GENERAL

MODEL IDENTIFICATION

CHEVY II NOVA COUPE
MODEL 113-11427 2-DOOR COUPE, 5-PASSENGER

CHEVY II NOVA—4-DOOR SEDAN
MODEL 113-11469 4-DOOR SEDAN, 6-PASSENGER

SERIAL NUMBERS AND IDENTIFICATION

ONLY BASIC DESIGNATION SHOWN

VEHICLE SERIAL NUMBER

6-Cylinder Example:

Model	Model Year 1971	Assembly Plant (Willow Run)	Unit Number (1st unit)
11369	1	W	100001

Thus: The 1st model built at Willow Run would be serial number 113691W100001

8-Cylinder Example:

Model	Model Year 1971	Assembly Plant (Willow Run)	Unit Number (1st unit)
11469	1	W	100001

Thus: The 1st model built at Willow Run would be serial number 114691W100001

ASSEMBLY PLANTS

W – Willow Run

Starting unit number . . . . . 100001 and up at each assembly plant regardless of series

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

TRANSMISSION IDENTIFICATION

● Example: S1E01

Type Designation	Source Designation	Model Year 1971	Production° Month & Date
R3	S (Muncie)	1	E01D*

R3	3-Speed	L-6 and V-8 engine	S - Muncie
WT	4-Speed	V-8 engine	P - Muncie
TL	Torque Drive	L-6 engine	A - Cleveland
TH	Powerglide	L-6 engine	C - Cleveland E - Mc Kinnon Ind.
TJ	Powerglide	V-8 engine	C - Cleveland E - Mc Kinnon Ind.
HW	Turbo Hydra-Matic	V-8 engine	B - Cleveland Y - Toledo

Location:

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

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

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

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

Alpha Characters used in identifying the calendar Month

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

*-The letter "D" or "N" following the date numerals

● indicates day or night shift on automatic only.

ENGINE IDENTIFICATION

Example: F1210CAA

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

Turbo-Thrift 250, 250 Cubic Inch L-6 Base Engine

CAA - Optional engine, 3-speed
CAB - Optional engine, Torque-Drive
CAB - Optional engine, Powerglide

Turbo-Fire 307, 307 Cubic Inch V-8 Base Engine

CCA - Regular engine, 3-speed
CCC - Regular engine, Powerglide
CCC - Regular engine, Turbo Hydra-Matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO-L48)

CJG - Optional engine, 4-speed, 4-bbl. carb.
CJD - Optional engine, Turbo Hydra-Matic (Chevrolet)

Turbo-Fire 350, 350 Cubic Inch V-8 (RPO-L65)

● CGA - Optional engine, 3-speed, 2-bbl. carb.
● CGC - Optional engine, Turbo Hydra-Matic (Chevrolet)

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, -2; 10th day of December, 10.

REAR AXLE IDENTIFICATION

Location, Identification Number
Bottom left or right of axle tube adjacent to carrier housing.
See Power Train Section for additional information.

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
EXTERIOR

	Standard	Optional	
		Exterior Decor RPO ZJ5	Custom Exterior RPO ZJ2
FRONT	**27,69**	**27,69**	**27,69**
Bright Front-of-Hood Molding With Bow Tie Emblem	X	X	X
Bright Windshield Reveal Molding	X	X	X
Bumper-Mounted Parking Lamps with Amber Lens	X	X	X
Black-Painted, Bright-Bordered Headlamp Bezel with Bright Horizontal Bars	X	X	X
Argent Bumper Filler Panel	X	X	X
Grille with Bright Horizontal and Vertical Bars	X	X	X
SIDE			
Front Fender Nameplate "Nova"–Script	X	X	X
Bright VEntipane Frame	X	X	X
Round Outside LH Rear View Mirror	X	X	X
Front Marker Lamp with Bright Bezel and Amber Lens	X	X	X
Rear Marker with Bright Bezel and Red Lens	X	X	X
Hub Caps	X	X	X
Front Fender Engine Displacement in Block Numberals (Optional V-8's only) (White Paint Filled)	X	X	X
Bright Rear Door Glass Separation	69	69	69
Body Color Quarter Window Scalp Molding	27	27	27
Bright Drip Molding		69	
Fender, Rocker and Rear Quarter Lower Molding with Black Paint Below			X
Bright Door and Quarter Window Frame Scalp Molding		27	27
Body Side Paint Stripe			27
Body Side Molding with Black Accent Paint		X	69
REAR			
Deck Lid Nameplate "Nova By Chevrolet"–Script and Block	X	X	X
Bright Rear Window Reveal Molding	X	X	X
Backup Lamp Integral with Tail Lamp	X	X	X
Bright Tail Lamp Bezel	X	X	X
Bright Rear End Panel Trim Plate			X

BRIGHT SCALP MOLDINGS RPO B90. Available for 69 style only. Includes bright front and rear door frame and pillar scalp moldings.

BODY SIDE MOLDING RPO B84. Available for 27 and 69 styles.

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
INTERIOR

SEATS AND FLOOR COVERING	Standard	Special Interior Group RPO ZJ3	Custom Interior RPO ZJ1	Bucket Seats RPO A51 27 Style Only
Front Seat Cushion with 1.25-Inch Foam Pad	X	X		
Rear Seat Cushion with 6-oz. Cotton Pad	X	X		
Bright Front Seat Adjuster Handle	X	X	X	X
Bright Folding Front seat Back Latch	X	X	X	X
Spatter Color, Rubber Passenger Compartment Floor Mat	X	X		
Luggage Compartment Spatter Paint	X	X		
Front Seat Head Restraints	X	X	X	X
Front and Rear Seat Belts	X	X	X	X
Front Seat Shoulder Belts	X	X	X	X
Bench Front Seat Cushion With 1.75-Inch Foam Pad			X	
Rear Seat Cushion With 1.0-Inch Foam Pad			X	X
Carpet Passenger Compartment Floor Covering			X	X
Luggage Compartment Mat (Rubber and Foam Backed Vinyl)			X	X
Special Floor Insulation			X	X
Four Piece Hood Insulator			X	X
Trim Color Seat and Shoulder Belt Stowage Containers				X

INSTRUMENT PANEL AND STEERING WHEEL				
Heater Control Light	X	X	X	X
Temperature, Generator, Oil Pressure and Brake Warning Lights	X	X	X	X
Hi-Beam and Turn Signal Indicators	X	X	X	X
Trim Color Cowl Vent Control Knobs	X	X	X	X
Windshield Wiper and Washer Switch (Slide-Type, Depress to Wash)	X	X	X	X
Soft, Black Instrument Panel Lighting Control Knob	X	X	X	X
Black Hazard Flasher Knob	X	X	X	X
Soft Black Turn Signal and Transmission Shift Lever Knobs	X	X	X	X
Steering Column Ignition Switch with Integral Steering Wheel and Transmission Lock	X	X	X	X
T-Handle Parking Brake Release	X	X	X	X
Blended Air Heater	X	X	X	X
Two-Speed Windshield Wiper and Washer	X	X	X	X
Ash Tray	X	X	X	X
Cigarette Lighter with Soft, Black Knob		X	X	X
Cigarette Lighter Hole Cover–Black Button	X			
Speedometer, Odometer and Fuel Gage	X	X	X	X
Instrument Panel Pad	X	X	X	X
Clock Hold Cover Plate	X	X	X	X
Molded-In Radio Hole Cover with Bright "Nova"	X	X	X	X
Glove Compartment Door Lock	X	X	X	X
Black Steering Wheel (Plastic)	X	X	X	X
Soft Black Steering Wheel Shroud with Grained Insert Having "Nova" Nameplate (Entire Top of Shroud Horn Blowing Pad)	X	X	X	X
Additional Bright Framing on Instrument Cluster		X	X	X
Glove Box Light		X	X	X

STANDARD AND OPTIONAL APPEARANCE EQUIPMENT
INTERIOR

ROOF AND PILLARS	Standard	Special Interior Group RPO ZJ3	Custom Interior RPO ZJ1	Bucket Seats RPO A51 27 Style Only
Premiere Vinyl Coated Headlining	X	X	X	X
Trim Color Windshield, Roof Rail and Rear Window Trim Lace	X	X	X	X
8-Inch Rear View Mirror–Standard Type	X			
10-Inch Prismatic Rear View Mirror with Gray Padded Edges		X	X	X
Argent Painted Rear View Mirror Support	X	X	X	X
Trim Color Plastic Rear View Mirror Support Cover	X	X	X	X
Padded Sunshades	X	X	X	X
Air Gap Windshield Pillars	X	X	X	X
Trim Color Plastic Coat Hooks	X	X	X	X
Gray-Bezeled Center Dome Lamp	X			
Left Front Door Jamb Switch	X	X	X	X
Right Front Door Dome Jamb Switch		X	X	X
Black Front Seat Shoulder Belt Anchor Cover	X	X	X	X
Front Seat Shoulder Belt Retainers	X	X	X	X
Bright Dome Lamp Bezel		X	X	X

DOOR AND QUARTER PANEL				
Front Door Padded Armrests	X	X	X	X
Clear, Blue-Tinted Plastic Window Control Handle Knobs	X	X	X	X
Bright Door Lock Buttons	X	X	X	X
All-Vinyl Door and Quarter Panel Trim	X	X	X	X
Bright Mylar Series Nameplate on Front Door Sidewall – "Nova"	X	X		
Die Cast Door Sidewall Nameplate "Nova"			X	X
Deluxe Door Sidewall			X	X
Armrest and Ash Tray for Rear Door or Quarter			X	X

EQUIPMENT	RPO	ACC
Air conditioning, Four-Season: V8 models only	C60	
Battery, heavy duty	T60	
Belts, seat and shoulder: in addition to or replacing standard belts.		
Custom deluxe belts: (replacing standard number of belts)		
6 Seat and 2 shoulder	AK1	
Shoulder belts – 2 rear:		
● For use when Custom Deluxe Belts are ordered		ACC
Seat Belt Retractors (Front Seat Outboard Positions, Standard Belts)	AK5	
Cap, locking gas filler		ACC
Carrier, rear deck		ACC
Compass		ACC
Console, floor – bucket seats required	D55	
Dispenser, Tissue		ACC
Fire extinguisher		ACC
Glass, Soft-Ray tinted: all windows	A01	
Highway Emergency Kit – fire extinguisher, tire inflator, fuses		ACC
Hood pin, key locked		ACC
Instrumentation, special – floor console required	U17	
Lighting, auxiliary:	ZJ9	
Courtesy lights		
Glove compartment light		ACC
Luggage compartment light		ACC
Ash tray light		ACC
Underhood light		ACC
Litter container		ACC
Mirror, RH		ACC
Moldings, body side	B84	
Moldings, side door windows – Sedan only	B90	
Monitor, windshield washer fluid		ACC
Radiator, heavy duty	V01	
Radio equipment: Radios, Pushbutton – Includes concealed w/s antenna		
AM Radio	U63	ACC
AM/FM Radio	U69	ACC
Speaker, rear seat	U80	ACC
Windshield antenna (When no radio is ordered)	U76	
Roof cover, vinyl	C08	
Safety seat – child		ACC
Safety seat – infant		ACC
Seats, front bucket – Coupe only	A51	
Shift lever, floor mounted-base 3-speed transmission only	M11	
Ski rack – roof mount		ACC
Steering wheel, sport	NK4	
Steering wheel, Vinyl Rim	NK2	
Suspension, heavy duty front and rear	F40	
Suspension, special front and rear – Coupe only	F41	
Wheel covers, full:	P01	
Wheel covers, special:	P02	
Wheel covers, wire		ACC
Wheels, rally	ZJ7	

EXTRA COST EQUIPMENT

	RPO	ACC.
EQUIPMENT		
FEATURE GROUPS (Any item contained in a feature group may be ordered separately)		
Appearance guard group	ZP5	
Bumper guards, front and rear	V30	ACC
Door edge guards	B93	ACC
Color-keyed floor mats – 2 Front, 2 Rear	B37	ACC
Visor vanity mirror	D34	ACC
Operating convenience group	ZQ2	
Electric clock	U35	ACC
Rear window defroster (Forced Air)	C50	
L.H. outside remote-control rear view mirror	D33	
MODEL OPTIONS		
Nova SS – Coupe only	Z26	
Custom Interior	ZJ1	
Custom Exterior	ZJ2	
Special Interior Group	ZJ3	
Exterior Decor Package	ZJ5	
POWER ASSISTS		
Brakes, power	J50	
Brakes, power front disc	JL2	
Steering power: variable ratio	N40	

FOUR SEASON (RPO C60)

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

BASIC COMPONENTS

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

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

CHASSIS

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

POWER TRAINS

Fan Blade	7 blade
Fan Clutch	Thermomodulated fluid coupling
Crankshaft Pulley	Dual
Water Pump & Fan Pulley	Single
Compressor & Crankshaft Belt	One
Generator	63 Ampere
Radiator	Heavy duty

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

DIMENSIONS AND WEIGHTS

INTERIOR DIMENSIONS

FRONT COMPARTMENT

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
H3	Seat cushion height	10.7	
H11	Entrance height	28.7	29.8
H13	Steering wheel thigh clearance	4.5	
H30	H point to heel point	9.3	
H32	Seat cushion deflection	4.2	
H50	Upper body opening to ground	47.1	48.2
H58	H point rise	0.6	
H61	Effective headroom	37.6	38.8
H70	H point to body O line	13.4	
H75	Effective "T" point headroom	37.6	38.8
W3	Shoulder room	56.5	
W5	Hip room	56.3	
L7	Steering wheel torso clearance	12.0	
L17	H point travel	4.0	
L34	Effective leg room	41.0	

REAR COMPARTMENT

H8	Seat cushion height	13.0	13.8
H12	Entrance height	--	29.0
H31	H point to heel point	11.9	12.5
H33	Seat cushion deflection	4.4	4.9
H51	Upper body opening to ground	--	48.4
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	55.3	56.6
W6	Hip room	55.3	56.4
L3	Rear compartment room	24.4	26.2
L50	H point couple distance	30.2	32.5
L51	Effective leg room	32.6	35.7

LUGGAGE COMPARTMENT

--	Opening width	53.0	
--	Interior height	18.0	
--	Interior width	68.0	
--	Interior length	47.0	
H195	Liftover height	27.6	27.7
V1	Usable luggage capacity (cu.ft.)	14.6	13.7
--	Total volume (cu.ft.)		

LENGTHS

CODE	DESCRIPTION	2-DOOR COUPE	4-DOOR SEDAN
L101	Wheelbase	111.0	
L102	Tire size (standard)	E78-14	
L103	Overall length	189.4	
L104	Overhang - front	29.8	
L105	Overhang - rear	48.6	
--	Overall length - less bumpers	184.4	
L127	Body O line to C/L of rear wheels	93.0	
L128	Hood length at centerline	56.4	
L30	Body O line to actual front of dash	-0.5	

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	70.5	
W120	Overall car width, front doors open	144.8	127.7
W121	Overall car width, rear doors open	--	126.5

HEIGHTS

H101	Overall height (design)	52.5	53.9
H102	Front bumper to ground	13.2	
H104	Rear bumper to ground	13.1	
H111	Rocker panel to ground - rear	7.7	
H112	Rocker panel to ground - front	8.2	
H114	Hood at rear to ground	36.6	36.5
H115	Step height - front (design)	13.0	
H125	Headlamp to ground	24.4	
H126	Tail lamp to ground	23.4	
H136	Body O line to ground - front	5.2	
H137	Body O line to ground - rear	4.7	

CLEARANCES

H106	Angle of approach (degrees)	30.5
H107	Angle of departure (degrees)	15.5
H147	Ramp breakover angle (degrees)	10.3
H148	Front suspension to ground	6.4
H149	Oil pan to ground	5.7
H150	Flywheel housing to ground	5.4
H151	Frame to ground	5.4
H152	Exhaust system to ground	4.9
H153	Rear axle to ground	7.6
H154	Fuel tank to ground	7.2
H155	Tire well to ground	--
H156	Minimum ground clearance (H152)	4.9

VEHICLE WEIGHTS

CHEVY NOVA

MODEL SYMBOL		VEHICLE TYPE	SHIPPING WEIGHT			CURB WEIGHT		
6-Cyl.	V8	Description	Front	Rear	Total	Front	Rear	Total
11327	--	2-Door Coupe	1638	1314	2952	1622	1414	3036
--	11427		1748	1336	3084	1732	1436	3168
11369	--	4-Door Sedan	1636	1340	2976	1620	1440	3060
--	11469		1746	1362	3108	1730	1462	3192

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

CURB WEIGHT: Shipping weight plus gasoline to capacity.

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

OPTIONAL EQUIPMENT

RPO	OPTION	WITH	WEIGHT
A51	Front Bucket Seats		+ 22
C08	Vinyl Roof Cover		+ 6
C60	Air Conditioning		+101
JL2	Front Power Disc Brakes		+ 28
J50	Power Brakes		+ 12
--	250 Cu.In. 6 Cyl. Engine (145 H.P.)	Torque-Drive Transmission	+ 3
		Powerglide Transmission	+ 2
--	307 Cu.In. V8 Engine (200 H.P.)	Powerglide Transmission	+ 6
		Turbo Hydra-Matic Transmission	+ 38
L65	350 Cu.In. V8 Engine (245 H.P.)	3-Speed Transmission	+ 42
		Turbo Hydra-Matic Transmission	+ 84
L48	350 Cu.In. V8 Engine (270 H.P.)*	4-Speed Transmission	+144
		Turbo Hydra-Matic Transmission	+178
N40	Power Steering	L6	+ 40
		V8	+ 30
PL1	E70-14-4 W.S.W. Tire		+ 8
P02	Deluxe Wheel Trim Covers		+ 26
U63	AM Pushbutton Radio		+ 7
U69	AM-FM Pushbutton Radio		+ 8
ZJ1	Custom Interior		+ 32
ZJ2	Custom Exterior		+ 11

*–Available as 'SS' equipment only – weights include additional chassis and body equipment.

BODY

EXTERIOR PAINT PROCESS

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

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

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

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

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

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

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

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

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

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

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

CHEVY NOVA 113-11400 SERIES

Models 27	Models 69	Interior Trim	Front Seat Type	INTERIOR TRIM COLORS AND RPO NUMBERS: Black Cloth	Black Vinyl	Dark Blue Cloth	Dark Blue Vinyl	Dark Jade Cloth	Dark Jade Vinyl	Sandalwood Vinyl	Dark Saddle Vinyl
X	X	Std.	Bench	750	751	756	757	759	760	763	–
X	X	Custom	Bench	752	753	–	–	761	–	764	–
X		Custom	Bucket	–	754	–	–	–	–	–	767

VINYL ROOF COLORS: Black	White	Blue	Green	Brown	CODE NO.	EXTERIOR COLOR					
X	X	X	X	X	11	Antique White	X	X	X	X	X
X	X	X			13	Nevada Silver	X	X		X	
X	X	X	X		19	Tuxedo Black	X	X	X	X	X
X	X	X			24	Ascot Blue	X	X		X	
X	X	X			26	Mulsanne Blue	X	X		X	
X	X		X		42	Cottonwood Green	X		X	X	
X	X		X		43	Lime Green	X		X	X	X
X	X		X		49	Antique Green	X		X	X	X
X	X				52	Sunflower Yellow	X		X	X	X
X	X				53	Placer Gold	X			X	X
X	X			X	61	Sandalwood	X		X	X	X
X	X			X	62	Burnt Orange	X			X	
X	X			X	67	Classic Copper	X			X	
X	X				75	Cranberry Red	X			X	
X	X			X	78	Rosewood Metallic	X			X	

CODE NO. Lwr.	CODE NO. Upr.	TWO-TONES					
26	11	Antique White Mulsanne Blue	X	X		X	
43	11	Antique White Lime Green	X		X	X	X
49	11	Antique White Antique Green	X		X	X	X
53	11	Antique White Placer Gold	X			X	X
61	11	Antique White Sandalwood	X		X	X	X
62	11	Antique White Burnt Orange	X			X	

BODY CONSTRUCTION AND GLASS AREA

GENERAL

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

DOORS AND LOCKS

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

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

Door ventipanes . . . . . Friction pivot

HOOD AND TRUNK LID

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

Hood release . . . . . External

HEADLIGHTS

Type . . . . . Single Power Beam units

VENTILATION

High level air intake for passenger compartment . . with double wall plenum chamber, providing washing and air drying of rocker panels for corrosion resistance. Air and water travel through rocker panels and drain at ends of rocker inner panels.

SEAT CONSTRUCTION

Type

Front seat cushion

1.25 poly foam 113-11400

Rear seat cushion

Jute and cotton 113-11400

WINDSHIELD WIPERS

Type . . . . . Dual 2-speed electric

Linkage . . . . . Parallel acting

SPARE TIRE AND TOOLS

Location . . . . . Sedan and coupe, horizontal - center forward area of trunk floor. Tools consist of bumper jack and socket type "L" wrench stored on rear end panel (jack base stored with spare tire).

BODY GLASS VISIBILITY AREA

		MODELS	
LOCATION		27	69
Windshield		1119.2	1112.0
Front door	Ventipane	77.6	
	Window	786.0	587.3
Rear door	Window	—	498.5
	Fixed glass	—	79.2
Rear Quarter window		341.6	—
Back window		1144.2	1005.7
Total area (sq. in.)		3468.6	3360.3

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

CHASSIS

FRAME AND FRONT SUSPENSION

FRAME
- Description . . . . . Extended rail front partial frame of deep sectioned double-channeled side members joined by three flanged hat-section crossmembers. Body mounting - 4 biscuits.

FRONT SUSPENSION
- Description . . . . . Independent, SLA type with coil springs, center mounted shock absorbers and spherical joint steering knuckle pivots
- Wheel travel (M/M @ design load)
  - Total 7.40
  - Jounce 3.24
  - Rebound 4.16
- Wheel to spring travel ratio 1.54

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 1.2498-1.2498
  - Outer bearing 7492-.7497
- Spindle thread size . . . . . 3/4-20 NEF-3 (modified)
- Wheel bearings
  - Type . . . . . Taper roller; inner and outer

SPHERICAL JOINTS
- Type . . . . . Ball stud
  - Upper . . . . . Compression
  - Lower . . . . . Tension
- Bearing surfaces
  - Upper . . . . . Teflon-cotton composite on phenolic
  - Lower . . . . . Sintered iron

SHOCK ABSORBERS
- Type . . . . . Direct, double acting, hydraulic
- Piston diameter 1.00

STABILIZER BAR (Only with V-8)
- Type . . . . . Link
- Material . . . . . HR steel
- Diameter 6875

FRONT WHEEL ALIGNMENT (CURB)
- Camber (degrees) . . . . . N1/2 to P1
- Caster (degrees) . . . . . N1/2 to P1-1/2
- Toe-in (total) . . . . . 1/16 to 5/16
- Steering axis inclination (degrees) . . . . 8-1/4 to 9-1/4

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

FRONT SPRINGS

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

FRONT SPRING SPECIFICATIONS

Part Number	Assy. Code	Cut-Off Length	Wire Dia.	Total Coils	Deflection Rate (lbs./inch)	Heights	
						Free	Working (In. @ Lbs.)
3955708	EB	121.76	.592	9.0	280	16.29	11.09 @ 1440
3955709	ED	121.80	.592	9.0	280	16.54	11.09 @ 1510
3955710	EK	121.84	.592	9.0	280	16.79	11.09 @ 1580
3955711	EL	121.87	.592	9.0	280	17.04	11.09 @ 1650
3932767	ES	94.77	.565	7.0	320	14.96	11.09 @ 1220
3955745	HN	108.51	.591	8.0	320	15.52	11.09 @ 1400
3955746	HO	108.54	.591	8.0	320	15.74	11.09 @ 1470
3955715	EZ	108.58	.591	8.0	320	15.96	11.09 @ 1540
3955716	YA	122.38	.615	9.0	320	16.19	11.09 @ 1615
3955717	YB	122.41	.615	9.0	320	16.43	11.09 @ 1690
3955718	YC	122.45	.615	9.0	320	16.63	11.09 @ 1765
3955747	HP	95.03	.577	7.0	345	14.97	11.09 @ 1320
3955720	YF	95.08	.577	7.0	345	15.22	11.09 @ 1405
3925814	EY	108.81	.604	8.0	345	15.47	11.09 @ 1490
3955721	YH	108.85	.604	8.0	345	15.71	11.09 @ 1575
3955722	YM	108.89	.604	8.0	345	15.96	11.09 @ 1660
3955723	YP	122.75	.628	9.0	345	16.21	11.09 @ 1745

MANUAL STEERING (Standard)

- Description . . . . . Semi-reversible, recirculating bearing ball nut steering gear, energy absorbing steering column.
- Ratios . . . . . Gear 28.0:1; Overall 27.68:1
- Turning diameters (ft)
  - Outside front, wall to wall 43.3
  - Outside front, curb to curb 41.4
- 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 . . . . . oval
  - Diameter . . . . . 15.25 x 14.75

POWER STEERING, RPO N40

(Same as standard Manual Steering except as shown)

- Type . . . . . Integral gear and vane-type pump driven by crankshaft pulley providing hydraulic pressure. Variable ratio steering gear for all models.
- Ratios . . . . . Gear: 16:1 on center to 13.0 Overall exc. SS, 15.8-12.9; SS, 12.3-9.3
- Number of turns, lock to lock 3.1

DRIVELINE

- Type . . . . . straight tube
- Number used . . . . . One
- Diameter (OD) 2.75
- Wall thickness 065
- Length (C/L of U-joints) 52.50
- Universal joints
  - Type . . . . . Cross
  - Number used . . . . . Two
  - Bearings . . . . . Prepacked, anti-friction

WHEELS

- Attachment to hub . . . . 5 hex nuts, 7/16-20 UNF2-B, on 4.75 diameter bolt circle
- Type . . . . . Short spoke spider
- Rim Size - Offset
  - All except SS . . . . . 14 x 5 - 0.60
  - Included with SS equipment . . . . 14 x 7 - 0.40
- Rally Wheels (RPO ZJ7)
  - Size (all except SS) . . . . . 14 x 6
  - With SS equipment . . . . . 14 x 7
  - Offset (all except SS) 0.50
  - With SS equipment 0.40
  - Type . . . . . Large ventilation slots

TIRES

- Construction . . . . . Non-belted tires except SS which are fiberglass bias belted
- Load range . . . . . B
- Size
  - E78 x 14 (All Models except SS)
    - Static loaded radius 12.2
    - Loaded Rev/mi @ 45 mph 800
    - Capacity @ 24 psi 1240
  - E70 x 14 (SS Models)
    - Static Loaded Radius 12.1
    - Loaded Rev/mi @ 45 mph 800
    - Capacity @ 24 psi 1190

REAR AXLE

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

Drive pinion vertical offset 1.50

Pinion bearing adjustment . . . . . Shim

Lubricant

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

Viscosity SAE80

Capacity (pts) . . . . . 8.125 hypoid gear — 3.75
8.875 hypoid gear — 4.25

AXLE SHAFT

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

Wheels bearings . . . . . Single row cylindrical roller, one per wheel

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

RING AND PINION GEARS

Axle Ratio	Ring Gear Diameter	Tooth Combination
2.56:1	8.125 in.	41,16
3.36:1	8.125 in.	37,11
3.07:1	8.875 in.	43,14
3.31:1	8.875 in.	43,13
● 3.08:1	8.125 in.	40,13

POSITRACTION DIFFERENTIAL (See POWER TRAINS)

Type . . . . . 2 pinion with single disc clutch

REAR SUSPENSION

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

Wheel travel (design)

Total 7.85

Jounce 3.80

Rebound 4.05

Wheel to spring, travel ratio 1:1

SHOCK ABSORBERS

Type . . . . . Direct, double acting, hydraulic

Piston diameter 1.00

REAR SPRINGS

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

REAR SPRING SPECIFICATIONS

ASSEMBLY NUMBER	SPRING NUMBER	ASSEMBLY CODE	DEFLECTION RATE (lbs. per Inch)
3962776	3901396	DF	115
3962777	3901396	DG	115
3962778	3901398	DH	125
3962779	3901398	DI	125
3955740	Multi-Leaf	BK	1.5 in. @ 100
3955742	Multi-Leaf	BG	1.5 in. @ 125

BRAKES

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 6.24
  - Hydraulic 4.06
  - Overall 25.2
- Distribution of braking effort
  - Front wheels (percent) 62
- Brake drum
  - Diameter, front & rear 9.5
  - Construction ..... Composite, web cast into rim; front finned
    - Web material ..... HR steel
    - Rim material ..... 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.) 155.2
  - Gross lining area (sq.in.) 168.9
- Master cylinder
  - Piston diameter 1.00
  - Piston travel 1.16
- Wheel cylinders
  - Piston diameter
    - Front 1.125
    - Rear ..... .875
  - Foot pedal travel 7.30

PARKING BRAKE
- Type ..... Mechanical; pull rods and cables operate two rear service brakes
- Total effective area (sq.in.) 68.2
- 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 3.76
    - Hydraulic 4.06
    - Overall 14.6
- Master cylinder
  - Piston diameter 1.00
  - Piston travel 1.27
- Foot pedal travel 4.78

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

(Rear - standard production service brakes)
- Type ..... Hub mounted front discs, with self-adjusting caliper units mounted on steering knuckle. Metering valve in front line, proportion valve in rear line for braking balance.
- Braking ratios
  - Pedal 3.76
  - 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 5.4x1.93x.46
  - Method of attachment ..... Riveted
  - Total effective area (sq.in.) 106.1
  - Gross lining area (sq.in.) 118.1
- Master cylinder
  - Piston diameter 1.125
  - Piston travel 1.27
- Wheel cylinders (front)
  - Number per wheel 1
  - Piston diameter 2.9375
- Foot pedal travel 4.68

BULBS AND LAMPS	NUMBER REQUIRED AND TRADE NUMBER	CANDLE POWER PER LAMP
Automatic transmission position pattern	Floor console, 2-1445	1
Back-up	2-1156	32
Brake Warning	1-194	2
Clock	1-1895	2
Console instrument cluster	4-1816	2.4
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	2-6014	High beam 60W Low beam 50W
Headlamp hi-beam indicator	1-194	2
Heater control	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	2-1157	
Park		3
Turn		32
Radio	1-1893	2
Side Marker - Front	2-194	2
Side Marker - Rear	2-194	2
Spot lamp – Portable	1-4416	30W
Tail	2-1157	
Tail		3
Stop and turn		32
Temperature indicator	1-194	2
Underhood lamp	1-93	15
Warning indicator, low fuel	1-194	2
Washer fluid level indicator	1-168	3

CIRCUIT	TYPE OF PROTECTION	LOCATION AND CIRCUIT*
Air conditioning	SAE 20 fuse	In line
	SAE 25 fuse	Fuse panel (f)
Auto. trans. quadrant lamp-Column	AGC 4 fuse	Fuse panel (c)
Auto. trans. quadrant lamp - Floor console	AGC 4 fuse	Fuse panel (c)
Back-up lamps	ACG 20 fuse	Fuse panel (d)
Cigarette lighter	AGC 25 fuse	Fuse panel (b)
Clock	AGC 25 fuse	Fuse panel (b)
Clock lamp	AGC 4 fuse	Fuse panel (c)
Courtesy lamps	AGC 25 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 25 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 25 fuse	Fuse panel (b)
Headlamps	CB	Light switch
Headlamp hi-beam indicator lamp	CB	Light switch
Heater	AGC 25 fuse	Fuse panel (f)
Heater controls lamp	AGC 4 fuse	Fuse panel (c)
Instrument cluster lamps	AGC 4 fuse	Fuse panel (c)
License lamp	AGC 20 fuse	Fuse panel (b)
Luggage compartment lamp	AGC 20 fuse	Fuse panel (b)
Oil pressure indicator lamp	AGC 10 fuse	Fuse panel (d)
Parking lamps	20 amp fuse	Fuse panel
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	Fuse panel
Side Marker lamp - Rear	AGC 20 fuse	Fuse panel
Spot lamp – Portable	AGC 15 fuse	In line
Tachometer	AGC 10 fuse	Fuse panel (d)
Tail, stop and turn lamps	AGC 20 fuse	Fuse panel (b)
Temperature indicator	AGC 10 fuse	Fuse panel (d)
Traffic hazard indicator	AGC 20 fuse	Fuse panel (b)
Underhood lamp	SAE 15 fuse	In line
Windshield wiper, two-speed	SAE 25 fuse	Fuse panel (g)

* Letter suffix indicates same circuit

POWER TRAINS

POWER TEAM COMBINATIONS

ENGINE	TRANSMISSION	MODEL APPLICATION	AXLE RATIO* STD'	A/C	YD1 (a)
Turbo-Thrift 250 250 Cubic Inch L-6 145 HP Standard	3-Spd. (2.85:1 low) Powerglide Torque Drive	All Models	3.08:1	NA	NA
Turbo-Fire 307 307 Cubic Inch V-8 200 HP Standard	3-Spd (2.85:1 low) Powerglide Turbo Hydra-Matic	All Models	3.08:1 2.56:1	3.08:1 2.56:1	NA 3.36:1
Turbo-Fire 350 350 Cubic Inch V-8 245 HP RPO L65	3-Speed (2.54:1 low) Turbo Hydra-Matic	All Models	3.08:1 2.56:1	3.08:1 2.56:1	NA 3.31:1
Turbo-Fire 350 350 Cubic Inch V-8 270 HP RPO L48	4-Speed (2.52:1 low) Turbo Hydra-Matic	Sport Coupe only	3.31:1 3.07:1	3.31:1 3.07:1	NA

(a) YD1 – Trailer option
*–Positraction axles available optionally for all ratios shown.

MULTIPLICATION FACTORS

WITH MANUAL TRANSMISSIONS

ENGINE	CARBURETION	TRANSMISSION	TOTAL GEAR REDUCTION*					AXLE RATIO
			1st	2nd	3rd	4th	Rev	
250 Cu.In. L-6 ● 145 HP Standard	Single Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
307 Cu.In. V-8 200 HP Standard	2-Barrel	3-Speed	8.78	5.17	3.08		9.09	3.08
350 Cu.In. V-8 250 HP RPO L65	2-Barrel	3-Speed	7.82	4.62	3.08		8.10	3.08
350 Cu.In. V-8 300 HP RPO L48	4-Barrel	4-Speed	8.34	6.22	4.83	3.31	8.57	3.31

WITH AUTOMATIC TRANSMISSIONS

ENGINE	TRANSMISSION	SELECTOR POSITION	TOTAL TORQUE MULTIPLICATION*	AXLE RATIO
250 Cu.In. L-6 145 HP Standard	Torque-Drive	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11.77:1 - 5.61:1	
307 Cu. In. V-8 200 HP Standard	Powerglide	Drive	11.77:1 - 3.08:1	3.08:1
		Low & Reverse	11 77:1 - 5.61:1	
	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
		Second	13.54:1 - 3.89:1	
		Reverse	10.37:1 - 4.94:1	
350 Cu.In. V-8 245 HP Opt. L65	Turbo Hydra-Matic	Drive	13.54:1 - 2.56:1	2.56:1
		Low	13.54:1 - 6.45:1	
		Second	13.54:1 - 3.89:1	
		Reverse	10.37:1 - 4.94:1	
350 Cu.In. V-8 270 HP Opt. L48	Turbo Hydra-Matic	Drive	16.24:1 - 3.07:1	3.07:1
		Low	16.24:1 - 7.74:1	
		Second	16.24:1 - 4.67:1	
		Reverse	12.43:1 - 5.93:1	

*Axle ratio x transmission ratio.

ENGINE DATA AND RATINGS

GENERAL DATA

Engine Type		L-6 OHV	V-8 OHV		
Piston Displacement (Cu.In.)		250	307	350	
Availability		Base	Base	RPO L65	RPO L48
Number of Cylinders		Six	Eight		
Bore (nominal)		3.875		4.00	
Stroke (nominal)		3.53	3.25	3.48	
Compression Ratio		8.5:1			
Taxable (SAE) Horsepower		36.0	48.0	51.2	
Firing Order		1-5-3-6-2-4	1-8-4-3-6-5-7-2		
Idling Speed	Manual (in neutral)	550		600	
	Powerglide (in drive)	500			
	Torque-Drive (in drive)	500			
	Turbo Hydra-matic (in drive)		550		
Compress. Press. (PSI) @ Cranking Speed, Engine Hot		140	150		
Power Plant Mounting	Front	Two, combination compression and shear type			
	Rear	One, shear type			
Measurements	Fan to rear of engine block	33.99	31.13	30.69	30.16
	Top of air cleaner to bottom of oil pan	27.44	29.49	29.29	26.79
	Width - including air cleaner	30.15	27.34	27.34	27.97

ADVERTISED ENGINE RATING

Engine Designation	Turbo-Thrift 250 L-6 145 HP	Turbo-Fire 307 V-8 200 HP	Turbo-Fire 350 V-8 245 HP	Turbo-Fire 350 V-8 270 HP
Availability	Base	Base	RPO L65	RPO L48
Carburetor	Single Barrel	Two Barrel	Two Barrel	Four Barrel
Gross Brake HP @ RPM	145 @ 4200	200 @ 4600	245 @ 4800	270 @ 4800
Gross Torque @ RPM (lb-ft)	230 @ 1600	300 @ 2400	350 @ 2800	360 @ 3200
Net Brake HP @ RPM ●	110 @ 3800	140 @ 4400	165 @ 4000	210 @ 4400
Net Torque @ RPM (lb-ft) ●	185 @ 1600	235 @ 2400	280 @ 2400	300 @ 2800

TURBO-THRIFT 250 L-6 ENGINE

Transmission		3-Speed	Powerglide	Torque-Drive
Rear Axle Ratio		3.08:1		
Tire Size		E78 x 14B		
Crankshaft Revolutions per Mile		2461.0		
Crankshaft RPM @ 1 MPH	Low	116.9	74.6	
	Second	68.9		
	Third	41.0	41.0 (direct)	
	Reverse	121.0	74.6	
Piston Travel (ft/mile)		1447.9		

TURBO-FIRE 307 V-8 ENGINE

Transmission		3-Speed	Powerglide	Turbo Hydra-Matic
Rear Axle Ratio		3.08:1		2.56:1
Tire Size		E78 x 14B		
Crankshaft Revolutions per Mile		2461.0		2045.4
Crankshaft RPM @ 1 MPH	Low	116.9	74.6	85.9
	Second	68.9		51.8
	Third	41.0	41.0 (direct)	34.1 (direct)
	Reverse	121.0	74.6	65.8
Piston Travel (ft/mile)		1333.0		1107.9

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

Transmission		3-Speed	Turbo Hydra-Matic
Rear Axle Ratio		3.08:1	2.56:1
Tire Size		E78 x 14B	
Crankshaft Revolutions per Mile		2461.0	2045.4
Crankshaft RPM @ 1 MPH	Low	104.2	85.9
	Second	61.5	51.8
	Third	41.0	34.1 (direct)
	Reverse	107.9	65.8
Piston Travel (ft/mile)		1427.4	1186.3

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

Transmission		4-Speed	Turbo Hydra-Matic
Rear Axle Ratio		3.31:1	3.07:1
Tire Size		F70 x 14B	
Crankshaft Revolutions per Mile		2598.3	2409.9
Crankshaft RPM @ 1 MPH	Low	109.1	101.2
	Second	81.4	61.0
	Third	63.2	40.2 (direct)
	Fourth	43.3	
	Reverse	112.2	77.5
Piston Travel (ft/mile)		1507.0	1397.7

VEHICLE PERFORMANCE FACTORS

ENGINE	BASE 250 CU.IN. 145 HP	BASE 307 CU.IN. 200 HP	RPO L65 350 CU.IN. 245 HP	RPO L48 350 CU.IN. 270 HP
MODEL	11369	11469	11469	11427
3-SPEED TRANSMISSION				
Performance Weight (pounds)	3660	3792	3834	
Pounds per Gross Horsepower	25.24	18.96	15.65	
Pounds per Cu.In. Displacement	14.64	12.35	10.95	
Gross HP per Cu.In. Displacement	.580	.651	.700	
Power Displacement (cu.ft./mile)	178.02	218.61	249.23	
Displacement Factor (cu.ft./ton mile)	97.28	115.06	129.81	
4-SPEED TRANSMISSION				
Performance Weight (pounds)				3912
Pounds per Gross Horsepower				14.49
Pounds per Cu.In. Displacement				11.18
Gross HP per Cu.In. Displacement				.771
Power Displacement (cu.ft./mile)				263.14
Displacement Factor (cu.ft./ton mile)				104.77
POWERGLIDE				
Performance Weight (pounds)	3662	3798		
Pounds per Gross Horsepower	25.25	18.99		
Pounds per Cu.In. Displacement	14.65	12.37		
Gross HP per Cu.In. Displacement	.580	.651		
Power Displacement (cu.ft./mile)	188.02	218.61		
Displacement Factor (cu.ft./ton mile)	97.28	115.67		
TORQUE-DRIVE				
Performance Weight (pounds)	3663			
Pounds per Gross Horsepower	25.26			
Pounds per Cu.In. Displacement	14.66			
Gross HP per Cu.In. Displacement	.580			
Power Displacement (cu.ft./mile)	178.02			
Displacement Factor (cu.ft./ton mile)	97.28			
TURBO HYDRA-MATIC				
Performance Weight (pounds)		3830	3876	3946
Pounds per Gross Horsepower		19.15	15.82	14.62
Pounds per Cu.In. Displacement		12.47	10.95	11.27
Gross HP per Cu.In. Displacement		.651	.700	.771
Power Displacement (cu.ft./mile)		181.69	207.14	206.40
Displacement Factor (cu.ft./ton mile)		95.12	106.77	134.25

GLOSSARY

Performance Weight — Curb Weight plus 600 Lb (weight of four 150 lb passengers)

Power Displacement — $\frac{\text{Crankshaft Revs/Mi x Piston Displacement}}{2 \times 1728}$

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

CYLINDER BLOCK
- Material . . . . . Cast alloy iron
- Bore Diameter
  - L6-250 Cu. In. 3.8745-3.8775
  - V8-307 Cu. In. 3.8745-3.8775
  - V8-350 Cu. In. 3.9995-4.0025
- Bearing Caps (Number, material and attachment)
  - L6-250 Cu.In. . . . . 7, cast iron, 2-bolt
  - V8-307 & 350 Cu.In. . . . . 5, cast iron, 2-bolt
  - Water Jacket . . . . Full length around each cylinder
- Cylinder Numbering Arrangement
  - L6-250 Cu. In. 1-2-3-4-5-6
  - V8-307 & 350 Cu. In. . . . . Left Bank 1-3-5-7; Right Bank 2-4-6-8
- Bore Spacing (Centerline to Centerline) 4.40

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

COMBUSTION CHAMBER VOLUME
(Total chamber volume of assembled engine with piston at top center)
- L6-250 Cu. In. . . . . 5.73 Cu. In.
- V8-307 Cu. In. . . . . 5.32 Cu. In.
- V8-350 Cu. In. . . . . 6.08 Cu. In.

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

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

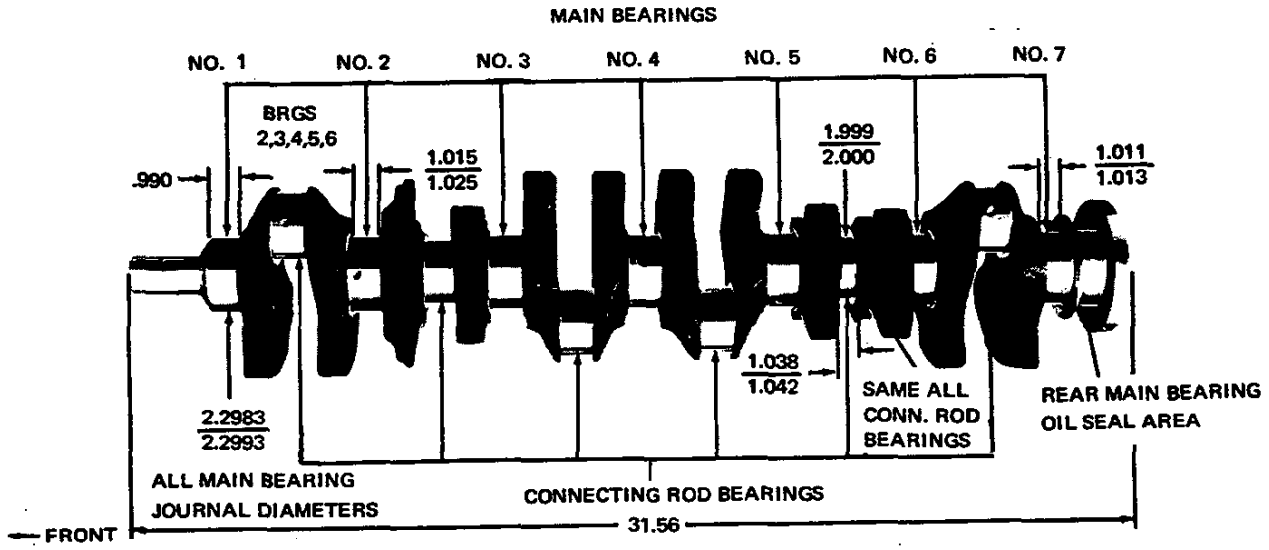
CRANKSHAFT
- Material
  - L6-250 Cu. In. . . . . Cast nodular iron
  - V8-307 & 350 Cu. In. . . . . Cast nodular iron
- End Play 002-.006
- Counter Weights
  - L6-250 Cu. In. 12
  - V8-307 & 350 Cu. In. 6
- Crank Arm Length
  - L6-250 Cu. In. 1.765
  - V8-307 Cu. In. 1.625
  - V8-350 Cu. In. 1.740
- Torsional Damper . . . . . Rubber mounted inertia
- Timing Gear
  - L6-250 Cu. In. . . . . Steel; helical cut
  - V8-307 & 350 Cu. In. . . . Steel; sprocket & chain
- Pulley Pitch Diameter 6.64

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

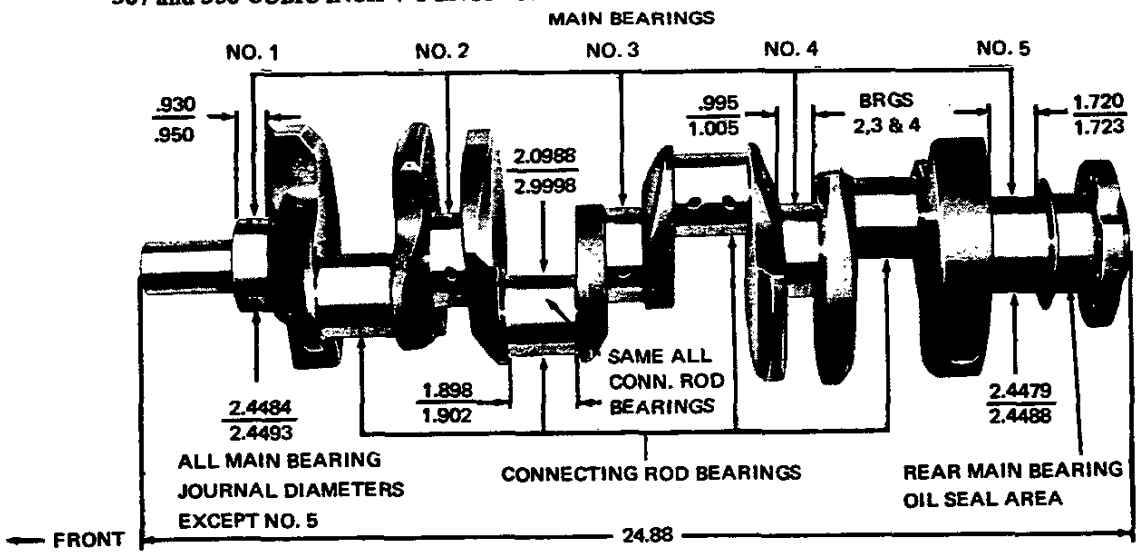
Dimensions	Theoretical Inner Dia.	Effective Length	Projected Area
L6-250 Cu. In.			
Bearing No. 1-6	2.3004	.752	1.7299
Bearing No. 7	2.3004	.760	1.7483
V8-307 & 350 Cu.In.			
Bearing No. 1-4	2.4502	.752	1.8425
Bearing No. 5	2.4508	1.177	2.8846

CRANKSHAFTS AND BEARINGS

250 CUBIC INCH SIX CYLINDER ENGINE



307 and 350 CUBIC INCH V-8 ENGINES



CAMSHAFT

Material	Cast alloy iron
Drive	
L6-250 Cu. In.	Gear; bakelite and fabric composition with steel hub
V8-307 & 350 Cu. In.	Sprocket & chain; steel
Lobe lift	
L6-250 Cu. In.	.217 Inlet & Exhaust
V8-307 & 350 Cu. In.	.2600 Inlet; .2733 Exhaust
Bearings	Steel backed babbitt

VALVE TRAIN

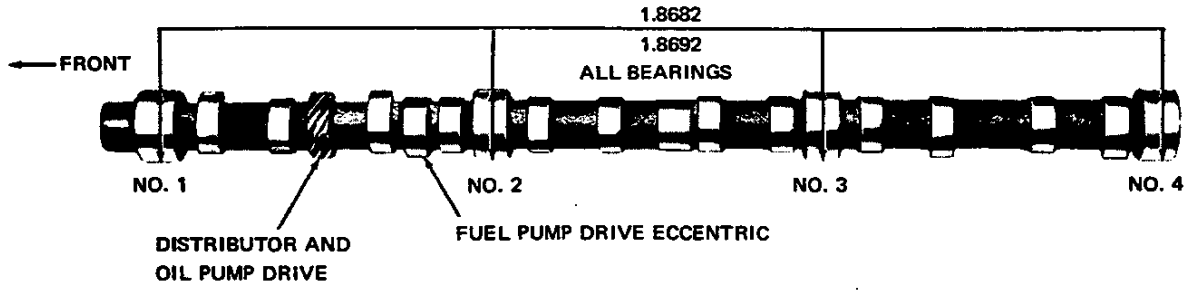
Type	Individually mounted, overhead rocker arms, push rod actuated
Lifters	Hydraulic
Rocker arms	
Ratio	
L6-250 Cu. In.	1.75:1
V8-307 & 350 Cu. In.	1.50:1
Push rods	
Type	Hollow steel
Ends	Hardened

VALVE SPRINGS

Diameter (I.D.)	
L6-250 Cu. In.	.872-.888
V8-307 & 350 Cu. In.	.868-.884
Installed length (lb. @ in.)	
Valves closed	
L6-250 Cu. In.	56-64 @ 1.66
V8-307 Cu. In.	76-84 @ 1.70
V8-350 Cu. In.	76-84 @ 1.70
Valves opened	
L6-250 Cu.In.	180-192 @ 1.27
V8-307 Cu. In.	194-206 @ 1.25
V8-350 Cu. In.	194-206 @ 1.25
Free length	
L6-250 Cu. In.	1.90
V8-307 & 350 Cu. In.	2.03
Valve spring damper	
L6-250 Cu. In.	None
V8-307 Cu. In.	Flat steel, 4 coils
V8-350 Cu. In.	Flat steel, 4 coils
Oil shield	Steel cup

CAMSHAFT AND BEARINGS

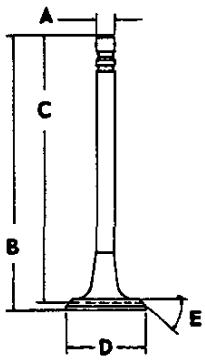
250 CUBIC INCH L-6 ENGINE

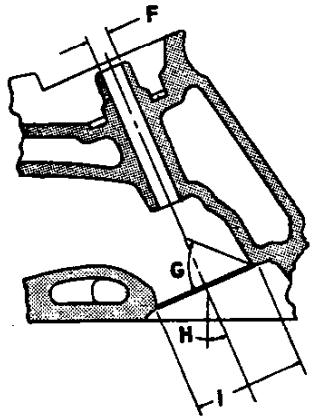


PRINCIPAL COMPONENTS

INLET VALVES

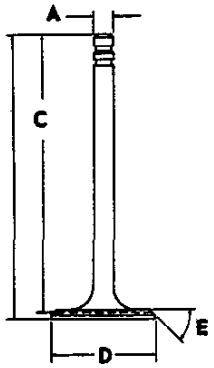
Material . . . . . Alloy steel
Coating . . . . . Aluminized face on L6-250 Cu. In.

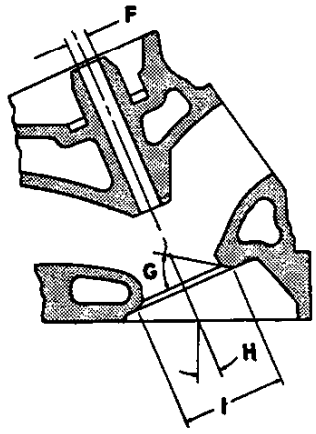




EXHAUST VALVES

Material . . . . . High alloy steel
Coating . . . . . Aluminized face





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

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

VALVE LIFT

L6-250 Cu. In. . . . . .3880 Inlet & Exhaust
V8-307 Cu. In. . . . . .3900 Inlet; .4100 Exhaust
V8-350 Cu. In. . . . . .3900 Inlet; .4100 Exhaust

VALVE TIMING (Crankshaft Degrees)

L6-250 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 & 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 - ABC	30°	52°
Duration	288°	320°

VALVE TRAIN LASH

Inlet . . . . . Zero
Exhaust . . . . . Zero

PISTONS

Material . . . . . Cast aluminum alloy
Head type . . . . . Flat, notched head
Skirt type . . . . . Slipper
Top land clearance
L6-250 Cu. In. 0245-.0335
V8-307 Cu. In. 0235-.0325
V8-350 Cu. In. 0235-.0325
Skirt clearance
L6-250 Cu. In. 0005-.0011
V8-307 Cu. In. 0005-.0015
V8-350 Cu. In. 0007-.0013
Compression ring groove depth
L6-250 Cu. In. 2153-.2218
V8-307 Cu. In. 2113-.2178
V8-350 Cu. In. 2218-.2284
Oil ring groove depth
L6-250 Cu. In. 2093-.2158
V8-307 Cu. In. 2053-.2118
V8-350 Cu. In. 2038-.2103
Pin bore offset
L6-250 Cu. In. 055-.065
V8-307 & 350 Cu. In. 055-.065
Compression height
L6-250 Cu. In. 1.658-1.662
V8-307 Cu. In. 1.673-1.677
V8-350 Cu. In. 1.558-1.562

PISTON PINS

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

PRINCIPAL COMPONENTS

COMPRESSION RINGS – UPPER

Material	Cast alloy iron
Type	Straight edge inside of ring
Face	Barrel
Coating	Chrome plate
Width	
L6-250 Cu. In.	.0775-.0780
V8-307 Cu. In.	.0775-.0780
V8-350 Cu. In.	.0775-.0780
Wall Thickness	
L6-250 Cu. In.	.184-.194
V8-307 Cu. In.	.184-.194
V8-350 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
Width	
L6-250 Cu. In.	.0770-.0780
V8-307 Cu. In.	.0770-.0780
V8-350 Cu. In.	.0770-.0775
Wall Thickness	
L6-250 Cu. In.	.184-.194
V8-307 Cu. In.	.184-.194
V8-350 Cu. In.	.190-.200
Gap	
L6-250 Cu. In.	.010-.020
V8-307 Cu. In.	.010-.020
V8-350 Cu. In.	.013-.025

OIL CONTROL RINGS

Type	Multi-piece (two rails and one spacer)
Material	
Rails	Steel
Spacer	Alloy steel
Width (assembled)	.1870-.1890
Wall Thickness	
L6-250 Cu. In.	.152-.158
V8-307 & 350 Cu. In.	.150-.156
Gap	.015-.055
Rail Coatings	Chrome plated

CONNECTING RODS

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

CONNECTING ROD BEARINGS

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

FUEL TANK
- Capacity (Gal) . . . . . 16 (approximately)
- Fuel tank location . . . . . Attached to underbody behind rear axle
- Filler location . . . . . Behind hinged rear license plate

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

FUEL PUMP ASSEMBLY
- Type . . . . . Mechanical; diaphragm
- Drive . . . . . Camshaft, eccentric
- Location . . . . . Right side front of engine
- Pressure range (shut off pressure at 1800 rpm)
  - L6-250 Cu. In. . . . . 4.00-5.00 psi at pump outlet
  - V8-307 Cu.In. . . . . 5.50-7.50 psi at pump outlet
  - V8-350 Cu.In. . . . . 7.50-9.00 psi at pump outlet

AIR CLEANER
- Type . . . . . Cylindrical, single air horn chrome cover on V8-350 Cu.In. (RPO L48)
- Diameter
  - L6-250 Cu.In. 12.62
  - V8-307 Cu.In. 12.62
  - V8-350 Cu.In. 15.48
- Filter element . . . . . Oil-wetted paper

CARBURETORS
- Make and type
  - L6-250 Cu.In. . . . . Rochester, 1-barrel, Monojet
  - V8-307 Cu.In. . . . . Rochester, 2-barrel, downdraft
  - V8-350 Cu.In. (L65) Rochester, 2-barrel, downdraft
  - V8-350 Cu.In. (L48) Rochester, 4-barrel, Quadrajet
- SAE flange type
  - L6-250 Cu.In. 1.50
  - V8-307 Cu.In. 1.25
  - V8-350 Cu.In. 1.50
- Throttle bore
  - L6-250 Cu.In. 1.69
  - V8-307 Cu.In. 1.44
  - V8-350 Cu.In. (L65) 1.69
  - V8-350 Cu.In. (L48)
    - Primary 1.38
    - Secondary 2.25
- Secondary throttle actuation . . . . . By linkage approximately when primary valves are opened halfway between closed and open
- Venturi diameter
  - L6-250 Cu.In. 1.31
  - V8-307 Cu.In. 1.09
  - V8-350 Cu.In. (L65) 1.25
  - V8-350 Cu.In. (L48)
    - Primary 1.04
    - Secondary 625

CHOKE
- Type . . . . . Automatic

EXHAUST AND VENTILATION SYSTEM

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

MUFFLERS
- Type . . . . . Oval, reverse flow
- Construction . . . . . Heads and body joined by rolled lock seam construction
- Heads
  - L6-250 Cu.In. . . . . .048 sheet steel, aluminized
  - V8-307 Cu.In. . . . . .048 sheet steel, aluminized
  - V8-350 Cu.In. (L65) . . .048 sheet steel, aluminized
  - V8-350 Cu.In. (L48) . . .060 sheet steel, aluminized
- Shell . . . . . .036 sheet steel, aluminized
- Wrap . . . . . .030 indented asbestos sheet
- Cover . . . . . .018 sheet steel, aluminized
- Baffles . . . . . 4; .036 sheet steel, aluminized
- Length, Body
  - L6-250 Cu.In. 24.00
  - V8-307 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 & 350 L65)
- Dimensions (O.D.) 2.00
- Wall Thickness . . . . . .072-.092 laminated

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

●RESONATORS
- V8-350 Cu.In. RPO L48 only . . . . . Stainless steel

TAIL PIPES
- Dimension (O.D.) 2.00
- Wall Thickness 062-.076

EXHAUST EMISSION CONTROLS
- Engine Ventilation . . . . . Closed positive; utilizes manifold vacuum to draw off engine crankcase vapors through a metered PCV valve and ultimately to the intake system for engine reburn
- Controlled Combustion System . Increases combustion efficiency through leaner carburetor adjustments and revises distributor calibration
- Combination Emission Control Valve . . . . . Controls vacuum supply to the distributor vacuum spark advance and positions the carburetor throttle blade during vehicle deceleration.

GENERAL

Type	Controlled full pressure
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Cylinder Walls	
L6-250 Cu. In.	Main and connecting rod bearing throw off
V8-307 & 350 Cu.In.	Pressure, jet cross sprayed
Camshaft Bearings	Pressure
Valve Lifters	Pressure
Rocker Arms	Pressure
Timing Gears	
L6-250 Cu.In.	Nozzle sprayed
V8-307 & 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	
L6	Forward end of rocker cover
V8	Rearward on left rocker cover

OIL PAN CAPACITIES (Quarts)

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

LUBRICANT GRADES AND TEMPERATURES

20^{o} and Above	20W, 10W-30, 10W-40, 20W-40
0^{o} and 60^{o} above	10W, 5W-30, 10W-30, 10W-40
Below 20^{o}F	5W, 5W-20, 5W-30

OIL PUMP

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

OIL FILTER

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

OIL PAN DRAIN PLUG

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

OIL DIPSTICK - LOCATION

L6-250 Cu.In.	Right side rear of engine block
V8-307 & 350 Cu.In.	Left side center rear of engine block

COOLING SYSTEM

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

RADIATOR
- Make and Type . . . . . Harrison, tube and center
- Core constant
  - Distance between fins
    - L6-250 Cu.In. . . . . .28 Syn., .22 Auto.
    - V8-307 Cu.In. . . . . .20 Syn., .16 Auto.
    - V8-350 Cu.In. (L65) . . . . . .16 Syn., .22 Auto.
    - V8-350 Cu.In. (L48) . . . . . .22 Syn., .22 Auto.
  - Distance between tubes 55
- Thickness of core 1.26
  V8-350 (L48) 1.98
- Frontal area (sq.in.)
  - L6-250 Cu.In. 353
  - V8-307 Cu.In. 353
  - V8-350 Cu.In. 353

RADIATOR HEAVY DUTY (RPO V01)
- Core constant
  - Distance between fins
    - L6-250 Cu.In. . . . . .16 Syn. & Auto.
    - V8-307 Cu.In. . . . . .16 Syn., .14 Auto.
    - V8-350 Cu.In. . . . . .16 Syn., .14 Auto.
  - Distance between tubes 55
- Thickness of core
  - L6-250 Cu.In. 1.26
  - V8-307 Cu.In. 1.98
  - V8-350 Cu.In. 1.98
- Frontal area (sq. in.)
  - L6-250 Cu.In. 353
  - V8-307 Cu.In. 353
  - V8-350 Cu.In. 353

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

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

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

FAN
- Number of blades 4
- Diameter
  - L6-250 Cu.In. 17.62
  - V8-307 & 350 Cu.In. 18.00
- Fan pulley pitch diameter 7.00

BELTS, CRANKSHAFT, FAN AND GENERATOR
- Number used . . . . . One
- Angle of "V" . . . . . 38°-42°
- Pitch line
  - L6-250 Cu.In. 37.30
  - V8-307 & 350 Cu.In. 44.25
- Width 380

WATER PUMP
- Type . . . . . Centrifugal
- Capacity
  - L6-250 Cu.In. . . . . 26 GPM @ 2000 engine RPM
  - V8-307 Cu.In. . . . . 23 GPM @ 2000 engine RPM
  - V8-350 Cu.In. . . . . 23 GPM @ 2000 engine RPM
- Bearing . . . . . Permanently lubricated double row ball
- Drive . . . . . Fan belt
- ●Ratio (pump to engine rpm)
  - L6-250 Cu.In. 1.165:1
  - V8-307 & 350 Cu.In. 949:1

DRAIN LOCATIONS AND TYPE
- Radiator; Petcock . . . . . Left hand, lower rear face
- Engine block; Plug
  - L6-250 Cu.In. . . . . Left side rear
  - V8-307 & 350 Cu.In. . . . . Right and left side

SUPPLY SYSTEM
BATTERY
Voltage Rating 12
Cranking Power @ 0° F
L6-250 Cu.In. . . . . 2300 watts
V8-307 Cu.In. . . . . 2900 watts
V8-350 Cu.In. . . . . 2900 watts
Heavy Duty (RPO T60) . . . . . 3750 watts
Capacity (SAE) @ 20 hr. rate
L6-250 Cu.In. . . . . 45 amp. hr.
V8-307 & 350 Cu.In. . . . . 61 amp. hr.
Heavy Duty (RPO T60) . . . . . 80 amp. hr.
Total Number of Plates
L6-250 Cu.In. 54
V8-307 & 350 Cu.In. 66
Heavy Duty (RPO T60) 90
Number of Cells 6
Terminal Grounded . . . . . Negative
Location . . . Engine compartment; right side front

GENERATOR
Type . . . . . Diode rectified
Rating
Amps 37
Volts 12-15
Drive . . . . . By fan belt
Pulley Pitch Diameter 2.70
●Ratio (Gen. to Engine Speed) 2.53:1

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

IGNITION SYSTEM
DISTRIBUTORS . . . . . Refer to chart below

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

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

SPARK PLUGS
●Type
L6-250 Cu.In. ACR46TS
V8-307 & 350 (L65) Cu.In. ACR45TS
V8-350 (L48) Cu.In. ACR44TS
Thread Size (mm) 14
Gap 033-.038
Torque . . . . . 25 lb.ft.

STARTING SYSTEM
STARTING MOTOR
Rotation (Drive End View) . . . . . Clockwise
Test Conditions . . . . . Engine at operating temp.
No Load Test
Amps
L6-250 Cu.In. 49-87
V8-307 Cu.In. 44-87
V8-350 Cu.In. 65-100
Volts 10.6
RPM
L6-250 Cu.In. 6200-10700
V8-307 Cu.In. 6200-10700
V8-350 Cu.In. 3600-5100
Motor Drive
Engagement . . . . . Solenoid
Pinion Meshes at . . . . . Rear
Pinion Tooth No. 9
Flywheel Tooth No. 153
Mounting . . . . . Bolted to cylinder block flange

DISTRIBUTORS	Transmission	250 Cu.In.	307 Cu.In.	350 Cu.In.	
		L6-145 HP	V8-200 HP	V8-245 HP	V8-270 HP
Model	Manual	1110489	1112005	1112042	1112044
	Automatic	1110489	1112039	1112005	1112045
Type		Single breaker			
Cam angle		31° - 34°	29° - 31°		
Breaker gap		.019 (new)			
Breaker arm tension		19 - 23 oz.			
Centrifugal advance begins @ RPM	Manual	1270	1000	1120	1160
	Automatic	1270	1320	1000	1335
Maximum degrees @ RPM	Manual	24 @ 4100	24 @ 4300	28 @ 4300	22 @ 4200
	Automatic	24 @ 4100	20 @ 4200	24 @ 4300	18 @ 4200
Vacuum advance begins @ In. Hg.	Manual	8.00	8.00		8.00
	Automatic	8.00	8.00		8.00
Maximum degrees @ In. Hg.	Manual	22 @ 16	20 @ 17		15 @ 15.5
	Automatic	22 @ 16	20 @ 17		15 @ 15.5
Timing (initial design setting) Crankshaft degrees @ RPM with vacuum line disconnected	●Manual	4° BTC @ 550	4° BTC @ 600	2° BTC @ 600	4° BTC @ 600
	Automatic	4° BTC @ 550	8° BTC @ 550	6° BTC @ 550	8° BTC @ 550
Timing mark location		Torsional damper			

CLUTCHES

Engine	Type - Cubic Inch		L6-250	V8-307	V8-350	
	Availability		Standard	Standard	RPO L65	RPO L48
Clutch for			3-Speed			4-Speed
Type			Single dry disc		Single dry disc centrifugal	
Clutch cover & pressure plate	Eff. plate load, lb. ●		1650-1850	1900-2200	2100-2300	2450-2750
	Press. plate matl.		Cast iron		Nodular iron	
	Clutch spring type		Diaphragm		Diaphragm bent finger	
	Clutch spring matl.		Heat treated spring steel			
Driven plate	Type		Single disc with two friction discs			
	Cushions		Flat spring steel between friction rings			
	Dampers		(a)	10 coil springs (5 sets of two)		
	Friction rings	OD	9.12	10.34		11.00
		ID	6.12	6.50		6.50
		Total area sq. in.	71.82	101.54		123.70
		Material	Woven type asbestos			
Flywheel & Ring Gear	Flywheel	Material ●	Nodular iron			
	Ring Gear	Material	Heat treated HR steel			
		No. of teeth ●	153		168	
		PD ●	12.75		14.0	
		Attachment	Shrink fit			
Bearings	Release	Type	Single row ball			
		Lubrication	None, prepacked			
	Pilot	Type	Bronze bushing			
		Lubrication	None, sintered and oil impregnated			
Control	Clutch fork		Drop forged steel, pivot mounted on ball			
	Pedal mounting		Pendant from brace on dash			
	Lubrication		Crossover shaft			
Clutch housing material			Aluminum alloy			

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

3 and 4-SPEED TRANSMISSIONS

Transmission Type			3-Speed			4-Speed
Engine Application	Type - Cubic Inch		L6-250	V8-307	V8-350	V8-350
	Availability		Base	Base	L65	L48
Case Material			Cast iron			Aluminum
Gear Shift	Type		Remote			
	Control		Lever			
	Location		Steering column			Floor
Gears	Type		Helical			
	Material		Forged steel hardened			
	Synchronization		All forward gears			
	Constant mesh gear		All gears			All forward gears
	Sliding Gears		None			Reverse
	Ratios	First	2.85:1		2.54:1	2.52:1
		Second	1.68:1		1.50:1	1.88:1
		Third	1.00:1		1.00:1	1.46:1
		Fourth				1.00:1
		Reverse	2.95:1		2.63:1	2.59:1
Lubricant	Type		Meeting Military Spec. MIL-L-2105B			
	Capacity (pts)		3			
Extension	Material		Cast iron			Aluminum
	Oil		Steel encased double seal of spring loaded rubber or felt			

POWERGLIDE TRANSMISSION

Engines	Type		L6-250 Cu.In.	V8-307 Cu.In.
	Availability		Standard	
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse	
	Selector lever	Location	Steering column (a)	
		Operation	Actuates manual valve in hydraulic control system	
		Quadrant pattern	P–R–N–D–L	
	Parking lock	Type	Pawl and gear (on planetary)	
		Operation	Applied by selector lever thru spring loaded linkage	
	Method of cooling		Water	
	Flywheel assembly		Steel stamping with welded on ring gear	
Hydraulic	Manual valve type		Spool	
	Press, regulator valve type		Spool	
	Pressure @ Idle (b)	Drive	51	
		Low	112	
		Reverse	91	
Converter assembly	Type		Three element	
	Pump		Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.	
	Turbine		Inner and outer shells separated by sheet steel vanes, Assembly supported in converter cover.	
	Stator		Operation independent of cover and pump housing. Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.	
	Stall torque ratio		2.10	
	Stall speed (RPM)		1620	1530
	Diameter (nominal)		11.75	
Planetary gear set	Type		Compound planetary	
	Range	Drive	1.82 to 1.00	
		Low	1.82	
		Reverse	1.82	
	Low band		Three linked circular segments	
	Low band servo		Piston with release spring and inner cushion spring	
Case	Material		Aluminum (one piece)	
	N/V factor		36.4	
High clutch	Type		Multi-disk	
	Drive plates	Description	Waved steel with bonded organic facings	
		Number	3	4
	Driven plates	Description	Flat steel	
		Number	4	5
Reverse clutch	Type		Multi-disk	
	Drive plates	Description	Flat steel with bonded organic facings	
		Number	4	5
	Reaction plates	Description	Flat steel	
		Number	4	5
Torque multiplication	Maximum overall ratio		3.82:1	
	Low and reverse		3.81:1 to 1.82:1	
Lubricant	Type		A suffix A	
	Capacity (pts)	Dry	17	
		Refill	6	
Governor	Type		Centrifugal	
	Operation		Regulates pump oil pressure to automatic shift control valve	
	Drive		Mounted on output shaft	
	Location		In extension	
Oil Pump	Type		Internal-external gear	
	Number		One, front	
	Function		To supply pressure	
	Drive		Converter pump	

(a) Floor mounted when optional bucket seats are used
(b) Conditions: 450 RPM input @ 25 inches Hg vacuum

TORQUE–DRIVE TRANSMISSION

Engine	Type		L6-250 Cu.In.
	Availability		Standard
General data	Type		Automatic hydraulic torque converter with planetary gear system for low and reverse
	Selector lever	Location	Steering column
		Operation	Actuates manual valve in hydraulic control system
		Quadrant pattern	Park–R–N–Hi–1st
	Parking lock	Type	Pawl and gear (on planetary)
		Operation	Applied by selector lever thru spring loaded linkage
	Method of cooling		Water
	Flywheel assembly		Steel stamping with welded on ring gear
Hydraulic controls	Manual valve type		Spool
	Pressure regulator valve type		Spool
	Pressure @ Idle (a)	Drive	51
		Low	132
		Reverse	90
Converter assembly	Type		Three element
	Pump		Inner and outer sheet steel shells separated by sheet steel vanes. Outer shell is pump housing which is welded to converter housing.
	Turbine		Inner and outer shells separated by sheet steel vanes. Assembly supported in converter cover. Operation independent of cover and pump housing.
	Stator		Aluminum air foil supported on a stationary sleeve by an over-running clutch of cam and roller design.
	Stall torque ratio		2.10
	Stall speed (RPM)		1790
	Diameter (nominal)		11.75
Planetary gear set	Type		Compound planetary
	Range	Drive	1.82:1
		Low	1.82
		Reverse	1.82
	Low band		Three linked circular segments
	Low band servo		Piston with release spring and inner cushion spring
Case	Material		Aluminum (one piece)
High clutch	Type		Multi-disk
	Drive plates	Description	Waved steel with bonded organic facings
		Number	3
	Driven plates	Description	Flat steel
		Number	4
Reverse clutch	Type		Multi-disk
	Drive plates	Description	Flat steel with bonded organic facings
		Number	4
	Reaction plates	Description	Flat steel
		Number	4
Torque Multi-plication	Maximum overall ratio		3.70
	Low and reverse		3.70 to 1.76
Lubricant	Type		A suffix A
	Capacity (pts)	Dry	17
		Refill	6
Oil pump	Type		Internal-external gear
	Number		One; front
	Function		To supply pressure
	Drive		Converter pump

(a) Conditions: 450 RPM input at 25 inches Hg vacuum

TURBO HYDRA–MATIC TRANSMISSION

GENERAL DATA

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

CONVERTER ASSEMBLY

- Driving Member (Pump) . . . . . Multivane type, sheet metal blade spot welded to steel pump housing that is an integral part of the converter housing
- Driven Member (Turbine) . . . . Steel axial flowblades assembled between inner & outer steel shells
- Stator Assembly . . . . . Aluminum multivane type blades mounted on a one way (overruning) roller clutch
- Stall Ratio 2.10
- Diameter (Nominal) 11.75

CLUTCH

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

TORQUE MULTIPLICATION

- Drive . . . . . 5.29:1 to 1.00
- Low 2 . . . . . 5.29:1 to 1.52
- Low 1 . . . . . 5.29:1 to 2.52
- Reverse . . . . . 4.05:1 to 1.93

PLANETARY GEAR UNIT

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

HYDRAULIC SYSTEM

- Oil Pressure Pump . . . . . Supplied hydraulic pressure from an engine driven gear type pump
- Pump Pressure (450 RPM input @ 25 in. Hg vacuum)
  - Park . . . . . 55 PSI
  - Neutral . . . . . 55 PSI
  - Drive . . . . . 55 PSI
  - L2 . . . . . 80 PSI
  - L1 . . . . . 80 PSI
  - Reverse . . . . . 84 PSI
- Valves
  - Type . . . . . Steel spool
  - Manual . . . . . Establishes range at transmission operation
  - Pressure Regulator . . . . Controls mainline pressure
  - Shift (1-2) . . . . . Controls oil pressure for trans. shift from 1-2 or 2-1
  - Shift (2-3) . . . . . Controls oil pressure for trans. shift from 2-3 or 3-2
  - Modulator . . . . . Regulates line pressure with modulator oil pressure that varies with torque to transmission
  - Accumulator . . . . . To obtain greater flexibility in attaining desired shift curve for various engine requirements
- Governor
  - Type . . . . . Cross-axis centrifugal
  - Operation . . . Regulates a pressure proportional to car speed which acts upon the (1-2) (2-3) shift valves and modulator valve

LUBRICANT

- Type . . . . . A suffix A
- Capacity . . . . . 20 pints
- Refill . . . . . 5 pints

NOVA

INTERIOR AND EXTERIOR SELECTION CHART

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

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

VINYL ROOF	SOLID EXTERIOR COLOR AVAILABILITY	
BLACK	BB	All Exterior Colors.
BLUE (Dark)	CC	Black, Blue, Silver or White Exterior Colors Only.
BROWN (Dark)	FF	Copper, Orange, Rosewood, Sandalwood or White Exterior Colors Only.
GREEN (Dark)	GG	Black, Green or White Exterior Colors Only.
WHITE	AA	All Exterior Colors.

		INTERIOR TRIM							
		Black		Blue (Dark)		Jade (Dark)		Saddle (Dark)	Sandalwood
	Type of Seat	Cloth	Vinyl	Cloth	Vinyl	Cloth	Vinyl	Vinyl	Vinyl
NOVA Sedan and Coupe With Standard Interior	Bench	750	751	756	757	759	760		763
Sedan and Coupe With Custom Interior (Opt. ZJ1)	Bench	752	753			761			764
Coupe With Custom Interior (Opt. A51)	Strato-Bucket		754					767	

EXTERIOR COLOR	CODE							
SOLID	Lower	Upper						
Black, Tuxedo	19	19	X	X	X	X	X	
Blue, Mulsanne	26	26	X	X			X	
Blue, Ascot	24	24	X	X			X	
Copper, Classic	67	67	X				X	
Gold, Placer	53	53	X			X	X	
Green, Lime	43	43	X		X	X	X	
Green, Cottonwood	42	42	X		X		X	
Green, Antique	49	49	X		X	X	X	
Orange, Burnt	62	62	X				X	
Red, Cranberry	75	75	X				X	
Rosewood Metallic	78	78	X				X	
Sandalwood	61	61	X		X	X	X	
Silver, Nevada	13	13	X	X			X	
White, Antique	11	11	X	X	X	X	X	
Yellow, Sunflower	52	52	X		X	X	X	
TWO-TONE *(With Antique White Upper only)*	Lower	Upper						
Blue, Mulsanne (Lower)	26	11	X	X			X	
Gold, Placer (Lower)	53	11	X			X	X	
Green, Antique (Lower)	49	11	X		X	X	X	
Green, Lime (Lower)	43	11	X		X	X	X	
Orange, Burnt (Lower)	62	11	X				X	
Sandalwood (Lower)	61	11	X		X	X	X	

NOVA

➔STRIPING COLOR APPLICATION CHART

➔*The following striping colors are available on vehicles equipped with the Custom Exterior (ZJ2) or Rally Nova (YF1) options. Striping colors are automatically selected for compatibility to exterior paint or vinyl roof cover color applications. Vehicles ordered with the Rally Nova (YF1) option, without a vinyl roof cover, automatically receive black stripes on all exterior solid colors except Tuxedo Black.*

In the event white stripes are desired on vehicles ordered with the Rally Nova option and a body color painted roof, in any color except black or white, white stripes may be specified by reflecting ordering code ZR8 in the special instruction area of the order form. This procedure does not apply to orders that specify the Custom Exterior option.

EXTERIOR COLOR	CODE		Painted Body Roof Color			Vinyl Roof Cover (Stripe colors automatically selected for compatibility)				
			Custom Exterior	Rally Nova						
SOLID	Lower	Upper	*Automatically Selected Stripe Color*	*Automatically Selected Stripe Color*	*Optional White Stripe Color* (Code ZR8)*	Black Vinyl	White Vinyl	Blue Vinyl	Brown Vinyl	Green Vinyl
Black, Tuxedo	19	19	White	White		White	White	White		White
Blue, Mulsanne	26	26	White	Black	White	Black	White	Black		
Blue, Ascot	24	24	Black	Black	White	Black	White	Black		
Copper, Classic	67	67	White	Black	White	Black	White		Black	
Gold, Placer	53	53	Black	Black	White	Black	White			
Green, Lime	43	43	Black	Black	White	Black	White			Black
Green, Cottonwood	42	42	Black	Black	White	Black	White			Black
Green, Antique	49	49	White	Black	White	Black	White			Black
Orange, Burnt	62	62	Black	Black	White	Black	White		Black	
Red, Cranberry	75	75	White	Black	White	Black	White			
Rosewood Metallic	78	78	White	Black	White	Black	White		Black	
Sandalwood	61	61	Black	Black	White	Black	White		Black	
Silver, Nevada	13	13	Black	Black	White	Black	White	Black		
White, Antique	11	11	Black	Black		Black	Black	Black	Black	Black
Yellow, Sunflower	52	52	Black	Black	White	Black	White			
TWO-TONE (With Antique White Upper only)	**Lower**	**Upper**								
Blue, Mulsanne (Lower)	26	11	White	White						
Gold, Placer (Lower)	53	11	White	White						
Green, Antique (Lower)	49	11	White	White						
Green, Lime (Lower)	43	11	White	White						
Orange, Burnt (Lower)	62	11	White	White						
Sandalwood (Lower)	61	11	White	White						

* Available on Rally Nova with body color roof (except black or white) only. Insert code ZR8 in special instruction area on order form.

➔Indicates Change

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
Glass, Soft-Ray Tinted: All windows	A01					$ 40.05
Instrumentation, Special: V8 Coupe model with bucket seats and console only. Includes tachometer, clock and low fuel indicator located in instrument panel plus temperature, fuel, oil and ammeter gauges located on floor console.	U17					94.80
Lighting, Auxiliary:						
(A) Ashtray Light						
(B) Courtesy Lights						
(C) Glove Compartment Light						
(D) Luggage Compartment Light						
(E) Underhood Light						
For all models with custom interior—Includes A, B, D & E	Z19					15.80
For all models without custom interior—Includes A, B, C, D & E	Z19					18.45
Moldings:						
Body Side. Not available when Rally Nova or custom exterior is ordered on Coupe models. Included in exterior decor package and on Sedan models with custom exterior	B84					33.75
Window. Sedan models only	B90					26.35
Paints, Exterior:						
Solid	...					N.C.
Two-Tone. Includes bright metal outline moldings	...					31.60
Radiator, Heavy-Duty: Included when air conditioning is ordered	V01					14.75
Radio Equipment:						
Pushbutton. Includes concealed windshield antenna						
AM Radio	U63					66.40
AM/FM Radio	U69					139.05
Speaker, Rear Seat	U80					15.80
Roof Cover, Vinyl: Includes bright metal outline and roof drip moldings. *See Color Selection Chart for solid exterior color availability.*						
Black	BB					84.30
Blue (Dark)	CC					84.30
Brown (Dark)	FF					84.30
Green (Dark)	GG					84.30
White	AA					84.30
Shift Lever, Floor-Mounted: Available only when standard 3-speed transmission is ordered. Includes rubber boot on shift lever	M11					26.40
Steering Wheels:						
Custom. Black	NK2					15.80
Sport (4-Spoke). Black	NK4					15.80
Suspensions:						
Special Front and Rear. Not available when Nova SS is ordered. Included when Rally Nova is ordered. Includes front stabilizer shaft on 6-Cyl models only, special front and rear springs and matching shock absorbers	F40					6.35
Sport. Available only when Nova SS is ordered. Includes rear stabilizer; special front stabilizer plus special front and rear shock absorbers	F41					30.55
Trim, Interior: *See Interior and Exterior Color Selection Chart for availability and ordering information.*						
Custom interior with cloth bench seat. See Model Options						
Custom interior with vinyl Strato-Bucket seats. See Model Options						
Vinyl bench seat for use with custom interior. Available only when *custom interior is ordered*	...					19.00
Vinyl bench seat for use with standard interior	...					12.65
Wheel Covers: Not available when Rally Nova is ordered.						
Bright Metal	P01					26.35
Custom	P02					84.30
Wheels, Rally: Not available when Rally Nova is ordered. Includes special 14" x 6" wheels, special center caps, bright lug nuts and trim rings	Z17					45.30
➔ **Wheel Trim Rings:** Available only when Nova SS or Rally Nova is ordered	P06					29.00

FACTORY INSTALLED REGULAR PRODUCTION TIRES

Replaces (5) E78-14/B Original Equipment Blackwall (Without Nova SS)						
(5) E78-14/B Original Equipment White Stripe	PK8					28.20
(5) E78-14/B Bias Belted Ply White Stripe	PL3					54.45

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

◇ State and local taxes not included.

➔Indicates Change

NOVA POWER TEAMS

Engine, Transmission and Rear Axle Combinations

ENGINES		TRANSMISSIONS	SHIFT LEVER LOCATION		REAR AXLE RATIOS★	
Option Number and Model Application	Description	Type (Std or Optional)	Without Console	With Optional Console	Standard	Optional Trailering
STANDARD ENGINES						
Standard Six-Cylinder on Nova 6-Cyl Models	145-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	In Console w/Floor Shift	3.08	—
		Torque-Drive—MB1	Column	Not Available	3.08	—
		Powerglide—M35	Column	Not Available	3.08	—
Standard Eight-Cylinder on Nova V8 Models	200-hp Turbo-Fire 307 8-Cylinder 307-cu-in displacement Regular camshaft 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	In Console w/Floor Shift	3.08	—
		Powerglide—M35	Column	Not Available	3.08	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.56	3.36
OPTIONAL ENGINES						
Option L65 on Nova V8 Models	245-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 2-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Single exhaust	3-Speed (Std)—ZW4	Column	In Console w/Floor Shift	3.08	—
		Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	2.56	3.31
Nova SS Option Z26 on Nova V8 Coupe Model	270-hp Turbo-Fire 350 8-Cylinder 350-cu-in displacement Regular camshaft 4-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters Dual exhausts	Turbo Hydra-matic—M40	Column	In Console w/Floor Shift	3.07	—
		4-Speed Wide-Range—M20	Floor With Boot	In Console	3.31	—

★ All ratios available as Positraction.

NOVA

1971 MODELS WITH STANDARD EQUIPMENT (111" Wheelbase)

Model Number and Description	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Sgt'd Retail Price★	Destination Group No.	Destination Charge	Total
→6-Cylinder Models								
145-hp Turbo-Thrift 250 Engine								
11327 2-Door Coupe—5-Passenger					$2376.00	9		
11369 4-Door Sedan—6-Passenger					2405.00	9		
→8-Cylinder Models								
200-hp Turbo-Fire 307 Engine								
11427 2-Door Coupe—5-Passenger					2471.00	9		
11469 4-Door Sedan—6-Passenger					2501.00	9		

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
MODEL OPTIONS						
→**Nova SS:** V8 Coupe model with 4-speed or automatic transmission only. Not available when Rally Nova is ordered. Includes 270-hp Turbo-Fire 350 engine; dual exhausts; power disc/drum brakes; simulated air intake on hood; black accented grille and rear panel; SS emblems on grille, rear panel and steering wheel; E70–14 bias belted ply white stripe tires; 14" x 7" wheels and hood insulation.						
Without custom interior or special interior group. Also includes interior non-glare rearview mirror	Z26					$327.55
With custom interior or special interior group	Z26					327.55
→**Rally Nova:** Coupe models only. Not available when Nova SS is ordered. Includes black accented grille and headlight bezels; bright roof drip moldings; tapered body side and rear panel striping; Rally Nova decals on rear fenders; LH remote-control sport mirror; carpet floor covering; special front and rear suspension plus 14" x 6" rally type wheels with bright lug nuts and special center caps. *Choice of either black or white stripes available except when vinyl roof cover, black or white painted roof is specified. See Striping Application Chart.*	YF1					99.55
Custom Interior: Includes luxury seat and sidewall trim with bright accents; cigarette lighter; ashtrays in rear armrests; carpet floor covering; interior non-glare mirror; bright dome light bezel; right front door light switch; glove compartment light; luggage compartment mat; special floor and hood insulation. *See Interior and Exterior Color Selection Chart for availability and ordering information.*						
With cloth bench seat	ZJ1					121.15
With vinyl bench seat. See interior trim options	...					
With vinyl Strato-Bucket seats. Coupe models only	A51					247.55
Special Interior Group: Included in custom interior option. Includes cigarette lighter; bright instrument cluster and dome light bezel; interior non-glare mirror and right front door light switch	ZJ3					26.35
→**Custom Exterior:** Not available when Rally Nova is ordered. Includes rear panel trim plate, body sill and rear fender moldings; black body sill and lower rear fender.						
Coupe models. Also includes accent striping and bright side window moldings	ZJ2					87.45
Sedan models. Also includes body side molding with black accent	ZJ2					76.90
→**Exterior Decor Package:** Not available when Rally Nova or custom exterior is ordered. Includes body side molding with black accent.						
Coupe models. Also includes bright window frame moldings	ZJ5					52.70
Sedan models. Not available when vinyl roof cover is ordered. Also includes bright roof drip moldings	ZJ5					42.15

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

◇ State and local taxes not included.

→Indicates Change

NOVA

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Dealer Invoice Amount*	Dealer Price	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◇
FEATURE GROUPS						
(Any item contained in a feature group may be ordered separately)						
APPEARANCE GUARD GROUP						
INCLUDES:						
(A) Guards, Bumper: Front and Rear	V30					$25.30
(B) Guards, Door Edge:						
Coupe models	B93					6.35
Sedan models	B93					9.50
(C) Mats, Color-Keyed Floor: 2 Front, 2 Rear	B37					12.65
(D) Mirror, Visor Vanity	D34					3.20
For Coupe models—Includes A, B, C & D	ZP5					47.50
For Sedan models—Includes A, B, C & D	ZP5					50.65
OPERATING CONVENIENCE GROUP						
INCLUDES:						
(A) Clock, Electric: Included when special instrumentation is ordered	U35					16.90
(B) Defroster, Rear Window: (Forced-Air)	C50					31.60
➔**(C) Mirror, L.H. Outside Remote-Control Rearview:** Not available when Rally Nova is ordered	D33					12.65
➔For all models without Rally Nova or special instrumentation—Includes A, B & C	ZQ2					61.15
➔For all models with special instrumentation without Rally Nova—Includes B & C	ZQ2					44.25
➔For Coupe models with Rally Nova without special instrumentation—Includes A & B	ZQ2					48.50
➔For Coupe models with Rally Nova and special instrumentation—Includes B	ZQ2					31.60
POWER TEAMS						
(See Power Teams Chart for availability and complete engine specifications)						
Engine: (Also see Nova SS) *245-hp Turbo-Fire 350.* V8 models only	L65	19.50	19.00	1.35	25.00	26.35
Transmissions:						115.15
Torque-Drive. 6-Cyl models only	MB1					174.25
Powerglide. Available only when standard engine is ordered	M35					205.95
Turbo Hydra-matic. V8 models only	M40					195.40
4-Speed Wide-Range. Available only when Nova SS is ordered	M20					46.35
Axle, Positraction Rear	G80					12.65
Axle Ratio: *Trailering.* V8 models with 200-hp or 245-hp engine and Turbo Hydra-matic transmission only	YD1					
POWER ASSISTS						
Brakes, Power:						47.40
With drum-type brakes. Not available when Nova SS is ordered	J50					69.55
With disc/drum brakes. Included when Nova SS is ordered	JL2					103.25
Steering, Power	N40					
OTHER OPTIONS						
Air Conditioning: *Four-Season.* V8 models only. Includes 61-amp generator and HD radiator	C60					391.80
Battery, Heavy-Duty: 15-plate, 80-amp-hr.	T60					15.80
Belts, Custom Deluxe Seat and Shoulder: Includes brushed metal buckles and color-keyed belts. (Standard plastic buckles and belts are black)						
REPLACING STANDARD NUMBER OF BELTS.						22.15
Coupe or Sedan models with bench seat—6 seat and 2 front shoulder	AK1					20.55
Coupe models with bucket seats—5 seat and 2 front shoulder	AK1					
SHOULDER BELTS—2 REAR; For use when Custom Deluxe Belts are ordered	AS4					26.35
Console: Coupe models with bucket seats and standard, 4-speed or Turbo Hydra-matic transmission only. Includes floor-mounted shift lever	D55					59.00

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

◇ State and local taxes not included.

➔Indicates Change

1968-'71 Chevrolet Nova SS

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

The 1969 Chevrolet Nova two-door sedan.

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

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

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

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

Foreign Super Sports

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

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

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

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

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

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

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

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

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

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

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

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

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

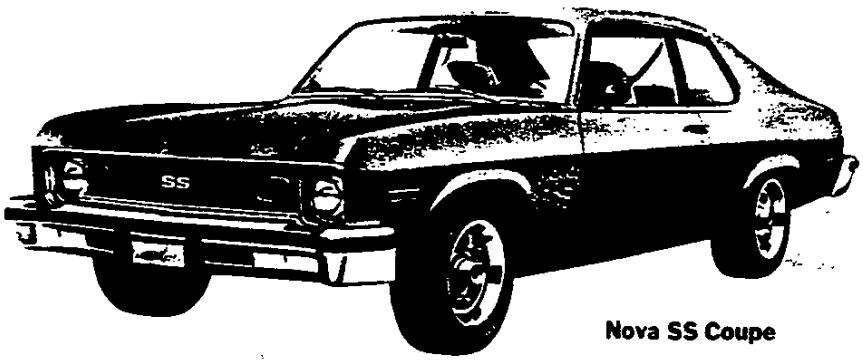
Gone from the 1974 option list was the mid-1972 and 1973 sliding sunroof. Variable power steering, with special SS ratios (14.2:1 to 10.2:1 for the SS compared to 18.9:1 to 13.5:1 for regular Novas) was an increasingly popular option. A full traditional SS interior could still be ordered by purchasing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

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

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

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

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



Nova SS Coupe

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

An ι nchanged 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.

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

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

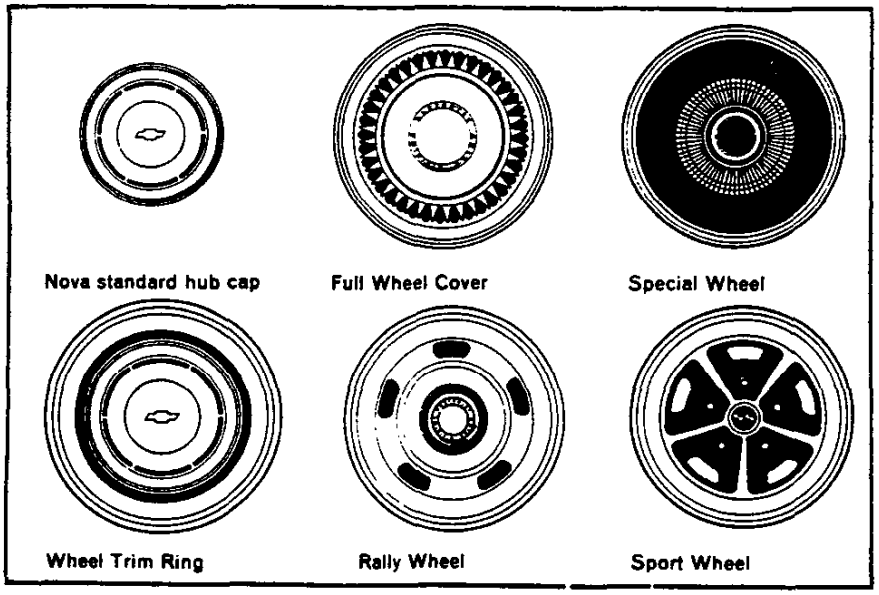
Popular options for the SS continued to include bucket seats, tachometer, gauges and other performance items.

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

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

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

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



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

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

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

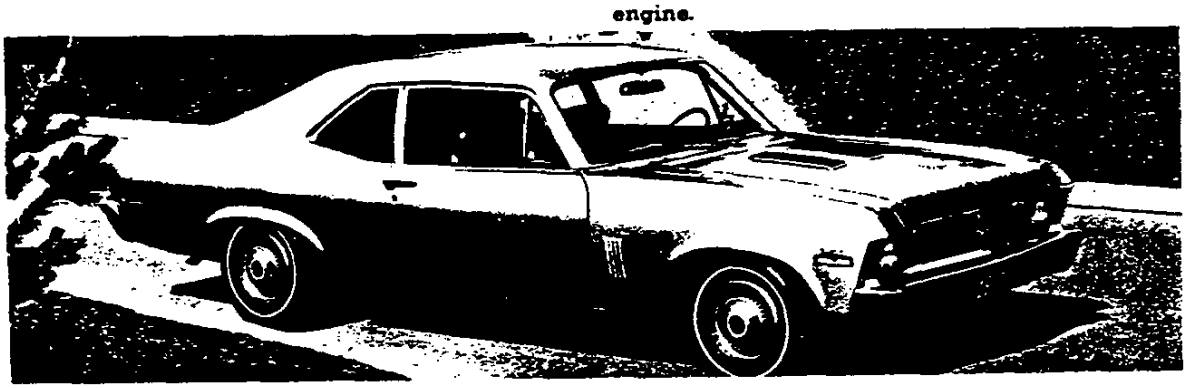
Many Nova Super Sports had either the RPO ZJ5 Exterior Decor or RPO ZJ2 Custom Exterior option package. The Custom Exterior group included body accent stripes and accented lower body moldings, while the less expensive Exterior Decor group used full-length mid-body moldings with vinyl inserts. Both options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

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

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

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

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



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

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

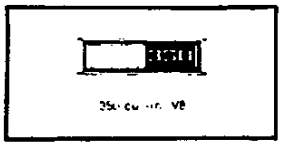
A glance at the spec sheets showed a five-horsepower gain for the 350 V-8 included with RPO Z26 Super Sport equipment. The new 300-hp rating was only part of the story, however. For 1969, the 350 (RPO L48 by its own option code) was literally a tougher engine physically. A new strengthened 350-cubic-inch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

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

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

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

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



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

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

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

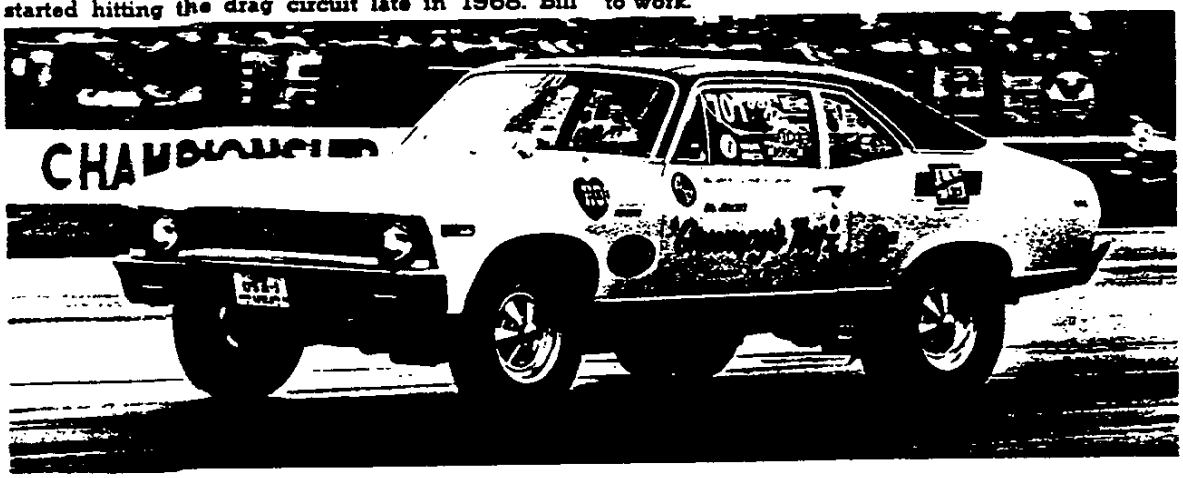
Late in the 1968 model run, Chevrolet released a few hundred of the decade's greatest sleepers. These little giant-killers were Nova SS Coupes equipped with the RPO L78, solid-lifter cam, 375-hp 396. For just $500.30 you could have this fearsome engine installed in a Nova. Other extras of the performance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

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

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

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

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



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

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

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

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

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

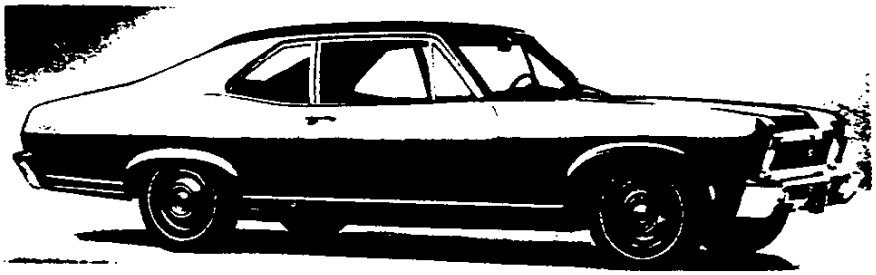
Attending to the exterior first, you would probably choose the Custom Exterior (RPO ZJ2), which included roof drip moldings, ribbed body-sill and rear lower fender bright strips, side-window moldings and a wide black accent band along the lower body.

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

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

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

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



CHAPTER TEN

New Novas, Old Themes 1968–1976

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

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

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

1971
AMA SPECIFICATIONS FORM
. . . Passenger Car

MANUFACTURER	CAR NAME	
Chevrolet Motor Division General Motors Corporation	CHEVY NOVA	
ORIGINAL COPY	MODEL YEAR 1971	ISSUED 9/70 REVISED (•) 12/70

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

AMA–40A–71 • Please replace corresponding pages with revised pages attached.

AMA Specifications Form—Passenger Car

TABLE OF CONTENTS

NOTES:

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

AMA Specifications Form—Passenger Car

Page 2

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

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

MODEL	SAE Ref. No.	2-Door Coupe	4-Door Sedan
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	- - -	70.7
LENGTH			
Body "O" to front of dash	L 30	-0.5	
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	95.4	95.8
Body "O" line to ℄ of rear wheel	L127	93.0	
Body "O" line to w's cowl point	L130	10.7	
HEIGHT			
Passenger Distribution (front & rear)		2-3	
Trunk/Cargo load (lbs.)		200 lbs.	
Overall height	H101	52.5	53.9
Cowl height	H114	36.5	
Deck height	H138		
Rocker panel – front: To ground / From front wheel ℄	H112	8.2	
Rocker panel – rear: To ground / From rear wheel ℄	H111	7.7	
Windshield slope angle	H122	50.1	
GROUND CLEARANCE			
Bumper to ground – front	H102	13.2	
Bumper to ground – rear	H104	13.1	
Angle of approach	H106	30.5	
Angle of departure	H107	15.5	
Ramp breakover angle	H147	10.3	
Min. running clearance (Specify)	H156	4.9 (a)	

(a) Exhaust system to ground.

AMA Specifications Form—Passenger Car

Page 1

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

BODY MODEL	Body type, number of passengers, and style names; use manufacturer's code for series & body style.

	L-6 Engine	V-8 Engine
NOVA		
2-Door Coupe, 5-Passenger	11327	11427
4-Door Sedan, 6-Passenger	11369	11469

AMA Specifications Form—Passenger Car

Page 3

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (0)

CAR AND BODY DIMENSIONS

See Pages 27, 28 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	2-Door Coupe	4-Door Sedan
FRONT COMPARTMENT			
Effective head room	H61	37.6	38.8
Max. eff. leg room – accelerator	L34	41.0	
H Point to Heel point	H30	9.3	
H Point travel	L17	4.0	
Shoulder room	W 3	56.5	
Hip room	W 5	56.3	
Upper body opening to ground	H50	47.1	48.2
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	35.7
H Point to Heel point	H31	11.9	12.5
Min. knee room	L48	0.6	2.3
Rear Compartment room	L 3	24.4	26.2
Shoulder room	W 4	55.3	56.6
Hip room	W 6	55.3	56.4
Upper body opening to ground	H51	- - -	48.4
LUGGAGE COMPARTMENT			
Usable luggage capacity	V 1	14.6	13.7
Liftover height	H195	27.6	27.7
Position of spare tire storage		Horizontal-center forward area of trunk floor	
Method of holding lid open		Torsion rods	
STATION WAGON – THIRD SEAT			
Shoulder Room	W85		
Hip room	W86		
Effective leg room	L86		
Effective head room	H86		
Seat facing direction			
STATION WAGON – CARGO SPACE			
Cargo length at floor – front seat	L202		
Cargo length at belt – front seat	L204		
Cargo width – Wheelhouse	W201		
Opening width at belt	W204		
Maximum cargo height	H201		
Rear opening height	H202		
Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$	V2		

AMA Specifications Form — Passenger Car

Page 4

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

POWER TEAMS

(Indicate whether standard or optional)

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

(Net bhp (brake horsepower) and net torque corrected to 85°F and 29.00 in. Hg atmospheric pressure.)

MODEL AVAILABILITY	ENGINE							TRANSMISSION	AXLE RATIO ** (Std. first) (Indicate A/C ratio) #		
	Displ. cu. in.	Carb	Compr. Ratio	BHP @ RPM Gross	BHP @ RPM Net	Torque @ RPM Gross	Torque @ RPM Net		A	B	C
All Models	Turbo Thrift 250 L6 (base)	One 1-bbl	8.5:1	145 @ 4200	110 @ 3800	230 @ 1600	185 @ 1600	3-Spd. manual (2.85:1 Low)			
								2-spd. semi-auto*	3.08	---	---
								2-spd. automatic*			
	Turbo Fire 307 V8 (base)	One 2-bbl	8.5:1	200 @ 4600	140 @ 4400	300 @ 2400	235 @ 2400	3-Spd. manual (2.85:1 Low)	3.08	---	---
								2-spd. automatic*			
								3-spd. automatic*	2.56	---	3.36
	Turbo Fire 350 V8 (L65)*	One 2-bbl	8.5:1	245 @ 4800	165 @ 4000	350 @ 2800	280 @ 2400	3-Spd. manual (2.54:1 Low)	3.08	---	---
								3-spd. automatic*	2.56	---	3.31
Coupe Only ●	Turbo Fire 350 V8 (L48)* (Z26)	One 4-bbl	8.5:1	270 @ 4800	210 @ 4400	360 @ 3200	300 @ 2800	4-Spd. manual (2.52:1 Low)	3.31	---	---
								3-spd. automatic*	3.07	---	---

*- Optional
**- Positraction available optionally for all ratios
#- Same ratios available for A/C (V8 engines only)

A - Standard
B - Performance option
C - Trailer option

AMA Specifications Form—Passenger Car

Page 5

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

ENGINE – GENERAL

MODEL	Turbo-Thrift 250 L6 - 145 HP	Turbo-Fire 307 V8 - 200 HP	Turbo-Fire 350 V8 - 245 HP	Turbo-Fire 350 V8 - 270 HP
Type, no. cyls., valve arr.	In-line 6 OHV	90° V-8 OHV		
Bore and stroke (nominal)	3.875 x 3.53	3.875 x 3.25	4.00 x 3.48	
Piston displacement, cu. in.	250	307	350	
Bore spacing (℄ to ℄)	4.40			
No. system (front to rear) L. Bank	1-2-3-4-5-6	1-3-5-7		
No. system (front to rear) R. Bank	In-line	2-4-6-8		
Firing order	1-5-3-6-2-4	1-8-4-3-6-5-7-2		
Compres. ratio (nominal)	8.5:1			
Cylinder Head Combustion Chamber Volume (cc)	93.88	87.15	99.61	
Cylinder Head Material	Cast alloy iron			
Cylinder Block Material	Cast alloy iron			
Cyl. Sleeve-Wet, dry, none	None			
Number of mtg. points Front	Two			
Number of mtg. points Rear	One			
Engine installation angle ●	3°55'			
Taxable horsepower $\frac{Dia^2 \times No. Cyl.}{2.5}$	36.0	48.0	51.2	
Recommended fuel regular – premium	Regular			

ENGINE – PISTONS

Material	Cast aluminum alloy			
Description and finish	Flat head, notched; slipper skirt		Sump head slipper skirt	
Weight (piston only) oz.	20.24	22.00	21.50	
Clearance (limits) Top land	.0245 - .0335	.0235 - .0325	.0235 - .0325	
Clearance (limits) Skirt Top	.0005 - .0011 (a)	.0005 - .0015 (b)	.0007 - .0017 (c)	
Clearance (limits) Skirt Bottom				
Ring groove diameter No. 1 ring	3.434 - 3.444	3.442 - 3.452	3.546 - 3.556	
Ring groove diameter No. 2 ring	3.434 - 3.444	3.442 - 3.452	3.546 - 3.556	
Ring groove diameter No. 3 ring	3.446 - 3.456	3.454 - 3.464	3.582 - 3.592	
Ring groove diameter No. 4 ring				

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

AMA Specifications Form—Passenger Car

Page 6

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL			L6-250 145 HP	V8-307 200 HP	V8 - 350 245 HP	V8 - 350 270 HP
ENGINE – RINGS						
Function (top to bottom)	No. 1, oil or comp.		Compression			
	No. 2, oil or comp.		Compression			
	No. 3, oil or comp.		Oil			
	No. 4, oil or comp.		None			
Compression	Description - upper material, coating, etc. lower		Cast alloy iron, barrel face; chrome plated Cast alloy iron, inside bevel, tapered face (a)			
	Width		Upr .0775-.0780; lwr .0770-.0780		Upr .0775-.0780; lwr .0770-.0775	
	Gap		Upr & lower .010-.020		Upr .010-.020; lwr .013-.025	
Oil	Description - material, coating, etc.		Multi-piece (2 rails and 1 spacer expander) Rails-steel; chrome plated OD; Expander-stainless steel			
	Width		.1870-.1890 (assembled)			
	Gap		.015-.055			
Expanders			In oil ring assembly			
ENGINE – PISTON PINS						
Material			Chromium steel			
Length			2.990-3.010			
Diameter			.9270-.9273			
Type	Locked in rod, in piston, floating, etc.		Locked in rod			
	Bushing	In rod or piston	None			
		Material				
Clearance	In piston		.00015-.00025		.00025-.00035	
	In rod					
Direction & amount offset in piston			Major thrust side .060			
ENGINE – CONNECTING RODS						
Material			Drop forged steel			
Weight (oz.)			12.50	20.80		
Length (center to center)			5.695-5.705			
Bearing	Material & Type		Copper lead alloy (sintered) steel backed		Premium aluminum	
	Overall length		.807	.797		
	Clearance (limits)		.0007-.0027	.0013-.0035		
	End play		.009-.014	.008-.014		

(a) Wear resistant coating

AMA Specifications Form—Passenger Car

Page 7

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

MODEL			L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP
ENGINE – CRANKSHAFT						
Material			Cast nodular iron			
Vibration damper type			Rubber mounted inertia			
End thrust taken by bearing (No.)			7	5		
Crankshaft end play			.002-.006			
Main bearing	Material & type		Steel backed inserts, copper lead alloy or premium aluminum lining selected for specific application			
	Clearance		.0003-.0029	(a)		
	Journal dia. and bearing overall length	No. 1	2.3004x.752	2.4502 x .752		
		No. 2	2.3004x.752	2.4502 x .752		
		No. 3	2.3004x.752	2.4502 x .752		
		No. 4	2.3004x.752	2.4502 x .752		
		No. 5	2.3004x.752	2.4508 x 1.177		
		No. 6	2.3004x.752	None		
		No. 7	2.3004x.760	None		
	Dir. & amt. cyl. offset		None			
	No. bolts/main brg. cap		14 & 7	10 & 5		
Crankpin journal diameter			1.999-2.000	2.099 - 2.100		
ENGINE – CAMSHAFT						
Location			(b)	In block above crankshaft		
Material			Cast alloy iron			
Bearings	Material		Steel backed babbitt			
	Number		4	5		
Type of Drive	Gear or chain		Gear	Chain		
	Crankshaft gear or sprocket material		Steel	Steel sprocket		
	Camshaft gear or sprocket material		(c)	Nylon teeth with aluminum hub		
	Timing chain	No. of links	None	46		
		Width	None	.780		
		Pitch	None	.500		

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

(b) Above and to right of crankshaft

(c) Bakelite and fabric composition with steel hub

AMA Specifications Form—Passenger Car

Page 8

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL			L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP
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			
Timing (based on top of ramp points)	Intake	Opens (°BTC)	16°	28°		
		Closes (°ABC)	48°	72°		
		Duration - deg.	244°	280°		
	Exhaust	Opens (°BBC)	46° 30'	78°		
		Closes (°ATC)	17° 30'	30°		
		Duration - deg.	244°	288°		
	Valve opening overlap		33° 30'	58°		
Intake	Material		Alloy steel, aluminized face on L-6			
	Overall length		4.902 - 4.922		4.870 - 4.889	
	Actual overall head dia.		1.715 - 1.725		1.935 - 1.945	
	Angle of seat & face		46° (seat); 45° (face)			
	Seat insert material		None			
	Stem diameter		.3410 - .3417			
	Stem to guide clearance		.0010 - .0027			
	Lift @ zero lash		.3880	.3900		
	Outer spring press. & length	Valve closed (lb. @ in.)	56-64 @ 1.66	76-84 @ 1.70		
		Valve open (lb. @ in.)	180-192 @ 1.27	194-206 @ 1.25		
	Inner spring press. & length	Valve closed (lb. @ in.)	None	Spring damper		
		Valve open (lb. @ in.)	None	Spring damper		
Exhaust	Material		High alloy steel; aluminized face			
	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		.0010-.0027			
	Lift @ zero lash		.3880	.4100		
	Outer spring press. & length	Valve closed (lb. @ in.)	56-64 @ 1.66	76-84 @ 1.70		
		Valve open (lb. @ in.)	180-192 @ 1.27	194-206 @ 1.25		
	Inner spring press. & length	Valve closed (lb. @ in.)	None	Spring damper		
		Valve open (lb. @ in.)	None	Spring damper		

AMA Specifications Form—Passenger Car

Page 11

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

ENGINE – COOLING SYSTEM

MODEL			L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP
Type system (pressure, pressure vented, atmospheric, other)			Pressure			
Radiator cap relief valve pressure			15 ± 1 PSI			
Circulation thermostat	Type (choke, bypass)		Choke			
	Starts to open at	(°F)	192° - 198°			
Water pump	Type (centrifugal, other)		Centrifugal			
	GPM 1000 pump rpm		26 @ 2000	23 @ 2000		
	Number of pumps		One			
	Drive (V-belt, other)		V-belt			
	Bearing type		Permanently lubricated double row ball			
By-pass recirculation type (inter., ext.)			Internal			
Radiator core type (cellular, tube and fin, other)			Tube and center			
Cooling system capacity	With heater (qt.)		12	15	16	
	Without heater (qt.)		11	14	15	
	Opt. equipment-specify (qt.)			16	16	
Water jackets full length of cyl. (yes, no)			Yes			
Water all around cylinder (yes, no)			Yes			
Radiator hose	Lower	Number and type (molded, straight)	One, molded			
		Inside diameter	1.75			
	Upper	Number and type (molded, straight)	One, molded			
		Inside diameter	1.50			
	By-pass	Number and type (molded, straight)	None			
		Inside diameter	None			
Fan	Number of blades & spacing		4-staggered			
	Diameter		17.62	18.00		
	Ratio-fan to crankshaft rev.		1.165:1	.949:1		
	Fan cutout type		None			
	Bearing type		Double row ball			
*Drive belts (indicate belt used by letter)	Fan		A	C		
	Generator or alternator		A	C		
	Water Pump		A	C		
	Power Steering		B	D		
	Air Conditioning		-	E		

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	←	38°	42°	→							
Nominal length (SAE)	37.30	49.00	44.25	36.00	54.50						
Width	←		.380	→							

AMA Specifications Form—Passenger Car

Page 12

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)

MODEL All Engines

VEHICLE EMISSION CONTROL

Exhaust Emission Control	Type (Air injection, engine modifications, other)			Engine modifications
	Air Injection Pump	Type		
		Displacement		
		Drive ratio		
		Drive type		
		Relief valve (type)		
		Filter (describe)		
	Air Injection System	Air distribution (head, manifold, etc.)		NOT APPLICABLE
		Point of entry		
		Injection tube i.d.		
		Check valve type		
		Backfire protection (type)		
Crankcase Emission Control	Type (ventilates to atmos., induction system, other)		Standard	Induction system
			Optional	- -
	Control Unit	Make and model		AC Spark Plug
		Location		Rocker cover - top rear L6 and left front V8
		Energy source (manifold vacuum, carburetor, other)		Manifold vacuum
		Control method (variable orifice, fixed orifice, other)		Variable orifice
	Complete system	Discharges (to intake manifold, other)		Intake manifold
		Air inlet (breather cap, other)		Carburetor air cleaner
		Flame arrestor (screen, other)		Screen
Evaporative Emission Control	Fuel Tank	Refill Capacity (U.S. gallons)		16 approximately
		Thermal expansion volume (cu. ft.)		.375
		Pressure relief location (lbs.)		.0904 PSI to 1.26 PSI
		Vacuum relief location (lbs.)		.18 PSI to .51 PSI
		Vapor-liquid separator type		Stand pipe
		Vapor vented to (crankcase, cannister, other)		Cannister
				-
	Carburetor	Vapor vented to (crankcase, cannister, other)		-
				-
	Vapor Storage	Storage provision (crankcase, cannister, other)		Cannister
				-
		Volume (cu. ft.) or capacity (grams)		45 approximately
		Control valve type		Single vacuum operating stage valve

AMA Specifications Form—Passenger Car

Page 9

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•) 12/70

MODEL		L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP
ENGINE – LUBRICATION SYSTEM					
Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure			
	Connecting rods	Pressure			
	Piston pins	Splash			
	Camshaft bearings	Pressure			
	Tappets	Pressure			
	Timing gear or chain	Nozzle	Centrifugally oiled from camshaft bearing		
	Cylinder walls	Splash	Pressure jet cross sprayed		
Oil pump type		Gear			
Normal oil pressure (lb. - engine rpm)		40 PSI @ 2000 RPM			
Oil press. sending unit (elect. or mech.)		Electric			
Type oil intake (floating, stationary)		Stationary			
Oil filter system (full flow, part., other)		Full flow			
Filter replacement (element, complete)		Complete			
Capacity of c/case, less filter-refill (qt.)		4			
Oil grade recommended (SAE viscosity and temperature range)		20°F and above-20W, 10W-30, 10W-40, 20W-40 0° to 60° F - 10W, 5W-30, 10W-30, 10W-40 Below 20°F - 5W, 5W-20, 5W-30			
Engine Service Reqmt. (MM, MS, etc.)		MS			

ENGINE – EXHAUST SYSTEM

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

(a) Laminated

AMA Specifications Form—Passenger Car

Page 10

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

MODEL	L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP

ENGINE – FUEL SYSTEM

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

Induction type: Carburetor, fuel injection, supercharger.			Carburetor		
Fuel Tank	Refill capacity (U.S. gals.)		16 approximately		
	Filler location		Behind hinged rear license plate		
Fuel Pump	Type (elec. or mech.)		Mechanical		
	Locations		Lower right front of engine		
	Pressure range *		4.00-5.00	5.50-7.50	7.50-9.00
Vacuum booster (std., optional, none)			None		
Fuel Filter	Type		Fine mesh plastic strainer in gasoline tank and		
	Locations		paper filter (sintered bronze with V8 307) in carburetor inlet		
Carburetor	Choke type		Automatic		
	Intake manifold heat control (exhaust or water)		Exhaust		
	Air cleaner type	Standard	Thermostatically controlled; oil wetted paper element		
		Optional	None		
	Idle speed (spec. neutral or drive)	Manual (n)	550	600	600
		Automatic (d)	500	550	
		Idle A/F mix.	Not specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors Make	Carburetors Model	No. Used and Type	Barrel Size
All Models	250	Manual	Rochester	7041017	One; 1-bbl	1.69
		Automatic		7041014		
	307	Manual	Rochester	7041101	One; 2-bbl	1.44
		Automatic		7041110		
	350 245hp	Manual	Rochester	7041113	One; 2-bbl	1.38 Prim 2.25 Sec
		Automatic		7041114		
Coupe only	350 270hp	Manual	Rochester	7041203	One; 4-bbl	1.38 Prim 2.25 Sec
		Automatic		7041202		

* Shut off pressure - 1800 RPM at pump outlet

AMA Specifications Form—Passenger Car

Page 13

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

ELECTRICAL – SUPPLY SYSTEM

MODEL			L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP
Battery	Make and Model		Delco-Remy 1980141	Delco-Remy 1980145		
	Voltage Rtg. & Total Plates		12 volts - 54 plates	12 volts - 66 plates		
	SAE Designation & Amp. Hr. Rtg.		45 amp hr @ 20 hr rate	61 amp hr @ 20 hr rate		
	Location		Right side of engine compartment			
	Terminal grounded		Negative			
Generator or Alternator	Make		Delco-Remy			
	Model		1100834			
	Type and rating		Diode rectified-37 amps			
	Output at engine idle (neutral)		13 amps			
	Ratio–Gen. to Cr/s rev.		2.53:1			
Regulator	Make		Delco-Remy			
	Model		1119515			
	Type		Vibrator			
	Cutout relay	Closing voltage generator rpm	None			
		Reverse current to open	None			
	Regulated	Voltage	13.8-14.8 @85° F			
		Current	- -			
	Voltage test conditions	Temperature	Operating			
		Load	3-8 amperes			
		Other	None			

ELECTRICAL – STARTING SYSTEM

Starting Motor	Make			Delco-Remy		
	Model			1108365	1108418	
	Rotation (drive end view)			Clockwise		
Motor control	Switch (solenoid, manual)			Solenoid		
	Starting procedure			Manual-place gearshift lever in neutral & depress clutch Automatic-place control lever in N or P position Initial start-press accelerator to floor and release Turn ignition to START, release as soon as engine starts		
Motor Drive	Engagement type			Positive shift solenoid		
	Pinion meshes (front, rear)			Rear		
	Number of teeth	Pinion		9		
		Flywheel	Manual	153		
			Auto.	153		
	Flywheel tooth face width		Manual	.4010-.4130		
			Auto.	.4010-.4130		

AMA Specifications Form—Passenger Car

Page 14

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL	L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP

ELECTRICAL – IGNITION SYSTEM – DISTRIBUTOR

Breaker gap (in.)		.019			
Cam angle (deg.)		31-34	29-31		
Breaker arm tension		19-23			
Distributor	Manual	1110489	1112005	1112042	1112044
	Automatic	1110489	1112039	1112005	1112045
Timing (RPM)	Manual	4° BTC @ 550	4° BTC @ 550	2° BTC @ 600	4° BTC @ 600
	Automatic	4° BTC @ 500	8° BTC @ 550	6° BTC @ 550	8° BTC @ 550

Distributor Model	CENTRIFUGAL ADVANCE Crankshaft Degrees at Engine RPM			VACUUM ADVANCE Crankshaft Deg. In. of Mercury	
	Start	Intermediate	Max.	Start	Max.
1110489	1270	14 @ 2300	24 @ 4100	8.00	22 @ 16
1112005	1000	14 @ 2200	24 @ 4300	8.00	20 @ 17
1112039	1320	----	20 @ 4200	8.00	20 @ 17
1112042	1120	10 @ 1600	28 @ 4300	8.00	20 @ 17
1112044	1160	10 @ 1800	22 @ 4200	8.00	15 @ 15.5
1112045	1335	11 @ 2400	18 @ 4200	8.00	15 @ 15.5

AMA Specifications Form—Passenger Car

Page 15

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

MODEL			L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP
ELECTRICAL – IGNITION SYSTEM						
Type	Conventional – Std., Opt., N.A.		Standard			
	Transistorized – Std., Opt., N.A.		Not available			
	Other (specify)		None			
Coil	Make		Delco-Remy			
	Model		1115208	1115293		
	Amps	Engine stopped	4.0			
		Engine idling	1.8			
Spark Plug	Make		AC Spark Plug			
	Model ●		AC R46TS	AC R45TS		AC R44TS
	Thread (mm)		14			
	Tightening torque (lb. ft.)		25			
	Gap		.033-.038			
Cable	Conductor type		Linen core impregnated with electrical conducting material			
	Insulation type		Rubber with neoprene jacket			
	Spark plug protector		Neoprene			
ELECTRICAL – SUPPRESSION						
Locations & type						
ELECTRICAL – INSTRUMENTS AND EQUIPMENT						
Speedometer	Type		In-line with pointer			
	Trip odometer (std. opt., N.A.)		No			
Charge indicator – type			Tell-tale			
Temperature indicator – type			Tell-tale			
Oil pressure indicator – type			Tell-tale			
Fuel indicator – type			Electric gauge			
Windshield wiper	Type – Standard		Electric, two-speed			
	Type – Optional		None			
Windshield washer	Type – Standard		Push button			
	Type – Optional		None			
Horn	Type		Vibrator			
	Number used		One			
	Amp draw (each)		4.5-6 @ 12.5 V (low note)			
Other						

AMA Specifications Form—Passenger Car

Page 16

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e) 12/70

MODEL	L6-250 145 HP	V8-307 200 HP	V8-350 245 HP	V8-350 270 HP

DRIVE UNITS – CLUTCH (Manual Transmission)

Make & type		Chevrolet Single dry disc		Chevrolet Single dry disc centrifugal	
Type pressure plate springs		Diaphragm		Diaphragm, bent finger design	
Total spring load (lb.) ●		1650-1850	1900-2200	2100-2300	2450-2750
No. of clutch driven discs		One			
Clutch facing	Material	Woven type asbestos			
	Outside & inside dia.	9.12 x 6.12	10.34 x 6.50		11.00 x 6.50
	Total eff. area (sq.in.)	71.82	101.54		123.70
	Thickness	.135			.140
	Engagement cushioning method	Flat spring steel between facings			
Release bearing	Type & method of lubrication	Single row ball, packed and sealed			
Torsional damping	Methods: springs, friction material	Coil springs			

DRIVE UNITS – TRANSMISSIONS

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

DRIVE UNITS – MANUAL TRANS.

Number of forward speeds		3			4
Transmission ratios	In first	2.85		2.54	2.52
	In second	1.68		1.50	1.88
	In third	1.00		1.00	1.46
	In fourth	- -		--	1.00
	In reverse	2.95		2.63	2.59
Synchronous meshing, specify gears		All forward gears			
Shift lever location		Steering column 3-speed Floor mounted 4-speed			
Lubricant	Capacity (pt.)	3			
	Type recommended	Meeting Military Specs MIL-L-2105B			
	SAE viscosity number – Summer	SAE 80			
	SAE viscosity number – Winter	SAE 80			
	SAE viscosity number – Extreme cold	SAE 80			

AMA Specifications Form—Passenger Car

Page 17

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a) 12/70

MODEL	2-speed Semi-Automatic L6-250	2-speed Automatic L6-250	2-speed Automatic V8-307	3-speed automatic V8-307 & V8-350

DRIVE UNITS – AUTOMATIC TRANSMISSION

Trade name		Torque-Drive	Powerglide		Turbo Hydra-Matic
Type describe		Torque converter with planetary gears			
Selector location		Steering column; floor mounted when used with floor console with bucket seats			
List gear ratios Selector Pattern and indicate which are used in each selector position		P-Park R-1.82 N-Neutral Hi-1.82-1.00 1st-1.82	P-Park R-1.82 N-Neutral D-1.82-1.00 L-1.82		P-Park R-1.93 N-Neutral D-2.52-1.52-1.00 L2-2.52-1.52 L1-2.52
Max. upshift speed–drive range ●		--	60	59	**
Max. kickdown speed–drive range ●		---	57	56	**
Torque convertor	Number of elements	3			
	Max. ratio at stall	2.10			
	Type of cooling (air, liquid)	Water			
	Nominal diameter	11.75	11.75		11.75
Lubricant	Capacity–refill (pt.)	6	6		5
	Type recommended	A suffix A			
Special transmission features		- -			

DRIVE UNITS – PROPELLER SHAFT

Number used		One
Type (straight tube, tube-in-tube, internal-external damper, etc.)		Straight tube
Outer diam. x length* x wall thickness	Manual 3-speed trans.	2.75x52.50x0.065
	Manual 4-speed trans.	Same as 3-speed
	Overdrive transmission	Not available
	Automatic transmission	Same as 3- speed

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

(Continued)

Upshift: V8-307 (1-2 5§; 2-3 86) V8-350 245 HP (1-2 51; 2-3 90)
V8-350 270 HP (1-2 45; 2-3 75)

Downshift: V8-307 (2-1 36; 3-2 86) V8-350 245 HP (2-136; 3-2 90)
V8-350 270 HP (2-1 30; 3-2 75)

AMA Specifications Form—Passenger Car

Page 18

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL

DRIVE UNITS – PROPELLER SHAFT (cont.)

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

DRIVE UNITS – AXLE

Type (front, rear)			Rear
Description			Semi-floating, overhung pinion gear
Limited Slip differential, type			Cone clutches or dual disc clutches
Drive Pinion Offset			1.50
No. of differential pinions			Two
Pinion adjustment (shim, other)			Shim
Pinion bearing adj. (shim, other)			Collapsible sleeve
Wheel bearing type			Direct on single row cylindrical roller
Lubricant	Capacity (pt.)		3.75 (8.125 ring gear); 4.25 (8.875 ring gear)
	Type recommended		Open Diff; 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		2.56	3.08	3.36	3.07	3.31
No. of teeth	Pinion	16	12	11	14	12
	Ring gear	41	37	37	43	43
Ring Gear O.D.		8.125			8.875	

AMA Specifications Form—Passenger Car

Page 19

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL

DRIVE UNITS – WHEELS

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

MODEL

DRIVE UNITS – TIRES

Standard	Size, ply rating, & ply		E78-14 B/2; E70-14 B/2 on SS models
	Type (bias, radial, etc.)		Non-belted; bias belted on SS models
	Full rated Inflation Press.	Front	Cold-24; Hot-30
		Rear	Cold-26; Hot-32
	Rev./Mile at 50 MPH		800
Optional	Size, ply rating, & ply		E70-14 B/2 (non-belted) on all except SS models

BRAKES – PARKING

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

AMA Specifications Form—Passenger Car

Page 20

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL

BRAKES – SERVICE

Type (drum) or (disc & no. of pistons)				Drum (front finned) (a)	Disc-front (a)
Self adjusting (std., opt., N.A.)				Standard	
Special Valving	Type (proportion, delay, metering, other)			None	Metering & Proportioning
Power brake make & type (remote, int., etc.)		Std.		- -	Delco Moraine-integral
		Opt.		Delco Moraine-integral	- - -
Effective area (sq. in.) *				155.2	106.1
Gross lining area (sq. in.) **				168.9	118.1
Swept area (sq. in.) ***				268.8	332.4
Front to Rear Effectiveness Relationship					
Drum	Diameter (nominal)	Front		9.5	- -
		Rear		9.5	9.5
	Type and material			Composite, cast iron rim & steel web	Cast iron
Disc	Outer working diameter				11.00
	Inner working diameter				7.18
	Working width				1.00
	Material & type (vented/solid)				Cast iron-vented
Wheel cylinder bore	Front			1.125	2.9375
	Rear			0.875	0.875
Master Cylinder	Bore			1.00	1.125
	Stroke			1.16	1.27
Pedal arc ratio				6.24	3.76
Line pressure at 100 lb. pedal load				790	1040
Shoe Clearance	Front			Self-adjusting	
	Rear			Self-adjusting	
Anti-skid device type (std., opt., N.A.)				N. A.	
Brake lining	Bonded or riveted			Bonded	Riveted
	Front Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.01x2.5x0.17	5.40x1.93x0.46
			Second. or inboard	9.75x2.5x0.20	5.40x1.93x0.46
		Segments per shoe		One	
	Rear Wheel	Material		Molded asbestos	
		Size (length x width x thickness)	Prim. or outboard	9.01x2.0x0.17	9.01x2.0x0.17
			Second. or inboard	9.75x2.0x0.20	9.75x2.0x0.20
		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) Drum-single piston, duo-servo; Disc-single piston, floating caliper.

AMA Specifications Form—Passenger Car

Page 21

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

MODEL

STEERING

Manual (std., opt., NA)				Standard, energy absorbing steering column
Power (std., opt., NA)				Optional
Adjustable steering wheel (tilt, swing, other)		Type and description		
		(std., opt., NA)		N.A.
Wheel diameter		Manual		Oval 15.25 x 14.75
		Power		Same as manual
Turning diameter (feet)	Outside front	Wall to wall (l. & r.)		43.3
		Curb to curb (l. & r.)		41.4
	Inside rear	Wall to wall (l. & r.)		
		Curb to curb (l. & r.)		
Manual	Gear	Type		Semi-reversible, recirculating ball stud
		Make		Saginaw Steering
		Ratios	Gear	28.0:1
			Overall	27.68:1
	No. wheel turns (stop to stop)			4.6
Power	Type (coaxial, linkage, etc.)			Integral with vane type pump
	Make			Saginaw Steering
	Gear	Type		Same as manual
		Ratios	Gear	16.0:1-13.0:1
			Overall	15.8:1-12.9:1
	Pump driven by			Crankshaft pulley
	No. wheel turns (stop to stop)			2.3
Linkage	Type			Parallelogram
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			None
	Tie rods (one or two)			Two
Steering Axis	Inclination or camber (deg.)			8-3/4°±1/2°
	Bearings (type)	Upper		Ball stud with non-metallic bearings
		Lower		Ball stud with non-metallic and sintered iron bearings
		Thrust		None
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)			+1/2°± 1
	Camber (deg.)			+1/4°±3/4°
	Toe-in (outside track inches)			1/16 to 5/16
Steering spindle & joint type				Steering knuckle
Wheel Spindle	Diameter	Inner bearing		1.2493-1.2498
		Outer bearing		0.7492-0.7497
	Thread size			3/4-20 NEF-3 (modified)
	Bearing type			Taper roller

AMA Specifications Form—Passenger Car

Page 22

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

MODEL

SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

Provision for car leveling		Front stabilizer bar with V8 models only
Provision for brake dip control		Front suspension geometry
Provision for acc. squat control		Rear suspension geometry
Special provisions for car jacking		Position jack under bumper just outboard of bolts on front and rear bumpers
Shock absorber front & rear	Type	Direct, double acting hydraulic
	Make	Delco
	Piston dia.	1.00
Other special features		

SUSPENSION – FRONT

Type and description		Independent SLA type with coil springs and concentric shock absorbers and spherically jointed steering knuckle for each wheel
Spring	Type	Coil
	Material	Steel alloy
	Size (coil design height & I.D.; bar length x dia.)	11.09x3.63; 121.76x0.592
	Spring rate (lb. per in.)	345
	Rate at wheel (lb. per in.)	92
Stabilizer	Type (link, linkless, frameless)	Link
	Material & bar diameter	Steel; 0.6875

SUSPENSION – REAR

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

(a) Multiple leaf springs with 350 CID (L48) engine.

AMA Specifications Form—Passenger Car

Page 23

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (e)

MODEL

FRAME

Type and description (Separate frame, unitized frame, partially - unitized frame)	Body-frame integral with separate partial frame

BODY – MISCELLANEOUS INFORMATION

		Coupe	Sedan
Drs. hinged (front, rr.)	Front doors	Front	
	Rear doors	---	Front
Type of finish (lacquer, enamel, other)		Acrylic lacquer	
Hood counterbalanced (yes, no)		Yes	
Hood release control (internal, external)		External	
Vehicle Indent. No. location		Top left hand of instrument panel pad	
Engine No. location		6 cyl. right side of cylinder block, rear of distributor 8 cyl. front right side of cylinder block	
Theft protection - type		Lock, mounted on steering column; locks steering wheel, transmission shift levers and ignition	
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		1119.2	1112.0
Side glass exposed surface area		1205.2	1242.6
Backlight glass exposed surface area		1144.2	1005.7
Total glass exposed surface area		3468.6	3360.3

AMA Specifications Form—Passenger Car

Page 24

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (•)12/70

MODEL

CONVENIENCE EQUIPMENT

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

Power windows	Side windows	NA
	Vent windows	NA
	Backlight or tailgate	---
Power seats (specify type as well as availability)		NA
Reclining front seat back (R-L or both)		NA
Front seat head restrainer (R-L or both)		Standard
Radios (specify type as well as availability)		Optional AM push-button, AM-FM push-button
'ear seat speaker		Optional
' -wer antenna		NA
Clock		Optional
Air conditioner (specify type and availability)		Optional-Four-Season; GM-Chevrolet (V8 models only)
Speed warning device		NA
Speed control device		NA
Ignition lock lamp		NA
Dome lamp		Standard
Glove compartment lamp		Optional
Luggage compartment lamp		Optional
Underhood lamp		Optional
Courtesy lamp		Optional
Map lamp		NA
Auto. trans. quad. lamp		Standard
Cornering light lamp		NA
windshield antenna		available with factory installed radio
		also with tinted windshield glass

LAMP HEIGHT AND SPACING

Height above ground to center of bulb or marker	Headlamp	Highest *	Single; 24.4 (from center of lamp)
		Lowest	
	Tail	Highest	23.4 (from center of lamp)
		Lowest	
	Sidemarker	Front	
		Rear	
Distance from C L of car to center of bulb	Headlamp	Inside	
		Outside *	
	Tail	Inside	
		Outside	
	Directional	Front	
		Rear	

* If single headlamps are used enter here.

AMA Specifications Form—Passenger Car

Page 25

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (a)

VEHICLE WEIGHTS

Model	CURB WEIGHT * POUNDS			% PASS. WEIGHT DISTRIBUTION				LIQUID WEIGHT	
				Pass. In Front		Pass. In Rear			
	Front	Rear	Total	Front	Rear	Front	Rear	Fuel	Coolant
2-door coupe 11327	1622	1414	3036	46.0	54.0	18.6	81.4	101	25
4-door sedan 11369	1620	1440	3060	46.0	54.0	20.0	80.0	101	25
2-door coupe 11427	1732	1436	3168	46.0	54.0	18.6	81.4	101	32
4-door sedan 11469	1730	1462	3192	46.0	54.0	20.0	80.0	101	32

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

AMA Specifications Form—Passenger Car

Page 26

MAKE OF CAR CHEVY NOVA MODEL YEAR 1971 DATE ISSUED 9/70 REVISED (*)

OPTIONAL EQUIPMENT WEIGHTS

Equipment Differential Weights	WEIGHT POUNDS Front	Rear	Total	Remarks
Air Conditioning	+94	+7	+101	
Front bucket seat-contour	+11	+11	+22	
Power brakes	+10	+2	+12	
Radio push button	+6	+1	+7	
Radio AM/FM	+7	+1	+8	
Floor Console	+10	+4	+14	With 3-speed transmission
	+2	+1	+3	With 4-speed transmission
	+6	+3	+9	With automatic transmission
Power steering	+40	---	+40	6 Cylinder
	+30	---	+30	V8
350 Cu. In. L65 (245 HP)	+8	+2	+10	
350 Cu. In. L48 (270 HP)*	+23	+39	+62	
Floorshift Trans. cont.	+6	+2	+8	With L6 250, V8-307 & 350 (L65)
Torque-Drive Transm.	+3	.0	+3	Used with L6-250
4-speed transmission	+3	+1	+4	Used with V8-350 (L48)
Powerglide transmission	+2	.0	+2	Used with L6-250
Turbo Hydra-matic tran.	+31	+7	+38	Used with V8-307 & 350 (L65 & L48)
Rear springs, multi-leaf	0	+30	+30	Used with L48 (350 V8)
Custom Interior	+13	+19	+32	
Custom Exterior	+4	+7	+11	
Deluxe whl. trim cover	+13	+13	+26	

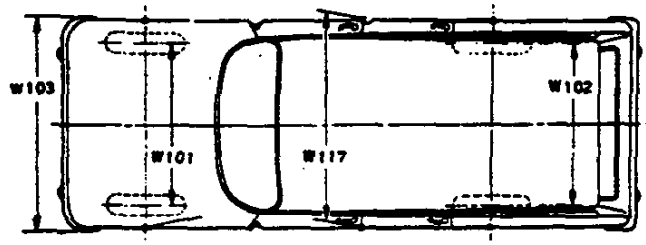
*Engine weight only shown and does not include additional weight for body & chassis.

AMA Specifications Form—Passenger Car

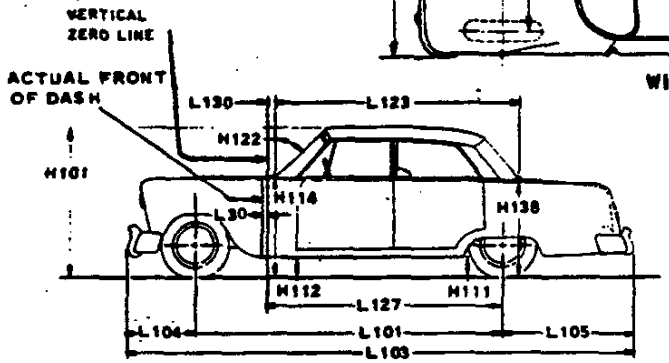
CAR AND BODY DIMENSIONS

KEY SHEET

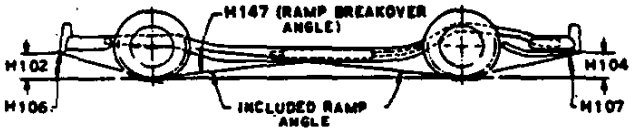
EXTERIOR CAR AND BODY DIMENSIONS



WIDTH

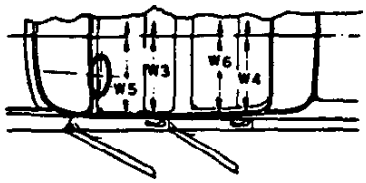


LENGTH & HEIGHT

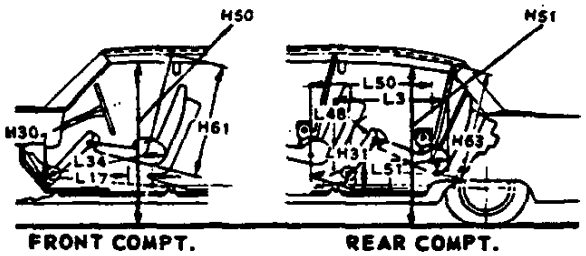


GROUND CLEARANCE

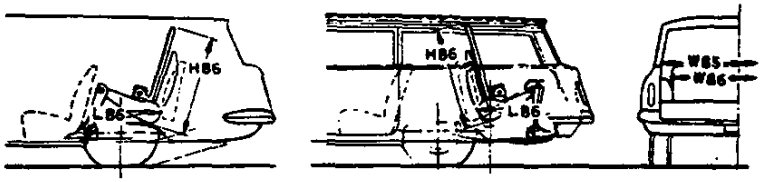
INTERIOR CAR AND BODY DIMENSIONS



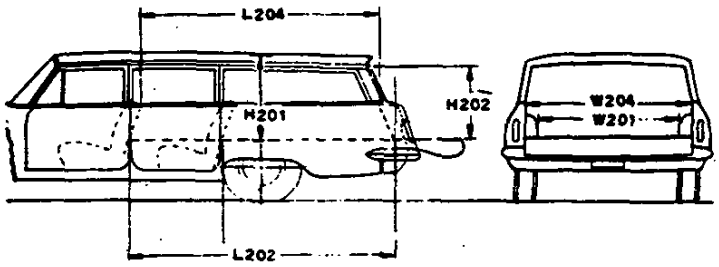
WIDTH



FRONT COMPT. REAR COMPT.



THIRD SEAT



CARGO SPACE

AMA Specifications Form—Passenger Car

CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

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

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

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

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

EXTERIOR LENGTH DIMENSIONS

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

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

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

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

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

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

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

EXTERIOR HEIGHT DIMENSIONS

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

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

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

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

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

GROUND CLEARANCE DIMENSIONS

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

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

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

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

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

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

FRONT COMPARTMENT DIMENSIONS

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

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

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

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

FRONT COMPARTMENT DIMENSIONS (Cont.)

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

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

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

REAR COMPARTMENT DIMENSIONS

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

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

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

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

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

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

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

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

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

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

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

STATION WAGON – THIRD SEAT DIMENSIONS

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

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

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

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

STATION WAGON – CARGO SPACE DIMENSIONS

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

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

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

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

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

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

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

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

AMA Specifications Form—Passenger Car

Page 29

INDEX