control	M11		113-11400
	Wheel covers			
	Mag-style wheel covers-type A	N96	ACC	11000
	Mag-style wheel covers-type B	PA2		11000
	Simulated wire wheel covers	N95	ACC	11000
	Wheel covers	P01	ACC	11000
●	Wheels-"rally wheel," hub cap, trim ring	ZJ7		11000

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H3	Seat cushion height	11.3	
H11	Entrance height	28.7	29.8
H13	Steering wheel thigh clearance	4.4	
H30	H point to heel point	8.4	
H32	Seat cushion deflection	4.1	
H50	Upper body opening to ground		
H58	H point rise	0.6	
H61	Effective headroom	37.6	38.8
H70	H point to body O line	13.4	
H75	Effective 'T' point headroom	37.8	39.0
W3	Shoulder room	56.9	56.7
W5	Hip room	56.2	56.4
L7	Steering wheel torso clearance	12.1	
L17	H point travel	4.0	
L34	Effective leg room	41.6	

REAR COMPARTMENT

H8	Seat cushion height	12.9	14.1
H12	Entrance height	---	29.0
H31	H point to heel point	11.0	12.2
H33	Seat cushion deflection	4.4	4.9
H51	Upper body opening to ground	---	50.8
H63	Effective headroom	36.6	37.2
H71	H point to body O line	13.3	14.0
H76	Effective 'T' point headroom	36.5	37.3
W4	Shoulder room	55.0	56.2
W6	Hip room	56.3	55.1
L3	Rear compartment room	24.4	26.2
L50	H point couple distance	30.2	32.5
L51	Effective leg room	32.6	35.3

LUGGAGE COMPARTMENT

---	Opening width	53.0	
---	Interior height	18.0	
---	Interior width	68.0	
---	Interior length	47.0	
H195	Liftover height	23.2	
V1	Usable luggage capacity (cu.ft.)		12.4
---	Total volume (cu.ft.)		

DIMENSIONS AND WEIGHTS

VEHICLE WEIGHTS

CHEVY II

MODEL SYMBOL			VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
4 Cyl	6 Cyl	V8	Description	Front	Rear	Total	Front	Rear	Total
11127			2-Door Coupe	1505	1255	2760	1500	1390	2890
	11327			1615	1245	2860	1620	1380	3000
		11427		1720	1275	2995	1735	1410	3145
11169			4-Door Sedan	1520	1270	2790	1515	1405	2920
	11369			1635	1255	2890	1640	1390	3030
		11469		1740	1285	3025	1755	1420	3175

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

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

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

RPO	Option		Weight
A51	Front Bucket Seats		+ 21
C60	Air Conditioning		+ 90
D55	Floor Console		+ 13
J50	Power Brakes		+ 7
J52	Front Disc Brakes		+ 43
L22	250 Cu.In. 6 Cyl.		+ 20
L30	327 Cu.In. V-8		+ 33
L48	350 Cu.In. V-8		+ 112
M20	4-Speed Transmission		+ 7
M35	Powerglide Transmission	4 Cyl.	+ 4
		6 Cyl.	0
		V-8	- 2
N10	Dual Exhaust		+ 32
N40	Hydraulic Steering	6 Cyl.	+ 30
		V-8	+ 28
T60	Heavy Duty Battery		+ 16
U57	Tape Player		+ 21
U63	Radio - Push-Button		+ 8

LENGTHS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
L101	Wheelbase	111.0	
L102	Tire size (standard)	7.35 x 14	
L103	Overall length	189.4	
L104	Overhang - front	29.8	
L105	Overhang - rear	48.6	
----	Overall length - less bumpers		
L127	Body O line to C/L of rear wheels	93.0	
L128	Hood length at centerline	56.4	

WIDTHS

W101	Tread - front	59.0	
W102	Tread - rear	58.9	
W103	Maximum overall width of car	72.4	
W106	Front fender overall width	72.4	
W107	Rear fender overall width	72.2	
W120	Overall car width, front doors open	144.2	128.0
W121	Overall car width, rear doors open	---	125.7

HEIGHTS

H101	Overall height (design)		
----	Overall height (curb)		
H102	Front bumper to ground	12.9	13.4
H104	Rear bumper to ground	13.5	13.9
H111	Rocker panel to ground - front	8.7	9.1
H112	Rocker panel to ground - rear	8.5	8.9
H114	Hood at rear to ground	36.7	37.2
H115	Step height - front (design)	13.1	13.8
H116	Step height - rear (design)	---	13.4
H125	Headlamp to ground	24.6	25.1
H126	Tail lamp to ground	24.0	24.4
H130	Step height - front (curb)		
H131	Step height - rear (curb)	---	
H136	Body O line to ground - front	5.4	5.9
H137	Body O line to ground - rear	5.7	6.2

CLEARANCES

H106	Angle of approach (degrees)	31	32
H107	Angle of departure (degrees)	18	
H147	Ramp breakover angle (degrees)	14	16
H148	Front suspension to ground		
H149	Oil pan to ground	5.9	6.3
H150	Flywheel housing to ground	6.4	6.9
H151	Frame to ground	5.9	6.4
H152	Exhaust system to ground	5.8	6.3
H153	Rear axle to ground	6.7	7.1
H154	Fuel tank to ground	8.4	8.9
H155	Tire well to ground	Mounted over rear axle	
H156	Minimum ground clearance (H152)	5.8	6.3

EXTERIOR PAINT PROCESS

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

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

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

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

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

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

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

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

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

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

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

BODY

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

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

Door handles ---------- Push-button fork type latches. Inside push-button locks and 2-position free-wheeling inside door handles on rear doors of 4-door models.

Door ventipanes ---------- Friction pivot

HOOD AND TRUNK LID

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

Hood release ---------- External

VENTILATION

High level 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.

SEAT CONSTRUCTION

Type ---- Front seat cushion

1.25 poly foam ---------- 111-113-11400

Rear seat cushion

Jute and cotton ---------- 113-11400

WINDSHIELD WIPERS

Type ---------- Dual 2-speed electric

Linkage ---------- Parallel acting

SPARE TIRE AND TOOLS

Location ---------- Sedan and coupe, horizontal - center forward area of trunk floor. Tools consist of bumper jack and socket type "L" wrench stored beneath tire.

BODY GLASS VISIBILITY AREA

LOCATION		MODELS 27	69
Windshield		1050.8	1111.9
Front door	Ventipane	77.6	
	Window	768.0	587.3
Rear door	Window		498.5
	Fixed glass		79.2
Rear quarter window		341.6	
Back window		1144.2	1005.7
Total area (sq.in.)		3382.2	3360.2

All window glass curved safety solid plate except curved laminated safety plate windshield.

CHEVY II NOVA 111-113-11400 SERIES

SERIES	MODELS 27	MODELS 69	TRIM	INTERIOR COLORS AND RPO NUMBERS Black	Dark Blue	Gold
Nova	X	X	Cloth Bench	-	737	741
	X	X	Vinyl Bench	733	-	-
Custom	X	X	Cloth Bench Opt.	734	739	742
	X	X	Vinyl Bench Opt.	731	-	-
	X		Vinyl Bucket Opt.	735	740	745
RPO	EXTERIOR COLOR					
AA	Black			X	X	X
CC	White			X	X	X
DD	Medium Blue			X	X	-
EE	Dark Blue			X	X	-
FP	Medium Teal			X	-	-
GG	Ivory Gold			X	-	X
HH	Medium Green			X	-	-
KK	Turquoise			X	-	-
LL	Dark Teal			X	X	-
NN	Maroon			X	-	-
PP	Silver Green			X	-	-
RR	Red			X	-	-
TT	Ivory			X	-	X
VV	Dark Green			X	-	X
YY	Yellow			X	-	X
	TWO-TONE (Lower/Upper)					
DC	Med. Blue/White			-	X	-
DE	Med. Blue/Dk. Blue			-	X	-
ED	Dk. Blue/Med. Blue			-	X	-
GT	Ivory Gold/Ivory			X	-	X

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

FRAME AND FRONT SUSPENSION

● FRAME

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

FRONT SUSPENSION

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

Wheel travel (M/M @ design load)

Total ---------- Sedans 7.44; Coupes 7.44

Jounce ---------- Sedans 3.23; Coupes 2.74

Rebound ---------- Sedans 4.21; Coupes 4.70

Wheel to spring travel ratio ---------- 1.84

CONTROL ARMS

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

STEERING KNUCKLES

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

Spindle diameters

Inner bearing ---------- 1.2493-1.2498

Outer bearing ---------- .7492-.7497

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

Wheel bearings

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

SPHERICAL JOINTS

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

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

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

Bearing surfaces

Upper --------- Teflon-cotton composite on phenolic

Lower ----------Sintered iron

SHOCK ABSORBERS

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

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

STABILIZER BAR (Only with V-8)

Type ---------- Link

Material ---------- HR steel

Diameter ---------- .6875

FRONT WHEEL ALIGNMENT (CURB)

Camber (degrees) ---------- N1/4 to P3/4

Caster (degrees) ---------- O to P1

Toe-in (total) ---------- 1/8 to 1/4

Steering axis inclination (degrees) ---- 8-1/4 to 9-1/4

GENERAL SUSPENSION PROVISIONS

Car leveling ---------- Front stabilizer bar

Anti-dive control ---- Angle of front upper control arm

Anti-squat control --------- Rear suspension geometry

● FRONT SPRINGS

Part Number	Ref.	Type	Material	Cut-off Length	Wire Dia.	Inside Dia.	Heights		Deflection rate (lb per inch)	
							Free	Working (in. @ lbs)	@ Spring	@ Wheel
3932767	A	Coil	Steel Alloy	94.77	.565	3.63	14.90	11.09@1220	320	105
3932770	B	Right Hand Helix		95.04	.577	3.63	14.97	11.09@1340	345	112
3935700	C			108.55	.591	3.63	15.70	11.09@1475	320	109
3932764	D			121.77	.591	3.63	16.49	11.09@1500	278	98

ENGINE	153 Cu.In. L-4		230 and 250 Cu.In. L-6		307 Cu.In. V-8		327 Cu.In. RPO L30 V-8		350 Cu.In. RPO L48 V-8
MODELS	11100		11300		11400				
	27	69	27	69	27	69	27	69	27
Ref.	A		B		C		C		D

CHASSIS

REAR AXLE AND SUSPENSION

REAR AXLE

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

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

Pinion bearing adjustment ---------- Shim

Lubricant

Type ---------- Military Spec. MIL-L-2105-B

Viscosity ---------- SAE 80

Filler plug ----- 5/8 sq. hd., 3/4-14 PTF SAE short

Capacity (pts) ------ 8.125 hypoid gear ------- 3.5

8.875 hypoid gear ------- 4.0

Ratios (standard)

L-6 engines, 327 V-8

3 & 4-speed ---------- 3.08

Powerglide

Base ---------- 2.73S

Rally sport ---------- 3.08

350 V-8

3 & 4-speed, Powerglide ---------- 3.31

AXLE SHAFT

Description ---------- Forged and hardened steel with integral drive flange

Wheel bearings ---------- Single row cylindrical roller, one per wheel

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

RING AND PINION GEARS

Axle Ratio	Ring Gear Diameter	Tooth Combination
2.56:1	8.125 in.	41,16
2.73:1	8.125 in.	41,15
3.08:1	8.125 in.	37,12
3.36:1	8.125 in.	37,11
3.55:1	8.125 in.	39,11
2.73:1	8.875 in.	41,15
3.07:1	8.875 in.	43,14
3.31:1	8.875 in.	43,13
3.55:1	8.875 in.	39,11
3.73:1	8.875 in.	41,11
4.10:1	8.875 in.	41,10
4.56:1	8.875 in.	41,9
4.88:1	8.875 in.	39,8

POSITRACTION DIFFERENTIAL (see POWER TRAINS)

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

REAR SUSPENSION

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

Wheel travel (design)

Total ---------- 7.85

Jounce ---------- 3.59

Rebound ---------- 4.26

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

SHOCK ABSORBERS

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

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

● REAR SPRINGS

Part Number	Ref.	Type	Material	Length C/L Eye centers	Width C/L of axle	Design load @ C/L of axle (lb @ camber)	Deflection rate (lb per inch) @ Spring	Deflection rate (lb per inch) @ Wheel
3934897	A	Single leaf	Steel alloy	56.0	2.25	500 @ 1.50	115	125
3934896	B	5-leaf		56.0	2.25	540 @ 1.50	100	110

ENGINE	153 Cu.In. L4	230 Cu.In. L6	307 Cu.In. V8	327 Cu.In. V-8 RPO L30	153 Cu.In. L4	230 Cu.In. L6	307 Cu.In. V8	327 Cu.In. V-8 RPO L30	350 Cu.In. V-8 RPO L48
MODELS	11000								
	127	327	427	427	169	369	469	469	427
Ref.	A	A	A	A	A	A	A	A	B

MANUAL STEERING (Standard)

Description ---------- Semi-reversible, recirculating bearing ball nut steering gear, energy absorbing steering column.
Ratios ---------- Gear 24:1, overall 28.3:1
Turning diameters (ft)
Outside front, wall to wall ----------
Outside front, curb to curb ----------
Inside rear, wall to wall ----------
Inside rear, curb to curb ----------
Number of turns, lock to lock ---------- 4.8
Outside wheel angle vs. inside wheel angle
28.9 degrees ---------- 34.1 degrees
Linkage ---------- Parallelogram, rear of wheels, 2 tie rods
Steering wheel
Type ---------- Elliptical, deep dished
Diameter ---------- 15.5 x 16.25

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)
Type ---------- Integral power piston and steering gear, with vane type pump driven by crankshaft pulley.
Ratios ---------- Gear 17.5:1, overall 20.7:1
Number of turns, lock to lock ---------- 3.5

DRIVELINE

Type ---------- Tubular
Number used ---------- One
Diameter (OD) ---------- 2.75
Wall thickness ---------- .065
Length (C/L of U-joints) ---------- 53.00
Universal joints
Type ---------- Cross
Number used ---------- Two
Bearings ---------- Prepacked, anti-friction

WHEELS

Type ---------- Short spoke spider
Attachment to hub ------ 5 hex nuts, 7/16-20 UNF 2-B, on 4.75 diameter bolt circle
Rim size
Base ---------- 14 x 5.00
RPO L48 ---------- 14 x 6.00
Offset
5.00 ---------- .56
6.00 ---------- .50 ●

TIRES

Construction ---------- 2 ply
Rating ---------- 4 ply
Size
Base, RPO L22 & RPO L30 ---------- 7.35 x 14
RPO L48 ---------- E70 x 14

TIRE SPECIFICATIONS

		7.35 x 14	E70 x 14
Static loaded radius		12.0	11.9
Loaded rev/mi @ 45 MPH		786	811
Capacity (lbs @ PSI)		1160 @ 24	1190 @ 24
Recommended pressure (cold)	Front	24	24
	Rear	28	28

BULBS AND LAMPS

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Ash tray	1-1445	.7
Automatic transmission position pattern	Floor console, 2-1895	.7
Back-up	2-1156	32
Brake warning	1-194	2
Clock (with tachometer option)	1-1895	2
Courtesy (instrument panel)	2-631	6
Direction signal indicators	2-194	2
Dome	1-211	12
Generator indicator	1-194	2
Glove compartment	1-1895	2
Headlamp	2-6012	High beam 50W Low beam 45W
Headlamp hi-beam indicator	1-194	2
Heater	1-1895	2
Instrument cluster	5-168	3
License plate	1-67	4
Luggage compartment	1-1003	15
Oil pressure indicator	1-194	2
Parking		
Park	2-1157	4
Turn		32
Radio	1-1893	2
Side Marker - Front	2-194A	2
Side Marker - Rear	2-194	2
Spot lamp		
Inside operated	1-4405	30W
Portable	1-4416	
Tail		
Tail	2-1157	4
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Heater controls	1-1895	2

● SERVICE BRAKES (Standard)

Type ---------- Dual-circuit brake system, pressure differential and parking brake warning light, self-adjusting brake shoes.
Line pressure, psi, @ 100 lb pedal load ---------- 790
Braking ratios
- Pedal ---------- 6.20
- Hydraulic ---------- 4.06
- Overall ---------- 25.2

Distribution of braking effort
- Front wheels (theoretical, percent) ---------- 62

Brake drum
- *Diameter, front & rear* ---------- 9.5
- Construction -------- Composite, web cast into rim
- Material
  - Web ---------- HR steel
  - Rim ---------- Cast iron alloy
- Swept drum area (sq.in.) ---------- 268.8

Brake lining
- Material ---------- Asbestos composition
- Length
  - Primary shoe, front & rear ---------- 9.01
  - Secondary shoe, front & rear ---------- 9.75
- Width
  - Front wheels, primary & secondary ---------- 2.50
  - Rear wheels, primary & secondary ---------- 2.00
- Thickness, minimum @ centerline
  - Primary ---------- .17
  - Secondary ---------- .20
- Method of attachment ---------- Bonded
- Total effective area (sq.in.) ---------- 168.9
- Gross lining area (sq.in.) ---------- 168.9

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

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

PARKING BRAKE

Type ---------- Mechanical; pull rods and cables operate two rear service brakes
Total effective area (sq.in.) ---------- 75.0
Control ---------- Pendulum foot pedal; release by T handle located below instrument panel to left of steering column
Ratio, overall ---------- 29.5:1

● POWER BRAKES (RPO J50)

(Same as standard service brakes except as follows)

Type ---------- Vacuum power unit added to assist standard master cylinder; integral

Braking ratios
With standard production service brake linings
- Pedal ---------- 3.60
- Hydraulic ---------- 4.06
- Overall ---------- 14.6

With front disc brakes
- Pedal ---------- 3.60
- Hydraulic ---------- 23.5
- Overall ---------- 84.5

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

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

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

(Rear - standard production service brakes)

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

Braking ratios
- Pedal ---------- 6.20
- Hydraulic ---------- 29.7
- Overall ---------- 184.0

Brake disc
- Construction ---------- Double faced disc spaced by integrally cast radial cooling passages
- Material ---------- Cast iron
- Diameter ---------- 11.00

Swept disc & drum area ---------- 332.4

Brake lining
- Material ---------- Molded asbestos
- Size, disc segment ---------- 5.96 x 2.21 x .41
- Method of attachment ---------- Riveted
- *Total effective area (sq.in.)* ---------- 114.0
- Gross lining area (sq.in.) ---------- 118.1

Master cylinder
- Piston diameter ---------- 1.125
- Piston travel ---------- 1.24

Wheel cylinders (front)
- Number ---------- 4 per wheel
- Piston diameter ---------- 1-7/8

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

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	SAE 25 fuse	In line
	SAE 25 fuse	Fuse panel (f)
Ash tray lamp	AGC 4 fuse	Fuse panel (c)
Auto. trans. position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 20 fuse	Fuse panel (d)
Cigarette lighter	AGC 20 fuse	Fuse panel (b)
Clock	AGC 20 fuse	Fuse panel (b)
Clock lamp	AGC 4 fuse	Fuse panel (c)
Courtesy lamps	AGC 20 fuse	Fuse panel (b)
Defogging unit	AGC 10 fuse	Fuse panel (d)
Direction signal indicator lamps	AGC 20 fuse	Fuse panel (c)
Dome lamp	AGC 20 fuse	Fuse panel (b)
Fuel gauge	AGC 10 fuse	Fuse panel (d)
Generator indicator lamp	AGC 10 fuse	Fuse panel (d)
Glove compartment lamp	AGC 20 fuse	Fuse panel (b)
Headlamps	15 amp CB	Light switch
Headlamp hi-beam indicator lamp	15 amp CB	Light switch
Heater	AGC 25 fuse	Fuse panel (f)
Heater controls lamp	AGC 4 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)
License lamp	AGC 20 fuse	Fuse panel (b)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (b)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Parking lamps	15 amp CB	Light switch
Parking brake alarm lamp	AGC 10 fuse	Fuse panel (d)
Radio and radio lamp	AGC 10 fuse	Fuse panel (g)
Side Marker lamp - Front	AGC 20 fuse	Light switch
Side Marker lamp - Rear	AGC 20 fuse	Light switch
Speed warning device	AGC 20 fuse	Fuse panel (b)
Spot lamp — Inside operated	AGC 20 fuse	In line
Spot lamp — Portable	AGC 20 fuse	Fuse panel (b)
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (b)
Temperature indicator	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	SAE 4 fuse	In line
Windshield wiper, two-speed	SAE 20 fuse	Fuse panel (g)
	14 amp CB	Switch

* Letter suffix indicates same circuit

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIOS* 2.56:1	2.73:1	3.07:1	3.08:1	3.31:1	3.36:1	3.55:1	3.73:1
153 Cubic Inch L-4 Super Thrift 153 90 HP Standard	3-Spd (2.85:1 low) & Powerglide	All Models (A)		Econ.		Std.			Perf.	
230 Cubic Inch L-6 Turbo-Thrift 230 140 HP Standard	3-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.	Spcl.	
		With Air Conditioning				Std.			Perf.	
	Powerglide	All Models	Econ.	Std.					Perf.	
		With Air Conditioning				Std.			Perf.	
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low)	All Models		Econ.		Std.		Perf.	Spcl.	
		With Air Conditioning				Std.			Perf.	
	Powerglide	All Models	Econ.	Std.					Perf.	
		With Air Conditioning				Std.			Perf.	
307 Cubic Inch V-8 Turbo-Fire 307 200 HP Standard	3-Spd (2.85:1 low) & 4-Spd (2.85:1 low)	All Models		Econ.		Std.			Perf.	
		With Air Conditioning				Std.			Perf.	
	Powerglide	All Models	Econ.	Std.					Perf.	
		With Air Conditioning				Std.			Perf.	
327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low)	All Models		Econ.		Std.			Perf.	
		With Air Conditioning				Std.			Perf.	
	4-Spd (2.54:1 low)	All Models		Econ.	Std.				Perf.	
		With Air Conditioning			Std.				Perf.	
	Powerglide	All Models	Econ.	Std.					Perf.	
		With Air Conditioning				Std.			Perf.	
350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	3-Spd (2.54:1 low)	2-Door Coupe Only			Econ.		Std.		Perf.	
		With Air Conditioning			Econ.		Std.		Perf.	
	H.D. 3-Spd (2.41:1 low)	2-Door Coupe Only			Econ.		Std.		Perf.	Spcl.
		With Air Conditioning			Econ.		Std.		Perf.	
	4-Spd (2.52:1 low)	2-Door Coupe Only			Econ.		Std.		Perf.	Spcl.#
		With Air Conditioning			Econ.		Std.		Perf.	
	Powerglide	2-Door Coupe Only		Econ.	Std.		Perf.		Spcl.	Spcl.
		With Air Conditioning		Econ.	Std.		Perf.			

* Positraction axles available optionally for all ratios shown.
(A) Air Conditioning not available.
\# Also available in Positraction ratios of 4.10:1, 4.56:1 and 4.88:1.

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

POWER TRAINS

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-4 OHV	L-6 OHV		V-8 OHV		
Piston Displacement (Cu.In.)		153	230	250	307	327	350
Availability		Base		RPO L22	Base	RPO L30	RPO L48
Number of Cylinders		Four	Six		Eight		
Bore (nominal)		3.875			4.001		
Stroke (nominal)		3.25		3.53	3.25*		3.48
Compression Ratio		8.5:1			9.00:1	10.0:1	10.25:1
Taxable (SAE) Horsepower		24.0	36.0		48.0	51.2	
Firing Order		1-3-4-2	1-5-3-6-2-4		1-8-4-3-6-5-7-2		
Idling Speed	Synchromesh (in Neutral)	750	700				
	Powerglide (in Drive)	600	500		600		500
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		140			150		
Power Plant Mounting	Front	Two, combination compression and shear type					
	Rear	One, shear type					
Measurements	Fan to rear of engine block	25.41	33.11		29.85		
	Top of air cleaner to bottom of oil pan	27.19			27.77		
	Width - including air cleaner	25.25			27.98		

ADVERTISED ENGINE RATING

Engine Designation	L-4, 90 HP Super-Thrift 153 Cu.In.	L-6, 230 HP Hi-Thrift 230 Cu.In.	L-6, 155 HP Turbo-Thrift 250 Cu.In.	V-8, 200 HP Turbo-Fire 307 Cu.In.	V-8, 275 HP Turbo-Fire 327 Cu.In.	V-8, 295 HP Turbo-Fire 350 Cu.In.
Availability	Base	Base	RPO L22	Base	RPO L30	RPO L48
Carburetor	Single Barrel	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	275 @ 4800	295 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	355 @ 3200	380 @ 3200

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
153 Cu.In. L-4 90 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
230 Cu.In. L-6 140 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
250 Cu.In. L-6 155 HP RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
		4-Speed	8.78	6.22	4.16	3.08	8.78	3.08
327 Cu.In. V-8 275 HP RPO L30	4-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
		4-Speed	7.80	5.53	4.42	3.07	7.80	3.07
350 Cu.In. V-8 295 HP RPO L48	4-Barrel	3-Speed	8.41	4.97	3.31		8.71	3.31
		H.D. 3-Speed	7.98	5.26	3.31		7.98	3.31
		4-Speed	8.34	6.22	4.84	3.31	8.57	3.31

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
153 Cu.In. L-4 90 HP Standard	Powerglide	Drive	13.46:1 - 3.08:1	3.08:1
		Low & Reverse	13.46:1 - 5.61:1	
230 Cu.In. L-6 140 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 4.97:1	
250 Cu.In. L-6 155 HP RPO L22	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 2.73:1	
307 Cu.In. V-8 200 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
		Low & Reverse	10.43:1 - 2.73:1	
327 Cu.In. V-8 275 HP RPO L30	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
		Low & Reverse	10.10:1 - 4.80:1	
350 Cu.In. V-8 295 HP RPO L48	Powerglide	Drive	11.36:1 - 3.07:1	3.07:1
		Low & Reverse	11.36:1 - 5.40:1	

* Axle ratio x transmission ratio.

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 153 CU.IN. 90 HP	BASE 230 CU.IN. 140 HP	RPO L22 250 CU.IN. 155 HP	BASE 307 CU.IN. 200 HP	RPO L30 327 CU.IN. 275 HP	RPO L48 350 CU.IN. 295 HP
MODEL	11169	11369	11369	11469	11469	11427

3-SPEED TRANSMISSION						
Performance Weight (pounds)	3520	3630	3650	3775	3808	3857
Pounds per Gross Horsepower	39.11	25.93	23.55	18.87	13.85	13.07
Pounds per Cu.In. Displacement	23.01	15.78	14.60	12.30	11.64	11.02
Gross HP per Cu.In. Displacement	.588	.609	.620	.651	.841	.843
Power Displacement (cu.ft./mile)	107.86	162.14	176.23	216.42	230.52	257.78
Displacement Factor (cu.ft./ton mile)	61.28	89.33	96.04	114.69	121.07	133.70

4-SPEED TRANSMISSION						
Performance Weight (pounds)				3782	3850	3852
Pounds per Gross Horsepower				18.91	14.00	13.06
Pounds per Cu.In. Displacement				12.32	11.77	11.01
Gross HP per Cu.In. Displacement				.651	.841	.843
Power Displacement (cu.ft./mile)				216.42	229.77	257.78
Displacement Factor (cu.ft./ton mile)				114.44	119.36	133.84

POWERGLIDE						
Performance Weight (pounds)	3524	3630	3642	3773	3806	3855
Pounds per Gross Horsepower	39.16	25.93	23.50	18.86	13.85	13.07
Pounds per Cu.In. Displacement	23.03	15.78	14.57	12.29	11.64	11.01
Gross HP per Cu.In. Displacement	.588	.609	.620	.651	.841	.843
Power Displacement (cu.ft./mile)	108.86	143.71	156.21	216.42	204.32	245.93
Displacement Factor (cu.ft./ton mile)	61.21	79.18	85.78	114.75	107.37	127.62

GLOSSARY

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

153 CUBIC INCH FOUR CYLINDER ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	
Tire Size		7.35x14	
Crankshaft Revolutions per Mile		2436.3	
Crankshaft RPM @ 1 MPH	Low	115.7	73.9
	Second	68.2	
	Third	40.6	40.6 (direct)
	Reverse	119.8	73.9
Piston Travel (ft/mile)		1319.6	

230 and 250 CUBIC INCH L-6 ENGINE

Transmission		3-Speed	Powerglide
Rear Axle Ratio		3.08:1	2.73:1
Tire Size		7.35 x 14	
Crankshaft Revolutions per Mile		2436.3	2159.4
Crankshaft RPM @ 1 MPH	Low	115.7	65.5
	Second	68.2	
	Third	40.6	36.0 (direct)
	Reverse	119.8	65.5
Piston Travel (ft/mile)		1319.6 on 230; 1433.8 on 250	1169.7 on 230; 1270.4 on 250

307 CUBIC INCH V-8 ENGINE

Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1		2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3		2159.4
Crankshaft RPM @ 1 MPH	Low	115.7	115.7	75.5
	Second	68.2	82.0	
	Third	40.6	54.8	
	Fourth		40.6	41.5 (direct)
	Reverse	119.8	115.7	75.5
Piston Travel (ft/mile)		1319.6		1169.7

327 CUBIC INCH V-8 ENGINE

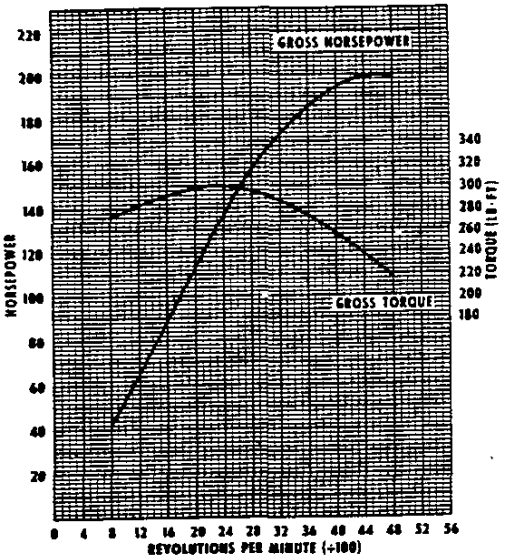
Transmission		3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.08:1	3.07:1	2.73:1
Tire Size		7.35 x 14		
Crankshaft Revolutions per Mile		2436.3	2428.4	2159.4
Crankshaft RPM @ 1 MPH	Low	103.1	102.8	63.3
	Second	60.9	72.8	
	Third	40.6	58.3	40.0 (direct)
	Fourth		40.5	
	Reverse	106.8	102.8	63.3
Piston Travel (ft/mile)		1319.6	1315.4	1169.7

350 CUBIC INCH V-8 ENGINE

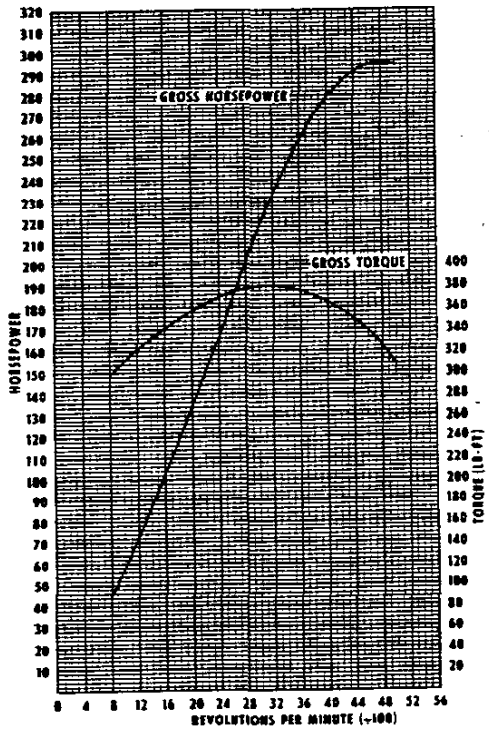
Transmission		3-Speed	H.D. 3-Speed	4-Speed	Powerglide
Rear Axle Ratio		3.31:1			3.07
Tire Size		7.35 x 14			
Crankshaft Revolutions per Mile		2545.4			2428.4
Crankshaft RPM @ 1 MPH	Low	107.7	102.2	106.9	71.2
	Second	63.6	67.4	79.8	
	Third	42.4	42.4	61.9	40.5 (direct)
	Fourth			42.4	
	Reverse	111.6	102.2	109.9	71.2
Piston Travel (ft/mile)			2545.4		2428.4

ENGINE OUTPUT CURVES—Cont'd.

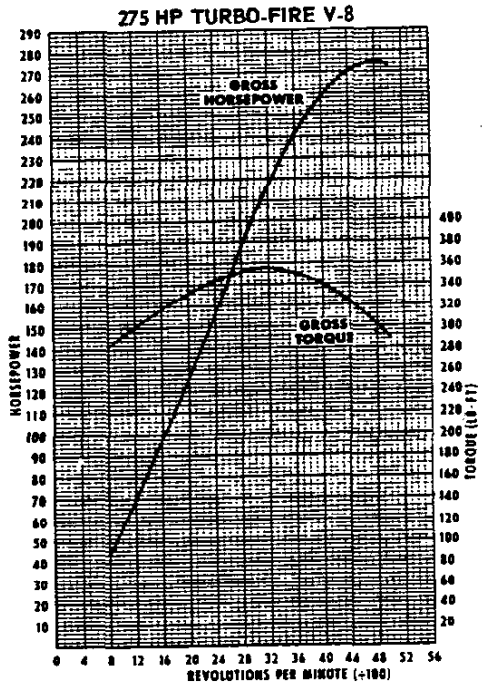
●200 HP TURBO-FIRE V-8



296 HP TURBO-FIRE V-8



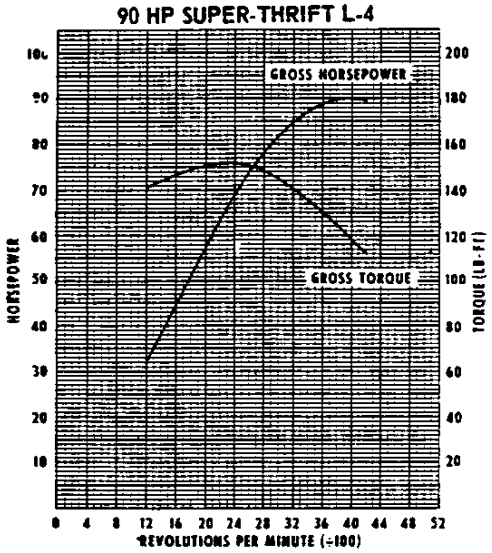
275 HP TURBO-FIRE V-8

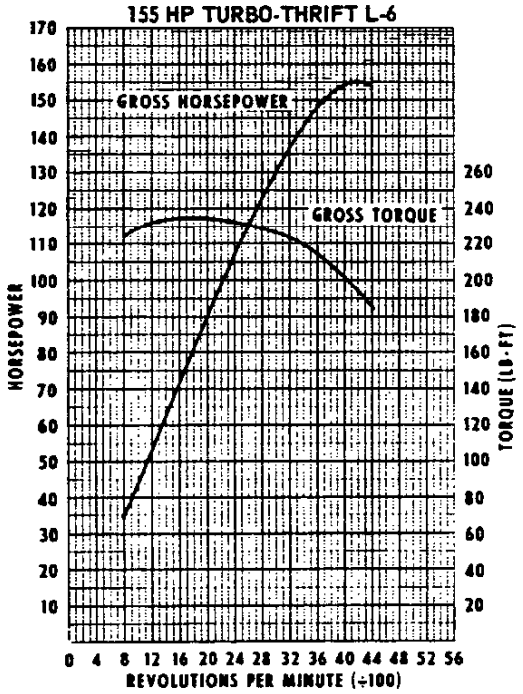


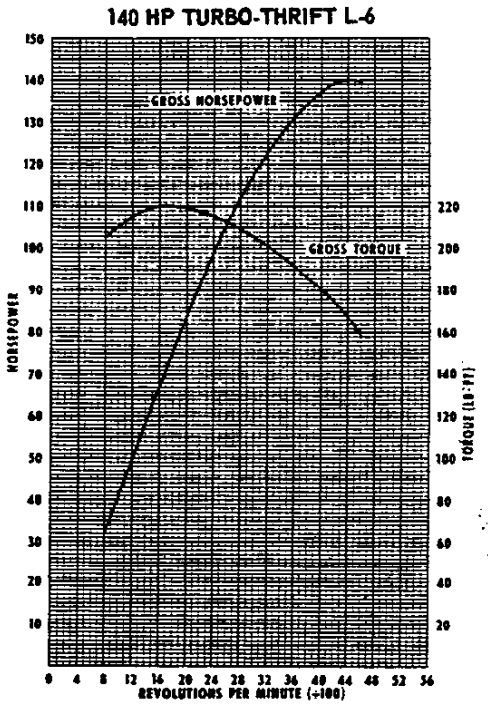
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

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

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







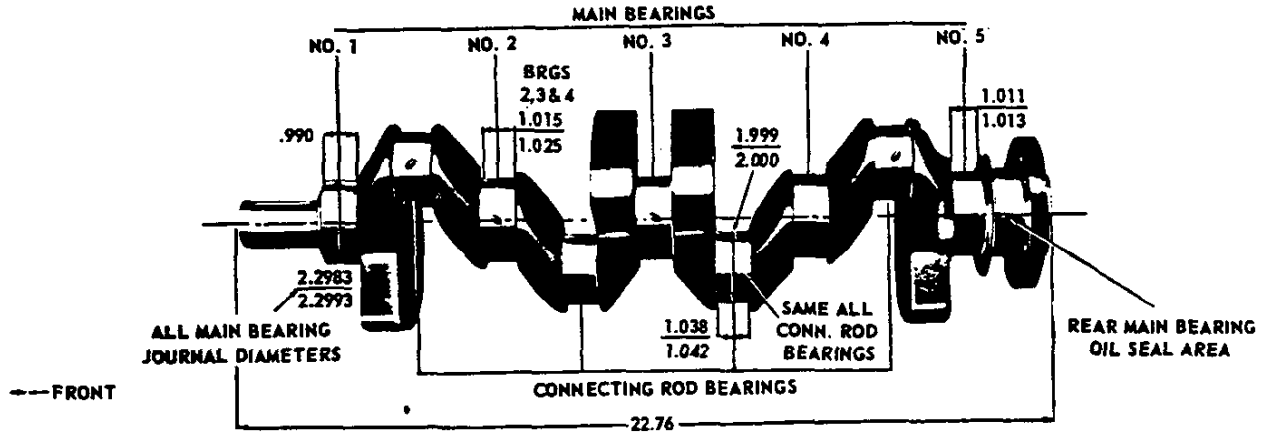
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

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

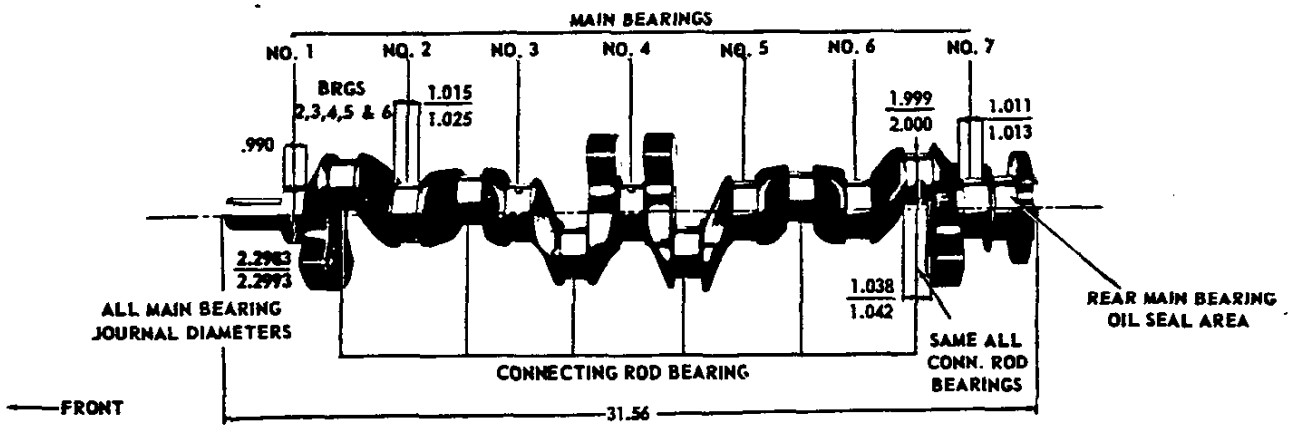
NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle, except the generator is not charging.

CRANKSHAFTS AND BEARINGS

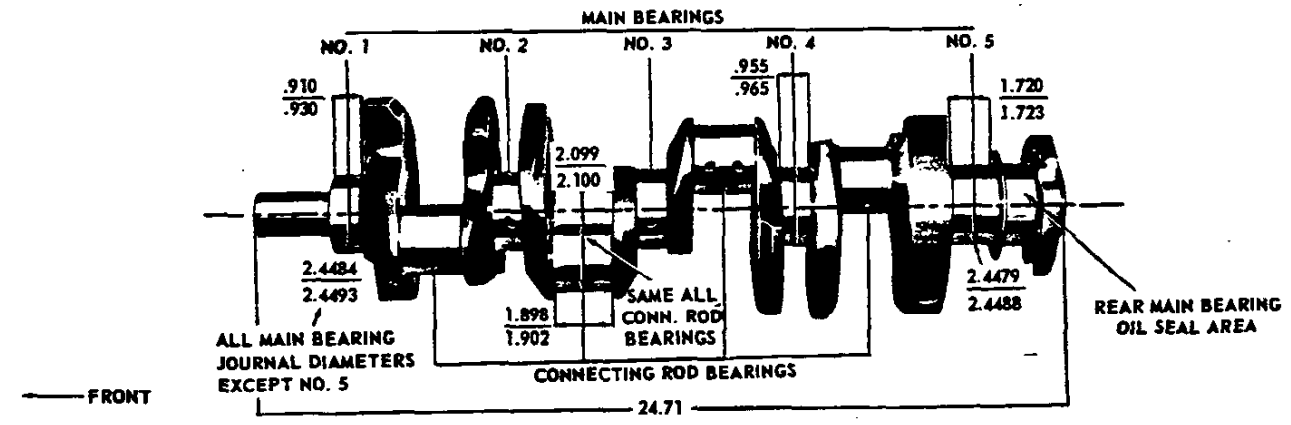
153 CUBIC INCH FOUR CYLINDER ENGINE



230 CUBIC INCH SIX CYLINDER ENGINE



307 and 327 CUBIC INCH V-8 ENGINES



CYLINDER BLOCK

Material ---------- Cast alloy iron
Bore Diameter
L4-153 Cu.In. ---------- 3.8745-3.8775
L6-230 & 250 Cu.In. ---------- 3.8745-3.8775
V8-307 Cu.In. ---------- 3.8745-3.8775
V8-327 & 350 Cu.In. ---------- 3.9995-4.0025
No. of Bulkheads
L4-153 Cu.In. ---------- 5
L6-230 & 250 Cu.In. ---------- 7
V8-307, 327 & 350 Cu.In. ---------- 5
Water Jacket -------- Full length around each cylinder
Cylinder Numbering Arrangement
L4-153 Cu.In. ---------- 1-2-3-4
L6-230 & 250 Cu.In. ---------- 1-2-3-4-5-6
V8-307, 327 & 350 Cu.In. ------- Left Bank 1-3-5-7
Right Bank 2-4-6-8
Bore Spacing (Centerline to Centerline)
L4-153 Cu.In. ---------- 4.4
L6-230 & 250 Cu.In. ---------- 4.4
V8-307, 327 & 350 Cu.In. ---------- 4.4

CYLINDER HEAD

Material ---------- High chrome cast alloy iron
Bolt No. & Size
L4-153 Cu.In. ---------- 10; .500 dia. 13 threads/in.
L6-230 & 250 Cu.In. --- 10; .500 dia. 13 threads/in.
V8-307, 327 & 350 Cu.In. -- 34; .4375 dia. threads/in.

COMBUSTION CHAMBER VOLUME

(Total chamber volume of assembled engine with piston at top center)
L4-153 Cu.In. ---------- 5.37 Cu.In.
L6-230 Cu.In. ---------- 5.37 Cu.In.
L6-250 Cu.In. ---------- 5.73 Cu.In.
V8-307 Cu.In. ---------- 5.02 Cu.In.
V8-327 Cu.In. ---------- 4.69 Cu.In.
V8-350 Cu.In. ---------- 4.79 Cu.In.

INLET MANIFOLD

Material ---------- Cast alloy iron
Type
L4-153 Cu.In. ---------- 2 port, rectangular section
L6-230 & 250 Cu.In. --- 3 port, rectangular section
V8-307, 327 & 350 Cu.In. -------- 8 port, double deck

EXHAUST MANIFOLD

Material ---------- Cast alloy iron
Type
L4-153 Cu.In. ---------- 3 port, center downtake
L6-230 & 250 Cu.In. ------- 4 port, center downtake
V8-307, 327 & 350 Cu.In. ---------- Dual, 4 port, center downtake
Outlet Diameter (Nominal) ---------- 2.0

CRANKSHAFT

Material
L4-153 Cu.In. ---------- Cast nodular iron
L6-230 & 250 Cu.In. ---------- Cast nodular iron
V8-307 & 327 Cu.In. ---------- Cast nodular iron
V8-350 Cu.In. ---------- Forged steel
End Play ---------- .002-.006
Counter Weights
L4-153 & L6-230 ---------- 4
L6-250 Cu.In. ---------- 12
V8-307, 327 & 350 Cu.In. ---------- 6
Crank Arm Length
L4-153 & L6-230 Cu.In. ---------- 1.625
L6-250 Cu.In. ---------- 1.765
V8-307 & 327 Cu.In. ---------- 1.625
V8-350 Cu.In. ---------- 1.74
Torsional Damper
L4 ---------- None
L6 & V8 ---------- Rubber mounted inertia
Timing Gear
L4 & L6 ---------- Steel; helical cut
V8 ---------- Steel; sprocket & chain
Pulley Pitch Diameter ---------- 6.64

MAIN BEARINGS

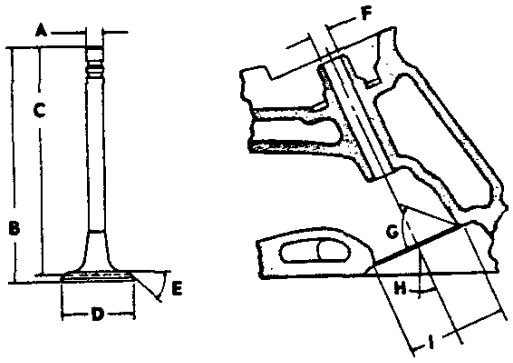
Material ---------- Steel, backed insert (selected bearing material — copper lead alloy or premium aluminum — for intended engine operation & application)
Type ---------- Precision removable
Thrust Against Bearing No. -- No. 5(L4 & V8); No. 7(L6)
Clearance
L4 & L6 ---------- .0003-.0029
V8-307, 327 & 350 Cu.In.
No. 1 ---------- .0008-.0020
No. 2, 3 & 4 ---------- .0008-.0024
No. 5 ---------- .0015-.0031

Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L4-153 Cu.In.			
Bearing #1-4	2.3004	.752	1.7299
Bearing #5	2.3004	.760	1.7483
L6-230 & 250 Cu.In.			
Bearing #1-6	2.3004	.752	1.7299
Bearing #7	2.3004	.760	1.7483
V8-307 Cu.In.			
Bearing #1	2.4503	.752	1.8425
Bearing #2-4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844
V8-327 & 350 Cu.In.			
Bearing #1	2.4502	.752	1.8425
Bearing #2-4	2.4505	.752	1.8428
Bearing #5	2.4507	1.177	2.8844

PRINCIPAL COMPONENTS—Cont'd.

INLET VALVES

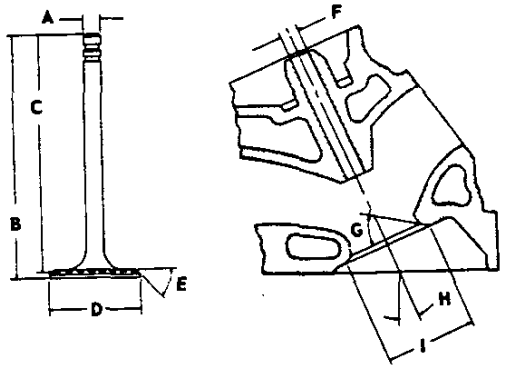
Material ---------- Alloy steel
Coating ---------- None



A - Stem diameter	.3410-.3417
B - Overall length	
L4-153 Cu.In.	4.902-4.922
L6-230 & 250 Cu.In.	4.902-4.922
V8-307 Cu.In.	4.902-4.922
V8-327 & 350 Cu.In.	4.870-4.889
C - Gage length	4.785-4.795
D - Overall head diameter	
L4-153 Cu.In.	1.715-1.725
L6-230 & 250 Cu.In.	1.715-1.725
V8-307 Cu.In.	1.715-1.725
V8-327 & 350 Cu.In.	1.935-1.945
E - Angle of face	45°
F - Guide diameter	.3427-.3437
G - Angle of seat	46°
H - Valve angle	
L4-153 Cu.In.	9°
L6-230 & 250 Cu.In.	9°
V8-307 Cu.In.	23°
V8-327 & 350 Cu.In.	23°
I - Valve seat (cutter) diameter	
L4-153 Cu.In.	1.770-1.790
L6-230 & 250 Cu.In.	1.770-1.790
V8-307 Cu.In.	1.770-1.790
V8-327 & 350 Cu.In.	1.990-2.010

EXHAUST VALVES

Material ---------- High alloy steel
Coating -------- Aluminized face on V8-307, 327 & 350



A - Stem diameter	.3410-.3417
B - Over length	
L4-153 Cu.In.	4.913-4.933
L6-230 & 250 Cu.In.	4.913-4.933
V8-307 Cu.In.	4.913-4.933
V8-327 & 350 Cu.In.	4.913-4.933
C - Gage length	4.781-4.791
D - Overall head diameter	
L4-153 Cu.In.	1.495-1.505
L6-230 & 250 Cu.In.	1.495-1.505
V8-307 Cu.In.	1.495-1.505
V8-327 & 350 Cu.In.	1.495-1.505
E - Angle of face	45°
F - Guide diameter	.3427-.3437
G - Angle of seat	46°
H - Valve angle	
L4-153 Cu.In.	9°
L6-230 & 250 Cu.In.	9°
V8-307 Cu.In.	23°
V8-327 & 350 Cu.In.	23°
I - Valve seat (cutter) diameter	
L4-153 Cu.In.	1.550-1.570
L6-230 & 250 Cu.In.	1.550-1.570
V8-307 Cu.In.	1.550-1.570
V8-327 & 350 Cu.In.	1.550-1.570

CAMSHAFT

Material	Cast alloy iron
Drive	
L4 & L6	Gear; bakelite and fabric composition with steel hub
V8	Sprocket & chain; steel
Lobe lift	
L4-153 Cu.In.	.2270 Inlet & Exhaust
L6-230 Cu.In.	.1896 Inlet & Exhaust
L6-250	.2217 Inlet & Exhaust
V8-307 & 327 Cu.In.	.2600 Inlet; .2733 Exhaust
V8-350 Cu.In.	.2600 Inlet; .2733 Exhaust
Bearings	Steel backed babbitt

VALVE TRAIN

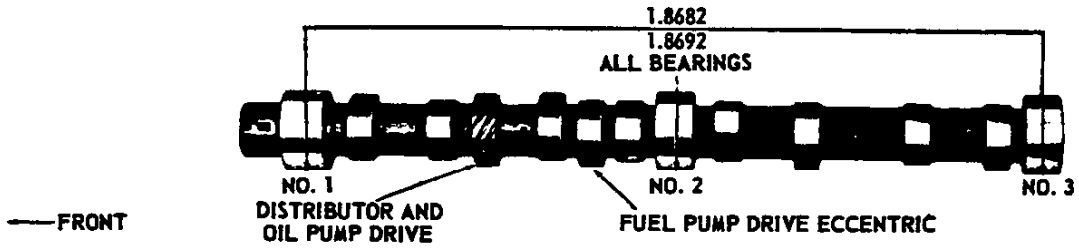
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Rocker arms	
Ratio	
L4 & L6	1.75:1
V8	1.50:1
Push rods	
Type	Hollow steel
Ends	Hardened

VALVE SPRINGS

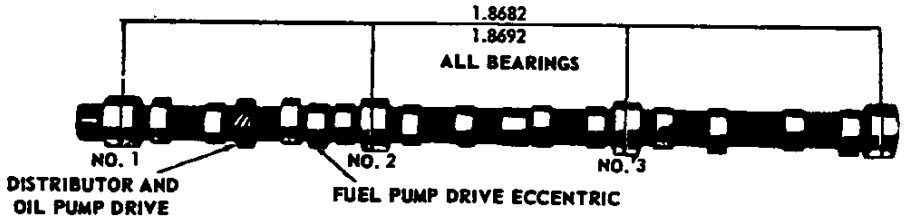
Diameter (I.D.)	.868-.884
Installed length (lb. @ in.)	
Valves closed	
L4-153 Cu.In.	78-86 @ 1.66
L6-230 & 250 Cu.In.	56-64 @ 1.66
V8-307 & 327 Cu.In.	76-84 @ 1.70
V8-350 Cu.In.	76.84 @ 1.70
Valves opened	
L4-153 Cu.In.	170-180 @ 1.26
L6-230 & 250 Cu.In.	180-192 @ 1.27
V8-307 & 327 Cu.In.	194-206 @ 1.25
V8-350 Cu.In.	194-206 @ 1.25
Free length	
L4-153 Cu.In.	2.08
L6-230 & 250 Cu.In.	1.90
V8-307 & 327 Cu.In.	2.03
V8-350 Cu.In.	2.03
Valve spring damper	
L4-153 Cu.In.	Flat steel, 4 coils
L6-230 Cu.In.	None
L6-250 Cu.In.	None
V8-307 & 327 Cu.In.	Flat steel, 4 coils
V8-350 Cu.In.	Flat steel, 4 coils
Oil shield	Steel cup

CAMSHAFT AND BEARINGS

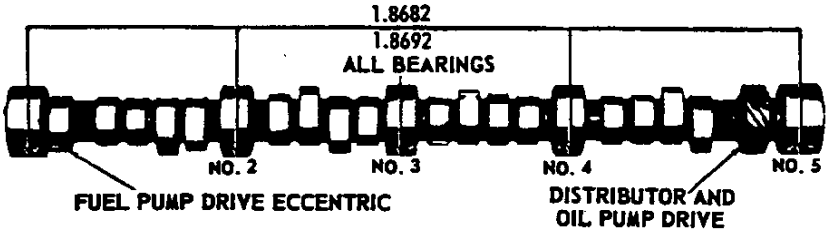
153 CUBIC INCH L-4 ENGINE



230 and 250 CUBIC INCH V-8 ENGINES



307 and 327 CUBIC INCH V-8 ENGINES



PRINCIPAL COMPONENTS—Cont'd.

COMPRESSION RINGS - UPPER

Material	Cast alloy iron
Type	Inside bevel on L4-153 & L6-230 (bottom of ring 30 degrees to piston vertical axis); No inside bevel on L6-250, V8-307, 327 & 350
Face	
L4-153 & L6-230 Cu.In.	Tapered
L6-250, V8-307, 327 & 350 Cu.In.	Barrel
Coating	Chrome plate face except V8-350 Cu.In. has molybdenum inlay
Width	
L4-153 & L6-230 Cu.In.	.0775-.0780
L6-250 Cu.In.	.0628-.0633
V8-307 & 327 Cu.In.	.0775-.0780
V8-350 Cu.In.	.0770-.0775
Wall Thickness	
L4-153 Cu.In.	.179-.194
L6-230 Cu.In.	.179-.194
L6-250 Cu.In.	.184-.194
V8-307 Cu.In.	.184-.194
V8-327 & 350 Cu.In.	.190-.200
Gap	.010-.020

COMPRESSION RINGS - LOWER

Type	Inside bevel (top of ring 30 degrees to piston vertical axis)
Face	Tapered
Coating	Wear resistant except V8-350 is chrome plated
Width	
L4-153 & L6-230 Cu.In.	.0770-.0780
L6-250 Cu.In.	.0623-.0625
V8-307 Cu.In.	.0770-.0780
V8-327 Cu.In.	.0770-.0775
V8-350 Cu.In.	.0775-.0780
Wall Thickness	
L4-153 Cu.In.	.184-.194
L6-230 & 250 Cu.In.	.184-.194
V8-307 Cu.In.	.184-.194
V8-327 & 350 Cu.In.	.190-.200
Gap	
L4-153; L6-230 & 250 Cu.In.	.010-.020
V8-307 Cu.In.	.010-.020
V8-327 Cu.In.	.013-.025
V8-350 Cu.In.	.013-.023

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	.1870-.1890
Wall Thickness	
L4-153 Cu.In.	.150-.156
L6-230 Cu.In.	.150-.156
L6-230 Cu.In.	.150-.156
L6-250 Cu.In.	.152-.158
V8-283 & 327 Cu.In.	.150-.156
Gap	.015-.055
Rail Coatings	Chrome plated

PISTON PINS

Material	Chromium steel
Length	2.990-3.010
Diameter	.9270-.9273
Clearance in Piston	
L4-153; L6-230 & 250 Cu.In.	.00015-.00025
V8-307 & 327 Cu.In.	.00015-.00025
V8-350 Cu.In.	.00025-.00035
Pin Mounting	Locked in rod by shrink fit

CONNECTING RODS

Material	Drop forged steel
Length (Center to Center)	5.695-5.705

CONNECTING ROD BEARINGS

Material	
L4, L6 & V8-307 Cu.In.	Copper lead alloy or sintered copper nickel backed babbitt on steel
V8-327 & 350 Cu.In.	Premium aluminum
Type	Precision removable
Clearance	
L4 & L6	.0007-.0027
V8-307 Cu.In.	.0007-.0027
V8-327 & 350 Cu.In.	.0007-.0028
Theoretical I.D.	
L4 & L6	2.0016
V8-307 Cu.In.	2.1017
V8-327 & 350 Cu.In.	2.1017
Effective Length	.807 except .797 for V8-327
End Play	.009-.013

VALVE LIFT

L4-153 Cu.In.	.3973 Inlet & Exhaust
L6-230 Cu.In.	.3317 Inlet & Exhaust
L6-250 Cu.In.	.3880 Inlet & Exhaust
V8-307 Cu.In.	.3900 Inlet; .4100 Exhaust
V8-327 & 350 Cu.In.	.3900 Inlet; .4100 Exhaust

VALVE TIMING (Crankshaft Degrees)

L4-153 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	17° 30'	33° 30'
Closes - ABC	54° 30'	86° 30'
Duration	252°	300°
Exhaust Valve		
Opens - BBC	57°	73°
Closes - ATC	15°	47°
Duration	252°	300°

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

V8-307, 327 & 350 Cu.In.	Excluding Ramps	Including Ramps
Inlet Valve		
Opens - BTC	28°	38°
Closes - ABC	72°	92°
Duration	280°	310°
Exhaust Valve		
Opens - BBC	78°	88°
Closes - ATC	30°	52°
Duration	288°	320°

VALVE TRAIN LASH

Inlet	Zero
Exhaust	Zero

PISTONS

Material	Cast aluminum alloy
Head type	Flat, notched head
Skirt type	Slipper
Top land clearance	
L4-153 Cu.In.	.0345-.0435
L6-230 & 250 Cu.In.	.0345-.0435
V8-307 Cu.In.	.0215-.0305
V8-327 Cu.In.	.0365-.0455
V8-350 Cu.In.	.0175-.0285
Skirt clearance	
L4-153 Cu.In.	.0005-.0011
L6-230 & 250 Cu.In.	.0005-.0011
V8-307 & 327 Cu.In.	.0005-.0011
V8-350 Cu.In.	.0007-.0013
Compression ring groove depth	
L4-153 Cu.In.	.2153-.2218
L6-230 & 250 Cu.In.	.2153-.2218
V8-307 Cu.In.	.2113-.2178
V8-327 Cu.In.	.2217-.2283
V8-350 Cu.In.	.2218-.2288
Oil ring groove depth	
L4-153 Cu.In.	.2093-.2158
L6-230 & 250 Cu.In.	.2093-.2158
V8-307 Cu.In.	.2053-.2118
V8-327 Cu.In.	.2038-.2103
V8-350 Cu.In.	.2038-.2103
Pin bore offset	
L4 & L6	.055-.065
V8-327 Cu.In.	.055-.065
Compression height	
L4-153 Cu.In.	1.799-1.801
L6-230 Cu.In.	1.799-1.801
L6-250 Cu.In.	1.658-1.662
V8-307 Cu.In.	1.673-1.677
V8-327 Cu.In.	1.674-1.676
V8-350 Cu.In.	1.563-1.567

EXHAUST AND VENTILATION SYSTEM

TYPE
- L4-153 Cu.In. ---------- Single
- L6-230 & 250 Cu.In. ---------- Single
- V8-307 Cu.In. ---------- Single with crossover pipes
- V8-327 Cu.In. ---------- Single with crossover pipes
- V8-350 Cu.In. ---------- Dual exhaust with resonators, single muffler

MUFFLERS
- Type ---------- Oval, reverse flow
- Construction ---------- Heads and body joined by rolled lock seam construction
- Heads
  - L4-153 Cu.In. ---------- .048 sheet steel, aluminized
  - L6-230 & 250 Cu.In. ---------- .048 sheet steel, aluminized
  - V8-307 & 327 Cu.In. ---------- .048 sheet steel, aluminized
  - V8-350 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
  - L4-153 Cu.In. ---------- 21.00
  - L6-230 & 250 Cu.In. ---------- 21.00
  - V8-307 & 327 Cu.In. ---------- 24.00
  - V8-350 Cu.In. ---------- 24.00
- Width (I.D.) ---------- 9.75
- Height (I.D.) ---------- 4.00

RESONATORS (V8-350 Cu.In. Only)
- Type ---------- Diverter
- Head
  - Left hand ---------- .048 sheet steel, aluminized
  - Right hand ---------- .060 sheet steel, aluminized
- Shell ---------- .036 sheet steel, aluminized
- Wrap ---------- .030 indented asbestos sheet
- Cover ---------- .018 sheet steel, aluminized
- Baffles ---------- 2; .036 sheet steel, aluminized

EXHAUST CROSSOVER PIPE (V8-307 & 327 Cu.In.)
- Dimensions (O.D.) ---------- 2.00
- Wall Thickness ---------- .073-.091 laminated

EXHAUST PIPE
- Dimensions (O.D.)
  - L4-153 Cu.In. ---------- 2.00
  - L6-230 & 250 Cu.In. ---------- 2.00
  - V8-307 & 327 Cu.In. ---------- 2.00
  - V8-350 Cu.In. ---------- 2.25
- Wall Thickness
  - L4-153 Cu.In. ---------- .057-.071
  - L6-230 & 250 Cu.In. ---------- .057-.071
  - V8-307 & 327 Cu.In. ---------- .073-.091 laminated
  - V8-350 Cu.In.
    - Front ---------- .073-.091 laminated
    - Rear ---------- .075-.091

TAIL PIPES
- Dimension (O.D.)
  - L4-153 Cu.In. ---------- 1.875
  - L6-230 & 250 Cu.In. ---------- 1.875
  - V8-307, 327 & 350 Cu.In. ---------- 2.00
- Wall Thickness ---------- .062-.076

ENGINE VENTILATION
- All Engines ---------- Closed-positive

EXHAUST EMISSION CONTROL
- All Manual Transmissions ---------- Air Injection Reactor Equipment
- All Auto. trans. except with 153 Cu.In. Eng. ---- Controlled Combustion System
- Automatic Trans. with 153 Cu.In. Eng. ---------- Air Injection Reactor Equipment

FUEL TANK

Capacity (Gal)	18 (approximately)
Fuel tank location	Attached to underbody behind rear axle
Filler location	Behind hinged rear license plate

FUEL FILTERS, DUAL

In fuel tank	Mesh strainer
In Carburetor Inlet	Paper

FUEL PUMP ASSEMBLY

Type	Mechanical; diaphragm
Drive	Camshaft, eccentric
Location	Right side front of engine
Pressure range (at carburetor)	
L4-153 Cu.In.	3.50-4.50 PSI
L6-230 & 250 Cu.In.	3.50-4.50 PSI
V8-307 Cu.In.	5.00-6.50 PSI
V8-327 & 350 Cu.In.	5.00-6.50 PSI

AIR CLEANER

Type	Cylindrical, single air horn chrome cover on V8-350 Cu.In.
Diameter	
L-153 Cu.In.	13.00
L6-230 & 250 Cu.In.	13.00
V8-307 Cu.In.	13.00
V8-327 & 350 Cu.In.	15.48
Filter element	Oil-wetted paper

CARBURETORS

Make and type	
L4-153 Cu.In.	Rochester, 1-barrel, Monojet
L6-230 & 250 Cu.In.	Rochester, 1-barrel, Monojet
V8-307 Cu.In.	Rochester, 2-barrel, downdraft
V8-327 & 350 Cu.In.	Rochester, 4-barrel, Quadrajet
SAE flange type	
L4-153 Cu.In.	1.50
L6-230 & 250 Cu.In.	1.50
V8-307 Cu.In.	1.25
V8-327 & 350 Cu.In.	1.50
Throttle bore	
L4-153 Cu.In.	1.69
L6-230 & 250 Cu.In.	1.69
V8-307 Cu.In.	1.44
V8-327 & 350 Cu.In.	
Primary	1.38
Secondary	2.25
Secondary throttle actuation	By linkage approximately when primary valves are opened halfway between closed and open
Venturi diameter	
L4-153 Cu.In.	1.312
L6-230 & 250 Cu.In.	1.312
V8-307 Cu.In.	1.09
V8-327	
Primary	1.09
Secondary	Air valve

CHOKE

Type	Automatic Manual with 153 Cu.In. Engine

GENERAL

- Type ---------- Controlled full pressure
- Main Bearings ---------- Pressure
- Connecting Rods ---------- Pressure
- Piston Pins ---------- Splash
- Cylinder Walls
  - L4-153 Cu.In. ---------- Main and connecting rod bearing throw off
  - L6-230 & 250 Cu.In. ---------- Main and connecting rod bearing throw off
  - V8-307 Cu.In. ---------- Pressure, jet cross sprayed
  - V8-327 & 350 Cu.In. ----- Pressure, jet cross sprayed
- Camshaft Bearings ---------- Pressure
- Valve Lifters ---------- Pressure
- Rocker Arms ---------- Pressure
- Timing Gears
  - L4-153 Cu.In. ---------- Nozzle metered
  - L6-230 & 250 Cu.In. ---------- Nozzle metered
  - V8-307, 327 & 350 Cu.In. ---------- 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
    - L4-153 Cu.In. ------- Forward end of rocker cover
    - L6-230 & 250 Cu.In.--- Forward end of rocker cover
    - V8-307 & 327 Cu.In.--- Left front of intake manifold
    - V8-350 Cu.In. ------- Left front of intake manifold

OIL PAN CAPACITIES (Quarts)

- Refill
  - L4-153 Cu.In. ---------- 3.5
  - L6-230 & 250 Cu.In. ---------- 4
  - V8-307, 327 & 350 Cu.In. ---------- 4
- Refill with Filter Change
  - L4-153 Cu.In. ---------- 4
  - L6-230 & 250 Cu.In. ---------- 5
  - V8-307, 327 & 350 Cu.In. ---------- 5

LUBRICANT GRADES AND TEMPERATURES

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

OIL PUMP

- Type ---------- Gear
- Regulator Valve ---------- Opens between 40-45 lbs.
- Oil Pressure (bench test - no flow conditions)
  - L4-153 Cu.In. ---------- 50-65 PSI @ 2000 RPM
  - L6-230 & 250 Cu.In. ---------- 50-65 PSI @ 2000 RPM
  - V8-307, 327 & 350 Cu.In. ------ 50-65 PSI @ 2000 RPM
- Intake Type ---------- Fixed pickup with screen
- Capacity (GPM @ Engine RPM)
  - L4-153 Cu.In. ---------- 4.3 @ 2000
  - L6-230 & 250 Cu.In. ---------- 4.3 @ 2000
  - V8-307, 327 & 350 Cu.In. ---------- 4.3 @ 2000

OIL FILTER

- Type
  - L4-153 Cu.In. ------- Full flow, throw away canister
  - L6-230 & 250 Cu.In. -- Full flow, throw away canister
  - V8-307 Cu.In. ------- Full flow, throw away canister
  - V8-327 & 350 Cu.In. -- Full flow, throw away canister
- Location
  - L4-153 Cu.In. ---------- Right side front of engine
  - L6-230 & 250 Cu.In. -------- Right side front of engine
  - V8-307, 327 & 350 Cu.In. ----- Left rear side of engine
- Capacity ---------- One quart
- Bypass Valve ---------- Opens between 9 to 11 PSI drop in pressure

OIL PAN DRAIN PLUG

- Type ---------- Hex head
- Location
  - L4-153 Cu.In. ------- Front lower face of oil pan sump
  - L6-230 & 250 Cu.In. ---------- Front lower face of oil pan sump
  - V8-307, 327 & 350 Cu.In. ---------- Left lower face of oil pan sump
- Size of Hex Head ---------- .860-.875
- Thread ---------- 1/2-20 UNF 2A
- Length ---------- 0.81
- Diameter ---------- .410-.430

OIL DIPSTICK - LOCATION

- L4-153 Cu.In. ---------- Right side rear of engine block
- L6-230 & 250 Cu.In. ----- Right side rear of engine block
- V8-307, 327 & 350 Cu.In. ---------- Left side center rear of engine block

COOLING SYSTEM

GENERAL
- Type ---------- Liquid, pressurized
- Capacity with Heater (Standard Equipment)
  - L4-153 Cu.In. ---------- 9 qts
  - L6-230 & 250 Cu.In. ---------- 12 qts
  - V8-307 Cu.In. ---------- 17 qts
  - V8-327 Cu.In. ---------- 16 qts
  - V8-350 Cu.In. ---------- 16 qts

RADIATOR
- Make and type ---------- Harrison, tube and center
- Core constant
  - Distance between fins
    - L4-153 Cu.In. ---------- .28 Syn. & Auto
    - L6-230 Cu.In. ---------- .28 Syn., .25 Auto
    - L6-250 Cu.In. ---------- .28 Syn., .22 Auto
    - V8-307 Cu.In. ---------- .22 Syn., .18 Auto
    - V8-327 Cu.In. ---------- .22 Syn., .18 Auto
    - ●V8-350 Cu.In. ---------- .22 Syn., .18 Auto
  - Distance between tubes ---------- .55
- Thickness of core ---------- 1.26
- Frontal area (sq. in.)
  - L4-153 Cu.In. ---------- 229
  - L6-230 Cu.In. ---------- 353
  - L6-250 Cu.In. ---------- 353
  - V8-307 & 327 Cu.In. ---------- 353
  - V8-350 Cu.In. ---------- 353

RADIATOR HEAVY DUTY (RPO V01)
- Core constant
  - Distance between fins
    - L4-153 Cu.In. ---------- 16
    - L6-230 & 250 Cu.In. ---------- 16
    - V8-307 Cu.In. ---------- 16
    - V8-327 Cu.In. ---------- 18
    - V8-350 Cu.In. ---------- 16
  - Distance between tubes ---------- .55
- Thickness of core
  - L4-153 Cu.In. ---------- 1.26
  - L6-230 & 250 Cu.In. ---------- 1.26
  - V8-307 Cu.In. ---------- 1.98
  - V8-327 Cu.In. ---------- 1.98
  - V8-350 Cu.In. ---------- 1.98
- Frontal area (sq. in.)
  - L4-153 Cu.In. ---------- 229
  - L6-230 Cu.In. ---------- 353
  - L6-250 Cu.In. ---------- 353
  - V8-307 Cu.In. ---------- 353
  - V8-327 Cu.In. ---------- 390
  - V8-350 Cu.In. ---------- 353

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

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

RADIATOR HOSE
- Outlet, lower (radiator to water pump) -------- 1.75 ID
- Inlet, upper (thermostat housing to radiator)
  - L4-153 Cu.In. ---------- 1.28 ID
  - L6-230 & 250 Cu.In. ---------- 1.50 ID
  - V8-307, 327 & 350 Cu.In. ---------- 1.50 ID

FAN
- Number of blades ---------- 4
- Diameter
  - L4-153 Cu.In. ---------- 16.00
  - L6-230 & 250 Cu.In. ---------- 17.62
  - V8-307, 327 & 350 ---------- 17.62
- Fan pulley pitch diameter ---------- 7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number used ---------- One
- Angle of "V" ---------- 38°-42°
- Pitch line
  - L4-153 Cu.In. ---------- 41.00
  - L6-230 & 250 Cu.In. ---------- 39.00
  - L8-307 Cu.In. ---------- 53.50
  - V8-327 & 350 Cu.In. ---------- 53.50
- Width ---------- .380

WATER PUMP
- Type ---------- Centrifugal
- Capacity
  - L4-153 Cu.In. ---------- 63 GPM @ 4400 Engine RPM
  - L6-230 Cu.In. ---------- 60 GPM @ 4400 Engine RPM
  - L6-250 Cu.In. ---------- 60 GPM @ 4400 Engine RPM
  - V8-307 Cu.In. ---------- 54 GPM @ 4400 Engine RPM
  - V8-327 & 350 Cu.In. ---- 57 GPM @ 4400 Engine RPM
- Bearing ------ Permanently lubricared double row ball
- Drive ---------- Fan belt
- Ratio (pump to engine rpm) ---------- .949:1

DRAIN LOCATIONS AND TYPE
- ●Radiator; Petcock ---------- Left hand, lower rear face
- Engine block; Plug
  - L4-153; L6-230 & Cu.In. ---------- Left side rear
  - V8-307; 327 & 350 Cu.In. -------- Right and left side

SUPPLY SYSTEM
- BATTERY
  - Voltage Rating ---------- 12
  - Cranking Power @ 0° F
    - L4-153; L6-230 & 250 Cu.In. ---------- 2300 watts
    - V8-307 Cu.In. ---------- 2300 watts
    - V8-327 & 350 Cu.In. ---------- 2900 watts
    - Heavy Duty (RPO T60) ---------- 3150 watts
  - Total Number of Plates
    - L4-153; L6-230 & 250 Cu.In. ---------- 54
    - V8-307 Cu.In. ---------- 54
    - V8-327, 357 Cu.In. & Heavy Duty ---------- 66
  - Number of Cells ---------- 6
  - Terminal Grounded ---------- Negative
  - Location ---------- Right front engine compartment

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

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

STARTING SYSTEM
- STARTING MOTOR
  - Rotation (Drive End View) ---------- Clockwise
  - Test Conditions ---------- Engine at operating temp.
  - No Load Test
    - Amps
      - L4-153; L6-230 & 250 Cu.In. ---------- 58-87
      - V8-307 Cu.In. ---------- 58-87
      - V8-327 & 350 Cu.In. ---------- 65-100
    - Volts ---------- 10.6
    - RPM
      - L4; L6-230 & 250 Cu.In. ---------- 6200-10700
      - V8-307 Cu.In. ---------- 6200-10700
      - V8-327 & 350 Cu.In. ---------- 3600-5100
  - Motor Drive
    - Engagement ---------- Solenoid
    - Pinion Meshes at ---------- Rear
    - Pinion Tooth No. ---------- 9
    - Flywheel Tooth No. ---------- 153
    - Mounting ---------- Bolted to cylinder block flange

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

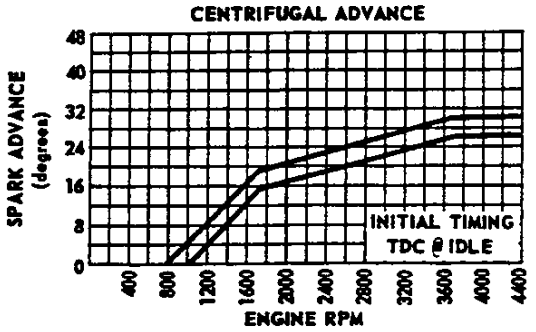
COIL
- Type ---------- 12-Volt
- Amperes Drawn
  - Engine Stopped ---------- 4.0
  - Engine Idling ---------- 1.8

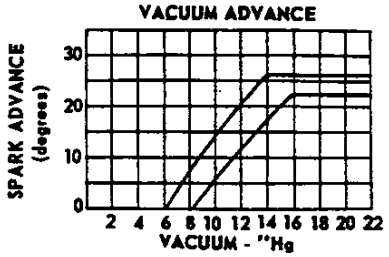
SPARK PLUGS
- Type
  - L4-153; L6-230 & 250 Cu.In. --- AC 46N (long reach)
  - V8-307 Cu.In. ---------- AC 45S
  - V8-327 & 350 Cu.In. ---------- AC 44
- Thread Size (mm) ---------- 14
- Gap ---------- .033-.038
- Torque ---------- 25 lb ft

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

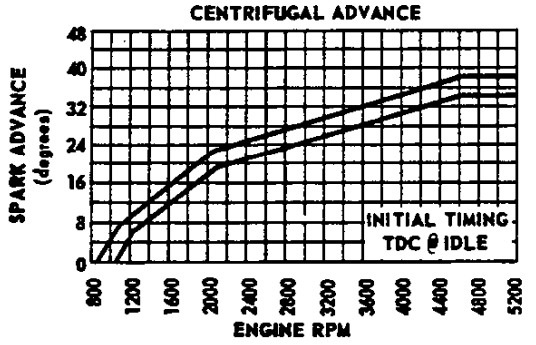
DISTRIBUTORS	L-4 153 Cu.In. 90 HP		L-6 230 Cu.In. 140 HP		L-6 250 Cu.In. 155 HP		V-8 307 Cu.In. 200 HP	V-8 327 Cu.In. 275 HP		V-8 350 Cu.In. 295 HP	
Transmissions	Man'l	Auto	Man'l	Auto	Man'l	Auto	All Trans	Man'l	Auto	Man'l	Auto
Model	1110447	1110426	1110436	1110433	1110439	1110399	1111257	1111298	1111297	1111264	1111168
Type	Single breaker										
Cam angle	31° - 34°						28 - 32°				
Breaker gap	.019 (new)										
Breaker arm tension	19 - 23 oz										
Centrifugal advance begins (RPM)	900		1000		900		1000	900		950	900
Max degrees @ RPM	28 @ 3700	24 @ 3600	36 @ 4600	32 @ 4600	32 @ 4200	28 @ 4200	28 @ 4300	34 @ 4100	30 @ 4100	30 @ 4700	26 @ 4700
Vacuum advance begins (In. Hg)	7.00		7.00		7.00		6.00	8.00	10.00	10.00	
Max degrees @ In. Hg	24 @ 15		23 @ 16		23 @ 16		15 @ 12	15@15.5	15@17	15 @ 17	
Timing (Initial Design Setting) Crankshaft degrees at RPM (with vacuum line disconnected)	TDC @ 750	4 BTC @ 600	TDC @ 700	4 BTC @ 500	TDC @ 700	4 BTC @ 500	2 BTC @ 700 man'l 600 auto	TDC @ 700	4 BTC @ 600	TDC @ 700	4 BTC @ 600
Timing mark location	Torsional damper										

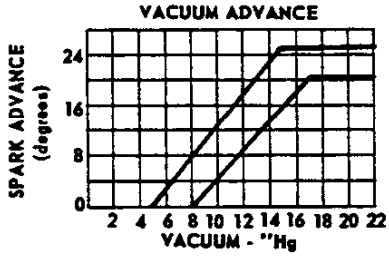
153 CUBIC INCH L-4 ENGINE



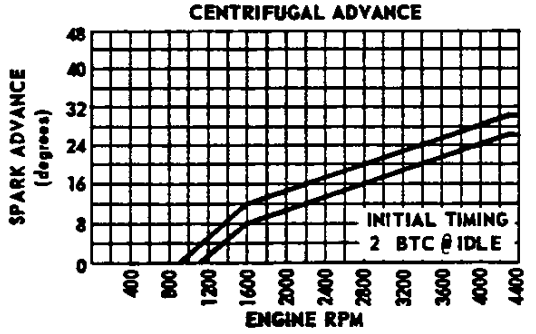


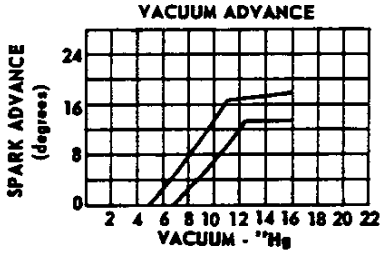
230 CUBIC INCH L-6 ENGINE



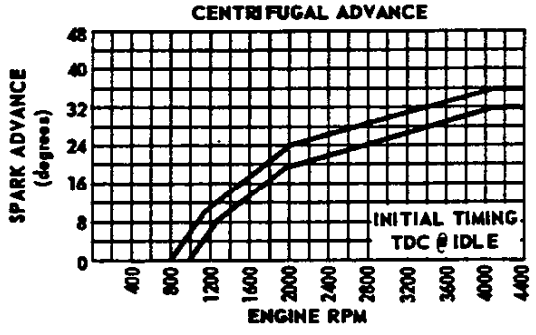


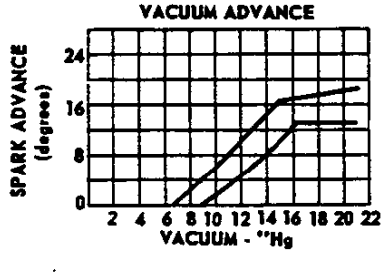
307 CUBIC INCH V-8 ENGINE





327 CUBIC INCH V-8 ENGINE





CLUTCHES

Engine	Type - Cubic Inch		L4-153	L4-153 L6-230	L6-230	L6-250	V8-307		V8-327	V8-350
	Availability		Base		Base	RPO L22	Base		RPO L30	RPO L48
Clutch for			3-Speed	RPO M01*	3-Speed		3-Speed	4-Speed	3 & 4-Speed	3 & 4-Speed
Type			Single dry disc						Single dry disc centrifugal	
Clutch cover & pressure plate	Eff. plate load, lb.		1350-1450	1900-2200	1650-1850		1900-2200	2100-2300		2450-2750
	Press. plate matl.		Cast iron					Nodular iron		
	Clutch spring type		Diaphragm					Diaphragm, bent finger		
	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)	(b)	(c)		(d)	10 coil springs (5 sets of two)		
	Friction rings	OD	9.12	10.00	9.12		10.00	10.34		11.00
		ID	6.12	6.00	6.12		6.50	6.50		6.50
		Total area sq. in.	71.82	100.53	71.82		90.71	101.54		123.70
		Material	Woven type asbestos (e)							
Flywheel & Ring Gear	Flywheel	Material	Cast iron							
	Ring gear	Material	Heat treated HR steel							
		No. of teeth	153							
		PD	12.75							
		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							

* M01 - Option for Heavy Duty Clutch

(a) 8 coil springs (4 sets of two)

(b) 6 coil springs

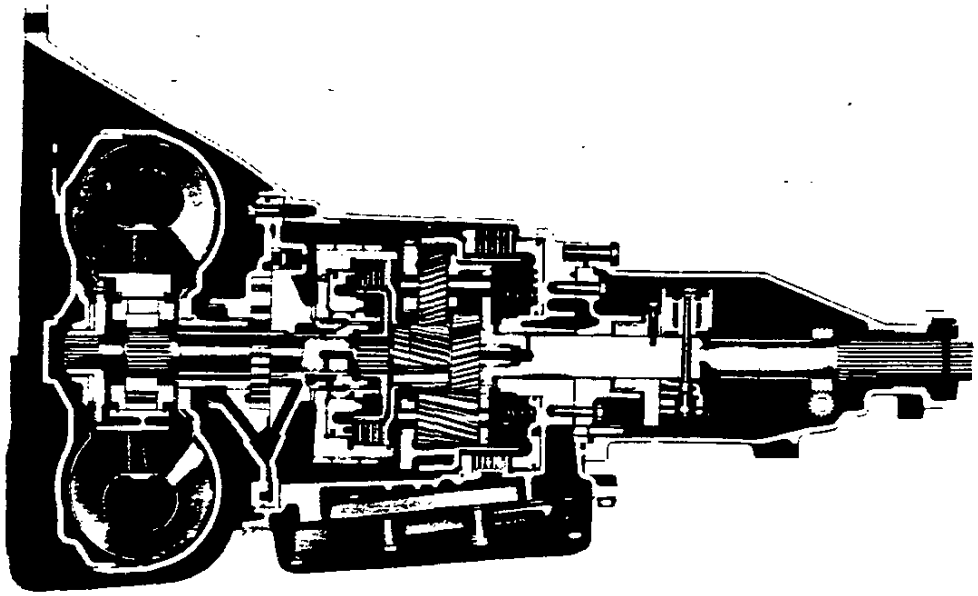
(c) 6 outer coil springs and 3 inner coil springs equally spaced

(d) 12 coil springs (6 sets of two)

(e) Woven front and molded rear asbestos on M01 option

3-SPEED AND 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed						H.D. 3-Speed	4-Speed		
Engine Application	Type (Cu.In.)		L4 153	L6 230	L6 250	V8 307	V8 327	V8 350	V8 350	V8 307	V8 327	V8 350
	Availability		Base	Base	L22	Base	L30	L48	L48	Base	L30	L48
Case material			Cast iron									Aluminum
Gear Shift	Type		Remote									
	Control		Lever									
	Location		Steering column							Floor		
Gears	Type		Helical									
	Material		Forged steel hardened									
	Synchronization		All forward gears									
	Constant mesh gear		All gears							All forward gears		
	Sliding gears		None							Reverse		
	Ratios	First	2.85:1				2.54:1		2.41:1	2.85:1	2.54:1	2.52:1
		Second	1.68:1				1.50:1		1.59:1	2.02:1	1.80:1	1.88:1
		Third	1.00:1				1.00:1		1.00:1	1.35:1	1.44:1	1.46:1
		Fourth								1.00:1	1.00:1	1.00:1
		Reverse	2.95:1				2.63:1		2.41:1	2.85:1	2.54:1	2.59:1
Lubricant	Type		Meeting Military Spec. MIL-L-2105B									
	Capacity (pts)		3						3.5	3		
Extension	Material		Cast iron									Aluminum
	Oil seal		Steel encased double seal of spring loaded rubber or felt									



AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type		L-4 153 Cu.In.	L-6 230 Cu.In.	V-8 307 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.
	Availability		Base			RPO L22	RPO L30	RPO L48
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		Air	Water				
	Flywheel assembly		Steel stamping with welded on ring gear					
Hydraulic	Manual valve type		Spool					
	Press. regulator valve type		Spool					
	Pressure @ Idle (b)	Drive	51					
		Low	111	132	122	112	132	
		Reverse	91	89	92	91	89	
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		2.40	2.10				
	Stall speed (RPM)		1580	1790	1530	1620	1680	1810
	Diameter (nominal)		11.0		11.75	11.0	11.75	
Planetary gear set	Type		Compound planetary					
	Range	Drive	1.82 to 1.00				1.76 to 1.00	
		Low	1.82				1.76	
		Reverse	1.82				1.76	
	Low band		Three linked circular segments					
	Low band servo		Piston with release spring and inner cushion spring					
Case	Material		Aluminum (one piece)					

(a) Floor mount optional when bucket seats are used.

(b) Conditions: 450 RPM input @ 25 inches Hg vacuum.

AUTOMATIC TRANSMISSION (RPO M35) —CONTINUED

Engine	Type		L-4 153 Cu.In.	L-6 230 Cu.In.	V-8 307 Cu.In.	L-6 250 Cu.In.	V-8 327 Cu.In.	V-8 350 Cu.In.
	Availability			Base		RPO L22	RPO L30	RPO L48
Output shaft RPM and vehicle speed (MPH)	N/V factor		41.1	36.4				41.7
	Upshift	Closed throttle	650(16)	650(18)	650(18)	650(18)	658(18)	667(16)
		Throttle at detent	1890(46)	1970(54)	2150(59)	1970(54)	2340(64)	2510(60)
		Full throttle	2200(54)	2283(63)	2485(68)	2283(63)	2735(75)	2962(71)
	Downshift	Closed throttle	603(15)	605(17)	605(17)	605(17)	610(17)	622(20)
		Throttle at detent	1195(29)	1440(40)	1395(38)	1440(40)	1505(41)	1495(36)
		Full throttle	2060(50)	2125(58)	2350(65)	2125(58)	2535(71)	2777(67)
High clutch	Type		Multi-disk					
	Drive plates	Description	Waved steel with bonded organic facings					
		Number	3		4	3	4	
	Driven plates	Description	Flat steel					
		Number	4		5	4	5	
Reverse clutch	Type		Multi-disk					
	Drive plates	Description	Flat steel with bonded organic facings					
		Number	4		5	4	5	6
	Reaction plates	Description	Flat steel					
		Number	4		5	4	5	6
Torque multiplication	Maximum overall ratio		4.37:1		3.82:1		3.70:1	
	Low and reverse		4.37:1 to 1.82:1		3.82:1 to 1.82:1		● 3.70:1 to 1.76:1	
Lubricant	Type		A suffix A					
	Capacity (pts)	Dry	17				19	
		Refill	6				6.5	
Governor	Type		Centrifugal					
	Operation		Regulates pump oil pressure to automatic shift control valve					
	Drive		Mounted on output shaft					
	Location		In extension					
Oil pump	Type		Internal-external gear					
	Number		One, front					
	Function		To supply pressure					
	Drive		Converter pump					

(a) 18 with water cooled equipment.

1968-'71 Chevrolet Nova SS

Restyled to resemble a small Chevelle, the second-generation Nova appeared to be anything but a real musclecar when it bowed in the fall of 1967. Only two models were offered and SS equipment became an option. The new Nova subframe came from the Camaro and, by January 1968, this brought some exciting engine options.

The 1969 Chevrolet Nova two-door sedan.

First came a 327-cid/275-hp version and a hot 350-cid/295-hp job with 10.25:1 compression, followed by a 325-hp 327 with 11:1 compression and then, a pair of 396s. The first, with 10.25:1 compression, produced 350 hp, while the second was an 11:1 compression version delivering 375 hp that Chevy didn't advertise. This engine provided six-second zero-to-60 mph performance and was good enough for 14-second quarter-mile runs.

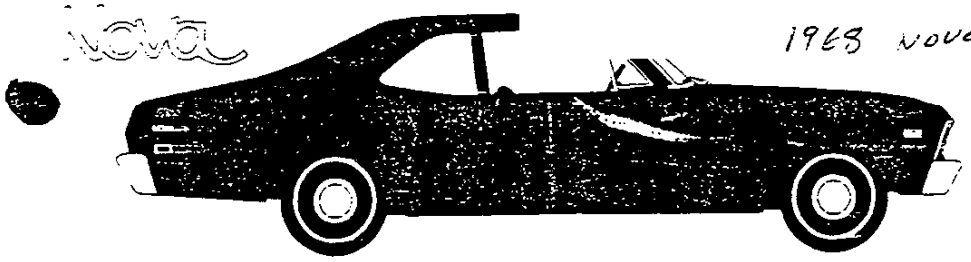
In 1969, the 327 engines disappeared, but three hot options remained. They were the top 350 (with five extra horses) and both 396s. This season Chevy cranked out 17,654 Nova SS models, compared to only 5,571 the year before.

For 1970, the Nova catalog listed the 350-cid/300-hp engine as the top option. However, both of the 396s could still be obtained on special order. Super Sport production climbed again, to 19,558 units. Very few were 396s, however.

By 1971, Chevy's mini-muscle car was down to a single go-fast option. This was the 350 with 270 hp, which seemed to be out of the high-performance class. However, due to the Nova's small size and weight, this power plant was still capable of propelling one zero-to-60 in 8.5 seconds and turning the quarter in 15.9. This made it faster than several of the 1966-'68 options on the 327-cid block. The '71 Nova SSs are the second rarest edition, as only 7,015 were made.

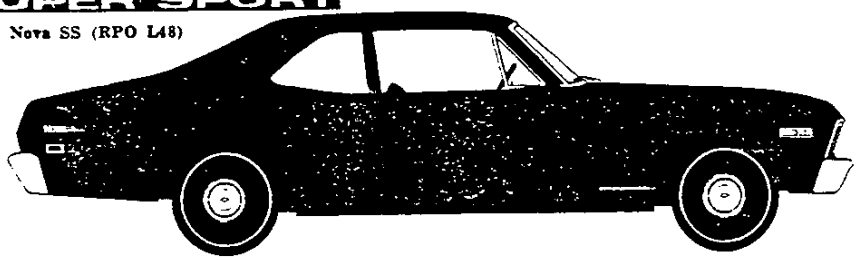
ORIGINAL COPY

1968 NOVA

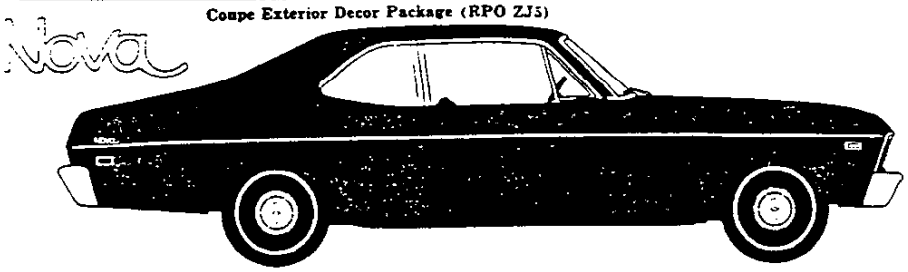


SUPER SPORT

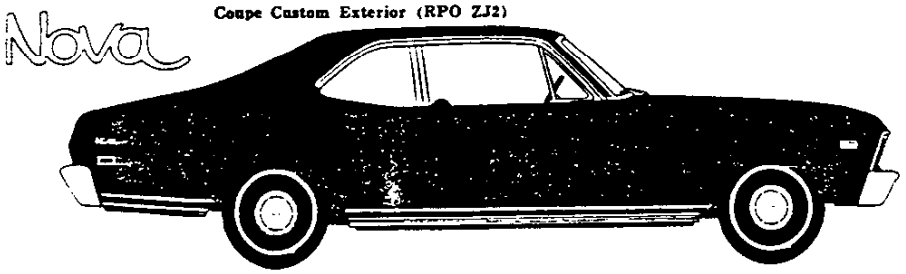
Nova SS (RPO L48)



Coupe Exterior Decor Package (RPO ZJ5)

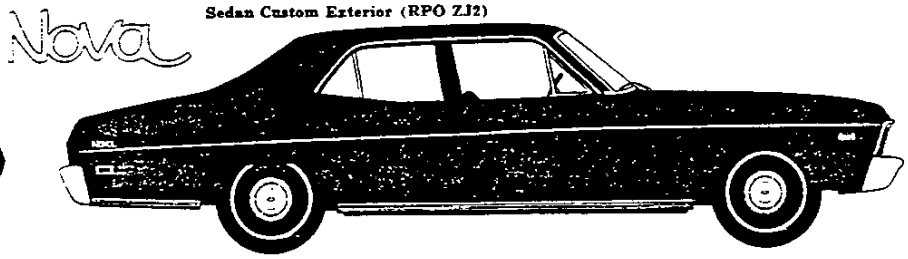


Coupe Custom Exterior (RPO ZJ2)



Sedan Exterior Decor Package (RPO ZJ5)

Sedan Custom Exterior (RPO ZJ2)



INTERIOR FEATURES & APPOINTMENTS

INSTRUMENT PANEL	Nova Coupe Bucket Seat Interior (RPO A51)	Nova Custom Interior (RPO ZJ1)	Nova Special Interior Group (RPO ZJ3)	Nova Standard Interior
Deluxe steering wheel with horn tabs†	•	•	•	EC
Steering wheel with horn button				•
Recessed instrument cluster with bright outline molding	•	•	•	•
Oil pressure, temperature, and generator warning lights	•	•	•	•
Parking brake and brake system warning light	•	•	•	•
Illuminated heater control panel	•	•	•	
Bright accented instrument control knobs	•	•	•	•
Padded instrument panel	•	•	•	•
Cigarette lighter	•	•	•	EC
Electric clock	EC	EC	EC	EC
Instrument panel Custom emblem	•	•		
Instrument panel Nova emblem			•	•
Glove compartment lock	•	•	•	•
Glove compartment light	•	•	•	EC
DOORS & SIDE PANELS				
Distinctive vinyl door and sidewall trim panels with bright accents	•	•		
Vinyl door and sidewall trim panels			•	•
Scuff-resistant plastic cowl side panels	•	•	•	•
Bright window regulator handles with color-keyed knobs	•	•	•	•
Friction-type ventipanes	•	•	•	•
Front door armrests (with bright trim on A51 and ZJ1)	•	•	•	•
Rear armrests with built-in ashtrays	•	•		
SEATS				
Strato-bucket front seats	•			
All-vinyl seat trim	•	EC	EC	EC
Luxurious pattern cloth and vinyl seat trim		•		
Pattern cloth and vinyl seat trim			•	•
Formed foam bucket seats	•			
Foam-cushioned front seat (extra-thick with Custom Interior)		•	•(a)	•(a)
Folding front seat back latches (Coupe)	•	•	•	•
Shoulder belts—front	•	•	•	•
Seat belts—front and rear with pushbutton buckles	•	•	•	•
Front seat belt retractors	•	•	•	•
HEADLINING, FLOOR COVERING & INTERIOR FEATURES				
Embossed vinyl headlining	•	•	•	•
Padded sun visors with center support	•	•	•	•
Color-keyed deep-twist floor carpeting	•	•		
Black rubber floor covering			•	•
Day-night rearview mirror with vinyl edge	•	•	•	•
Padded windshield pillars	•	•	•	•
Bright foot pedal trim	•	•	•	
Color-keyed coat hooks	•	•	•	•
Center console (6-cyl. or V8 only)	EC			
LUGGAGE COMPARTMENT				
Patterned rubber luggage compartment mat	•	•		
Spatter-finish luggage compartment	•	•	•	•
LIGHTS, SWITCHES & POWER EQUIPMENT				
Four-way hazard warning flasher switch on steering column	•	•	•	•
Interior light switch (in headlight switch)	•	•	•	•
Automatic front door dome light switches	•	•	•	
Center dome light (bright bezel except standard interior)	•	•	•	•
Dual instrument panel courtesy lights	EC	EC	EC	EC

(a) Extra-thick foam-cushioned front seat available. †Also included with Nova SS option (RPO L48).

EC—Extra cost. *See Options & Accessories section for other interior features and appointments available at extra cost.*

OPTIONAL* INTERIOR TRIM & APPOINTMENTS

CUSTOM INTERIOR (RPO ZJ1)—Available for both Coupe and Sedan in choice of three cloth and vinyl interiors in black, dark blue, or gold plus an all-vinyl interior in black only. Custom interior features include: luxurious pattern cloth (or vinyl) seat trim, extra-thick foam front seat cushion, vertically stitched seat backrests with bright accent bar, special door trim with bright horizontal bands, front door emblem, armrests front and rear, deep-twist carpet floor covering, illuminated heater controls, cigarette lighter, glove compartment light, automatic interior light switches on front doors, bright rearview mirror support, bright pedal accents, bright dome light bezel, deluxe steering wheel, and luggage compartment mat.

STRATO-BUCKET SEAT INTERIOR (RPO A51)—Available for Coupe only. Includes Custom Interior features with all-vinyl bucket seats in choice of black, dark blue, or gold.

CENTER CONSOLE (RPO D55)—Available with Strato-bucket front seats only; not available on 4-cyl. models or on 295-hp V8 Nova SS with standard 3-speed transmission.

SPECIAL INTERIOR GROUP (RPO ZJ3)—Available on Coupe and Sedan models with standard interior. Includes illuminated heater controls, cigarette lighter, glove compartment light, automatic interior light switches on front doors, bright rearview mirror support, bright pedal accents, bright dome light bezel, and deluxe steering wheel.

SPECIAL INSTRUMENTATION (RPO U17)—Available on Coupe with V8 engine and console (RPO D55). Includes tachometer located in instrument panel plus temperature, fuel, oil pressure and ammeter gauges and electric clock located in console.

DELUXE STEERING WHEEL (RPO N30)—Includes horn tabs.

SPORTS-STYLED STEERING WHEEL (RPO N34)—Special steering wheel with horn button and elegant look of walnut plastic rim.

*Optional at extra cost.

See Options & Accessories section for other interior features and appointments available at extra cost

1968 Chevy II Specifications

EXTERIOR DIMENSIONS	Nova Coupe	Nova Sedan
Wheelbase	111.0	111.0
Length (overall)	189.2	189.2
Width (overall)	72.2	72.2
Height (loaded)	52.1	53.4
Front Tread	59.0	59.0
Rear Tread	58.9	58.9
Road Clearance (minimum)	NA	NA
INTERIOR ROOMINESS		
Head Room—Front	37.6	38.8
Head Room—Rear	36.6	37.2
Leg Room—Front	41.6	41.6
Leg Room—Rear	32.6	35.3
Hip Room—Front	56.2	56.4
Hip Room—Rear	56.3	55.1
Shoulder Room—Front	56.9	56.7
Shoulder Room—Rear	55.0	56.2
Front Entrance Height	28.7	29.8
Rear Entrance Height	—	29.0
LUGGAGE COMPARTMENT		
Maximum Opening Width	53.0	53.0
Loading Height	NA	NA
Interior Length (max.)	47.0	47.0
Interior Width (max.)	68.0	68.0
Interior Height (max.)	18.0	18.0
Total Volume (cu. ft.)	NA	NA
Usable Luggage Space (cu. ft.)	NA	12.4
GLASS AREA		
Windshield Glass Area (sq. in.)	1050.8	1111.9
Rear Window Glass Area (sq. in.)	1144.2	1005.7
Total Glass Area (sq. in.)	3382.2	3360.2
TIRE SIZE & STEERING SPECIFICATIONS (For additional information, see Tires in Feature Details section.)		
Standard Tire Size	7.35 x 14*	7.35 x 14
Turning Circle—Curb-to-Curb (ft.)	NA	NA
Turning Circle—Wall-to-Wall (ft.)	NA	NA
Steering Ratio—Std. (overall)	28.2:1	28.2:1
Steering Ratio—Power (overall)	20.6:1	20.6:1
FUEL CAPACITY & WEIGHT		
Rated Fuel Tank Capacity (gallons)	18	18
Curb Weight—Four (lbs.)	2885	2910
Curb Weight—Six (lbs.)	2990	3025
Curb Weight—V8 (lbs.)	3130	3160
Shipping Weight—Four (lbs.)	2755	2785
Shipping Weight—Six (lbs.)	2855	2885
Shipping Weight—V8 (lbs.)	2990	3020

NA—Not available *E70 x 14 red stripe wide-oval tires and 14" x 6" wheels included with SS equipment.

1968 CHEVY II POWER TEAMS

ENGINES
TRANSMISSIONS
AXLE RATIOS

ENGINE	TRANSMISSION	REAR AXLE RATIO MODEL APPLICATION	REAR AXLE RATIO							
			Without Air Conditioning				With Air Conditioning			
			Standard	Economy†	Performance†	Special†	Standard	Economy†	Performance†	Special†
STANDARD 4 **90-HP SUPER-THRIFT 153** 153-CU.-IN. FOUR	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.55:1		AIR CONDITIONING NOT AVAILABLE WITH 4-CYL. MODELS			
	Powerglide									
STANDARD 6 **140-HP TURBO-THRIFT 230** 230-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1	3.55:1	3.08:1		3.55:1	
	Powerglide	All models	2.73:1*	2.56:1	3.55:1		3.08:1		3.55:1	
RPO L22 **155-HP TURBO THRIFT 250** 250-CU.-IN. SIX	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.36:1	3.55:1	3.08:1		3.55:1	
	Powerglide	All models	2.73:1	2.56:1	3.55:1		3.08:1		3.55:1	
STANDARD V8 **200-HP TURBO-FIRE 307** 307-CU.-IN. V8	3-Speed (2.85:1 Low)	All models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1	
	4-Speed (2.85:1 Low)									
	Powerglide	All models	2.73:1	2.56:1	3.55:1		3.08:1		3.55:1	
RPO L30 **275-HP TURBO-FIRE 327** 327-CU.-IN. V8	3-Speed (2.54:1 Low)	All models	3.08:1	2.73:1	3.55:1		3.08:1		3.55:1	
	4-Speed (2.54:1 Low)	All models	3.07:1	2.73:1	3.55:1		3.07:1		3.55:1	
	Powerglide	All models	2.73:1	2.56:1	3.55:1		3.08:1		3.55:1	
RPO L48 **295-HP TURBO-FIRE 35** 350-CU.-IN. V8	3-Speed (2.54:1 Low)	Coupe only	3.31:1	3.07:1	3.55:1		3.31:1	3.07:1	3.55:1	
	Special 3-Speed (2.41:1 Low)		3.31:1	3.07:1	3.55:1	3.73:1	3.31:1	3.07:1	3.55:1	
	4-Speed (2.52:1 Low)		3.31:1	3.07:1	3.55:1	3.73:1 4.10:1* 4.56:1* 4.88:1*	3.31:1	3.07:1	3.55:1	
	Powerglide		3.07:1	2.73:1	3.31:1	3.55:1 3.73:1	3.07:1	2.73:1	3.31:1	

Note: Positraction rear axle available in all axle ratios. †Optional. *Available as Positraction axle only.

TRANSMISSIONS

TRANSMISSION	ENGINES	TRANSMISSION GEAR RATIOS (:1)					SHIFT SELECTOR LOCATIONS		
		1	2	3	4	R	Column	Floor	Console*
3-SPEED FULLY SYNCHRONIZED (STANDARD)	90 hp 4	2.85	1.68	1.00		2.95	•		
	140-hp 6 155-hp 6 200-hp V8	2.85	1.68	1.00		2.95	•	•†	•
	275-hp V8	2.54	1.50	1.00		2.63	•	•†	•
	295-hp V8	2.54	1.50	1.00		2.63	•		
SPECIAL 3-SPEED FULLY SYNCHRONIZED (RPO M13)	295-hp V8	2.41	1.59	1.00		2.41		•	•
4-SPEED FULLY SYNCHRONIZED (RPO M20)	200-hp V8	2.85	2.02	1.35	1.00	2.85		•	•
	275-hp V8	2.54	1.80	1.44	1.00	2.54			
	295-hp V8	2.52	1.88	1.46	1.00	2.59			
POWERGLIDE (RPO M35)	90-hp 4	Drive (max.)—4.37:1 to 1:1 Low and reverse—4.57:1 tc 1.82:1					•		
	140-hp 6 155-hp 6 200-hp V8	Drive (max.)—3.82:1 to 1:1 Low and reverse—3.82:1 to 1.82:1					•		•
	275-hp V8 295-hp V8	Drive (max.)—3.70:1 to 1:1 Low and reverse—3.70:1 to 1.76:1					•		•

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

CLUTCHES *for Chevy II 3- and 4-Speed Transmission Power Teams*

		90-hp 4	120-hp 6	155-hp 6	200-hp V8		275-hp V8	295-hp V8
		3-Speed	3-Speed	3-Speed	3-Speed	4-Speed	3- & 4-Speed	3- & 4-Speed
Type		Diaphragm spring with single dry disc				Semi-centrifugal bent-finger design diaphragm spring with single dry disc		
Spring Effective Plate Load (lbs.)	Standard	1350-1450	1650-1850		1900-2000	2100-2300		2450-2750
	Heavy-Duty	1900-2200				—		
Disc Facing Material	Standard	Woven asbestos				Premium grade woven asbestos		
	Heavy-Duty	*				—		
Disc Facing Outside Diameter	Standard	9.12"			10.0"	10.34"		11.0"
	Heavy-Duty	10.0"				—		
Disc Facing Total Area (sq. in.)	Standard	71.82			90.71	101.54		123.70
	Heavy-Duty	100.53				—		

*Woven front and molded rear facing

EQUIPMENT INCLUDED WITH OPTIONAL* V8 ENGINES

Important equipment is included with optional 327- and 350-cu.-in. V8 engines, supplementing or replacing equipment included with the standard 200-hp 307-cu.-in. V8 engine. Other specialized equipment is also available (see Options & Accessories Section).

	275-hp Turbo-Fire 327	295-hp Turbo-Fire 350
Special front springs	•	•
Special multiple-leaf rear springs	•**	•
Heavier-duty drive shaft universal joints	•**	•
Rear axle ring gear—8.875" dia.	•**	•
Larger capacity radiator	•	•
Dual exhaust (2½-in. dia.)		•
Heavier-duty clutch		•
Red stripe wide-oval tires with 14" x 6" wheels		•
Special underhood insulation		•
Higher performance starting motor	•	•
61-ampere-hour battery	•	•
Special chrome accents on engine♦		•

*Optional at extra cost. **With 4-Speed transmission only. ♦Chrome-finish air cleaner, valve rocker covers and oil filler cap.

1968 CHEVY II ENGINE SPECIFICATIONS

GENERAL SPECIFICATIONS	90-HP Super-Thrift 153	140-HP Turbo-Thrift 230	155-HP Turbo-Thrift 250	200-HP Turbo-Fire 307	275-HP Turbo-Fire 327	295-HP Turbo-Fire 350
Displacement	153 cu. in.	230 cu. in.	250 cu. in.	307 cu. in.	327 cu. in.	350 cu. in.
Bore and Stroke	3.875" x 3.25"		3.875" x 3.53'	3.875" x 3.25"	4.00" x 3.25"	4.00" x 3.48"
HP @ RPM	90 @ 4000	140 @ 4400	155 @ 4200	200 @ 4600	275 @ 4800	295 @ 4800
Torque @ RPM (lbs. ft.)	152 @ 2400	220 @ 1600	235 @ 1600	300 @ 2400	355 @ 3200	380 @ 3200
Compression ratio	8.5:1			9.00:1	10.0:1	10.25:1
Carburetion	Single barrel			2-barrel	4-barrel	
Fuel requirement	Regular			Regular*	Premium	
Camshaft type	Economy-contoured			General performance		
Valve lifters	Hydraulic					
Exhaust	Single					Dual with resonators

BASIC DESIGN				
Engine type	4-cyl.—Valve-in-head	6-cyl.—Valve-in-head	V8—Valve-in-head	
Exhaust emission control	Air Injection Reactor System	Air Injection Reactor System (Controlled Combustion System with automatic transmissions)		
Cylinder block	Cast alloy iron			
Cylinder heads	Cast alloy iron with precision-cast wedge-type combustion chambers			
Crankshaft	Cast alloy iron			Forged alloy steel
Main bearings	5—Steel-backed replaceable insert type	7—Steel-backed replaceable insert type†	5—Steel-backed replaceable insert type	
Pistons	Cast aluminum alloy			
Piston Rings — Top	Chrome-plated			Molybdenum-inlay
Piston Rings — Second	Wear-resistant coated			Chrome-plated
Piston Rings — Oil control	Three-piece (two rails and one spacer-expander)			
Connecting rods	Forged alloy steel			
Flywheel	Machined cast alloy iron with manual transmissions, pressed steel with automatic transmission			

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

*Regular grade fuel recommended except in areas where octane ratings of regular gasolines are below minimum engine requirements.

†Fully counterweighted on 155-hp six.

#4-cyl.—2-port rectangular section; Sixes—3-port rectangular section; V8s—8-port double deck.

1968 CHEVY II ENGINE SPECIFICATIONS

VALVE SYSTEM	90-HP Super-Thrift 153	140-HP Turbo-Thrift 230	155-HP Turbo-Thrift 250	200-HP Turbo-Fire 307	275-HP Turbo-Fire 327	295-HP Turbo-Fire 350
Type	Valve-in-head with independent operating mechanism for each valve					
Valve guides, seats	Machined in cylinder heads					
Inlet valves	Alloy steel					
Exhaust valves	High alloy steel				High alloy steel with aluminized face	
Rocker arms	Pressed steel with ball and socket mounting					
Push rods	Tubular steel with hardened ends					
Camshaft material	Wear-resistant-coated cast alloy iron					
Camshaft bearings	4—steel-backed babbitt			5—steel-backed babbitt		
Camshaft drive	Gear-driven from crankshaft					

EXHAUST SYSTEM					
Type	Single 2.0" system		Single 2.0" system *	Single 2.25" system*	Dual 2.25" system
Exhaust manifold/s	Cast alloy iron 4-port design: sixes—center downtake; V8s—rear downtake				
Muffler design and construction	Oval reverse-flow type, rolled lock seam construction (A)				
Resonators	None				Aluminized

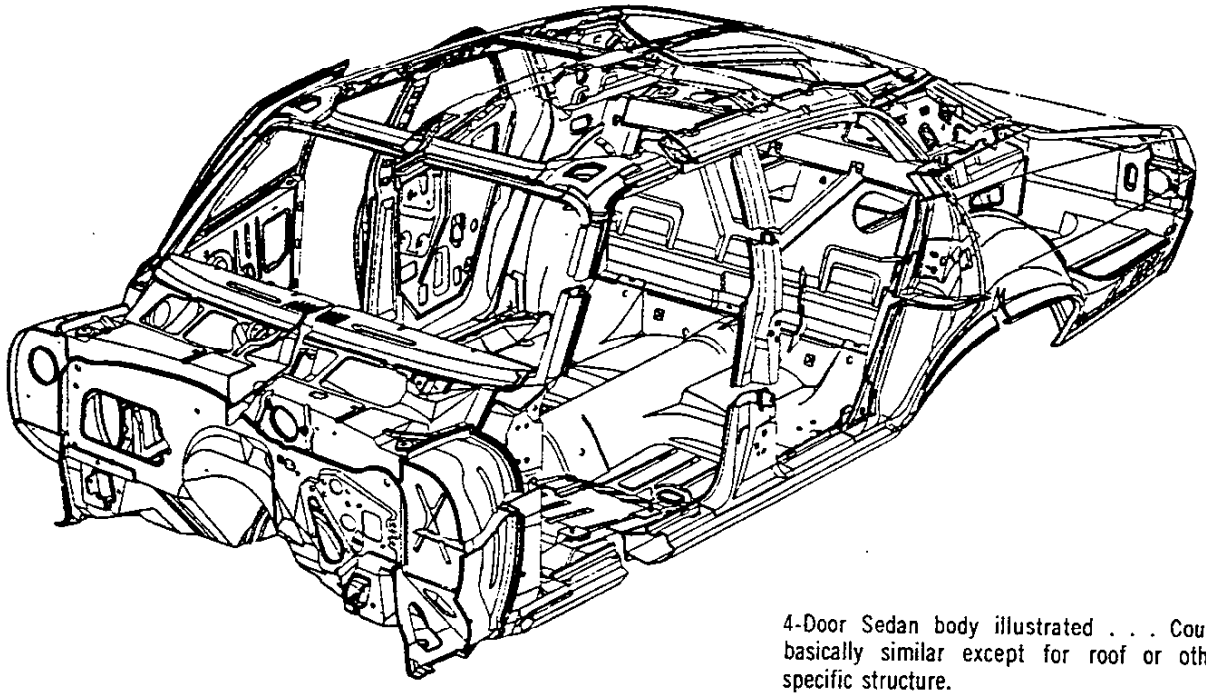
ELECTRICAL SYSTEM					
Battery	12-volt, 45-ampere-nour energizer type			12-volt, 61-ampere-hour energizer type	
Generator	37-ampere Delcotron diode-rectifying type				
Starter	Positive-engagement type			Positive-engagement high-torque type	
Distributor	Single-breaker type with combination centrifugal and vacuum advance				
Ignition coil	12-volt, hermetically sealed				
Ignition wiring	Non-metallic high-tension cable, neoprene insulated				
Spark plugs	AC 46 N		AC 45 S	AC 44	

COOLING SYSTEM				
Type	Pressurized liquid system with full-length water jackets surrounding cylinder barrels			
Radiator	Cross-flow type with 15-lb. pressure cap			
Radiator frontal area	229 sq. in.	353 sq. in.		
Water pump	Centrifugal type with sealed double-row bearing			
Water pump capacity	63 gal./min.	60 gal./min.	54 gal./min.	57 gal./min.
Thermostat	Pellet type			
Fan	4-blade, 17.62" diameter			
Water pump fan drive	Single-belt drive from crankshaft pulley			

LUBRICATION SYSTEM	
Type	Controlled full-pressure system
Oil filter	Full-flow throwaway canister type
Oil pump	Gear-type with fixed intake
Oil pressure (normal)	30-45 p.s.i. @ 1500 r.p.m.
Refill capacity (qts.)	4 quarts (5 with filter replacement)
Crankcase ventilation	Closed-positive type

*Dual 2.25" system optional at extra cost.
(A) Extended durability features include: aluminized heads and outer cover, asbestos-wrapped zinc-coated body, zinc-coated interior baffles.

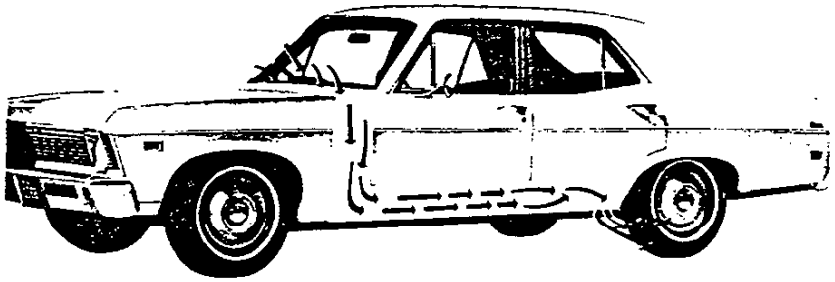
CHEVY II BODY FEATURES

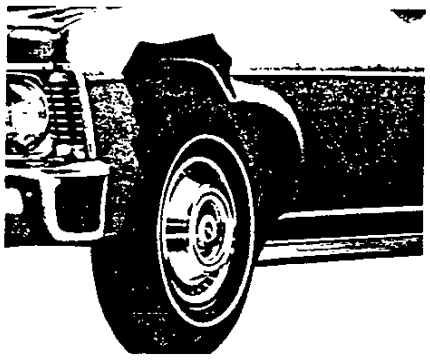


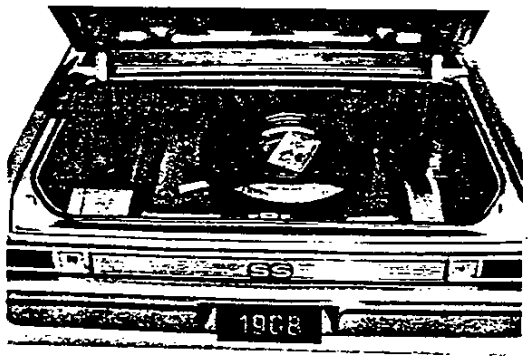
4-Door Sedan body illustrated . . . Coupe basically similar except for roof or other specific structure.

Flush-and-dry rocker panels utilize air and water entering cowl air intake to improve corrosion resistance. Water entering intake flushes rocker panels of dust and other accumulants while constant flow of air removes moisture. Special outlet drains at rear of rocker panels allow free flow of air and water.

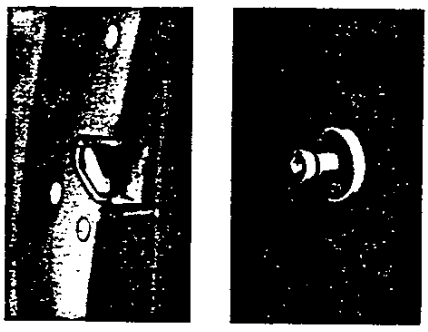
Protective inner panels at both front and rear wheel openings help prevent corrosion damage to front fender and rear quarter sheet metal. Front fender panel illustrated.







Roomy luggage compartment with convenient spare tire location.



Easy operating fork-type door latch.

Body Structure

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

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

Sound Insulation

- Thick fiber glass felt hood insulation on all models.
- Asphalt-impregnated felt blanket sidewall, roof and deck lid.
- Heavy-fiber and fiber board mat dash panel insulation.
- Fiber board rear bulkhead insulation.
- Jute pad and asphalt-impregnated felt floor insulation.
- Spray-on asphalt-impregnated fiber sound deadener on inside surface of door outer panels, wheel housings, and selected underbody areas.

Weathersealing

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

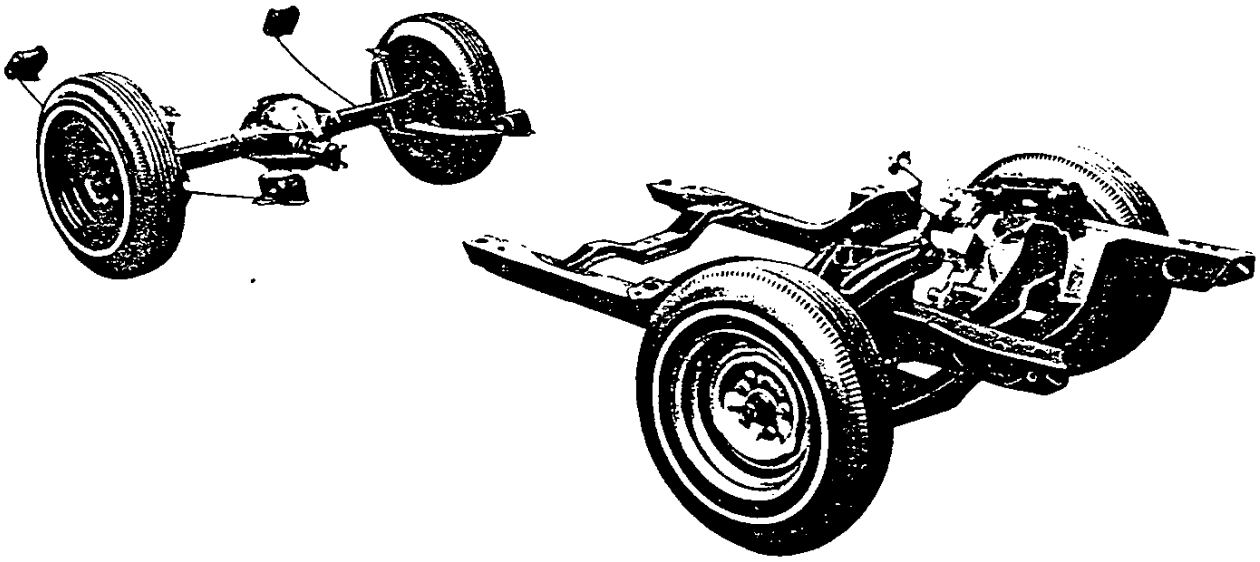
PLUS ALL THESE QUALITY FEATURES

- Padded instrument panel
- Padded sun visors
- Padded windshield pillars
- Outside rearview mirror
- Back-up lights
- Energy-absorbing steering column
- Energy-absorbing front seat backs
- Energy-absorbing instrument panel with smooth contoured knobs and levers
- Door handles shielded by armrests
- Lane-change feature incorporated in direction signal
- Outer front seat shoulder belts
- Rear seat shoulder belt anchors (outboard passenger positions)
- Inside day-night mirror with shatter-resistant vinyl-edged glass and breakaway support
- Soft, low profile window control knobs, and coat hooks
- Front seat belt retractors
- Passenger-guard door locks—all doors
- Folding front seat back latches (two-doors)
- Energy-absorbing steering wheel
- Thick-laminate windshield
- Side marker lights—front and rear
- Dual-speed windshield wipers
- Windshield washer
- Automatic ignition key alarm
- Reduced-glare instrument panel and windshield wiper arms and blades
- Seat belts for all passenger positions
- Uniform shift quadrant
- Safety door latches and hinges
- Four-way hazard warning flasher
- High-level ventilation system
- Built-in blended-air heater and defroster system
- Magic-Mirror acrylic lacquer finish
- Friction-type ventipanes
- Curved solid tempered glass side and rear windows
- Two-key lock system
- Weather-shielded key locks
- Pushbutton-type outside door handles
- Keyless door locking—all doors
- Color-keyed interior trim
- Scuff-resistant plastic cowl side panels
- Quality interior features and appointments
- Full-view instrument panel with instruments and controls, and locking glove compartment

See Feature Details section, under *SAFETY EQUIPMENT*, for complete listing of standard safety features.

CHEVY II CHASSIS SPECIFICATIONS

Chevy II Nova chassis with independent coil spring front suspension and Mono-Plate single-leaf spring rear suspension.



Frame

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

Suspension

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

Shock Absorbers

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

Front Ride Stabilizer

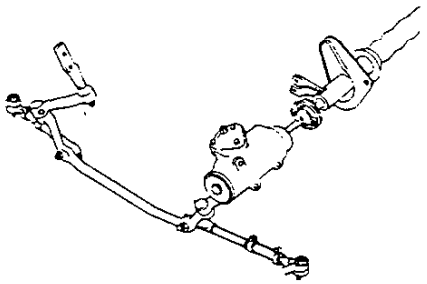
Rubber-mounted stabilizer bar linking front suspension lower control arms contributes to smooth, level cornering. Standard on all V8 models.

Steering

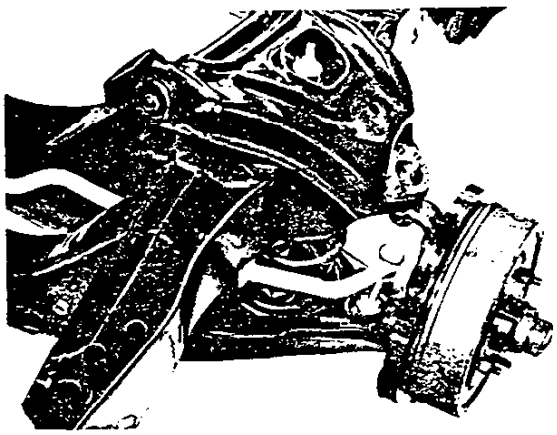
Parallel system with relay-type linkage, low-friction Ball-Race steering gear and energy-absorbing steering column design. Overall steering ratio—standard: 28.3:1; power 20.7:1. Steering wheel turns stop to stop —standard: 4.8; power: 3.5.

Drive Shaft

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



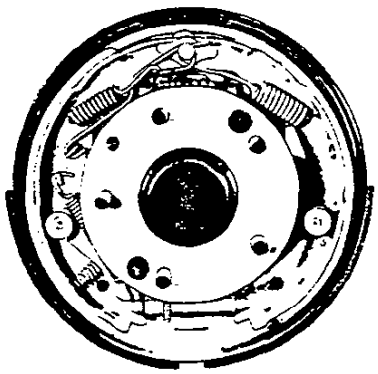
Relay type steering linkage and low-friction Ball-Race steering gear.

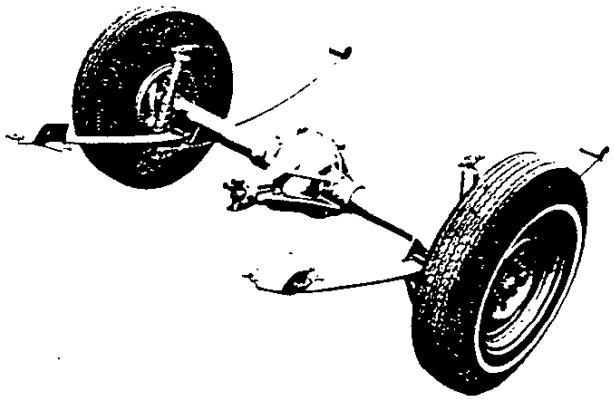


Independent coil spring spherical joint front suspension.

Chevy II rear suspension with Mono-Plate single-leaf rear springs. Nova SS—and models with 275-hp V8 and 4-speed transmission—include multiple-leaf rear springs for improved suspension control.

Self-adjusting Safety-Master brake.





Rear Axle

Semi-floating hypoid gear design with 3-piece integrally welded housing. 8.875" diameter ring gear with Nova SS and all models with 275-hp V8 and 4-speed transmission. 8.125" diameter ring gear with all other power teams. For specific details see Power Teams or Feature Details section.

Safety-Master Brakes

Self-adjusting dual master cylinder brake system with warning light on instrument panel that checks on the parking brake and monitors hydraulic pressure balance when brakes are applied. Drum diameter—9.5 inches. Lining width—front: 2.5 inches, rear: 2.0 inches. Total lining area—168.9 sq. in. Braking distribution—front: 62%, rear: 38%. Molded asbestos composition linings bonded to brake shoes. Integrally cast steel web and alloy iron brake drums with cooling flanges for rapid heat dissipation. Self-adjusting feature adjusts brakes as necessary when brakes are applied while car is backing up. Power front wheel disc brakes* are available for special operating requirements. Convenient foot-operated parking brake.

Wheels and Tires

Welded steel short-spoke disc wheels with brake cooling slots: 14" wheels with 5" rims standard on all models; 14" wheels with 6" rims included with power front disc brakes and with Nova SS equipment. 7.35 x 14 tires standard—E70 x 14 red stripe tires included with Nova SS equipment. All wheels and tires statically balanced for smooth, quiet operation and longer tire life. For additional information, see Tires in Feature Details section; other tires listed in Options and Accessories section.

*Optional at extra cost

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

Chevy II Factory-Installed Optional* Equipment

for all Chevy II models except as otherwise specified

MODEL OPTIONS (6-cyl. and V8 only)

RPO

EXTERIOR DECOR PACKAGE – Includes body side moldings. Coupe includes window frame moldings. Sedan includes drip moldings ZJ5

CUSTOM EXTERIOR—Includes roof drip moldings, ribbed body sill and rear fender lower moldings, and ribbed rear trim panel. Coupe includes side window moldings, wide black accent band and lower body side moldings. Sedan includes body side moldings ZJ2

NOVA SS—(Model 11427 Only) Includes 295-hp Turbo-Fire 350 engine, deluxe steering wheel with SS emblem, special hood ornamentation, black-accented grille and rear deck trim panel, hood insulation, "Super Sport" front fender nameplate, SS grille and rear deck emblems, red stripe tires on 6" rims L48

CUSTOM INTERIOR—Includes luxury seat and sidewall trim with bright accents, ashtrays and rear armrests, carpet floor covering, deluxe steering wheel, bright rearview mirror support, front door light switches, glove compartment light, bright pedal trim, illuminated heater controls, and luggage compartment mat ZJ1
With Strato-bucket seat (Coupe Only) A51

SPECIAL INTERIOR GROUP—Included in Custom Interior. Includes deluxe steering wheel, bright rearview mirror support, front door light switches, glove compartment light, bright pedal trim, and illuminated heater controls ZJ3

FEATURE GROUPS (Items in Feature Groups may be ordered separately.)

APPEARANCE GUARD GROUP—Includes:
(A) Front Bumper Guards V31
(B) Rear Bumper Guards V32
(C) Door Edge Guards B93
(D) Color-Keyed Floor Mats, 2 front, 2 rear ... B37
For all models—Includes A, B, C and D GRP1

OPERATING CONVENIENCE GROUP—Includes:
(A) Electric Clock – Included when special instrumentation is ordered U35
(B) Outside Remote-Control Rearview Mirror.. D33
(C) Rear Window Defroster C50
For all models without Special Instrumentation—Includes A, B and C GRP4
With Special Instrumentation—Includes B and C GRP4

POWER TEAMS

ENGINES:
155-hp Turbo-Thrift 250 6-cyl. L22
275-hp Turbo-Fire 327 V8 ..... L30
295-hp Turbo-Fire 350 V8 (See Nova SS option)

TRANSMISSIONS:
Powerglide M35
Special 3-Speed—Nova SS Coupe only M13
4-Speed (wide-range)—All V8 engines M20
AXLE, POSITRACTION REAR G80
AXLE RATIOS—For availability of optional Economy, Performance, or Special axle ratios consult Power Teams chart.

POWER ASSISTS (6-cyl. or V8 only)

RPO

BRAKES, POWER—With drum-type brakes J50
BRAKES, POWER DISC—With disc-type front brakes J50/J52
STEERING, POWER—Power brakes recommended N40

OTHER OPTIONS

AIR CONDITIONING, FOUR-SEASON – 6-cyl. or V8 models only. Includes 42-amp Delcotron, heavy-duty radiator and temperature-controlled fan ... C60

BATTERY, HEAVY-DUTY—66-plate, 70-amp-hour . T60

BELTS, SEAT AND SHOULDER—In addition to or replacing standard belts:

Standard Style Shoulder Belts—All models, 2 rear.. AS5

Custom Deluxe Seat Belts and Shoulder Belts:
With full-width front seat—6 seat and 2 shoulder ZK3
Coupes with bucket seats—5 seat and 2 shoulder. ZK3

Custom Deluxe Shoulder Belts
All models, 2 rear (requires option ZK3) AS4

CLUTCH, HEAVY-DUTY—For 90-hp and 120-hp engines only. M01

CONSOLE—6-cyl. or V8 Coupe only. Available only when bucket front seats are ordered. Includes floor-mounted shift lever. Not available when 295-hp engine with standard transmission is ordered. ... D55

EXHAUST, DUAL—With std. V8 or 275-hp engine.. N10

GENERATOR, DELCOTRON:
42-Ampere—Included with air conditioning K79
61-Ampere (Heavy-Duty) K76

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

HEAD RESTRAINTS—Front seat only
With Strato-bucket front seats A81
With full-width front seat A82

HORNS, DUAL U05

INSTRUMENTATION, SPECIAL—V8 Coupe with console only. Includes tachometer located in instrument panel plus temperature, fuel, oil pressure and ammeter gauges and clock located on floor console U17

LIGHTING, AUXILIARY—Includes following items and available only as package ZJ9
(A) Ashtray Light
(B) Courtesy Lights
(C) Glove Compartment Light—Included when Custom or Special Interior is ordered
(D) Luggage Compartment Light
(E) Underhood Light
For all models with Custom or Special Interior—Includes A, B, D and E
For all models without Custom or Special Interior —Includes A, B, C, D and E

MOLDINGS, BODY SIDE—Included in Exterior Decor Package and on Sedans with Custom Exterior ... B84

MOLDINGS, UPPER DOOR—Sedan only B90

*Extra cost

Chevy II Factory-Installed Optional* Equipment (Cont.)

for all Chevy II models except as otherwise specified

	RPO
RADIATOR, HEAVY-DUTY—Included when air conditioning is ordered	V01
RADIO EQUIPMENT:	
Radio, pushbutton AM—Includes front antenna	U63
Speaker, Rear Seat—Included when stereo tape system is ordered	U80
ROOF COVER, VINYL—Black or white	C08
SEATS, STRATO-BUCKET – See Custom Interior model option.	
SEAT CUSHION, EXTRA-THICK FOAM—Front only. Not available when Custom Interior is ordered	B55
SHIFT LEVER, FLOOR-MOUNTED—Available only with standard 3-speed transmission with 6-cyl., 307-cu.-in. or 327-cu.-in. V8 engines	M11
SPEED WARNING INDICATOR	U15
STEERING WHEEL, DELUXE—Included with Nova SS, Custom and Special Interiors	N30
STEERING WHEEL, SPORTS-STYLED	N34
STEREO TAPE SYSTEM—Includes 4 speakers	U57
SUSPENSION, SPECIAL FRONT AND REAR—6-cyl. and V8 models only. Not available when 295-hp engine is ordered. Includes front stabilizer bar (6-cyl. only), special front and rear springs, and rear shock absorbers	F40
TIRES, TUBELESS	
Note: 7.35 x 14 2-ply tires standard on all models and E70 x 14 2-ply red stripe included with Nova SS 295-hp V8 option.	
7.35 x 14 2-ply—Whitewall original equipment. All except Nova SS 295-hp V8 option	P58
E70 x 14 2-ply—White stripe original equipment. Nova SS 295-hp V8 option	PX7
TRIM, VINYL INTERIOR—For availability see Color and Trim section.	
TWO-TONE FINISH – See Color and Trim section for availability.	
WHEEL COVERS	P01
WHEEL COVERS, SIMULATED WIRE	N95
WHEEL COVERS, MAG-SPOKE	PA2
WHEEL COVERS, MAG-STYLE	N96
WHEELS, RALLY—Includes special wheel, hub cap and trim ring	ZJ7

Chevy II Dealer-Installed Custom Feature Accessories*

for all Chevy II models except as indicated

	Part No.
AIR CONDITIONING, COMFORT-CAR	
6-cylinder	987164
307- and 327-cu.-in. V8s	987168
AIR CONDITIONING ADAPTER – For use with all engines	987154
ANTENNAS, MANUAL—Right Front	987178
BRAKES, POWER	987452
CAP, LOCKING GAS FILLER	987291
CARRIER, DECK LID	987254
CLOCK, ELECTRIC	987241
COMPASS	987457
DEFROSTER, REAR WINDOW	987244
EMERGENCY ROAD KIT	986792
EXTINGUISHER, FIRE—2¾-lb. dry chemical	985592
EXTINGUISHER, REFILL CARTRIDGE	985593
FAN, TEMPERATURE-CONTROLLED—307- and 327-cu.-in. V8s	985355
GUARDS, FRONT BUMPER	987180
GUARDS, REAR BUMPER	987179
GUARDS, DOOR EDGE—2-Door models	987231
4-Door models	987232
LIGHTS	
Ashtray	987281
Glove Compartment	987188
Luggage Compartment	987242
Underhood	987225
Courtesy	987256
LIGHTER, CIGARETTE	987251
LITTER CONTAINER—Instrument Panel Mounted	986670

	Part No.		Part No.
LITTER CONTAINER—Saddle Type			
Black	986607	Blue	986602
Fawn	986603	Red	986608
LOCK, SAFETY—Rear Door	987458		
LOCK, SPARE WHEEL	987048		
MAT, FLOOR CONTOUR RUBBER—Front			
Turquoise	987355	Blue	987347
Black	987348	Red	987358
Gold	987349	Saddle	987357
Olive Green	987354		
MAT, FLOOR CONTOUR RUBBER—Rear			
Turquoise	987360	Blue	987350
Black	987351	Red	987363
Gold	987352	Saddle	987362
Olive Green	987359		
MIRROR—Vanity visor	987255		
MIRROR, OUTSIDE—Right hand	987477		
RACK, SKI—Deck lid type	987196		
RADIO—Pushbutton AM—Front Antenna	987205		
SPEAKER, FRONT	987438		
SPEAKER, REAR	987302		
SPOTLIGHT, HAND PORTABLE	987112		
STEREO TAPE SYSTEM			
Tape player	987423		
Front speaker	987438		
Rear speakers (2)	987302		
TACHOMETER	987099		
TISSUE DISPENSER—Instrument Panel Mounted	987403		
WHEEL COVERS—Set of four	987287		
WHEEL COVERS, SIMULATED WIRE—Set of four	987100		

*Extra cost

1968 CHEVY II EXTERIOR COLOR AND INTERIOR TRIM CHOICES

Interior Trim:

Code	Trim Color	Safety Belt Color Std.	*Opt.
E or L	Black	Black	Black
B	Blue	Blue	Blue
G or P	Gold	Black	Gold

INTERIOR COLOR AND CODE

EXTERIOR COLOR	CODE	NOVA				NOVA with *Custom Trim						
		COUPE AND SEDAN				(RPO ZJ1) COUPE AND SEDAN (Standard seat)				(RPO A51) COUPE (*Strato-bucket)		
		CLOTH		*ALL-VINYL		CLOTH			ALL-VINYL	ALL-VINYL		
		Blue	Gold	Black	Gold (Fleet only)	Black	Blue	Gold	Black	Black	Blue	Gold
Tuxedo Black	AA	B	G	E	P	E	B	G	L	E	B	G
Ermine White	CC	B	G	E	P	E	B	G	L	E	B	G
Grotto Blue	DD	B		E		E	B		L	E	B	
Fathom Blue	EE	B		E		E	B		L	E	B	
Island Teal	FF	B		E		E	B		L	E	B	
Ash Gold	GG		G	E	P	E		G	L	E		G
Grecian Green	HH		G	E	P	E		G	L	E		G
Tripoli Turquoise	KK			E		E			L	E		
Teal Blue	LL	B		E		E	B		L	E	B	
Cordovan Maroon	NN			E		E			L	E		
Seafrost Green	PP		G	E	P	E		G	L	E		G
Matador Red	RR			E		E			L	E		
Palomino Ivory	TT	B	G	E	P	E	B	G	L	E	B	G
Sequoia Green	VV		G	E	P	E		G	L	E		G
Butternut Yellow	YY		G	E	P	E		G	L	E		G

TWO-TONE EXTERIOR COMBINATIONS* & CODE (Coupes)

Grotto Blue/Ermine White	DC	B					B				B	
Grotto Blue/Fathom Blue	ED	B					B				B	
Fathom Blue/Grotto Blue	DE	B					B				B	
Ash Gold/Palomino Ivory	GT		G	E	P	E		G	L	E		G

*Optional at extra cost.
Vinyl Roof Cover, Black or White available on all 6 and V8 engine models.

1968 MODELS WITH STANDARD EQUIPMENT (111" Wheelbase)

Model Description	List Price Less Invoice Discount (19%)◆	List Price Less Base Discount (21%)	Factory D & H	List Price	Mfr's Sgt'd Dealer D & H	Mfr's Sgt'd Retail Price★	Destination Group No.	Destination Charge	Total
4-Cylinder Models									
90-hp Super-Thrift 153 Engine									
Chevy II—Nova									
11127 2-Door Coupe—5-Passenger						$2222.00	9	...	.
11169 4-Door Sedan—6-Passenger						2252.00	9	.....	.....
6-Cylinder Models									
140-hp Turbo-Thrift 230 Engine									
Chevy II—Nova									
11327 2-Door Coupe—5-Passenger						2284.00	9	.....	.....
11369 4-Door Sedan—6-Passenger						2314.00	9	... ..	.....
8-Cylinder Models									
200-hp Turbo-Fire 307 Engine									
Chevy II—Nova									
11427 2-Door Coupe—5-Passenger						2390.00	9	.....	.....
11469 4-Door Sedan—6-Passenger						2419.00	9	.....	.....

◆ Base discount is 21% with the 2% difference retained for dealer's account in accordance with Terms of Sale Bulletin.

★ Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◆
MODEL OPTIONS (6-Cyl and V8 Models Only)					
➔ **Nova SS:** (Model 11427 Only) Includes deluxe steering wheel, special hood ornaments, black-accented grille and rear deck trim plate, hood insulation, "Super Sport" front fender nameplate, "SS" grille and rear deck emblems, red stripe tires on 6" rims					
295-hp Turbo-Fire 350 engine	L48				210.65
350-hp Turbo-Jet 396 engine	L34				368.65
375-hp Turbo-Jet 396 engine	L78				500.30
Custom Interior: Includes luxury seat and sidewall trim with bright accents, ashtrays in rear armrests, carpet floor covering, deluxe steering wheel, bright rearview mirror support, glove compartment light, bright pedal pads, illuminated heater controls and luggage compartment mat					
With full-width seat (Coupe or Sedan)	Z11				110.60
With Strato-bucket seats (Coupe Only)	A51				221.20
Special Interior Group: (Included in Custom Interior) Includes deluxe steering wheel, bright rearview mirror support, glove compartment light, bright pedal pads and illuminated heater controls	Z13				15.80
Custom Exterior:					
On Sedan; includes side, upper and lower moldings plus deck lid trim panel	Z12				68.50
On Coupe; includes upper, lower and window moldings plus deck lid trim panel	Z12				84.30
Exterior Decor Package:					
On Sedan; includes side and upper moldings	Z15				31.60
Coupe; includes side and window moldings	Z15				42.15

te and local taxes not included.

CHEVY II

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
FEATURE GROUPS*					
APPEARANCE GUARD GROUP					
INCLUDES					
(A) Front Bumper Guards	V31				$12.65
(B) Rear Bumper Guards	V32				12.65
(C) Door Edge Guards (Coupe Models)	B93				4.25
(Sedan Models)	B93				7.40
(D) Color-Keyed Floor Mats, 2 Front, 2 Rear	B37				10.55
For Coupe Models—Includes A, B, C & D	GRP1				40.10
For Sedan Models—Includes A, B, C & D	GRP1				43.25
OPERATING CONVENIENCE GROUP					
INCLUDES					
(A) Electric Clock: Included when special instrumentation is ordered	U35				15.80
(B) L.H. Outside Remote-Control Rearview Mirror	D33				9.50
(C) Rear Window Defroster	C50				21.10
For All Models with special instrumentation—Includes B & C	GRP4				30.60
For All Models without special instrumentation—Includes A, B & C	GRP4				46.40
Any item contained in feature groups may be ordered separately.					
POWER TEAMS					
➔**Engines:** See Power Teams chart for complete engine specifications, model and transmission availability					
155-hp Turbo-Thrift 250 6-cyl	L22				26.35
275-hp Turbo-Fire 327 V8	L30				92.70
325-hp Turbo-Fire 327 V8	L79				198.05
295-hp Turbo-Fire 350 V8. See Nova SS model option for price and ordering information					
350-hp Turbo-Jet 396 V8. See Nova SS model option for price and ordering information					
375-hp Turbo-Jet 396 V8. See Nova SS model option for price and ordering information					
➔**Transmissions:** See Power Teams chart for availability					
Powerglide; for use with 200-hp, 275-hp or 295-hp engine V8 models	M35				174.25
Powerglide; 4- and 6-cyl models	M35				163.70
Special 3-Speed	M13				79.00
4-Speed (wide-range)	M20				184.35
4-Speed (close-ratio)	M21				184.35
Torque-Drive (4- and 6-cyl only)	MB1				68.65
Turbo Hydra-Matic	M40				237.00
HD 4-Speed (close-ratio)	M22				310.70
➔**Axle, Positraction Rear:** Not available when Torque-Drive is ordered	G80				42.15
Axle Ratios: See Power Teams chart for availability					
Economy	AXL1				2.15
Performance	AXL2				2.15
Special (If axle ratio other than Standard, Economy or Performance is desired, refer to Power Teams chart for availability—then list ratio on order form in box under "Special Ratio")	...				2.15
POWER ASSISTS					
Brakes, Power: (6-cyl or V8 models only) With drum-type brakes	J50				42.15
Brakes, Power: (6-cyl or V8 models only) With disc-type front brakes	J50/J52				100.10
Steering, Power: (6-cyl or V8 models only) Power brakes recommended	N40				84.30
OTHER OPTIONS					
Air Conditioning, Four-Season: (6-cyl or V8 models only) Includes 42-amp Delcotron, HD radiator and temperature-controlled radiator fan. Not available with 396 engines	C60				347.60
Battery, Heavy-Duty: 66-plate, 70-amp-hour	T60				7.40
Belts, Seat and Shoulder: In addition to or replacing standard belts as shown in chart on page 41					
Standard Style Shoulder Belts 2 rear	AS5				23.20
Custom Deluxe Front and Rear Seat Belts & Front Shoulder					
With bucket front seats	ZK3				11.10
With full-width front seat	ZK3				12.65
Custom Deluxe Shoulder Belts (Requires Option ZK3) 2 rear	AS4				26.35

◈ State and local taxes not included. ➔ Indicates change

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
Clutch, Heavy-Duty: For 90-hp and 120-hp engines only	M01				$ 5.30
Console: (6-cyl or V8 Coupe model only) Available only when bucket front seats are ordered. Includes floor-mounted shift lever. Not available when 295-hp or 325-hp engine with standard transmission is ordered or when Torque-Drive transmission is ordered	D55				50.60
Exhaust, Dual: V8 models with std or 275-hp engine only	N10				27.40
➔ **Generators:** *Not available with 375-hp engine*					
42-amp Delcotron. Included when air conditioning is ordered	K79				10.55
61-amp Delcotron; heavy-duty	K76				26.35
➔ **Glass, Soft-Ray Tinted:** All windows	A01				30.55
Head Restraints: *Driver & passenger*					
With Strato-bucket front seats	A81				52.70
With full-width front seat	A62				42.15
Horns, Dual	U05				5.30
Instrumentation, Special: V8 Coupe model with console only. Includes tachometer located in instrument panel plus temperature, fuel, oil pressure & ammeter gauges and clock located on floor console	U17				94.80
Lighting, Auxiliary:					
(A) Ashtray Light					
(B) Courtesy Lights					
(C) Glove Compartment Light					
(D) Luggage Compartment Light					
(E) Underhood Light					
For All Models with Custom or Special Interior—Includes A, B, D & E	Z19				11.10
For All Models without Custom or Special Interior—Includes A, B, C, D & E	Z19				13.70
Moldings, Body Side: Included in exterior decor package and on sedan with custom exterior. Not available with custom exterior on coupe model	B84				26.35
Moldings, Side Window Frame: Sedan model only	B90				26.35
Paint, Exterior: Solid colors	...				N.C.
Two-tone combinations	...				21.10
➔ **Radiator, Heavy-Duty:** *Included when air conditioning is ordered. Not available when 396 engine is ordered*					
4-cyl models	V01				5.30
6-cyl and V8 models	V01				13.70
Radio Equipment: *Includes front antenna*					
Pushbutton control AM radio	U63				61.10
Speaker, rear seat. Included when stereo tape system is ordered	U80				13.20
Roof Cover, Vinyl: 6-cyl or V8 models only. (Solid exterior colors only)					
Black	C082				73.75
White	C081				73.75
Seats, Strato-Bucket: See custom interior option					
Seat Cushion, Extra-Thick Foam: Front only. Not available when Custom interior is ordered	B55				7.40
Shift Lever, Floor-Mounted: Available only with standard 3-speed transmission with 6-cyl, 307-cu-in or 327-cu-in 275-hp engines	M11				10.55
Speed Warning Indicator	U15				10.55
Steering Wheel, Deluxe: Included when Custom Interior, Special Interior Group or Nova SS is ordered	N30				7.40
Steering Wheel, Sports-Styled: Wood-grained plastic rim	N34				31.60
Stereo Tape System: *Includes 4 speakers*	U57				133.80
Suspension, Special Purpose Front & Rear: Available only when *Nova SS is ordered. Includes special front and rear springs and matching* shock absorbers	F41				10.55
Suspension, Special Front & Rear: (6-cyl and V8 models only) Not available when 295-hp engine is ordered. Includes front stabilizer shaft (6-cyl only), special front & rear springs and rear shock absorbers	F40				4.75
Trim, Vinyl Interior: For availability see Color & Trim chart					
For use with Custom interior	...				10.55
For use with standard interior	...				5.30
Ventilation, HD Closed Engine Positive:					
Not available with 325-hp engine	KD5				6.35
Wheel Covers	P01				21.10
Wheel Covers, Simulated Wire	N95				73.75
Wheel Covers, Mag-Style	N96				73.75
Wheel Covers, Mag-Spoke	PA2				73.75
➔ **Wheels, Rally:** Includes special wheel, hub cap and trim ring	Z17				31.60

FACTORY INSTALLED REGULAR PRODUCTION TIRES

Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwall (5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall	PS8	22.80	1.35	30.00	31.35
➔ **Replaces (5) E70-14/2-ply (4-ply rating) Special Red Stripe (295-hp, 350-hp or 375-hp Nova "SS" Options)** (5) E70-14/2-ply (4-ply rating) Special White Stripe	PX7	N.C.	N.C.	N.C.	N.C.

◇ State and local taxes not included. ➔ Indicates change

TRANSMISSION SHIFT AND FLOOR CONSOLE AVAILABILITY

ENGINE	TRANSMISSION	STANDARD SHIFT-LEVER LOCATION	FLOOR CONSOLE RPO D55	OPTIONAL SHIFT-LEVER LOCATION (RPO M11)
90-hp Super-Thrift 153	Std 3-Speed	Column	Not Available	—
	Powerglide RPO M35	Column	Not Available	—
	Torque-Drive RPO MB1	Column	Not Available	—
140-hp Hi-Thrift 230	Std 3-Speed	Column	Console With Floor Shift-Lever	Floor With Boot
155-hp Turbo-Thrift 250	Torque-Drive RPO MB1 (140-hp & 155-hp Only)	Column	Not Available	—
155-hp Turbo-Thrift 250 200-hp Turbo-Fire 307 275-hp Turbo-Fire 327	4-Speed RPO M20 (V8 Only)	Floor With Boot	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift-Lever	—
325-hp Turbo-Fire 327	Std 3-Speed (295-hp Only)	Column	Not Available	—
	Special 3-Speed RPO M13	Floor With Boot	Console With Floor Shift-Lever	—
	4-Speed RPO M20	Floor With Boot	Console	—
295-hp Turbo-Fire 350	4-Speed C.R. RPO M21 (325-hp Only)	Floor With Boot	Console	—
	Powerglide RPO M35	Column	Console With Floor Shift-Lever	—
350-hp Turbo-Jet 396	Special 3-Speed RPO M13	Floor With Boot	Console	—
	4-Speed RPO M20	Floor With Boot	Console	—
375-hp Turbo-Jet 396	4-Speed RPO M21	Floor With Boot	Console	—
	4-Speed HD Close-Ratio M22	Floor With Boot	Console	—
	Turbo Hydra-Matic RPO M40 (350-hp Only)	Column	Console With Floor Shift-Lever	—

CHEVY II POWER TEAMS (STANDARD ENGINES)

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS★							
				Without Air Cond				With Air Conditioning			
				Std	Optional			Std	Optional		
Option Number	Description				Econ	Perf	Spec		Econ	Perf	Spec
Std FOUR-CYLINDER	90-hp Super-Thrift 153 4-Cylinder 153-cu-in displacement Single-barrel carburetor Hydraulic lifters 8.5:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	*Air Conditioning Not Available*			
		Powerglide—M35	All	3.08	2.73	3.55	—	*Air Conditioning Not Available*			
		Torque-Drive—MB1	All	3.08	—	—	—				
Std SIX-CYLINDER	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor Hydraulic lifters 8.5:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	3.55	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—
		Torque-Drive—MB1	All	2.73	—	—	—	3.08	—	—	—
Std EIGHT-CYLINDER	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement 2-barrel carburetor Hydraulic valve lifters 9.00:1 compression ratio Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		4-Speed Wide-Range—M20	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—

★ All ratios available as Positraction. See ordering information on page 32.

CHEVY II POWER TEAMS (OPTIONAL ENGINES)

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS*							
				Without Air Cond				With Air Conditioning			
				Std	Optional			Std	Optional		
Option Number	Description				Econ	Perf	Spec		Econ	Perf	Spec
L22 on Series 113	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.36	3.55	3.08	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—
		Torque-Drive—MB1	All	2.73	—	—	—	3.08	—	—	—
L30 on Series 114	275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Regular camshaft 4-barrel carburetor 10.0:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed—Std	All	3.08	2.73	3.55	—	3.08	—	3.55	—
		4-Speed Wide-Range—M20	All	3.07	2.73	3.55	—	3.07	—	3.55	—
		Powerglide—M35	All	2.73	2.56	3.55	—	3.08	—	3.55	—
L79 on Series 114	325-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement Special camshaft 4-barrel carburetor 11.00:1 compression ratio Dual exhaust	Special 3-Speed—M13	All	3.31	—	3.55	—	3.31	—	3.55	—
		4-Speed Wide-Range—M20	All	3.31	—	3.55	—	3.31	—	3.55	—
		4-Speed Close-Ratio—M21	All	3.31	—	3.55	3.73	3.31	—	3.55	—
L48 on Model 11427 Nova SS	295-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	3-Speed—Std	Coupe Only	3.31	3.07	3.55	—	3.31	3.07	3.55	—
		Special 3-Speed—M13	Coupe Only	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—
		4-Speed Wide-Range—M20	Coupe Only	3.31	3.07	3.55	3.73 4.10 4.56 4.88	3.31	3.07	3.55	—
		Powerglide—M35	Coupe Only	3.07	2.73	3.31	3.55 3.73	3.07	2.73	3.31	—
Nova SS Option L34 on Models 11427	350-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-lift camshaft Four-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed—M13	All	3.31	3.07	3.55	3.73	*Air Conditioning Not Available*			
		4-Speed Wide-Range—M20	All	3.31	3.07	3.55	3.73				
		4-Speed Close-Ratio—M21	All	3.31	3.07	3.55	3.73 4.10 4.56 4.88				
		Turbo Hydra-Matic—M40	All	3.07	2.73	3.31	3.55 3.73 4.10 4.56 4.88				
Nova SS Option L78 on Models 11427	375-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Special camshaft Four-barrel carburetor 11.0:1 compression ratio Mechanical valve lifters Dual exhausts	Special 3-Speed—M13	All	3.55	3.31	3.73	—	*Air Conditioning Not Available*			
		4-Speed Wide-Range—M20 4-Speed Close-Ratio—M21 HD 4-Speed Close-Ratio—M22	All	3.55	3.31	3.73	3.07 4.10 4.56 4.88				

*All ratios available as Positraction. (4.10, 4.56 & 4.88 available as Positraction only.)

CHEVY II

PLEASE NOTE: *The exterior and interior combinations shown in the chart below have been approved as the only combinations that would be attractive to the average customer. Orders for combinations other than those approved will be returned to dealers for written confirmation unless the original order carries a notation in the special instruction section to the effect that the color and trim selection has been checked and is definitely desired.*

INVOICE INTERIOR TRIM IDENTIFICATION				
Black	731	733	734	735
Dark Blue	737	739	740	
Gold	741	742	743	745

INTERIOR SELECTION CHART

TYPE OF SEAT	Material	Extra Cost	INTERIOR TRIM COLOR AVAILABILITY		
			Black	Dark Blue	Gold
NOVA SEDAN AND COUPE WITH CUSTOM INTERIOR					
Full-Width Bench (RPO ZJ1)	Cloth	Yes	E	B	G
Full-Width Bench (RPO ZJ1)	Vinyl	Yes	L		
Strato-Bucket (RPO A51) Coupe Model Only	Vinyl	Yes	E	B	G
NOVA SEDAN AND COUPE WITH STANDARD INTERIOR					
Full-Width Bench	Cloth	No		B	G
Full-Width Bench	Vinyl	Yes	E		★P

★Fleet and Taxicab-Type Trim.

EXTERIOR SELECTION CHART

INTERIOR TRIM	CODE	EXTERIOR COLOR AVAILABILITY									
BLACK	E or L	ALL SOLID COLORS & GT									
BLUE	B	AA	CC	DD	EE	FF	LL	TT	DC	ED	DE
GOLD	G or P	AA	CC	GG	HH	PP	TT	VV	YY	GT	

SOLID		TWO-TONE	
EXTERIOR COLOR	EXTERIOR CODE	EXTERIOR COLOR	EXTERIOR CODE
TUXEDO BLACK	AA	ERMINE WHITE—Upper	DC
ERMINE WHITE	CC	GROTTO BLUE—Lower	
GROTTO BLUE (Med)	DD	GROTTO BLUE—Upper	ED
FATHOM BLUE (Dk)	EE	FATHOM BLUE—Lower	
ISLAND TEAL (Med)	FF	FATHOM BLUE—Upper	DE
ASH GOLD	GG	GROTTO BLUE—Lower	
GRECIAN GREEN (Med)	HH	PALOMINO IVORY—Upper	GT
TRIPOLI TURQUOISE	KK	ASH GOLD—Lower	
TEAL BLUE (Dk)	LL		
CORDOVAN MAROON	NN		
SEAFROST GREEN	PP		
MATADOR RED	RR		
PALOMINO IVORY	TT		
SEQUOIA GREEN (Dk)	VV		
BUTTERNUT YELLOW	YY		

CHEVY II EXTERIOR FEATURES & IDENTIFICATION

	Nova SS (RPO L48)	Nova Custom Exterior (RPO ZJ2)	Exterior Decor Group (RPO ZJ5)	Nova Standard Exterior
Special black-accented grille with SS emblem	•			
Bright grille		•	•	•
Chevy II front nameplate	•	•	•	•
Grille opening moidings	•	•	•	•
Front bumper mounted parking turn signal lights	•	•	•	•
Single-unit headlights with bright bezels (black-accented with SS)	•	•	•	•
Twin simulated air intakes on hood	•			
Super Sport front fender nameplates	•			
Side marker lights—front and rear	•	•	•	•
Curved side window glass	•	•	•	•
Red stripe wide-oval tires (White stripe optional)	•			
Hub caps	•	•	•	•
Ribbed body sill and rear fender lower moldings		•	•	
Outside rearview mirror	•	•	•	•
Special lower body and rear fender accent band (Coupe only)		•		
Bright lower body and rear fender moldings (Coupe only)		•		
Bright side window reveal moldings (Coupe only)		• (a)		
Bright roof drip moldings		•	• (b)	
Bright full-length body side moldings		• (b)	•	EC
Nova rear fender nameplates	•	•	•	•
Black-accented deck lid panel with SS emblem	•			
Bright deck lid panel		•		
Chevy II rear deck nameplate	•	•	•	•
Single-unit taillights with built-in back-up lights	•	•	•	•

EC—Extra Cost
(a) Option for Sedan (RPO B90) includes bright side window reveal and center pillar moldings
(b) Sedan only

ORIGINAL COPY

1968 Nova

CHAPTER TEN

New Novas, Old Themes 1968–1976

The Chevy II Nova for 1968 might be called the first passenger car of the seventies. It represented a clean break with the past, and its new basic body would last for eleven model years (and would eventually be shared with Buick, Oldsmobile and Pontiac models). In standard form the Nova would be the most unlikely car in the country to attract a car enthusiast's attention. Dull, drab, available only in two- or four-door body styles, the basic Nova was strictly transportation. That there was a Nova Super Sport was remarkable in itself; that Nova Super Sports were truly satisfying performance cars was more an accident of chance.

Fortunately, the 1968 Nova was designed concurrently, and with a great deal of interfaced technology, with the first Camaro. Thus the plain Nova shared some of the same attributes that went toward making the Camaro a really sporty performance car. The Nova would also share many of the special speed and handling parts created for the Camaro, which was only natural in the environment within Chevrolet Engineering in the late 1960's. Cross-breeding was a favorite pastime, especially when it promised a lighter, faster result.

So it came to pass that the 1968 Nova Super Sport option shared the SS 350 Camaro's zippy 295-hp V-8 (a Camaro exclusive in 1967). Styling turned out a trim package to complement the engine that, although made up of traditional Super Sport items, seemed a little too calm for a car of the SS 350 Nova's capabilities. A black-accented grille, black-filled

rear deck panel and even a special hood with a pair of bright-metal simulated air intakes, were used. SS emblems front and rear, and a truly sedate Super Sport side identification (the words were spelled out in block letters just behind the front wheels) completed the exterior SS package.

Nova SS cars came with E70x14 Uniroyal Tiger Paw tires, but hub caps were the plain, standard Nova style. Simulated magnesium wheel covers, imitation wire jobs or Rally Wheels were offered. The Rally Wheels really helped the car's appearance.

The deluxe Nova steering wheel was part of the SS package, and it mounted an SS emblem for the occasion. SS cars also had hood insulation to help muffle the rumblings of the rather potent 350 V-8. Only 4,670 SS 350 Novas were sold in 1968.

Chevrolet's standard three-speed transmission came with the L48-type 295-hp 350 V-8, unless one of the optional transmissions was specified: the M13 heavy-duty three-speed, the M20 four-speed or Powerglide automoatic. 1968 Novas with M20 four-speeds numbered 5,399; an additional 1,495 had the close-ratio M21 and 167 had heavy-duty M22 transmissions.

That was about it if you ordered a plain Nova SS (which, incidentally, was the first two-door-with-a-post Super Sport). If you wanted more pizzazz you had to consult the option list.

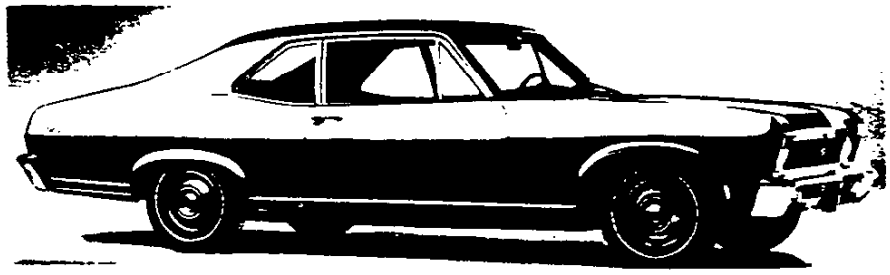
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

That settled, you would at least want to know what kind of deal you could get on the RPO A51 Custom Interior with Strato-bucket seats (or ZJ1 with bench seat). This included "luxury seat and sidewall trim with bright accents, ashtrays and rear armrests, carpet floor covering, bright rearview mirror support, door jamb light switches, glovebox lamp, illuminated heater control and a luggage compartment mat." Your salesman might mention that all Novas were coming through with carpeting as standard, now that production was actually under way.

Strato-bucket seats came in black, dark blue or gold. If you opted for a four-speed or Powerglide, a console was included with the buckets. A nice finishing touch would have been the RPO U17 Special Instrumentation group consisting of an instrument-panel-mounted tachometer and a handsome four-gauge unit cluster on the console for monitoring vital engine functions. The gauge cluster was another example of Nova's beneficial close relationship to Camaro, since it was virtually identical to the cluster designed for the sports car.

The Nova, with its long hood and wide-stance tread (courtesy of a preliminary design requirement that the Nova use Chevelle's rear axle),

1968 Nova coupe wasn't too exciting, even with SS equipment. 1969 version was almost identical.



in red, silver or white, depending on the body color. Rally Wheels with trim rings and SS center caps were used on SS cars. Inside, the neat Sport four-spoke steering wheel was installed, with an SS emblem on the horn button.

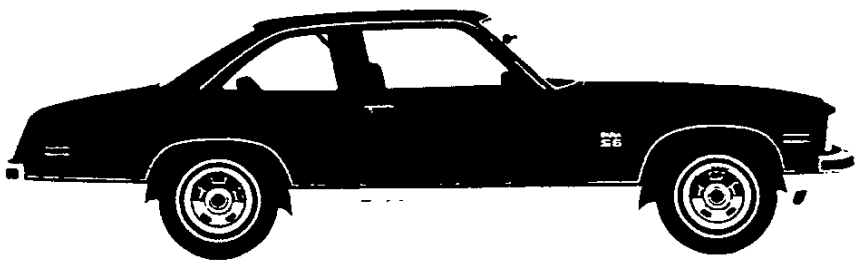
The SS package was offered with any engine. Standard Nova power plant for 1975 was the 250 six, with three V-8's; the new 4.3-liter engine and two- and four-barrel versions of the 350. The top V-8 was now the LM1 with catalytic converter and unleaded-fuel capability. The very word horsepower was stricken from the Chevrolet *Sales Album* this year; the LM1 now had a 'power rating' of 155. The M20 four-speed or Turbo Hydra-matic were required options for LM1 (in California, even the four-speed was forbidden). Special suspension (RPO F40 for other Novas) was included, but the heavy-duty Sports Suspension, RPO F41, was optional. Manual front disc brakes were standard on all 1975 Novas, but the power unit was still offered, optionally. The new Turbine Wheels were excluded from Nova equipment in parts of the *Sales Album*, but listed as available elsewhere. The sun was really setting on the muscle car era in 1975. Nova Super Sports suffered from the general decline in performance interest, as sales fell to 9,067 units.

There was a 1976 Nova Super Sport, although it was almost a secret. The 1976 *Passenger Car Buyers Guide* (*Showroom Album*) devoted exactly one line to the Super Sport, stating under the "Option Availability" listing that SS equipment was offered. The final passenger-car Super Sport (El Caminos would continue to feature SS kits for the rest of the decade) consisted of a Nova coupe with special paint and decal detailing. Most of the former goodies were still available, though, and many of the small number (exact figures are unavailable) of 1976 SS Novas built were equipped with bucket seats, an improved 350 V-8, four-speed, gauges and special wheels.

By 1977 there was no further mention of SS equipment being offered for the Nova, although the 350, and other performance-type options, remained on the list.

A half-hearted effort to revive a sporting Nova came in 1978 with a regenerated Rally equipment package approximating the 1971-72 Rally Nova's kit. The Nova passed away quietly during the 1979 model year; there was no fanfare when the last Nova was built on December 22, 1978. The basic Nova package had lasted for eleven years, accounting for more than 3.5 million sales. Today only the 396-engined 1968-70 versions of the last type of Novas are avidly sought by collectors. But, then, there was a time when no one wanted a 1957 Chevy as a collector car, either.

Final Nova Super Sports were in 1975 and 1976, used special paint, black accents around window area. This is 1975 version.



Foreign Super Sports

The Super Sport phenomenon was not confined to the United States, or the North American continent. Super Sport trim and performance packages were marketed on General Motors cars built in Canada, Australia, South Africa and Brazil.

Canadian Chevrolet enthusiasts could order Super Sport equipment or models concurrently with Chevrolet customers in the United States. In addition a Super Sport version of the Canadian Acadian, based on the Chevy II, and the similarly-equipped Chevelle-based Beaumont SD (Sport Deluxe) were offered to Canadians exclusively. Pre-1971 Canadian Pontiacs used Chevrolet power trains in most instances, although the sheet metal was virtually identical to U.S. Pontiacs. The Canadian collector might, then, find an occasional, very rare Pontiac equipped with a Chevrolet big-block V-8. Apparently 409-cubic-inch Canadian Pontiacs using the same horsepower ratings as U.S. 409 Chevrolets were built during 1963-65. Most of the 1965 Mark IV big-block engines were used in Canadian Pontiacs as well, including the 427's of 1966-69 and the 454 of 1970. Acadians and Beaumonts, merchandised by Pontiac dealers, used Chevrolet power-teams as well. The Canadian full-size Pontiac's equivalent of the Chevrolet Super Sport was known as the Parisienne Custom Sport and featured all the hallmarks of the Super Sport, including bucket seats and special trim.

Holden's Ltd., the General Motors' Australian operation, produced Holden Super Sports during the sixties and seventies. GM do Brazil still offered an SS package for its small sedans as late as 1979. In South Africa, GM produced a handsome two-door hardtop Chevrolet SS in the early 1970's. It featured many of the contemporary U.S. Nova Super Sport's features, including 307 or 350 V-8 power, four-speed transmission, bucket seats, wire wheel covers, red-stripe tires, special blacked-out grille, black accents and SS emblems. Optional automatic transmissions were Powerglide and Tri-matic.

Acadian was very similar to 1970 Nova SS, but no longer used split grille as had previous Acadians. Pontiac dealers sold them in Canada.

1971 South African 'Chevrolet SS' Sport Coupe resembled Nova, but was true pillar-less hardtop style. 350 V-8, four-speed or automatic, bucket seats, red-stripe tires were among the goodies.

black or white stripes, the traditional black-accented grille, and a black panel on the rear. SS identification appeared front and rear, on the front fenders, and on the black steering wheel. A left-hand remote control Sport Mirror and complementing manually adjusted right-hand mirror were included. Rally Nova's 14x6 wheels, with special center caps, became part of the SS option this year, but front disc brakes returned to the option list. White-letter E70x14B bias belted tires were optional at extra cost, and came with 14x7 wheels when ordered. Sales were strong, stopping at 5,542. There was no 1973 Rally Nova option.

Strato-bucket seats were optional, and gave the buyer the right to also specify a floor console, and if he wished to spend even more, a gauge cluster. On cars equipped with the cluster, a tach/clock unit replaced the fuel gauge on the dash which moved down to the console gauge group.

Engines for the 1973 Nova SS went from the 250-cubic-inch six to the 350 four-barrel V-8. The L48 received another cut in horsepower, as emissions regulations continued to strangle it. Net horsepower was now 175. Power disc brakes for front wheels were required with the 350, as was either the M20 four-speed or Turbo Hydra-matic.

A new rarely seen optional Sky Roof (RPO CFI), introduced in mid-1972, was offered again for 1973. This was a vinyl roof insert that rolled back to give a view of the sky.

Nova Super Sport sales started strong as the Chevrolet compact entered the 1974 model year. Adverse economic conditions slowed the pace as the year progressed, however, and sales took a downturn. Still, there were 21,419 Nova SS Coupes built in 1974.

Sheet metal styling was virtually unchanged on the 1974 Nova, but a new graphic approach gave the car a really new look. Contrasting paint

Sliding sunroof came out during 1972, was continued for 1973. SS package for 1972 was again basically untouched.

and decal areas spread across the Nova Super Sport's surfaces this year. Black accents were used not only on the grille, but around side windows as well. Large Nova SS decals were used on front fenders, while traditional SS emblems appeared on the grille and steering wheel. Dual Sport Mirrors, finished in flat black, were standard, as were Rally-type 14x6 wheels. The new stripes, in black outlined with gold or gold outlined with red (depending on body color), raced along the hood and deck lid.

All available Nova engines were again offered, but the SS option did include heavy-duty suspension components with larger stabilizer bars and stiffer springs. The top engines were still 350 four-barrel units, but now there were two RPO numbers: L48, gaining back a few of its lost ponies at 185 net hp; and the California-only LM1 of 160 emaciated horsepower, resulting from a detune to meet that state's emission requirements. Required options with the L48 350 were power front disc brakes and either the M20 four-speed or Turbo Hydra-matic.

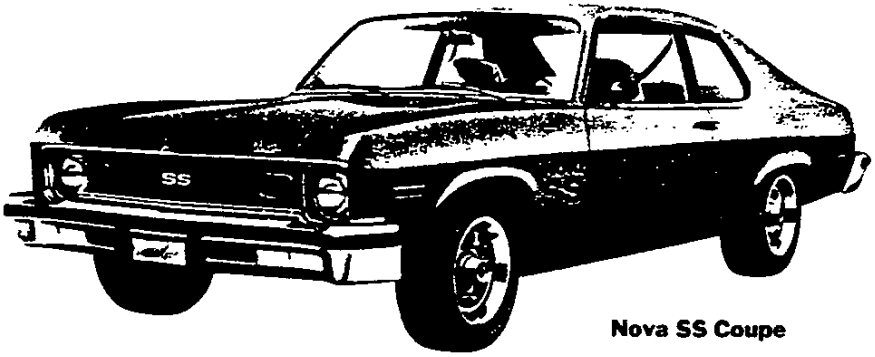
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing extra-cost optional bucket seats, console and gauges.

During 1974 Novas were offered, along with Vegas and Impalas, in special Spirit of America trim. These cars were white, with special red and blue stripes. Identification was by decal on Novas and Vegas, while the Impala coupes had gold medallions. Rally Wheels and bucket seats were included, but apparently the Spirit of America package could not be combined with SS equipment on the Nova.

Novas used totally new sheet metal for 1975, though the basic design package continued intact. A new roof line, using a new windshield which eliminated the rounded corners of previous Nova windshields gave the car a really fresh look. Front and rear ensembles were redesigned to bring the car up-to-date.

A new top series of Novas was introduced for 1975. The new Nova LN models were the nicest yet. Going another round was the SS package. This year it had black accents on the new roof pillar louvers, as well as on the grille and around side windows. Black Sport Mirrors were standard, and large SS identification symbols were used on the front fenders and deck, while a smaller emblem provided frontal recognition. Contrasting lower body stripes were part of the year's graphics package—dual stripes

New styling came in 1973, with elimination of vent windows. SS Novas used stripe decals, which were revised for the 1974 edition shown.



Nova SS Coupe

'baby moons,' with a Chevy bow-tie stamped in the center, appeared. To give some variety to the many thousands of Nova coupes cruising American highways, eleven new colors were offered for 1971. At the rear, slightly larger backup lamp inserts were centered in the taillight lenses.

An unchanged format was pursued for the RPO Z26 Nova SS option. Blacked-out grilles and rear panels continued as visual identifiers of these cars, with SS emblems centered front and rear. Wide-profile E70x14 tires continued from 1970 as part of the SS equipment, as did the exterior trim groups. The Custom Exterior did have new-style body sill moldings for 1971, which were in effect rocker panel moldings with an extension behind the rear wheelhouse. A new Rally Wheel was issued and achieved considerable popularity on Novas. (During late 1971 the Rally Nova would bow, using special upper body stripes, a blacked-out grille, decal identification and the Rally Wheels. A 245-hp [165 net] 350 V-8 would be included.)

Strato-bucket seats were optional when the Custom interior was ordered. Nova had four steering wheels for 1971; the SS came standard with the second-from-the-top version, which was the Deluxe wheel with an SS emblem. A popular option was the Sport Wheel, using four spokes. All Nova steering wheels were black this year.

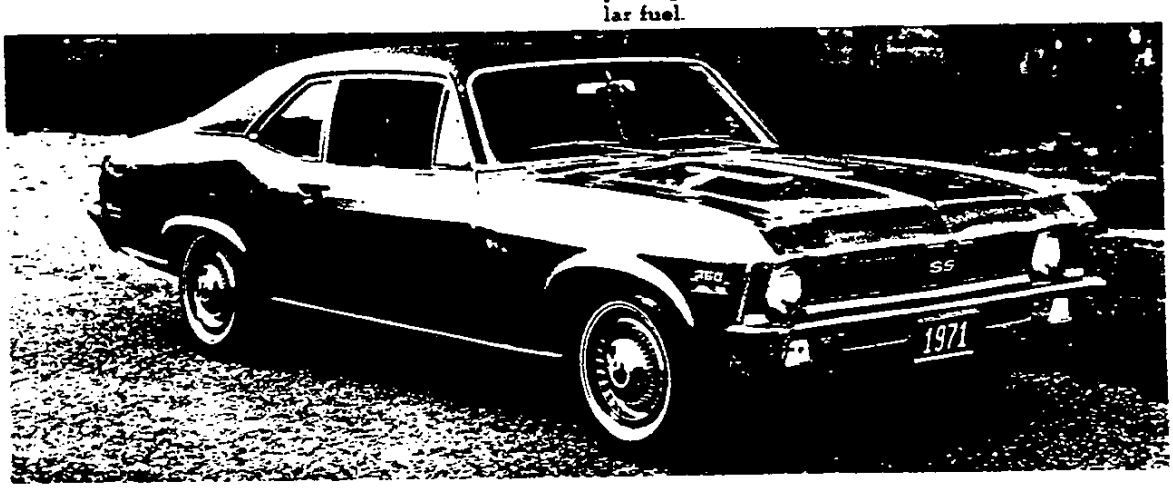
The popular 350 V-8 appeared in a new regular-fuel version to power the 1971 SS 350 Nova. Gross rated horsepower went down to 270. Using the Society of Automotive Engineers net rating being phased-in during 1971, the engine was a 210-hp unit.

Some of 1970's extra mechanical and suspension features were gone for 1971, including heavy-duty front springs and even the chrome engine garnishes. Transmission choices were simply the standard manual three-speed, optional M-20 four-speed (3,950 built) or Turbo Hydra-matic. Gone forever was the potent 396 V-8.

Super Sport buyers were few in Chevrolet showrooms during this anti-performance year. Nova SS production declined by more than 12,000 cars from 1970. There were just 7,016 Novas built in 1971 that carried the SS logo.

The Nova SS began its fifth year without any major structural or appearance change as the 1972 models made their debut. Although Chev-

Little change was made to Nova for 1971. For SS package, 350 V-8 was standard, now tuned for regular fuel.



elle now offered SS equipment with any V-8, Nova continued to build the RPO Z26 Super Sport equipment option around the 350 four-barrel V-8 now rated an even 200 net hp. Transmission choices were simplified: either the extra-cost four-speed or the optional Turbo Hydra-matic. Dual exhausts, special suspension components and power front disc brakes were part of the SS equipment. The E70x14 bias belted white-lettered tires came on all 1972 Nova Super Sports. They were announced as part of the deal, later they became required options. One of the Nova's exterior trim packages was usually chosen by the SS buyer; this year cars with Custom exterior trim had black accent stripes above the rocker panel chrome on all but dark colored cars.

Chevrolet spent relatively little advertising money on the Nova SS. It really wasn't necessary, as the popular Novas appeared in dozens of speed equipment manufacturers' ads in the numerous performance enthusiast magazines crowding the nation's newsstands in the last glowing hours of the super car age. *Hot Rod* magazine and Lee Filters paid the 1972 Nova SS its just homage by offering a slightly modified red coupe as first prize in a national contest that year. That Nova, a *Hot Rod* project car built to a goal of providing reliable street operation with respectable drag potential, was typical of hundreds of Novas on the street already.

Actually, the 350 four-barrel V-8 was no slouch in a 1972 Nova as it was delivered. *Hot Rod* clocked a 15.42-second run, at 88.40 mph in the quarter, without doing a thing to the car. By the time the contest was announced a good set of headers and a few speed tricks had brought elapsed times down to 14.60 seconds and pushed the quarter-mile trap speed to 93.65 mph.

Hot Rod staffer Tom Senter took a long look at the project Nova and its numerous brethren, forming the conclusion that here might indeed be this generation's '57 Chevy. Another prediction, that the 1973 Nova would be all-new, wasn't so accurate.

Demand for sporty, performance-type cars rebounded in 1972. Nova Super Sport Coupes shared in the revival, with 12,309 copies sold.

The Rally Nova Coupe continued in production during 1972 after its late 1971 debut. Any available power train was offered in the Rally Nova, which featured broad, tapering stripes extending the full length of the body and around the rear panel. A blacked-out grille (à la Super Sport) was used. The current-style Sport Mirror was included for left-hand installation, painted body color. Rally Nova equipment included 14x6 Rally Wheels, which were optional on Nova Super Sports. Some special suspension parts were included as well. 1971 Rally Nova production was 7,700; the package caught on big in 1972, with 33,319 sold.

Fresh styling marked the 1973 Nova SS, which found a tremendous reception in the market, with sales amounting to 35,542 by the end of the year, making it the top Nova Super Sport year of the decade. Blunt, front fender edges relieved the stark mass of new impact-resistant bumpers. Nova finally did away with vent windows. Underneath, it was basically the same car. For the first time since 1967, Novas were offered in two series, Custom and plain Nova. Three styles were offered: a coupe, hatchback coupe and sedan.

The Nova Super Sport option survived, but was hidden away in the "Nova Selected Options" section of the 1973 showroom book, and even there it was merely described, not illustrated. The 1973 Nova SS was a blend of 1972's SS and Rally Nova features. Any engine/transmission combination offered for Nova was acceptable. Exterior detailing included

Exterior styling changes for 1970 Chevy Nova models were very minor, but at least they made it easier to differentiate the new cars from the previous year's models than had been the case in 1968 and 1969. A new grille, with a slightly different texture was used. At the side, a group of vertical 'hash marks' on each front fender was a sure sign of a 1970 Nova, and at the rear, taillights and backup lights were integrated into one unit. Side-marker lamps were redesigned, and big '350' numerals above the front-marker lamps now identified a Nova carrying the healthy small-block V-8. Standard interiors were revamped and offered in new colors. Variable-ratio power steering joined the comfort and appearance items on the Nova's option list.

The Super Sport equipment option for 1970 was again unchanged in most respects. The blacked-out grille, black-accented rear deck panel and domed hood with simulated air intakes continued. SS emblems were located front and rear, but there was no identification on the body or fender sides this year.

The E70x14 wide-profile Uniroyal Tiger Paw tires on 14x7JJ rims continued to be supplied with RPO Z26, but they were of the white-stripe variety for 1970, and were mounted on seven-inch rims. Rally Wheels were a popular option, but the Chevelle's handsome five-spoke chrome Sport Wheels were also available at extra cost.

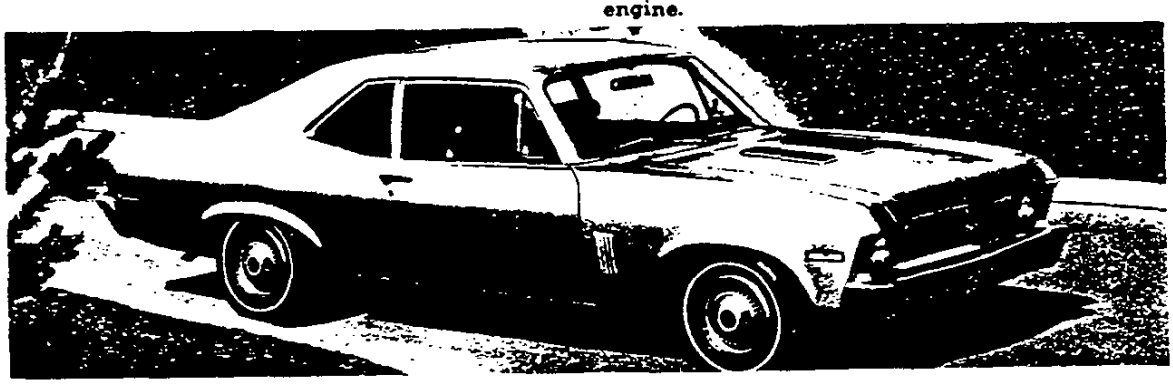
Many Nova Super Sports had either the RPO ZJ5 Exterior Decor or RPO ZJ2 Custom Exterior option package. The Custom Exterior group included body accent stripes and accented lower body moldings, while the less expensive Exterior Decor group used full-length mid-body moldings with vinyl inserts. Both options added bright side-window moldings to the Nova coupe body.

A black steering wheel with SS emblem was installed on all SS Novas, regardless of interior color.

The heart of the 1970 Nova SS base package continued to be the reasonably strong 300-hp Turbo-Fire 350 V-8. As delivered in a Nova SS, it had a chrome-finish air cleaner and oil filler cap, and finned aluminum valve covers. Dual exhausts, special underhood insulation, heavy-duty clutch, special front springs and—in cars using optional four-speed or Turbo Hydra-matic—heavy-duty universal joints and the big 8.875-inch rear-axle ring gear were part of the SS 350's modifications.

Transmissions were cataloged as required options only for 1970, the buyer able to choose between the 2.52:1 low four-speed, Powerglide

1970 Novas are readily identified by hash marks on front fenders. SS Coupes used 350 V-8 as standard engine.



and Turbo Hydra-matic. The four-speed came with 3.31 rear axle gears, Powerglide with 3.08 and the Turbo Hydra-matic with 3.07 cogs. Positraction was optional with any gear set, and any of Chevrolet's numerous parts-catalog gears for special purposes could be installed by the dealer or owner. (Torque-Drive, the driver shifted super-cheap Powerglide adaptation, wasn't up to the V-8's torque, apparently, since it was restricted to six-cylinder Novas.) Among 1970 Novas, 13,198 had RPO M20 four-speeds and 3,448 had close-ratio M21 transmissions.

Although sales literature and even the Motor Vehicle Manufacturers' Association (MVMA) specs for the Nova didn't indicate it, the Turbo-Jet 396 (now displacing 402 cubic inches) was still creeping into a few Novas, just as it had in 1968 and 1969. During 1970 350-hp (L34) sales were 1,802 while 375-hp (L78) versions enjoyed greater popularity, with 3,765 built.

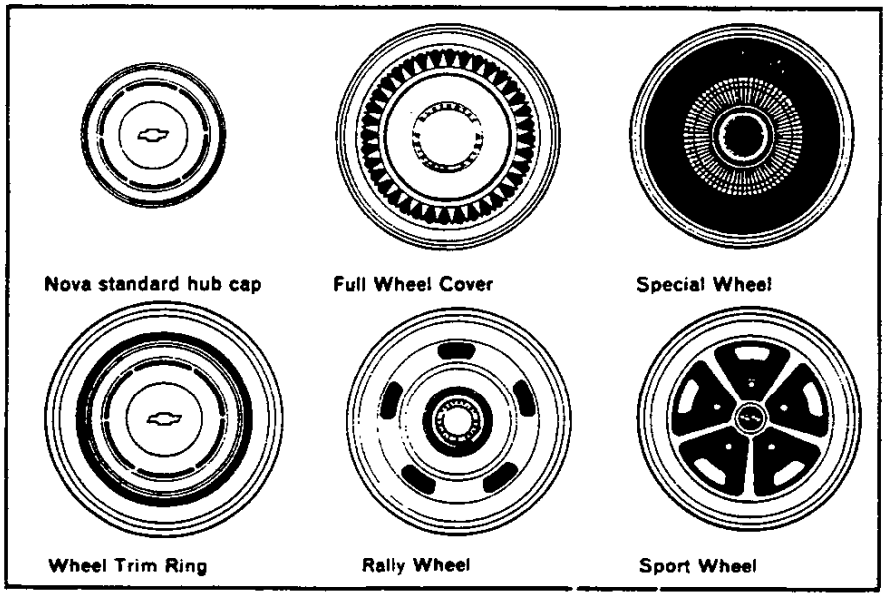
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

The Nova SS was increasingly popular with the low-budget drag racing crowd. It was good, basic hot rod material; a traditional two-door coupe unadorned with frills. Its strong 350 V-8 just happened to be a small-block Chevy, which was the heart of an entire speed parts industry, manufacturers issued a never-ending flow of special manifolds, carbs, headers, distributors and other goodies for these popular and plentiful engines.

The raised rear end of a 1970-style Nova coupe, with rear tire wells stuffed full of giant, wide rubber, continues to be a familiar sight on the Main Streets of America when the kids take over on Friday night. Could it be, as one automotive editor has suggested, that the lowly Nova will turn out to be the '40 Ford or the '57 Chevy of the current generation?

The simulated fender louvers of the 1970 Nova went away for 1971. Higher output single-unit headlamps replaced previous bulbs, but did not change the car's appearance. New standard hub caps, resembling

Nova SS for 1970 could be ordered with several styles of hub caps and wheel covers, but came with standard small cap unless extra-cost covers were ordered. Only SS could be ordered with Sport Wheel chrome five-spoke rim.



took on a different look altogether when equipped with enough SS and Custom features. Any 1968 Nova SS is a rare sight today, but one special version is almost unknown.

In rodder's slang, it was a 'sleeper.' An innocent-looking folksy car rolls up beside you on a red light. You didn't even give it a glance as you zap your throttle and watch the tach respond. Then: green light! The commuter special vanishes in a cloud of tire and exhaust haze as you mash your foot feed against the floor pan. You've just been had!

Late in the 1968 model run, Chevrolet released a few hundred of the decade's greatest sleepers. These little giant-killers were Nova SS Coupes equipped with the RPO L78, solid-lifter cam, 375-hp 396. For just $500.30 you could have this fearsome engine installed in a Nova. Other extras of the performance and comfort type could push the total tab to the $4,000 roof rather quickly.

Exactly when the SS 396 Nova became available is not known. Road tests on the little stingers came out in August 1968. Chevrolet engineers had immediately seen the potential of mating the Nova and the 396, but some sheet metal reshaping and fabrication of necessary headers had taken quite a bit of time. Still, of the rather small 5,571 run of the 1968 Nova Super Sports, 667 were equipped with the L78 option. An additional 234 Nova SS cars had the L34-version 396, rated at 350 hp (this was the top *listed* engine for the larger Chevelle). An L78 Nova 396 could shame just about any four-passenger Chevrolet built in 1968. The only family competition that could unseat such a Nova was a white-hot Corvette or one of those super-rare drag-only L72-type 427 Camaros or Chevelles. Right out of the showroom an L78 Nova 396 could be expected to crack 100 mph in about fourteen seconds, and the potential was tremendous for even more speed, since all sorts of 'trick' parts for the 396 block were offered by Chevrolet and specialty manufacturers.

The SS 396 Nova was identifiable on sight only by the small 396 numerals placed in the front side-marker lamp bezels. The sound of the big, solid-lifter-cam engine, exiting its exhaust through big pipes, was another giveaway. Few survivors of street encounters with one of these beasts soon forgot it.

The Chevy Nova SS (the 'II' was dropped from the name) for 1969 was given little attention in Chevrolet's Sports Department literature. In

396-cubic-inch Novas, with 375 storming horses, started hitting the drag circuit late in 1968. Bill 'Grumpy' Jenkins put one of the first examples right to work.

the specialty performance cars brochure, for example, it was given last-chapter billing and had to share its color page with a Corvair Monza coupe, which prophetically was shown on its way out of the picture (Corvair production would end on May 14, 1969). Nova had a good sales year anyway, with calendar sales up more than forty percent and a model year total of 268,011. Super Sports accounted for 17,564 units, a three hundred percent increase over 1968 production.

Nova Super Sports for 1969 were almost unchanged from 1968, right down to the SS lettering and black-accent body trim. Red-stripe wide-profile tires were again included with SS equipment. All SS Novas had black steering wheels with an SS emblem in the center.

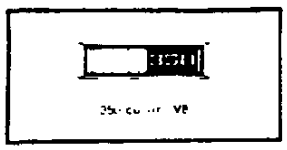
A glance at the spec sheets showed a five-horsepower gain for the 350 V-8 included with RPO Z26 Super Sport equipment. The new 300-hp rating was only part of the story, however. For 1969, the 350 (RPO L48 by its own option code) was literally a tougher engine physically. A new strengthened 350-cubic-inch block was used, with stronger main-bearing bulkheads. The main-bearing caps were now fastened by four bolts instead of two.

To handle the new 350's torque, all Novas so equipped used at least the Special three-speed manual box with floor shift (and console, if bucket seats had been specified). All three four-speeds were available on order, along with Powerglide, and, for the first time in Nova history, Turbo Hydra-matic. Sales of four-speed boxes in 1969 Novas were 10,036 M20's, 3,751 close-ratio M21's and 682 heavy-duty M22's.

Nova Super Sports had special front suspension components including stiffer front coil springs and a stabilizer bar. Multiple-leaf rear springs of heavy-duty design were used at the rear.

Single-disc power front brakes were included with the 1969 Nova Super Sport at no extra cost, but the usually complementing Rally-type wheels were apparently no longer included and had to be ordered as an extra-cost option. Mag-spoke and Sport-style wheels were offered to Nova buyers who wanted something special besides Rally rims. Standard dog-dish hub caps came on an SS Nova unless something else was optionally ordered. For the first time, the Nova buyer could enjoy factory AM-FM radio reception in 1969.

Though not listed in Nova specifications generally published for 1969, the 396 Turbo-Jet continued to find its way into an increasing number of new Nova Super Sports. Both the hot, solid-lifter 375-hp L78 and the fairly potent 350-hp L34 were again quietly available. Details on additional performance equipment added to Nova Super Sport chassis when the 396 was used are not clear, but it was agreed that the Nova was completely capable of handling the big V-8. Production of 396-equipped Novas shot up drastically as the option became available for the first full year. In 375-hp form, the 396 powered 5,262 of the 1969 Nova SS Coupes (of which 311 had RPO L89 aluminum heads). An additional 1,947 were equipped with the 350-hp 396.



Nova SS carried displacement numerals in front marker unit for 1968. Late in the year street-wise enthusiasts learned to watch for 396 numerals in place of 350 identification.

AMA–40A

AMA Specifications—Passenger Car

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

MANUFACTURER Chevrolet Motor Division Owner Relations Department	CAR NAME CHEVY II	
MAILING ADDRESS 1077 Argonaut "A" G.M. Bldg. Detroit, Michigan 48202	MODEL YEAR 1968	ISSUED: 10-15-67 REVISED (•)

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

TABLE OF CONTENTS

BODY – TYPES AND STYLE NAMES –

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

	153 Cu. In. L4-90 HP Standard	230 Cu. In. L6-140 HP Standard	307 Cu. In. V8-200 HP Standard
NOVA			
2-Door Coupe-5 Passenger	11127	11327	11427
4-Door Sedan-6 Passenger	11169	11369	11469

AMA Specifications—Passenger Car

Page 1

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions .

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and three in rear, except where otherwise noted.

MODEL		SAE Ref. No.	2-Door Coupe (27)	4-Door Sedan (69)
WIDTH				
Track – Front		W101	59.0	
Track – Rear		W102	58.9	
Maximum overall car width		W103	72.4	
Body width at No. 2 pillar		W117		
LENGTH				
Body "O" to front of dash		L 30		
Wheelbase		L101	111.0	
Overall car length		L103	189.4	
Overhang – front		L104	29.8	
Overhang – rear		L105	48.6	
Body upper structure length		L123		
Body "O" line to ℄ of rear wheel		L127	93.0	
Body "O" line to w/s cowl point		L130		
HEIGHT				
Overall height		H101		
Cowl height		H114	36.7	37.2
Deck height		H138		
Rocker panel – front	To ground	H112	8.5	8.9
	From front wheel ℄			
Rocker panel – rear	To ground	H111	8.7	9.1
	From rear wheel ℄			
Windshield slope angle		H122		
GROUND CLEARANCE				
Bumper to ground – front		H102	12.9	13.4
Bumper to ground – rear		H104	13.5	13.9
Angle of approach		H106	31	32
Angle of departure		H107	18	
Ramp breakover angle		H147	14	16
Min. running clearance (Specify)		H156	5.8 (Exhaust system to grd.)	6.3

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Page 2

/ ‘E OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-Door Coupe (27)	4-Door Sedan (69)
FRONT COMPARTMENT			
Effective head room	H61	37.6	38.8
Max. eff. leg room – accelerator	L34	41.6	
H Point to Heel point	H30	8.4	
H Point travel	L17	4.0	
Shoulder room	W 3	56.9	56.7
Hip room	W 5	56.2	56.4
Upper body opening to ground	H50		
REAR COMPARTMENT			
H Point couple distance	L50	30.2	32.5
Effective head room	H63	36.6	37.2
Min. effective leg room	L51	32.6	35.3
H Point to Heel point	H31	11.0	12.2
Min. knee room	L48		
Rear Compartment room	L 3	24.4	26.2
– lder room	W 4	55.0	56.2
. r room	W 6	56.3	55.1
Upper body opening to ground	H51	--	50.8
LUGGAGE COMPARTMENT			
Usable luggage capacity	V 1		12.4
Liftover height	H195	23.2	
Position of spare tire storage			
Method of holding lid open			
STATION WAGON – THIRD SEAT			
Shoulder Room	W85		
Hip room	W86	NOT	
Effective leg room	L86		
Effective head room	H86	AVAILABLE	
Seat facing direction			
STATION WAGON – CARGO SPACE			
Cargo length at floor – front seat	L202		
Cargo length at belt – front seat	L204	NOT	
Cargo width – wheelbase	W201		
Opening width at belt	W204	AVAILABLE	
Maximum cargo height	H201		
Rear opening height	H202		
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$ =	V2		

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Page 3

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION		AXLE RATIO ** (Std. first) (Indicate A/C ratio) *			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM			A	B	C	D
All Models	153 Standard	One: 1-bbl downdraft	8.5:1	90 @ 4000	152 @ 2400	3-Speed (2.85:1 low) and Power-glide*	Base	3.08	2.73	3.55	--
							A/C	Not available			
All Models	230 Standard	One: 1-bbl downdraft	8.5:1	140 @ 4400	220 @ 1600	3-Speed (2.85:1 low)	Base	3.08	2.73	3.36	3.55
							A/C	3.08	--	3.55	--
						Power-* glide	Base	2.73	2.56	3.55	--
							A/C	3.08	--	3.55	--
All Models	307 Standard	One: 2-bbl downdraft	9.00:1	200 @ 4600	300 @ 2400	3-Speed (2.54:1 low) and 4-Speed * (2.85:1 low)	Base	3.08	2.73	3.55	--
							A/C	3.08	--	3.55	--
						Power-* glide	Base	2.73	2.56	3.55	--
							A/C	3.08	--	3.55	--

A - Standard
B - Economy
C - Performance
D - Special
* - Optional
** - Positraction Axle Ratios Available in combination as shown

AMA Specifications—Passenger Car

Page 4

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.)

ENGINE – GENERAL

Type, no. cyls., valve arr.		In-line 4 OHV	In-line 6 OHV	90° OHV V-8
Bore and stroke (nominal)			3.85 x 3.25	
Piston displacement, cu. in.		153	230	307
Bore spacing (℄ to ℄)			4.40	
No. system (front to rear)	L. Bank	1-2-3-4	1-2-3-4-5-6	1-3-5-7
	R. Bank	In-line	In-line	2-4-6-8
Firing order		1-3-4-2	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Compres. ratio (nominal)		8.5:1		9.00:1
Cylinder Head Material			Cast alloy iron	
Cylinder Block Material			Cast alloy iron	
Cyl. Sleeve-Wet, dry, none			None	
Number of mtg. points	Front		Two	
	Rear		One	
Engine installation angle				
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		24.0	36.0	48.0
Publishing max. bhp* @ eng. RPM		90 @ 4000	140 @ 4400	200 @ 4600
Publishing max. torque * (lb ft. @ RPM)		152 @ 2400	220 @ 1600	300 @ 2400
Recommended fuel regular – premium			Regular	

ENGINE – PISTONS

Material			Cast aluminum alloy	
Description and finish			Flat, notched head, slipper skirt	
Weight (piston only) oz.			20.32	26.32
Clearance (limits)	Top land		.0345 - .0435	.0215 - .0305
	Skirt	Top	.0005 - .0011(a)	.0005 - .0011(b)
		Bottom	- -	
Ring groove depth	No. 1 ring		.2153 - .2218	.2113 - .2178
	No. 2 ring		.2153 - .2218	.2113 - .2178
	No. 3 ring		.2093 - .2158	.2053 - .2118
	No. 4 ring			

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

(a) Measured 2.44 from top of piston

(b) Measured 1.675 from top of piston

AMA Specifications—Passenger Car

Page 5

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std

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.		Cast alloy iron; inside bevel, tapered face; barrel face with no bevel on upper ring for 307 Cu. In. V-8. Flash chrome plate-upper; Wear resistant coating-lower.	
	Width		(a)	(b)
	Gap		.010 - .020	
Oil	Description - material, coating, etc.		Multi-piece (2 rails and 1 spacer expander) Rails-steel, chrome plated OD; Expander-Stainless Steel	
	Width		.1870 - .1890 (assembled)	
	Gap		.015 - .055	
Expanders			In oil ring assembly	

ENGINE – PISTON PINS

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

ENGINE – CONNECTING RODS

Material		Drop forged steel	
Weight (oz.)		12.50	20.80
Length (center to center)		5.695 - 5.705	
Bearing	Material & Type	Copper lead alloy or sintered copper nickel backed babbitt on steel	
	Overall length	.807	
	Clearance (limits)	.0007 - .0027	
	End play	.009 - .013	

(a) - Upper .0775 - .0780; lower .0770 - .0780
(b) - Upper .0775 - .0780; lower .0775 - .0780

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MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL	11100	11300	11400
	153 Cu. In. L-4 (Std.)	230 Cu. In. L-6 (Std.)	307 Cu. In. V-8 (Std.)

ENGINE – CRANKSHAFT

Material			Cast nodular iron		
Vibration damper type			Rubber mounted inertia		
End thrust taken by bearing (No.)			7		5
Crankshaft end play			.002 - .006		
Main bearing	Material & type		Steel with backed insert (selected bearing material-copper lead alloy or premium aluminum-for intended operation or application)		
	Clearance		.0003 - .0029		(a)
	Journal dia. and bearing overall length	No. 1	2.3004 x .752		2.4503 x .752
		No. 2	2.3004 x .752		2.4505 x .752
		No. 3	2.3004 x .752		2.4505 x .752
		No. 4	2.3004 x .752		2.4505 x .752
		No. 5	2.3004 x .760	2.3004 x .752	2.4507 x 1.177
		No. 6	None	2.3004 x .752	None
		No. 7	None	2.3004 x .760	None
	Dir. & amt. cyl. offset		None		
Crankpin journal diameter			1.999 - 2.000		2.099 - 2.100

ENGINE – CAMSHAFT

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

ENGINE – VALVE SYSTEM

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

(Continued)

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

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MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL			11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.
ENGINE – VALVE SYSTEM (cont.)					
Timing (based on top of ramp points)	Intake	Opens (°BTC)	17° 30'	16°	28°
		Closes (°ABC)	54° 30'	48°	72°
		Duration - deg.	252°	244°	280°
	Exhaust	Opens (°BBC)	57°	46° 30'	78°
		Closes (°ATC)	15°	17° 30'	30°
		Duration - deg.	252°	244°	288°
	Valve opening overlap		32° 30'	33° 30'	58°
Intake	Material		Alloy steel		
	Overall length		4.902 - 4.922		
	Actual overall head dia.		1.715 - 1.725		
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410 - .3417		
	Stem to guide clearance		.0010 - .0027		
	Lift (@ zero lash)		.3973	.3317	.3900
	Outer spring press. & length	Valve closed (lb. @ in.)	78-86 @ 1.66	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb. @ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25
	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 on 307 cu. in.		
	Overall length		4.913-4.933		
	Actual overall head dia.		1.495-1.505		
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None		
	Stem diameter		.3410 - .3417		
	Stem to guide clearance		.0017 - .0027		
	Lift (@ zero lash)		.3973	.3317	.4100
	Outer spring press. & length	Valve closed (lb. @ in.)	78-86 @ 1.66	56-64 @ 1.66	76-84 @ 1.70
		Valve open (lb. @ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25
	Inner spring press. & length	Valve closed (lb. @ in.)	None		Spring damper
		Valve open (lb. @ in.)	None		Spring damper
ENGINE – LUBRICATION SYSTEM					
Type of lubrication (splash, pressure, nozzle)	Main bearings		Pressure		
	Connecting rods		Pressure		
	Piston pins		Splash		
	Camshaft bearings		Pressure		
	Tappets		Pressure		
	Timing gear or chain		Nozzle		(a)
	Cylinder walls		Splash		Press. jet cross sprayed

(Continued)

(a) Centrifugally oiled from camshaft bearing

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MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.)

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. engine rpm)	50-65 PSI @ 2000 RPM (bench test—no flow conditions)
Oil press. sending unit (elect. or mech.)	Electric
Type oil intake (floating, stationary)	Stationary
Oil filter system (full flow, part., other)	Full flow
Filter replacement (element, complete)	Complete
Capacity of c/case, less filter-refill (qt.)	4
Oil grade recommended (SAE viscosity and temperature range)	32° and above - SAE 20W or SAE 10W-30 0° F to 32° F* - SAE 10W or SAE 10W-30 Below 0° F - SAE 5W or SAE 5W-20 *(SAE 5W-30 can be used at temperatures below freezing)
Engine Service Reqmt. (MM, MS, etc.)	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with crossover
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, reverse flow	
Exhaust pipe dia. (O.D. wall thick.)	Branch	None	2.00 x .073-.091(a)
	Main	2.00x.057-.071	2.00 x .073-.091(a)
Tail pipe dia. (O.D. & wall thickness)		1.875 x .062-.076	

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard	Ventilates to induction system	
	Optional	None	
Control Unit	Make and model	AC Spark Plug 153 (6424189); 230 (6424191); 307 (6424251)	
	Location	Rear of rocker cover	Lft. frnt. of rocker cvr.
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum	
	Control method (variable orifice, fixed orifice, other)	Variable orifice	
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold	
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner	
	Flame arrestor (screen, check valve, other)	Screen	

(a) Laminated

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MAKE OF CAR CHEVY II **MODEL YEAR** 1968 **DATE ISSUED** 10/15/67 **REVISED** (•)

MODEL

ENGINE – EXHAUST EMISSION CONTROL

			153 Cu.In.		230 Cu. In.		307 Cu. In.	
			Manual	Auto	Manual	Auto	Manual	Auto
Type (Air injection, engine modifications, other)			MANUAL TRANS.-Air injection reactor equipment AUTOMATIC TRANS.-Controlled combustion system					
Air Injection Pump	Type		Semi-articulated vane type					
	Displacement		19.3					
	Drive ratio							
	Drive type		Crankshaft pulley					
	Relief valve (type)		Diverter valve separate from pump					
	Filter (describe)		Centrifugal air cleaner					
Air Injection System	Air distribution (head, manifold, etc.)		Head				Manifold	
	Point of entry		Exhaust ports					
	Injection tube I.D.		.2565					
	Check valve type		Pressure (plate & type)					
	Backfire protection (type)		Diverter valve					
Carburetor	Make		Rochester					
	Model		7028009	7028008	7028017	7028014	7028101	7028102
	Barrel size		1.69		1.69		1.44	
	Idle speed	Drive	---	600	---	500	---	600
		Neutral	750	---	700	---	700	---
	Idle A/F mixture		Not specified					
Distributor	Aux. Adv. Systems (type)		None					
	Make		Delco-Remy					
	Model		1110447	1110426	1110436	1110433	1111257	
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900		1000		900	
		Intermed. points deg. @ rpm	17@1700	14@1700	21@2100	17@2100	10@1600	
		Max.deg.@ rpm	28@3700	24@3600	36@4600	32@4600	28@4300	
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	7.00		7.00		6.00	
		Intermed. points deg. @ in. Hg	None					
		Max. deg. @ in.	24 @ 15		23 @ 16		15 @ 12	
	Vacuum Source		Carburetor					
Timing - Crank degrees @ rpm (a)			TDC	4BTC	TDC	4BTC	2BTC	
Cooling System (describe changes)			None					
Exhaust System (describe changes)			None					

* Used with manual transmissions only;

(a) At idle

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MODEL	11100	11300	11400
	153 Cu. In. L-4 (Std.)	230 Cu. In. L-6 (Std.)	307 Cu. In. V-8 (Std.)

ENGINE – FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		18 (approximately)		
	Filler location		Behind hinged rear license plate		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range		3.50-4.50 PSI		5.00-6.50 PSI
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Five mesh plastic strainer in gasoline tank and paper filler in carburetor inlet		
	Locations				
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil-wetted paper		
		Optional	None		
	Idle speed (spec. neutral or drive)	Manual	750 (neutral)	700 (neutral)	
		Automatic	600 (drive)	500 (drive)	600 (drive)
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
11100	153	3-Speed	Rochester	7028009	One; Single barrel down-draft	1.69
		Powerglide	Rochester	7028008		
11300	230	3-Speed	Rochester	7028017 (a)		
		Powerglide	Rochester	7028014		
11400	307	3-Speed & 4-Speed	Rochester	7028101 (b)	One; 2-bbl down-draft	1.44
		Powerglide	Rochester	7028110 (c)		

(a) 7028015 with Air Conditioning
(b) 7028103 with Air Conditioning
(c) 7028112 with Air Conditioning

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ENGINE – COOLING SYSTEM

			11100	11300	11400
MODEL			153 Cu. In. L-4 (Std.)	230 Cu. In. L-6 (Std.)	307 Cu. In. V-8 (Std.
Type system (pressure, pressure vented, atmospheric, other)			Pressure		
Radiator cap relief valve pressure			15 ± 1 PSI		
Circulation thermostat	Type (choke, bypass)		Choke		
	Starts to open at (°F)		192° - 198°		
Water pump	Type (centrifugal, other)		Centrifugal		
	GPM @ 1000 pump rpm		60 @ 4400		54 @ 4400
	Number of pumps		One		
	Drive (V-belt, other)		V-belt		
	Bearing type		Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)			Internal		
Radiator core type (cellular, tube and fin, other)			Tube and center		
Cooling system capacity	With heater (qt.)		9	12	17
	Without heater (qt.)		8	11	16
	Opt. equipment-specify (qt.)		9	12	17
Water jackets full length of cyl. (yes, no)			Yes		
Water all around cylinder (yes, no)			Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, molded		
		Inside diameter	1.75		
	Upper	Number and type (molded, straight)	One, molded		
		Inside diameter	1.50		
	By-pass	Number and type (molded, straight)	None		
		Inside diameter	None		
Fan	Number of blades & spacing		4-Staggered		
	Diameter		16.00	17.62	
	Ratio-fan to crankshaft rev.		.949:1		
	Fan cutout type		None		
	Bearing type		Double row ball		
*Drive belts (indicate belt used by letter)	Fan		A	C	G
	Generator or alternator		A	C	G
	Water Pump		A	C	G
	Power Steering		--	D	H
	Air Conditioning		--	E	I
			B	F	J

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←			38°-42°						→	
Nominal length (SAE)	41.00	50.00	39.00	50.00	54.75	50.00	53.50	35.00	57.50	49.50	
Width	←				.380					→	

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MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.)

ELECTRICAL – SUPPLY SYSTEM

Battery	Make and Model			Delco-Remy 1980032	
	Voltage Rtg. & Total Plates			12 volts - 54 plates	
	SAE Designation & Amp. Hr. Rtg.			45 amp. hr @ 20 hr. rate	
	Location			Right side of engine compartment	
	Terminal grounded			Negative	
Generator or Alternator	Make			Delco-Remy	
	Model			1100813	1100794
	Type and rating			Diode rectified-37 amps	
	Output at engine idle (neutral)			13 amps	
	Ratio-Gen. to Cr/s rev.			2.46:1	
Regulator	Make			Delco-Remy	
	Model			1119515	
	Type			Vibrator	
	Cutout relay	Closing voltage generator rpm		None	
		Reverse current to open		None	
	Regulated	Voltage		13.8-14.8 @ 85° F	
		Current		- - -	
	Voltage test conditions	Temperature		Operating	
		Load		3-8 amperes	
		Other		None	

ELECTRICAL – STARTING SYSTEM

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

(a) On 153 Cu. In. -Pull hand choke knob fully out.

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MODEL			11100 153 Cu. In. L-4 (Std.)		11300 230 Cu. In. L-6 (Std.)		11400 307 Cu. In. V-8 (Std
ELECTRICAL – IGNITION SYSTEM			Manual	Auto	Manual	Auto	Manual / Auto
Type	Conventional – Std., Opt., N.A.		Standard				
	Transistorized – Std., Opt., N.A.		N.A.				
	Other (specify)		None				
Coil	Make		Delco-Remy				
	Model		1115208				1115293
	Amps	Engine stopped	4.0				
		Engine idling	1.8				
Distributor	Make		Delco-Remy				
	Model		1110447	1110426	1110436	1110433	1111257
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	Start (rpm)	900		1000		900
		Intermediate points deg. @ rpm	17@1700	14@1700	21@2100	17@2100	10@1600
		Max. deg. @ rpm	28@3700	24@3600	36@4600	32@4600	28@4300
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	7.00		7.00		6.00
		Intermediate points, deg. @ in. Hg.	None				
		Max. deg. in. Hg.	24 @ 15		23 @ 16		15 @ 12
	Breaker gap (in.)		.019				
	Cam angle (deg.)		31-34				28-32
	Breaker arm tension (oz.)		19-23				
Timing	Crankshaft deg. @ rpm (a)		TDC	4BTC	TDC	4BTC	2BTC
	Mark location		Torsional damper				
Spark Plug	Make		AC Spark Plug				
	Model		AC 46 N (long reach)				AC45S
	Thread (mm)		14				
	Tightening torque (lb. ft.)		25				
	Gap		.033 - .038				
Cable	Conductor type		Linen core impregnated with electrical conducting material				
	Insulation type		Rubber with neoprene				
	Spark plug protector		Neoprene				

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

(a) At idle

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MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.)

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial
	Trip odometer (yes,no)	N.A.
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gauge
Other		Refer to page 23
Windshield wiper	Type – Standard	Electric two-speed
	Type – Optional	None
Windshield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	One
	Amp draw (each)	(Low note) 4.5-6 @ 12.5V.

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		3-Speed	3-Spd H.D.	3-Speed	3-Spd H.D.	3-Speed	4-Speed
		Chevrolet-Single dry disc					(a)
Type pressure plate springs		Diaphragm					(b)
Total spring load (lb.)		1350-1450	1900-2200	1650-1850	1900-2200	1900-2200	2100-2300
No. of clutch driven discs		One					
Clutch facing	Material	Woven asbestos (molded asbestos on rear facing of H.D. clutch)					
	Outside & inside dia.	9.12&6.12	10.0 & 6.0	9.12 & 6.12	10.0 & 6.0	10.0 & 6.5	10.34&6.5
	Total eff. area (sq.in.)	71.8	100.5	71.8	100.5	90.7	101.5
	Thickness	.135 each					
	Engagement cushioning method	Flat spring steel between facings					
Release bearing	Type & method of lubrication	Single row ball, packed and sealed					
Torsional damping	Methods: springs, friction material	Coil springs					

(a) Single dry disc, semi-centrifugal
(b) Diaphragm - bent finger design

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MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.

DRIVE UNITS – TRANSMISSIONS

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

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds			3-Speed		3-Speed	4-Speed
			3	3	3	4
Transmission ratios	In first		2.85:1	2.85:1	2.54:1	2.85:1
	In second		1.68:1	1.68:1	1.50:1	2.02:1
	In third		1.00:1	1.00:1	1.00:1	1.35:1
	In fourth		--	--	--	1.00:1
	In reverse		2.95:1	2.95:1	2.63:1	2.85:1
Synchronous meshing, specify gears			All forward gears			
Shift lever location			Steering column			Floor
Lubricant	Capacity (pt.)		3			
	Type recommended		Meeting Military Spec. MIL-L-2105-B			
	SAE viscosity number	Summer	SAE 80			
		Winter	SAE 80			
		Extreme cold	SAE 80			

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

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AKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

MODEL	11100	11300	11400
	153 Cu.In. L-4(Std.)	230 Cu.In. L-6(Std.)	307 Cu.In. V-8(Std.)

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Powerglide		
Type describe		Torque converter with planetary gears		
Selector location		Steering column; floor mounted when used with floor console on coupes with bucket seats		
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		
Max. upshift speed–drive range		54	63	68
Max. kickdown speed–drive range		50	58	65
Torque convertor	Number of elements	3		
	Max. ratio at stall	2.40	2.10	
	Type of cooling (air, liquid)	Air	Water	
	Nominal diameter	11.00		11.75
Lubricant	Capacity–refill (pt.)	6		
	Type recommended	A suffix A		
Special transmission atures				

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube
Outer diam. x length* x wall thickness	Manual 3-speed trans.	2.75 x 53.00 x .065
	Manual 4-speed trans.	Same as 3-Speed
	Overdrive transmission	NA
	Automatic transmission	Same as 3-Speed

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

(Continued)

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MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.

DRIVE UNITS – PROPELLER SHAFT (cont.)

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

DRIVE UNITS – AXLE

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

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.73:1	3.08:1	3.36:1	3.55:1
No. of teeth	Pinion	15	12	11	11
	Ring gear	41	37	37	39
Ring Gear O.D.		8.125			

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MODEL	11100 153 Cu. In. L-4 (Spd.)	11300 230 Cu. In. L-6 (Spd.)	11400 307 Cu. In. V-8 (Std.)

DRIVE UNITS – WHEELS

Type & material			Short spoke disc, steel
Rim (size & flange type)		Std.	14 x 5J
		Opt.	None
Attachment	Type (bolt or stud)		Stud
	Circle diameter		4.75
	Number and size		5 hex nuts, 7/16-20 UNF-2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		7.35 x 14 - 2 ply (4ply rating)
	Type (bias, radial, etc.)		Bias
	Full rated Inflation Press.	Front	24 (L-4 & L-6 & V-8 engines)
		Rear	28 (L-4 & L-6 & V-8 engines)
	Rev./Mile at 50 MPH		816
Optional	Size, ply rating, & ply		None

BRAKES – PARKING

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

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MODEL	11100 153 Cu. In. L-4 (Spd.)	11300 230 Cu. In. L-6 (Spd.)	11400 307 Cu. In. V-8 (Std.)
BRAKES – SERVICE	STANDARD		FRONT DISC (OPT) (a)
Type (drum or disc)	Drum		Disc
Self adjusting (std., opt., N.A.)	Standard		
Power brake make & type (remote, int., etc.) Std.	- - -		
Power brake make & type (remote, int., etc.) Opt. (b)	Bendix: Delco-Moraine vacuum power unit: integral		
Effective area (sq. in.)*	168.9		114.0
Gross lining area (sq. in.)**	168.9		118.1
Swept area (sq. in.)***	268.6		332.4
Percent brake effectiveness – front	59.4		58.5
Drum or Disc — Diameter (nominal) Front	9.5		11.0
Drum or Disc — Diameter (nominal) Rear	9.5		9.5
Drum or Disc — Type and material	Composite, Cast iron; steel web		Cast iron
Drum or Disc — Disc (vented or solid)	- - -		Vented
Drum or Disc — No. pistons per caliper	- - -		4
Wheel cylinder bore — Front	1.125		2.0625
Wheel cylinder bore — Rear	.875		.875
Master Cylinder — Bore	.47 Cu.In. @ 0 PSI		.65 Cu.In. @ 0 PSI
Master Cylinder — displacement distribution Front %	.33 Cu.In. @ 0 PSI		.29 Cu.In. @ 0 PSI
Master Cylinder — displacement distribution Rear %			
Disc Brk. Valve — Type (proportion, delay, metering, other)	Check valve		
Pedal arc ratio			
Line pressure at 100 lb. pedal load	790		- - -
Shoe clearance adjustment	Self adjusting		
Brake lining — Drum or Disc	Drum		Disc
Brake lining — Bonded or riveted	Bonded		Riveted
Brake lining — Front Wheel — Material	Molded asbestos		
Brake lining — Front Wheel — Size (length x width x thickness) Prim. or outboard	9.01 x 2.5 x .17		5.96 x 2.21 x .41
Brake lining — Front Wheel — Size (length x width x thickness) Second. or inboard	9.75 x 2.5 x .20		5.96 x 2.21 x .41
Brake lining — Front Wheel — Segments per shoe	One		
Brake lining — Rear Wheel — Material	Molded asbestos		
Brake lining — Rear Wheel — Size (length x width x thickness) Prim. or outboard	9.01 x 2.0 x .17		9.01 x 2.00 x .17
Brake lining — Rear Wheel — Size (length x width x thickness) Second. or inboard	9.75 x 2.0 x .20		9.75 x 2.00 x .20
Brake lining — Rear Wheel — Segments per shoe	One		

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

(a) & (b) Not available with 11100 models (L-4 - 153 engine)

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MODEL	11100 153 Cu.In.L-4 (Std.)	11300 230 Cu.In.L-6 (Std.)	11400 307 Cu.In.V-8 (Std.)

STEERING

Manual (std., opt., NA)					Standard-energy absorbing steering column
Power (std., opt., NA)					Optional with 11300 & 11400 models only
Adjustable steering wheel (tilt, swing, other)		Type and description			Not available
		(std., opt., NA)			--
Wheel diameter		Manual			16.5
		Power			16.5
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)			
		Curb to curb (l. & r.)			
	Inside rear	Wall to wall (l. & r.)			
		Curb to curb (l. & r.)			
Outside whl. angle with inside whl. at 20°					
Manual	Gear	Type			Semi-reversible, recirculating ball nut
		Make			Saginaw
		Ratios	Gear		24:1
			Overall		28.3 :1
	No. wheel turns				4.8
P r	Type (coaxial, linkage, etc.)				Linkage
	Make				Saginaw
	Gear	Type			Same as manual
		Ratios	Gear		17.5:1
			Overall		20.7:1
	Pump driven by				Crankshaft pulley
	Number wheel turns				3.5
Linkage	Type				Parallelogram
	Location (front or rear of wheels, other)				Rear
	Drag link (trans. or longit.)				None
	Tie rods (one or two)				Two
Steering Axis	Inclination at camber (deg.)				8-1/4 to 9-1/4
	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.)				O to P1
	Camber (deg.)				N-1/4 to P-3/4
	Toe-in (outside track inches)				1/8 to 1/4
Steering spindle & joint type					Steering knuckle with spherical joints
Wheel Spindle	Diameter	Inner bearing			1.2493-1.2498
		Outer bearing			.7492-.7497
	Thread size				3/4-20 NEF-3 (modified)
	Bearing type				Taper roller

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MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.)

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling	Front stabilizer bar with 11400 models only	
Provision for brake dip control	Front suspension geometry	
Provision for acc. squat control	Rear suspension geometry	
Special provisions for car jacking		
Shock absorber front & rear — Type	Direct, double acting, hydraulic	
Shock absorber front & rear — Make	Delco	
Shock absorber front & rear — Piston dia.	1.00	
Other special features		

SUSPENSION – FRONT

Type and description	Independent SLA type with coil spring and concentric shock absorber and spherically jointed steering knuckle for each wheel.			
Spring — Type	Coil right hand helix			
Spring — Material	Steel alloy			
Spring — Size (coil design height & I.D. bar length x dia.)	11.09 x 3.63 94.77 x .595	11.09 x 3.63 95.01 x .577	11.09 x 3.63 108.55 x .591	
Spring — Spring rate (lb. per in.)	320	345	320	
Spring — Rate at wheel (lb. per in.)				
Stabilizer — Type (link, linkless, frameless)	Link			
Stabilizer — Material & bar diameter	Steel .687			

SUSPENSION – REAR

Type and description	Salisbury rear axle with two single leaf springs			
Drive and torque taken through	Leaf springs			
Spring — Type	Single leaf			
Spring — Material	Chrome carbon steel			
Spring — Size (length x width, coil design height & I.D.; bar length & dia.)	56.00 x 2.25 (width C/L of axle)			
Spring — Spring rate (lb. per in.)	115		115	
Spring — Rate at wheel (lb. per in.)	121		121	
Spring — Mounting insulation type	Rubber bushed at shackle and hanger			
Spring — If leaf — No. of leaves	One			
Spring — If leaf — Shackle (comp. or tens.)	Compression			
Stabilizer — Type (link, linkless, frameless)	None			
Stabilizer — Material	--			
Track bar type	None			

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MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std.)

FRAME

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

BODY – MISCELLANEOUS INFORMATION

		Coupe	Sedan
Drs. hinged (front, rr.)	Front doors	Front	
	Rear doors	- -	Front
Type of finish (lacquer, enamel, other)		Acrylic Lacquer	
Hood counterbalanced (yes, no)		Yes	
Hood release control (internal, external)		External	
Vehicle Indent. No. location		Plate above lower hinge on LH front hinge pillar	
Engine No. location		Right side of cylinder block to rear of distributor	
Theft protection - type		Shielded ignition lock terminals key removable in "OFF" position	
Vent window control method (crank, friction pivot)	Front	Friction pivot	
	Rear	None	
Seat cushion type	Front	Formed wire and foam pad	
	Rear	Formed wire and cotton	
	3rd seat	None	
Seat back type	Front	Formed wire and cotton	
	Rear	Formed wire and cotton	
	3rd seat	None	
Windshield glass type (i.e., single curved - laminated plate)		Curved-laminated plate	
Side glass type (i.e., curved - tempered plate)		Curved-tempered plate	
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved-tempered plate	
Windshield glass exposed surface area		1050.8	1111.9
Side glass exposed surface area		1187.2	1242.6
Backlight glass exposed surface area		1144.2	1005.7
Total glass exposed surface area		3382.2	3360.2

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MODEL	11100 153 Cu. In. L-4 (Std.)	11300 230 Cu. In. L-6 (Std.)	11400 307 Cu. In. V-8 (Std

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	NA
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Optional
Radios (specify type as well as availability)		Optional-AM-Push-button
Rear seat speaker		Optional
Power antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Optional - Four-Season; G.M. Chevrolet - except 11100
Speed warning device		Optional
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA

LAMP HEIGHT AND SPACING

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

* If single headlamps are used enter here.

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WEIGHTS

NOVA 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
4 Cyl. Engine (153)								
2-Door Cpe. (11127)	1500	1390	2890					2760
4-Door Sedan (11169)	1515	1405	2920					2790
6-Cyl. Engine (230)								
2-Door Cpe. (11327)	1620	1380	3000					2860
4-Door Sedan (11369)	1640	1390	3030					2890
V8 Engine (307)								
2-Door Cpe. (11427)	1735	1410	3145					2995
4-Door Sedan (11469)	1755	1420	3175					3025

Accessories & Equipment Differential Weights				Remarks
Front Bucket Seats			+ 21	
Air Conditioning			+ 90	
Frt. Compt. Flr. Console			+ 13	
Power Brakes			+ 7	
Frt. Disc Brakes			+ 43	
25 Cu.In. 6 Cyl. Eng.			+ 20	
32. Cu.In. V-8 Eng.			+ 33	
350 Cu.In. V-8 Eng.			+ 112	
4-Spd Transmission			+ 7	
Powerglide Trans.			+ 4	4 Cyl. engine
			0	6 Cyl. engine
			- 2	V-8 engine
Dual Exhaust			+ 32	
Power Steering			+ 30	With 6 Cyl.
			+ 28	With V-8
Heavy Duty Battery			+ 14	
Tape Player			+ 21	
AM to AM			+ 8	

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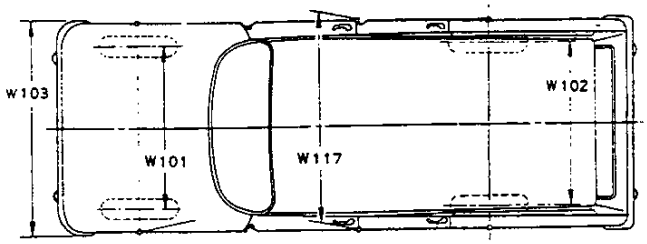
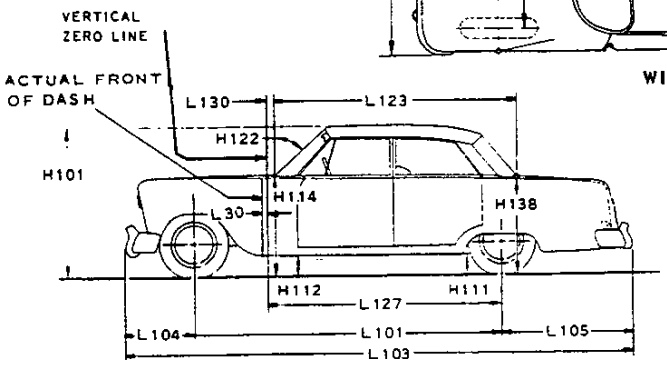
CAR AND BODY DIMENSIONS

KEY SHEET

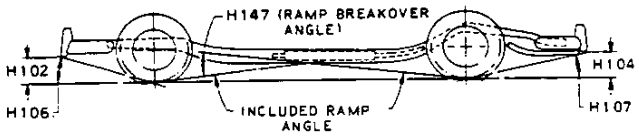
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

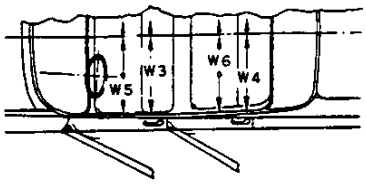


LENGTH & HEIGHT



GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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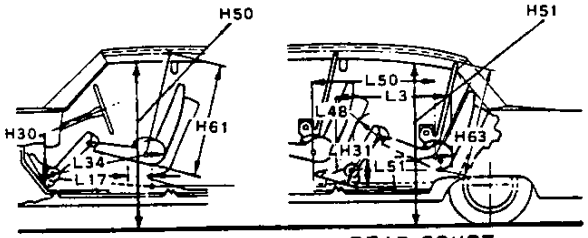
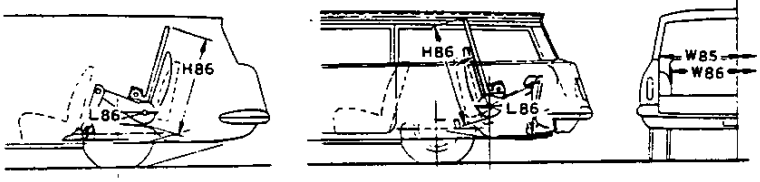
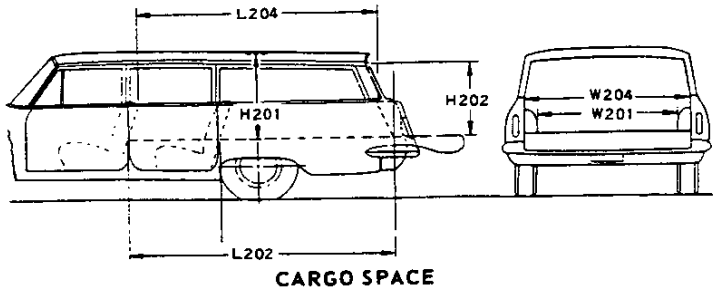


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

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CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

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

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

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

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

EXTERIOR LENGTH DIMENSIONS

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

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

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

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

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

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

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

EXTERIOR HEIGHT DIMENSIONS

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

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

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

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

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

GROUND CLEARANCE DIMENSIONS

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

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

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

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

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

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

FRONT COMPARTMENT DIMENSIONS

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

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

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

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

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

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

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

REAR COMPARTMENT DIMENSIONS

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

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

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

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

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

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

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

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

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

LUGGAGE COMPARTMENT DIMENSIONS

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

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

STATION WAGON – THIRD SEAT DIMENSIONS

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

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

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

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

STATION WAGON – CARGO SPACE DIMENSIONS

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

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

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

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

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

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

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

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

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MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	Chevy II	
MAILING ADDRESS: [illegible]	MODEL YEAR: 1968	ISSUED: 10-15-67 REVISED (a)

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

TABLE OF CONTENTS

BODY – TYPES AND STYLE NAMES –

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

	327 Cu. In. V8-325 HP Optional (L79)	396 Cu. In. V8-350 HP Optional (L34)	 V8-375 H Optional (L
NOVA 2-Door Sport Coupe-5 Passenger		11427	

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OWNER RELATIONS DEPARTMENT

Form Rev

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and t
in rear, except where otherwise noted.

MODEL	SAE Ref. No.	11427 2-Door Sport Coupe
WIDTH		
Track – Front	W101	59.0
Track – Rear	W102	58.9
Maximum overall car width	W103	72.4
Body width at No. 2 pillar	W117	
LENGTH		
Body "O" to front of dash	L 30	
Wheelbase	L101	111.0
Overall car length	L103	189.4
Overhang – front	L104	29.8
Overhang – rear	L105	48.6
Body upper structure length	L123	
Body "O" line to ℄ of rear wheel	L127	93.0
Body "O" line to w/s cowl point	L130	
HEIGHT		
Overall height	H101	
Cowl height	H114	36.7
Deck height	H138	
Rocker panel – front – To ground	H112	8.5
Rocker panel – front – From front wheel ℄	H112	
Rocker panel – rear – To ground	H111	8.7
Rocker panel – rear – From rear wheel ℄	H111	
Windshield slope angle	H122	
GROUND CLEARANCE		
Bumper to ground – front	H102	12.9
Bumper to ground – rear	H104	13.5
Angle of approach	H106	31
Angle of departure	H107	18
Ramp breakover angle	H147	14
Min. running clearance (Specify)	H156	5.8 (Exhaust system to ground)

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	11427 2-Door Sport Coupe
FRONT COMPARTMENT		
Effective head room	H61	37.6
Max. eff. leg room – accelerator	L34	41.6
H Point to Heel point	H30	8.4
H Point travel	L17	4.0
Shoulder room	W 3	56.9
Hip room	W 5	56.2
Upper body opening to ground	H50	
REAR COMPARTMENT		
H Point couple distance	L50	30.2
Effective head room	H63	36.6
Min. effective leg room	L51	32.6
H Point to Heel point	H31	11.0
Min. knee room	L48	
Rear Compartment room	L 3	24.4
Shoulder room	W 4	55.0
Hip room	W 6	56.3
Upper body opening to ground	H51	
LUGGAGE COMPARTMENT		
Usable luggage capacity	V 1	
Liftover height	H195	
Position of spare tire storage		
Method of holding lid open		
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 – wheelbase	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—Passenger Car

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POWER TEAMS

(Indicate whether standard or optional)

MODEL AVAILABILITY	ENGINE					TRANSMISSION *		AXLE RATIO ** (Std. first) (Indicate A C ratio) *			
	Displ. cu. in.	Carburetor	Compr. Ratio	BHP RPM	Torque RPM			A	B	C	D
11437	327 Opt. (L79)	One; 4-bbl. Down-draft	11.00:1	325 @ 5600	355 @ 3600	H.D. 3-Speed (2.41 low) & 4-Speed (2.52 low)	Base	3.31	--	3.55	
							A/C	3.31	--	3.55	
						4-Speed (2.20 low)	Base	3.31	--	3.55	3
							A/C	3.31	--	3.55	
	396 Opt. (L34)	One; 4-bbl. Down-draft	10.25:1	350 @ 5200	415 @ 3400	H.D. 3-Speed (2.41 low) & 4-Speed (2.52 low)	# Base	3.31	3.07	3.55	3
						4-Speed (2.20 low)	# Base	3.31	3.07	3.55	3 4 4 4
						Turbo Hydra-Matic	# Base	3.07	2.73	3.31	3 3 4 4 4
	396 Opt. (L79)	One; 4-bbl. Down-draft	11.00:1	375 @ 5600	415 @ 3600	H.D. 3-Speed (2.41 low)	# Base	3.55	3.31	3.73	
						4-Speed C.R. 4-Speed H.D. (2.20 low)	# Base	3.55	3.31	3.73	3 4 4 4

A-Standard
B-Economy
C-Performance
D-Special
*-Optional
**-Positraction required for 4.10, 4.56 & 4.88 available optionally for all other ratios.
#-Air conditioning not available.

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (*)

MODEL 11437

ENGINE – GENERAL

Type, no. cyls., valve arr.		90° V-8 OHV		
Bore and stroke (nominal)		4.001 x 3.25	4.094 x 3.76	
Piston displacement, cu. in.		327	396	
Bore spacing (℄ to ℄)		4.4	4.84	
No. system (front to rear)	L. Bank	1-3-5-7		
	R. Bank	2-4-6-8		
Firing order		1-8-4-3-6-5-7-2		
Compres. ratio (nominal)		11.00:1	10.25:1	11.00:1
Cylinder Head Material		Cast alloy iron		
Cylinder Block Material		Cast alloy iron		
Cyl. Sleeve-Wet, dry, none		None		
Number of mtg. points	Front	Two		
	Rear	One		
Engine installation angle				
Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$		51.2		53.6
Publishing max. bhp* @ eng. RPM		325 @ 5600	350 @ 5200	375 @ 5600
Publishing max. torque * (lb. ft. @ RPM)		355 @ 3600	415 @ 3400	415 @ 3600
Recommended fuel regular – premium		Premium		

ENGINE – PISTONS

Material		Aluminum, impact extruded		
Description and finish		Domed head, slipper skirt		
Weight (piston only) oz.		20.64	23.12	
Clearance (limits)	Top land	.0365 - .0455	.0316 - .0385	
	Skirt Top	.0024 - .0030 (a)	.0036 - .0044 (b)	
	Skirt Bottom			
Ring groove depth	No. 1 ring	.2217 - .2283	.2278 - .2343	
	No. 2 ring	.2217 - .2283	.2278 - .2343	
	No. 3 ring	.2038 - .2103	.2128 - .2143	
	No. 4 ring	None		

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

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (a)

MODEL

ENGINE – RINGS

		327 Cu. In. V-8 325 HP OPT. (L79)	396 Cu. In. V-8 350 HP OPT. (L34)	396 Cu. In. V-8 375 HP OPT. (L78
Function (top to bottom)	No. 1, oil or comp.	Compression		
	No. 2, oil or comp.	Compression		
	No. 3, oil or comp.	Oil		
	No. 4, oil or comp.	None		
Compression	Description - material, coating, etc. Upper	Cast alloy iron, barrel face, molybdenum inlay		
	Lower	Cast alloy iron, inside bevel & tapered face, chrome plated		
	Width	.0770-.0775		
	Gap	.010-.020		
Oil	Description - material, coating, etc.	Multi-piece (Two rails and one spacer expander) Rails-Steel, chrome plated OD Expanders-stainless steel		
	Width	.1870-.1890 (Assembled)		
	Gap	.010-.030		
Expanders		In oil ring assembly		

ENGINE – PISTON PINS

			327 Cu. In. V-8 325 HP OPT. (L79)	396 Cu. In. V-8 350 HP OPT. (L34)	396 Cu. In. V-8 375 HP OPT. (L78
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		
		Material	None		
Clearance	In piston		.00015-.00025	.00025-.00035	
	In rod				
Direction & amount offset in piston			On center		

ENGINE – CONNECTING RODS

		327 Cu. In. V-8 325 HP OPT. (L79)	396 Cu. In. V-8 350 HP OPT. (L34)	396 Cu. In. V-8 375 HP OPT. (L78
Material		Drop forged steel	High alloy steel	
Weight (oz.)		20.80	27.84	24.97
Length (center to center)		5.695-5.705	6.130-6.140	
Bearing	Material & Type		Premium aluminum	
	Overall length	.797	.857	
	Clearance (limits)	.0007-.0028	.0009-.002[illegible]	
	End play	.009-.013	.016-.020	

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MODEL 11437	327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt. (L78)

ENGINE – CRANKSHAFT

Material			Forged steel	
Vibration damper type			Rubber mounted inertia	
End thrus taken by bearing (No.)			5	
Crankshaf. end play			.006-.010	
Main bearing	Material & type		Steel, backed insert bearing material-copper lead alloy or premium aluminum for intended engine operation and application	
	Clearance		(a)	(b)
	Journal dia. and bearing overall length	No. 1	2.4502 x .752	2.7502 x .992
		No. 2	2.4505 x .752	2.7502 x .992
		No. 3	2.4505 x .752	2.7505 x .992
		No. 4	2.4505 x .752	2.7505 x .992
		No. 5	2.4507 x 1.177	2.7506 x 1.252
		No. 6	None	
		No. 7	None	
	Dir. & amt. cyl. offset		None	
Crankpin journal diameter			2.099-2.100	2.199 x 2.200

ENGINE – CAMSHAFT

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

ENGINE – VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)		Standard	Not available
Valve rotator, type (intake, exhaust)		None	
Rocker ratio		1.50:1	1.70:1
Operating tappet clearance (indicate hot or cold)	Intake	Zero	.024
	Exhaust	Zero	.02-

(Continued)

(a) No. 1, .0008-.0020; No. 2, 3 & 4, .0008-.0024; No. 5, .0015-.00-.

(b) No. 1 & 2, .0010-.0022; No. 3 & 4, .0013-.0025; No. 5, .0015-.0-

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MODEL 11437

ENGINE – VALVE SYSTEM (cont.)

			327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt. (L78)
Timing (based on top of ramp points)	Intake	Opens (°BTC)	40°	40°	44°
		Closes (°ABC)	86°	80°	92°
		Duration - deg.	306°	300°	316°
	Exhaust	Opens (°BBC)	88°	88°	86°
		Closes (°ATC)	38°	32°	36°
		Duration - deg.	306°	300°	302°
	Valve opening overlap		78°	72°	80°
Intake	Material		Alloy steel-face & head aluminized		
	Overall length		4.870-4.889	5.215-5.235	5.204-5.224
	Actual overall head dia.		2.017-2.023	2.060-2.070	2.185-2.195
	Angle of seat & face		46° (seat) 45° (feet)		
	Seat insert material		None	Cast alloy iron	
	Stem diameter		.3410-.3417	.3715-.3722	
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.4471	.4614	.5197
	Outer spring press. & length	Valve closed (lb. @ in.)	76-84 @ 1.70	94-106 @ 1.88	
		Valve open (lb. @ in.)	194-206 @ 1.25	303-327 @ 1.38	
	Inner spring press. & length	Valve closed (lb. @ in.)	Spring damper		
		Valve open (lb. @ in.)	Spring damper		
Exhaust	Material		High alloy steel, face & head aluminized		
	Overall length		4.891-4.910	5.345-5.365	
	Actual overall head dia.		1.595-1.605	1.715-1.725	1.835-1.845
	Angle of seat & face		46° (seat) 45° (face)		
	Seat insert material		None	Cast alloy iron	
	Stem diameter		.3410-.3417	.3713-.3720	
	Stem to guide clearance		.0010-.0027		
	Lift (@ zero lash)		.4471	.4800	.5197
	Outer spring press. & length	Valve closed (lb. @ in.)	76-84 @ 1.70	94-106 @ 1.88	
		Valve open (lb. @ in.)	194-206 @ 1.25	303-327 @ 1.38	
	Inner spring press. & length	Valve closed (lb. @ in.)	Spring damper		
		Valve open (lb. @ in.)	Spring damper		

ENGINE – LUBRICATION SYSTEM

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

(Continued)

AMA Specifications—Passenger Car

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MODEL 11437	327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt. (L

ENGINE – LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. engine rpm)	50-65 PSI @ 2000	50-75 PSI @ 2000
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 e case, less filter-refill (qt.)	4	
Oil grade recommended (SAE viscosity and temperature range)	32° and above-SAE 20W, or SAE 10W-30 0° F to 32°F*-SAE 10W, or SAE 10W-30 Below o°F-SAE 5W, or SAE 5W-20 *(SAE 5W-30 may be used at temperatures below freezin	
Engine Service Reqmt. (MM, MS, etc.)	MS or DG	

ENGINE – EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Dual exhaust & resonators; single muffler	Dual exhaust & single muffler
Muffler No. & type (reverse flow, straight thru, separate resonator)		One, with two resonators	One
Exhaust pipe dia. (O.D., wall thick.)	~~Bonnet~~ Front	2.25 x .073-.091 (b)	
	~~Main~~ Rear	2.25 x .075-.091	
Tail pipe dia. (O.D. & wall thickness)		2.00 x .062-.076	2.25 x .062-.0

ENGINE – CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)		Standard	Ventilates to induction system
		Optional	None
Control Unit	Make and model		AC Spark Plug (6424250)
	Location		Left front rocker cover
	Energy source (manifold vacuum, carburetor air stream, other)		Manifold vacuum
	Control method (variable orifice, fixed orifice, other)		Variable orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)		Intake manifold
	Air inlet (breather cap, carburetor air cleaner, other)		Carburetor air cleaner
	Flame arrestor (screen, check valve, other)		Screen

(a) Bench test - no flow conditions

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MODEL 11437

ENGINE – EXHAUST EMISSION CONTROL

			327 Cu.In. V-8 327 HP Opt. L78 Manual	396 Cu.In. V-8 350 HP Opt. (L34) Manual	396 Cu.In. V-8 350 HP Opt. (L34) Automatic	396 Cu.In. V-8 375 HP Opt. (L Manual
Type (Air injection, engine modifications, other)			MANUAL TRANSMISSIONS- Air injection reactor equipm AUTOMATIC TRANSMISSIONS-Controlled combustion sys			
Air Injection Pump	Type		Semi-articulated vane type			
	Displacement		19.3 cubic inches			
	Drive ratio		1.15:1			
	Drive type		Crankshaft pulley			
	Relief valve (type)		Pressure (plate type)			
	Filter (describe)		Centrifugal air cleaner			
Air Injection System	Air distribution (head, manifold, etc.)		Manifold			
	Point of entry		Exhaust ports			
	Injection tube I.D.		.2565			
	Check valve type		Pressure (plate type)			
	Backfire protection (type)		Diverter valve			
Carburetor	Make		Rochester			Holley
	Model		7028229	7028217	7028218	3923289
	Barrel size		1.38 (Prim), 2.25 (Sec)	1.38 (Prim), 2.25 (Sec)		1.561 (Pr. &
	Idle speed	Drive	--	--	600	--
		Neutral	750	700	--	750
	Idle A.F mixture		Not specified			
Distributor	Aux. Adv. Systems (type)		None			
	Make		Delco-Remy			
	Model		1111478	1111145	1111169	11111
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm)	900	900	900	900
		Intermed. points deg. @ rpm	15 @ 1700	21 @ 2100	17 @ 2000	17 @ 2
		Max. deg. @ rpm	26 @ 4700	36 @ 5000	32 @ 5000	32 @ 5
	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg)	6.00	8.00		700
		Intermed. points deg. @ in. Hg	None			
		Max. deg. @ in.	15 @ 15.5	15 @ 15.5		12 @ 1
	Vacuum Source		Carburetor			
Timing - Crank degrees @ rpm (a)			4 BTC	TDC	4 BTC	4 BTC
Cooling System (describe changes)			None			
Exhaust System (describe changes)			None			

(a) At idle

AMA Specifications—Passenger Car

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MODEL 11437	327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt. (L78

ENGINE – FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		18 (approximately)		
	Filler location		Behind hinged rear license plate		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Location		Lower right front of engine		
	Pressure range		5.00-6.50 PSI	7.25-8.50 PSI	
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline		
	Location		Tank and paper filter in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Oil-wetted paper		
		Optional	750	700	--
	Idle speed (spec. neutral or drive)	Manual	--	600	750
		Automatic			
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
12437	327 Opt. (L79)	H.D. 3-Speed & 4-Speed	Rochester	7028229	One; 4-bbl. Down-draft	1.38 (Pri 2.25 (Sec
	396 Opt. (L34)	H.D. 3-Speed & 4-Speed	Rochester	7028217	One; 4-bbl. Down-draft	1.38 (Pr 2.25 (Sec
		Turbo Hydra-Matic	Rochester	7028218		
	396 Opt. (L78)	H.D. 3-Speed & 4-Speed	Holley	3923289	One; 4-bbl. Down-draft	.501 (P & (Sec)

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MODEL 11437

ENGINE – COOLING SYSTEM

		327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt. (L78)
Type system (pressure, pressure vented, atmospheric, other)		Pressure		
Radiator cap relief valve pressure		15 ± 1 Psi		
Circulation thermostat	Type (choke, bypass)	Choke		
	Starts to open at (°F)	192° 198°		
Water pump	Type (centrifugal, other)	Centrifugal		
	GPM @ 1000 pump rpm	57 @ 4400		82 @ 5200
	Number of pumps	One		
	Drive (V-belt, other)	V-belt		
	Bearing type	Permanently lubricated double row ball		
By-pass recirculation type (inter., ext.)		External		
Radiator core type (cellular, tube and fin, other)		Tube and center		
Cooling system capacity	With heater (qt.)	16		23
	Without heater (qt.)	15		22
	Opt. equipment-specify (qt.)	16		23
Water jackets full length of cyl. (yes, no)		Yes		
Water all around cylinder (yes, no)		Yes		
Radiator hose	Lower: Number and type (molded, straight)	One, molded		
	Lower: Inside diameter	1.75		1.88
	Upper: Number and type (molded, straight)	One, molded		
	Upper: Inside diameter	1.50		
	By-pass: Number and type (molded, straight)	One, molded		
	By-pass: Inside diameter	.725 - .765		
Fan	Number of blades & spacing	4-Staggered		
	Diameter	17.62		
	Ratio-fan to crankshaft rev.	.949:1		
	Fan cutout type	None		
	Bearing type	Double row ball		
*Drive belts (indicate belt used by letter)	Fan	A	E	
	Generator or alternator	A	E	
	Water Pump	A	E	
	Power Steering	B	F	
	Air Conditioning	C	G	
	Air Injection Pump	D	H	

* Drive Belt Dimensions	A	B	C	D	E	F	G	H
Angle of V				38°	- - - °			
Nominal length (SAE)	53.50	49.50	57.50	50.00	56.20	37.30	61.00	49.50
Width				.380				

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MODEL 11437

ELECTRICAL – SUPPLY SYSTEM

			327 Cu.In. V-8 325 HP Opt. (L79)	396 Cu.In. V-8 350 HP Opt. (L34)	396 Cu.In. V-8 375 HP Opt. (L78)
Battery	Make and Model		Delco-Remy 1980030		
	Voltage Rtg. & Total Plates		12 volts - 66 plates		
	SAE Designation & Amp. Hr. Rtg.		61 amp. hr. @ 20 hr. rate		
	Location		Right side of engine compartment		
	Terminal grounded		Negative		
Generator or Alternator	Make		Delco-Remy		
	Model		1100794	1100794	1100814
	Type and rating		Diode rectified - 37 amps		
	Output at engine idle (neutral)		13 amps		
	Ratio-Gen. to Cr. shaft rev.		2.4:1		
Regulator	Make		Delco-Remy		
	Model		1119515		
	Type		Vibrator		
	Cutout relay	Closing voltage generator rpm	None		
		Reverse current to open	None		
	Regulated	Voltage	13.8-14.8 @ 85°F		
		Current	- - -		
	Voltage test conditions	Temperature	Operating		
		Load	3-8 amperes		
		Other	None		

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make			Delco-Remy	
	Model		1108361	1107365	
	Rotation (drive end view)		Clockwise		
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		3-Spd. & 4-Spd. - Place gearshift lever in N & depress clutch Automatic - Place gearshift lever in N or P position Initial Start - Press accelerator to floor and release. Turn ignition to START, release as soon as engine starts.		
Motor Drive	Engagement type		Positive shift solenoid		
	Pinion meshes (front, rear)		Rear		
	Number of teeth	Pinion	9	9	
		Flywheel Manual	153	168	
		Flywheel Auto.	NA	168	
	Flywheel tooth face width	Manual	.4010-.4130	.4100-.4220	
		Auto.	NA	.4100-.4220	

AMA Specifications—Passenger Car

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (•)

MODEL			327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)		396 Cu. In. V-8 375 HP Opt. (L
ELECTRICAL – IGNITION SYSTEM			Manual	Manual	Automatic	Manual
Type	Conventional – Std., Opt., N.A.		Standard			
	Transistorized – Std., Opt., N.A.		N. A.			
	Other (specify)		None			
Coil	Make		Delco-Remy			
	Model		1115270	1115273		
	Amps	Engine stopped	4.0			
		Engine idling	1.8			
Distributor	Make		Delco-Remy			
	Model		1111478	1111145	1111169	1111170
	Centrifgal adv. in c'shaft degrees @ engine rpm (nominal)	Start (rpm)	900			
		Intermediate points deg. @ rpm	15 @ 1700	21 @ 2100	17 @ 2000	17 @ 2000
		Max. deg. @ rpm	26 @ 4700	36 @ 5000	32 @ 5000	32 @ 5000
	Vacuum adv. in c'shaft degrees @ in. Hg. (nominal)	Start (in. Hg.)	6.00	8.00		7.00
		Intermediate points, deg. @ in. Hg.	None			
		Max. deg. in. Hg.	15 @ 15.5	15 @ 15.5		12 @ 12
	Breaker gap (in.)		.019			
	Cam angle (deg.)		28-32			
	Breaker arm tension (oz.)		19-23			
Timing	Crankshaft deg. @ rpm At idle		4 BTC	TDC	4 BTC	4 BTC
	Mark location		Torsional damper			
Spark Plug	Make		AC Spark Plug			
	Model		AC 43 N			
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033-.038			
Cable	Conductor type		Linen core impregnated with electrical conducting mate			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Neoprene			

ELECTRICAL – SUPPRESSION

Locations & type	Non-metallic high ignition cables

AMA Specifications—Passenger Car

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MODEL 11437

		327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt. (L78)

ELECTRICAL – INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dial
	Trip odometer (yes,no)	No
Charge indicator – type		Tell-tale
Temperature indicator – type		Tell-tale
Oil pressure indicator – type		Tell-tale
Fuel indicator – type		Electric gauge
Other		Refer to page 23
Wind-shield wiper	Type – Standard	Electric two-speed
	Type – Optional	None
Wind-shield washer	Type – Standard	Push-button
	Type – Optional	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	(Low note) 4.5-6.5 @ 12.5 V

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		3 & 4-Speed Chevrolet-Single dry disc: semi-centrifugal
Type pressure plate springs		Diaphragm, bent finger design
Total spring load (lb.)		2450-2750
No. of clutch driven discs		One
Clutch facing	Material	Premium grade woven asbestos
	Outside & inside dia.	11.0 & 650
	Total eff. area (sq.in.)	123.70
	Thickness	.140 each
	Engagement cushioning method	Flat spring steel between facings
Release bearing	Type & method of lubrication	Single row ball, packed and sealed
Torsional damping	Methods: springs, friction material	Coil springs

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MODEL 11437	327 Cu. In. V-8 325 HP Opt. (L79)	396 Cu. In. V-8 350 HP Opt. (L34)	396 Cu. In. V-8 375 HP Opt.

DRIVE UNITS – TRANSMISSIONS

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

DRIVE UNITS – MANUAL TRANS.

			Applicable to all engines		
Number of forward speeds			3 H.D. 3-Speed	4 4-Speed	4 4-Speed
Transmission ratios	In first		2.41	2.52	2.20
	In second		1.59	1.88	1.64
	In third		1.00	1.46	1.27
	In fourth		--	1.00	1.00
	In reverse		2.41	2.59	2.26
Synchronous meshing, specify gears			All forward gears		
Shift lever location			Floor		
Lubricant	Capacity (pt.)		3.5	3	
	Type recommended		Meeting Military Spec. MIL-L-2105B		
	SAE viscosity number	Summer	SAE 80		
		Winter	SAE 80		
		Extreme cold	SAE 80		

DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

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MODEL 11437

	327 Cu.In. V-8	396 Cu.In. V-8	
	325 HP Opt. (L79)	350 HP Opt. (L34)	375 HP Opt. (L78)
DRIVE UNITS – AUTOMATIC TRANSMISSION	Available with 396 Cu.In. 350 HP Opt. (L34) only		
Trade name	Turbo Hydra-Matic		
Type describe	Torque converter with planetary gears		
Selector location	Steering column (a)		
List gear ratios Selector Pattern and indicate which are used in each selector position	P-Park R-Reverse N-Neutral L_1-2.48 L_2-2.48-1.48 D-2.48-1.48-1.00		
Max. upshift speed–drive range	50 (1-2); 88 (2-3)		
Max. kickdown speed–drive range	39 (2-1); 82 (3-2)		
Torque converter: Number of elements	3		
Torque converter: Max. ratio at stall	2.04		
Torque converter: Type of cooling (air, liquid)	Water		
Torque converter: Nominal diameter	12.20		
Lubricant: Capacity–refill (pt.)	8		
Lubricant: Type recommended	A suffix A		
Special transmission features			
DRIVE UNITS – PROPELLER SHAFT			
Number used	One		
Type (straight tube, tube-in-tube, internal-external damper, etc.)	Straight tube		
Outer diam. x length* x wall thickness: Manual 3-speed trans.	2.75 x 53.00 x .065		
Outer diam. x length* x wall thickness: Manual 4-speed trans.	Same as 3-Speed		
Outer diam. x length* x wall thickness: Overdrive transmission	Not available		
Outer diam. x length* x wall thickness: Automatic transmission	Same as 3-speed		

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

(Continued)

(a) Floor mounted with console available optionally

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MODEL 11437

DRIVE UNITS – PROPELLER SHAFT (cont.)

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

DRIVE UNITS – AXLE

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

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio		2.73	3.07	3.31	3.55	3.73	4.[illegible]	4.5[illegible]
No. of teeth	Pinion	15	14	13	11	11	[illegible]	[illegible]
	Ring gear	41	43	43	39	41	[illegible]	[illegible]
Ring Gear O.D.		8.875						

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MODEL 11437

DRIVE UNITS – WHEELS

Type & material			Steel spoke disc, steel
Rim (size & flange type)		Std.	14 x 5 J
		Opt.	None
Attachment	Type (bolt or stud)		Stud
	Circle diameter		4.75
	Number and size		5 hex nuts 7/16 - 20 UNF-2B

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		7.35 x 14 - 2 ply (4 ply rating) - RPO L79 E 70 x 14 - 2 ply (4 ply rating) - RPO L34 & L78
	Type (bias, radial, etc.)		Bias
	Full rated Inflation Press.	Front	24
		Rear	24
	Rev. Mile at 50 MPH		816
Optional	Size, ply rating, & ply		E 70 x 14 - 2 ply (4 ply rating) - RPO L79

BRAKES – PARKING

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

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MODEL 11437

BRAKES – SERVICE				STANDARD	FRONT DISC (Opt)
Type (drum or disc)				Drum (Finned)	Disc
Self adjusting (std., opt., N.A.)				Standard	
Power brake make & type (remote, int., etc.)		Std.		--	
		Opt.		Bendix; Delco-Moraine vacuum power unit; integral	
Effective area (sq. in.)*				168.9	114.0
Gross lining area (sq. in.)**				168.9	118.1
Swept area (sq. in.)***				268.6	332.4
Percent brake effectiveness – front				59.4	58.5
Drum or Disc	Diameter (nominal)	Front		9.5	11.0
		Rear		9.5	9.5
	Type and material			Composite, cast iron; steel web	Cast iron
	Disc (vented or solid)			---	Vented
	No. pistons per caliper			---	4
Wheel cylinder bore	Front			1.125	2.0625
	Rear			.875	.875
Master Cylinder	Bore			59.4	58.5
	displacement distribution	Front	%	40.6	41.5
		Rear	%		
Disc Brk. Valve	Type (proportion, delay, metering, other)			Check valve	
Pedal arc ratio					
Line pressure at 100 lb. pedal load				790	---
Shoe clearance adjustment				Self-adjusting	
Brake lining	Drum or Disc			Drum	Disc
	Bonded or riveted			Bonded	Riveted
	Front Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.5 x .17	5.96 x 2.21 x .41
			Second. or inboard	9.75 x 2.5 x .20	5.96 x 2.21 x .41
		Segments per shoe		One	
	Rear Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.01 x 2.0 x .17	9.01 x 2.00 x .17
			Second. or inboard	9.75 x 2.0 x .20	9.75 x 2.00 x .20
		Segments per shoe		One	

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference

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MODEL 11437

STEERING

Manual (std., opt., NA)				Standard - energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		Not available
		(std., opt., NA)		--
Wheel diameter		Manual		16.5
		Power		16.5
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Outside whl. angle with inside whl. at 20°				
Manual	Gear	Type		Semi-reversible recirculating ball nut
		Make		Saginaw
		Ratios	Gear	24:1
			Overall	28.3:1
	No. wheel turns			4.8
Power	Type (coaxial, linkage, etc.)			Linkage
	Make			Saginaw
	Gear	Type		Same as manual
		Ratios	Gear	17.5:1
			Overall	20.7:1
	Pump driven by			Crankshaft pulley
	Number wheel turns			3.5
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination at camber (deg.)			8-1/4 to 9-1/4
	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.)			O to P1
	Camber (deg.)			N-1/4 to P-3/4
	Toe-in (outside track inches)			1/8 to 1/4
Steering spindle & joint type				Steering knuckle with spherical joints
Wheel Spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		.7492-.7497
	Thread size			3/4-20 NEF - 3 (modified)
	Bearing type			Taper roller

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MODEL 11437	327 Cu.In. V-8 325 HP Opt. (L79)	396 Cu.In. V-8 350 HP Opt. (L34)	396 Cu.In. V-8 375 HP Opt. (L78)

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer bar with 11400 models only
Provision for brake dip control		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		
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 spring and concentric sh absorber and spherically jointed steering knuckle for eac wheel.	
Spring	Type	Coil right hand helix	
	Material	Steel alloy	
	Size (coil design height & I.D. bar length x dia.)	11.09 x 3.63 121.75 x .591	11.09 x 3.63 108.92 x .605
	Spring rate (lb. per in.)	278	347
	Rate at wheel (lb. per in.)		
Stabilizer	Type (link, linkless, frameless)	Link	
	Material & bar diameter	Steel .687	

SUSPENSION – REAR

Type and description		Salisbury rear axle with multiple leaf springs	
Drive and torque taken through		Leaf springs	
Spring	Type	Multiple leaf	
	Material	Chrome carbon steel	
	Size (length x width, coil design height & I.D.; bar length & dia.)	56.00 x 2.25	
	Spring rate (lb. per in.)	125	
	Rate at wheel (lb. per in.)	131	
	Mounting insulation type	Rubber bushed at shackle and hanger	
	If leaf: No. of leaves	One	
	If leaf: Shackle (comp. or tens.)	Compression	
Stabilizer	Type (link, linkless, frameless)	None	
	Material	--	
Track bar type		None	

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MODEL 11437

FRAME

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

BODY – MISCELLANEOUS INFORMATION

		COUPE
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 panel
Engine No. location		Right side of cylinder block to rear of distributor
Theft protection - type		
Vent window control method (crank, friction pivot)	Front	Friction pivot
	Rear	None
Seat cushion type	Front	Formed wire and foam pad
	Rear	Formed wire and cotton
	3rd seat	None
Seat back type	Front	Formed wire and cotton
	Rear	Formed wire and cotton
	3rd seat	None
Windshield glass type (i.e., single curved - laminated plate)		Curved - laminated plate
Side glass type (i.e., curved - tempered plate)		Curved - tempered plate
Backlight glass type (i.e., compound curved - tempered plate, three piece)		Curved - tempered plate
Windshield glass exposed surface area		1050.8
Side glass exposed surface area		1187.2
Backlight glass exposed surface area		1144.2
Total glass exposed surface area		3382.2

Warning buzzer sounds when key is left in "OFF" position with left front door open.

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11437

MODEL

CONVENIENCE EQUIPMENT

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

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

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	24.0
		Lowest	
	Tail	Highest	24.0
		Lowest	
	Sidemarker	Front	
		Rear	
Distance from C/L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

* If single headlamps are used enter here.

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WEIGHTS

NOVA	CURB WEIGHT – POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT
				Pass. In Front		Pass. In Rear		
Model	Front	Rear	Total	Front	Rear	Front	Rear	
V8 Engine (307)								
2-Door Cpe. (11427)	1735	1410	3145					2995

Accessories & Equipment Differential Weights				Remarks
Front Bucket Seats			+ 21	
Frt. Compt. Flr. Console			+ 13	
Power Brakes			+ 7	
Frt. Disc. Brakes			+ 43	
327 Cu. In. V-8 Eng.			+ 74	
4-Speed Transmission			+ 7	
Turbo Hydra-Matic			+ 54	
Dual Exhaust			+ 32	
Power Steering			+ 28	With V-8
Heavy Duty Battery			+ 16	
Tape Player			+ 21	
Radio AM			+ 8	
396 Cu. In. (RPO L34)			+309	
396 Cu. In. (RPO L78)			+281	

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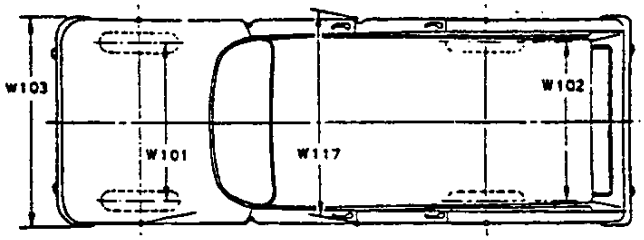
CAR AND BODY DIMENSIONS

KEY SHEET

EXTERIOR CAR AND BODY DIMENSIONS



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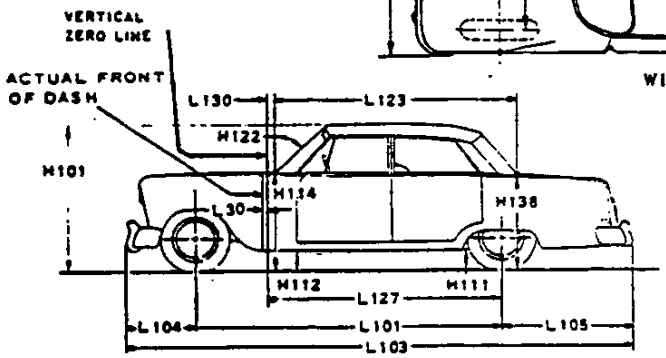

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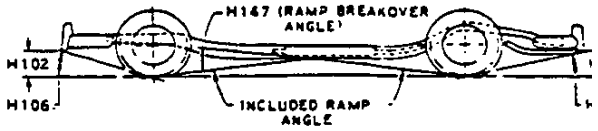
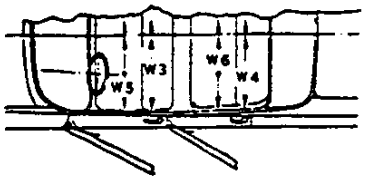


GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



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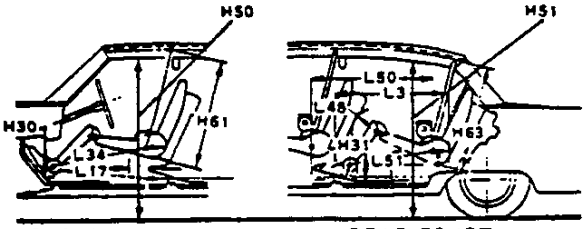
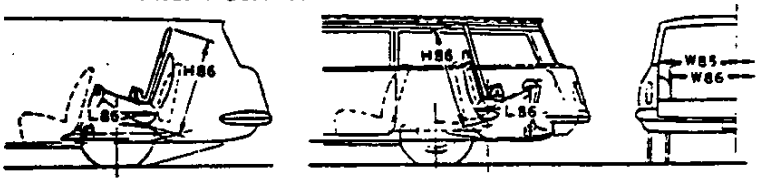
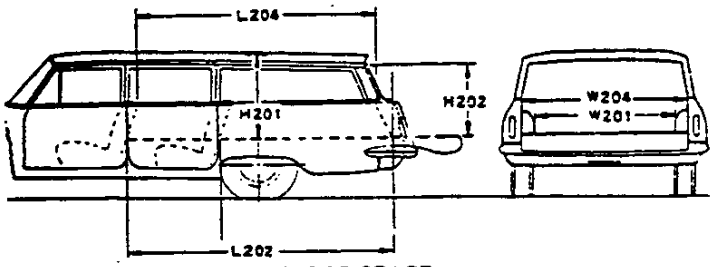


FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

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CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

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

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

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

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

EXTERIOR LENGTH DIMENSIONS

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

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

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

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

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

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

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

EXTERIOR HEIGHT DIMENSIONS

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

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

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

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

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

GROUND CLEARANCE DIMENSIONS

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

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

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

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

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

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

FRONT COMPARTMENT DIMENSIONS

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

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 37° and the shoe touching the pedal.

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

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

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

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

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

REAR COMPARTMENT DIMENSIONS

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

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

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

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

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

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

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

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

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

LUGGAGE COMPARTMENT DIMENSIONS

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

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

STATION WAGON – THIRD SEAT DIMENSIONS

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

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

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

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

STATION WAGON – CARGO SPACE DIMENSIONS

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

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

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest 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 opening to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The maximum dimension measured from the top of the floor to the nearest inside limiting interference at the rear opening, on the car centerline, with doors fully open.

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

$$\frac{W4 \times L202 \times H201}{1728}$$

AMA Specifications—Passenger Car

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