

GENERAL

ORIGINAL COPY

MODEL IDENTIFICATION	2
SERIAL NUMBERS AND IDENTIFICATION	3
REGULAR EQUIPMENT - EXTERIOR AND INTERIOR	4
MAJOR APPEARANCE AND PERFORMANCE OPTIONS ...	5
REGULAR PRODUCTION OPTIONS AND DEALER INSTALLED ACCESSORIES	6-7
AIR CONDITIONING EQUIPMENT	8

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

● VEHICLE SERIAL NUMBER

6-Cylinder Example:
 Model Year 1968
 Assembly Plant (Willow Run) W
 Unit Number (25th unit) 200025
 Model 11369 8

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

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

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: QPS8E0ID
 Type Source Model Year Production*
 Designation 1968 Month & Date
 QP S(Saginaw) 8 E0ID*

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) OI 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 Production*
 Designation Month & Date Type
 F(FIInt) 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 Production* Source†
 Designation Month & Date 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

	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	37
	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	

	EXTERIOR	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
	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
Instrument Panel	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
	Ventpanels, front doors, friction type	X
Front door jam light switch - left side	X	

Equipment	EPO/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) - GRP 1		
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) - EPO ZJY		
Ash tray light		11000
Courtesy lights		11000
Glove box light		11000
Luggage light		11000
Underhood light		11000
AXIS RATIOS		
2.56 ratio	G11	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
Seats 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
Carrier, deck lid luggage	ACC	11000
Carrier, ski (deck lid)	ACC	11000
Clutch	U35	ACC
Clutch, heavy duty	M01	111-11300
Compass	ACC	11000
Console, front compartment floor	D55	113-11427
Defroster, rear window	C50	ACC
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
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
Front bumper guards	V31	ACC

Equipment	RPG/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-white wall	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

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.

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS	2
LUGGAGE CAPACITY	2
EXTERIOR DIMENSIONS	3
VEHICLE WEIGHTS	4

FRONT COMPARTMENT

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

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.)	

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		
H156	Minimum ground clearance (H152)	5.8	6.3

Mounted over rear axle

CHEVY II

MODEL SYMBOL		VEHICLE TYPE Description	SHIPPING WEIGHT			CURB WEIGHT		
4 Cyl	6 Cyl		Front	Rear	Total	Front	Rear	Total
11127	11327	2-Door Coupe	1505	1255	2760	1500	1390	2890
			1615	1245	2860	1620	1380	3000
	11427		1720	1275	2995	1735	1410	3145
11169	11369	4-Door Sedan	1520	1270	2790	1515	1405	2920
			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	
G60	Air Conditioning	+ 90	
D65	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
N10	Dual Exhaust	V-8	- 2
			+ 32
N40	Hydraulic Steering	6 Cyl.	+ 30
		V-8	+ 28
T60	Heavy Duty Battery	+ 16	
U57	Lape Player	+ 21	
U63	Radio - Push-Button	+ 8	

EXTERIOR PAINT PROCESS	2
EXTERIOR-INTERIOR COLORS	3
BODY CONSTRUCTION AND GLASS AREA	4

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. Rebeating 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.

CHEVY II NOVA III-113-11400 SERIES

SERIES	MODELS		TRIM	INTERIOR COLORS AND RPO NUMBERS		
	27	69		Black	Dark Blue	Gold
Nova	X	X	Cloth Bench	-	737	741
	X	X	Vinyl Bench	733	-	-
	X	X	Cloth Bench Opt.	734	739	742
	X	X	Vinyl Bench Opt.	731	-	-
Custom	X	X	Vinyl Bucket Opt.	735	740	745
	X	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	-
FF	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
RPO-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.

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 111-113-11400
 Rear seat cushion ----- 113-11400
 Jute and cotton -----

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
Windshield	27 69 1050.8 1111.9
Front door	Ventipane 77.6 Window 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.

FRAME AND FRONT SUSPENSION	2
STEERING, DRIVELINE, WHEELS AND TIRES	3
REAR AXLE AND SUSPENSION	4
BRAKES	5
BULBS AND LAMPS	6
FUSES AND CIRCUIT BREAKERS	7

● FRAME

Description ----- Extended rail
 from 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 ab-
 sorbers 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) ----- NI/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) @ Spring @ Wheel
							Free	Working (tn. @ lbs)	
3932767	A	Coil	Steel Alloy	94.77	.565	3.63	14.90	11.09@1220	320
3932770	B	Right		95.04	.577	3.63	14.97	11.09@1340	345
3935700	C	Hand		108.55	.591	3.63	15.70	11.09@1475	320
3932764	D	Helix		121.77	.591	3.63	16.49	11.09@1500	278

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

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 dish
 Diameter ----- 15.5 x 16.25

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

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

TIRES

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

TIRE SPECIFICATIONS

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

● 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
Rear wheels	38
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 from 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

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		4
Turn	2-1157	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		4
Stop and turn	2-1157	32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Heater controls	1-1895	2

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	SAE 25 fuse	In line
Ash tray lamp	SAE 25 fuse	Fuse panel (f)
Auto, trans, position pattern lamp	AGC 4 fuse	Fuse panel (c)
Back-up lamps	AGC 4 fuse	Fuse panel (c)
Cigarette lighter	AGC 20 fuse	Fuse panel (d)
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 (e)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (e)
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	AGC 20 fuse	In line
Inside operated	AGC 20 fuse	Fuse panel (b)
Portable	AGC 10 fuse	Fuse panel (d)
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 TRAINS

POWER TRAIN COMBINATIONS	2
POWER TRAIN MULTIPLICATION FACTORS	3
ENGINE DATA AND RATINGS	4
ENGINE SPEED AND PISTON TRAVEL	5
VEHICLE PERFORMANCE FACTORS	6
ENGINE OUTPUT CURVES	7
PRINCIPAL COMPONENTS	9
FUEL SYSTEM	15
EXHAUST AND VENTILATION SYSTEM	16
LUBRICATION SYSTEM	17
COOLING SYSTEM	18
ELECTRICAL SYSTEM	19
CLUTCHES	21
THREE AND FOUR SPEED TRANSMISSIONS	21
POWERGLIDE	22

AXLE RATIOS*

MODEL APPLICATION

ENGINE	TRANSMISSION	MODEL APPLICATION	2.56:1	3.07:1	3.31:1	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)					
		3-Spd (2.85:1 low) & Powerglide	Econ.		Std.		Perf.
230 Cubic Inch L-6 Turbo-Thrift 230 140 HP Standard	3-Spd (2.85:1 low) Powerglide	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.
250 Cubic Inch L-6 Turbo-Thrift 250 155 HP RPO L22	3-Spd (2.85:1 low) Powerglide	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. 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) Powerglide	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.
327 Cubic Inch V-8 Turbo-Fire 327 275 HP RPO L30	3-Spd (2.54:1 low) 4-Spd (2.54:1 low) Powerglide	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.
350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	3-Spd (2.54:1 low) H.D. 3-Spd (2.41:1 low) 4-Spd (2.52:1 low) Powerglide	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.
350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	2-Door Coupe Only With Air Conditioning	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.
350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	2-Door Coupe Only With Air Conditioning	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.
350 Cubic Inch V-8 Turbo-Fire 350 295 HP RPO L48	2-Door Coupe Only With Air Conditioning	All Models					
		With Air Conditioning	Econ.		Std.		Perf.
		All Models	Econ. Std.				Perf.

* Powertrain axles available optionally for all ratios shown.

(A) Air Conditioning not available.

Also available in Powertrain ratios of 4.10:1, 4.56:1 and 4.88:1.

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

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*				AXLE RATIO
			1st	2nd	3rd	4th	
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-6 153 HP RPO L22	Single Barrel	3-Speed	8.78	5.17	3.08	9.09	3.08
307 Cu.In. V-8	2-Barrel	3-Speed	8.78	5.17	3.08	9.09	3.08
200 HP Standard		4-Speed	8.78	6.22	4.16	3.08	3.08
327 Cu.In. V-8	4-Barrel	3-Speed	7.82	4.62	3.08	8.10	3.08
275 HP RPO L30		4-Speed	7.80	5.53	4.42	3.07	3.07
350 Cu.In. V-8		3-Speed	8.41	4.97	3.31	8.71	3.31
295 HP RPO L48	4-Barrel	H.D. 3-Speed	7.98	5.26	3.31	7.98	3.31
		4-Speed	8.34	6.22	4.84	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
230 Cu.In. L-6 140 HP Standard		Low & Reverse	13.46:1 - 5.61:1	
250 Cu.In. L-6 153 HP RPO L22	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
307 Cu.In. V-8		Low & Reverse	10.43:1 - 4.97:1	
200 HP Standard	Powerglide	Drive	10.43:1 - 2.73:1	2.73:1
327 Cu.In. V-8		Low & Reverse	10.43:1 - 2.73:1	
275 HP RPO L30	Powerglide	Drive	10.10:1 - 2.73:1	2.73:1
350 Cu.In. V-8		Low & Reverse	10.10:1 - 4.80:1	
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.

GENERAL DATA

Engine Type	L-4 OHV	L-6 OHV	V-8 OHV
Piston Displacement (Cu. In.)	153	230	307
Availability	Base	RPO L22	Base RPO L30 RPO L48
Number of Cylinders	Four	Six	Eight
Bore (nominal)	3.875	3.875	4.001
Stroke (nominal)	3.25	3.53	3.25*
Compression Ratio	8.5:1	9.00:1	10.0:1
Taxable (SAE) Horsepower	24.0	36.0	48.0
Firing Order	1-3-4-2	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Idle Speed	750	500	700
Synchronesh (in Neutral)	600	140	600
Powerglide (in Drive)	600	140	150
Compress. Press. (PSI) @ Cranking Speed, Engine Hot	Two, combination compression and shear type		
Power Plant Mounting	Front	One, shear type	
	Rear		
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, 155 HP Turbo-Thrift 230 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	Base	RPO L30	RPO L48
Carburetor	Single Barrel	Single Barrel	Two Barrel	Four Barrel	Four Barrel
Gross Brake HP @ RPM	90 @ 4000	140 @ 4400	200 @ 4600	275 @ 4800	295 @ 4800
Gross Torque @ RPM (lb-ft)	152 @ 2400	220 @ 1600	300 @ 2400	355 @ 3200	380 @ 3200

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	
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
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
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
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
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	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	23.35	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	230.32	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

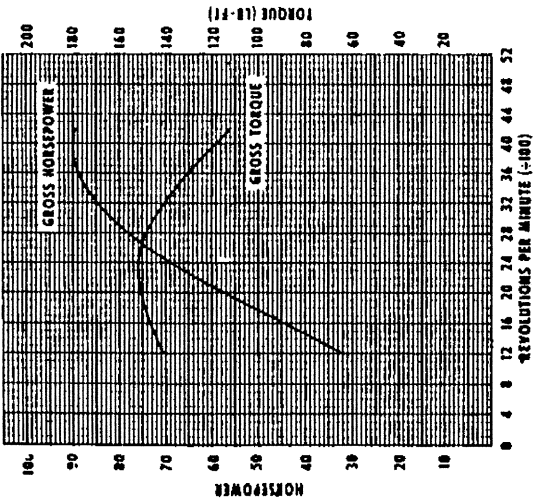
POWERGLIDE

Performance Weight (pounds)	3524	3630	3642	3773	3806	3855
Pounds per Gross Horsepower	39.16	25.93	23.30	18.86	13.85	13.07
Pounds per Cu. In. Displacement	23.03	15.78	14.37	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

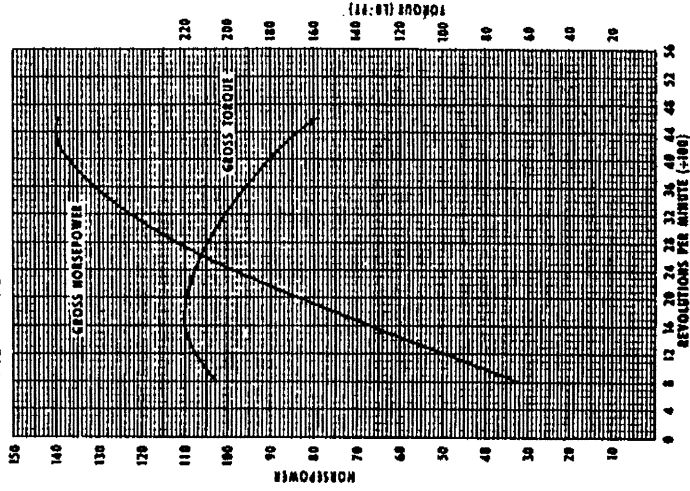
GLOSSARY

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

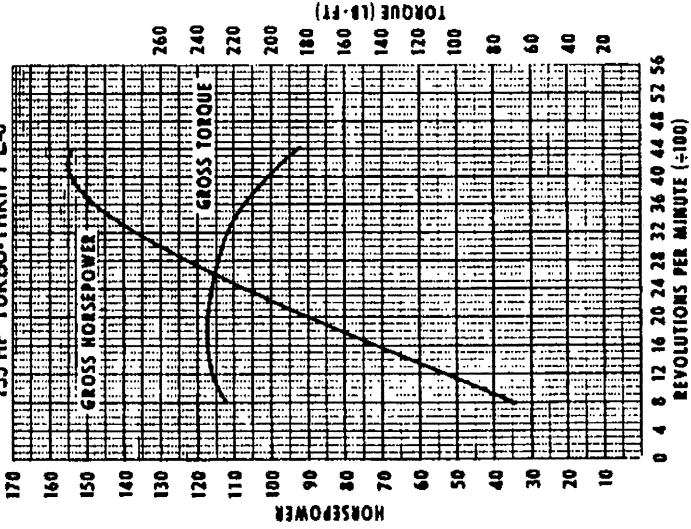
90 HP SUPER-THRIFT L-4



140 HP TURBO-THRIFT L-6



155 HP TURBO-THRIFT L-6



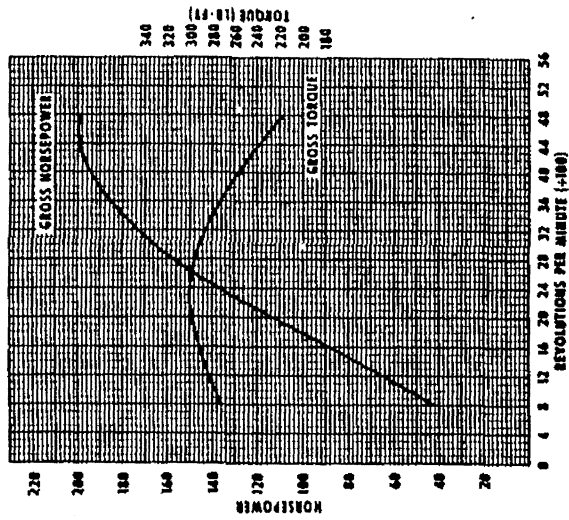
The engine output curves represent full throttle performance as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and standard temperature of 60 degrees F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system,

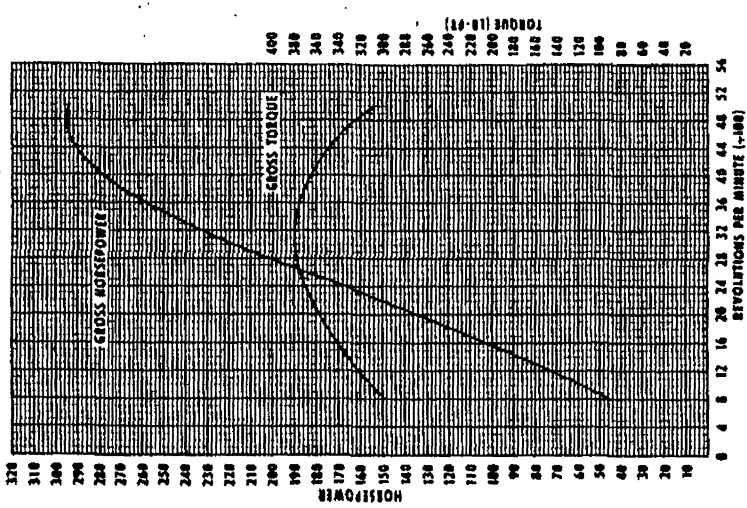
no fan, generator not charging, optimum spark advance, and optimum fuel setting.

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.

● 200 HP TURBO-FIRE V-8



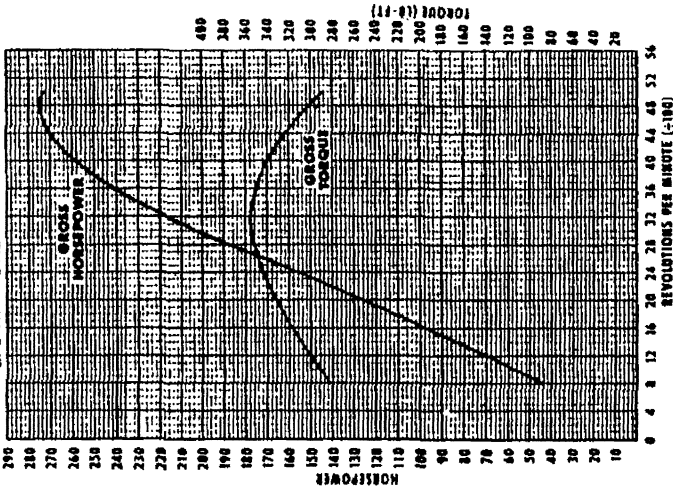
296 HP TURBO-FIRE V-8



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,

275 HP TURBO-FIRE V-8



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.

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 downstroke
 L6-230 & 250 Cu,In. ----- 4 port, center downstroke
 V8-307, 327 & 350 Cu,In. ----- Dual, 4 port, center downstroke
 Outlet Diameter (Nominal) ----- 2.0

CRANKSHAFT

Material ----- Cast nodular iron
 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 ----- Steel; helical cut
 L4 & L6 ----- Steel; sprocket & chain
 V8 ----- Steel; sprocket & chain
 Pulley Pitch Diameter ----- 6.64

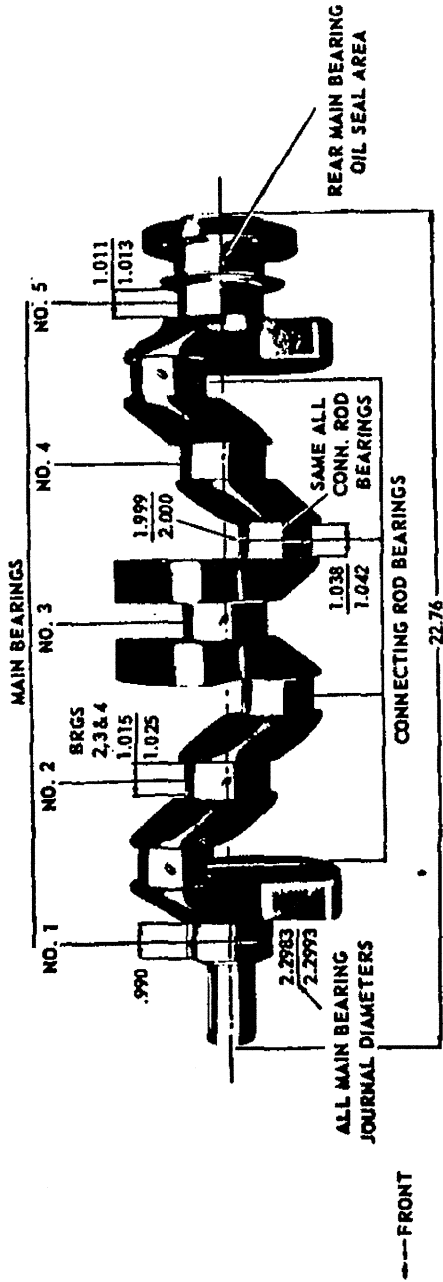
MAIN BEARINGS

Material ----- Steel, hacked 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. ----- .0008-.0020
 No. 1 ----- .0008-.0024
 No. 2, 3 & 4 ----- .0015-.0031
 No. 5 -----

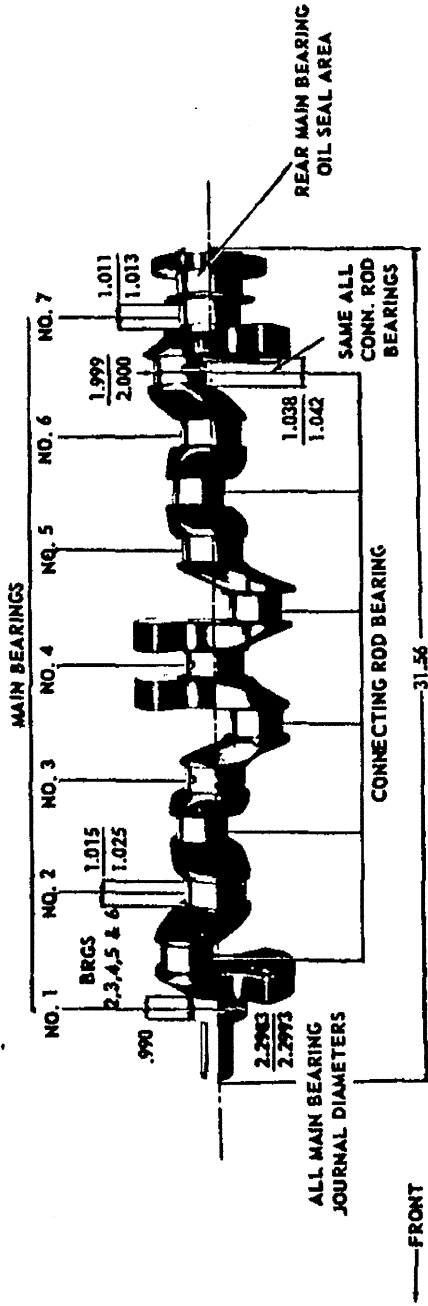
Dimensions

	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

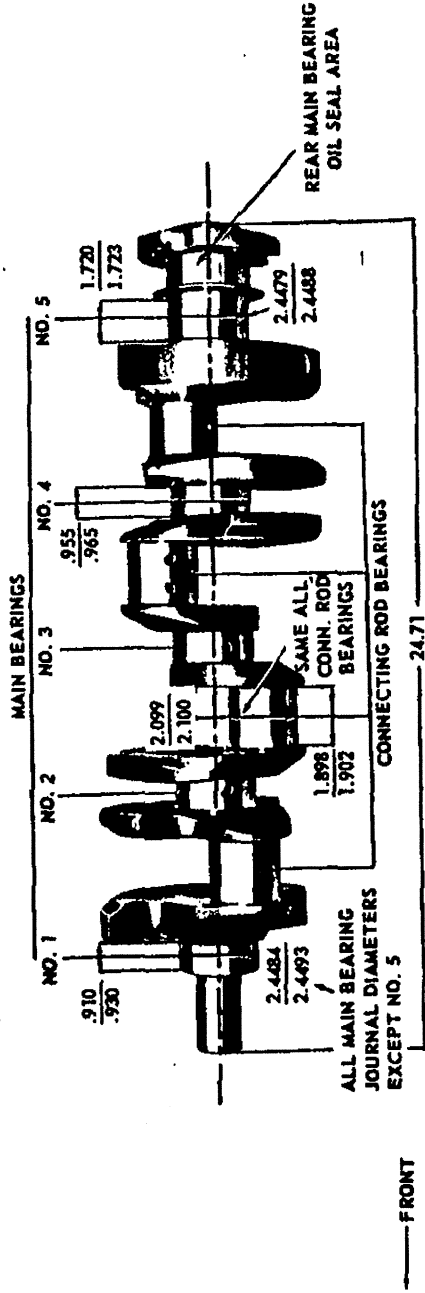
153 CUBIC INCH FOUR CYLINDER ENGINE



230 CUBIC INCH SIX CYLINDER ENGINE



307 and 327 CUBIC INCH V-8 ENGINES



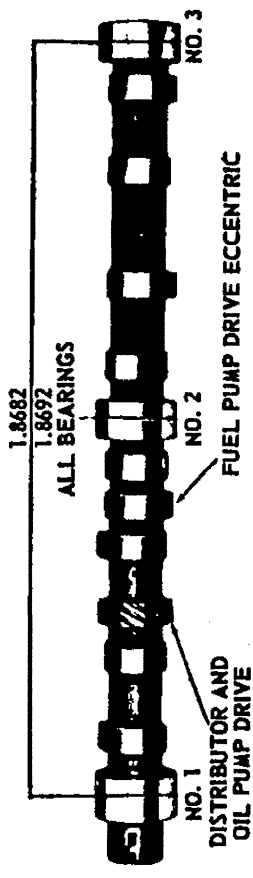
CAMSHAFT
 Material ----- Cast alloy iron
 Drive -----
 L4 & L6 ----- Gear; bakelite and fabric composition with steel hub
 Sprocket & chain; steel
 V8 -----
 Lobe lift ----- .2270 Inlet & Exhaust
 .1896 Inlet & Exhaust
 L4-153 Cu,In. -----
 L6-230 Cu,In. -----
 L6-250 ----- .2217 Inlet & Exhaust
 V8-307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

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

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 ----- Hollow steel
 Type -----
 Ends ----- Hardened

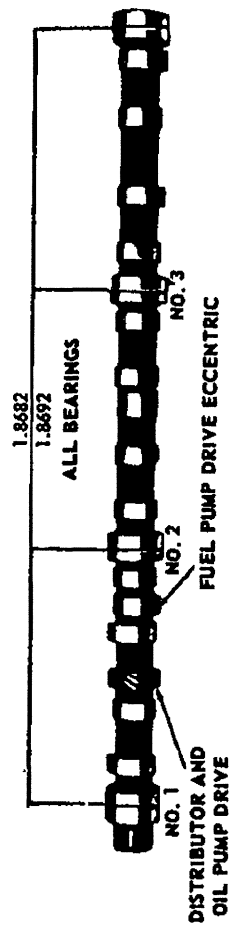
CAMSHAFT AND BEARINGS

153 CUBIC INCH L-4 ENGINE

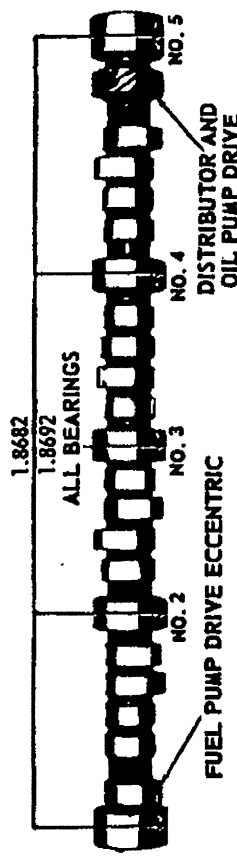


---FRONT

230 and 250 CUBIC INCH V-8 ENGINES

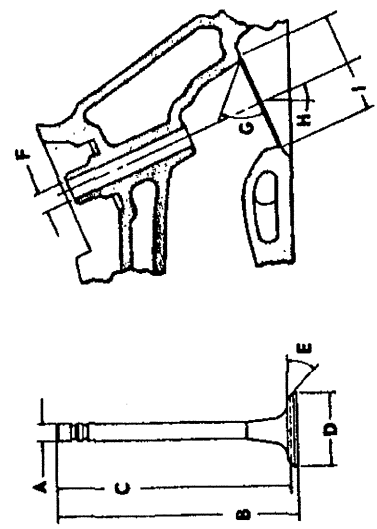
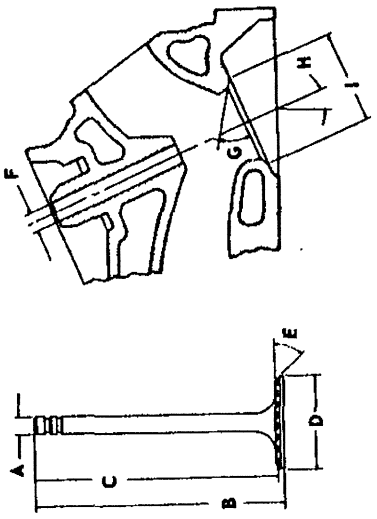


307 and 327 CUBIC INCH V-8 ENGINES



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

INLET VALVES
 Material ----- Alloy steel
 Coating ----- None



A - Stem diameter	-----	.3410-.3417
B - Overall length	-----	4.913-4.933
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 - Cage length	-----	4.781-4.791
D - Overall head diameter	-----	1.495-1.505
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	-----	9°
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	-----	1.550-1.570
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

A - Stem diameter	-----	.3410-.3417
B - Overall length	-----	4.902-4.922
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 - Cage length	-----	4.785-4.795
D - Overall head diameter	-----	1.715-1.725
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	-----	9°
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	-----	1.770-1.790
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

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 TRAIN LASH

Inlet ----- Zero
 Exhaust ----- Zero

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°

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

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 ----- Tapered
 L4-153 & L6-230 Cu,In. -----
 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-.025

OIL CONTROL RINGS

Type ----- Multi-piece (two rails and one spacer)

Material ----- Steel
 Rails ----- Alloy steel
 Spacer ----- .1870-.1890

Width (assembled) -----
 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

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 born
 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

TYPE
 LA-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
 LA-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
 LA-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

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

EXHAUST PIPE

Dimensions (O.D.)
 LA-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
 LA-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.)
 LA-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

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 EMISSION CONTROL

All Manual Transmissions ----- Air Injection
 Reactor Equipment
 All Auto. trans. except w/153 Cu.In. Eng. --- Controlled
 Combustion System
 Automatic Trans. w/153 Cu.In. Eng. ----- Air
 Injection Reactor Equipment

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 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 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 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

GENERAL

Type ----- Liquid, pressurized
 Capacity with Heater (Standard Equipment) ----- 9 qts
 L4-153 Cu.In. ----- 12 qts
 L6-230 & 250 Cu.In. ----- 17 qts
 V8-307 Cu.In. ----- 16 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 ----- .28 Syn. & Auto
 L4-153 Cu.In. ----- .28 Syn. .25 Auto
 L6-230 Cu.In. ----- .28 Syn. .22 Auto
 L6-250 Cu.In. ----- .22 Syn. .18 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 -----
 Thickness of core ----- .55
 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 lubricated 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 ----- Left side rear
 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 ----- 2300 watts
 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 -----
 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

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 ----- Solemold
 Pinion Meshes at ----- Rear
 Pinion Tooth No. ----- 9
 Flywheel Tooth No. ----- 153
 Mounting ----- Bolted to cylinder block flange

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

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

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

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

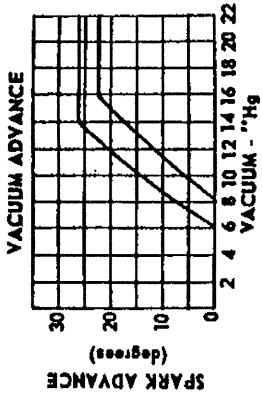
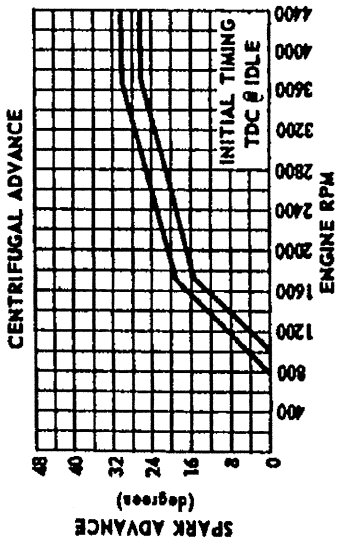
SPARK PLUGS
 Type -----
 L4-153; L6-230 & 250 Cu.In. --- AC 46N (long reach)
 V8-307 Cu.In. ----- AC 45S
 V8-327 & 350 Cu.In. ----- AC 44
 Thread Size (mm) ----- 14
 Gap ----- .033-.038
 Torque ----- 25 lb ft

STARTING SYSTEM
STARTING MOTOR
 Rotation (Drive End View) ----- Clockwise

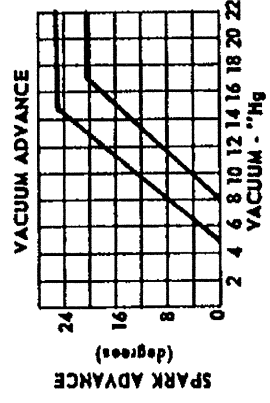
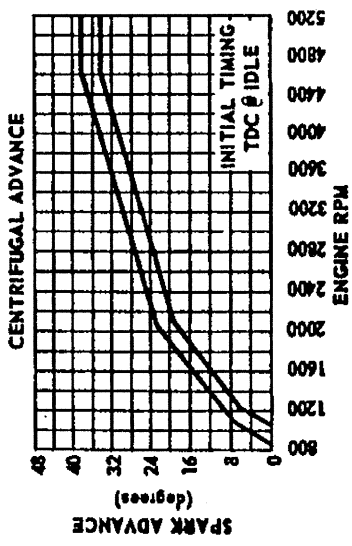
CABLE -----
 ----- Linen core impregnated
 ----- with electrical conducting material and
 ----- insulation of rubber with neoprene jacket

DISTRIBUTORS	L-4		L-6		L-6		V-8		V-8		V-8	
	153 Cu.In. 90 HP	Man'l Auto	230 Cu.In. 140 HP	Man'l Auto	250 Cu.In. 155 HP	Man'l Auto	307 Cu.In. 200 HP	Man'l Auto	327 Cu.In. 275 HP	Man'l Auto	350 Cu.In. 295 HP	Man'l Auto
Transmissions	1110447	1110426	1110436	1110433	1110439	1110399	1111257	1111298	1111297	1111264	1111163	1111163
Model												
Type	Single breaker											
Cam angle	31° - 34°											
Breaker gap	.019 (new)											
Centrifugal advance begins (RPM)	19 - 23.0Z											
Max degrees @ RPM	900	28 @ 3700	24 @ 3600	32 @ 4600	36 @ 4600	4200	28 @ 4200	28 @ 4300	34 @ 4100	30 @ 4100	30 @ 4700	900 950 30 @ 26 @ 4700 4700
Vacuum advance begins (In. Hg)	7.00	7.00	7.00	7.00	7.00	6.00	6.00	8.00	8.00	10.00	10.00	10.00
Max degrees @ In. Hg	24 @ 15	23 @ 16	23 @ 16	23 @ 16	23 @ 16	15 @ 12	15 @ 12	15 @ 15.5	15 @ 17	15 @ 17	15 @ 17	15 @ 17
Timing (Initial Design Setting)	TDC @	TDC @	TDC @	TDC @	TDC @	2 BTC @	2 BTC @	TDC @	TDC @	TDC @	TDC @	TDC @
Crankshaft degrees at RPM	750	600	700	500	700	500	700	500	700	600	700	600
(with vacuum line disconnected)												
Timing mark location	Torsional damper											

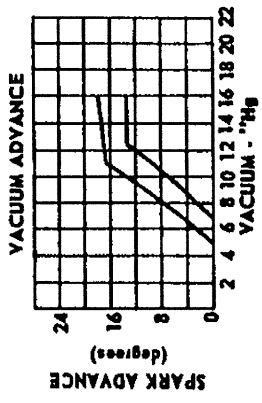
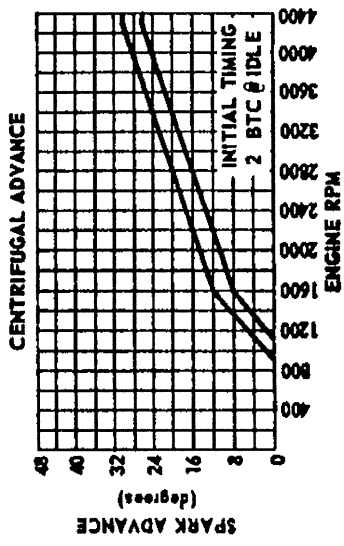
153 CUBIC INCH L-4 ENGINE



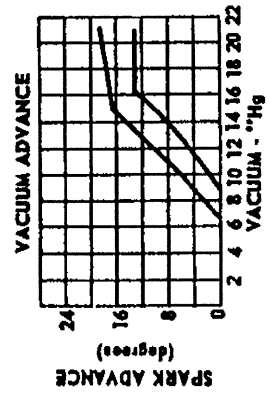
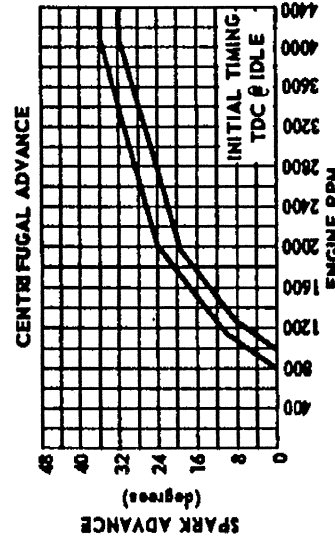
230 CUBIC INCH L-6 ENGINE



307 CUBIC INCH V-8 ENGINE



327 CUBIC INCH V-8 ENGINE



CLUTCHES

Engine	Type - Cubic Inch	L4-153	L6-230	L6-250	V8-307	V8-327	V8-350
Availability	Base	RPO M01*	3-Speed	RPO L22	Base	RPO L30	RPO L48
Clutch for		Single dry disc	3-Speed	3-Speed	4-Speed	3 & 4-Speed	3 & 4-Speed
Clutch cover & pressure plate	Eff. plate load, lb.	1350-1450	1900-2200	1650-1850	1900-2200	2100-2300	2450-2750
	Clutch spring type	Cast iron	Diaphragm	Heat treated spring steel	Diaphragm	Diaphragm, bent finger	Nodular iron
	Clutch spring matl.	Diaphragm	Diaphragm	Heat treated spring steel	Diaphragm	Diaphragm, bent finger	Nodular iron
	Type	Diaphragm	Diaphragm	Heat treated spring steel	Diaphragm	Diaphragm, bent finger	Nodular iron
	Cushions	Diaphragm	Diaphragm	Heat treated spring steel	Diaphragm	Diaphragm, bent finger	Nodular iron
	Dampers	Diaphragm	Diaphragm	Heat treated spring steel	Diaphragm	Diaphragm, bent finger	Nodular iron
Driven plate	OD	(a) 9.12	(b) 10.00	(c) 9.12	(d) 10.00	10.34	11.00
	ID	6.12	6.00	6.12	6.30	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	Material	Cast iron					
	Material	Heat treated HR steel					
	No. of teeth	153					
	PD	12.75					
	Attachment	Shrink fit					
Bearings	Type	Single row ball					
	Lubrication	None, prepacked					
	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

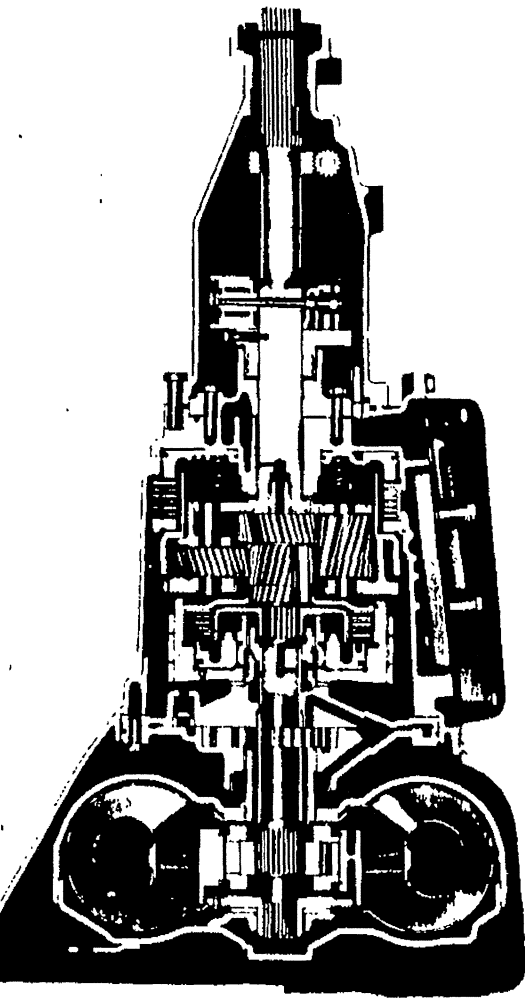
(d) 12 coil springs (6 sets of two)

(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	L4 153	L6 230	L6 250	V8 307	V8 327	V8 350	V8 307	V8 327	V8 350	V8 350	
Case material	Base	Base	Base	Base	Base	Base	Base	Base	Base	Aluminum	
Gear Shift	Cast Iron						Cast Iron		Aluminum		
	Type	Remote						Remote		Aluminum	
	Control	Lever						Lever		Aluminum	
	Location	Steering column						Steering column		Floor	
	Material	Helical						Helical		Helical	
	Synchronization	Forged steel hardened						Forged steel hardened		Forged steel hardened	
	Constant mesh gear	All forward gears						All forward gears		All forward gears	
	Sliding gears	None						None		Reverse	
Gears	First	2.85:1	2.85:1	2.85:1	2.85:1	2.85:1	2.41:1	2.41:1	2.85:1	2.52:1	
	Second	1.68:1	1.68:1	1.68:1	1.68:1	1.68:1	1.59:1	1.59:1	1.80:1	1.88:1	
	Third	1.00:1	1.00:1	1.00:1	1.00:1	1.00:1	1.35:1	1.35:1	1.44:1	1.46:1	
	Fourth						1.00:1	1.00:1	1.00:1	1.00:1	
	Reverse	2.95:1	2.95:1	2.95:1	2.95:1	2.95:1	2.41:1	2.41:1	2.85:1	2.59:1	
Lubricant	Type	Meeting Military Spec. MIL-L-2105B						Meeting Military Spec. MIL-L-2105B		Meeting Military Spec. MIL-L-2105B	
	Capacity (qt)	3						3		3	
Material		Cast Iron						Cast Iron		Aluminum	
Oil seal		Steel encased double seal of spring loaded rubber or felt						Steel encased double seal of spring loaded rubber or felt		Steel encased double seal of spring loaded rubber or felt	



AUTOMATIC TRANSMISSION (RPO M35)

Engine	Type	L-4	L-6	V-8	L-6	V-8	V-8
	Availability	153 Cu.In.	230 Cu.In.	307 Cu.In.	250 Cu.In.	327 Cu.In.	350 Cu.In.
	Type	Automatic hydraulic torque converter with planetary gear system for low and reverse					
General data	Selector lever	Base Automatic hydraulic torque converter with planetary gear system for low and reverse Steering column (a)					
	Parking lock	Actuates manual valve in hydraulic control system					
	Method of cooling	P-R-N-D-L Water					
	Flywheel assembly	Applied by selector lever thru spring loaded linkage					
Hydraulic	Manual valve type	Air					
	Press. regulator valve type	Steel gramping with welded on ring gear					
	Pressure @ Idle (b)	111	132	122	112	132	132
		91	89	92	91	89	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.					
Planetary gear set	Stall torque ratio	2.40					
	Stall speed (RPM)	1580	1790	1530	1620	1680	1810
	Diameter (nominal)	11.0					
	Type	Compound planetary					
Case	Range	1.82 to 1.00					
	Low band	1.82					
	Material	Three linked circular segments Piston with release spring and inner cushion spring 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	L-6	V-8	L-6	V-8	V-8	V-8
	Availability	153 Cu.In.	230 Cu.In.	307 Cu.In.	230 Cu.In.	307 Cu.In.	327 Cu.In.	350 Cu.In.
	N/V factor	41.1	Base	36.4	RPO L22	RPO L30	RPO L48	
Output shaft RPM and vehicle speed (MPH)	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)	
	Closed throttle	605(15)	605(17)	605(17)	605(17)	610(17)	622(20)	
Downshift	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	Waved steel with bonded organic facings						
	Number	3	4	4	3	4	4	4
	Description	Flat steel						
Reverse clutch	Type	Multi-disk						
	Drive plates	Flat steel with bonded organic facings						
	Number	4	5	4	4	5	5	6
	Description	Flat steel						
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	
	Type	A suffix A						
Lubricant	Capacity (pca)	17						
	Refill	6						
Governor	Type	Centrifugal						
	Operation	Regulates pump oil pressure to automatic shift control valve						
	Location	Mounted on output shaft In extension						
Oil pump	Type	Internal-external rear						
	Function	One front To supply pressure						
Drive	Type	Converter pump						
	Function	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



The 1969 Chevrolet Nova two-door sedan.

some exciting engine options.

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 powerplant 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.



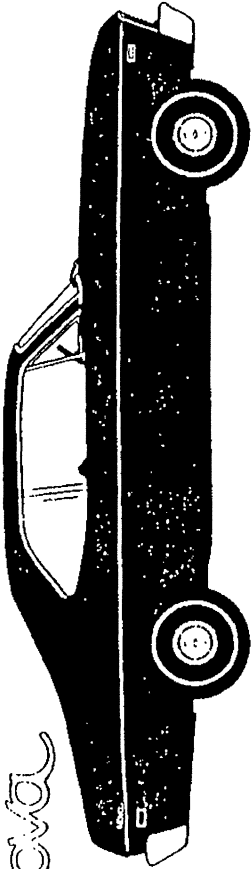
SUPER SPORT

Nova SS (RPO L48)



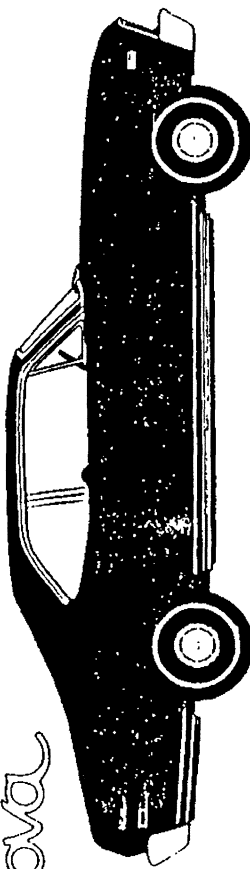
Coupe Exterior Decor Package (RPO Z15)

Nova



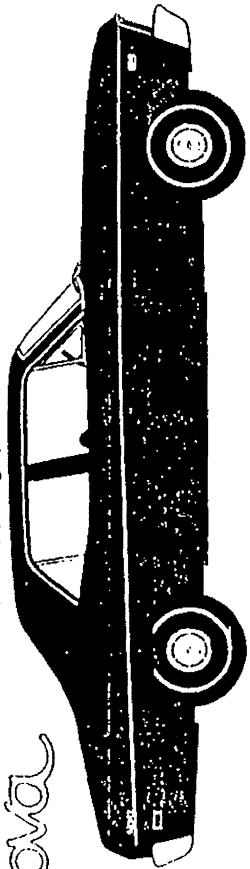
Coupe Custom Exterior (RPO Z12)

Nova



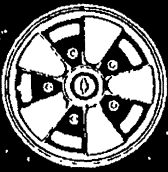
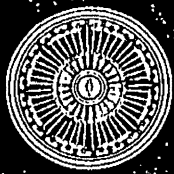
Sedan Exterior Decor Package (RPO Z15)

Nova



Sedan Custom Exterior (RPO Z12)

Nova



	(RPO A51)	(RPO ZJ1)	(RPO ZJ3)	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 ventpanes	•	•	•	•
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 lights	•	•	•	•

Custom interior features include: luxuriant 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 dome light, 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.

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 armeter 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

	Nova Coupe	Nova Sedan
EXTERIOR DIMENSIONS		
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*	
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

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		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		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		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)		3.07:1	2.73:1	3.55:1		3.07:1			3.55:1	
	Powerglide		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

TRANSMISSION	CRANKS	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	2.85	1.68	1.00		2.95	•	• †	•
	200-hp V8								
	275-hp V8	2.54	1.50	1.00		2.63	•	• †	•
SPECIAL 3-SPEED FULLY SYNCHRONIZED (RPO M13)	295-hp V8	2.54	1.50	1.00		2.63	•		
	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			
	90-hp 4		Drive (max.)—4.37:1 to 1:1 Low and reverse—4.57:1 to 1.82:1				•		
POWERGLIDE (RPO M35)	140-hp 6		Drive (max.)—3.82:1 to 1:1 Low and reverse—3.82:1 to 1.82:1				•		•
	155-hp 6								
	200-hp V8								
	275-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

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

*Woven front and molded rear facing

EQUIPMENT INCLUDED WITH OPTIONAL* V8 ENGINES

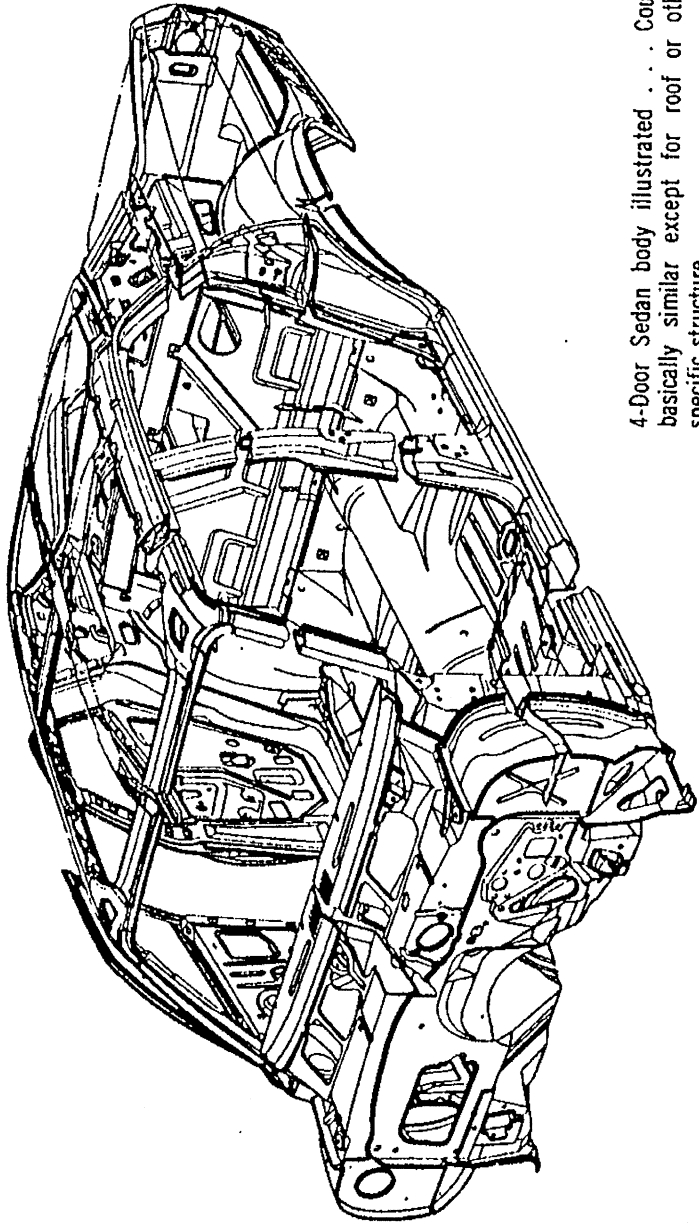
Important equipment is included with optional 327- and 350-cu.-in. V8 engines, supplementing or replacing equipment included with the standard 200-hp 307-cu.-in. V8 engine. Other specialized equipment is also available (see Options & Accessories Section).

	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 (2 1/2-in. dia.)		•
Heavier-duty clutch		•
Red stripe wide-oval tires with 14" x 6" wheels		•
Special underhood insulation		•
Higher performance starting motor	•	•

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					
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		
	Second	Wear-resistant coated		Chrome-plated		
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					

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 *
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	
ELECTRICAL SYSTEM		
Battery	12-volt, 45-ampere-hour energizer type	12-volt, 61-ampere-hour energizer type
Generator	37-ampere Delco-tron diode-rectifying type	
Starter	Positive-engagement 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.	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	

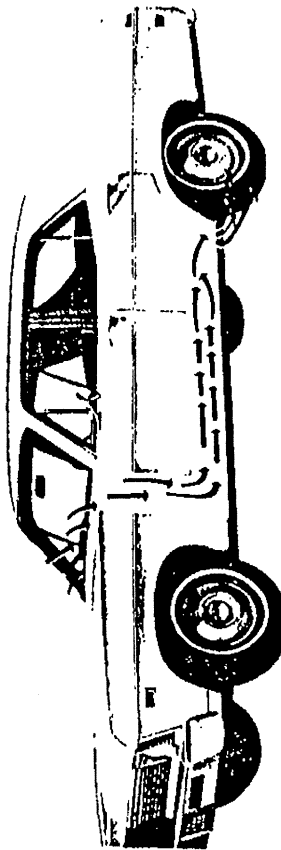
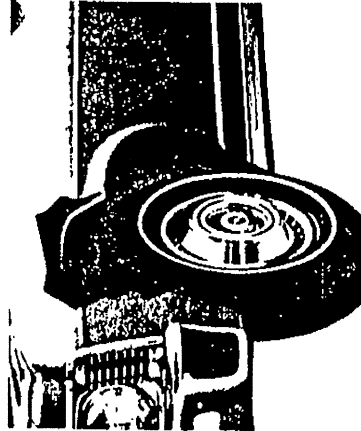
*Dual 2.25" system optional at extra cost.



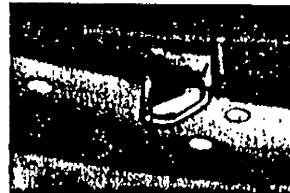
4-Door Sedan body illustrated . . . Coupe basically similar except for roof or other specific structure.

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.



- 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 windlances.
- 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.

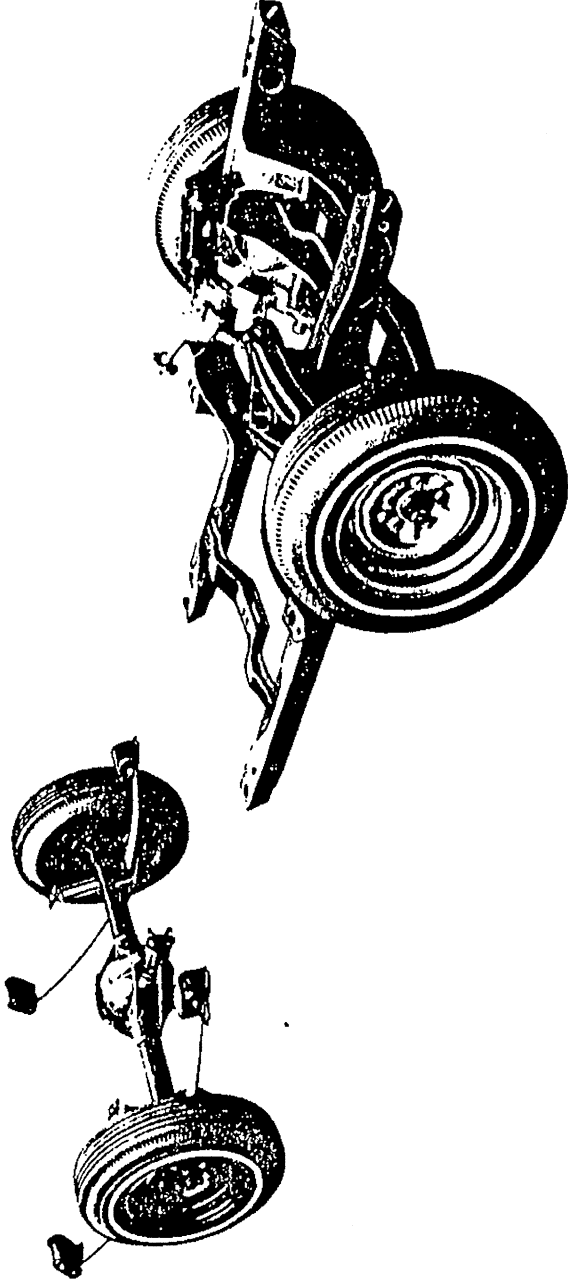
Semi-integral construction with unitized all-welded steel body and bolt-on front end sheet metal. Chassis front frame section securely attached to body at four reinforced, rubber-cushioned mounting points. Combined units form an integrated structure of exceptional strength and rigidity. Design features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

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
- 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

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.

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.

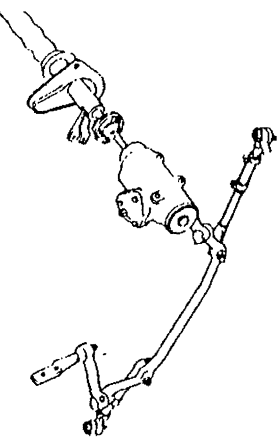
Steering

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 lubri-

Shock Absorbers



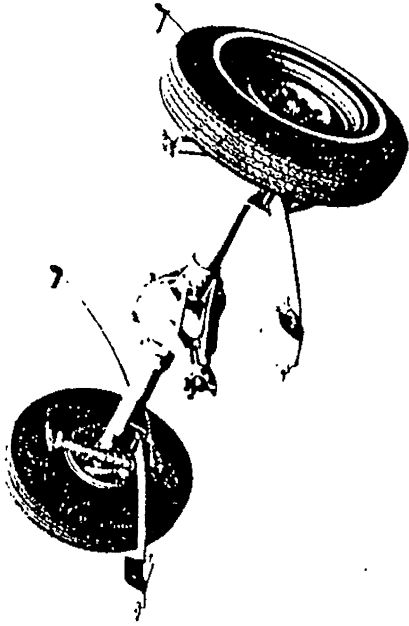
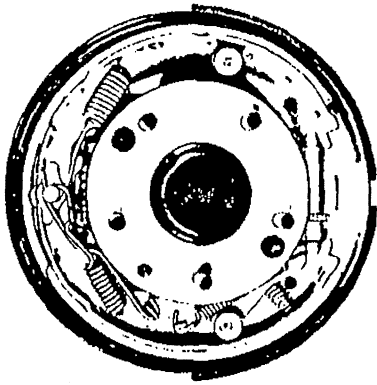
Relay type steering linkage and low-friction Ball-Race steering gear.



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

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

MODEL OPTIONS (6-cyl. and V8 only)

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 POSITION/TRACTION REAR G80

POWER ASSISTIS (6-cyl. or V8 only)

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

RPO
 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

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

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 —2 3/4-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

	Part No.
LITTER CONTAINER —Saddle Type	
Black	986602
Blue	986607
Red	986608
Fawn	986603
LOCK, SAFETY —Rear Door	987458
LOCK, SPARE WHEEL	987048
MAT, FLOOR CONTOUR RUBBER —Front	
Turquoise	987355
Blue	987347
Red	987358
Black	987348
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

INTERIOR COLOR AND CODE

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

TWO-TONE EXTERIOR COMBINATIONS* & CODE (Coupes)

Code	Exterior Color	Interior Color	Interior Code
DC	Grotto Blue/Ermine White	B	
ED	Grotto Blue/Fathom Blue	B	
DE	Fathom Blue/Grotto Blue	B	
GT	Ash Gold/Palomino Ivory	G	E P

1968 MODELS WITH STANDARD EQUIPMENT (111" Wheelbase)

Model Description	List Price	Less Invoice Discount (19%)*	List Price	Factory D & H	List Price	Mfr's Spt'd Dealer D & H	Mfr's Spt'd Retail Price*	Dest. nation Group No.	Dest. nation Charge	Total

4-Cylinder Models

90-hp Super-Thrift 153 Engine

Chevy II—Nine

11127 2-Door Coupe—5-Passenger	\$2222.00	\$
11169 4-Door Sedan—6-Passenger	2252.00	\$

6-Cylinder Models

140-hp Turbo-Thrift 230 Engine

Chevy II—Nine

11327 2-Door Coupe—5-Passenger	2284.00	\$
11369 4-Door Sedan—6-Passenger	2314.00	\$

8-Cylinder Models

200-hp Turbo-Fire 307 Engine

Chevy II—Nine

11427 2-Door Coupe—5-Passenger	2390.00	\$
11469 4-Door Sedan—6-Passenger	2419.00	\$

* 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	Options Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price ¹
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MODEL OPTIONS

(6-Cy) and V8 Models Only

➔ News 55: (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	L48				210.65
295-hp Turbo-Fire 350 engine	L34				368.65
350-hp Turbo-let 396 engine	L78				500.30
375-hp Turbo-let 396 engine					
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	Z11				110.60
With full-width seat (Coupe or Sedan)	A51				221.20
With Strate-bucket seats (Coupe Only)					
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	Z13				84.30
Various Decor Packages:					
1 Sedan: includes side and upper moldings	Z15				31.60
2 Coupe	Z16				42.15

Description	Option Number	Dealer Net	Factory D & H	List Price	Suggested Retail 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)	B37				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-let 396 V8. See Nova SS model option for price and ordering information					
375-hp Turbo-let 396 V8. See Nova SS model option for price and ordering information					
→ Transmissions: See Power Teams chart for availability					
Power/Idle; for use with 200-hp, 275-hp or 295-hp engine V8 models	M35				174.25
Power/Idle; 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)	M21				68.65
Turbo Hydra-Matic	M40				237.00
HD 4-Speed (close-ratio)	M22				310.70
→ Axle, Front/rear Rear: Not available when Torque-Drive is ordered					42.15
Axle Reties: See Power Teams chart for availability					
Economy	AXL1				2.15
Performance	AXL2				2.15
Special (11 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	J90				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-Seaters: (6-cyl or V8 models only) Includes 42-amp Delco-tron, 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	ASS				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	ASA				26.35

⊕ State and local taxes not included.

→ Indicates change

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Net	Factory D & N	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	K79				10.55
42-amp Delco-tron. Included when air conditioning is ordered.	K76				26.35
61-amp Delco-tron. Heavy-duty	A01				30.55
Glass, Soft-Ray Tinted: All windows	A81				52.70
Head Restraints: Driver & passenger	A82				42.15
With full-width front seat	U05				5.30
Horns, Dual	U17				94.80
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.					
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
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
Pedal, 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	V01				5.30
4-cyl models	V01				13.70
6-cyl and V8 models					
Radio Equipment: Includes front antenna	U63				61.10
Pushbutton control AM radio	U80				13.20
Speaker, rear seat. Included when stereo tape system is ordered.					
Head Cover, Vinyl: 6-cyl or V8 models only. (Solid exterior colors only)	C082				73.75
Block	C081				73.75
Walls					
Seats, Strate-Bucket: See custom interior option					7.40
Seat Cushions, 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 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-Style: Wood-grained plastic rim	N34				31.60
Stereo Tape System: Includes 4 speakers	U57				133.80
Suspensions, 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					
Ventilation, RD Closed Engine Positive:					
Not available with 325-hp engine					
Wheel Covers	K05				6.35
Wheel Covers, Simulated Wire	P01				21.10
Wheel Covers, Mag-Style	N95				73.75
Wheel Covers, Mag-Spoke	N96				73.75
Wheels, Rally: Includes special wheel, hub cap and trim ring	PA2				73.75
→	Z17				31.60

FACTORY INSTALLED REGULAR PRODUCTION TIRES

Option Number	Dealer Net	Factory D & N	List Price	Mfr's Suggested Retail Delivered Price
P98	22.80	1.35	30.00	31.35
Replaces (5) 7.35-14/2-ply (4-ply rating) Original Equipment Blackwell				
(5) 7.35-14/2-ply (4-ply rating) Original Equipment Whitewall				
→ Replaces (5) 7.70-14/2-ply (4-ply rating) Special Red Stripe (235-hp, 150-hp or 175-hp Nova V8, V8, Deluxe)				

OPTION	LOCATION	RPO	LOCATION (RPO M11)
90-hp Super-Thrift 153	Column	Not Available	-
	Column	Not Available	-
	Column	Not Available	-
140-hp Hi-Thrift 230	Column	Console With Floor Shift-Lever	Floor With Boot
155-hp Turbo-Thrift 250	Column	Not Available	-
155-hp Turbo-Thrift 250	Floor With Boot	Console	-
200-hp Turbo-Fire 307	Column	Console With Floor Shift-Lever	-
275-hp Turbo-Fire 327	Column	Not Available	-
325-hp Turbo-Fire 327	Floor With Boot	Console With Floor Shift-Lever	-
295-hp Turbo-Fire 350	Column	Console	-
350-hp Turbo-Jet 398	Column	Console With Floor Shift-Lever	-
375-hp Turbo-Jet 398	Floor With Boot	Console	-
	Floor With Boot	Console	-
	Floor With Boot	Console	-
	Floor With Boot	Console	-
	Floor With Boot	Console	-
	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	Std	Optional		
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	All	3.08	2.73	3.55	3.08	2.73	3.55	Air Conditioning Not Available	
	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	All	3.08	2.73	3.55	3.08	2.73	3.55	Air Conditioning Not Available
		200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement 2-barrel carburetor Hydraulic valve lifters 9.00:1 compression ratio Single exhaust	All	3.08	2.73	3.55	3.08	2.73	3.55	3.55
		275-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement 2-barrel carburetor Hydraulic valve lifters 9.00:1 compression ratio Single exhaust	All	3.08	2.73	3.55	3.08	2.73	3.55	3.55

* All ratios available on Positraction. See ordering information on page 32.

ENGINE, TRANSMISSION AND REAR AXLE COMBINATIONS

ENGINES		TRANSMISSION Std or Optional	MODEL APPLICATION	REAR AXLE RATIOS*							
				Without Air Cond			With Air Conditioning				
				Std	Econ	Perf	Spec	Std	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	3.08	2.73	3.36	3.55	3.08	—	3.55	—	
		Powerglide—M35	2.73	2.56	3.55	—	3.08	—	3.55	—	
		Torque-Drive—M31	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	3.08	2.73	3.55	—	3.08	—	3.55	—	
		4-Speed Wide-Range—M20	3.07	2.73	3.55	—	3.07	—	3.55	—	
		Powerglide—M35	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	3.31	—	3.55	—	3.31	—	3.55	—	
		4-Speed Wide-Range—M20	3.31	—	3.55	—	3.31	—	3.55	—	
		4-Speed Close-Ratio—M21	3.31	—	3.55	3.73	3.31	—	3.55	—	
L48 on Model 11427	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	3.31	3.07	3.55	—	3.31	3.07	3.55	—	
		Special 3-Speed—M13	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
		4-Speed Wide-Range—M20	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
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	Powerglide—M35	3.07	2.73	3.31	3.55	3.07	2.73	3.31	—	
		Special 3-Speed—M13	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
		4-Speed Wide-Range—M20	3.31	3.07	3.55	3.73	3.31	3.07	3.55	—	
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 exhaust	4-Speed Close-Ratio—M21	3.31	3.07	3.55	4.10	3.31	3.07	3.55	—	
		Turbo Hydra-Matic—M40	3.07	2.73	3.31	3.55	3.07	2.73	3.31	—	
		Special 3-Speed—M13	3.55	3.31	3.73	—	3.55	3.31	3.73	—	
								Air Conditioning Not Available			
										Air Conditioning Not Available	

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.

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

SOLID

EXTERIOR COLOR	EXTERIOR CODE	TWO-TONE	
		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		

	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 moldings	•	•	•	•
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



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

lated 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 automatic. 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.

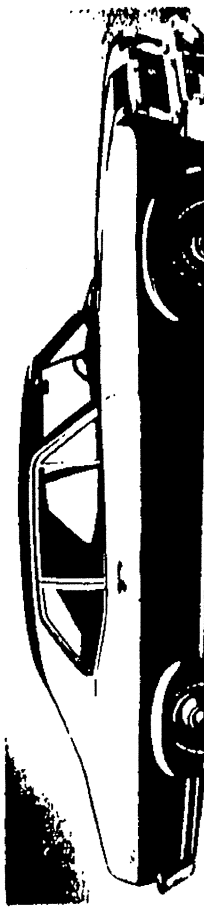
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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.



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!

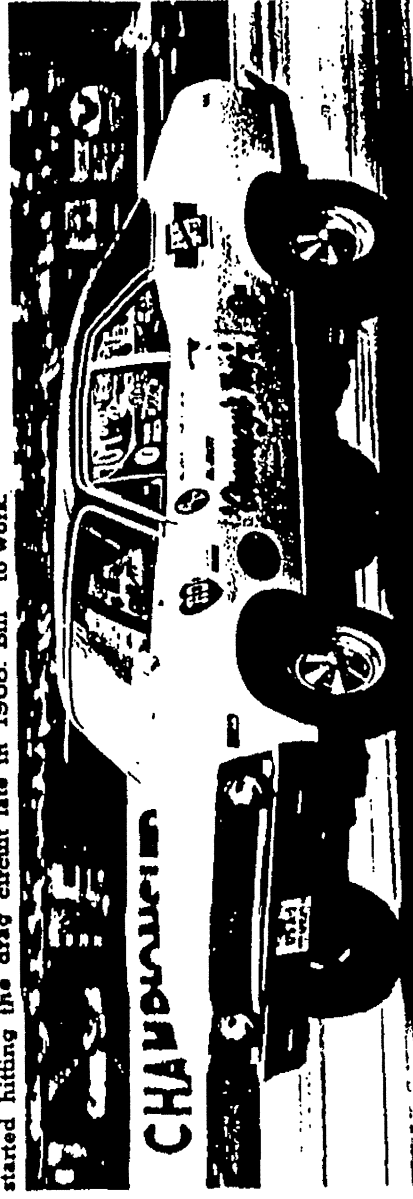
Late in the 1968 model run, Chevrolet released a few hundred of the decade's greatest sleepers. These little giant-killers were Nova SS Coupes equipped with the RPO L78, solid-lifter cam, 375-hp 396. For just \$500.30 you could have this fearsome engine installed in a Nova. Other extras of the performance 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 'li' 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. 'Grumpy' Jenkins put one of the first examples right started hitting the drag circuit late in 1968. Bill to work.



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 Hydramatic. 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



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.

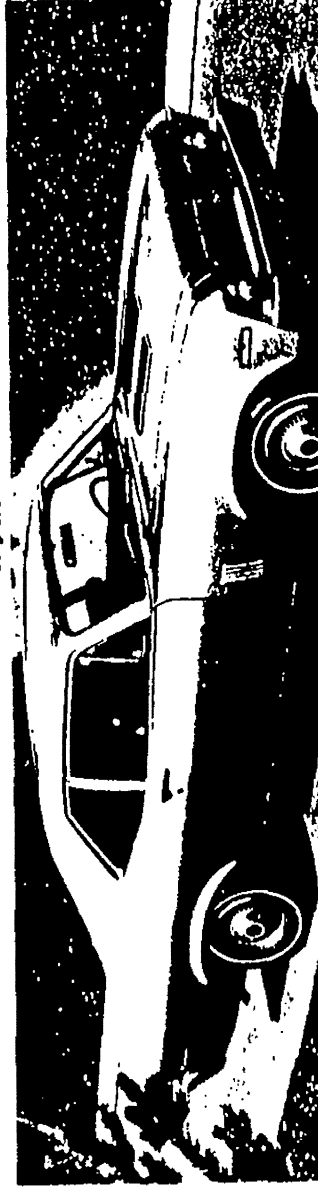
Many Nova Super Sports had either the RPO ZJ5 Exterior Decor or RPO ZJ2 Custom Exterior option package. The Custom Exterior group included body accent stripes and accented lower body moldings, while the less expensive Exterior Decor group used full-length mid-body moldings with vinyl inserts. Both options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



Powerglide with 3.08 and the Turbo Hydra-matic with 3.07 cogs. Positioning 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.

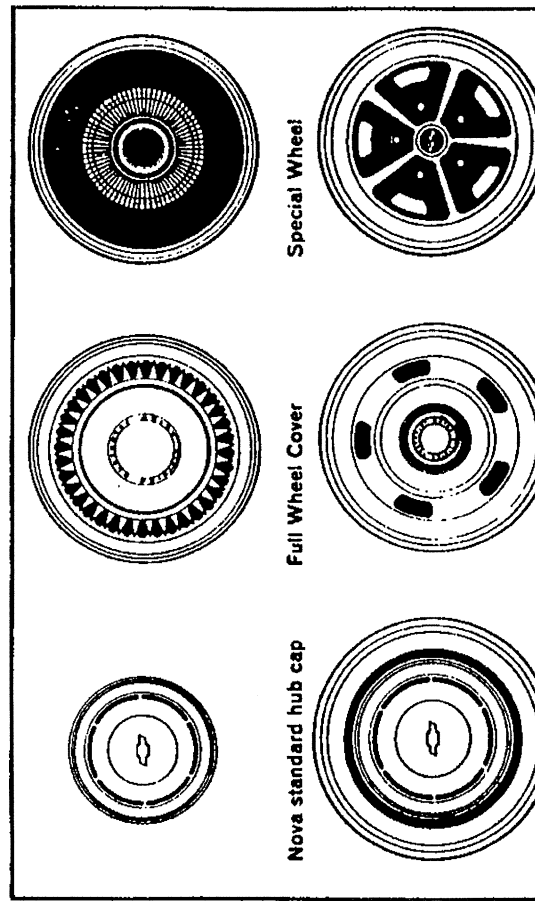
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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.



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.

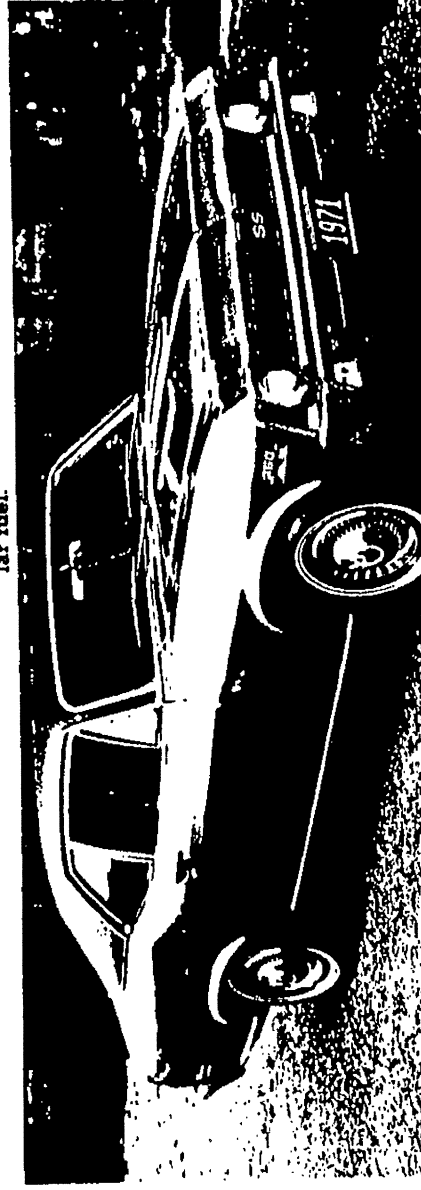
The popular 350 V-8 appeared in a new regular-fuel version to power the 1971 SS 350 Nova. Gross rated horsepower went down to 270. Using the Society of Automotive Engineers net rating being phased-in during 1971, the engine was a 210-hp unit.

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.



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

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.

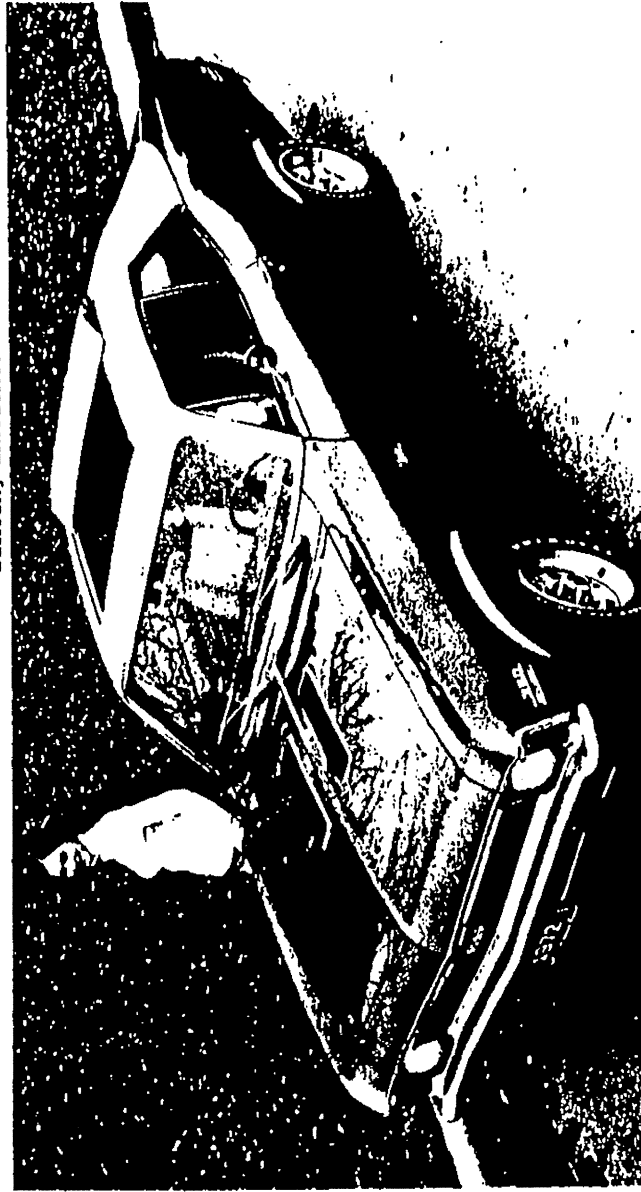
Engines for the 1973 Nova SS went from the 250-cubic-inch six to the 350 four-barrel V-8. The L48 received another cut in horsepower, as emissions regulations continued to strangle it. Net horsepower was now 175. Power disc brakes for front wheels were required with the 350, as was either the M20 four-speed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



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.

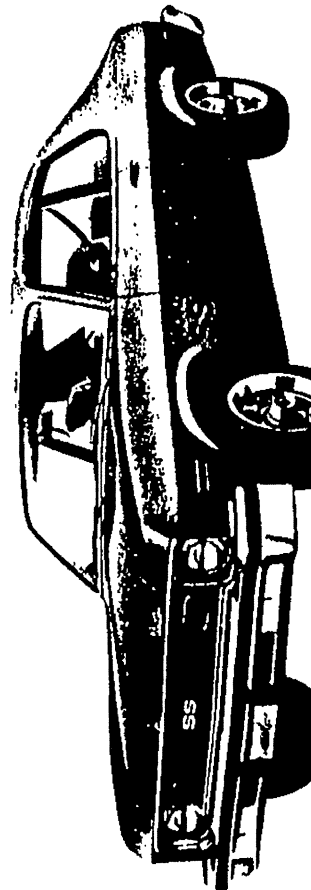
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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



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.

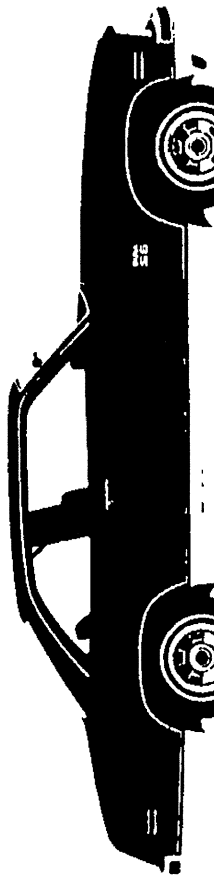
The SS package was offered with any engine. Standard Nova power plant for 1975 was the 250 six, with three V-8's; the new 4.3-liter engine and two- and four-barrel versions of the 350. The top V-8 was now the LM1 with catalytic converter and unleaded-fuel capability. The very word horsepower was stricken from the Chevrolet *Sales Album* this year; the LM1 now had a 'power rating' of 155. The M20 four-speed or Turbo Hydramatic 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.



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.

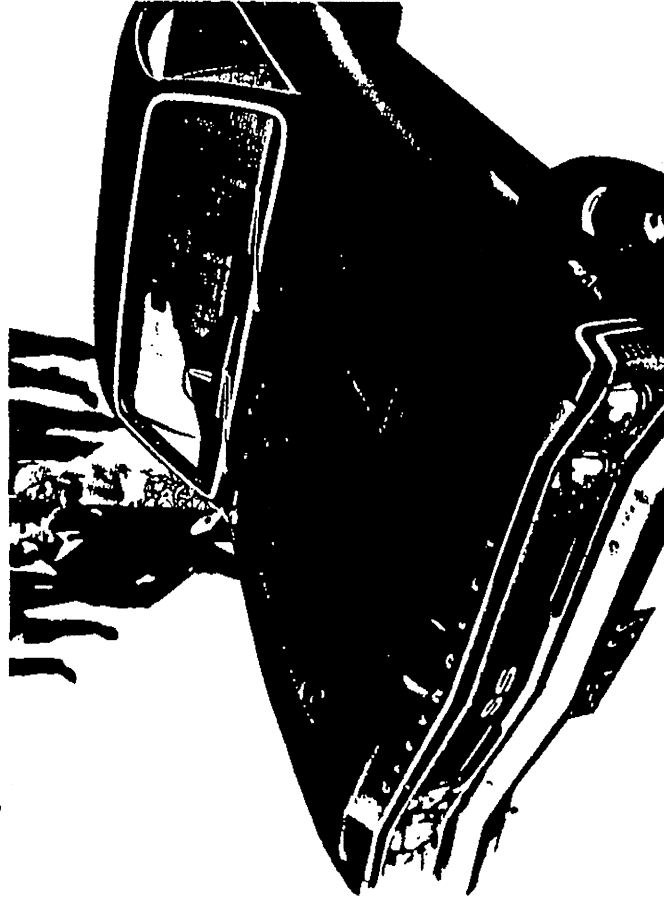
Canadian Chevrolet enthusiasts could order Super Sport equipment or models concurrently with Chevrolet customers in the United States. In addition a Super Sport version of the Canadian Acadian, based on the Chevy II, and the similarly-equipped Chevrolet-based Beaumont SD (Sport Deluxe) were offered to 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 Chevrolests were built during 1963-65. Most of the 1965 Mark IV big-block engines were used in Canadian

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.

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-trains 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.



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

Car & Body Dimensions	1,2	Drive Units	14	Suspensions	21
Engine - Mechanical	4	Brakes	18, 19	Weights	24
Electrical	12	Steering	20	Index	27

BODY - TYPES AND STYLE NAMES -

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

NOVA			
2-Door Coupe-5 Passenger	11127	230 Cu. In.	307 Cu. In.
4-Door Sedan-6 Passenger	11169	L4-90 HP Standard	V8-200 HP Standard



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 C 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	H112	8.5	8.9
To ground			
Rocker panel - rear	H111	8.7	9.1
To ground			
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 breaker angle	H147	14	16
Min. running clearance (Specify)	H156	5.8 (Exhaust system to grd.)	6.3

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
Trunk room	W 4	55.0	56.2
Trunk room	W 6	56.3	55.1
Upper body opening to ground	H51	--	50.8

LUGGAGE COMPARTMENT

Usable luggage capacity	V 1		12.4
Lid travel 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		
Seat facing direction			AVAILABLE

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.) W4 x L204 x H201 1728	V2		

POWER TEAMS

(Indicate whether standard or optional)

A B C D

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

MAKE OF CAR	CHEVY II	MODEL YEAR	1968	DATE ISSUED	01/15/67	REVISED	(e)
			11100		11300		11400
MODEL	153 Cu. In. L-4 (Std.)	230 Cu. In. L-6 (Std.)	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 (in. to in.)	4.40						
No. system	L. Bank	1-2-3-4-5-6	1-3-5-7				
(front to rear)	R. Bank	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				
Compress. ratio (nominal)	8.5:1						
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	Dia ² xNo. Cyl.	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						
regular - premium							
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	.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

MODEL 11100 11300 11400
 153 Cu.In. L-4 (Std.) 230 Cu.In. L-6 (Std.) 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
Compres- sion	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)
	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
	Bush- ing	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	
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

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	
Material & type	Steel with backed insert (selected bearing material-copper lead alloy or premium aluminum-for intended operation or application)	
	Clearance	(a)
	No. 1	2.3004 x .752
	No. 2	2.3004 x .752
	No. 3	2.3004 x .752
	No. 4	2.3004 x .752
	No. 5	2.3004 x .752
Journal dia. and bearing overall length	No. 6	2.3004 x .752
	No. 7	2.3004 x .752
Dir. & amt. cyl. offset	None	
Crankpin journal diameter	1.999 - 2.000	

ENGINE - CAMSHAFT

Location Above and to right of crankshaft In block above crn/shaft

Material	Cast alloy iron	
Bearings	4	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	46
	Width	.740
	Pitch	.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

(a) No 1 .0005 - .0020
No 2, 3 & 4 .0008 - .0024
No 5 .0015 - .0031

(Continued)

MODEL ENGINE - VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Intake	Opens (°BTC)	17° 30'	16°	28°
		Closes (°ABC)	54° 30'	48°	72°
Exhaust		Duration - deg.	252°	244°	280°
		Opens (°BBC)	57° 30'	46° 30'	78°
		Closes (°ATC)	15°	17° 30'	30°
		Duration - deg.	252°	244°	288°
		Valve opening overlap	32° 30'	33° 30'	58°
	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		
Intake	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
	Inner spring press. & length	Valve open (lb.@ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25
		Valve closed (lb.@ in.)	None		Spring damper
		Valve open (lb.@ in.)	None		Spring damper
	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		
Exhaust	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
	Inner spring press. & length	Valve open (lb.@ in.)	170-180 @ 1.26	180-192 @ 1.27	194-206 @ 1.25
		Valve closed (lb.@ in.)	None		Spring damper
		Valve open (lb.@ in.)	None		Spring damper

ENGINE - LUBRICATION SYSTEM

Main bearings	Pressure
Connecting rods	Pressure
Piston pins	Splash
Camshaft bearings	Pressure
Tappets	Pressure
Timing gear or chain	Nozzle (a)

MODEL 11100 11300 11400
153 Cu. In. L-4 (Std.) 230 Cu. In. L-6 (Std.) 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	2.00 x .073-.091(a)
	Main	2.00 x .073-.091(a)
Ex. 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
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	
Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake manifold	
Complete system (Air inlet (breather cap, carburetor air cleaner, other)	Carburetor air cleaner	
Flame arrester (screen, check valve, other)	Screen	

(a) Laminated

153 Cu. In.	230 Cu. In.	307 Cu. In.
Manual	Auto	Manual
Auto	Auto	Manual
Auto	Auto	Auto

MODEL

ENGINE - EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)	MANUAL TRANS. - Air injection reactor equipment AUTOMATIC TRANS. - Controlled combustion system		
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 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		
Make	Rochester		
Model	7028009	7028008	7028017 7028014 7028101 7028101
Barrel size	1.69		1.69 1.44
Idle speed	---	600	---
	750	---	700 700 ---
Idle A/F mixture	Not specified		
Aux. Adv. Systems (type)	None		
Make	Delco-Remy		
Model	1110447	1110426	1110436 1110433
Cent'fgal adv. in crank degrees @ eng. rpm	900		1000
Start (rpm)			
Intermed. points deg. @ rpm	17@1700	14@1700	21@2100 17@2100
Max. deg. @ rpm	28@3700	24@3600	36@4600 32@4600
Vacuum adv. in crank degrees @ eng. rpm	7.00		7.00
Start (in Hg)			
Intermed. points deg. @ in. Hg			
Max. deg. @ in.	24 @ 15		23 @ 16
Vacuum Source	Carburetor		
Timing - Crank degrees @ rpm (a)	TDC	4BTC	TDC 4BTC
Cooling System (describe changes)	None		
Exhaust System (describe changes)	None		

* Used with manual transmissions only;
(a) At idle

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

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
11100	153	3-Speed	Rochester	7028009	One; Single barrel down-draft	1.69
		Powerglide	Rochester	7028008		
11300	230	3-Speed	Rochester	7028017(a)	One; 2-bbl down-draft	1.44
		Powerglide	Rochester	7028014		
11400	307	3-Speed & 4-Speed	Rochester	7028101(b)		
		Powerglide	Rochester	7028110(c)		
(a) 7028015 with Air Conditioning						
(b) 7028103 with Air Conditioning						
(c) 7028112 with Air Conditioning						

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

ENGINE - COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)	Pressure	
Radiator cap relief valve pressure	15 ± 1 PSI	
Circulation thermostat	Choke	
Type (choke, bypass)	192° - 198°	
Starts to open at (°F)	Centrifugal	
Type (centrifugal, other)	54 @ 4400	
GPM @ 1000 pump rpm	60 @ 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	9	12
With heater (qt.)	8	11
Without heater (qt.)	9	12
Opt. equipment-specify (qt.)	Yes	Yes
Water jackets full length of cyl. (yes, no)	Yes	Yes
Water all around cylinder (yes, no)	One, molded	1.75
Lower	Number and type (molded, straight)	One, molded
Upper	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
	Ratio-fan to crankshaft rev.	17.62
	Fan cutout type	.949:1
	Bearing type	None
	Fan	Double row ball
	Generator or alternator	C
	Water Pump	C
	Power Steering	C
	Air Conditioning	D
		E
		F
		G
		H
		I
		J

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←			38°-42°							→

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (a)
 MODEL 11100 11300 11400
153 Cu. In. L-4 (Std.) 230 Cu. In. L-6 (Std.) 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
	Type and rating	Diode rectified-37 amps
	Output at engine idle (neutral)	13 amps
	Ratio-Gen. to Cr/s rev.	2.46:1
	Make	Delco-Remy
	Model	1119515
	Type	Vibrator
Regulator	Closing voltage generator rpm	None
	Reverse current to open	None
	Voltage	13.8-14.8 @ 85° F
	Current	- - -
	Temperature	Operating
	Load	3-8 amperes
	Other conditions	None

ELECTRICAL - STARTING SYSTEM

Starting Motor	Make	Delco-Remy
	Model	1108365
	Rotation (drive end view)	Clockwise
	Switch (solenoid, manual)	Solenoid
Motor control	Starting procedure	3-Spd & 4-Spd-Place gear shift lever in neutral and depress clutch AUTOMATIC-Place gear shift 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.
	Engagement type	Positive shift solenoid
Motor Drive	Pinion meshes (front, rear)	Rear
	Pinion	9
	Number of teeth	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.

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

MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (e)
 11100 11300 11400
 MODEL 153 Cu. In. L-4 (Std.) 230 Cu. In. L-6 (Std.) 307 Cu. In. V-8 (Std.)

ELECTRICAL - INSTRUMENTS AND EQUIPMENT

Speed-ometer	Type	Dial
Charge indicator - type	Trip odometer (yes,no)	N.A.
Temperature indicator - type		Tell-tale
Oil pressure indicator - type		Tell-tale
Fuel indicator - type		Tell-tale
Other		Electric gauge
		Refer to page 23
Wind-shield wiper	Type - Standard	Electric two-speed
Wind-shield washer	Type - Optional	None
	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
Type pressure plate springs						(a) (b)
Tc spring load (lb.)	1350-1450	1900-2200	1650-1850	1900-2200	1900-2200	2100-2300
No. of clutch driven discs	One					
Material	Woven asbestos (molded asbestos on rear facing of H.D. clutch)					
Clutch facing	9.12&6.12	10.0 & 6.0	9.12 & 6.12	10.0 & 6.0	10.0 & 6.5	10.34&6.5
	71.8	100.5	71.8	100.5	90.7	101.5
	.135 each					
Engagement cushioning method	Flat spring steel between facings					
Release bearing	Type & method of lubrication					
Torsional damping	Methods: springs, friction material					
	Single row ball, packed and sealed					
	Coil springs					

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

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

DRIVE UNITS - TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard
Manual 4-speed (std. or opt.)	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
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

Capacity (pt.)	3
Type recommended	Meeting Military Spec. MIL-L-2105-B
SAE viscosity number	SAE 80
SAE viscosity number	SAE 80
SAE viscosity number	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	
Capacity (pt.) (Overdrive only)	AVAILABLE
Separate filler (yes, no)	
Type recommended	
SAE viscosity number	
SAE viscosity number	
SAE viscosity number	

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.)

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
Max. kickdown speed-drive range	50	58
Number of elements	3	
Torque converter	2.40	2.10
Type of cooling (air, liquid)	Air Water	
Nominal diameter	11.00	11.75
Capacity-refill (pt.)	6	
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	
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)

MODEL 11100 11300 11400
 153 Cu. In. L-4 (Std.) 230 Cu. In. L-6 (Std.) 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
	Make and Mfg. No.	Chevrolet 3841935
	Number used	Two
	Type (ball and trunion, cross)	Cross
	Rear attach. (u-bolt, clamp, etc.)	U-bolt
Universal joints	Type (plain, anti-friction)	Anti-friction
	Bearing 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 Dual disc clutches
	Limited Slip differential, type	
	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
	Capacity (pt.)	3.5
Lubricant	Type recommended	Meeting Military Specs. MIL-L-2105-B
	SAE viscosity number	SAE 80
		SAE 80
		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
	Ring gear	41	37	37
Ring Gear O.D.	8.125			

MODEL YEAR 1968 **DATE ISSUED** 10/15/67 **REVISED** (6)
MODEL 11100 11300 11400
DRIVE UNITS - WHEELS
 153 Cu. In. L-4 (Spd.) 230 Cu. In. L-6 (Spd.) 307 Cu. In. V-8 (Std.)

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

MODEL

DRIVE UNITS - TIRES	
Standard	7.35 x 14 - 2 ply (4ply rating)
Type (bias, radial, etc.)	Bias
Full rated Inflation Press.	24 (L-4 & L-6 & V-8 engines)
Rear	28 (L-4 & L-6 & V-8 engines)
Rev./Mile at 50 MPH	816
Optional	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)	--

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. 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
Diameter (nominal)	Front Rear	9.5 9.5	11.0 9.5
Type and material		Composite, Cast iron; steel	
Disc (vented or solid)			Vented
No. pistons per caliper			4
Wheel cyl. inder bore	Front Rear	1.125 .875	2.0625 .875
Master Cylinder	Bore displacement distribution Front % Rear %	.47 Cu. In. @ 0 PSI .33 Cu. In. @ 0 PSI .65 Cu. In. @ 0 PSI .29 Cu. In. @ 0 PSI	
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
Drum or Disc		Drum	Disc
Banded or riveted		Banded	Riveted
Material		Molded asbestos	
Front Wheel	Size (length x width x thickness) Prim. or out-board Second. or in-board	9.01 x 2.5 x .17	5.96 x 2.21 x .41
Rear Wheel	Size (length x width x thickness) Prim. or out-board Second. or in-board	9.75 x 2.5 x .20	5.96 x 2.21 x .41
Brake lining	Segments per shoe	One	
	Material	Molded asbestos	
	Size (length x width x thickness) Prim. or out-board Second. or in-board	9.01 x 2.0 x .17	9.01 x 2.00 x .17
	Size (length x width x thickness) Prim. or out-board Second. or in-board	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.)

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

MODEL

STEERING

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

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

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

(See Supplement page for details on Air Suspension)

SUSPENSION -- GENERAL

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	Direct, double acting, hydraulic
Type	Delco
Make	1.00
Piston dia.	
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.		
Type	Coil right hand helix		
Material	Steel alloy		
Size (coil design height & I.D. bar length x dia.)	11.09 x 3.63	11.09 x 3.63	11.09 x 3.63
	94.77 x .595	95.01 x .577	108.55 x .591
Spring rate (lb. per in.)	320	345	320
Rate at wheel (lb. per in.)			
Type (link, linkless, frameless)	Link		
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		
Type	Single leaf		
Material	Chrome carbon steel		
Size (length x width, coil design height & I.D.; bar length & dia.)	56.00 x 2.25 (width C/L of axle)		
Spring rate (lb. per in.)	115		115
Rate at wheel (lb. per in.)	121		121
Mounting insulation type	Rubber bushed at shackle and hanger		
If leaf	One		
Shackle(comp. or tens.)	Compression		
Type (link, linkless, frameless)	None		
Material	--		
Track bar type	None		

MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)		Combination body-frame integral with separate forward ladder frame	
BODY - MISCELLANEOUS INFORMATION			
Drs. hinged (front, rr.)	Front doors	Coupe	Sedan
	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

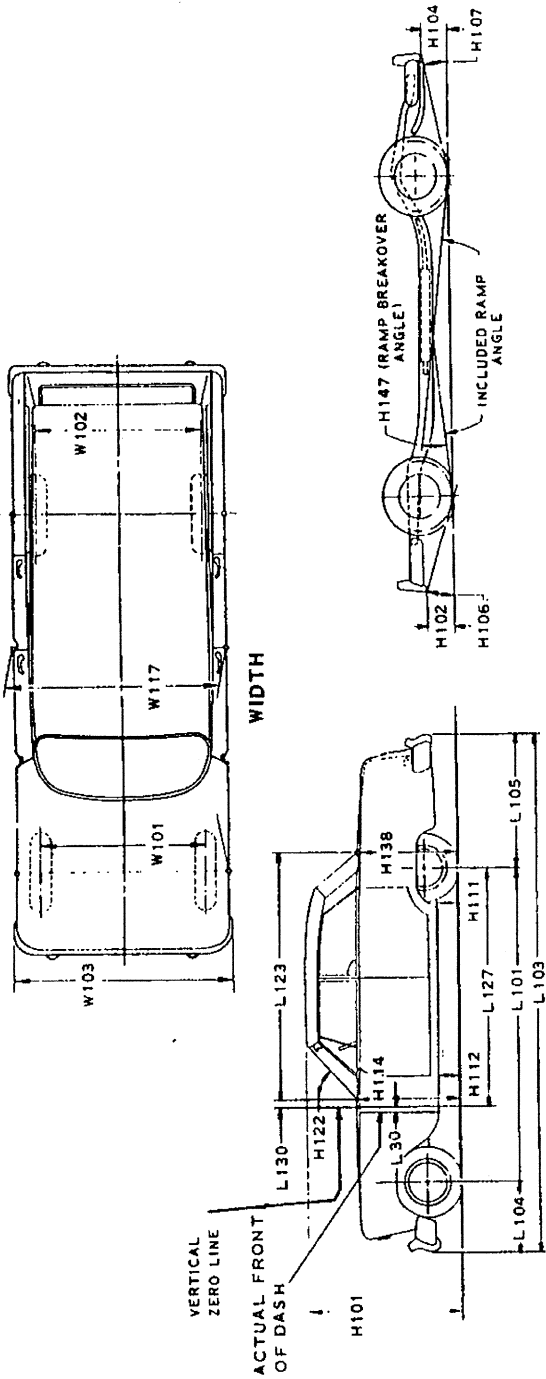
MAKE OF CAR CHEVY II MODEL YEAR 1968 DATE ISSUED 10/15/67 REVISED (6)

WEIGHTS

NOVA Model	CURB WEIGHT - POUNDS			PASSENGER WEIGHT DISTRIBUTION				SHIPPING WEIGHT
	Front	Rear	Total	Pass. In Front		Pass. In Rear		
				Front	Rear	Front	Rear	
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

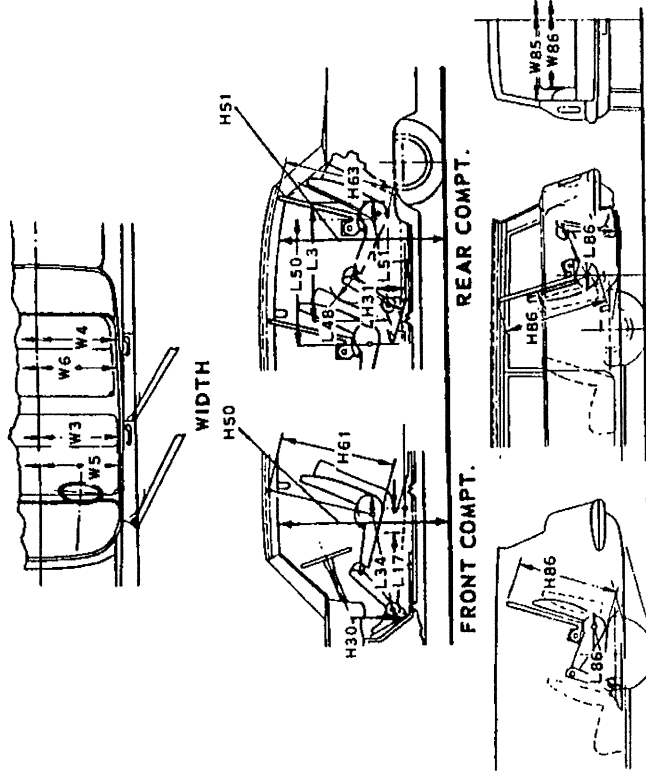
Accessories & Equipment	Differential Weights	Remarks
Front Bucket Seats	+ 21	
Air Conditioning	+ 90	
Frnt. Comp. Flr. Console	+ 13	
Power Brakes	+ 7	
Frnt. Disc Brakes	+ 43	
25 Cu.in. 6 Cyl. Eng.	+ 20	
32 Cu.in. V-8 Eng.	+ 33	
350 Chain. V-8 Eng.	+ 112	
4 Spd. Transmission	+ 7	
Powerglide Trans.	+ 4	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	
Top Cover	+ 21	

EXTERIOR CAR AND BODY DIMENSIONS

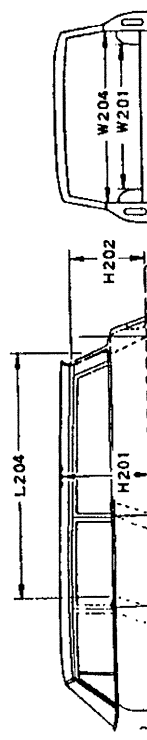


GROUND CLEARANCE

INTERIOR CAR AND BODY DIMENSIONS



THIRD SEAT



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 β 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 top, 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 fire 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 β 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 wheelhouses 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 on 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

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 β 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

SUBJECT	PAGE NO
Automatic Transmission	16
Axis, Steering	20
Axle, Rear	17
Battery	12
Bearings, Engine	5, 6, 7
Belts - Fan, Generator, Water Pump	11
Brakes - Parking, Service Power	18, 19
Camber	20
Camshaft	6
Capacitors	
Cooling System	11
Fuel Tank	10
Lubricants	
Engine Crankcase	8
Transmission and Overdrive	15, 16
Rear Axle	17
Car and Body Dimensions	
Width	1
Length	1
Height	1
Ground Clearance	1
Front Compartment	2
Rear Compartment	2
Luggage Compartment	2
Station Wagon - Third Seat	2
Station Wagon - Cargo Space	2
Carburetor	3, 9, 10
Caster	20
Choke, Automatic	10
Clutch - Pedal Operated	14
Coil, Ignition	13
Connecting Rods	5
Convenience Equipment	23
Cooling System	11
Crankcase Ventilation System	8
Crankshaft	6
Cylinders and Cylinder Head	4
Dimension Definitions	
Key Sheet	25
Exterior & Interior	26
Distributor - Ignition	13
Electrical System	12, 13, 14
Engine	
Bore, Stroke, Displacement, Type	4
Compression Ratio	4
Firing Order, Cylinder Numbering	4
General Information, H.P. & Torque	4
Lubrication	7, 8
Power Teams	3
Exhaust Emission Control	9
Exhaust System	8
Equipment Availability	22
Fan, Cooling	11
Filters - Engine Oil, Fuel System	8, 10
Frame	22
Front Suspension	21
Fuel, Fuel Pump, Fuel System	4, 10
Fuel Injection	10
Generator and Regulator	12
Glass	22
Height (Lamps)	14
Headroom - Body	2
Heights - Car and Body	1
Horns	14

SUBJECT	PAGE NO
Kingpin (Steering Axis)	20
Lamp height and spacing	20
Legroom	1
Lengths - Car and Body	1
Lifters, valve	6
Linings - Clutch, Brake	14, 15
Lubrication	7, 8, 14, 15, 16, 17
Luggage Compartment	2
Motor, Starting	12
Muffler	8
Overdrive	15
Piston Pins & Rings	4, 5
Pistons	4, 5
Power Brakes	15
Power Steering	20
Power Teams	3
Propeller Shaft, Universal Joints	16, 17
Pumps - Oil, Fuel	8, 10
Water	11
Radiator, Hoses	11
Ratios - Axle	3, 17
Compression	3, 4
Steering	20
Transmission	15, 16
Rear Axle	3, 17
Regulator - Generator	12
Rims	18
Rings, Piston	5
Rods - Connecting	5
Shock Absorbers, Front & Rear	21
Spark Plugs	13
Speedometer	14
Springs - Front & Rear Suspension	21
Valve, Engine	6
Stabilizer (Sway Bar) - Front & Rear	21
Starting System	12
Steering	20
Supply System	12
Suppression - Ignition, Radio	13
Suspension - Front & Rear	21
Tail Pipe	8
Thermostat, Cooling	11
Timing, Engine & Valve	6, 7, 13
Tires	20
Toe in	20
Torque Converter	16
Torque - Engine, Rated	3, 4
Transmission - Types	3, 10, 15, 16
Automatic	3, 10, 15, 16
Manual & Overdrive	3, 10, 11
Ratios	15, 16
Track	1
Trunk Luggage Capacity	2
Turning Diameter	20
Unitized Construction	22
Universal Joints, Propeller Shaft	16, 17
Valves - Intake & Exhaust	6, 7
Vibration Damper	6
Voltage Regulator	12
Water Pump	11
Weights - Shipping, Curb	24
Wheel Alignment	20
Wheelbase	1
Wheels & Tires	18

SUBJECT	PAGE NO
Automatic Transmission	16
Axis, Steering	20
Axle, Rear	17
Battery	12
Bearings, Engine	5, 6, 7
Belts - Fan, Generator, Water Pump	11
Brakes - Parking, Service Power	18, 19
Camber	20
Camshaft	6
Capacitors	
Cooling System	11
Fuel Tank	10
Lubricants	
Engine Crankcase	8
Transmission and Overdrive	15, 16
Rear Axle	17
Car and Body Dimensions	
Width	1
Length	1
Height	1
Ground Clearance	1
Front Compartment	2
Rear Compartment	2
Luggage Compartment	2
Station Wagon - Third Seat	2
Station Wagon - Cargo Space	2
Carburetor	3, 9, 10
Caster	20
Choke, Automatic	10
Clutch - Pedal Operated	14
Coil, Ignition	13
Connecting Rods	5
Convenience Equipment	23
Cooling System	11
Crankcase Ventilation System	8
Crankshaft	6
Cylinders and Cylinder Head	4
Dimension Definitions	
Key Sheet	25
Exterior & Interior	26
Distributor - Ignition	13
Electrical System	12, 13, 14
Engine	
Bore, Stroke, Displacement, Type	4
Compression Ratio	4
Firing Order, Cylinder Numbering	4
General Information, H.P. & Torque	4
Lubrication	7, 8
Power Teams	3
Exhaust Emission Control	9
Exhaust System	8
Equipment Availability	22
Fan, Cooling	11
Filters - Engine Oil, Fuel System	8, 10
Frame	22
Front Suspension	21
Fuel, Fuel Pump, Fuel System	4, 10
Fuel Injection	10
Generator and Regulator	12
Glass	22
Height (Lamps)	14
Headroom - Body	2
Heights - Car and Body	1
Horns	14

ected to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER Chevrolet Motor Division General Motors Corporation	CAR NAME Chevy II
MAILING ADDRESS 1000 1000	MODEL YEAR 1968
	ISSUED 10-15-67
	REVISED (•)

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

TABLE OF CONTENTS

Car & Body Dimensions	1, 2	Drive Units	14	Suspensions
Engine - Mechanical	4	Brakes	18, 19	Weights
Electrical	12	Steering	20	Index

BODY - TYPES AND STYLE NAMES - Body type, number of passenger & style names; use manufacturer's code for series & body style.

327 Cu. In.	396 Cu. In.
V8-325 HP	V8-350 HP
Optional (L79)	Optional (L54)

NOVA
2-Door Sport Coupe-5 Passenger

11427

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OWNER RELATIONS DEPARTMENT

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 six in rear, except where otherwise noted.

MODEL	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 \bar{C} 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	8.5
	From front wheel \bar{C}	
Rocker panel - rear	To ground	8.7
	From rear wheel \bar{C}	
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)

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 to Heel point	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.) W4 x L204 x H201	V2

POWER TEAMS

(Indicate whether standard or optional)

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

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 sq. in. (C to C)	4.4	4.84
No. system	1-3-5-7	
(front to rear)	2-4-6-8	
Firing order	1-8-4-3-6-5-7-2	
Compress. ratio (nominal)	11.00:1	11.00:1
Cylinder Head Material	Cast alloy iron	
Cylinder Block Material	Cast alloy iron	
Cyl. Sleeve-Wet, dry, none	None	
Number of	Two	
mtg. points	One	
Engine installation angle		
Taxable $\text{Dia}^2 \times \text{No. Cyl.}$ horsepower	51.2	53.6
Publishing max. bhp* @ eng. RPM	325 @ 5600	375 @ 5600
Publishing max. torque* (lb. ft. @ RPM)	355 @ 3600	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	
Clearance (limits)	Top land	.0365 - .0455
	Skirt	.0024 - .0030 (a)
Ring groove depth	No. 1 ring	.2217 - .2283
	No. 2 ring	.2217 - .2283
	No. 3 ring	.2038 - .2103
	No. 4 ring	None

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

MODEL

ENGINE -- RINGS

Function (top to bottom)	No. 1, oil or comp. No. 2, oil or comp. No. 3, oil or comp. No. 4, oil or comp.	Compression Compression Oil None
Compression etc.	Description - Upper material, coating, Lower	Cast alloy iron, barrel face, molybdenum inlay
Width		Cast alloy iron, inside bevel & tapered face, chrome plated .0770-.0775
Gap		.010-.020
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

Material		Chromium steel
Length		2.990-3.010
Diameter		.9270-.9273
Type		Locked in rod
Clearance	In piston	.00015-.00025
	In rod	.00025-.00035
Direction & amount offset in piston		On center

ENGINE -- CONNECTING RODS

Material		Drop forged steel	High alloy steel
Weight (oz.)		20.80	24.57
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-.0028
	End play	.009-.013	.016-.020

ENGINE - CRANKSHAFT

Material	Forged steel		
Vibration damper type	Rubber mounted inertia		
End thrust taken by bearing (No.)	5		
Crankshaft end play	.006-.010		
Material & type	Steel, backed insert bearing material-copper lead alloy or premium aluminum for intended engine operation and application		
Clearance	(a)	(b)	
Main bearing	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		

ENGINE - CAMSHAFT

Location	In block above crankshaft	
Material	Cast alloy iron	
Bearings	Steel backed babbitt	
Number	5	
Gear or chain	Chain	
Crankshaft gear or sprocket material	Steel sprocket	
Camshaft gear or sprocket material	Cast alloy iron	
Timing chain	No. of links	
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
Exhaust	Zero	Zero

(Continued)

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

(b) No. 1 & 2, .0010-.0022; No. 3 & 4, .0013-.0025; No. 5, .0015-.0020

ENGINE - VALVE SYSTEM (cont.)

Timing (based on top of ramp points)	Opens (°BTC)	40°	40°	44°
	Closes (°ABC)	86°	80°	92°
Exhaust	Duration - deg.	306°	300°	316°
	Opens (°BBC)	88°	88°	86°
	Closes (°ATC)	38°	32°	36°
	Duration - deg.	306°	300°	302°
Valve opening overlap		78°	72°	80°
Material Alloy steel-face & head aluminized				
Intake	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° (face)		
	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	76-84 @ 1.70	94-106 @ 1.88	
	Inner spring press. & length	194-206 @ 1.25	303-327 @ 1.38	Spring damper
	Valve open length	Spring damper		
Material High alloy steel, face & head aluminized				
Exhaust	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	76-84 @ 1.70	94-106 @ 1.88	
	Inner spring press. & length	194-206 @ 1.25	303-327 @ 1.38	Spring damper
	Valve open length	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 bearings
	Cylinder walls	Pressure jet cross sprayed

(Continued)

MODEL 11437 327 Cu. In. V-8 396 Cu. In. V-8
 325 HP Opt. (L79) 350 HP Opt. (L34) 375 HP Opt. (L7)

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 (flooding, 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 may be used at temperatures below freezing)
Engine Service Reqt. (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.)	Rear 2.25 x .073-.091 (b)	
	Front 2.25 x .075-.091	
Tail pipe dia. (O.D. & wall thickness)	2.00 x .062-.076	2.25 x .062-.076

ENGINE - CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard Ventilates to induction system
Make and model	None
Location	AC Spark Plug (6424250) Left front rocker cover
Energy source (manifold vacuum, carburetor air stream, other)	Manifold vacuum
Control method (variable orifice, fixed orifice, other)	Variable orifice
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 arrester (screen, check valve, other)	Screen

(a) Bench test - no flow conditions

ENGINE - EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)	MANUAL TRANSMISSIONS- Air injection reactor equipme AUTOMATIC TRANSMISSIONS-Controlled combustion sys		
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 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		
Make	Rochester		
Model	7028229	7028217	7028218
Barrel size	1.38 (Prim), 2.25 (Sec) 1.38 (Prim), 2.25 (Sec) 1.561 (Pr. & --		
Idle speed	--	--	600
Drive	750	700	--
Neutral	Not specified		
Idle A. F mixture	None		
Aux. Adv. Systems (type)	None		
Make	Delco-Remy		
Model	1111478	1111445	1111169
Cent'gal adv. in crank degrees @ eng. rpm	900	900	900
Start (rpm) points deg. @ rpm	15 @ 1700	21 @ 2100	17 @ 2000
Max. deg. @ rpm	26 @ 4700	36 @ 5000	32 @ 5000
Vacuum adv. in crank degrees @ eng. rpm	6.00	8.00	700
Start (in Hg) points deg. @ in. Hg	None		
Max. deg. @ in.	15 @ 15.5	15 @ 15.5	12 @ 15.5
Vacuum Source	Carburetor		
Timing - Crank degrees @ rpm (a)	4 BTC	TDC	4 BTC
Cooling System (describe changes)	None		
Exhaust System (describe changes)	None		

(a) At idle

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

ENGINE - FUEL SYSTEM

Induction type: Carburetor, fuel injection, supercharger.	Carburetor
Fuel Tank	18 (approximately)
Filler location	Behind hinged rear license plate
Type (elec. or mech.)	Mechanical
Locations	Lower right front of engine
Pressure range	5.00-6.50 PSI
Vacuum booster (std., optional, none)	7.25-8.50 PSI
Fuel Filter	None
Type	Fine mesh plastic strainer in gasoline
Locations	Tank and paper filter in carburetor inlet
Choke type	Automatic
Intake manifold heat control (exhaust or water)	Exhaust
Air cleaner type	Oil-wetted paper
Standard	700
Optional	--
Manual	750
Automatic	600
Idle speed (spec. neutral or drive)	--
Idle A. F. mix.	750

Not specified

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
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 Turbo Hydraulic	Rochester	7028217 7028218	One: 4-bbl. Down-draft	1.38 (Pri) 2.25 (Sec)
	396 Opt. (L78)	H. D. 3-Speed & 4-Speed	Holley	3923289	One: 4-bbl. Down-draft	1.50 (Pri) 2.25 (Sec)

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

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

ENGINE - COOLING SYSTEM

Type system (press., pressure vented, atmospheric, etc., other)	Pressure
Radiator cap relief valve pressure	15 ± 1 Psi
Circulation	Choke
Thermostat	192° 198°
Starts to open at (°F)	Centrifugal
Type (centrifugal, other)	57 @ 1400
GPM @ 1500 pump rpm	One
Number of pumps	V-belt
Drive (V-belt, other)	Permanently lubricated double row ball
Bearing type	External
By-pass recirculation type (inter., ext.)	
Radiator core type (cellular, tube and fin, other)	Tube and center
Cooling system	16
With heater (qt.)	23
Without heater (qt.)	15
Capacity	22
Opt. equipment-specify (qt.)	16
Water jackets full length of cyl. (yes, no)	Yes
Water all around cylinder (yes, no)	Yes
Lower	Number and type (molded, straight)
Upper	One, molded
By-pass	Number and type (molded, straight)
	One, molded
	Inside diameter
	1.75
	1.88
	Number and type (molded, straight)
	One, molded
	Inside diameter
	1.50
	Number and type (molded, straight)
	One, molded
	Inside diameter
	.725 - .765
	4-Staggered
Number of blades & spacing	17.62
Diameter	.949:1
Ratio-fan to crankshaft rev.	None
Fan cutout type	Double row ball
Bearing type	E
Fan	A
Generator or alternator	E
Water Pump	E
Power Steering	B
Air Conditioning	C
Air Injection Pump	D

* 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

ELECTRICAL - SUPPLY SYSTEM

Battery	Make and Model	Delco-Remy 1980030
	Voltage Reg. & Total Plates	12 vclts - 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 1100814
	Type and rating	Diode rectified - 37 amps
	Output at engine idle (neutral)	13 amps
	Ratio-Gen. to Cr. s rev.	2.46:1
	Make	Delco-Remy
	Model	1119515
	Type	Vibrator
Regulator	Closing voltage generator rpm	None
	Reverse current to open	None
	Voltage	13.8-14.8 @ 85°F
	Current	- - -
	Temperature	Operating
	Load	3-8 amperes
	Other conditions	None

ELECTRICAL - STARTING SYSTEM

Starting Motor	Make	Delco-Remy
	Model	1107365
	Rotation (drive end view)	Clockwise
	Switch (solenoid, manual)	Solenoid
Motor control	Starting procedure	3-Spd. & 4-Spd. - Place gearshift lever in N & depress clutch Automatic - Place gearshift lever in Nor P position Initial Start - Press accelerator to floor and release. Turn ignition to START, release as soon as engine starts.
	Engagement type	Positive shift solenoid
Motor Drive	Pinion meshes (front, rear)	
	Pinion	9
	Number of teeth	153 Manual NA Auto.
	Flywheel tooth face width	.4010-.4130 Manual NA Auto. .4100-.4220 .4100-.4220

MODEL 325 HP Opt. (L79) 350 HP Opt. (L34) 375 HP Opt. (L7)

ELECTRICAL - IGNITION SYSTEM

Type	Manual	Automatic	Manual
Conventional - Std., Opt., N.A.	Standard		Manual
Transistorized - Std., Opt., N.A.	N. A.		
Other (specify):	None		
Make	Delco-Remy		
Model	1115270	1115273	
Amps	4.0		
Engine stopped	1.8		
Engine idling			
Make	Delco-Remy		
Model	1111478	1111145 1111169	1111170
Cent'fgal adv. in c'shaft degrees @ rpm (nominal)	15 @ 1700	21 @ 2100	17 @ 2000
Intermediate points deg. @ rpm		2100	2000
Max. deg. @ rpm (nominal)	26 @ 4700	36 @ 5000	32 @ 5000
Start (in. Hg.)	6.00	8.00	7.00
Vacuum adv. in c'shaft degrees @ in. Hg. (nominal)		None	
Intermediate points, deg. @ in. Hg.			
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	
Crankshaft deg. @ rpm At idle	4 BTC	TDC	4 BTC 4 BTC
Mark location			Torsional damper AC Spark Plug
Make			AC 43 N
Model			14
Thread (mm)			25
Tightening torque (lb. ft.)			.033-.038
Gap			
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

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

ELECTRICAL - INSTRUMENTS AND EQUIPMENT

Speedometer	Type	Dial
Charge indicator - type	Trip odometer (yes, no)	No
Temperature indicator - type		Tell-tale
Oil pressure indicator - type		Tell-tale
Fuel indicator - type		Tell-tale
Other		Electric gauge
		Refer to page 23
Windshield wiper	Type - Standard	Electric two-speed
	Type - Optional	None
Windshield washer	Type - Standard	Push-button
	Type - Optional	None
	Type	Vibrator
Horn	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	
Material	Premium grade woven asbestos	
Outside & inside dia.	11.0 & 650	
Total eff. area (sq.in.)	123.70	
Clutch facing	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	

MODEL 11437 327 Cu. In. V-8 396 Cu. In. V-8
 325 HP Opt. (L79) 350 HP Opt. (L34) | 375 HP Opt. (L1)

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

DRIVE UNITS - MANUAL TRANS.

Number of forward speeds	Applicable to all engines		
	3	4	4-Speed
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

Capacity (pt.)	3.5
Type recommended	Meeting Military Spec. MIL-L-2105B
SAE viscosity number	SAE 80
SAE viscosity number	SAE 80
SAE viscosity number	SAE 80

DRIVE UNITS - MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

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

MODEL 11437 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
 Turbo Hydra-Matic

Trade name	Torque converter with planetary gears
Type describe	Steering column (a)
Selector location	P-Park R-Reverse N-Neutral L1-2.48 L2-2.48-1.48 D-2.48-1.48-1.00
List gear ratios Selector Pattern and indicate which are used in each selector position	
Max. upshift speed-drive range	50 (1-2); 88 (2-3)
Max. kickdown speed-drive range	39 (2-1); 82 (3-2)
Number of elements	3
Torque converter	2.04
Type of cooling (air, liquid)	Water
Nominal diameter	12.20
Lubricant	8
Capacity-refill (qt.)	A suffix A
Type recommended	
Special transmission features	

DRIVE UNITS - PROPELLER SHAFT

Number used	One
Type (straight tube, tube-in-tube, internal-external jamper, etc.)	Straight tube
Outer diam. x length x wall thickness	2.75 x 53.00 x .065
Manual 3-speed trans.	Same as 3-Speed
Manual 4-speed trans.	Not available
Overdrive transmission	Same as 3-speed
Automatic transmission	

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

(a) Floor mounted with console available optionally

MODEL

DRIVE UNITS - PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	- - -
Slip Yoke	Type	Yoke
	Number of teeth	27
	Spline O.D.	1.502-1.503
	Make and fig. No.	Chevrolet 3841935
	Number used	Two
	Type (ball and trunnion, cross)	Cross
	Rec. attach. (bolt, clamp, etc.)	U-bolt
Universal joints	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 Gtise		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
Capacity (wt.)		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	4.17	4.50
No. of teeth	15	14	13	11	11	10	9
Ring gear	41	43	43	39	41	41	41
Ring Gear O.D.							8.875

MODEL

DRIVE UNITS - WHEELS

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

MODEL

DRIVE UNITS - TIRES

Standard	Size, ply rating, & ply	7.35 x 14 - 2 ply (+ ply rating) - RPO L79 E 70 x 14 - 2 ply (+ 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:

E 70 x 14 - 2 ply (+ 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	--
Drum diameter	--
Lining size (length x width x thickness)	--

MODEL

BRAKES - SERVICE

STANDARD

FRONT DISC (Opt)

Type (drum or disc)	Drum (Finned)		Standard	Disc
Self adjusting (std., opt., N.A.)	Standard			
Power brake make & type (remote, int., etc.)	Std.	--		
Effective area (sq. in.)	Opt.	Bendix; Delco-Moraine vacuum power unit; integral		
Gross lining area (sq. in.)		168.9	114.0	
Swept area (sq. in.)		168.9	118.1	
Percent brake effectiveness - front		268.6	332.4	
Diameter (nominal)	Front	59.4	58.5	
Type and material	Rear	9.5	11.0	
Disc (vented or solid)		9.5	9.5	
No. pistons per caliper	Composite, cast iron; steel web			
Front		---	Vented	
Rear		---	4	
Bore displacement distribution	Front %	1.125	2.0625	
	Rear %	.875	.875	
Disc Brk. Valve	Check valve			
Pedal crc ratio	---			
Line pressure at 100 lb. pedal load	190			
Shoe clearance adjustment	Self-adjusting			
Drum or Disc	Drum Banded		Disc	Riveted
Material	Molded asbestos			
Front Wheel	Size (length x width x thickness)	9.01 x 2.5 x .17	5.96 x 2.21 x .41	
Rear Wheel	Size (length x width x thickness)	9.75 x 2.5 x .20	5.96 x 2.21 x .41	
Brake lining	Segments per shoe	One		
	Material	Molded asbestos		
	Size (length x width x thickness)	9.01 x 2.0 x .17	9.01 x 2.20 x .17	
	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)

MODEL

STEERING

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

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

(See Supplement page for details on Air Suspension)

SUSPENSION - GENERAL

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	Direct, double acting, hydraulic
Type	Delco
Make	1.00
Piston dia.	
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.

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
Spring rate (lb. per in.)	278
Rate at wheel (lb. per in.)	347
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
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	One
leaf	Compression
Type (link, linkless, frameless)	None
Material	-
Track bar type	None

11437

MODEL

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
 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

Wind shield 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.

11437

MODEL

CONVENIENCE EQUIPMENT

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

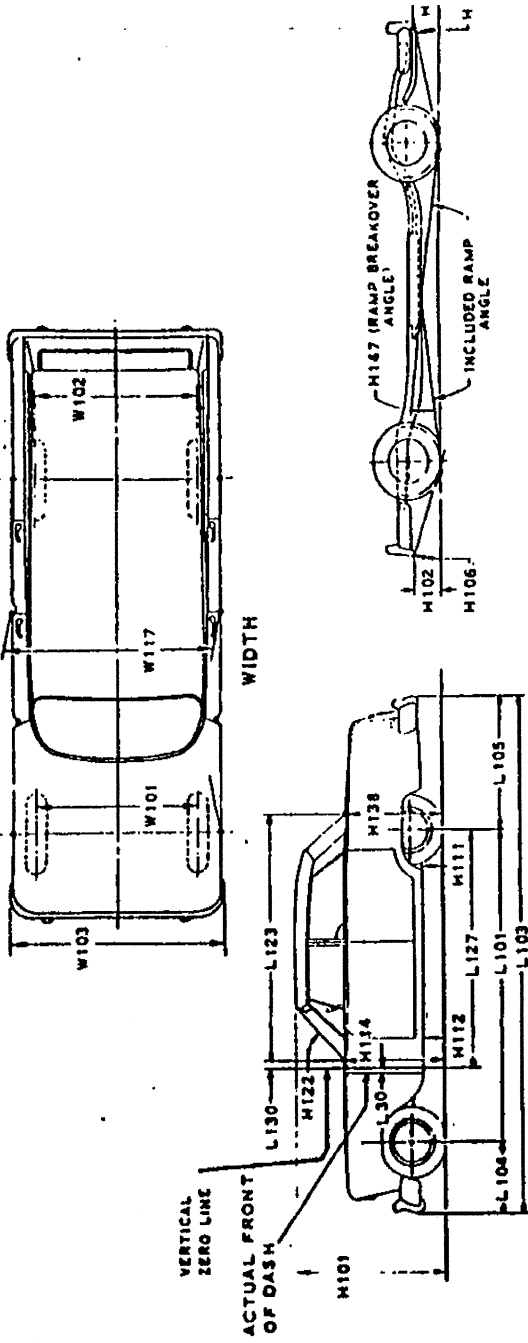
Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	NA
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Optional - both R & L
Radios (specify type as well as availability)		Optional - AM - Push-button
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

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

* If single headlamps are used enter here.

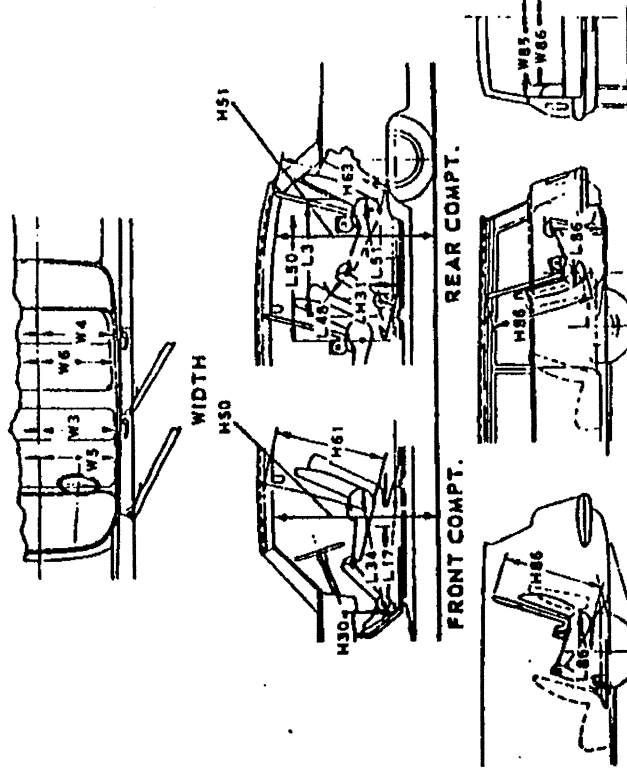
EXTERIOR CAR AND BODY DIMENSIONS



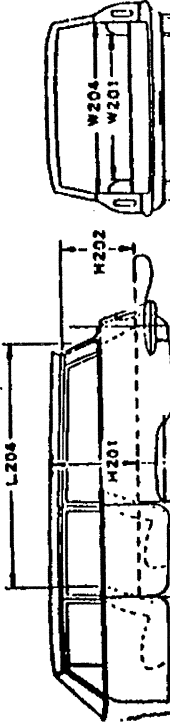
GROUND CLEARANCE

LENGTH & HEIGHT

INTERIOR CAR AND BODY DIMENSIONS



THIRD SEAT



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 abstraction 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 B 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 rear, 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 abstraction 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

Y 1 LUGGAGE CAPACITY - USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and seats in place, determined in accordance with DD 0.00 - 105.

H 195 LIFT-OVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding earner 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 the H Point plus a constant of 10.0 inches. With seat structure raised 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 B to rear of vertical.

STATION WAGON - CARGO SPACE DIMENSIONS

L 202 CARGO LENGTH AT FLOOR - FRONT SEAT. The horizontal dimension, measured at the H Point station from the rear of the front seat back to the tailgate, limiting interference on the tailgate, on the floor level.

L 204 CARGO LENGTH AT BELT - FRONT SEAT. The horizontal dimension measured from the rear of the front seat back to a vertical extension line from the H Point inside limiting interference at the top of the cargo space, on the car centerline.

W 201 CARGO WIDTH - WHEELHOUSE. The minimum lateral dimension, measured between nearest limiting interference on the floor level.

W 204 OPENING WIDTH AT BELT. The minimum lateral dimension, measured between the nearest limiting interference of the rear opening to the tailgate.

H 201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the cargo space to the headlining, on the car centerline.

H 202 REAR OPENING HEIGHT. The vertical dimension, measured from the top of the floor to the top of the rear opening, on the car centerline, when the door is fully open.

EXTERIOR WIDTH DIMENSIONS

W 101 WHEEL TREAD - FRONT. Measured at centerline of tires, with nominal camber, at ground.

W 102 WHEEL TREAD - REAR. Measured at centerline of tires at ground.

W 103 MAXIMUM OVERALL CAR WIDTH. Include bumper, moldings, or sheet metal protrusions. Measured to outside of wheel.

W 117 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 Z to Line, it is identified by a minus (-) sign.

L 101 WHEELBASE.

L 103 OVERALL LENGTH. Include bumper guards if standard equipment.

L 104 OVERHANG - FRONT. Measured from C-L of front wheels to front of car, including bumper guards if standard equipment.

L 105 OVERHANG - REAR. Measured from C-L of rear wheels to rear of car, including bumper guards if standard equipment.

L 123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Car Point to the Deck Point.

L 127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L 130 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

H 101 OVERALL HEIGHT - DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H 114 COWL POINT TO GROUND. Measured at vehicle centerline.

H 138 DECK POINT TO GROUND. Measured at vehicle centerline.

H 112 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.

H 111 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.

H 122 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

H 102 BUMPER TO GROUND - FRONT. Minimum dimension, includes bumper guards.

H 104 BUMPER TO GROUND - REAR. Minimum dimension, includes bumper guards.

H 106 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.

H 107 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.

H 147 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 by smallest angle. This dimension may be determined by calculation (see Design Standard DD 0.00 - 108) or graphically for reporting purposes.

H 156 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 B 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 knee touching the Manikin seat.

SUBJECT	PAGE NO.	PA
Automatic Transmission	16	
Axis, Steering	20	
Axis, Rear	17	
Battery	12	
Bearings, Engine	5, 6, 7	
Belts - Fan, Generator, Water Pump	11	
Brake - Parking, Service Power	18, 19	
Comber	20	
Capacities	6	
Cooling System	11	
Fuel Tank	10	
Lubricants		
Engine Crankcase	8	
Transmission and Overdrive	15, 16	
Rear Axle	17	
Car and Body Dimensions		
Width	1	
Length	1	
Height	1	
Ground Clearance	1	
Front Compartment	2	
Rear Compartment	2	
Luggage Compartment	2	
Station Wagon - Third Seat	2	
Station Wagon - Cargo Space	2	
Carburetor	3, 9, 10	
Caster	20	
Choke, Automatic	10	
Clutch - Pedal Operated	14	
Coil, Ignition	13	
Connecting Rods	5	
Convenience Equipment	23	
Cooling System	11	
Crankcase Ventilation System	8	
Crankshaft	6	
Cylinders and Cylinder Head	4	
Dimension Definitions		
Key Sheet	25	
Exterior & Interior	26	
Distributor - Ignition	13	
Electrical System	12, 13, 14	
Engine		
Bore, Stroke, Displacement, Type	4	
Compression Ratio	4	
Firing Order, Cylinder Numbering	4	
General Information, H.P. & Torque	4	
Lubrication	7, 8	
Power Teams	3	
Exhaust Emission Control	9	
Exhaust System	8	
Equipment Availability	22	
Fan, Cooling	11	
Filters - Engine Oil, Fuel System	8, 10	
Frame	22	
Front Suspension	21	
Fuel, Fuel Pump, Fuel System	4, 10	
Fuel Injection	10	
Generator and Regulator	12	
Glass	22	
Height (Lamps)	14	
Headroom - Body	2	
Heights - Car and Body	1	
Horns	14	
Horsepower - Brakes	3, 4	
Kingpin (Steering Axis)		
Lamp height and spacing		
Legroom		
Lengths - Car and Body		
Lifters, valve		
Linings - Clutch, Brake	7, 8, 14, 15	
Lubrication		
Luggage Compartment		
Motor, Starting		
Muffler		
Overdrive		
Piston Pins & Rings		
Pistons		
Power Brakes		
Power Steering		
Power Teams		
Propeller Shaft, Universal Joints		
Pumps - Oil, Fuel		
Water		
Radiator, Hoses		
Ratios - Axle		
Compression		
Steering		
Transmission		
Rear Axle		
Regulator - Generator		
Rims		
Rings, Piston		
Rods - Connecting		
Shock Absorbers, Front & Rear		
Spark Plugs		
Speedometer		
Springs - Front & Rear Suspension		
Valve, Engine		
Stabilizer (Sway Bar) - Front & Rear		
Starting System		
Steering		
Supply System		
Suppression - Ignition, Radio		
Suspension - Front & Rear		
Tail Pipe		
Thermostat, Cooling		
Timing, Engine & Valve		
Tires		
Toe in		
Torque Converter		
Torque - Engine, Rated	3, 10	
Transmission - Types	3, 10	
Automatic	3, 10	
Manual & Overdrive	3	
Ratios		
Track		
Trunk Luggage Capacity		
Turning Diameter		
Unitized Construction		
Universal Joints, Propeller Shaft		
Valves - Intake & Exhaust		
Vibration Damper		
Voltage Regulator		
Water Pump		
Weights - Shipping, Curb		
Wheel Alignment		
Wheelbase		
Wheels & Tires		

